



WELCOME TO THE

# SLOW ROADS SAVE LIVES WEBINAR



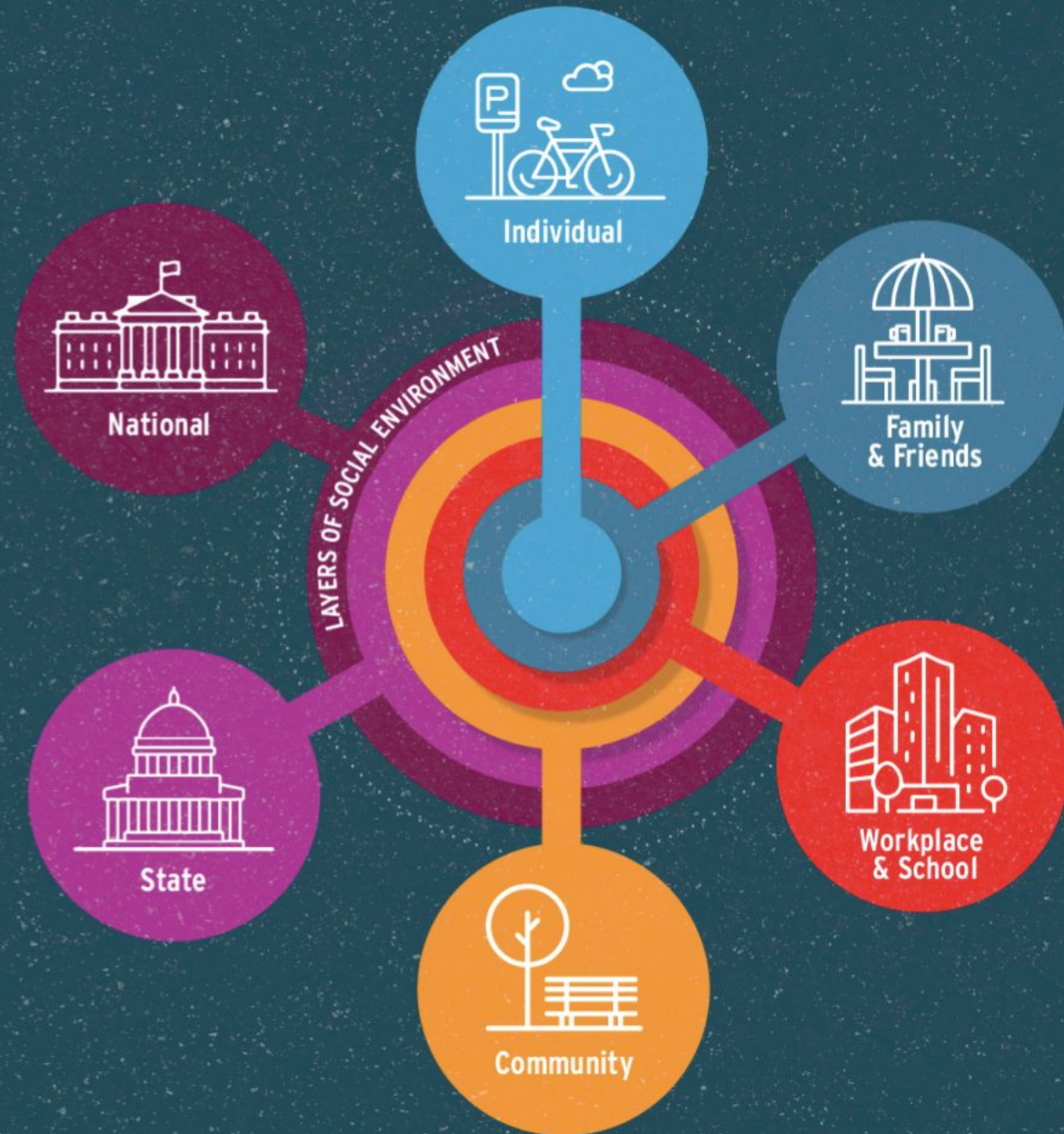
Feb 20, 2024 • 3pm ET / 12pm PT





# WE HAVE THE POWER TO BUILD A CULTURE FOR SAFER STREETS

Changing our culture towards  
safer streets requires action at every  
level aligning policy, programs, and people.





