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# City of Portland

RED LIGHT RUNNING CAMERA PROGRAM

BIENNIAL REPORT

SUBMITTED 2009 LEGISLATURE

Submitted by:

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# Program Information

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Date of implementation: October 2001. See [http://www.pdxtrans.org/implementation](#)

**Number of intersections: 9.**

**Contractor Information:**

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# Traffic Safety Benefits

The City of Portland currently has ten Red Light Cameras installed at nine intersections. The first six cameras were installed at five intersections between October, 2001 and April 2003. Four new cameras have been installed since the City's last report to the Legislature. These new installations began in October, 2007 and the most recent camera was installed in August, 2008. The City currently plans to install at one more location within the next year.

This report will provide detail about the crash history at the first six camera locations. There is not sufficient crash data available for the recent installations 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 initial six red light cameras are currently installed at five intersections, enforcing the entering traffic as follows:

- E Burnside at Grand Avenue, northbound approach
- NE Sandy Blvd at 39<sup>th</sup> Avenue, westbound approach
- NE Sandy Blvd at 39<sup>th</sup> Avenue, northbound approach
- SE Grand Avenue at Madison Street, northbound approach
- W Burnside at 19<sup>th</sup> Avenue, eastbound approach
- NE Broadway at Grand Avenue, westbound approach

Since October, 2007, Portland has installed four new cameras at four intersections. These enforce for traffic entering as follows:

- SW 4<sup>th</sup> Ave @ SW Jefferson St, northbound approach
- SE Stark St @ SE 99<sup>th</sup> Avenue, westbound approach
- SE Stark St @ SE 102<sup>nd</sup> Avenue, westbound approach
- SE Washington St @ SE 103<sup>rd</sup> Avenue, eastbound approach

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 (2004 through 2007). An exception to this approach is for the location at NE Grand and NE Broadway where only three years of data before camera installation is available at the time of this report. For the Grand and Broadway location, the three-year period prior to camera installation will be compared to most recent three-year period that data is available (2005 through 2007). For all crash data, this difference at this one location is 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 that can be ascertained. 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 due to a significant crash history attributed to disregard of the traffic signal.

Table 1 (*page 7*) depicts the change in red light running violation rate after the cameras began operating. The violation rate at the four new camera locations varied from 1.19 to 4.5 violations per hour prior to the installation of the cameras and signs. After cameras and signs were installed at these locations, and the public was alerted to their presence, the red light running behavior dropped significantly. Observed violations after installation, in February, 2009, 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 on intersections where red light cameras are operating. There were 26% 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 30% over the same time period. The crash data sample set remains too small to conclude the extent that the injury reductions are the result of the presence of red light cameras.

Red light violations that exceed 1.0 seconds from the start of the red indication represent a greater likelihood of crash activity than violations that occur earlier in the red cycle. The proportion of violations exceeding 1.0 seconds from the start of the red indication was analyzed for a typical day and is shown in Figure 1 (page 8). The number of violations exceeding 1.0 seconds ranged from four to fifteen violations per hour prior to installation of red light cameras. After installation, this type of violations was reduced to between one and three violations per hour. This represents a three- to five-fold reduction of this dangerous behavior at the enforced locations.

As stated above, Portland currently has ten red light cameras installed at nine intersections. However, four of these cameras have been installed too recently to have sufficient post-installation crash data for analysis. The total and disregard crash history at the initial six camera locations for the four-year period before installation of the cameras is shown in Table 2 (page 9). For the five intersections where these red light cameras were installed, 252 total crashes occurred of which 78 (31%) were signal disregard crashes. For the six approaches that the red light cameras enforce 136 total crashes (54% of all approaches) were attributed to drivers entering from the enforced approach and of those 33 were signal disregard crashes (24% of enforced direction, 42% of all red light violations).

The total and disregard crash history at the six camera locations for the evaluation period since installation of the cameras is shown in Table 3 (page 10). For the initial six intersections where red light cameras were installed, 170 total crashes occurred of which 46 (27%) were signal disregard crashes. For the initial six approaches the red light cameras enforce 98 total crashes (57% of all approaches) were attributed to vehicles entering from the enforced approach and of those crashes 22 were signal disregards (22% of enforced direction, 48% of all red light violations).

