

Submitter: Frances Nevill  
On Behalf Of: Safer Streets for All  
Committee: House Committee On Transportation  
Measure, Appointment or Topic: HB4081

Chair and Members of the Transportation Committee:

I appreciate the opportunity to testify today and was encouraged to see this bill reintroduced. I support the goal of this legislation deeply and personally—I have lost friends to traffic violence and excessive speeding, and I know firsthand the devastating consequences of inaction.

Over the past several years, I've spent significant time speaking with policymakers, advocates, and practitioners across the country about traffic safety cameras and what it takes for these programs to succeed. For that reason, I am marking myself as oppose—not because I oppose the concept, but because I believe this bill requires targeted amendments to be effective, defensible, and sustainable in Oregon.

Specifically, I want to address the requirement that the driver's face/identity be captured. If you look at comparable programs in neighboring Washington State, as well as California, New York, and Pennsylvania, those laws either explicitly prohibit or do not require capturing the driver's identity. Instead, they rely on an image of the license plate of the speeding vehicle.

National experience shows that requiring a facial photo introduces unnecessary privacy concerns for the public—particularly concerns about photographs being taken inside a vehicle. It also creates operational and financial challenges. Matching a driver's face to DMV records adds a costly and time-intensive step for law enforcement, slowing implementation and diverting resources away from safety and toward administrative processing.

Most importantly, this added requirement is not necessary to achieve the behavior change we are all seeking. Jurisdictions across the country have demonstrated that speed cameras reduce speeding and save lives without capturing facial pictures. License-plate-based systems work—and they do so while minimizing privacy risks and public opposition.

If Oregon is going to authorize work zone speed cameras, I strongly believe it is imperative that we do so in a way that reflects national best practices, protects privacy, and ensures public trust. Removing the facial image requirement would align Oregon with proven models already working successfully in Washington and California and would significantly improve this bill's likelihood of success.

I respectfully urge the committee to consider amending the bill accordingly. Thank you for your time and for your commitment to keeping Oregon's roads—and workers—safe.