

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

1
2 Relating to traffic offenses; amending sections 1 and 3, chapter 721, Oregon Laws 2015; and repeal-
3 ing section 4, chapter 721, Oregon Laws 2015.

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

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

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

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

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

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

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

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

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

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

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

23 (E) Conform with specifications for traffic control devices approved by the Oregon Transporta-
24 tion Commission under ORS 810.200.

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

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

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

30 (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.

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

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

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

7 **Sec. 3.** Notwithstanding ORS 153.675, all of the amounts paid to [*the City of Portland*] **a city**
8 under ORS 153.640 from citations issued under section 2, **chapter 721, Oregon Laws 2015**, [*of this*
9 *2015 Act*] may be used only for the costs of operating and maintaining fixed photo radar units in
10 [*urban*] high crash corridors, as defined in section 1, **chapter 721, Oregon Laws 2015** [*of this 2015*
11 *Act*], and for improving traffic safety for all modes of transportation.

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