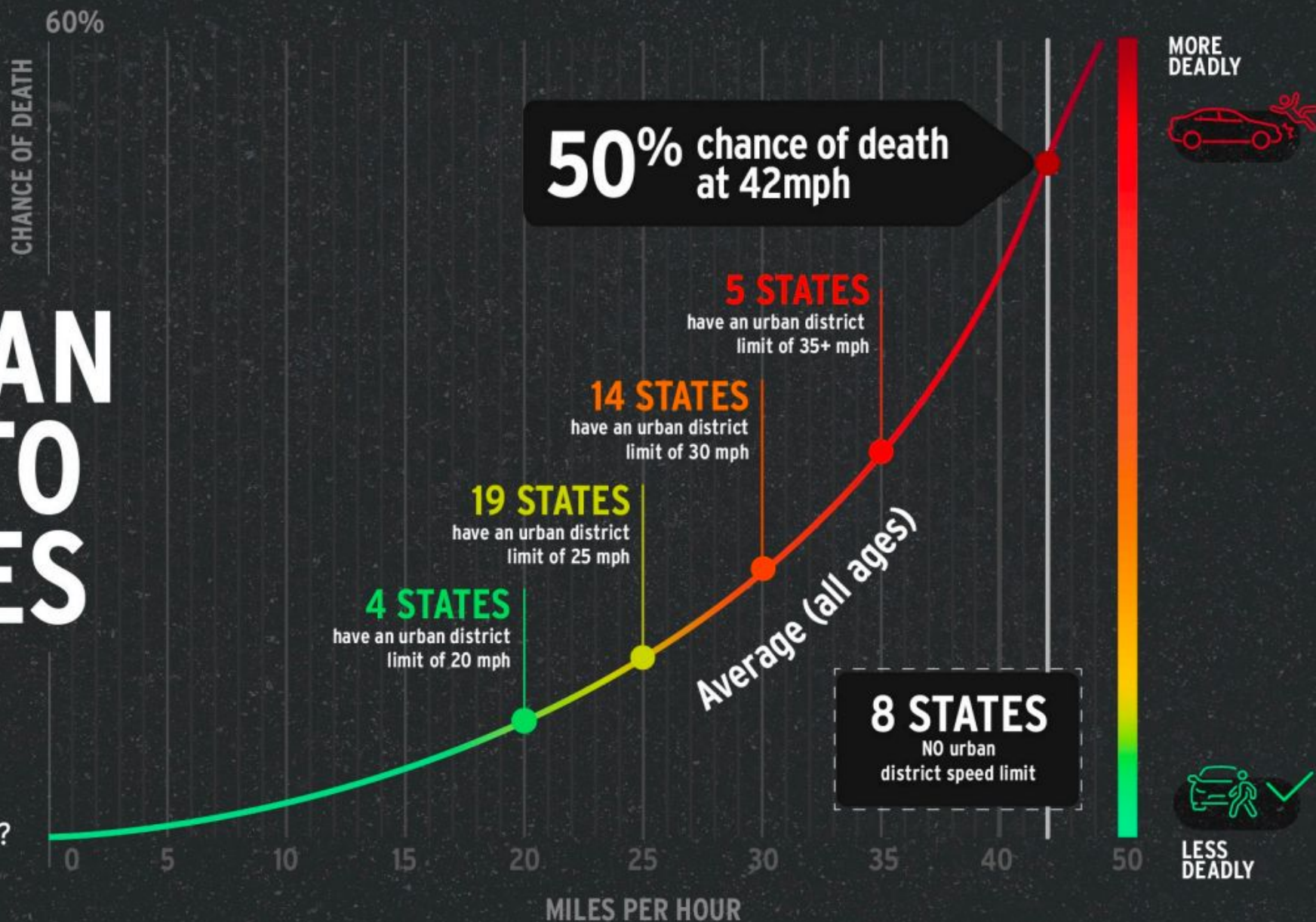


# STATES CAN CHOOSE TO SAVE LIVES

Making 90% of crashes survivable, by choosing (or not) to set smarter, more appropriate speed limits.



WHAT WILL YOUR STATE CHOOSE?





