



*Home of the Tualatin River National Wildlife Refuge*

# City of Sherwood Photo Red Light and Speed Program

2021 Legislative Report

3/31/2021

City of Sherwood Police

Captain Ty Hanlon



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## Introduction & Background

### **Introduction**

The City of Sherwood implemented a Photo Red Light Enforcement Program in October 2010 and in October of 2018 added Speed Enforcement under ORS 810.437. (Herein both Red light and Speed Enforcement will be referred to as the Photo Enforcement Program) Photo enforcement was implemented to improve traffic safety at selected intersections in the city. While photo enforcement is not the end all solution for intersection safety problems, the use of Photo Enforcement Cameras has been shown to reduce the number of red light violations, which in turn reduces red light related crashes. Red light running is a precursor to angle and turning crashes, which result in more severe injuries than other types of crashes. In addition, having the ability to enforce speed limits helps reduce severe injury crashes and improves pedestrian safety crossing at the enforced intersections. The photo enforcement cameras will enhance traffic safety and will be a part of the City of Sherwood's overall approach which includes education, enforcement and engineering.

In response to what appeared to be a growing disrespect for traffic laws in general. The Oregon Legislature enacted a law in 1999, with subsequent expansions and revisions in 2001 and 2003, to help Oregon communities like Sherwood effectively enforce and reduce red light running. In 2017, The Oregon Legislation granted authorization for cities currently using photo enforcement to address speeding as well.

The City of Sherwood has determined that the running of red lights and speeding is an issue of public safety for our community and one that presents unique enforcement challenges. Highway 99 is divided by a deep and wide culvert and it is difficult for Law Enforcement to effectively and safely enforce red light and speeding violations. With the assistance of Photo Enforcement these violations can be captured without risk to officer safety.

The City of Sherwood operates Photo Enforcement Cameras at the following intersections;

1. Pacific Highway (99W) at SW Tualatin-Sherwood Rd.
2. Pacific Highway (99W) at SW Sunset Blvd.

Both of these intersections are located within the corporate city limits of Sherwood and both of these intersections have one or more state highway approaches that are controlled by the Oregon Department of Transportation, which approved the program and the use and placement of the cameras.

## Background

The City of Sherwood encompasses 4.31 square miles in Washington County and has a population of 20,115 as of 2020.

A significant issue facing the City of Sherwood is traffic management. There are two factors that have a significant impact on the traffic volume in the area;

1. The City of Sherwood's population has grown by over 9,000 people since 1999
2. Pacific Highway (99W) has become a major north-south regional route and Tualatin-Sherwood Rd. has become a major east-west route, both of which run through Sherwood.

As a result of these factors, the community feels the impact of local traffic and significant regional traffic. With the increase in traffic volume, there has been an increase in intersection traffic crashes.

The Washington County Safety Priority Index System (SPIS) List estimates that the above mentioned intersections have an *Entering Average Daily Traffic* of 55,000 at the intersection of Pacific Highway (99W) and SW Tualatin-Sherwood Rd., and 42,000 at the intersection of Pacific Highway (99W) and SW Sunset Blvd.

The City of Sherwood operates photo enforcement cameras at the intersections of Pacific Highway at SW Tualatin-Sherwood Rd. and Pacific Highway at SW Sunset Blvd. These intersections were selected based on crash data as obtained from the Oregon Department of Transportation and on observed violations.



## Public Information Campaign

The City of Sherwood conducted an extensive and thorough public information campaign regarding the use of red light and speed enforcement. The campaign included presenting and providing information at public meetings, to the local media and through community outreach, as detailed in the following chronological outline;

- October 21, 2008, City Council Public Work Session
- November 2008, Sherwood Gazette newspaper coverage
- December 2, 2008, Sherwood City Council Regular Public meeting
- December 2008, Sherwood Gazette newspaper coverage
- December 2008, Oregonian newspaper coverage
- December 2008, KPTV Fox 12 television and internet coverage
- December 2008 & January 2009, Sherwood Archer city newsletter articles by Chief of Police
- January 2009, Sherwood Gazette newspaper coverage
- January 15, 2009, Friends of Old Town
- February 4, 2009, Photo Red Light Public Open House #1
- March 6, 2009, Sherwood Rotary Club
- March 10, 2009, Sherwood Chamber of Commerce
- March 11, 2009, Photo Red Light Public Open House #2
- March 17, 2009, Sherwood City Council Regular Public meeting
- March 18, 2009, Sherwood Gazette newspaper article
- October 3<sup>rd</sup>, 2017, KGW Website- Specific to Sherwood and HB 2409
- October 5<sup>th</sup>, 2018 A press release via Flash-Alert regarding Speed Enforcement
- October 5<sup>th</sup>, 2018 KATU Website
- October 9<sup>th</sup> 2018 The Sherwood Police Department Facebook Page

The City of Sherwood continues to educate the public about the Photo Enforcement System through community discussions, City of Sherwood website and social media regarding current updates on photo enforcement.

