



Kevin Y. Mannix

From the desk of Representative Kevin Mannix
Enhanced Transportation Safety for All

Vote Yes on HB 2095

It's time the Legislature provided access to transportation safety tools for all Oregon cities.

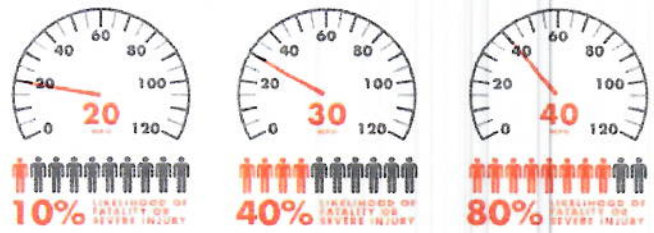
Mobile and Fixed Photo Radar

Only 10 cities in Oregon (Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland and Tigard) can use mobile photo radar for managing speed under [ORS 810.438](#). Portland is the only city allowed to set up fixed photo radar sites away from intersections, and only on roads where accidents have already happened.

Transportation safety in neighborhoods and throughout the transportation system is a critical priority for all cities across Oregon and should not be confined to urban communities or limited to 10 out of 241 cities. The use of fixed photo radar should not be limited to one city or confined to "high-crash corridors." It makes little sense to add safety enhancements *after* a travel corridor has already experienced numerous accidents. Instead, the focus should be on corridors with high speeds and *preventing* crashes.

Local Speed Setting Authority

All cities in Oregon can adjust speed on their local residential streets in increments of 5 miles per hour (mph). Cities appreciate the authority, but often need to undergo the expense and time twice if the speed needs to be reduced further. Cities should be able to reduce speed in one step from 5 mph to a maximum of 10 mph.



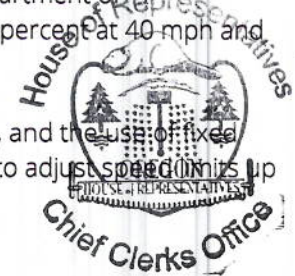
DEATH DUE TO SPEED

U.S. DEPARTMENT OF TRANSPORTATION, LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES, MARCH 2000. SOURCE: NATIONAL CENTER FOR SAFE TRANSPORTATION, TRANSPORTATION SAFETY BOARD, CURRENT LITERATURE, PUBLISHED WITH AGENCY TRAVEL SPEEDS AND PEDESTRIAN INJURIES

Focus is on Local Transportation Safety

Without question, speed is a critical contributor to the survivability of a crash between a vehicle and a pedestrian or a cyclist. Based on U.S. Department of Transportation research, a collision at 30 mph has a survivability of 60%, compared to 20-percent at 40 mph and 90% survivability at 20 mph.

HB 2095 expands authority for use of fixed and mobile photo radar to all cities in Oregon, and the use of fixed photo radar on "high-speed" corridors. In addition, it modifies existing authority for cities to adjust speed limits up to 10 mph.



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