

CITY OF PORTLAND PHOTO ENFORCEMENT BIENNIAL REPORT 2021-2022



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Saving Lives with Safe Streets



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Program Purpose

The purpose of this program is to save lives by reducing speeds and harm to the Citizens of Portland from traffic crashes. The United States saw a decline in fatal crashes 2018-2019, but the national trend has changed with an increase in fatality crashes in 2020 (38,824) and 2021 (Preliminary Numbers: 42,915 – *NHTSA/FARS*). The City of Portland has continued to experience an increase in the number of traffic related fatalities. One hundred twelve people died on Portland's roadways between 2019 and 2020, with 2020 having the highest fatality rate since 1996. That number was surpassed in 2021 with 67 fatalities and equaled in 2022, with another 67 fatalities. This is a total of 135 fatalities for the years 2021-2022. Speed is, and always has been a factor in many of the recent fatal crashes. However, the dramatic increase seen recently, has been to hit and run fatalities. There were 4 pedestrian hit and run fatalities in 2020, which jumped to 13 in 2021 and 17 hit and run pedestrian fatalities in 2022. The recent declines in the Law Enforcement personnel, the loss of a fulltime Traffic Division and increase in radio calls for patrol officers has been a major factor. The reduction in Traffic Enforcement and personnel has led to less consequences and visibility for those choosing not to obey traffic laws. In our efforts to reduce and eliminate serious injury and fatal crashes, the City of Portland continues to utilize photo enforcement. It continues to be a necessary and useful tool to bring awareness, change behavior and save lives.



STATUTORY REPORT REQUIREMENTS

The Oregon Revised Statute 810.438 authorizing photo radar in cities was amended in the Legislative session of 2005. This amendment required cities using photo radar to conduct a process and outcome evaluation once each biennium.

A copy of the requirements per statute is below:

(3) A city that operates a photo radar system under this section shall, once each biennium, conduct a process and outcome evaluation for the purposes of subsection (4) of this section that includes:

- (a) The effect of the use of the photo radar system on traffic safety;*
- (b) The degree of public acceptance of the use of the photo radar system; and*
- (c) The process of administration of the use of the photo radar system.*

(4) By March 1 of each odd-numbered year, each city that operates a photo radar system under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1995 c.579 §1; 1997 c.280 §1; 1999 c.1071 §1; 2005 c.686 §3; 2007 c.634 §1; 2010 c.30 §9; 2011 c.545 §66; 2015 c.138 §25]

PHOTO-RADAR

A- THE EFFECT OF USE OF THE PHOTO RADAR SYSTEM ON TRAFFIC SAFETY:

Background

Photo radar is a method of traffic speed enforcement that is used to detect speeding violations and record identifying information about the vehicle and driver automatically. Violation evidence is processed and reviewed in an office environment and violation notices are delivered to the registered owners of identified vehicles after the alleged violation occurs, rather than at the time of the offense.

The City of Portland received authority from the 1995 Legislature to conduct a two-year test of photo radar. After a successful test phase, the Legislature extended the use of photo radar. The City of Portland will be entering its 28th year of photo radar operation and the program continues to be a cornerstone of the Portland Police Bureau's efforts to reduce speeding.

Deployments

The Portland City Council, through City Ordinance #172517, has directed the Police Bureau to deploy photo radar in school zones, highway work zones, residential streets, high crash

corridors and other streets determined to have an unusually high number of crashes or speeding complaints. The Portland Police Bureau also utilizes the photo radar system based on citizen complaint, interagency requests (PBOT/ODOT) and police officer requests.

During 2019 the Traffic Division saw a reduction in staffing. Its officers continued to deploy the photo radar van with regularity. In March of 2020, photo radar van operations were halted due to the COVID 19 pandemic. Radar van deployments returned, in a limited capacity, in April of 2020. By June of 2020, photo radar van operations had fully resumed. The decrease in enforcement hours reflects the stoppage of enforcement due to the COVID 19 pandemic.

