



# City of Portland Testimony on HB 2702

Joint Transportation Committee of the Oregon Legislature

March 6, 2019

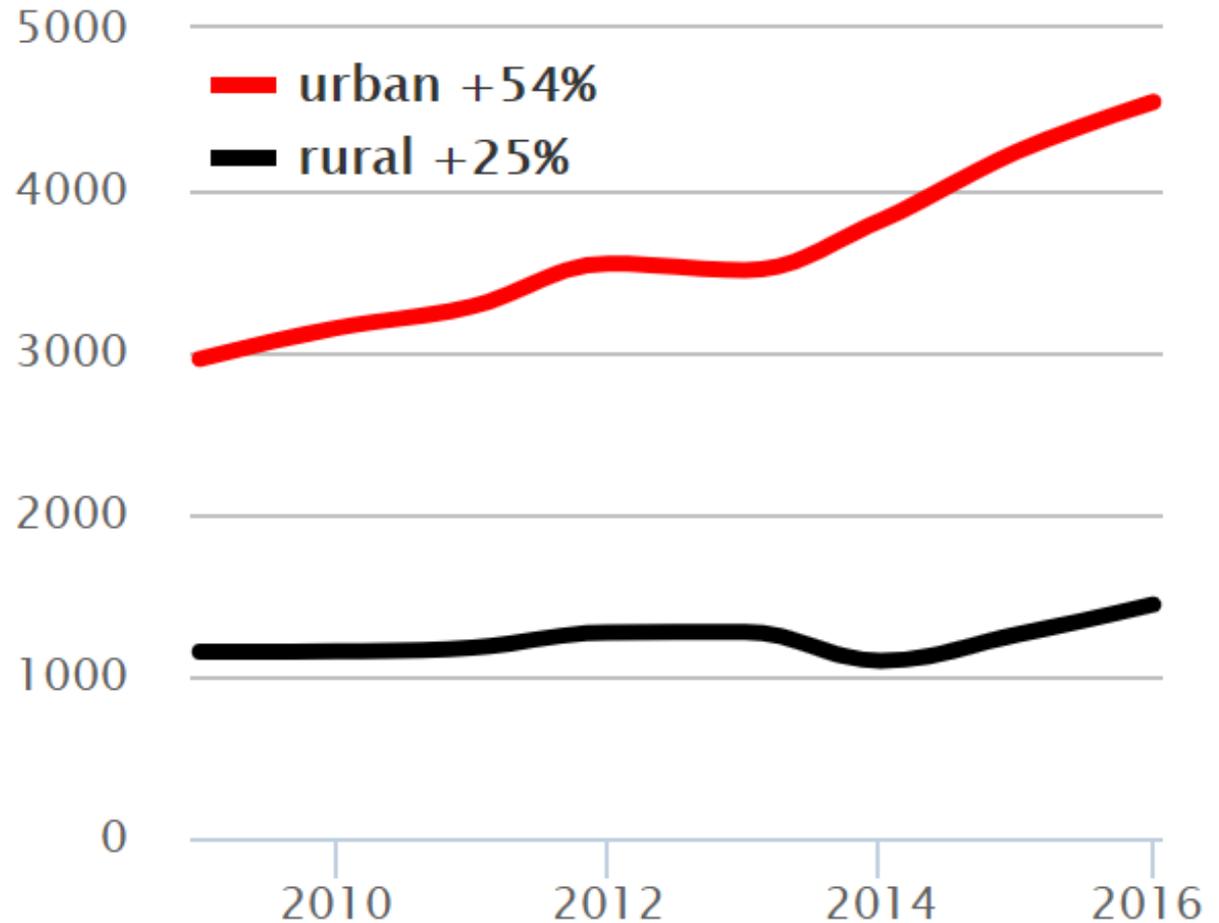
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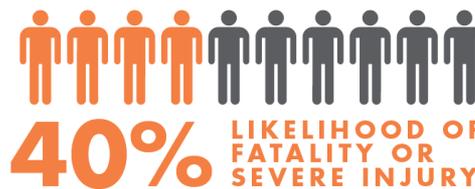
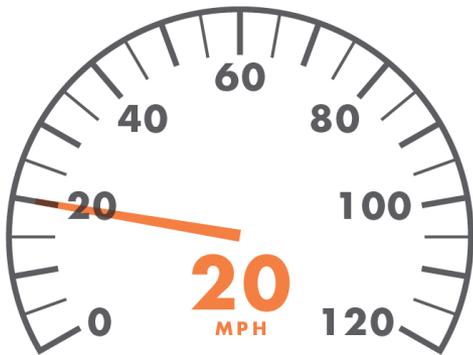
# Pedestrian deaths are increasing nationally

