

REVENUE: No revenue impact

FISCAL: No fiscal impact

Action:	Do Pass
Vote:	10 - 0 - 0
Yeas:	Bentz, Cameron, Davis, Doherty, Gorsek, Lively, McKeown, Nathanson, Parrish, Read
Nays:	0
Exc.:	0
Prepared By:	Troy Rayburn, Administrator
Meeting Dates:	2/15

WHAT THE MEASURE DOES: Permits use of photo radar in highway work zones on interstate highways and when no highway workers are present. Eliminates sunset of provision allowing use of photo radar in highway work zones. Stipulates conditions for issuing a speeding citation. Requires Department of Transportation to conduct a process and outcome evaluation -- includes public acceptance of photo radar -- once each biennium and report to the Legislative Assembly.

ISSUES DISCUSSED:

- 2009 legislation for pilot projects
- Results of pilot project in Portland
- Statistics on crashes in work zones
- Examples of danger within work zones

EFFECT OF COMMITTEE AMENDMENT: No amendment.

BACKGROUND: Photo radar allows law enforcement to issue speeding tickets based on speed readings measured by radar and photographs of the offending vehicle. Signage is required to warn motorists they are nearing an enforcement location, vehicle speed must be displayed just before the enforcement site, and an officer must be operating the equipment from a marked vehicle. Tickets are mailed to the registered owner of the vehicle. A registered owner may dispute that he or she was the person driving when the ticket was issued. Only 10 specific cities may use this technology (Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland, and Tigard).

The Oregon Department of Transportation (ODOT) operates hundreds of work zones daily across the state. The danger posed by vehicles speeding in a work zone is not primarily to the workers, but to the motorists and their passengers who must navigate narrowed lanes, unusual pavement drop-offs, etc. There were 528 crashes in state and local work zones in 2011, resulting in 11 deaths and 280 injuries. Death and injuries more frequently affect the motorist rather than a worker on the ground.

In 2007, the Legislative Assembly authorized ODOT to conduct a pilot program to evaluate the use of photo radar in highway works zones. The Department may request the Oregon State Police or one of the ten cities authorized to use the technology operate a photo radar unit in a work zone, however, a photo radar unit may not operate in a work zone on an interstate highway, and workers must be present in the work zone when photo radar is used. Authority for the pilot program sunsets in 2014.

ODOT completed a study of work zone photo radar in Portland, where data demonstrated a 23 percent decrease in speeding vehicles.

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This summary has not been adopted or officially endorsed by action of the committee.