

I am opposed to broad use of photo radar. Photo radar is being placed at locations where the roadways are designed for speeds higher than the posted speed limit. Installing photo radar isn't the right solution. The correct solution is redesigning the roadway to slow the speeds of traffic. For example, a photo radar station exists on Division east of SE 148th Street in Portland. This is an exceptionally wide roadway consisting of two lanes in each direction on Division, with a center turn lane, bike lanes in each direction, and wide shoulders accommodating parking. A reasonable driver would interpret Division to have a speed well above 30 mph. Again, the correct solution is to redesign the roadway - consider narrower lanes, raised median, road diet (one lane in each direction with a two-way left turn lane). The reason this is a high crash corridor is because the lane use and demand around the area has evolved and now the design of the road does not match user need.

In my opinion, the use of photo radar should be a short term remedy such as use in construction work zones and in school zones (limited time of day).

Please feel free to contact me if you like to discuss further. I am a civil/traffic engineer, and have over 20 years of experience in the field of transportation design.