

HB 3213 A STAFF MEASURE SUMMARY**Carrier:** Sen. Gelser**Joint Committee On Transportation****Action Date:** 05/22/19**Action:** Do pass the A-Eng bill.**Senate Vote****Yeas:** 4 - Bentz, Beyer, Frederick, Gelser**Exc:** 1 - Boquist**House Vote****Yeas:** 7 - Evans, Findley, Lewis, McKeown, McLain, Noble, Witt**Fiscal:** Has minimal fiscal impact**Revenue:** No revenue impact**Prepared By:** Patrick Brennan, LPRO Analyst**Meeting Dates:** 4/24, 5/22**WHAT THE MEASURE DOES:**

Directs Department of Transportation to establish a safety corridor pilot program to evaluate the effectiveness of allowing counties to designate roads under their authority as safety corridors. Outlines requirements for county safety corridors. Outlines presumptive fines for offenses committed within county safety corridors. Establishes the County Safety Corridor Advisory Group to establish criteria and requirements for county safety corridors. Directs counties selected to submit first report to interim committee related to transportation by September 15, 2022, and second report by September 15, 2024. Sunsets January 2, 2026.

ISSUES DISCUSSED:

- Increased traffic volume due to population growth and changing traffic patterns
- Dramatic increase in crashes, including fatal crashes
- Whether increased fines, combined with increased enforcement, will improve safety
- Role of education, enforcement, and engineering in improving traffic safety
- Past experience with safety corridors in Oregon

EFFECT OF AMENDMENT:

No amendment.

BACKGROUND:

Oregon's first safety corridor was established in 1989 on the Oregon Route 62 in Medford. The Oregon Department of Transportation (ODOT) manages the Safety Corridor Program, which identifies corridors with high rates of serious and fatal injury crashes and aims to reduce crashes. A safety corridor can be requested by concerned citizens, legislators, neighborhood groups, local traffic safety committees, school safety groups, and other stakeholders. Groups that request a safety corridor are advised to meet with local city or county staff and elected officials, as well as local law enforcement to obtain support and the necessary information to apply for the safety corridor. ODOT's Safety Corridor Program Manager then establishes a designation team to review safety corridor requests and designate state roadways as safety corridors. Safety corridors are established based on the five-year average of the local fatal and serious injury crash rate; the designation team agrees that the corridor length is manageable from an enforcement and education standpoint; state and local law enforcement commits to patrolling this area; and a multi-disciplinary stakeholder group meets at least annually. Safety corridors are recommended to be between two to ten miles in length and recommended designation duration is two to four years. Traffic violations that occur in safety corridors are subject to fines being doubled.

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House Bill 3213-A directs ODOT to establish a county safety corridor pilot program to evaluate the effectiveness of allowing counties to designate roads under their authority as safety corridors.