

HB 2154 A STAFF MEASURE SUMMARY

Carrier: Rep. Boshart Davis

Joint Committee On Transportation**Action Date:** 02/24/25**Action:** Do pass with amendments. (Printed A-Eng.)**House Vote****Yeas:** 5 - Boshart Davis, Gamba, Mannix, McLain, Nathanson**Exc:** 2 - Evans, Helfrich**Senate Vote****Yeas:** 5 - Gorsek, Meek, Pham, Starr, Weber**Fiscal:** Has minimal fiscal impact**Revenue:** Has minimal revenue impact**Prepared By:** Patrick Brennan, LPRO Analyst**Meeting Dates:** 2/11, 2/24**WHAT THE MEASURE DOES:**

The measure allows any county board of commissioners to designate safety corridors on roads under the county's jurisdiction that the board believes demonstrate a safety concern. It limits the number of active safety corridors to no more than two in any one county.

ISSUES DISCUSSED:

- Background on the pilot program
- Results of pilot projects were positive

EFFECT OF AMENDMENT:

The amendment specifies that a board of county commissioners may designate a safety corridor on a segment over which the county has jurisdiction that it finds demonstrates a safety concern, provided that doing so does not exceed the limit of two safety corridors per county at any given time.

BACKGROUND:

The State of Oregon established its first highway safety corridor in 1989 on Oregon Route 62 in Medford. The Oregon Department of Transportation (ODOT) manages the Safety Corridor Program, which identifies corridors with high rates of serious and fatal injury crashes, with the aim of reducing the incidences and severity of those crashes. A safety corridor under ODOT's system can be requested by concerned citizens, legislators, neighborhood groups, local traffic safety committees, school safety groups, or other stakeholders. Groups requesting a safety corridor are advised to meet with local city or county staff and elected officials, as well as law enforcement to obtain support and the necessary information to apply for the safety corridor. ODOT's Safety Corridor Program Manager then establishes a designation team to review safety corridor requests and make designations. State and local law enforcement commits to patrolling the area, a multi-disciplinary stakeholder group meets at least annually, and traffic violation fines are doubled while the corridor is in effect. Corridors are recommended to be between two and ten miles in length, and to last for a recommended two to four years.

House Bill 3213 (2019) established a county safety corridor pilot program to evaluate the effectiveness of allowing counties to designate roads under their authority as safety corridors. That measure also established a County Safety Corridor Advisory Group to develop criteria for corridor designations, requirements for counties selected for pilot projects, and to report to the Oregon Department of Transportation and legislative committees related to transportation. Two such corridors were instituted by the pilot program: a seven-mile stretch through the McKay-Yelgren-Ehlen corridor in Marion County, and from Latham Road to the southern intersection of Cottage Grove Reservoir Road in Lane County.

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House Bill 2154 A makes permanent the County Road Safety Corridor pilot program, granting each county governing body the authority to designate and operate up to two safety corridors on roads under its jurisdiction at any given time.