In February of 2021, the Traffic Division also lost its Police Motorcycle Unit which was a deciding factor in keeping speeds down and preventing traffic related crashes. The Traffic Officers were reassigned to a patrol function in order help maintain minimum staffing numbers. This left the bulk of traffic enforcement to the fulltime photo radar operator on a city wide basis. This is still the current status of the Portland Police Bureau. There are currently nine other officers, who are assigned to patrol, that are capable of deploying the photo radar units and do so when feasible.

School Zones

The Portland Police Bureau remains dedicated to the safety of the numerous school zones throughout our city. Photo-radar has been used extensively for speed enforcement in school zones city-wide. Requests for photo-radar deployments in school zones have come from school administrators, school resource officers, neighbors living near schools, and parents of children attending the schools. We strive to fulfill every request for a school zone deployment that we receive.

Our deployment signage complies with state law in regards to school zones without flashing beacons. The school zone deployment signs, meeting the dimensions required under ORS, indicate 'SCHOOL IN SESSION' in addition to the standard admonishment that photo-radar is being deployed. These signs are placed 100-400 yards prior to any photo-radar deployment.

Reduction of crashes

Studies have shown that photo-enforcement has been effective in reducing speeding within the boundaries of the City of Portland. The trend is clearly visible that with increasing exposure to photo radar, the percent of vehicles that were exceeding the posted speed limit decreases. The Police Bureau attempts to identify trends in causation and behavior to determine which enforcement is needed for the traffic safety issue. Where a trend of crashes appears, the operators are notified to deploy more often in those areas to bring the speed down of average drivers, issue citations to those outside the photo radar threshold and in turn,

cause awareness to drivers for drivers in future travels. As people have become more familiar with the photo radar vans and their deployments, they have learned to slow down.

Reduction in High Crash Corridor/Network Incidents

Since the Police Bureau has been utilizing data to strategically deploy enforcement vans, crashes have been reduced over the last decade within most high crash corridors. PBOT found that 57 percent of 2016's traffic fatalities occurred on High Crash Corridors. This is still a continuing trend based on PBOT's crash location studies. Per PBOT, for 2022, 70% of traffic fatalities occurred the high crash network and only 8% of the City of Portland streets make up this network. With the reduction of staffing and the Traffic Division Motor Unit, these high crash areas maintain the photo radar enforcement programs focus.

Prior to the conception of photo radar in Portland, fatality rates were substantially higher than they are today. The decade before the program began (1986 – 1995) the annual fatality rate averaged 56.8 traffic related deaths per year. The decade after the photo enforcement program was introduced (1996 – 2005), fatality rates decreased to an annual average of 41.2 fatalities. The following decade of 2006 - 2015 continued this trend, showing a drop in traffic related fatalities to an annual average of 31.1 traffic related deaths. However, the alarming turn of increased traffic fatalities is still occurring. In the previous 7-years (2016-2022) the average has risen to 55.5 deaths per year. This is contrary to the national trend in 2017, but those trends nationally have increased too. This increase in Portland, is sadly due to limited amount of enforcement occurring, and the need for all forms of traffic enforcement, remains the goal of the program.

B- THE DEGREE OF PUBLIC ACCEPTANCE OF THE PHOTO RADAR SYSTEM:

The Traffic Division and Portland Bureau of Transportation (PBOT) routinely receive a large number of requests from schools, neighborhood organizations and citizens specifically requesting the deployment of photo enforcement vans in order to enforce speed and curb aggressive driving.

2016 Public Survey

Since the program had not undergone a public survey since 2005, in March 2016, the Police Bureau collaborated with Portland State University to conduct an online survey that polled the relationship between the use of photo enforcement and public perception. More than 10,000 survey flyers were mailed randomly to residents in each Portland Metropolitan zip code. The survey consisted of 25 questions allowing participants to anonymously complete the survey by computer or smart phone. The results were submitted to Qualtrics, an online database. The data collection period lasted from April to June of 2016 and yielded a 1.05 response rate. Of the respondents, 63% believe drivers will drive more carefully where cameras are located.

