

Oregon

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Oregon	55	65	55	50/55/60	55	55	Y

Speed limit increases in 2004 do not apply to all roadways. Generally speaking, all state highways (non-interstate) are 55 mph outside the city limits of an incorporated city. County roads follow the same basic trend. The speed reductions are posted as the respective roadways approach city limits or major signalized 4-way intersections. Other speed zone reductions occur where there is a permanent or temporary speed reduction order based on roadwork or some other situation like a high crash location identified by the state transportation department. Rural interstate highways in Oregon have a maximum limit of 65 mph. Urban interstate highways generally have a 55 mph speed limit with a few exceptions (East Portland (Interstate 84), Salem (Interstate 5) and Eugene (Interstate 5).) These three locations are specifically identified as having a 60 mph limit. Two other areas are lower than the 55 mph limit (Terwilleger Curves and Myrtle Creek Curves, both signed at 50 mph.) These areas have permanent speed reduction orders due to crash histories on the curves.

In Oregon truck/bus speeds are set at a maximum speed limit of 55 mph on all state and interstate highways, unless a lower speed is posted for all vehicles or a different speed is posted specifically for trucks.

Speeding-related Data

Oregon collects speeding-related crash data from police and citizen-based crash reports, primarily using the speed too fast for conditions and exceeding posted speed data elements. The state does not collect speeding citation data, but does collect speeding conviction data. There is no centralized tracking system for citations issued. Data about aggressive driving would be shown through individual violations, but not as aggressive driving. Oregon does not define aggressive driving in current law, although one city does have a specific law.

Proportion Speeding-related Crashes

Year	Speeding-related Fatalities (Percent of Crashes)	Speeding-related Injuries (Percent of Crashes)
2003	273 (53.3%)	9,131 (32.3%)
2002	225 (51.6%)	8,724 (31.4%)
2001	211 (43.2%)	7,505 (27.8%)

For each of the years indicated in the chart, Oregon estimates 200,000 as the annual average number of speeding convictions posted to driver records. This number represents state and local agencies.

Efforts to Reduce Excessive Speeding

In the past several years, Oregon has increased the amount of effort in speeding-related enforcement, equipment and public information and education. The engineering efforts include an element of safety and address speed modification in the design phase. Although speeding is a component of various programs, the state also funds specific activities that address only speeding. These include annual funding to the state police for speeding-related enforcement and annual funding to city and county police agencies to address speed equipment needs as well as provide for overtime speeding-related enforcement. In 2005, Oregon is analyzing the top 10 counties in terms of speed and total fatalities to develop specific Multi-Agency Traffic Team Partnerships that will provide a significant visible presence and deterrent to bad driving behaviors that cause traffic crashes. The intent is to reduce the number of deaths in each specific county.

Oregon reported in fiscal year (FY) 2002, \$250,000 in federal funding was committed to speed reduction measures. The amount in 2003 was \$431,000, and \$475,000 in 2004. In 2005, Oregon anticipates expending \$750,000. The state has no funds specific to speed reduction. Oregon will implement a Selective Traffic Enforcement Program (STEP) in FY 2005. The state estimated 50 percent of the enforcement activities in the STEP projects involve speeding-related enforcement. Oregon has provided assistance for speed patrol activities under Safe Community grants, safety belt grants and driving impaired grants for over a decade.

Because a focus on the issue of speeding is relatively new both nationally and in Oregon, it is not possible to determine the overall impacts of speeding-related activities in the state. Specific financial resources would be needed to direct activities and efforts specifically to speed.

Public Perception

Oregon's state highway safety office felt the motoring public believes police give a 10-15 mph cushion in enforcing the posted speed limit before being stopped.