Portland Police Bureau
Red Light Camera
Summary
May 13, 2002

The Portland Red Light Camera Program became operational in October 2001. The City chose locations for red light cameras based on data showing the worst intersections for Red Light Running, as well as information relating to crashes. The City constructed the first three locations in mid-October 2001. The summary for October reflects only 16 days of enforcement. Two more locations came on-line in January 2002 for a total of five locations.

The figures below are a sampling of the number of Red Light violations that occurred at each location in a single 24 hour time period, prior to the construction of any Red Light cameras. One can easily see the depth of the Red Light Running problem when you extrapolate these violations over a one-week, or one-month period of time. The numbers below provide a baseline for comparison between the locations prior to an operational Red Light Camera Program and the violations occurring after the Program began.

LOCATION	NUMBER OF VIOLATIONS (24 HR)
N/B 39th Ave at NE Sandy Blvd	70
W/B Sandy Blvd at 39th Ave	88
N/B Grand Ave at Burnside St	53
E/B W. Burnside St at 19th Ave	73
N/B Grand Ave at Madison St	56

Once the construction was finished on the first 3 locations in October 2001, there was a two-week testing phase where citations were not issued. On consecutive weekends from Friday morning to Monday morning (an approximate 72-hour time period), the numbers of violations were noted and are included in the following tables. The numbers listed are averaged over the three-day period to provide an approximate number of violations per 24-hour time block.

In reviewing the statistics, there are a certain percentage of violations that are not issued as traffic citations even though the driver went through a red light. Some of the reasons citations are not issued include:

- The inability to identify the driver (windshield glare, obstructed view of driver, clarity of driver)

- The inability to identify the vehicle (no license plates, plates obscured, vehicle sold or not currently registered)

- Not a violation (Emergency Response Vehicles—police, fire, ambulance, etc.)

It is important to recognize that each violation, whether resulting in a citation or not, represents the potential for a vehicular accident, property damage, injuries, fatalities or a life changing event.

Comparisons below are estimates based on weekend data and all numbers shown are for a 24-hour period. The following tables show the locations, baseline violations, violation number for week three of each month, percentage of reduction from baseline and the percentage of issuance.

OCTOBER 2001 (FIRST WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	19	-73%	44%
W/B SANDY/39	88	42	-53%	35%
N/B GRAND/BURN	53	15	-72%	17%

OCTOBER 2001 (SECOND WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	30	-66%	44%
W/B SANDY/39	88	16	-78%	35%
N/B GRAND/BURN	53	11	-80%	17%

NOVEMBER 2001 (THIRD WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	51	-43%	42%
W/B SANDY/39	88	14	-80%	36%
N/B GRAND/BURN	53	9	-84%	21%

DECEMBER 2001 (THIRD WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	30	-66%	30%
W/B SANDY/39	88	16	-78%	36%
N/B GRAND/BURN	53	7	-87%	35%

JANUARY 2002 (THIRD WEEK) TWO ADDITIONAL LOCATIONS

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	24	-73%	47%
W/B SANDY/39	88	10	-86%	36%
N/B GRAND/BURN	53	5	-91%	36%
GRAND/ MADISON	56	7	-88%	55%
W. BURNSIDE/19TH	73	24	-68%	29%

FEBRUARY 2002 (THIRD WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	27	-70%	40%
W/B SANDY/39	88	5	-93%	48%
N/B GRAND/BURN	53	7	-87%	29%
GRAND/ MADISON	56	5	-92%	41%
W. BURNSIDE/19TH	73	19	-74%	18%

MARCH 2002 (THIRD WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	27	-70%	45%
W/B SANDY/39	88	10	-86%	53%
N/B GRAND/BURN	53	7	-87%	41%
GRAND/ MADISON	56	4	-93%	33%
W. BURNSIDE/19TH	73	35	-53%	46%

APRIL 2002 (THIRD WEEK)

LOCATION	BASELINE	VIOLATIONS	%REDUCT	% ISSUED
N/B 39/SANDY	70	30	-66%	*
W/B SANDY/39	88	9	-88%	*
N/B GRAND/BURN	53	8	-85%	*
GRAND/ MADISON	56	5	-92%	*
W. BURNSIDE/19TH	73	25	-66%	*

- Data not yet available.

The City of Portland Red Light Camera Program is based on a very successful partnership between the City Council, the Portland Police Bureau, the Portland Office of Transportation and the Citizens of Portland. The Program was born out of citizen demands for safer streets and it is constantly striving to improve its effectiveness in the community. The reductions in violations at our targeted intersections speak for themselves. The Red Light Program is out working 24 hours a day, 7 days a week.

As the budget allows, we hope to continue with the development of new locations to improve the outreach of the program and impact more neighborhoods. The goal of the Portland Red Light Program is to provide safer streets for all our citizens and guests. This program exists for the benefit of the Citizens of Portland and belongs to all of us. Please remember to drive defensively and obey all traffic laws. Be safe!

Sgt. Rod Lucich
Portland Police Bureau Traffic Division
Photo Enforcement Program