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

Table 4 (page 11) 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 (-31%) and disregard crashes have decreased (-41%) for all approaches. Notably, total injuries declined by 38% and injuries from crashes coded as signal disregard crashes decreased by 39% for the entire intersection.

Table 5 (page 12) provides a comparison of the before and after total and disregard crash history for the red light enforced approaches. Annual average total crashes decreased (-28%) and disregard crashes for the enforced approaches decreased (-35%). 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, total injuries declined by 28% and injuries from signal disregard crashes decreased by 33% for the entire intersection.

Table 6 (*page 13*) provides a comparison of annual average crash types that have occurred for all approaches at the five 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 (-37%), turning (-43%), and rear-end (-13%) crashes have all experienced reductions. This is the first report to the legislature on red light cameras from the City of Portland that finds 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 location 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, have decreased at each intersection where cameras are installed.

**Table 1**  
**Monthly Red Light Camera Analysis**  
**City of Portland - Red Light Camera Summary**  
**April 2008 – February 2009**

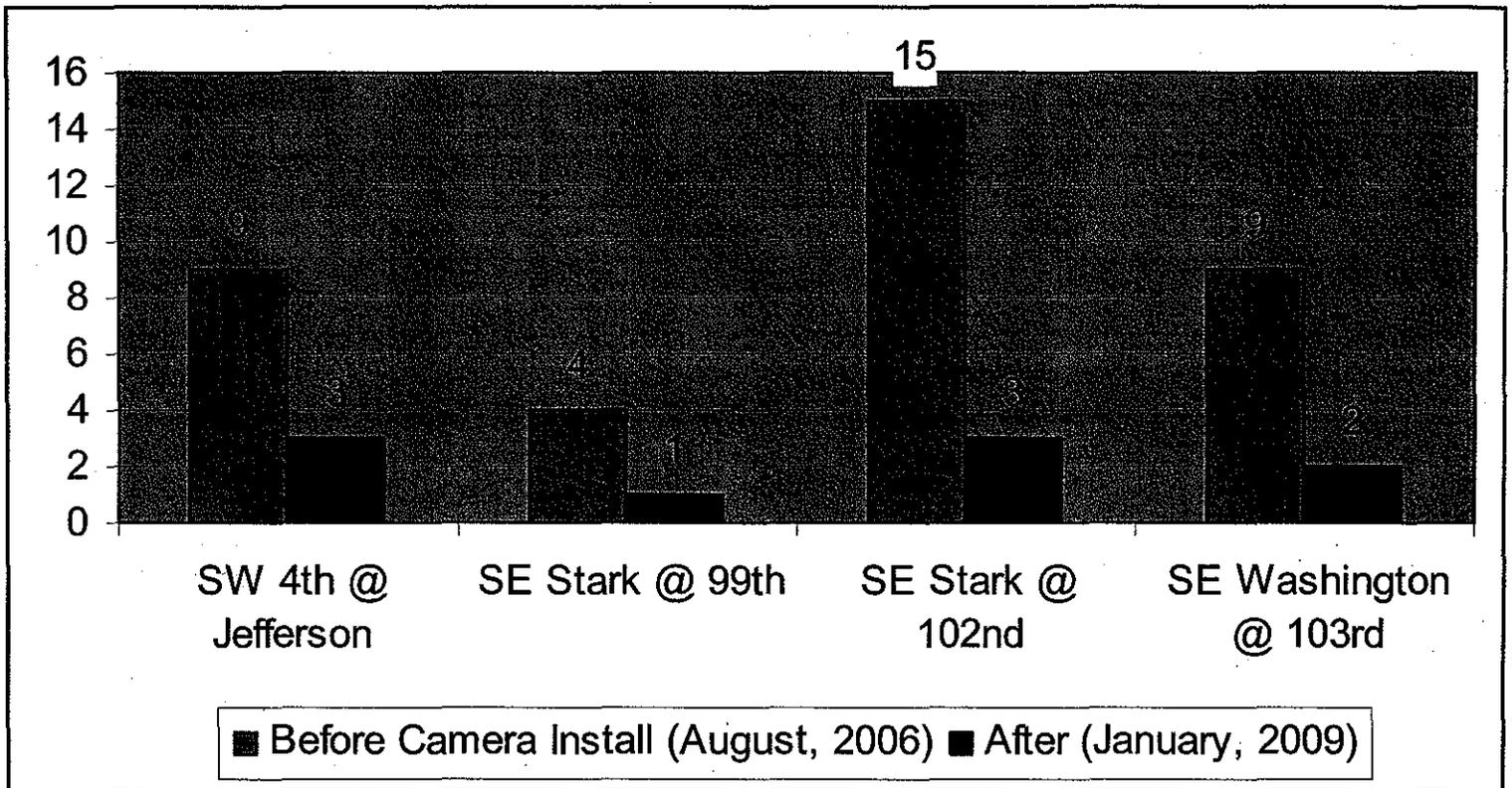
Prior to  
 "Photo  
 Enforced"  
 Signs