2018 PBOT Public Survey

In 2018, the Portland Bureau of Transportation (PBOT), with the assistance of DHM Research, conducted another public opinion poll concerning speed photo enforcement. That survey showed a continued support of the photo enforcement programs. Participants were asked if they were aware that the City of Portland uses photo radar vans to enforce speed laws, 84% of participants responded that they were aware of the program. When participants were asked if they considered photo enforcement of traffic laws fair or unfair, 49% rated photo enforcement as fair or very fair while another 23% were neutral on the subject. Only 23% rated the use of photo enforcement as unfair or very unfair. Participants were also asked if they felt “traditional” enforcement of traffic laws, face to face contact with a police officer, was fair or unfair. The results were very similar to those of photo radar enforcement. 43% of participants said they believed traditional enforcement was fair or very fair while another 29% was neutral. 23% said traditional enforcement was unfair or very unfair.

City of Portland residents expressed an awareness towards the use of photo enforcement and the City of Portland’s programs. When participants were asked if they ever noticed signs in Portland that indicate traffic control devices are photo enforced, 72% of respondents indicated yes. Corresponding results were demonstrated when participants were asked if they were aware of the City of Portland’s photo radar speed program, 65% of participants responded with yes. In addition to City of Portland resident awareness, another significant variable includes resident’s support of the use of speed cameras to monitor drivers speed within three locations: School Zones, Construction Zones, and Local Roads in Residential Neighborhoods. When respondents were asked if they generally support the use of speed cameras to monitor driver’s speeds in school zones, 73% of respondents indicated yes. Respondents demonstrated similar support for monitoring driver’s speed in construction zones (67%) and local roads in residential neighborhoods (61%).

Preferred Speed Enforcement Options

When they were asked whether they think the police department is doing a good job addressing traffic issues in your neighborhood, 46% of respondents answered agree or strongly agree. Therefore, preferred speed enforcement methods were addressed in the survey. Participants were asked to select which of the following speed enforcement methods they prefer. The response options were direct contact from a police officer, photo enforcement, the most cost effective option and other. If participants selected “other”, a follow-up question allowed the participant to fill-in their response. Participants were more likely to select “direct contact from a police officer” (50%) from the given options. The second most

avored option included “the most cost effective option” (39%). When participants selected the “other” option (7%), respondents expressed the interest of receiving a combination including direct one on one officer contact as well as additional traffic control features. Examples include widening streets, round-about circles, and speed bumps.

Four surveys over the last two decades revealed consistently similar results. The 2005 survey revealed that 85% of drivers would drive slower consistently if they saw photo radar being used at least three times per week. The 2003 David and Hibbits survey disclosed that 71% of Portland residents support photo enforcement. In a like manner, even at the conception of the program, the 1996 public opinion poll showed 74% of city residents approved the use of photo radar in neighborhoods, while 89% of city residents approved of photo radar use in school zones. Again in 2018 public opinion of photo enforcement of speed laws remained high.

The most current survey done in Portland was through PBOT, for 2022. They found most citizens prefer more signage posted regarding new traffic cameras. So making the public aware and giving this notice about the new systems, seems to be ideal for the citizens.

C- PHOTO RADAR PROCESS OF ADMINISTRATION:

The basic steps involved in issuing a photo radar citation are:

- 1- Violation Detection
- 2- Violation Processing
- 3- Quality Control Checks
- 4- Citation Review and Approval by the Police Officer
- 5- Citation Mailing
- 6- Court Appearance / Educational Class

1- Violation Detection:

This occurs when a police officer operating a marked police vehicle visually observes a violation. The police officer also hears an audible signal indicating the violator speed. The officer maintains an observation log at each deployment and takes notes of each violation.