46% increase since 2009, mostly in urban areas



PEDESTRIAN DEATHS, 2009-16

# Speed impacts the severity of pedestrian crashes



**DEATH DUE TO SPEED**

# Role of speed in creating a “safe system”

<b>Safe system approach to speed limits</b>	<b>Traditional approach to speed limits</b>
<p>Set speed limits based on likely crash types, resulting impact forces, and the human body’s ability to withstand these forces</p>	<p>Set speed limits based on the assumption that most drivers choose reasonable and safe speeds (only those in the minority 15% are judged as “speeding”)</p>

# National organizations weigh in

## **Insurance Institute for Highway Safety (2018)**

Finding: the number of vehicles being driven over 35 mph fell by 30% when the citywide speed limit was lowered from 30 mph to 25 mph

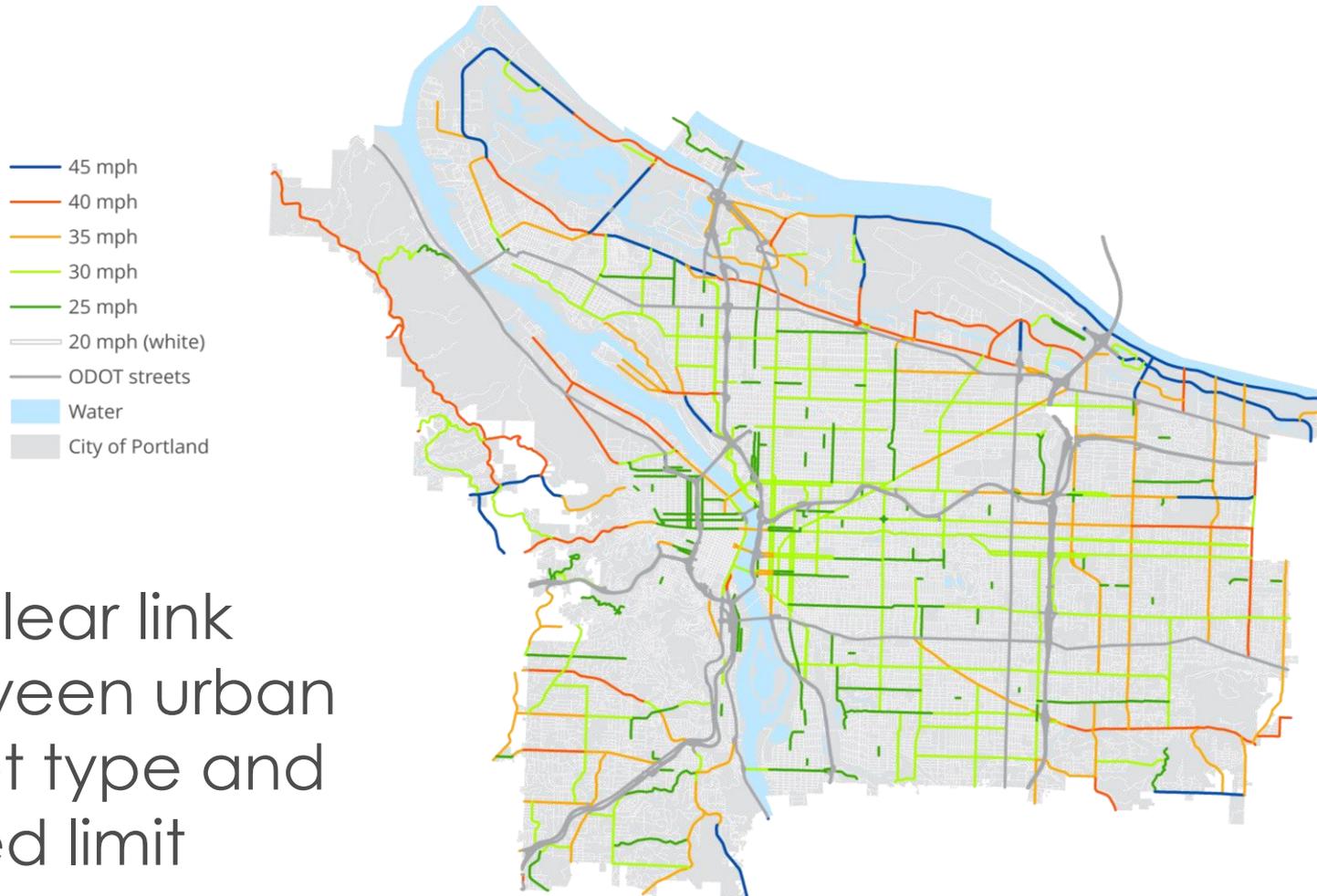
## **National Association of City Transportation Officials (March 2019)**

*"The link between speed and risk on the street is among the best-documented and incontrovertible relationships in the fields of engineering and public health"*

# Lowering speeds: residential streets



# Lowering speeds: segment-by-segment speed changes



No clear link  
between urban  
street type and  
speed limit

# Benefits of delegated speed-setting authority

- Allows cities to address a unique set of factors
- More efficient than patchwork nature of segment-by-segment speed requests
- More predictable for drivers
- Creates statewide consistency with ODOT retaining program oversight