



Steve
Novick
Commissioner

March 6, 2015

Leah Treat
Director

Representative Caddy McKeown, Chair
House Committee on Transportation and Economic Development
Oregon State Legislature
900 Court St. NE
Salem, OR 97301

RE: Support for HB 2621

Dear Chair McKeown and Members of the Committee:

The City of Portland's Community and School Traffic Safety Partnership Coordination Council was formed in 2003 in response to strong demand for services that protect neighborhoods from the negative impacts of traffic and to promote a safe environment for all modes of travel. We are a group of local community leaders, traffic engineers, judges, school district officials and transportation safety professionals and we write to express our strong support for HB 2621.

The Coordinating Council is responsible for stewarding several of Portland's innovative and successful traffic safety programs, including Safe Routes to School and High Crash Corridors. We are deeply invested in making Portland's transportation system safer. As a body, we have consistently highlighted our concern regarding the relationship between pedestrian safety and speeding on Portland's mixed-use arterials. The people who drive on these roads are more likely to be involved in serious crashes and the pedestrians crossing them are more likely to be killed. The City of Portland designates the worst of these roadways as High Crash Corridors. Just 3 percent of Portland's street network, these High Crash Corridors, account for 51 percent of Portland's pedestrian fatalities. The City of Portland needs new tools to control speeding on these roadways.

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It should come as no surprise that speeding and aggressive driving are top contributing factors to serious crashes across the Metro region. And while we have made substantial progress on other key safety efforts (e.g., seat belt use) we have much more work to do on speed, especially on High Crash Corridors. That is why we are pleased to support HB 2621, granting Portland the legislative authority to pilot fixed automated speed enforcement on these roadways. Unlike on the freeway system (I-5, I-205), these High Crash Corridors are roadways people must cross on foot to get to the bus stop, library or grocery store. Children must cross them to get to school. These streets are mixed-use and are often the commercial hearts of the communities they run through. They are where the majority of pedestrians are struck and killed in Portland.

We urge your support for HB 2621 to help make Portland's most dangerous roads safer.

Sincerely,

Stephanie Noll, Deputy Director
Bicycle Transportation Alliance

Mary Lee Turner, Retired Rehabilitation Instructor
Oregon Commission for the Blind

Don Baack, President
SW Trails

JoAnn Herrigel, Civic Involvement Coordinator
Elders In Action

Christopher M. Monsere, Ph.D., P.E.
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Ian Stude, Chair
Portland Bicycle Advisory Committee

Max Woodbury
Coordination Council Member

John Powers, Attorney at Law
Coordination Council Member

Brooks Koenig
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Kiel Johnson, Founder
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Rebecca Hamilton, Co-Chair
Pedestrian Advisory Committee

Roger Averbeck, Co-Chair
Pedestrian Advisory Committee