



2017 Intersection Safety: HB 2409A

Problem: Right now, the red-light citation statute is limited to evidence shown by the *camera*, which doesn't capture speeding. Speeding can be captured by a red-light *system* when under pavement sensors or other technology are a part of the system, as they are in Beaverton. Photo radar captures speeds, but that's not a part of a red-light system, so we want to address this gap.

Over the last year, there were more than 90,000 trips through Beaverton's four red light camera intersections where drivers were traveling at excessive speeds (*more than 10 miles over the posted limit*), creating a much more dangerous intersection dynamic, especially for pedestrians and cyclists. This danger is true regardless of the intersection signal phase (red, yellow or green.)

Solution: Modify the existing red light camera statutes (ORS 810.434, 810.435 and 810.436) so jurisdictions can use red light camera systems to issue speeding tickets when a driver is more than 10 mph over the limit through the intersection.

HB 2409A increases intersection safety by doing the following:

- Makes a very narrow modification to existing statutes to allow the red-light camera *systems* to be used for issuing speeding tickets when speeds are in excess of 10 miles over the posted limit in green or yellow signal phases.
- Only allows running a red light and excessive speeding citations to be issued together if the speed is more than *20 mph* over the posted limit.
- Retains all notifications, warnings and signage requirements.

We urge your support for HB 2409A



DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000.
<http://www.fhwa.dot.gov/ohv/ohv/18/1801/180101.htm>