

City of Portland

RED LIGHT RUNNING CAMERA PROGRAM

BIENNIAL REPORT

SUBMITTED 2011 LEGISLATURE

Submitted by:

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Program Information

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Date of implementation: October, 2001. *See Traffic Safety Benefits section for additional information.*

Number of cameras: 11

Number of intersections: 10

Contractor Information:

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Traffic Safety Benefits

The City of Portland currently has eleven Red Light Cameras installed at ten intersections. The first six cameras were installed at five intersections between October, 2001 and April 2003. Four other cameras were installed at four intersections between October, 2007 and August, 2008. The most recent camera was installed in May, 2009.

This report will provide detail about the crash history at ten camera locations. There is not sufficient crash data available for the recent installation (SE Foster Rd at SE 96th Avenue) to report about crash activity. However, this report will provide information about observed red light running violation activity for the recent camera installed pre- and post-installation.

Portland's eleven red light cameras are currently installed at ten intersections; installation date and enforcing direction is as follows:

- E Burnside at Grand Avenue, northbound approach, 10/2001
- NE Sandy Blvd at 39th Avenue, westbound approach, 10/2001
- NE Sandy Blvd at 39th Avenue, northbound approach, 10/2001
- SE Grand Avenue at Madison Street, northbound approach, 01/2002
- W Burnside at 19th Avenue, eastbound approach, 01/2002
- NE Broadway at Grand Avenue, westbound approach, 04/2003
- SE Stark St at SE 102nd Avenue, westbound approach, 08/2008
- SW 4th Ave @ SW Jefferson St, northbound approach, 10/2007
- SE Washington St @ SE 103rd Avenue, eastbound approach, 02/2008
- SE Stark St @ SE 99th Avenue, westbound approach, 08/2008
- SE Foster Rd at SE 96th Avenue, westbound approach, 05/2009

The City of Portland is committed to ensuring that all traffic signage is up to date and in conformance with Oregon law and MUTCD standards for automated enforcement. Each major route entering has a "TRAFFIC LAWS PHOTO ENFORCED" sign. In addition, each enforced direction for red light cameras has a traffic signal ahead warning sign with a rider sign that reads "PHOTO ENFORCED".

All crash data in the report represents a comparison of equivalent time periods before and after red light camera enforcement was initiated in the city. Data

compares the four-year period immediately preceding camera installation with the most recent four-year period that data is available (2006 through 2009). Exceptions to this approach are locations with installation dates after 2007, where only one year post-install data is available. For four locations, the one-year period prior to camera installation will be compared to most recent one-year period that data is available (January 2009 through December 2009). For all crash data, the differences at these locations are accounted for in all relevant calculations.

While the overall crash data sample is too small to reach statistically significant conclusions, additional data is clarifying emerging crash and violation trends. These trends indicate that the presence of red light cameras has a positive effect through the reduction of red light running violations, reductions in injury crashes, and reductions in overall crash activity.

To select candidates for red light photo enforcement, an analysis of intersections in the city was conducted to determine red light camera placement. The intersections with red light camera enforcement were selected based on a significant crash history attributed to disregard of the traffic signal.

Observation of 4 intersections (SW 4th Ave & Jefferson, SW Washington & 103rd, SE Stark & 99th Ave and SE Stark & 102nd Ave) in February 2009 shows violations after installation, varied from .33 to .49 violations per hour. This reduction represents a measured reduction of between 69% and 93% in red light running violations at the locations with recent installations of red light cameras.

A key finding in this report is that injury crashes have been reduced for both the enforced approaches and for all approaches at intersections where red light cameras are operating. There were 48% fewer injuries for the enforced approaches for the four-year period after camera operation than there was for the four years prior. In addition, total injury crashes for all approaches at the intersections were reduced by 42% over the same time period. The crash data sample set remains too small to conclude that the injury reductions are the result of the presence of red light cameras.

As stated above, Portland currently has eleven red light cameras installed at ten intersections. However, one of these cameras (SE Foster Rd at SE 96th Avenue) has been installed too recently to have sufficient post-installation crash data for analysis. The total and disregard crash history at the other eleven camera locations before installation of the cameras is shown in Table 1 (page 7.) For the nine intersections where these red light cameras were installed, 312 total crashes occurred of which 102 (33%) were signal disregard crashes. For the ten approaches that the red light cameras enforce, 223 total crashes (71% of all approaches) were attributed to drivers entering from the enforced approach, and of those, 63 were signal disregard crashes (28% of enforced direction, 62% of all red light violations).

