Shelly Boshart Davis STATE REPRESENTATIVE DISTRICT 15



HOUSE OF REPRESENTATIVES

April 24, 2019

Joint Committee on Transportation Oregon Capitol Building 900 Court St. NE Salem, Oregon 97301

Re: HB 3213

Co-Chairs Beyer, McKeown, Members of the Committee,

Thank you for the opportunity to testify in support of House Bill 3213, or what I call, the Rural Oregon Achieving Driving Safety (ROADS) Act.

HB 3213 amends ORS 811.483 to give county governments the authority to establish safety corridors on county roads. While Oregon backroads are some of the most beautiful drives in Oregon, they can be some of the most dangerous.

Just in the past few weeks, the dangers of driving on county roads have been highlighted in the media – two of which I have submitted into the record.

Law enforcement and county governments around the state are looking for ways to make these roads safer. Since 1989, the Oregon Department of Transportation has used safety corridors on stretches of state highways where a higher than average number of traffic accidents occur. Since the inception, 15 safety corridors have been decommissioned because they have successfully decreased serious and fatal crash rates.

There has been some discussion as to the process counties will go through to determine the need for a safety corridor. ODOT has set fourth guidelines about their process (i.e.: acceptance of requests, public involvement, monitoring, etc.) on State Highways that should act as a template for county governments. Ultimately, however, ORS 811.483 does not specify what criteria ODOT must consider but, leaves the Department latitude to determine implementation. County's deserve this flexibility as well.

By allowing county governments the power to bring awareness of the dangers of backroad driving, we give them another tool in their toolbox to save lives. This bill has bi-partisan sponsors and I urge your support of HB 3213.

Respectfully,

Representative Shelly Boshart Davis Oregon House of Representatives, District 15