



Preliminary Legislative Report
OUTCOME EVALUATION:
Fixed Photo Radar System
City of Portland
2021-2022

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Executive Summary

The City of Portland is committed to achieving its Vision Zero goal of eliminating traffic deaths and serious injuries on our streets. A multi-pronged approach is required to advance Portland's Vision Zero goal, and automated enforcement supports this approach.

Portland's automated enforcement system is comprised of eight fixed speed safety cameras, ten red light running cameras and two mobile speed safety vans. The City began expanding its automated enforcement system at the end of 2022, adding two intersection safety cameras, and additional expansion is planned for 2023. This report focuses on the City's fixed speed safety cameras.

The eight fixed speed safety cameras are located on four of Portland's High Crash Network streets. The first cameras were installed in 2016 and the most recent cameras were installed in 2018. Since the speed safety cameras were installed, speeding over the speed limit as of 2020 had dropped 71% and top-end speeding (more than 10 mph over the speed limit) has dropped 94%. Staff was unable to analyze speeding data for 2021 and 2022 because the camera vendor failed to provide data in a timely manner. Additionally, there was a 43% reduction in all crashes along the four segments where speed safety cameras were installed, and a 43% reduction in speed-involved crashes.

In a summer 2021 survey, Portlanders were asked about their attitudes toward photo enforcement. In the survey, Portlanders expressed strong support for the use of signage to alert the community about new traffic cameras, with 52% mentioning signage in their response. Social media (13%) and news sources (12%) were the next highest categories. The survey also asked how PBOT should spend money collected from traffic camera citations to make Portland streets safer. Overall, 58% of answers mentioned infrastructure maintenance or improvements, 12% of answers mentioned spending on police, 11% of answers mentioned adding and/or maintaining traffic cameras, and 6% of answers mentioned increased or improved education programs.

In 2021 and 2022, there were 156,090 photo enforcement cases filed in Multnomah County Circuit Court. Of those, 100,942 (65%) were fixed speed safety cases. 61% of the fixed speed safety camera cases were convicted and 39% of the cases were dismissed.

Fixed speed safety cameras play an important role in reducing speeds on Portland's High Crash Network. Slower speeds help prevent crashes because drivers can react more quickly and, when crashes do occur, reduce the severity of those crashes. Slowing speeds is key to advancing Portland's Vision Zero goal.



Signs posted in advance of a fixed speed safety camera on SW Beaverton-Hillsdale Highway showing the speed limit, reading the vehicle speed, and alerting drivers that traffic laws are photo enforced.



Reporting Mandate

Oregon Revised Statute (ORS) [810.443](#) specifies the use and reporting requirements of the City of Portland's fixed photo radar system, referred to by the Portland Bureau of Transportation (PBOT) as fixed speed safety cameras. The City shall provide an outcome evaluation once each odd-numbered year to the Legislative Assembly. This report shall include the following sections:

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

This report evaluates the impact that the fixed photo radar systems have had on driving speeds, reporting on speeds before and after the systems were in place. This report also assesses camera impact on crashes and evaluates crash data before and after the systems were in place.



Overview: Portland's Fixed Speed Safety Camera Program

In 2015, [HB 2621](#) granted the City of Portland the authority to implement fixed photo radar (i.e., fixed speed safety cameras). The fixed speed safety cameras must be placed on “urban high crash corridors,” as defined by state law¹. Portland City Council approved use of fixed speed safety cameras in May 2016² and the first set of cameras were installed in August 2016. In 2021, [HB 2530](#) removed the ten-year sunset on Portland's program.

The Portland Bureau of Transportation (PBOT) coordinated and implemented a Memorandum of Understanding (MOU) among Portland Police Bureau (PPB), PBOT and the Multnomah County Circuit Court (4th Judicial District, Oregon Judicial Department) to promote collaboration regarding the City's automated enforcement programs. The City amended³ PPB's photo radar (i.e., mobile speed van) service agreement to install and operate eight camera systems. Any fixed speed revenue beyond the costs is dedicated to traffic safety on the High Crash Network (HCN) streets.

Four (4) High Crash Corridors: Eight (8) Fixed Speed Safety Cameras

A camera system enforces one direction of travel. There is a total of eight fixed speed safety camera systems located on four HCN streets.

- SW Beaverton-Hillsdale Highway
- SE 122nd Avenue
- SE Division Street
- NE Marine Drive

The first fixed speed safety cameras were installed in 2016 on SW Beaverton-Hillsdale Highway, followed by 2017 installations on SE 122nd Avenue and SE Division Street and 2018 installations on NE Marine Drive. When new cameras are put in place, the City gives a one-month warning period to alert drivers of the cameras and encourage drivers to slow down. When a speed limit is reduced where there is an existing fixed speed safety camera, the City typically gives a two-week warning period to alert drivers of the speed limit change.