The total and disregard crash history at the ten camera locations for the evaluation period since installation of the cameras is shown in Table 2 (page 8.) For these nine intersections where red light cameras were installed, 180 total crashes occurred, of which 50 (28%) were signal disregard crashes. For the ten approaches the red light cameras enforce, 117 total crashes (65% of all approaches) were attributed to vehicles entering from the enforced approach, and of those crashes, 32 were signal disregards (27% of enforced direction, 64% of all red light violations).

Crash data provides a strong understanding of where crashes occur, crash type, and crash severity. It is positive that the data shows reductions in injury crashes, total crashes, angle, rear-end and turning crashes, as well as red light running violations.

Table 3 (page 9) provides a comparison of the before and after total and disregard crash history for all approaches. This table illustrates that annual average total crashes per intersection have decreased (-42%) and disregard crashes have decreased (-51%) for all approaches. Notably, total injuries declined by 42% and injuries from crashes coded as signal disregard crashes decreased by 49% for the entire intersection.

Table 4 (page 10) provides a comparison of the before and after total and disregard crash history for the red light enforced approaches. Annual average total crashes decreased (-40%) and disregard crashes for the enforced approaches decreased (-58%). As with the entire intersection, the enforced approaches experienced significant reductions in injury crashes in the period after installation of red light cameras. For all enforced approaches, annual total injuries per intersection declined by 48% and injuries from signal disregard crashes decreased by 44% for the entire intersection.

Table 5 (page 11) provides a comparison of annual average crash types that have occurred for all approaches at the nine intersections with enforcement. Notably, all crash types decreased except for fixed object crashes. Fixed object crashes had a very minor increase as it went from zero total crashes to one total crash for all sample locations. Reported angle, turning, and rear-end crashes have all experienced reductions (48%, 25% and 20%, respectively.) The City of Portland continues to find a reduction in rear-end crashes at intersections with red light camera enforcement.

Summary

Portland's experience with red light cameras has been positive. While there remain challenges with drawing specific conclusions about the direct impact of red light cameras, very positive trends are occurring at intersections with red light camera enforcement.

Injury crashes have decreased at enforced locations for the enforced direction of traffic as well as the entire intersection. Annual average crashes are decreasing at the enforced approaches as well as the whole intersections. Angle, turning and rear-end crashes have decreased significantly at the intersections.

Red light cameras may have provided a safety benefit to Portland drivers in two ways. First, measured reductions in injury crashes point to improved safety conditions. Second, the most severe type of crash, red light violations, has decreased at each intersection where cameras are installed.

Table 1

City of Portland Red Light Photo Enforcement Crash History Summary, Total vs. Disregard Before Photo Enforcement FOR THE 48 MONTHS BEFORE ACTIVATION OF ENFORCEMENT

Crash Data Before Red-light Enforcement

Intersection	Note	Photo Enforced Direction	Activated	Analysis Period	Enforced Direction			Intersection Total		
					Total Crashes	Disregard	Other	Total Crashes	Disregard	Other
E Burnside at Grand Ave		Northbound Grand Ave	Oct-01	10/1/1997-9/3/2001	47	7	40	66	23	43
NE Sandy Blvd at 39th Ave		Westbound Sandy Blvd	Oct-01	10/1/1997-9/3/2001	22	7	15	81	18	63
NE Sandy Blvd at 39th Ave		Northbound 39th Ave	Oct-01	10/1/1997-9/3/2001	69	10	59			
SE Grand Ave at Madison Street		Northbound Grand Ave	Jan-02	1/1/1998-12/31/2001	14	6	8	15	8	7
W Burnside at 19th Avenue		Eastbound W Burnside	Jan-02	1/1/1998-12/31/2001	19	3	16	35	14	21
NE Broadway at Grand Ave		Westbound Broadway	Apr-03	1/1/1998-12/31/2001	16	4	12	59	7	52
SE Stark St at SE 102nd Avenue	1	Westbound	Aug-08	7/1/2007-7/31/2008	10	7	3	18	10	8
SE Washington St at SE 103rd Ave	1	Eastbound	Aug-08	7/1/2007-7/31/2008	15	12	3	16	12	4
SW 4th Ave at SW Jefferson St	1	Northbound	Oct-07	9/1/2006-9/30/2007	6	3	3	8	3	5
SE Start St at SE 99th Ave	1	Westbound	Aug-08	7/1/2007-7/31/2008	5	4	1	14	7	7
Total for Operating Intersections					223	63	160	312	102	210

