



3/18/2021

Senator Lee Beyer, Co-Chair
Representative Susan McLain, Co-Chair
Joint Committee on Transportation
900 Court Street, NE
Salem, OR 97301

RE: SUPPORT for HB 2530 – Expands authority to operate fixed photo radar systems in high crash corridors in cities of 50,000 or more population. Make permanent authority to operate fixed photo radar systems in high crash corridors.

Dear Co-Chairs Beyer and McLain and Members of the Committee:

Thank you for the opportunity to present testimony regarding HB 2530, which would authorize cities with 50,000 or more population to operate fixed photo radar systems in high crash corridors and make permanent the authority to operate such systems.

Eugene is a Vision Zero City with the goal of eliminating deaths and life changing injuries on our transportation system by 2035. The State of Oregon shares the same goal of zero deaths or life changing injuries by 2035 through the Transportation Safety Action Plan adopted by the Oregon Transportation Commission in 2016.

A few of the key principles of the Vision Zero approach to transportation safety are to design our streets so that the outcomes of people making mistakes are less severe, that we design streets and set speed limits with the trauma a human body can withstand in mind, we use data to inform our decision making and agency transportation professionals are accountable for managing their transportation systems to meet desired safety outcomes.

We know that speed is a critical factor in whether a crash occurs and how severe the outcomes of a crash are. Relatively small differences in speed exponentially increase the chance of death and life changing injuries for vulnerable users such as people walking, biking or using a mobility device. For example, a vehicle/pedestrian crash with a vehicle speed of 40 mph has a 70% likelihood of fatality or serious injury compared to a 40% likelihood for a vehicle traveling 30 mph.

The city has a goal of redesigning streets with lower design speeds and using elements like travel lane width, street trees, traffic calming, medians, and traffic signal timing to encourage appropriate speeds by people driving motor vehicles. However, we recognize that enforcement also plays a key role in ensuring that vehicles travel at safe speeds.

Fixed photo radar systems, also known as speed cameras or automated speed enforcement, have been shown to lower traffic speeds and reduce the likelihood that crashes lead to fatalities or incapacitating injuries. These devices can operate in locations and under conditions that would make traffic stops dangerous or impractical.

The National Transportation Safety Board has concluded that automated speed enforcement is an effective countermeasure to reduce speeding-related crashes, fatalities and injuries.

HB 2409, passed by the legislature in 2017, enables cities to issue speed citations from the same camera and sensor systems used to enforce red light compliance at intersections. However, these locations are not necessarily the best locations for speed cameras and there could be drawbacks to using red light cameras to also enforce speed limits.

HB 2530 is also in alignment with the 2016 Oregon Transportation Safety Action Plan Action 6.3.4 “Modify laws to allow more effective automated enforcement of traffic law.” If this legislation becomes law, the city intends to install speed cameras on high crash corridors identified through our Vision Zero Action Plan process.

In closing, again, Eugene thanks you for the opportunity to present testimony in support of HB 2530 and asks that you provide a ‘Do Pass’ recommendation for this bill.

Sincerely,

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