



2017 Intersection Safety: HB 2409A

Problem: Right now, the red-light citation statute is limited to evidence shown by the *camera*, which doesn't capture speeding. Speeding can be captured by a red-light *system* when under pavement sensors or other technology are a part of the system, as they are in Beaverton. Photo radar captures speeds, but that's not a part of a red-light system, so we want to address this gap.

This issue was identified when Beaverton looked at data from its four red-light cameras over the past year and found there were more than 90,000 trips through those red-light camera intersections where drivers were traveling at excessive speeds (*more* than 10 miles over the posted limit.) Excessive speeds create a much more dangerous intersection dynamic, especially for pedestrians and cyclists. This danger is true regardless of the intersection signal phase (red, yellow or green.)

Solution: Modify the existing red light camera statutes (ORS 810.434, 810.435 and 810.436) so jurisdictions can use red light camera systems to issue speeding tickets when a driver is more than 10 mph over the limit through the intersection.

HB 2409A increases intersection safety by doing the following:

- Makes a very narrow modification to existing statutes to allow the red-light camera *systems* to be used for issuing speeding tickets when speeds are more than 10 miles over the posted limit in green or yellow signal phases.
- Only allows running a red light and excessive speeding citations to be issued together if the speed is more than *20 mph* over the posted limit.
- Retains all notifications, warnings and signage requirements.

HB 2409A passed out of House Judiciary and House Revenue with a strong bipartisan do-pass recommendation

We urge your support for HB 2409A



DEATH DUE TO SPEED