At least three photographs are generated for each violation. These include the vehicle in the radar beam approaching the police vehicle, a close-up photo of the driver in the violation vehicle, and a close-up picture of the violation vehicle’s license plate. The violation vehicle’s speed is displayed on a reader board at the back of the photo radar vehicle. The police officer maintains a checklist for each deployment to document that they are following all the technical procedures for operating the photo radar equipment.

2- Violation Processing:

Violation images are downloaded from the laptop computer aboard the photo-radar van each day by our vendor, Conduent. Those images are sent electronically to the vendor's processing facility.

If they can identify the license plate, the vendor sends a request to the National Law Enforcement Telecommunications System (NLETS) or the Oregon Department of Motor Vehicles (DMV) for the registered owner information. NLETS or DMV sends this information back to Conduent. The pertinent details of the violation (such as location, date, time, speed, etc.) are reviewed by the vendor along with the registered owner information.

3- Quality Control Checks:

The vendor discards violations where there is no gender match to the registered owner, or owners. They also discard any violations where the driver is not identifiable due to factors such as glare, face blocked by a visor, etc.

4- Citation Review and Approval by the Police Officer

Any violations that pass this first screening by Conduent are then sent to the issuing police officer as citations. The issuing police officer reviews the citations for accuracy and electronically signs them. The approved citations are sent back to Conduent for issuing.

5- Citation Mailing

Conduent then mails this citation, along with a photo from the violation, to the registered owner. This citation must be mailed to the registered owner within six (6) business days to remain in compliance with Oregon law. The registered owner has thirty (30) days to respond to this citation. They are afforded all the same rights as a defendant would have with any traffic violation. The citation is processed through the State of Oregon Court system. The presumption in Oregon is that the registered owner is the driver at the time of the violation.

6- Court Appearance / Educational Class:

Once the recipient receives the citation, they can appear in court at the scheduled arraignment date, pay the citation in person or online or if they are eligible, they can pay for a traffic safety class which would allow for the dismissal of the citation. If none of the actions are taken by the recipient, the citations are defaulted which requires payment of the presumptive fine.

If the registered owner was not driving the vehicle when the violation occurred, they may file a Certificate of Innocence (COI) with the Circuit Court, at which time the citation will be dismissed. A Certificate of Innocence is included with each citation. If the citation goes to a business they may file an Affidavit for Non-Liability (AFNL), which is mailed with the citation.

The Police Bureau's photo radar program manager, or designee, subsequently reviews these Certificates of Innocence for accuracy.

PUBLIC EDUCATION

Diversion Class

In order to change behavior, the Portland Police Bureau recognizes the importance and value of educating the public on driver safety in areas photo enforcement is operated. To create a platform for dialogue with violators, a traffic safety class was birthed in the spring of 2016 for Photo Enforcement violations. The Portland Police Bureau has collaborated with Oregon Driver Education Center (ODEC) to message Vision Zero objectives.

- Increase understanding of Photo Enforcement Program
- Expose the public to the heart behind traffic safety enforcement
- Demonstrate how our actions impact other's lives
- Deflect frustration and common misperceptions pertaining to photo enforcement
- Reintroduce face to face contact between community and traffic safety personnel that has been lacking with photo enforcement
- Create awareness, change mental attitude and driving behavior
- Reduce crashes, and save lives

In lieu of the citation appearing on a violator's driving record a violator may take the diversion class. To be eligible for the course violators cannot have had more than one speeding or red light ticket in the past three years and only qualifies for the course one time.

By the end of 2022, 59,049 citations had been issued. There were 197 classes administered with 22,405 people attending classes. Due to the COVID 19 pandemic, in March 2020, the class was forced to close for live instructions. During the time the class was shut down, the Police Bureau was able to modify the class and, in July, 2020, began instructing the class online through a video link. The class has been remotely operational since that time.