¹ [ORS 810.443](#) Photo radar; urban high crash corridors in City of Portland

² [City Ordinance 187727](#)

³ Ibid.



WARNING BEGIN DATE	CITATION BEGIN DATE	SPEED LIMIT	FIXED SPEED SAFETY CAMERA LOCATIONS
August 25, 2016	September 24, 2016	40 MPH	SW Beaverton-Hillsdale Highway , eastbound & westbound (between SW 35 th Ave and SW 39 th Dr) New cameras installed
March 6, 2017	April 5, 2017	35 MPH	SE 122 Avenue , northbound & southbound (between SE Foster Rd and SE Holgate Blvd) New cameras installed
March 6, 2017	April 5, 2017	30 MPH	SE Division Street , eastbound & westbound (between SE 148 th and 162 nd avenues) New cameras installed
February 20, 2018	March 22, 2018	40 MPH eastbound 45 MPH westbound	NE Marine Drive , eastbound & westbound (eastbound is west of NE 33 rd Dr; westbound is between NE 122 nd and NE 138 th avenues) New cameras installed
September 25, 2018	October 10, 2018	35 MPH	NE Marine Drive , eastbound (west of NE 33 rd Dr) Speed limit reduction: 40 mph to 35 mph
May 30, 2019	June 13, 2019	40 MPH	NE Marine Drive , westbound (between NE 122 nd and NE 138 th avenues) Speed limit reduction: 45 mph to 40 mph
September 29, 2020	October 14, 2020	35 MPH	SW Beaverton-Hillsdale Highway , eastbound & westbound (between SW 35 th Ave and SW 39 th Dr) Speed limit reduction: 40 mph to 35 mph
April 21, 2021	May 21, 2021	30 mph	SE 122nd Avenue , eastbound & westbound (between SE Foster Rd and SE Holgate Blvd) Speed limit reduction: 35 mph to 30 mph

Table 1. City of Portland's fixed speed safety camera dates of operation, enforced speed limit and locations.



Traffic safety

No person should die in the everyday act of moving about. But each year dozens of Portlanders lose their lives doing just that. The City of Portland is committed to saving lives and reducing injuries to all people using its transportation system.

Portland has adopted actions to support four Vision Zero strategies:

- Reduce speeds citywide
- Protect pedestrians
- Design streets to protect human lives
- Create a culture of shared responsibility

Slower speeds reduce the number and severity of crashes. Slower-moving drivers can stop more quickly to avoid a crash and, when a collision does occur, lower speeds reduce the chance of injury or death.

Portland has adopted a multi-disciplinary approach to lowering speeds, including:

- Set safe speed limits
- Redesign dangerous streets to encourage safe speeds
- Educate Portlanders about the impact of speed
- Enforce the speed limit

The City's fixed speed safety camera program⁴ is key to enforcing the speed limits on High Crash Network (HCN) streets⁵ in Portland.

Decreasing the number of vehicles speeding

Speed studies were conducted along the street segments enforced by the fixed speed camera systems. The "before" speed study captures driving speeds before installation of the fixed speed safety cameras. The "after" speed studies capture driving speeds after the fixed speed safety cameras began issuing citations.

The number of drivers speeding decreased significantly at every location where a speed safety camera was installed. The reduction in speeding has remained low over time.

⁴ Information about the City's Fixed Speed Safety Cameras is located on PBOT's website at <https://www.portland.gov/transportation/vision-zero/speed-cameras>

⁵ To learn more about the thirty intersections and thirty streets that comprise the High Crash Network, visit <https://www.portland.gov/transportation/vision-zero/high-crash-network>



DECREASE IN SPEEDING AVERAGED ACROSS ALL LOCATIONS WITH FIXED SPEED SAFETY CAMERAS		
	Decrease in Speeding (1 mph or more over the speed limit)	Decrease in Top End Speeding (11 mph or more over the speed limit)
Initial speed study after camera installation	61%	87%
2020* speed study after cameras have been in place two to four years	71%	94%
2022 speed study after cameras have been in place four to six years	Camera vendor failed to provide data in a timely manner	

Table 2. Decrease in speeding averaged across all locations with fixed speed safety cameras. Speeding and top-end speeding (11 mph or more over the speed limit) significantly decreased after initial installation of fixed speed safety cameras.

*SE 122nd Avenue northbound data is from 2019 due to unavailable 2020 data.