Prior to Signs  
 vs. February  
 % Change

	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb		
<b>SW 4th AVE &amp; Jefferson - NB</b>													
Violations		159	179	134	138	155	132	133	97	98	107	122	
Violations per Hour	1.19	0.3	0.31	0.29	0.24	0.26	0.26	0.26	0.25	0.25	0.22	0.37	-69%
Issued Citations		72	73	74	71	86	91	73	54	39	47	76	
Issuance Rate		45%	41%	55%	51%	55%	69%	55%	56%	40%	44%	62%	
<b>SE Washington &amp; 103rd AVE- EB</b>													
Violations		361	343	345	503	183	152	146	142	216	146	130	
Violations per Hour	2.44	0.91	0.77	0.91	1.2	0.45	0.38	0.37	0.38	0.54	0.38	0.49	-80%
Issued Citations		197	157	139	130	70	52	55	51	45	63	60	
Issuance Rate		55%	46%	40%	26%	38%	34%	38%	36%	21%	43%	46%	
<b>SE Stark &amp; 99th AVE SE WB</b>													
Violations					271	298	285	184	237	162	160		
Violations per Hour	2.06				0.67	0.81	0.73	0.64	0.79	0.5	0.39		-81%
Issued Citations					83	102	88	77	85	64	78		
Issuance Rate					31%	34%	31%	42%	36%	40%	49%		
<b>SE Stark &amp; 102nd AVE SE WB</b>													
Violations					217	185	172	181	148	171	136		
Violations per Hour	4.50				0.73	0.47	0.43	0.44	0.62	0.47	0.33		-93%
Issued Citations					80	102	64	80	64	79	74		
Issuance Rate					37%	55%	37%	44%	43%	46%	54%		
<b>Total Violations per month</b>		520	522	479	641	826	767	736	604	699	586	548	
<b>Total Citations per month</b>		269	230	213	201	319	347	280	262	233	253	288	
<b>Total Issuance Rate</b>		52%	44%	44%	31%	39%	45%	38%	43%	33%	43%	53%	

Figure 1

**Violations Exceeding 1.0 Seconds Red Time  
ONE-DAY MEASUREMENT**



# Table 2

## 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 (See Notes)	Analysis Period	Enforced Direction			Intersection Total		
					Total Crashes	Disregard	Other	Total Crashes	Disregard	Other
E Burnside St at Grand Ave		Northbound Grand Ave	A	10/1/1997 - 9/3/2001	28	5	23	70	25	45
NE Sandy Blvd at 39th Ave		Westbound Sandy Blvd	A	10/1/1997 - 9/30/2001	25	9	16	77	18	59
NE Sandy Blvd at 39th Ave		Northbound 39th Ave	A	10/1/1997 - 9/30/2001	41	3	38			
SE Grand Ave at Madison St		Northbound Grand Ave	B	1/1/1998 - 12/31/2001	20	9	11	27	12	15
W Burnside at 19th Ave		Eastbound W Burnside	B	1/1/1998 - 12/31/2001	9	3	6	33	17	16
NE Broadway at Grand Ave		Westbound Broadway	C	1/1/1999 - 12/31/2001	13	4	9	45	6	39
<b>Total for Operating Intersections</b>					136	33	103	252	78	174