Notes:

1. One year before and after analysis periods
2. Total crash information for NE Sandy at 39th Avenue is presented in the data about the westbound approach

Table 2

City of Portland Red Light Photo Enforcement CRASH HISTORY SUMMARY, TOTAL VS. DISREGARD AFTER PHOTO ENFORCEMENT FOR THE MOST RECENT 48 MONTHS WITH ENFORCEMENT ACTIVATED

Crash Data After Red-light Enforcement

Intersection	Note	Photo Enforced Direction	Activated	Analysis Period	Enforced Direction			Intersection Total		
					Total Crashes	Disregard	Other	Total Crashes	Disregard	Other
E Burnside at Grand Ave		Northbound Grand Ave		1/1/2006-12/31/2009	22	8	14	34	11	23
NE Sandy Blvd at 39th Ave		Westbound Sandy Blvd		1/1/2006-12/31/2009	4	2	2	30	8	22
NE Sandy Blvd at 39th Ave		Northbound 39th Ave		1/1/2006-12/31/2009	26	5	21			
SE Grand Ave at Madison Street		Northbound Grand Ave		1/1/2006-12/31/2009	21	5	16	24	13	11
W Burnside at 19th Avenue		Eastbound W Burnside		1/1/2006-12/31/2009	6	1	5	10	2	8
NE Broadway at Grand Ave		Westbound Broadway		1/1/2006-12/31/2009	19	2	17	57	6	51
SE Stark St at SE 102nd Avenue	1	Westbound		9/1/2008-9/30/2009	3	1	2	6	2	4
SE Washington St at SE 103rd Ave	1	Eastbound		9/1/2008-9/30/2009	5	4	1	6	4	2
SW 4th Ave at SW Jefferson St	1	Northbound		9/1/2008-9/30/2009	3	2	1	3	2	1
SE Start St at SE 99th Ave	1	Westbound		9/1/2008-9/30/2009	8	2	6	10	2	8
Total for Operating Intersections					117	32	85	180	50	130

Notes:

1. One year before and after analysis periods
2. Total crash information for NE Sandy at 39th Avenue is presented in the data about the westbound approach

Table 3

**City of Portland Red Light Photo Enforcement
Crash History Summary for All Approaches
48 Months Prior to Enforcement compared to
Most Recent 48 Month Period with Enforcement**

	Before Enforcement	After Enforcement	% Change
Total Average Crashes (4 year study Period)	33.40	19.90	-40%
Annual Average Crashes per Intersection	14.20	8.28	-42%
Annual Average Total Injuries per Intersection	11.30	6.50	-42%
Annual Average Total PDO Crashes per Intersection	22.10	13.40	-39%
Average Daily Entering Volume per Intersection	41604.30	49499.90	19%
Annual Average Total Crash Rate per intersection	0.70	0.34	-51%
Disregard Crashes	11.10	5.40	-51%
Annual Average Disregard Crashes per Intersection	5.85	2.40	-59%
Annual Average Disregard Injury per Intersection	4.50	2.30	-49%
Annual Average Disregard PDO per Intersection	6.60	3.10	-53%
Annual Average Disregard Crash Rate per Intersection	0.25	0.09	-63%

Note: This table provides a comparison for the 48-month period immediately prior to installation of red light cameras compared to the most recent 48-month period for six of ten red light camera locations that crash data is available (2006 through 2009). The other four cameras only have 12 months of data (2008 to 2009, see Table 1 and 2 note 1) available prior to installation at the time of this report. Therefore it is prorated in the formula above to account for the different period for that one location.