Class participants are asked to give feedback about the class, its content and instruction. The results have been and are consistently positive. Due to classes being moved to an online setting, the class surveys were not done in this format. A new survey of class participants is being worked on for the next biannual report in 2025. This will allow the online classes to proceed but also allow the attendants to provide the necessary feedback regarding the value of the class.

In order to change behavior, the Portland Police Bureau recognizes the importance and value of educating the public on driver safety in areas where photo enforcement is operated. We believe these efforts will be a catalyst for bringing about greater awareness of the Vision Zero goals and ultimately leverage the benefits of the program.

The Portland Police Bureau initiated and has maintained information about red light cameras at <http://www.portlandoregon.gov/police/30559>, which can be referenced by the public.

Based on information from Multnomah County Courts, there were 127,865 citations issued (*Certificate of Innocence (COI) / Affidavit of Non-Liability (AFNL)* not included) in 2021 and 2022 via photo enforcement. From that total 21,570 took drivers took the opportunity to attend a class which resulted in a dismissal of the citation. This represents a large portion of the population that are willing and wanting education to be a factor in the citation process. These classes are designed to be less of a financial burden, give the driver more understanding of photo enforcement and traffic laws as well as giving them the opportunity to ask questions regarding traffic laws. They have the ability to ask questions of a Portland Police Officer and a Driving Instructor from the Oregon Driver Education Center (ODEC). This helps the educational process by giving the driver answers from persons who are teaching the law and enforcing the law.

CONCLUSION

Developing a proactive traffic safety program, which combines enforcement and education, is one of the best ways to control, reduce and ultimately, eliminate the burdensome costs on government and society, incurred from traffic crashes. Photo enforcement alone cannot not solve all of society's traffic safety problems.

The multifaceted approach needs to have random enforcement through a Traffic Division along with Patrol Officers initiating traffic stops between calls for service, continued enhancement, changes and updates to roadway characteristics, Education continued with safety classes and access to online data or information regarding traffic safety and the continued and expanded use of photo enforcement.

Photo Enforcement is a valuable tool in making streets safe and efficient. The continued use of photo radar vans and fixed speed camera enforcement will help the City of Portland come closer to the goal of zero traffic deaths.

CITY OF PORTLAND RED LIGHT CAMERA BIENNIAL REPORT 2021-2022



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Saving Lives with Safe Streets



Contractor Information:

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BACKGROUND-REPORT REQUIREMENTS

810.434 Photo red light; operation; evaluation.

(1) Any city may, at its own cost, operate cameras designed to photograph drivers who violate ORS 811.265 by failing to obey a traffic control device.

(2) Cameras operated under this section may be mounted on street lights or put in other suitable places.

(3) A city that chooses to operate a camera shall:

(a) Provide a public information campaign to inform local drivers about the use of cameras before citations are actually issued; and

(b) Once each biennium, conduct a process and outcome evaluation for the purposes of subsection (4) of this section that includes:

(A) The effect of the use of cameras on traffic safety;

(B) The degree of public acceptance of the use of cameras; and

(C) The process of administration of the use of cameras.

(4) By March 1 of each odd-numbered year, each city that operates a camera under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1999 c.851 §1; 1999 c.1051 §327; 2001 c.474 §1; subsection (5) of 2001 Edition enacted as 2001 c.474 §3; 2003 c.14 §491; 2003 c.339 §1; 2005 c.686 §1; 2007 c.640 §1; 2011 c.545 §65]

BACKGROUND:

The City of Portland received authority from the 2000 Legislature to implement the use of red light cameras to enforce O.R.S. 811.265, which covers disobeying traffic control devices. Using traffic volume and crash data provided by the PBOT, four (4) intersections, with a total of five (5) cameras were initially chosen as test project for this technology. The initial five cameras were activated in October, 2001 and January, 2002.

With the success of the testing phase, the red light camera program was expanded over the following 7 years. Camera locations were chosen, not where intersections with the most crashes occurred, but rather intersections where injury crashes were determined to be caused from red-light running.

