

City of Portland testimony HB 2530 and HB 3357 (photo radar)

**Chris Warner, Director
Portland Bureau of Transportation**

**Dana Dickman, Safety Section Manager
Portland Bureau of Transportation**

Current restrictions on fixed photo radar

- Eligible locations based on complex analysis using crash data from 2006 through 2016
- Authority expires January 2, 2024
- Allowed only in Portland



Approach

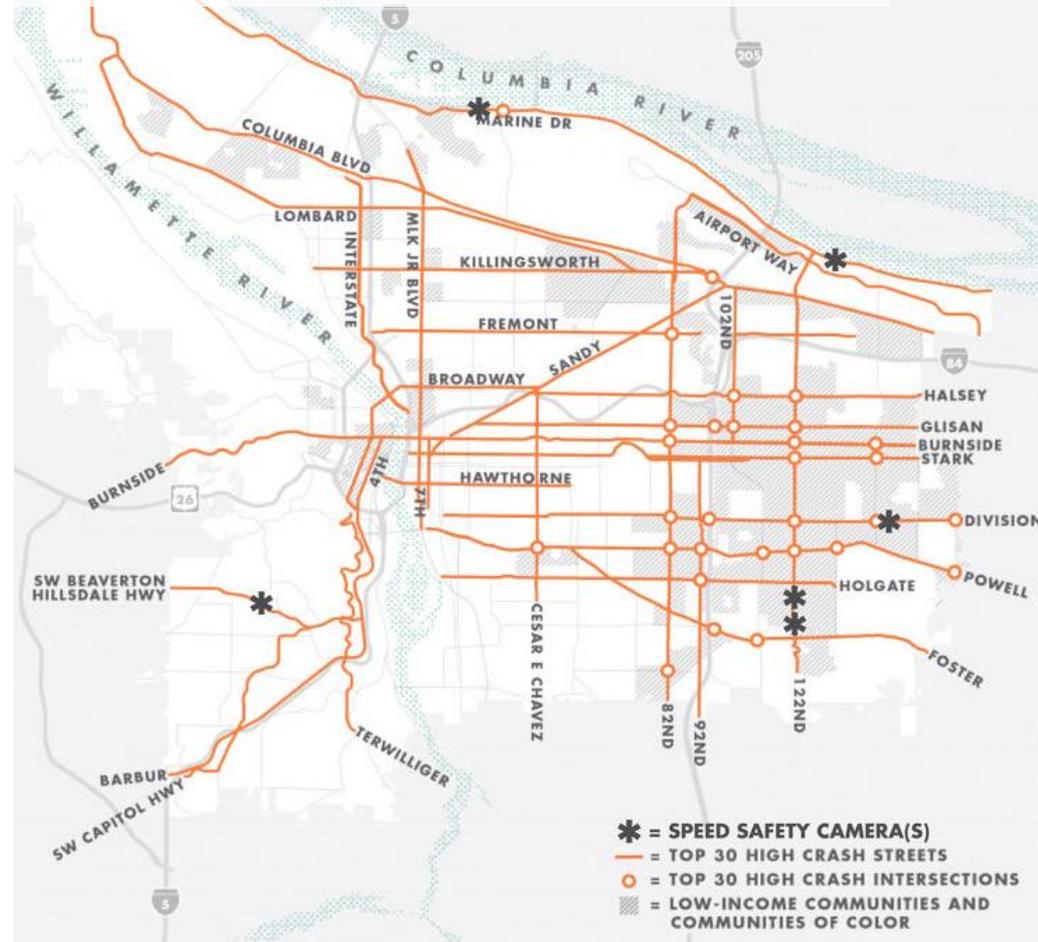


Cameras

HB 2530 makes 3 main changes

1. Simplifies eligible locations
2. Removes sunset date
3. Allows cities other than Portland (pop. 50,000 or greater) to use fixed photo radar
4. -2 Amendment allows for cities within MPOs

Current camera locations in Portland



HB 2530 builds on the pilot program's success

- **71 percent** average reduction in people exceeding the speed limit
- **94 percent** average reduction in people driving 10 miles per hour or more above speed limit
- **1/3 fewer injury crashes** (where at least 2 years of post-camera crash data is available)
- **75 percent** of residents support the use of speed cameras on high-crash streets

Public comments include:

"Anything that can be done to reduce speed would be worthwhile."

"If you can reduce speeding it makes the streets safer."

"It's the right thing to do. I mean if you're speeding, it's hazardous. There's a speed limit for a reason, you should follow it."

"You shouldn't be speeding regardless if there's a cop there or not."

HB 3357: More efficiency in safety program through flexibility in staffing

- All fixed photo radar camera photos are reviewed to help ensure they match DMV records (Oregon law cites the person driving, not the vehicle owner)
- Currently, only police officers can compare fixed photo radar photos with DMV records
- HB 3357 -2 amendment allows trained staff other than police officers to compare camera photos with DMV records
- Improves efficiency while ensuring citations are accurate and privacy is protected