# SIGN FOR 20, DESIGN FOR 20

ADAPTING SPEED LIMITS & ROAD DESIGN FOR SAFER ROADS







# SAFE SYSTEM: SAFE STREETS



## Individual

As an individual, you can slow down and obey the speed limit. On a single lane road, you control the speed



## Friends & Family

Slower speeds are often sought to protect family and friends



## Workplace & School

Workplaces and schools are often places that exist in speed zones with lower speeds



## Community

From farmer's markets to street fairs, communities thrive where speeds are slow




## State

State legislatures and agencies play key roles in setting speed limits and allowing lower speeds



## National

Setting appropriate speed limits for all road users is a proven safety countermeasure according to FHWA

Action is needed at each level of our social environment to support slower, safer streets. 





<https://bikeleague.org/take-action/slow-roads-save-lives/>

## TAKE THE PLEDGE

**Help the League show the broad support across the country for Slow Roads.**

Slow roads are safe roads. And safe roads make life better for everybody.

When roads are slow, our communities and neighborhoods thrive. When roads are safe, there are fewer crashes and those that do occur are less severe. In terms of both livability and survivability, slow roads are the best roads.

Roadway crashes are preventable and our national, state, and local leaders should prioritize efforts to eliminate and mitigate the scourge of traffic violence. Slow roads are critical to that.

A person hit by a vehicle traveling at 20 miles per hour (mph) has a 90 percent chance of survival. The risk of death more than doubles if that person is hit by a driver going 30 mph. Whether the crash occurs due to distraction, intoxication, speeding, or any other bad behavior, the crash speed controls whether the person hit is likely to live or die.

The most common speed limit on a road where a person biking or walking is killed is 45 mph. More than 90 percent of the nearly 43,000 traffic deaths in the United States are on roads with speed limits over 30 mph.

We need safer streets in the United States.

To do that, we must embrace the protection provided by slow roads and slow speeds in our neighborhoods and other places where people biking, walking, or using mobility devices frequently intermix with motor vehicles. That's how other countries have successfully reduced traffic deaths: a combined embrace by government leaders and individuals of a traffic safety culture that favors slower speeds, including maximum vehicle travel speeds have been set to 20 mph (or less) on neighborhood roads and other streets where people live, work, learn, and play.

### Show Your Support for Slow Roads Save Lives

As an individual driver, I support the "Slow Roads Save Lives" campaign and I pledge to embrace slower speeds by:

- Speaking up for the value of slow speeds, which reduce dangers to everyone by limiting the physical forces of potential crashes.
- Supporting transformational policy and roadway designs, which help make roads slower and safer for everyone.
- Driving 20 mph in my neighborhood, on the blocks where my family and neighbors live, walk, and play.
- Driving with an intention of speed limit compliance at all times and recognizing that I control the speed of my vehicle.





FROM MARGINS TO MAINSTREAM

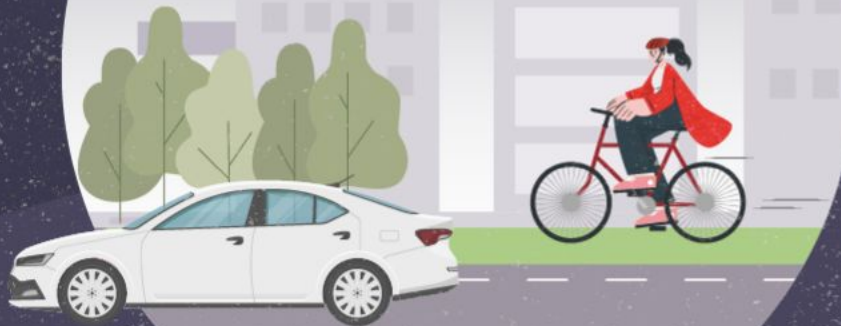
# REFRAMING ROAD DESIGN

Designing for people is not optional.  
We create stronger communities and  
safer roads when people come first.



1

TRADITIONAL  
CAR CENTRIC AWARENESS



2

REFORMED  
WORKING TOWARDS SAFETY



3

REFRAMED  
PEOPLE-FIRST, SAFETY-FIRST





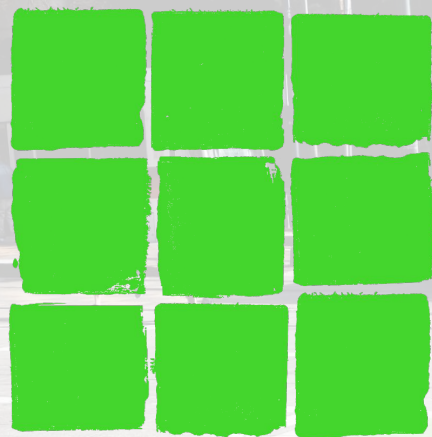


THANKS FOR JOINING US FOR THE

# SLOW ROADS SAVE LIVES WEBINAR







**THE  
STREET  
TRUST**

Slow Roads Save Lives Webinar –  
Oregon's 'War on Speed'

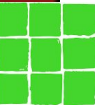
Sarah Iannarone, Executive Director



# Background

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The City of Portland (largest in Oregon) fought since 2009 to secure local control over speed limit reductions.