Notes:

1. Three year before and after analysis periods
2. [REDACTED]

# Table 3

## 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

Intersection	Note	Photo Enforced Direction	Activated (See Notes)	Analysis Period	Enforced Direction			Intersection Total		
					Total Crashes	Disregard	Other	Total Crashes	Disregard	Other
E Burnside St at Grand Ave		Northbound Grand Ave	A	1/1/2004 - 12/31/2007	28	10	18	47	20	27
NE Sandy Blvd at 39th Ave		Westbound Sandy Blvd	A	1/1/2004 - 12/31/2007	12	3	9	50	8	42
NE Sandy Blvd at 39th Ave		Northbound 39th Ave	A	1/1/2004 - 12/31/2007	28	1	27			
SE Grand Ave at Madison St		Northbound Grand Ave	B	1/1/2004 - 12/31/2007	16	6	10	25	13	12
W Burnside at 19th Ave		Eastbound W Burnside	B	1/1/2004 - 12/31/2007	3	1	2	6	1	5
NE Broadway at Grand Ave		Westbound Broadway	C	1/1/2004 - 12/31/2007	11	1	10	42	4	38
<b>Total for Operating Intersections</b>					<b>98</b>	<b>22</b>	<b>76</b>	<b>170</b>	<b>46</b>	<b>124</b>

Notes:

1. Three year before and after analysis periods
2. [REDACTED]

# Table 4

**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
<b>Total Crashes</b>	50.40	34.00	-33%
Annual Average Crashes per Intersection	13.35	9.20	-31%
Annual Average Total Injuries per Intersection	17.20	10.60	-38%
Annual Average Total PDO Crashes per Intersection	33.20	23.40	-30%
Average Daily Entering Volume per Intersection	47032	46419	-1%
Annual Average Total Crash Rate per Intersection	0.84	0.55	-35%
<b>Disregard Crashes</b>	15.60	9.20	-41%
Annual Average Disregard Crashes per Intersection	4.00	2.37	-41%
Annual Average Disregard Injury per Intersection	6.60	4.00	-39%
Annual Average Disregard PDO per Intersection	9.00	5.20	-42%
Annual Average Disregard Crash Rate per Intersection	0.25	0.14	-43%

**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 five of six red light camera locations that crash data is available (2004 through 2007). The camera at NE Broadway and NE Grand only has 36 months of data 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

## 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
<b>Total Crashes</b>	22.67	16.33	-28%
Annual Average Crashes per Enforced Approach	5.85	4.24	-28%
Annual Average Total Injuries per Enforced Approach	8.33	6.00	-28%
Annual Average Total PDO Crashes per Enforced Approach	14.33	13.17	-8%
Average Daily Entering Volume per Enforced Approach	21744	22111	2%
Annual Average Total Crash Rate per Enforced Approach	0.89	0.55	-38%
<b>Disregard Crashes</b>	5.50	3.67	-33%
Annual Average Disregard Crashes per Enforced Approach	1.43	0.93	-35%
Annual Average Disregard Injury per Enforced Approach	2.50	1.67	-33%
Annual Average Disregard PDO per Enforced Approach	3.00	2.00	-33%
Annual Average Disregard Crash Rate per Enforced Approach	0.22	0.11	-49%

**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 five of six red light camera locations that crash data is available (2004 through 2007). The camera at NE Broadway and NE Grand only has 36 months of data 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 6

## 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	% Change
Annual Average Total Crashes per intersection	12.60	8.50	-33%
Angle	3.90	2.45	-37%
Rear End	2.65	2.30	-13%
Turning	4.80	2.75	-43%
Fixed Object	0.00	0.05	
Pedestrian	0.20	0.05	-75%
Other	1.05	0.90	-14%

# 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. . During 2008, 18,083 observed violations were processed that resulted in 8,767 issued citations. There were 9,316 observed violations that did not generate a citation. 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 (*below*).

