



ALEX CUYLER

Intergovernmental Relations Manager
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DATE: February 4, 2020
TO: Joint Committee on Transportation
RE: HB 4103, relating to highway speeds

Co-Chair McKeown, Co-Chair Beyer, and Committee Members:

Lane County has an established legislative principle to support measures which would serve to improve safety for those who utilize roadways within Lane County. We find that HB 4103 is consistent with that principle, and in particular if the bill were to be amended to include the -3 amendment. We ask that you schedule a work session for this measure and move to adopt the -3 amendment into HB 4103.

Lane County is a geographically large county with over 4100 miles of county owned roadways, much of which are located in rural areas. Oregon Department of Transportation data shows that between 2006 and 2016, Lane County had the second highest yearly average of roadway related fatalities in the state. And during 2014 and 2015, Lane County had more traffic fatalities than any other county in Oregon.

In 2015 Lane County collaborated with Lane Council of Governments (LCOG) and Oregon Department of Transportation (ODOT) to evaluate crash data, engage stakeholders, and develop a Transportation Safety Action Plan (TSAP), which the Board of Commissioners adopted on July 18, 2017. Among other things, the plan establishes a Fatal Crash Investigation Team, an interdepartmental group of staff that reviews each fatal crash and makes recommendations based on that review.

Here is why we are seeking your support for HB 4103:

- Speed is often a factor in roadway fatalities, and HB 4103 will provide Lane County with an improved ability to set local speeds, provided that we meet criteria to be established by the Department of Transportation.
- Lane County has capacity and performs our own engineering speed studies for low volume roads (less than 400 ADT) following adopted ODOT criteria.
- Local authority will allow Lane County to work with city partners on using one approach to setting limits on streets that cross jurisdictional boundaries, facilitate more consistent speed limits, and improve driver understanding and expectations of appropriate speeds.
- Often ODOT studies take 8 to 12 months to complete and we believe our staff can cut that time down to within 2 months.

ELECTRONICALLY SUBMITTED BY ALEX CUYLER