Portland's 10 red light cameras are currently functioning at 9 intersections; installation date and enforcing direction is as follows:

- E Burnside / Grand Ave, northbound approach, 10/2001
- NE Sandy Blvd / Cesar Chavez Blvd, westbound approach, 10/2001
- NE Sandy Blvd / Cesar Chavez Blvd, northbound approach, 10/2001
- SE Grand Ave / SE Madison St, northbound approach, 01/2002

- W Burnside / NW 19th Ave, eastbound approach, 01/2002
- NE Broadway / Grand Ave, westbound approach, 04/2003
- SE Stark St / SE 102nd Ave, westbound approach, 08/2008
- SW 4th Ave / SW Jefferson St, northbound approach, 10/2007
- SE Washington St / SE 103rd Ave, eastbound approach, 02/2008
- SE Stark St / SE 99th Ave, westbound approach, 08/2008
- SE Foster Rd / SE 96th Ave, westbound approach, 05/2009

The current camera locations will be updated with newer cameras systems. Some of the current locations will be removed and new camera locations will be installed. Those changes will be reflected in the next biannual report as those changes are taking place over 2023/2024.

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. Yearly, the Portland Police Bureau assigns an officer to check and verify the signage is in place and visible. The Portland Police works with its partners when any of the signage needs replacement or repair.

A- THE EFFECT OF USE OF CAMERAS ON TRAFFIC SAFETY:

To select locations for red light photo enforcement, we conducted an analysis of intersections within the city. Intersections were selected for the program based on a significant crash history attributed to disregard of the traffic signal. Crash data provides a strong understanding of where crashes occur, crash type, and crash severity. The Portland Police Bureau’s Strategic Services Division in cooperation with the Portland Bureau of Transportation (PBOT) conducted an analysis on prospective intersections for possible program expansion. To alleviate duplication in statistics, information was gathered and analyzed from multiple systems including RMS, RegJIN, CAD systems as well as DMV, ODOT and PBOT databases. Individual incidents were identified and isolated through calls for service, police reports, and other database information. By inspecting a wide variety of information sources, we gained a more complete understanding of where crashes, caused by running red lights, were occurring. 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.

Violations Captured

| | |
|---------------------|-------------|
| | 2022 |
| Violations Captured | 19,549 |
| Citations Issued | 6,788 |

Portland Police Bureau's Strategic Services Division conducted an analysis of red light intersection crashes. Incidents were counted within an approximate distance of 50 feet of the identified intersection. Data was compiled from individual reports and calls for service obtained within the Police Bureau's RegJIN System and RMS and mapped for distance relationship, which yielded a more accurate crash rate than what was represented in Oregon Crash Reports and also on previous biennium reports.

During the 2019-2020 biennium, injury crashes at red light camera intersections was approximately 14.7% of the total reported crashes. For the 2021-2022 biennium the percentage of injury crashes dropped to 8.5% of the total number of injury crashes. However, the total number of crashes rose from 169 total red light related crashes to 199 total red light related crashes between the two biennium's. The most recent biennium for comparison to 2021-2022, was 2015-2016, where 198 total crashes were red light related. But during the 2015-2016 biennium, there were 27 injury crashes versus 17 during the 2020-2021 biennium. Even though the numbers of crashes has risen, the number of injury crashes has been decreasing at red light intersections over the last few years.

B- PUBLIC ACCEPTANCE:

Upon first implementation of the Photo Red Light Program, the City of Portland initiated public outreach for photo enforcement as a part of efforts to educate the public as outlined in previous biennial reports. In addition, Portland Police Bureau maintains a web site regarding information about red light cameras.

In March 2016, the Police Bureau conducted a survey to determine the public's perception of the program. More than 10,000 survey flyers were mailed randomly to Portland residents. The data collection period lasted seven weeks from 12 April to 6 June of 2016, and gleaned a 1.05 response rate. Of the respondents, more than 74% were supportive of using red light cameras at high crash intersections. Only 66% were aware of the Red Light Program. 63% believe drivers will drive more carefully where cameras are located.

