

Co-Chairs Beyer and McKeown, Co-Vice Chairs Boquist and Noble, and Members of the Joint Committee on Transportation:

I write today, on behalf of the City of Bend, in support of SB 558, which is up for a work session this evening at 5pm in Joint Transportation. In particular, I would like to urge adoption of the -5 amendment, which was drafted at our request. This amendment was discussed at the public hearing and drafted quite a while ago, so I figured a refresher was in order.

SB 558 allows a city to reduce posted speed limits on certain residential streets by five miles per hour. It's focused on non-arterial streets within "residence districts."

However, the definition of "residence district" doesn't include certain neighborhood streets where the residences are served by back-alley access rather than driveways in the front. These streets are ideal candidates for speed reductions, as they are often lined on either side by cars and have a lot of front-yard family activity. Many streets in Bend are built this, and more and more back-alley access homes are being built every day.

Please see testimony from Bend resident and attorney, Al Johnson, who identified the issue for us in the first place: <https://olis.leg.state.or.us/liz/2019R1/Downloads/CommitteeMeetingDocument/169120>

ODOT, the League of Oregon Cities, and the City of Portland have all indicated they are fine with the -5 being adopted. I know of no opposition.

Thank you, and please let me know if you have any questions.

-Erik

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