Senate Bill 559

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SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure as introduced.

Expands authority to operate fixed photo radar systems in high crash corridors to all cities.

Makes permanent authority to operate fixed photo radar systems in high crash corridors.

A BILL FOR AN ACT

Relating to traffic offenses; amending sections 1 and 3, chapter 721, Oregon Laws 2015; and repealing section 4, chapter 721, Oregon Laws 2015.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 1, chapter 721, Oregon Laws 2015, is amended to read:

Sec. 1. (1) As used in this section, “[urban] high crash corridor” means a segment of highway that has an incidence rate of reported traffic crashes resulting in fatalities or serious injuries that is at least 25 percent higher than the rate for highways with the same speed limit or designated speed within the jurisdiction on average [between January 1, 2006, and January 1, 2016] for the 10-year period immediately preceding the date a city plans to begin operating a fixed photo radar system on the high crash corridor, and for which the governing body of the city makes a finding that speeding has had a negative impact on traffic safety.

(2) Notwithstanding ORS 810.438, [the City of Portland] a city may, at its own cost, operate a fixed photo radar system on [urban] high crash corridors.

(3) A fixed photo radar unit operated under this section:

(a) May not be used on controlled access highways.

(b) May not be used unless a sign is posted announcing “Traffic Laws Photo Enforced.” The sign posted under this paragraph must:

(A) Be on the street on which the fixed photo radar unit is being operated;

(B) Be between 100 and 400 yards before the location of the fixed photo radar unit;

(C) Be at least two feet above ground level;

(D) Provide drivers with information about the driver's current rate of speed; and

(E) Conform with specifications for traffic control devices approved by the Oregon Transportation Commission under ORS 810.200.

(c) Must remain in the same location for at least 180 days.

(4) [The City of Portland] A city that operates a fixed photo radar system under this section shall, once each biennium, conduct an outcome evaluation for the purposes of subsection (5) of this section that includes:

(a) The effect of the operation of the fixed photo radar system on traffic safety;

(b) The degree of public acceptance of the operation of the fixed photo radar system; and

NOTE: Matter in boldfaced type in an amended section is new; matter [italic and bracketed] is existing law to be omitted. New sections are in boldfaced type.

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(c) The process of administering the use of the fixed photo radar system.

(5) By March 1 of each odd-numbered year, [the City of Portland] a city that operates a fixed
photo radar system under this section shall present to the Legislative Assembly the outcome
evaluation conducted by the city under subsection (4) of this section in the manner provided in ORS
192.245.

SECTION 2. Section 3, chapter 721, Oregon Laws 2015, is amended to read:

Sec. 3. Notwithstanding ORS 153.675, all of the amounts paid to [the City of Portland] a city
under ORS 153.640 from citations issued under section 2, chapter 721, Oregon Laws 2015, [of this
2015 Act] may be used only for the costs of operating and maintaining fixed photo radar units in
[urban] high crash corridors, as defined in section 1, chapter 721, Oregon Laws 2015 [of this 2015
Act], and for improving traffic safety for all modes of transportation.

SECTION 3. Section 4, chapter 721, Oregon Laws 2015, is repealed.