

PRESERVING OREGON'S ROADS



Let's decide how our roads are used

www.Preservingoregonroads.org

Jeffrey A Bernards chief petitioner

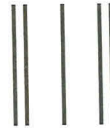
503-774-5659



2236 SE 10th Avenue, Portland, OR 97214

www.PreservingOregonRoads.org

Thank You for Your Support!



Your
Support
Starts
Here
Thanks!

Preserving Oregon Roads

2236 SE 10th Ave.

Portland, OR 97214



I want to Help "Preserving Oregon Roads" Ban Studded Tires

Enclosed is:

☐ \$1000 ☐ \$500 ☐ \$250 ☐ \$100 ☐ \$50 ☐ \$_____

☐ Check is enclosed (please make payable to **Preserving Oregon Roads**)

☐ Please charge my ☐ Visa ☐ MasterCard ☐ AmEx ☐ Discover

Card # _____ CVV # _____ Exp. Date _____

Name on Card _____ Signature _____

I can volunteer:

☐ I'd like to gather signatures from my friends and family

☐ Send E-mail to my list ☐ Other _____

☐ You may use my name as a supporter, signature _____

The information below is required by Oregon election law

Name _____

Address _____

City/State/Zip _____

Phone (day) _____ (evening) _____

E-mail _____

Occupation _____

Employer Name & Address _____

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Your political contribution (up to \$100.00 jointly or \$50.00 individually)
is allowed as a tax credit on your Oregon State income tax.

#1244

FAQ about STUDDED TIRES

Financial:

- **How much damage are Studded Tires estimated to cost Oregon Drivers?**

ODOT spends \$11 million yearly to repair studded tire damage.(1c) Oregon estimates the damage to be as low as \$75 million (7) to as high as ½ a billion dollars per year.(8) This has helped create a backlog of road repair in the billions.

- **How much more do Studdless Snow & Ice tires cost than conventional studded tires?**

Studded tires: \$491.92 Studless Snow & Ice Tires \$563.92 (9)

Safety:

- **Western Oregon's need for studded tires is only 1% of driving conditions. That's equal to 3 or 4 days a year, maybe. (11)**
- **Rutting caused by studded tires creates unsafe conditions when it rain causing cars to hydroplane. (3)(10)**
- **Rutting also takes your car and steers it when changing lanes. (3)(10)**
- **Studded Tires cause braking distance is increase on dry or wet pavement.(3)(10)**

Health:

- **The fine dust created from the grinding, by studded tires, of the road surface forced Sapporo Japan to ban studded tires in 1990. After the ban air borne particulate matter (dust pollution) was greatly reduced.**
- **Studded tires grind away at the road surface, generating the kind of dust particles believed to contribute to heart and respiratory disease when inhaled into the lungs.(6)(10)**

Beliefs vs Reality

- **Studded tires only added safety is at 32 degrees. Snow & Ice tires offer comparable performance that is 90 % as effective. Stud less tires offer superior performance at every other temperature range. (2)**
- **States that have banned Studded tires, Wisconsin Minnesota and Illinois. Countries that have banned studded tires include Belgium, Germany, Holland & Japan (10)**
- **Studded tires are necessary: A survey in 1994-5 winter estimated that only 16% of registered vehicles in Oregon used studded tires, 84% of don't use them (1a). In Eastern Oregon only 35% of drivers actually use studded tires. (1b) That means 65% of drivers don't use them. West of the Cascades it's only 10%, that means that 90% of us seem to get to work fine without studded tires.(1b)**

Three main reasons why studded tires are banned in Ontario:(10)

- **The limited potential benefits of studded tires under icy road conditions do not compensate for the significant adverse effects they create under other conditions.**
- **Studded tires create considerable health and road safety problems.**
- **Studded tire use is declining in many countries and banned in many jurisdictions outside Canada.**

Legislative Fact Sheet

In the Portland area asphalt road surface should be resurfaced every 7 years due to ruts caused by studded tires vs 12-15 years if studded tires weren't used. New cement roadway should be resurfaced after about 15 years of service because of rutting as compared to 35-40 years if studded tires were not used. (12)

REFERENCES

1. **STUDDER TIRES IN OREGON** from Oregon Dept. of Transportation
Analysis of Pavement Wear and Cost of Mitigation December, 2000
<http://www.oregon.gov/ODOT/CS/FS/docs/other/STUDDER TIRES.pdf?ga=t>
 - (a) page vii "Executive Summary"
 - (b) page 21 (adding regions 4 & 5 divided by 2 = 35%)
 - (c) page 2
2. Tire Rack.com *September 6, 2009*
<http://www.tirerack.com/tires/tests/testDisplay.jsp?ttid=123>
3. Washington Department of Transportation
<http://www.wsdot.wa.gov/biz/mats/pavement/PavementsStuddedTiresFinalv2.pdf>
4. Consumers Reports: January 2008
<http://www.consumerreports.org/cro/cars/tires-auto-parts/tires/tire-sorter-winter/winter-tires-1105/index.htm>
5. MSNBC Studded tires may pose risks to your lungs, heart Jan. 6, 2011
<http://www.msnbc.msn.com/id/40950286/>
6. Chemical Research in Toxicology Studies:

May 22, 2007, March 18, 2006, November 30, 2010

<http://pubs.acs.org/action/doSearch?action=search&searchText=studded+tires&qsearchArea=searchText&type=within&publication=40025984>
7. Transportation Research Board of the national academies

