



**Testimony Before the Joint Committee on Transportation
Relating to Support of SB 559 and SB 560
March 18, 2019**

Submitted by Jim McCauley, Legislative Director League of Oregon Cities

Co-Chair Beyer and Co-Chair McKeown and Members of the Committee:

As part of the League of Oregon Cities vetting process with members a package of speed/safety related bills were requested in advance of the 2019 session. Each of these bills present value to local communities looking for additional tools to improve safety in their neighborhoods and communities across Oregon.

This set of bills include the following:

[SB 558](#) – Authorizes city to designate speed for highway under city's jurisdiction that is five miles per hour lower than statutory speed when highway is in residential district and highway is not arterial highway.

[SB 559](#) – Expands authority to operate fixed photo radar systems in high crash corridors to all cities. Makes permanent authority to operate fixed photo radar systems in high crash corridors.

[SB 560](#) – Expands authority for all cities to operate photo radar systems in high crash corridors.

The League views this entire set of speed related bills as a package. Each of them we support on their individual merits and collectively because they expand the overall set of tools available for local governments to improve safety for drivers, pedestrians, cyclists and improve livability of neighborhoods.

These bills collectively expand the authority that was granted to the City of Portland during the 2015 and 2017 session to all cities in Oregon. For today's hearing SB 559 is a close mirror of HB 2621, which passed in 2015. HB 2621 provided the City of Portland the ability to use photo radar in high crash corridors. The neighborhoods have responded favorably to the addition of photo radar and based on Portland's data there has been a considerable reduction in speeding along the sections of corridors with photo radar in place.

SB 560 expands the use of mobile radar beyond the existing 10 cities in current statute to all cities in Oregon. The other provisions that limit its use remain in place.

Livability and safety remain a very important part of what all cities envision for their community. Passage of this set of traffic safety bills provide important tools for other cities across Oregon to use.

The League of Oregon Cities is asking for your support of SB 559 and SB 560.