



1/31/2023

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

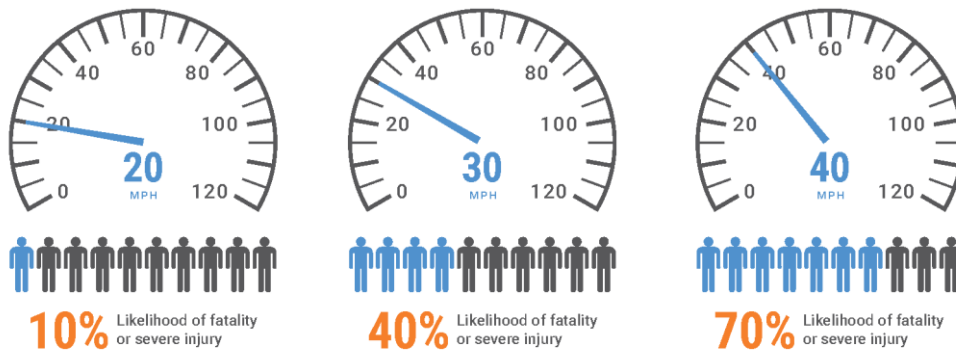
**RE: SUPPORT for HB 2095 – Expands authority to operate fixed photo radar systems to Eugene and other listed jurisdictions**

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

Thank you for the opportunity to present testimony regarding HB 2095, which would authorize select cities to operated fixed photo radar systems.

Eugene is a Vision Zero City with the goal of eliminating deaths and life changing injuries on our transportation system by 2035. The State of Oregon shares the same goal of zero deaths or life changing injuries by 2035 through the Transportation Safety Action Plan adopted by the Oregon Transportation Commission.

Slowing vehicle speeds is one of the City of Eugene’s six Vision Zero strategies to reduce the occurrence of fatal and life-changing injury crashes on our roadways. We know that speed is a critical factor in how severe the outcomes of a crash are. Even a 10 MPH difference in vehicle speed can dramatically increase or decrease the chance of death and life changing injuries for vulnerable roadway users such as people walking, biking or using a mobility device (as illustrated in the graphic below).



Source: Tefft, Brian C. Impact speed and a pedestrian’s risk of severe injury or death. Accident Analysis & Prevention. 50. 2013

While the City has made progress on redesigning streets and lowering speed limits over time, traffic calming studies from across Eugene have demonstrated that speeding continues to be a widespread community issue. Residents from all areas of our community have expressed ongoing frustration with the City’s limited capacity to enforce safe speeds on our over 500 miles of roadway with a small number of traffic safety officers.

Fixed photo radar could allow the City of Eugene to make significant progress on enforcing safe speeds with our existing staff capacity. Fixed photo radar units have been shown to lower traffic speeds and reduce the likelihood of crashes and injuries. The Federal Highway Administration cites that these fixed photo radar units can [reduce up to 47% of injury crashes on urban principal arterials where they are utilized](#).

State law currently allows cities to issue speed citations from the same camera and sensor systems used to enforce red light compliance at intersections. Having the ability to include speed detection in red light cameras is beneficial to cities, however, there are still many locations outside of signalized intersections that have significant challenges with speeding behavior.

HB 2095 is also in alignment with the [2021 Oregon Transportation Safety Action Plan](#), which states that the State of Oregon will work to, “modify or extend laws to continue automated enforcement of traffic violations, including exceeding the speed limit.”

The City of Eugene believes fixed photo radar could be a valuable tool to help address increases in fatal crashes involving people walking and biking that have been observed both nationally and in the State of Oregon in recent years.

If this legislation becomes law, the City of Eugene will explore the use speed cameras on high crash corridors identified through our Vision Zero Action Plan. Any locations under consideration for automated enforcement would also be evaluated for equity concerns using census data and by engaging with key stakeholder non-profit organizations.

In closing, again, Eugene thanks you for the opportunity to present testimony in support of HB 2095 and asks that you provide a ‘Do Pass’ recommendation for this bill.

Sincerely,

Logan Telles  
Associate Transportation Planner  
City of Eugene  
Email: [ltelles@eugene-or.gov](mailto:ltelles@eugene-or.gov)