

TESTIMONY IN SUPPORT OF HB 2530 & 3357
18MAR2021



Chairs McClain & Beyer, vice chairs, and Members of the Joint Transportation Committee:

My name is Ashton Simpson, and I am the Executive Director of Oregon Walks. We are an organization dedicated to promoting walking and making the conditions for walking safe, convenient and attractive throughout the Portland metropolitan region and throughout Oregon.

I am here in support of HB 2530 and HB 3357. High speeds are one of the biggest barriers for people walking in Oregon. Speeding is especially dangerous for people walking. When people are walking, they are not protected from the impact of a crash.

Walking provides clear benefits for people from all walks of life. Whether it is for personal travel needs or recreation, walking is one of the most effective ways to address our crisis of physical inactivity. But we must reduce the speeds on our roads, to ensure walker safety. Even small differences in driving speeds can have significant safety impacts. A person walking is about 70 percent more likely to be killed if they are struck by a vehicle traveling at 30 miles per hour versus 25 miles per hour. People walking are also much more vulnerable as they get older. At 40 miles per hour, a 30-year-old has a 36 percent chance of dying. A 70-year-old's chance is almost double that, at 70 percent.

Oregon Walks supports using photo radar as one of the tools to help people travel at safe speeds and to allow for walking to be more comfortable on our streets. HB 2530 and HB 3357 add more flexibility in where and how photo radar can be used, while still making sure the cameras are operated responsibly and fairly. I have seen the results of these cameras myself. Fewer people are speeding, and fewer people are getting hurt, where we have these cameras installed in Portland.

There has been an 85 percent reduction in people driving 10 miles per hour or more above the speed limit on streets where there are cameras in Portland. Over time we want the streets to change and support people moving at slower speeds to keep everyone safe. We would prefer that people not speed and that nobody gets a citation. But until that day comes, we need to have the option to use these cameras, and to use them efficiently and effectively.

I fully support the language in HB 3357 that states, "Allows review of automated enforcement citations by a "duly authorized traffic enforcement agent" – not limiting that review to sworn police officers." I do not support uniformed police officers overseeing automated traffic enforcement, but rather this is a function that should be the responsibility of the local

transportation department or whomever has ownership of the public right of way. When infractions are incurred, there should be a deferment program in place, and for repeat offenders the fine & fees should be based on a sliding scale. Remember, we are trying to change behaviors, not add to the system of over penalizing people.

[\(Oregon Walks Fatal Pedestrian Crash Report 2017-2019\)](#)

Thank you for your time today and I strongly urge you to support HB 2530 and HB 3357.