

**HB 2095 A STAFF MEASURE SUMMARY**

Carrier: Sen. Woods

**Joint Committee On Transportation****Action Date:** 03/23/23**Action:** Do pass the A-Eng bill.**Senate Vote****Yeas:** 4 - Boquist, Findley, Frederick, Woods**Exc:** 1 - Gorsek**House Vote****Yeas:** 5 - Boshart Davis, Helfrich, Mannix, McLain, Pham K**Nays:** 1 - Evans**Exc:** 1 - Nathanson**Fiscal:** Has minimal fiscal impact**Revenue:** Revenue impact issued**Prepared By:** Patrick Brennan, LPRO Analyst**Meeting Dates:** 1/31, 3/9, 3/16, 3/23**WHAT THE MEASURE DOES:**

Authorizes all cities to choose to operate photo radar if the city pays the operating costs of doing so. Eliminates the limitation on number of hours per day that photo radar may be used at any one location. Expands authority of cities to set designated speeds for certain residential streets to a speed that is up to 10 miles per hour lower than the statutory speed, provided it is not less than 20 miles per hour.

**ISSUES DISCUSSED:**

- Efficacy of photo radar enforcement
- Areas where photo radar enforcement is used
- Education and awareness of photo radar enforcement
- Flexibility for cities to set speed limits
- Emphasis on changing driver behavior, rather than issuing citations
- Relationship between vehicle speed and risk of death in crashes

**EFFECT OF AMENDMENT:**

No amendment.

**BACKGROUND:**

Ten cities are currently authorized to use photographic enforcement of speed limits within their jurisdictions: Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland, and Tigard. The program has numerous parameters, including the types of roads it may be used upon, signage requirements notifying motorists of photo enforcement of traffic laws, and a restriction on using the devices at any one location for more than four hours in a single day. House Bill 2095 A allows any city to utilize photo enforcement of speed limits, and eliminates the hours-per-day limitation on its use in any given location.

House Bill 2682 (2017) authorized the City of Portland to establish, by ordinance, designated speeds that are five miles per hour lower than the statutory speed, provided that the road in question was in a residence district and not an arterial highway. This authority was expanded to all cities with the passage of Senate Bill 558 (2019). House Bill 2095 A modifies these provisions to allow for speed limits that are 10 miles per hour under the statutory speed limit, provided that the new posted speed is not less than 20 miles per hour.