Table 4

Red Light Photo Enforcement Crash History Summary for Enforced Approaches 48 Months Prior to Enforcement compared to Most Recent 48 Month Period with Enforcement

	Before Enforcement	After Enforcement	% Change
Total Average Crashes (4 year study Period)	21.82	12.09	-45%
Annual Average Crashes per Intersection	9.07	5.41	-40%
Annual Average Total Injuries per Intersection	6.09	3.18	-48%
Annual Average Total PDO Crashes per Intersection	10.55	6.64	-37%
Average Daily Entering Volume per Intersection	22252.45	22623.09	2%
Annual Average Total Crash Rate per intersection	0.87	0.45	-49%
Disregard Crashes	6.36	3.18	-50%
Annual Average Disregard Crashes per Intersection	3.84	1.61	-58%
Annual Average Disregard Injury per Intersection	2.45	1.36	-44%
Annual Average Disregard PDO per Intersection	3.91	1.82	-53%
Annual Average Disregard Crash Rate per Intersection	0.28	0.12	-57%

Note: This table provides a comparison for the 48-month period immediately prior to installation of red light cameras compared to the most recent 48-month period for six of ten red light camera locations that crash data is available (2006 through 2009). The other four cameras only have 12 months of data (2008 to 2009, see Table 1 and 2 note 1) available prior to installation at the time of this report. Therefore it is prorated in the formula above to account for the different period for that one location.

Table 5

City of Portland Red Light Photo Enforcement Crash History Summary, Crash Type, Before vs. After for All Approaches

Annual Average Crash Types - All Approaches

	Before Enforcement	After Enforcement	% Changes
Annual Average Total Crashes per intersection	12.8	7.75	-39%
Angle	3.55	1.85	-48%
Rear End	2.6	2.1	-19%
Turning	4.9	2.65	-46%
Fixed Object	0.05	0.1	
Pedestrian	0.25	0.15	-40%
Other	1.45	0.9	-38%

Program Administration

The administrative process for Photo Red Light enforcement includes citation processing and issuance, delivery, payment, and adjudication. It also includes the program's impact on police and court operations as well as fiscal accounting.

Citations are processed by the Contractor in accordance with a multi-step process that ensures that the violation photograph, violation data, and owner information are as accurate as possible. If any of this evidence does not meet stringent quality control standards, citations are not issued.

Citation Processing

The Contractor operates the cameras and retrieves film from the cameras for processing on a daily basis. They process the film and then screen the photographs and retrieve owner data for the vehicles observed in the violations. Table 6 shows the number of citations issued for all red light camera intersections in 2009 and 2010. A variety of factors that relate to the quality of the photographs and the characteristics of the owner may result in the observed violation not being issued as a citation. The most common of the factors are shown in Table 7.

Table 6

Issued Citations for All Red Light Camera Intersections

Location	2009	2010
NE 39 th @ Sandy Blvd NB	871	635
NE Sandy Blvd @ 39 th WB	1769	920
E Burnside @ Grand Ave NB	797	29
W Burnside @ 19 th EB	2330	1871
Grand Ave @ Madison NB	427	307
NE Broadway @ Grand Ave WB	998	220
SW 4 th Ave @ Jefferson St NB	511	361
SE Washington @ 103 rd EB	561	461
SE Stark @ 99 th Ave WB	1044	729
SE Stark @ 102 nd Ave WB	737	403
SE Foster @ 96 th WB	1005	1393
Total	11050	7329

Table 7

Factors Resulting in Non-Issuance of Citations

Factors	2009	2010
No Plate	7.20%	7.02%
Gender Match Failure	11.05%	9.13%
Clarity of Driver	8.76%	10.20%
Framing of Driver	8.09%	4.99%
Emergency Vehicle	5.01%	6.79%
Driver Obstructed	3.09%	5.90%
No Registration Info from DMV	2.49%	
Framing of Car	2.47%	
Glare on Windshield		6.49%

Citation Issuance

A challenge for vendors operating Photo Red Light programs in states with laws that require “Driver Responsibility” is to achieve a high issuance rate for violations issued vs. violations observed. The Driver Responsibility provisions require that good quality photographs of the driver and the vehicle license plate be captured by the camera. These photos are then screened to ensure a gender match for the registered owner of the vehicle. Any violations that lack good quality photographs or a gender match cannot be issued as citations.

