



January 31, 2023

Joint Committee on Transportation
Oregon State Legislature
900 Court St. NE, Room 453
Salem, OR 97301

RE: City of Beaverton Supports HB 2095

Dear Co-Chairs Gorsek and McLain, Vice-Chairs Boquist and Boshart Davis, and Members of the Committee:

The City of Beaverton strongly supports HB 2095, which provides cities with tried-and-tested tools to make their local roads safer for all users. Photo radar and slower speed limits boost public health and safety by addressing a leading cause of traffic deaths and injuries: excessive speed.

According to the Vision Zero Network, more than one-third of fatal car crashes are speeding related. Speed is also the most important factor in determining whether our most vulnerable road users – people walking, cycling, or getting around with mobility devices – survive a collision with a vehicle. HB 2095 reduces the risk of these senseless tragedies by empowering cities to effectively manage speed for safety.

Local speed-setting authority is currently limited to changes of 5 mph increments; however, cities like Beaverton best understand the unique conditions of their local roads and what is needed to keep residents safe. HB 2095 expands cities' authority to adjust speeds on city-owned roads by up to 10 mph, which allows cities to be more responsive to community needs. It also helps cities avoid the costly and confusing requirement of going through the speed change process twice to reach a speed that makes sense for a neighborhood.

HB 2095 also extends the use of mobile and fixed photo radar to all Oregon cities. Currently, only 10 cities – including Beaverton – have authority to use mobile radar, and the use of fixed radar is limited exclusively to the City of Portland's "high-crash corridors." In 1995, the Oregon Legislature gave the City of Beaverton limited authority to use mobile radar to reduce speeding in Beaverton neighborhoods. This tool quickly proved effective:

- Within the first year of deploying mobile photo radar, the percentage of vehicles exceeding 30 mph (more than five mph over the posted speed limit) on Beaverton streets with photo radar declined by 28% while average speeds decreased by 1.6%.

- In April 1996, Beaverton engineers collected speed data at two points in time over the course of two weeks. During week one, 39% fewer vehicles exceeded 30 mph on streets with photo radar than on streets without photo radar. During week two, 45% percent fewer vehicles exceeded 30 mph on streets with photo radar than on streets without photo radar.

Beaverton is doing what it can to build a transportation system in which we address safety **before** accidents and fatalities happen. HB 2095 builds upon these efforts by giving Oregon cities additional tools to reduce speed-related injuries and keep our roadways and public spaces safe and welcoming. We encourage your support of HB 2095 and invite you to contact me for additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Jenny Haruyama". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jenny Haruyama, City Manager