

February 1, 2023

Co-Chairs McLain and Gorsek and members of the Joint Transportation Committee:

Following up on **Mayor Beaty's testimony last night in support of HB 2095**, the following data/information regarding photo radar use in Beaverton was included in her testimony and is being submitted for the record, per Co-Chair McLain's request.

- Beaverton has operated photo radar mobile units to manage speed and successfully reduce speeding cars in its neighborhoods since 1996 when Beaverton and Portland were the first two cities allowed to pilot photo radar.
- Traffic engineers collected speed data prior to the City's use of photo radar in 1995 and then **after** the introduction of photo radar in 1996 on the same streets. Traffic engineers were careful to look at streets where the mobile photo radar was used **and not used** to compare the differences.
- The data showed:
 - There were 28% fewer vehicles exceeding 30 mph (more than five mph over the posted speed limit) on the streets **with** photo radar
 - For those streets **without** photo radar, the speeds actually **increased** by 16% over that same year.
 - Average speeds **decreased by 1.6%** on the streets **with** photo radar and **increased by 2.7%** on the streets **without** photo radar.
- In the second study conducted later in 1996, Beaverton engineers collected speed data on streets using photo radar and from the other streets using no photo radar on the same day and then *a week later* on those same streets when no photo radar was used on any of the streets.
- The study results showed that **photo radar reduced speeds significantly**.
 - 39% fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week one.
 - 45% fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week two.
 - Average speeds on the streets with photo radar were 4.6% lower than on streets without photo radar in week one and 5.4% lower in week two.
- It's critical that this transportation tool be used in a way that supports Beaverton's diverse communities and does not have disproportionate negative impacts on historically marginalized community members.
- The Beaverton City Council directs the Police Department to spend 20% of their operating time in school zones, 35% in neighborhoods, and 45% on major streets determined by the City Council to have been negatively impacted by speeding.

- Locations for photo radar are selected using specific criteria:
 - A history of excessive speeding,
 - Risk for traffic crashes,
 - Citizen complaints,
 - Where there is mixed use of the roadway (pedestrians, bicyclists, automobiles), and,
 - Where there are construction zones and frequent use by emergency vehicles.

- Looking at the **most recent photo radar data from 2021 and 2022**, approximately 75% of the citations were given to those with driver's licenses *outside of Beaverton*, demonstrating that education and awareness are high among Beaverton residents and visitors are exceeding safe speeds in Beaverton.

Submitted by Gwenn Baldwin, representing the City of Beaverton
gwenn@baldwinconsulting.biz