**Table 7**

### Factors Resulting in Non-Issuance of Citations

January 1, 2008 to December 31, 2008		
Factor	# Citations Not Issued	% of Total Not Issued
No Plate	1504	16%
Gender Match Failure	1736	19%
Clarity of Driver	811	9%
Framing of Car	537	6%
Issuance Criteria Not Met	437	5%
DMV No Hit	379	4%
Emergency Vehicle	483	5%
Glare on Windshield	611	7%
Dark Interior	661	7%
Clarity of Plate	197	2%
Other	1960	20%
Total	9316	100%

## **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%. During 2004, the issuance rate was 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 47,558 citations since the start of the program. A summary of how vehicle owners have responded to these citations 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 \$350,000. In addition to the capital costs incurred to install the cameras the City is also obligated to pay the Contractor a lease fee of \$2,000 per 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 18).

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 total lifetime operating revenue from the program was \$54,939. This revenue is 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 last report are an example of the city's investment in traffic safety from the Traffic Safety Account.

<b>PROGRAM COSTS 2002-2008</b>	
Initial Capital Expense	\$350,000
Lease Fees	\$1,102,000
Citation Processing Expense	\$978,750
Police Court Expenses	\$225,300
<b>Total Expenses</b>	<b>\$2,656,050</b>

<b>PROGRAM REVENUE 2002-2008</b>	
2002-03 gross rev	\$545,200
2004-08	\$2,055,911
<b>Total Revenue</b>	<b>\$2,601,111</b>

<b>Total Net Revenue 2002-2008</b>	<b>\$54,939</b>
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## 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)
<b>Final Allocation</b>			
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

The City of Portland will implement 1 new red light camera in 2009. This location was evaluated for red light camera installation as a high volume arterial City street with a history of a high number of crashes attributed to the disregard of a red light. The location for the new camera will be at SE Foster @ 96<sup>th</sup> which is currently the location with the highest number of crashes attributed to red light running in the City of Portland.

# Appendix

Red Light Camera Program Page:  
<http://www.portlandonline.com/police/index.cfm?&c=dafjc%29>



Home Community 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 O&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 O&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 Camera Study Information Sample Violation and O&A

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

### Red Light Camera Q & A

#### 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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- Red Light Cameras Q&A
- Sample Red Light Violation Letter
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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	Dist/Issued
OR	FORD	09-19-01
Citation Number	Court Date/Time	Date/Time
RL 0001	11-13-01 @ 8:30am	5175

Issued By: OFFICER Name and Number and Digital Signature

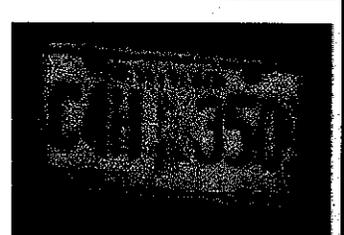
If you were the driver of the vehicle please read the back of the citation which describes the options you have for addressing the violation. If you were not driving the vehicle at the time of the violation, please read the reverse side of this letter regarding submission of a Certificate of Innocence.

**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 503-221-4415 (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 an appointment to view the photo, call 503-221-4415 (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. 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.

**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.

**Red Light Camera Violation Data Box**

Time	16 <sup>48</sup> 21-09-95	Date
Yellow Time at Violation	1Y3 <sup>9</sup> T D R 07 <sup>2</sup>	Red Time at Violation
Violation Number	001 red 1211	Location Code
Data Box for 1st Photo		
Time	16 <sup>48</sup> 21-09-95	Date
Interval Time Between Photographs	1.50 T D R 08 <sup>7</sup>	Red Time at Violation
Violation Number	001 red V = 25	Speed
Data Box for 2nd Photo		

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