



February 27, 2025

The Honorable Chris Gorsek, Co-Chair
The Honorable Susan McLain, Co-Chair
Joint Committee on Transportation
900 Court Street NE
Salem, OR 97301

RE: S.B.711

Dear Chairs Gorsek and McLain:

The National Safety Council (NSC) respectfully urges your support for S.B.711. This legislation would require the use of speed enforcement cameras in work zones to stem the tide of preventable crashes in the state and create safer roadways.

NSC is America's leading nonprofit safety advocate and has been for over 110 years. As a mission-based organization, we work to eliminate the leading causes of preventable death and injury, focusing our efforts on the workplace and roadway. We create a culture of safety to keep people safer in the workplace and beyond so they can live their fullest lives. Our 13,000+ member companies represent employees at nearly 41,000 U.S. worksites, including 70 members in Oregon.

In 2022 alone, 891 people were killed and an additional 37,701 people were injured in work zone crashes nationwide – representing a 52 percent increase since 2010.¹ The majority of deaths in work zones are drivers and passengers of vehicles in transport (both those engaged in construction activities and those traveling through construction zones), nearby pedestrians, and bicyclists.² Unfortunately, speeding is a factor in about one-third of work zone fatal crashes.³ Oregon is not immune to this alarming trend and the state has seen a steady increase in the number of crashes and fatalities in work zones over the last five years.⁴ This proves that there is more to be done to shift driver behavior and reduce speeds in work zones, especially while highway workers are present.

According to a system analysis completed by the National Highway Traffic Safety Administration (NHTSA), automated enforcement is highly effective in slowing down drivers and saving lives on the roadways.⁵ Another study found that safety cameras specifically used in work zones reduce average speeds to at or below the posted lower speed limits, further demonstrating the safety benefits of these essential programs.⁶ Despite this established history and proven track record, Oregon law only goes as far as to *permit* highway worker photo radar programs. S.B.711 would further utilize this technology by mandating these programs through a collaboration between the Department of Transportation in and

¹ <https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/work-zones/>

² Ibid.

³ [https://ops.fhwa.dot.gov/wz/resources/facts_stats.htm#:~:text=Fatal%20work%20zone%20crashes%20involving%20a%20rear%20collision%20were,281%20\(34%25\)%20in%202022](https://ops.fhwa.dot.gov/wz/resources/facts_stats.htm#:~:text=Fatal%20work%20zone%20crashes%20involving%20a%20rear%20collision%20were,281%20(34%25)%20in%202022)

⁴ <https://content.govdelivery.com/accounts/ORDOT/bulletins/395999d>

⁵ https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/812257_systemanalysisase.pdf

⁶ <https://apps.ict.illinois.edu/projects/getfile.asp?id=3022>



the Oregon State Police. Eliminating roadway fatalities requires massive, near-term gains in highway safety and we must use every tool at our disposal to prevent crashes.

Thank you for your close attention to this important issue. If you have any questions or if NSC can be of further assistance, please contact Government Affairs Manager Alaina Dahlquist at Alaina.Dahlquist@nsc.org or 771-333-0677.

Sincerely,

A handwritten signature in black ink that reads "Lorraine Martin". The signature is written in a cursive style with a large initial "L" and "M".

Lorraine Martin
President and CEO

cc: Joint Committee on Transportation members
Rep. Courtney Neron