Since the start of the Photo Enforcement Program, the City of Sherwood has maintained public information by publishing violation data and providing video sampling of selected violations. Officers who review captured violations frequently meet with the public to educate them about the Photo Enforcement System. The Police Department also fields daily calls about the system and process for capturing violations and the secondary process involved for issuing citations.

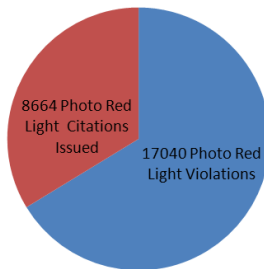
## Process and Outcome Evaluation

### **The Effect of the Use of the Cameras on Traffic Safety**

The City of Sherwood's Photo Enforcement Program formally began when the cameras went operational in October 2010. For the first thirty (30) days, the system issued only warnings to those drivers who violated a red light. The system began issuing citations in November 2010. The Speed Enforcement began in October of 2018.

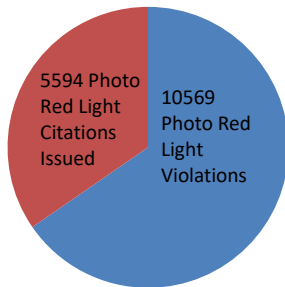
The charts below demonstrate the effectiveness of the photo enforcement of violations.

**2011 Photo Red Light Statistics**



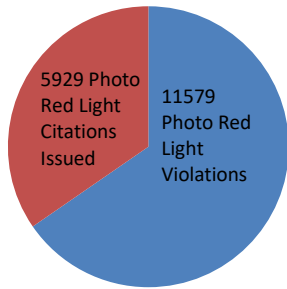
In 2011, the first full year of Photo Red Light Operation in the City of Sherwood, 17,040 Photo Red Light Violations were captured by the system. Of the violations captured only 8664 citations were issued.

**2015 Photo Red Light Statistics**



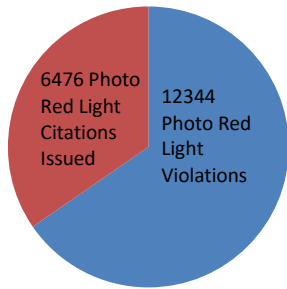
In 2015, the fourth full year of the Photo Red Light Operation in the City of Sherwood, 10,569 Photo Red Light Violations were captured by the system. This was a reduction of 38 % from 2011. Of the violations captured only 5594 citations were issued. This was a reduction of 36 % from 2011.

### 2016 Photo Red Light Statistics



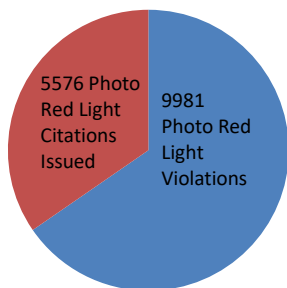
In 2016, the fifth full year of the Photo Red Light Operation in the City of Sherwood, 11,579 Photo Red Light Violations were captured by the system. This was an increase of 9 % from 2015. Of the violations captured only 5929 citations were issued. This was an increase of 9 % from 2015.

### 2017 Photo Red Light Statistics



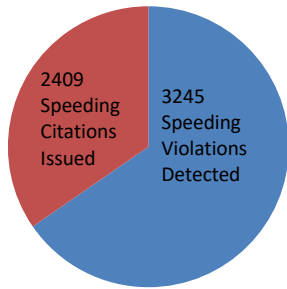
In 2017, the 6th full year of the Photo Red Light Operation in the City of Sherwood, 12,344 Photo Red Light Violations were captured by the system. This was an increase of 9 % from 2016. Of the violations captured only 6476 citations were issued. This was an increase of 9 % from 2016.

