



20 MPH Speed Limit Policy

July 2018 – DRAFT

Background

In June 2011, HB 3150 was signed by the governor and authorized road authorities to lower statutory speed limit for highways under the jurisdiction of a road authority by five miles per hour. It became effective January 1, 2012. It added the following text to ORS 810.180:

(10) A road authority may establish by ordinance a designated speed for a highway under the jurisdiction of the road authority that is five miles per hour lower than the statutory speed. The following apply to the authority granted under this subsection:

(a) The highway is located in a residence district.

(b) The statutory speed may be overridden by a designated speed only if:

(A) The road authority determines that the highway has an average volume of fewer than 2,000 motor vehicles per day, more than 85 percent of which are traveling less than 30 miles per hour; and

(B) There is a traffic control device on the highway that indicates the presence of pedestrians or bicyclists.

(c) The road authority shall post a sign giving notice of the designated speed at each end of the portion of highway where the designated speed is imposed and at such other places on the highway as may be necessary to inform the public. The designated speed shall be effective when signs giving notice of the designated speed are posted.

Family Friendly Routes

The 2013 Transportation System Plan identified 33 Family Friendly routes to fill gaps between shared-use paths, parks, and schools, offering a network of low-volume streets for more comfortable biking and walking throughout the City.

The concept behind a Family Friendly Route is to provide low-speed, low traffic streets where people walking & bicycling are prioritized over cut-through automotive traffic.

Operational performance guidelines for implementing 20 mph zones in Oregon City:

In order to qualify for a 20 mph speed zone in Oregon City, the area must meet all of the following:

1. Roadway must be located in a Residential Zoning & identified as a Family Friendly Route in the Transportation System Plan.
2. Vehicle speeds of less than 30 mph, measured as 85th percentile speed.
3. Average volume of fewer than 2,000 vehicles per day.

Once a 20 mph speed zone is approved by Ordinance, the following shall occur:

1. Speed Limit Signage:
 - a. Installation of 20 mph Speed Limit Sign.
 - b. Removal of 25 mph Speed Limit Sign.
 - c. Installation of Traffic Control Change Ahead Sign or Orange Enhance Conspicuity Flags on new 20 mph sign for a minimum of 30 days.
2. Pedestrian & Bicycle Signage:
 - a. Supplemental Family Friendly Plaque installed with Speed Limit Sign, these signs help provide context for the 20 MPH speed limit signs, reinforcing Family Friendly Routes as places for walking and bicycling and encouraging those uses.
 - b. In residential neighborhoods where *curbs & sidewalks do not exist* along a majority of the roadway, a pedestrian & bicycle pavement marking shall be installed on the pavement surface of the roadway.
 - c. In residential neighborhoods where *curbs & sidewalks exist* along a majority of the roadway, Shared Lane Markings or 'Sharrows' shall be installed on the pavement surface of the roadway.

Examples of Proposed Signs & Markings to be used

Example of Supplemental Sign Plaque for 20 mph Speed Limit Signs



Example of City of Portland Neighborhood Greenway Supplemental Plaque use

Orange Flags used to provide Enhanced Conspicuity for Signs

MUTCD, Section 2A.15 Enhanced Conspicuity for Standard Signs

Figure 2A-1. Examples of Enhanced Conspicuity for Signs

A – W16-15P plaque above a regulatory or warning sign if the regulation or condition is new



B – Red or orange flags above a regulatory, warning, or guide sign



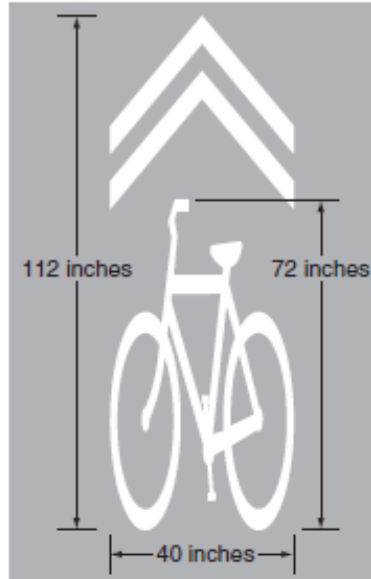
C – W16-18P plaque above a regulatory sign



Pedestrian & Bicycle Pavement Markings

MUTCD, Section 9C.07 Shared Lane Marking or ‘Sharrow’ shall be used where *curbs & sidewalks* exist along a majority of the roadway

Figure 9C-9. Shared Lane Marking



The MUTCD does not include a standard Pedestrian & Bicycle Pavement Marking, staff is proposing we create a custom pavement marking similar to the one below, to be used on roadways where *curbs & sidewalks do not* exist along a majority of the roadway. Arrows would be placed as needed to identify the Family Friendly Route direction.