The total issuance rate for 2002, the first year of operation, was 41%. Since that time, the issuance rate has ranged from 43% to 53%. No (front) Plate, Gender Match Failure, and Clarity of Driver were the most frequently causes cited for non-issuance of a citation.

Citation Delivery, Payment and Adjudication

Once a Red Light Camera violation has occurred, the film is developed and viewed by ACS (vendor with City contract). ACS gathers the registration information from the DMV database and puts the information on our secure web-site for viewing by a Portland Police Bureau Traffic Officer trained in Photo Enforcement. The officer views the evidence and determines whether or not to issue a citation.

If a citation is issued, the citation is mailed out to the current registered owner within 10 working days of the time the violation occurred. By law, the registered owner has 30 days to respond to the citation, but as a general rule, this usually results in close to 60 days from the time of the violation before they would have to appear in court. The violator has the same options available to him, as would the violator in any other type of traffic violation. However, there are two additional options available to violators that are unique to photo enforcement.

First, if the registered owner is a private citizen and they are not the person driving the vehicle at the time of the violation, they may fill out the Certificate of Innocence that has been provided and attest that they were not the driver of the vehicle. They also must copy

the front and back of their driver’s license and send it in. If the photo on the license does not match the violator’s picture, the citation will be dismissed. If the photo does match the citation will be re-issued.

The second option available is an Affidavit of Non-Liability. This is the form that is sent out with the citation packet when the registered owner is a business or similar entity, other than a private citizen. The business has the option of either paying the citation, or identifying the driver. If the driver is identified, the citation is dismissed and another is re-issued to the actual driver.

Police and Court Operations

The city has issued 81,183 citations since the start of the program. A summary of how vehicle owners have responded to these citations in the first five years of the program is shown in the following table. A majority of the owners pay the fine and do not contest the violation.

Table 8

**SUMMARY OF PHOTO RED LIGHT ENFORCEMENT CASES
FROM OCTOBER 1, 2001 TO JANUARY 24, 2007
FOR 6 CAMERA LOCATIONS**

Total Number of Cases Filed	71,133 (3.28 citations/day/camera)
Citations Paid	47,558 (2.19 citations paid/day/camera)

Problem Areas

Violator does not respond

Just like any other traffic citation, the violator will be found in default by the court. Eventually, their driver’s license may be suspended until they fulfill their obligations under the default judgement. Sometimes a default may occur because the registered owner has received a photo enforcement citation before and purposely does not accept or chooses to ignore the citation letter. Another reason for a default judgement (clearly the most common) is that the registered owner has either sold the vehicle and did not notify DMV as required, or the owner has moved from the listed address and has failed to notify DMV.

Though the burden to notify DMV of these changes is clearly on all registered owners under Oregon law, the Portland Photo Enforcement Program has taken extra steps to avoid citations going to default. Every returned letter that has not been successfully delivered goes through a “Final Check” to attempt determination of the status of the violating vehicle’s registration. One example of cases the “Final Check” does identify cases where the registered owner had moved at the time of the violation and had notified DMV of the address change, but the DMV system had not yet been updated when the initial citation was mailed. In this example, the “Final Check” resulted in non-dismissal of the citation due to minor address issues. For this reason, we created the “Final Check” to catch these late entries and avoid defaults. The

citation is merely re-issued to the registered owner at their new address with a notation at the top that reads: “This is a re-issuance of a citation based on updated vehicle registration information.”

If the person has not fulfilled their legal obligation to DMV to keep their registration information current, they may eventually be found in default by the court. These steps ensure that irresponsible drivers are not allowed to avoid accountability.

Fiscal Accounting

Initial costs absorbed by the City included planning the project and installing detection and cameras at ten locations. The capital costs for making these improvements was \$35,000 per location for a total of \$385,000. In addition to the capital costs incurred to install the cameras the City is also obligated to pay the Contractor a lease fee of \$1,500 per film camera and \$2,000 per digital camera per month and a processing fee on a sliding scale of \$27 for the first 500 paid citations each month, \$20 for citations 501-700 each month, and \$18 for all citations after the first 700 each month. Additionally, each time a red light camera results in a court trial, a police officer spends an average of 1.5 hours in court. This represents more than \$110 in costs to the Police each time a case is brought to trial. A summary of the how the revenue from citations is distributed is shown in Table 9 (page 16).