### 2018 Photo Red Light Statistics



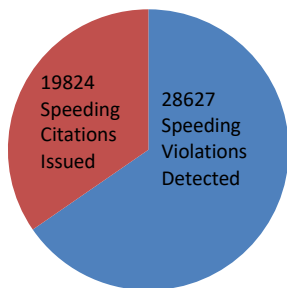
In 2018, the 7th full year of the Photo Red Light Operation in the City of Sherwood, 9,981 Photo Red Light Violations were captured by the system. This was a decrease of 19 % from 2017. Of the violations captured only 5576 citations were issued. This was a decrease of 14 % from 2017.

### 2018 Speed Enforcement Statistics



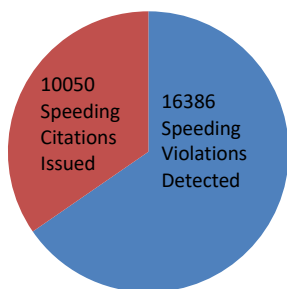
Speed Enforcement Data is only for the 2 ½ months of 2018. As with Photo Enforcement, it is expected to have a high rate of violations and then taper off over the next couple years as drivers become more educated to the speed requirements in the area.

### 2019 Speed Enforcement Statistics



2019 was our 1<sup>st</sup> full year of Speed Enforcement within the City. We expected an initial spike in violations and over the next couple years a leveling off of violations. However, 2020 data was not reflective of a true impact or decline in violations due to construction and COVID-19.

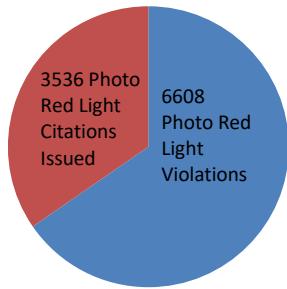
### 2020 Speed Enforcement Statistics



2020 was our 2<sup>nd</sup> full year of Speed Enforcement, however, with the new high school construction and our speed enforcement cameras down, we saw a sharp decline in violations. In addition, there were several months with far less motorists on the road due to COVID-19 restrictions.

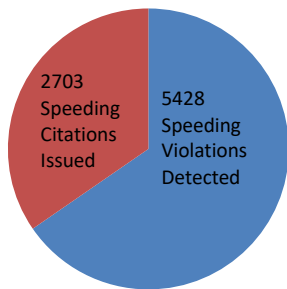


### 2019 Red Light Enforcement Statistics



In 2019, 6608 Photo Red Light Violations were captured by the system. This was a decrease of 34 % from 2018. Of the violations captured only 3536 citations were issued. This was a decrease of 37% from 2018.

### 2020 Red Light Enforcement Statistics



In 2020, 5428 Photo Red Light Violations were captured by the system. This was a decrease of 18 % from 2019. Of the violations captured only 2703 citations were issued. This was a decrease of 24% from 2019

High School Intersection Construction and COVID-19 restrictions impacted enforcement and citations.

### The Degree of Public Acceptance of the Use of 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 consistent public acceptance of the Photo Red Light Program.

With the addition of Photo Speed Enforcement, the sentiment from the public is a general acceptance and acknowledgement of the importance of speed enforcement. In particular, a new high school is slated to open at the corner of Highway 99 and Sunset. The increased pedestrian traffic and young drivers in the area is an added concern and a priority of the community to change the driving behavior of the motoring public along Highway 99 and in the City limits of Sherwood.

As with any enforcement based traffic safety initiative, there are detractors. The majority of the negative feedback has come from those that have received citations. Over the years, it has been consistent that over 90% of citations issued are to citizens living outside the City of Sherwood. The

biggest complaint by citizens is speeding within the City. Whether it is in the neighborhoods or highway, we continue to utilize technology and focused patrols to address their concerns.

### **The Process of Administration of the Use of Cameras**

The administrative process of the Photo Enforcement Program includes many steps. The process includes;

- violation detection, which means that a car must travel across the intersection stop line against a solid red light, or in excess (11mph+) of the posted speed
- quality control checks, which are internal checks made by the vendor to insure the system was functioning properly at the time the violation was captured,
- violation processing, which means every violation is reviewed to insure the violation is valid,
- police officer review, which is the final review of each violation by a City of Sherwood Police Officer who issues and signs the citation.

Throughout this process the City of Sherwood complies with all applicable statutes, including ORS 810.434 and 810.436. All citations are issued into the jurisdiction of the City of Sherwood Municipal Court and are handled the same as all other citations.

**This report is provided in accordance with ORS 810.434 (3, b), (4), and ORS 192.245.**