



State Representative Kristin Boggs
State Representative David Leland

Chairman Green, Vice Chairman McClain, Ranking Member Sheehy, and members of the Transportation and Public Safety Committee, thank you for allowing us to provide sponsor testimony on House Bill 436.

This legislation will save money and allow local communities more control to install stop signs and lower speed limits to keep their streets safe. It sets up a resident initiated process to be able to advocate for these safety measures.

The process for installing a stop sign or lowering the speed limit are similar:

1. Need a qualifying person or neighborhood association to initiate a petition. A qualifying person for lowering the speed limit is a person that resides on the street that would be impacted by the speed change. A qualifying person for installing a stop sign is a resident within $\frac{1}{2}$ mile radius of the intersection.
2. The petition must have a majority of property owner signatures living within the impacted areas, meaning 51% of the homeowners must be in agreement.
3. The petition must be submitted to the proper Director or local authority. On receipt of the petition, the Director or local authority must determine whether the requested stop sign should be installed, or whether to declare a lower prima-facie speed limit on the subject portion of the street. The Director or local authority, must notify the petitioner in writing of its decision. The Director or local authority is not required to grant the petitioner's request.



We believe that local communities are in best position to know if a stop sign or lower speed limit is in the best interests of the residents. Unfortunately, under current law local residents do not have a defined way to advocate for these safety measures, and in order to make these changes ODOT must commission a costly geometric and traffic characteristic study. This bill cuts the bureaucratic tape and expenses to the community when the majority of residents agree that these changes are necessary.

The goal of this bill is to cut unnecessary costs and empower communities to determine if installing stop signs and lowering speed limits is in the best interests of their streets. We appreciate the chance to offer testimony on House Bill 436 and would be happy to answer any questions.