The Table shows how revenue is distributed based on two scenarios. In the first case, the offender has no prior moving violations on record. In this case the court typically reduced the fine amount by \$59 and the final balance to the City is \$33. In the second case the violator has 3 or 4 prior moving violations and the reduction in the fine amount is \$36. In this case the net revenue to the City is \$44.50.

The operating loss for the program was \$47,286 from 2002-2010. Any revenue would be dedicated to a Community and School Traffic Safety Account that is exclusively utilized for traffic safety initiatives. The four new red light cameras installed since the last report are an example of the city’s investment in traffic safety from the Traffic Safety Account.

PROGRAM COSTS 2002-2010	2002-2008	2008-2009	2009-2010
Initial Capital Expense	\$350,000	\$35,000	\$0
Lease Fees	\$1,102,000	\$262,000	\$248,000
Citation Processing Expense	\$978,750	\$185,000*	\$186,882
Police Court Expenses	\$225,300	\$35,000*	\$42,613
Sub Total	\$2,656,050	\$517,000	\$478,495
Total Expenses	\$3,651,545		

PROGRAM REVENUE 2002-2010			
	\$2,601,111	\$514,000*	\$489,148
Net Revenue	(\$54,939)	(\$3000)	\$10,653
Total Revenue	\$3,604,259		

Total Net Revenue 2002-2010	(\$47,286)
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* 2008-2009 costs and revenues are estimated.

Table 9
Sample Distribution of Revenue
from Red Light Running Citations

Red Light Citation		\$237		\$237
Typical Reduction by Judge	No Priors	(\$59)	3-4 Priors	(\$36)
Subtotal		\$178		\$201
Unitary Assessment		(\$37)		(\$37)
County Assessment		(\$20)		(\$20)
Victim Compensation		(\$1)		(\$1)
Subtotal		\$120		\$143
Final Allocation				
Court (50%)		\$60		\$71.50
City of Portland (50%)		\$60		\$71.50
Vendor Ticket Processing Cost		(\$27)		(\$27)
Final Portland Balance		\$33		\$44.50

Public Outreach and Media Releases

The City of Portland first initiated public outreach for photo enforcement as a part of efforts to educate the public about photo radar. In September of 1995, we commissioned a public opinion survey to assess potential public support for photo enforcement. The results of this survey indicated a high level of public support for the program, and the City proceeded with the implementation of the Photo Radar program in 1996. A follow-up survey taken a year after the program started found that both public awareness and support for the program had increased.

In 1996-97 the City participated in the federally sponsored “Stop! for Red Lights Campaign”, a public information and education program designed to increase the community’s awareness of the hazards associated with running red lights, and to deter red light running using education together with aggressive local police enforcement.

The campaign included:

- Public service announcements for local television and radio.
- A newsletter article for neighborhood newspapers.
- A resolution and pledge campaign for neighborhood associations.

Subsequent to this campaign, the City sought Legislative approval for the use of Red Light Cameras for enforcement. The legislature passed House Bill 2071 during the 1999 session and thereby authorized the City to operate a RLR Camera demonstration project. In the spring of 2001 the City entered a contract for services for Red Light Cameras.

Several reports on television, in newspapers, and on the radio announced the introduction of red light cameras and explained their function to the community. To complement the media introduction, the Portland Police Bureau initiated and has maintained information about red light cameras at <http://www.portlandonline.com/police/index.cfm?c=dafjc> (see appendix).

After the introduction to the community, red light camera education was incorporated into the larger Community and School Traffic Safety Partnership. This effort has included intensive outreach to neighborhood associations and other community groups about traffic safety. Updates about performance and management techniques have also been presented to Portland City Council and at numerous other public meetings.

Public Acceptance

Public approval of red light cameras in Portland remains high. As outlined below, a 2003 survey of Portland residents found that red light running is their second highest traffic safety concern.

Table 10
SUMMARY OF TRAFFIC SAFETY CONCERNS
FROM AUGUST, 2003 DAVIS & HIBBITTS SURVEY

	% CONCERNED	% UNCONCERNED	MEAN
DRUNK DRIVING	93%	6%	3.62
RED LIGHT CAMERAS	88%	12%	3.43
SCHOOL CHILDREN SAFETY	86%	11%	3.41
SPEEDING	87%	13%	3.32
PEDESTRIAN AND BIKE SAFETY	87%	12%	3.31
LACK OF SIDEWALKS & BIKE LANES	70%	29%	2.90

Portland residents view red light cameras as an important part of the solution to red light running. In the same 2003 survey, 71% of Portland residents reported that they support additional red light camera locations being installed in the City of Portland.