# 2019

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**Enrolled**  
**Senate Bill 558**

- Gave Oregon cities the ability to decrease speed limits by 5 MPH (lower than statutory speed limits) on non-arterial streets in 'residence districts'
- Oregon Transportation Commission updates its administrative rules (OAR) to provide guidance to the process and ensure statewide consistency (passed in March 2019)





# Why Local Control?

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- Lag time of ODOT's Speed Control Board and Speed Zone Review Panel
- Increasing professional concerns with 85% (and even 50%) speeds in urban areas
- Rising traffic fatalities, especially for people walking and biking





“I believe we should be setting the speed limit based on how fast motorists **should** be driving in dense urban neighborhoods, not on how fast people want to drive.”

— Rob Nosse, State Representative D42





# 2020

80th OREGON LEGISLATIVE ASSEMBLY--2020 Regular Session

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## A-Engrossed House Bill 4103

Ordered by the House February 17  
Including House Amendments dated February 17

Sponsored by Representative NOSSE, Senator MANNING JR; Representatives GOMBERG, HELT, HOLVEY, LEWIS, MEEK, POST, REARDON, SANCHEZ, ZIKA, Senators FREDERICK, KNOPP, ROBLAN (Presession filed.)

### SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

Expands Department of Transportation's authority to allow [city] **cities and specified counties** to designate speeds on highways within [city's] **governing body's** jurisdiction under certain circumstances.

**Becomes operative October 1, 2020.**





# 2021

## House Bill 3055

Sponsored by JOINT COMMITTEE ON TRANSPORTATION (at the request of Representative Susan McLain,  
Senator Lee Beyer)

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Two types of speed limits:

1. **Statutory** - governed by state law i.e, 20 mph in School Zones and 65 mph on interstates
2. **Designated** - depend on local context and engineering (this is the authority devolved to locals by HB 3055)





# 2021

## House Bill 3055

Sponsored by JOINT COMMITTEE ON TRANSPORTATION (at the request of Representative Susan McLain,  
Senator Lee Beyer)

- Law applies to all 241 cities in Oregon and the unincorporated parts of Multnomah and Clackamas County
- Unincorporated parts of other counties still need to rely on state officials to make speed limit changes
- Plenty of hoops to jump through, still ...





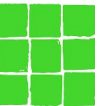
# Caveat

## House Bill 3055

Sponsored by JOINT COMMITTEE ON TRANSPORTATION (at the request of Representative Susan McLain,  
Senator Lee Beyer)

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Unfortunately, the speed limit reductions in HB3055 were tied to some financial ‘gerrymandering’ (merging historically un-mergeable revenue streams) to increase the DOT’s capacity for freeway expansion projects (in the name of congestion relief).



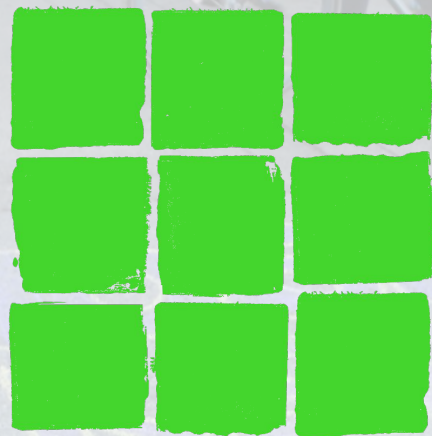


# Next Steps

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- ATE Legislation - red light cams, speed radar, civilian review (HB 4105)
- Jurisdictional Transfer Advisory Committee (HB 2793)
- “Great Streets’ Complete Streets Funding (HB 3113)’
- 2024 Oregon Active Transportation Summit (Portland, June 5-7)
- 2025 Transportation Omnibus Package





**THE  
STREET  
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**THANK YOU**

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