These results parallel the 2003 David and Hibbits survey, where 71% of Portland residents reported that they support additional red light camera locations being installed in the City.

In 2010 the Portland Police Bureau's photo-enforcement program was selected for review as part of a study done for the National Cooperative Highway Research Program [NHRCP]. Our program was one of only five programs nationwide to be selected for review. Our program was selected because of its longevity, continued success, and continued public support. In that review, we stressed the importance of maintaining the public's trust and running a transparent program.

The most current survey done in Portland was through PBOT, for 2022. They found most citizens prefer more signage posted regarding new traffic cameras. So making the public aware and giving this notice about the new systems, seems to be ideal for the citizens.

C- THE PROCESS OF ADMINISTRATION OF THE USE OF CAMERAS:

The administrative process for photo red light enforcement includes citation processing and issuance, delivery, payment, and adjudication. Citations are processed by the vendor, Conduent, in accordance with a multi-step process that ensures that the violation image, 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.

Violation/Citation Processing

The vendor operates the cameras and retrieves digital data from each camera for processing each business day. The images and data are screened by the vendor. If a license plate can be identified, a request is sent to the Oregon NLETS or Department of Motor Vehicles (DMV) for the registered owner information. Once NLETS or DMV information is obtained, it will be reviewed along with pertinent details of the violation.

The vendor discards violations where there is no gender match to the registered owner, or owners. They also discard any violations where the driver is not identifiable due to factors such as window glare and facial obstructions, for example.

Any violation that passes the first screening by Conduent is put into citation form and placed into a secure database for a Police Officer to review. A Portland Police Officer certified in red light camera enforcement, reviews each citation/violation for accuracy. This includes viewing a video clip of the violation. If the citation passes the Police Officer's review, and it is determined that a violation has occurred, the citation is electronically signed and returned to Conduent for issuance.

Conduent mails each citation, along with a photo from the violation, to the registered owner. This citation must be mailed within ten (10) business days of the violation to remain in compliance with ORS 810.436. The recipient is also given a PIN number and directions to access the Conduent website. On this website, they can view high resolution images of the violation as well as the 12 second video clip taken by the red light camera.

The registered owner has thirty (30) days to respond to this citation. They are afforded all of the same rights as a defendant would have with any traffic violation. The citation is processed with the state of Oregon court system. The presumption in Oregon is that the registered owner is the driver at the time of the violation.

If the registered owner was not driving the vehicle when the violation occurred, he or she may file a Certificate of Innocence with the Circuit Court, at which time the citation will be dismissed. A Certificate of Innocence is included with each citation.

The Portland Police Bureau's photo-enforcement project manager, or designee, subsequently reviews the Certificates of Innocence for accuracy.

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- Increase understanding of Photo Enforcement Program
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- Demonstrate how our actions impact other's lives
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Class participants are asked to give feedback about the class, its content and instruction. The results have been and are consistently positive. Due to classes being moved to an online setting, the class surveys were not done in this format. A new survey of class participants is being worked on for the next biannual report in 2025. This will allow the online classes to proceed but also allow the attendants to provide the necessary feedback regarding the value of the class.

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CONCLUSION

Through continuous meetings with the vendor, the Portland Police Bureau's Traffic Division has continued to monitor and track vendor and program operations to ensure best practices are followed and goals are met. Continued efforts are needed regarding public awareness to reduce serious injury and fatal crashes. Through enforcement, roadway design and photo enforcement we can create safer roadways for the public. The Portland Police Bureau is committed to working with our partners in government and the community to push for and create safer streets. The work towards reducing, and eventually eliminating, traffic fatalities as part of Vision Zero is at the forefront of our mission considering the increase of traffic fatalities in 2021 and 2022.

