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INTEGRITY - PROFESSIONALISM - PARTNERSHIP - INNOVATION - COMMUNICATION - EMPOWERMENT

February 25, 2013

Honorable Robert Taylor
Secretary of the Oregon Senate
900 Court Street NE
Room 233
Salem, Oregon 97301

Dear Secretary Taylor,

Oregon Revised Statute 810.434 mandates that local jurisdictions operating a photo red light program prepare a Process and Outcome Evaluate report every two years "to the Legislative Assembly".

Please find attached the 2013 City of Fairview Photo Red Light Report to the Oregon Legislature.

We are not sure what distribution is necessary. We are confident you will know the proper channels of distribution as intended by the legislative language in ORS 810.434.

Please do not hesitate to contact me if you have any questions.

Respectfully,

Kenneth D. Johnson
Chief of Police

2013 Photo Red Light Report to the Oregon Legislature City of Fairview



City of Fairview Police Department
Kenneth D. Johnson, Chief of Police
February 20, 2013

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BACKGROUND

The City of Fairview is a small community of approximately 9,000 residents located within forty blocks of Portland, Oregon (the largest city in the state) and sharing a boarder with the City of Gresham (the fourth largest city in the state). Interstate 84 slices the town in half and contributes to the high traffic volume traversing our community.

The main entrance into the City of Fairview is exit 14 from Interstate 84. This is a common exit used for those traveling to Gresham and to Mount Hood and Eastern Oregon. The first intersection encountered, after exiting the freeway off ramp is Fairview Parkway and North East Halsey Street. According to Fairview Police Officers', this particular intersection was dangerous due to the high number of red light violations. Officers were unable to safely enforce red light violations at this intersection because there was no safe place to monitor the intersection and the risks were great when attempting to catch up to a red light violator.

A study was conducted at Fairview Parkway and North East Halsey with the following report issued by Fairview Police Chief Ken Johnson:

- According to ODOT, there were 12 accidents at this intersection during a five year period (2006-2011).
- Of the 12 accidents reported, five were injury accidents resulting in eight people being injured.
- 41.67% of all accidents at this intersection resulted in one or more injuries.
- One injury accident was a near fatal that cost East County jurisdictions thousands in investigative costs and vehicle storage. The driver ultimately survived after an initial assessment that they would not survive the crash.
- A 12 hour study was conducted at this intersection on June 18, 2010 (Friday) showing the following number of vehicles failing to stop for the red light:
 - East Bound- 12
 - North Bound- 4
 - South Bound- 7
 - West Bound- 56
 - Total in 12 hours- 79

- A second 12 hour study was conducted at this intersection on October 26, 2011 (Wednesday) showing the following number of vehicles failing to stop for the red light:
 - East Bound- 31
 - North Bound- 13
 - South Bound- 16
 - West Bound- 67
 - Total in 12 hours- 127

- Twelve hours of a 24 hour day multiplied by 365 days in a year indicates there are more than 46,355 red light violations per year during the day.

- If we assume the number is cut in half for the second half of the day that would add an additional 23,177 red light violations per year.

- Total calculations combined show a significant red light violation problem at this intersection (69,532).

- The intersection in question is not conducive to enforcement: There is no place for a police officer to sit and safely monitor the intersection.

- Even if we could monitor the intersection-it is unsafe. Officers generally have to run a red light to catch the offender-creating additional risk to the public and officer.

- Traffic stops are inherently dangerous and this is a very busy street. Reducing the number of red light violations, without taking an officer out of service or risking their lives on a traffic stop, is good public policy.

- Fairview Police does not have the resources to adequately enforce traffic violations. Approximately 30% of the year we only have one officer on duty.

After an extensive public information gathering and outreach campaign, the Fairview City Council passed Resolution 37-2011 on September 7, 2011, authorizing a photo red light camera program. On May 3, 2012, the red light cameras were activated for three approaches at Fairview Parkway and NE Halsey Street. A thirty (30) day warning period was followed, as per state law. Fairview Police began issuing citations for photo red light violations on June 2, 2012.

PUBLIC INFORMATION AND OUTREACH

The City of Fairview staff and City Council took over two years to research and solicit public discussion and debate before making the decision to implement an Intersection Safety Program. Three Public Information-Open House sessions were held, inviting the public to learn more about the program and ask questions. The Open House sessions were held:

February 23, 2011

March 15, 2011

March 31, 2011

The public outreach campaign was extensive. A chronology of the public information campaign follows.

3/17/2011: KPTV television story, "City of Fairview Considers Red Light Cameras."

12/2010: Fairview Point newsletter article, "Council Considering Photo Red Light Program, Public Open House on 2/23/2011."