Future Expansion

It is possible that the City of Portland will install new red light cameras in next biennium, however there are no current active plans to expand the program.

Appendix

Red Light Camera Program Page:

<http://www.portlandonline.com/police/index.cfm?&c=dafjc%29>



Home **Get Involved** **Resources** **News** **Employment** **Maps & Statistics** **Publications**
Programs and Services [Contact Us](#) [About Us](#) [I Want To...](#) [Online forms](#)

POL → Government → Bureaus → Police → Resources → Programs and Services → Auto and Traffic Safety → **Red Light Cameras** Red Light Camera Study Information, Sample Violation, and Q&A

Red Light Camera Program

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.

Search

Red Light Cameras

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

[Red Light Cameras Q&A](#)

Answers to Common Red Light Camera Questions.

[Sample Red Light Violation Letter](#) (PDF Document, 222kb)
This is what a Red Light Violation Letter looks like.

[Red Light Camera Summary](#) (PDF Document, 50kb)

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.

PDF Information

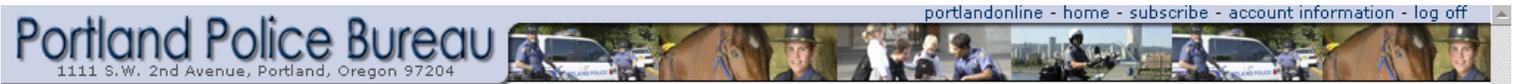
Some of the links on this page are to PDF documents. To open PDF files you will need Adobe Acrobat Reader installed on your computer, it is available for free from [Adobe.com](http://adobe.com).



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Red Light Cameras Q&A ([Printable Version](#))

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Red Light Camera Q & A

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Q: Why did I get this citation?

A: A vehicle, *registered or leased to you*, was photographed by an automatic camera connected to a traffic signal, that is only active when the light is red. Vehicles crossing the stop bar after the light turns red are detected automatically and two photographs are taken. Superimposed on each photograph is the date, time, location and the time into the red signal when the violation occurred. Details of the violation appear on the Notice of Traffic Infraction. A Oregon Uniform Citation and Complaint has been filed in Multnomah Circuit Court.

Q: How can I find out information about this Citation?

A: Information about this violation is shown on the enclosed Citation mailed to you. There is also information on the data block at the top of violation image photo on the front of your violation letter.

Q: How could I see a photo of the violation?

A: If you would like to view the photograph or have any questions about your violation letter, please call 503-221-0415 (outside of the Portland Metropolitan Area, call 1-800-799-7082), between the hours of 9 a.m. and 5 p.m., Monday through Friday.

Q: What can I do if I was not driving?

A: If you were **not** driving the vehicle at the time of the violation, you may do one of the following:

1. Schedule an appointment with the Portland Police Bureau to establish that you were not the driver of the vehicle. To schedule and appointment to view the photo, call **503-221-0415** (outside the Portland Metropolitan area call 1-800-799-7082) between the hours of 9:00 AM and 5:00 PM, Monday through Friday. You will need to bring your drivers license or other photo identification to the appointment. If you were not the driver at the time the offense occurred, the citation against you will be dismissed.
2. Fill out the enclosed Certificate of Innocence that came in the mail with your violation letter. Using the enclosed envelope, send the Certificate and a legible photocopy of your drivers license (Front and Back), to Circuit Court, P.O. Box 114, Portland, OR 97207 by the court date to report that you were not the driver of the vehicle at the time of the violation. If you were not the driver at the time the offense occurred, the citation against you will be dismissed.

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Sample Red Light Violation Letter:
<http://www.portlandonline.com/police/index.cfm?&a=33710>

Date

Name of Violator
 Address
 City State Zip
 Red light Citation #

Dear

In an effort to reduce the number of collisions and associated injuries and deaths due to red light violations, the City of Portland has implemented a red light traffic enforcement program. The system, combining a high-speed camera and sensor devices, records photographs of the violator, vehicle, and surroundings when a red light violation occurs.

