

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Jo Ann Hardesty Commissioner **Chris Warner** Director

March 12, 2021

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

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

The City of Portland strongly supports HB 2530 with the -2 amendment. The bill would help make Portland streets safer by allowing continued use of fixed speed safety cameras and expanding those safety benefits to other qualified cities throughout Oregon.

Throughout the U.S. and the world, studies have shown that vehicle speed is a critical factor in street safety. Crashes that occur at slower speeds are less likely to result in deaths and serious injuries. A pedestrian hit by a driver at 30 mph is more than twice as likely to survive than a pedestrian hit by a driver at 40 mph. Fixed speed safety cameras are effective at lowering speeds quickly and offering around-the-clock, consistent speed deterrence. Portland has seen this effectiveness in action.

In 2015, the Legislature passed HB 2621 authorizing Portland to use fixed speed safety cameras on high crash corridors. To date, Portland has installed eight cameras on four corridors. Data shows that Portland's speed safety cameras have been remarkably successful at slowing speeds. At safety camera locations, speeding has dropped by an average of 71 percent overall, with top-end speeding (more than ten miles per hour over the speed limit) by 94 percent.

Fixed speed safety cameras are a critical element of Portland's comprehensive work to make streets safer. Portlanders understand the need for these safety cameras. In a survey conducted in 2018 by a third-party research firm, three-quarters of respondents supported the use of fixed speed safety cameras saying that they are reliable, unbiased and an effective way to reduce speeding and crashes.

HB 2530 includes three provisions to leverage the safety benefits of fixed speed safety cameras. First, it simplifies eligible locations by allowing cameras on priority safety corridors identified by the Department of Transportation or by the city's governing body, as well within school zones. Second, HB 2530 removes the 2024 sunset date that was originally included to pilot the cameras, allowing Portland to continue using

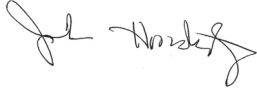


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this technology. Finally, this bill allows cities with populations of 50,000 or more, and cities located within a metropolitan planning organization (MPO), to operate fixed speed safety cameras.

The City of Portland strongly supports HB 2530 with the -2 amendment. Thank you for your consideration of this bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Jo Ann Hardesty". The signature is fluid and cursive, with the first name "Jo" and last name "Hardesty" clearly distinguishable.

Jo Ann Hardesty, Commissioner
City of Portland