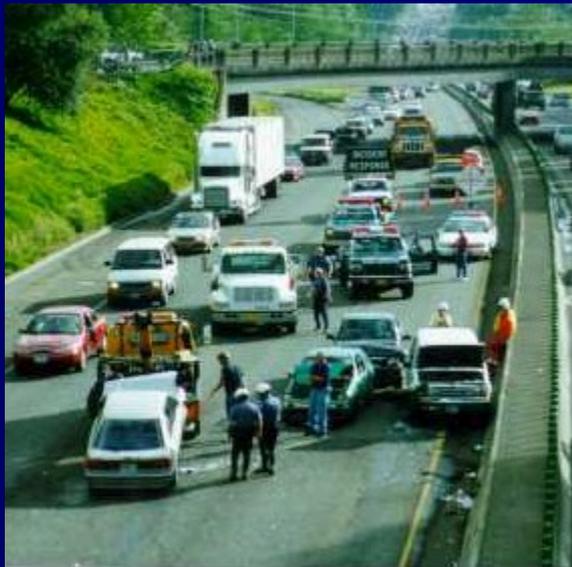


Oregon Department of Transportation

Oregon Administrative Rules for Variable Speed Zones



Guidelines for the Use of
Variable Speed Limit Systems in Wet Weather



FHWA Safety Program

 U.S. Department of Transportation
Federal Highway Administration
FHWA-SA-12-002

 Safe Roads for a Safer Future
Investment in safety will save lives.
<http://safety.fhwa.dot.gov>

Brief History of VSL OAR's

- Definitions – VSL, VSZ & VAS
- Why VSL?
- Part of a way to manage the roadway for congestion and weather
- Safety – address weather related crashes
- Congestion – decrease the speed variation
- School speed zones are a form of VSL.

- VSL have been around for many years (in and out of U.S).
- In 2010, we viewed other states successfully implementing variable speed zones.
- We asked DOJ if ODOT could establish VSL on Oregon highways under current ORS 810.180.
- ORS810.180 gives ODOT authority to set speeds.
- Statute requires an engineering study
- Engineering study must show current speed is greater than is safe

- DOJ advised we needed process set in Rule to establish VSL.
- Began OAR process in 2011 – one Rule for process and one Rule for criteria & locations on Interstates.
- Speed Zone Review Panel input – pilot project language was added
- State Traffic Engineer approval required
- Evaluation required 2 years after project start

- If using Advisory and not Regulatory, no need for rule change or Order.
- Statewide Concept of Operations finalized March 2015 – covers all VSL pilot projects.
- Currently working on amending locations/criteria Rule for Baker Valley project and to reflect the Statewide Con Ops.