5/4/2011: East Metro Community Television (cable), televised session of the Fairview City Council debating whether to move forward with red light cameras.

5/6/2011: Portland Tribune article, "Fairview City Council Votes to Pursue Photo Red Light Contract."

6/2011: Fairview Point newsletter article, "Red Light Camera Program Moves Forward."

9/7/2011: East Metro Community Television (cable), televised session of the Fairview City Council debating whether to direct the City Administrator to enter into contract with Redflex.

9/14/2011: Portland Tribune article, "Fairview Puts Focus on Intersections with Red Light Cameras."

9/30/2011: Oregonian article, "Fairview Approves Red Light Cameras."

10/14/2011: KPTV television story, "Red Light Camera Approved in Fairview."

11/29/2011: Oregonian article, "Fairview Hopes to Turn on First Red Light Camera by Years End."

5/3/2012: Oregonian article, "Fairview Turns on Its First Red Light Camera."

5/3/2012: Freedom360.com posted an article, "Fairview Gets Its First Red Light Camera."

5/4/2012: KXL radio, "Fairview Gets First Red Light Camera."

6/1/2012: Gresham Outlook article, “A Rolling Danger.”

9/5/2012: East Metro Community Television (cable), televised session of the Fairview City Council with Chief Johnson making public presentation of impact of red light cameras.

On Going: City of Fairview web page with the following information:

Intersection Safety Camera Program

In May 2012, the City of Fairview Police Department launched a new traffic safety program focusing upon the problem of red light running at intersections in the Fairview community. The first Intersection Safety Cameras, also known as photo red light, were installed at the busy Fairview Parkway/Halsey Street intersection.



Intersection Safety Cameras are installed at specific intersections in order to enforce traffic laws by photographing drivers when they run the red lights. The cameras are connected to the traffic signals as well as sensors that monitor the traffic flow at the intersection's crosswalks. The traffic signal is continuously monitored by the system and the cameras are triggered when a vehicle enters the intersection at a pre-established minimum speed and following a specific amount of time after the signal has turned red. Cameras record the date, time of day, time elapsed since the beginning of the red signal, and vehicle speed.

The cameras do not capture those drivers that enter the intersection against a yellow light, only those that enter against a solid red light, the most egregious offenders. The system does not issue citations to the drivers. All “suspected” violations are reviewed by a City of Fairview Police Officer who must agree and then issues the citations, which are processed the same as any other citation issued, except they are mailed. The fine for a photo citation is the same as any hand delivered citation for the same offense.

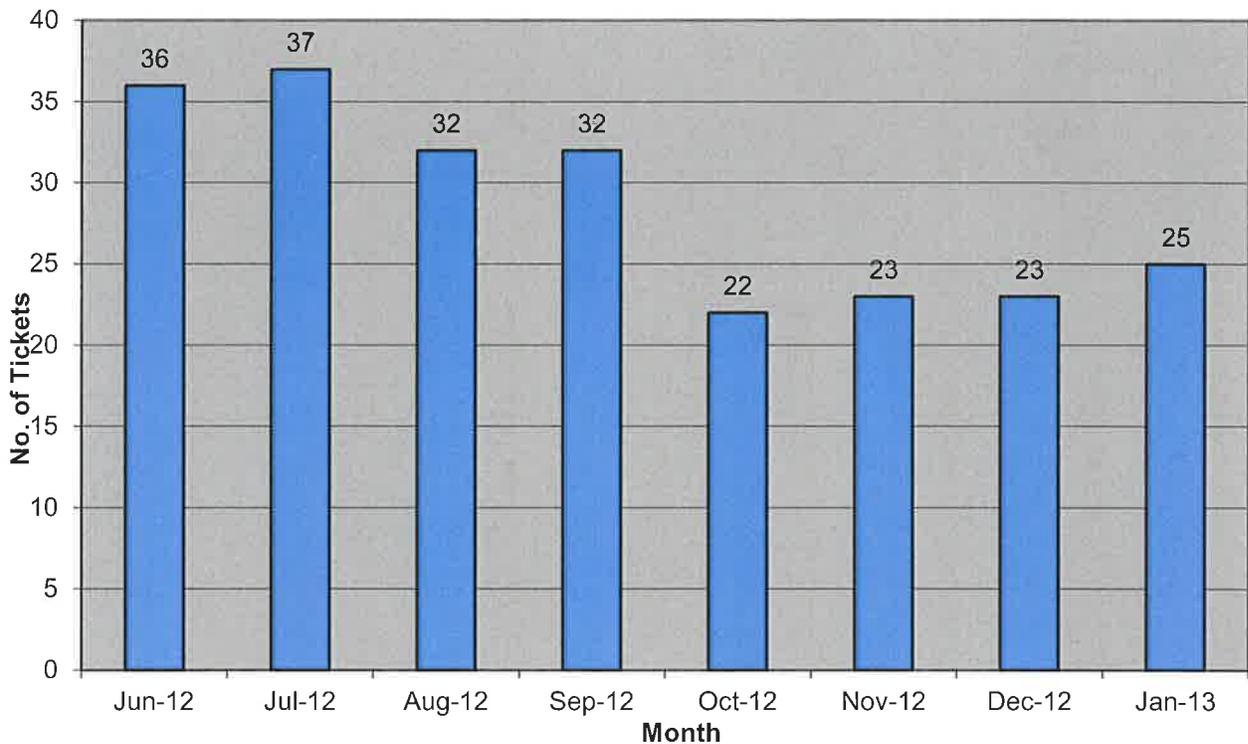
Questions? Contact the Fairview Police Department at (503) 674-6200.