<http://trb.metapress.com/content/n700736p10771m12/>
8. When I talked with Lucinda Moore of ODOT I said to her "It has to be several hundred million dollars in damage" her response to me was "It's probably closer to \$500 million"
9. Quote from Firestone Tires
10. Ontario Ministry of Transportation, Canada

<http://tspacetest.library.utoronto.ca:8080/bitstream/1778/3939/1/10293542.htm>
11. The Truth about Cars by Paul Niedermeyer February 24, 2010

<http://www.thetruthaboutcars.com/2010/02/what-grinds-my-gears-studded-snow-tires/>
12. Legislative Fact sheet can be seen at: http://preservingoregonroads.org/?attachment_id=270



LEGISLATIVE FACT SHEET

USE OF STUDED TIRES — CONTACT: ROBIN FREEMAN (503) 986-3444

Background

Oregon experiences inclement weather conditions in many part of the state. During the winter months, snow and ice conditions are prevalent in the mountain passes, and in eastern and central Oregon. In an effort to increase traction in snow zones, ODOT plows snow, and applies sanding material, as well as anti-icing chemicals to reduce the amount of ice. Rates of application of these treatments are based on location and geometry of the road.

Drivers use several methods to provide their vehicles with increased traction in snow and ice conditions. Oregon allows the use of tires with studs between November 1 and April 1 each year as one of those methods. In 1995, a law was enacted that limited the weight of studs in tires, as a way to help reduce the damage caused by studs. In 1997 the weight limit amounts were modified to compensate for larger tires, as the industry indicated the existing limit was inadequate. Also, in 1997 additional types of tires (without studs) were allowed for use in severe snow conditions. The Rubber Tire Manufacturers Association (RMA) adopted a definition for traction tires that meet performance based testing requirements for traction in severe snow conditions. The 1997 law allows use of these tires in conditions where traction tires are required for automobiles. In 2007 the use of retractable studded tires was also allowed.

Issues with Studded Tires.

Studded tires cause damage to the road surface, requiring more frequent preservation (new pavement) than would otherwise be the case. The damage caused is proportional to the amount (in weight) of studs put into tires. It was estimated in 2004 that that ODOT spends approximately \$11 million per year on damage caused by studs. This amount is less than the amount required to keep up with the rate of decline. A research report from December 2000 estimated that studded tires cause \$50 million in damage to Oregon State and local highways each year

As an example of the accelerated wear caused by studded tires, in the Portland metro area an asphalt con-

crete road surface should be resurfaced every seven years due to ruts caused by studded tires ruts vs. 12 to 15 years if studded tires were not used. A new cement concrete roadway should be resurfaced after about 15 years of service because of rutting as compared to 35 to 40 years if studded tires were not used.

Studded Tires vs. Studless Traction Tires

Several states have conducted research into the relative safety of studded tires versus studless traction tires. The most recent study was conducted by the Washington State Department of Transportation in 2002 and concluded that studded tires produce the best traction in a limited window of temperatures very near the freezing mark. At temperatures both above and below that narrow band, studless tires perform better than studded tires.

ODOT issues press releases each fall discussing studded tires and their alternatives. We also respond to many questions regarding the short window for legal use of studded tire dates vs. the lengthy period of potential snow in Oregon.

ODOT use of Studded Tires

Although exempt from the law regarding traction tires, ODOT chooses to not use studded tires on its fleet, but rather uses studless traction tires. All ODOT vehicles carry tire chains for use when conditions warrant.

Conclusion

Oregon allows the use of a variety of traction tires, when traction tires are required. Studded tires are one alternative, allowed between November 1 and April 1 each winter. Motorists using studless traction tires are allowed to use them all year. Studded tires cause accelerated wear to the road surface, requiring that resurfacing and repairs occur more frequently. The state's roads are not keeping up with the rate of decline.

Studded tires provide more traction than the traction tires in only a very narrow band of temperatures. At temperatures both above and below that narrow band, studless tires perform better than studded tires.

(2)

Parsons, Susan

Subject: FW: I would like my 3 minutes on Wed.-next available date is NOV 30

Susan,

That date/time is fine for me.

The ballot initiative gives voters the opportunity to decide how our roads are used. It Bans the Use of Studded Tires in Oregon and promotes the use of alternative studdless tires that don't damage the roads.

Jeff Bernards

On Mon, Nov 14, 2011 at 11:10 AM, Parsons, Susan <Susan.Parsons@portlandoregon.gov> wrote:

Dear Jeff,

Our next available date for Communications to Council is November 30th at 9:30 a.m. Will you be able to come then?

Please also give a sentence or two about your initiative.

Regards,

Sue Parsons

Assistant Council Clerk

City of Portland

[503.823.4085](tel:503.823.4085)

From: jeffreyabernards@gmail.com [jeffreyabernards@gmail.com] On Behalf Of Jeffrey Bernards
[Jeff@preservingoregonsroads.org]

Sent: Friday, November 11, 2011 2:32 PM

To: Moore-Love, Karla

Subject: I would like my 3 minutes on Wed.

I have a ballot initiative that I would like to present to the City Council.

--

Jeffrey Bernards

Chief Petitioner

PreservingOregonsRoads.org

[503-774-5659](tel:503-774-5659)

1 2 4 4

Request of Jeffrey Bernards to address Council regarding State ballot initiative to
ban use of studded tires (Communication)

NOV 30 2011

PLACED ON FILE

Filed 11/22/2011

LaVonne Griffin-Valade
Auditor of the City of Portland

By *Susan Parsons*

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Leonard		
Adams		