A vehicle registered in your name was photographed violating Oregon's traffic control laws, specifically ORS 811.265. The photographs, shown on the right, state the date, time and location of the violation, and how many seconds the light had been red when your vehicle entered the intersection. A summary of the violation is listed below and details are on the enclosed citation.



Date/Time of Violation	Location	License Plate
09-14-01 12:14 pm	N/B SE Grand Av/E. Burnside	ABC 123
State	Make	Date Issued
OR	FORD	09-19-01
Citation Number	Court Date/Time	Base Fine
RL 00001	11-13-01 @ 8:30am	\$175
Issued By: OFFICER Name and Number and Digital Signature		

If you were the driver of the vehicle **please read the back of the citation** which describes the options you have for addressing the violation. If you were **not** driving the vehicle at the time of the violation, please read the reverse side of this letter regarding submission of a Certificate of Innocence.

Warning! You must respond by one of the procedures listed on the back of the citation by the court date indicated on the bottom of your citation or by submitting a Certificate of Innocence. If you do not respond to this citation, a judgment of conviction for the traffic violation may be entered against you, you may be fined and ultimately your driver's license may be suspended.

If you would like to view the photograph or have any questions about this letter, please call 503-221-0415 (outside of the Portland Metropolitan Area, call 1-800-799-7082), between the hours of 9 a.m. and 5 p.m., Monday through Friday.

Very truly yours,

Commander
 Traffic Division, Portland Police Bureau

Q: Why did I get this citation?

A: A vehicle, *registered or leased to you*, was photographed by an automatic camera connected to a traffic signal, that is only active when the light is red. Vehicles crossing the stop bar after the light turns red are detected automatically and two photographs are taken. Superimposed on each photograph is the date, time, location and the time into the red signal when the violation occurred. A sample of the superimposed data box appears below. Details of the violation appear on the Notice of Traffic Infraction. A Oregon Uniform Citation and Complaint has been filed in Multnomah Circuit Court.

Q: How can I find out information about this Citation?

A: Information about this violation is shown on the enclosed Citation and on the data block at the top of violation image photo on the front of this letter.

Q: How could I see a photo of the violation?

A: If you would like to view the photograph or have any questions about this letter, please call 503-221-0415 (outside of the Portland Metropolitan Area, call 1-800-799-7082), between the hours of 9 a.m. and 5 p.m., Monday through Friday.

Q: What can I do if I was not driving?

A: If you were **not** driving the vehicle at the time of the violation, you may do one of the following:

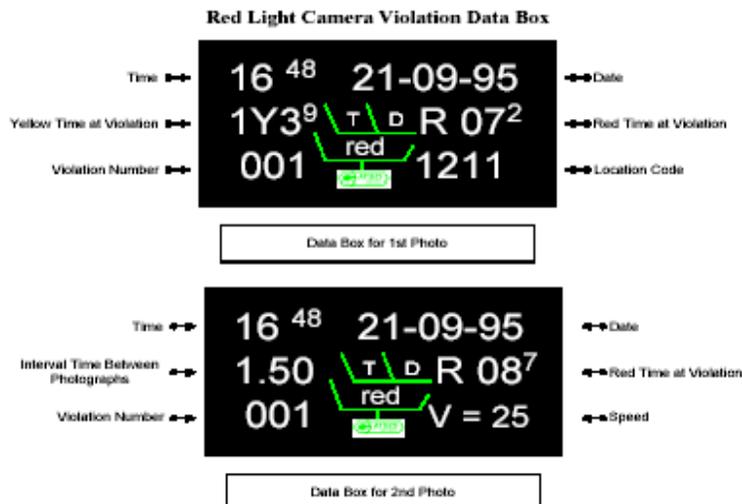
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Q: What do the numbers on the violation photos mean?

A: Below is a SAMPLE DATA BLOCK with an explanation of each number.

NOTE: SEE YOUR VIOLATION PHOTO FOR THE INFORMATION ON YOUR RED LIGHT VIOLATION. THIS IS A SAMPLE ONLY!

Your violation photo data blocks are shown on the front of this letter.



**Help us make Portland's streets and neighborhoods safe for everyone.
Please Drive Safely!**