THE EFFECTS OF THE USE OF CAMERAS ON PUBLIC SAFETY

When the Fairview City Council authorized the use of red light cameras, the stated goal was to improve traffic safety by reducing the incidents of drivers running red lights. The best gauge of determining if we are making an impact is to look at the number of red light violation citations issued, based on photo red light, to residents of our zip code: 97024. An eight (8) month study was conducted to evaluate the impact.

The eight (8) month study clearly shows that there has been a 34% decrease in the number of citations issued to drivers with a 97024 zip code, indicating that the installation of the red light cameras (and the subsequent issuance of citations to enforce violations) has resulted in a positive change in driving behavior, equating to an improvement in traffic safety. (First four months compared to the second four month period).

Fairview Residents Issued Red Light Tickets



THE DEGREE OF PUBLIC ACCEPTANCE OF THE CAMERAS

While there has not been any formal survey conducted, informal results obtained throughout the public information campaign (and during the early period of the program) indicate general public acceptance of the Photo Red Light Program. But, as with any enforcement based traffic safety initiative, there have been some detractors- including negative feedback from those who have received citations.

This author has been surprised at the lack of emails, letters or phone calls from citizens opposed to the red light cameras. In fact, since we began issuing citations, I have not received one email, letter or angry phone call complaining about the red light cameras.

I have personally attended several court sessions and have heard defendants make the following statements to our Fairview Municipal Court Judge:

- I always run that light. It has gotten into a habit. Thank-you for putting those cameras there, it has made me a safer driver.
- Your honor, I thought it was OK to slow and look but, after being in court today and seeing these videos, I now realize I made a mistake.”

The Fairview Municipal Court Judge had this to say to defendants complaining about making right turns on red without stopping, “In all my years as a driver, lawyer and Judge, I have never heard someone *who has been in an accident* say, I looked, saw a car coming and went anyway.”

A posting on radio station KXL’s Facebook page reads, “The heading on KXL’s FB post asks if it is an invasion of privacy. Only if running red a light is considered private. It’s an enforcement tool used to correct unlawful behavior. Once people get used to it and start abiding by the traffic laws, it won’t be a big deal at all.”

THE PROCESS ADMINISTRATION OF THE USE OF CAMERAS

The administrative process of the Photo Red Light Program includes many steps. The process includes:

- Violation detection- A car must travel across the intersection stop line against a solid red light.
- Quality control checks- Internal checks made by the vendor to insure the system was functioning properly at the time the violation was captured.
- Violation processing- Every violation is reviewed to insure the violation is valid and conforms to the Oregon Revised Statute (gender match, etc).
- Police Officer review- Final review of each violation by a City of Fairview Police Officer. The officer will conduct a review to confirm the violation is valid per the statute and that the vehicle did not stop before crossing the stop line. After review, the officer will reject or accept the citation. If the officer approves the citation, the officer will authorize their electronic signature for the issuance of a citation.

Citations issued under this program are processed by the Fairview Municipal Court and are handled in accordance with all applicable laws and court procedures.

The review process is exhaustive and intended to protect the integrity of the program and ensure that only legitimate red light violations are cited. Images captured by the red light camera and the accompanying video, do not equate to an automatic citation. There are a number of factors that cause an image to be rejected. During the first seven months of operation, the Fairview Police Department has accepted, on average, less than half the images captured by the cameras.

MONTH	PERCENT OF IMAGES RESULTING IN CITATION
June 2012	51.29%
July 2012	49.05%
August 2012	34.76%
September 2012	49.51%
October 2012	49.76%
November 2012	34.01%
December 2012	49.42%