Table 2 (above) shows the average decrease in speeding across all fixed speed safety camera locations. The table shows that soon after camera systems were installed, speeding even one mile per hour over the speed limit dropped significantly and top end speeding at more than ten miles per hour over the speed limit dropped precipitously. With the 2020 speed studies, we see that the decrease in speeding has been sustained and increased over time. Staff was unable to analyze speeding data for 2021 and 2022 because the camera vendor failed to provide data in a timely manner.

Table 3 (below) shows corridor-level speed data that the summary findings in Table 2 are based on.

SW BEAVERTON-HILLSDALE HIGHWAY (Westbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jul-16	11903	61.1	3.3	46	40
AFTER	Nov-16	11704	26.1	0.4	42	40
	Aug-17	10899	21.3	0.3	41	
	Aug-18	11005	28.3	0.5	42	
	Jul-19	11084	11.2	0.1	40	
	Sep-20	7542	11.7	0.1	40	
	2021	Camera vendor failed to provide data in a timely manner				
	2022	Camera vendor failed to provide data in a timely manner				



SW BEAVERTON-HILLSDALE HIGHWAY (Eastbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jul-16	13301	77.1	7.7	48	40
AFTER	Nov-16	12611	30.1	0.5	42	40
	Aug-17	12621	24.8	0.6	42	
	Aug-18	11369	34.2	0.7	42	
	Jul-19	12028	40.5	0.6	43	
	Sep-20	8137	22.6	0.3	42	
	2021	Camera vendor failed to provide data in a timely manner				
	2022					

SE 122ND AVENUE (Southbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	7215	55.6	3.9	41	35
AFTER	Mar-17	7434	17.6	0.3	36	35
	Apr-18	6560	20.2	0.3	36	
	Apr-19	6634	23.6	0.3	36	
	Sep-20	7156	13.2	0.2	35	
AFTER	2021	Camera vendor failed to provide data in a timely manner				30
	2022					

30 MPH

SE 122ND AVENUE (Northbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	5642	59.8	5.0	42	35
AFTER	Mar-17	5650	18.7	0.4	36	35
	Apr-18	5391	18.9	0.2	36	
	Apr-19	5434	15.4	0.1	35	
	Sep-20	<i>Data not available</i>				
AFTER	2021	Camera vendor failed to provide data in a timely manner				30
	2022					



SE DIVISION ST (Westbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	15602	63.1	4.1	41	35
AFTER	Mar-17	13572	31.3	1	32	30
	Apr-18	11853	30.5	0.8	32	
	Apr-19	11462	20.7	0.4	31	
	Sep-20	8096	25.7	0.7	32	
	2021	Camera vendor failed to provide data in a timely manner				
	2022	Camera vendor failed to provide data in a timely manner				

SE DIVISION ST (Eastbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	14396	66.1	5.2	42	35
AFTER	Mar-17	12750	46.9	2.1	34	30
	Apr-18	11367	50.2	2.3	35	
	Apr-19	11424	37.9	0.9	33	
	Sep-20	8317	23.1	0.6	32	
	2021	Camera vendor failed to provide data in a timely manner				
	2022	Camera vendor failed to provide data in a timely manner				

NE MARINE DR (Westbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Mar-14	6384	75.9	7.6	53	45
AFTER	Mar-18	8391	18.9	0.6	46	45
	Dec-18	8653	30.8	1.6	48	
AFTER	Sep-20	5580	20.9	0.3	41	40
	2021	Camera vendor failed to provide data in a timely manner				
	2022	Camera vendor failed to provide data in a timely manner				



NE MARINE DR (Eastbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Apr-17	7426	84.4	13.4	50	40
AFTER	Mar-18	7294	24.4	0.4	42	40
AFTER	Oct-18	6945	41.5	1.5	39	35
	Sep-20	5471	25.8	0.6	37	
	2021	Camera vendor failed to provide data in a timely manner				
	2022					

Table 3. Detailed counts of speeds at each camera location before and after fixed speed safety cameras were installed.

Tables show the date (month and year) that the speed data was collected, the average daily trips (volume) of cars at each location, percent of vehicles traveling over the speed limit, percent of vehicles traveling more than 10 mph over the speed limit, the 85th percentile speed of vehicles and the speed limit in place at the time of each speed study.

The data in table 3 (above) shows a sustained decrease over time in speeding on each corridor, and in each direction, once the fixed speed safety cameras were installed. Additionally, on corridors where the speed limit was reduced, the 85th percentile⁶ driving speed also decreased. Figures (1) and (2) (below) are a graphical representation of these tables.

⁶ Manual on Uniform Traffic Control Devices (MUTCD, 2009) defines the 85th percentile as “the speed at or below which 85 percent of the motor vehicles travel.”

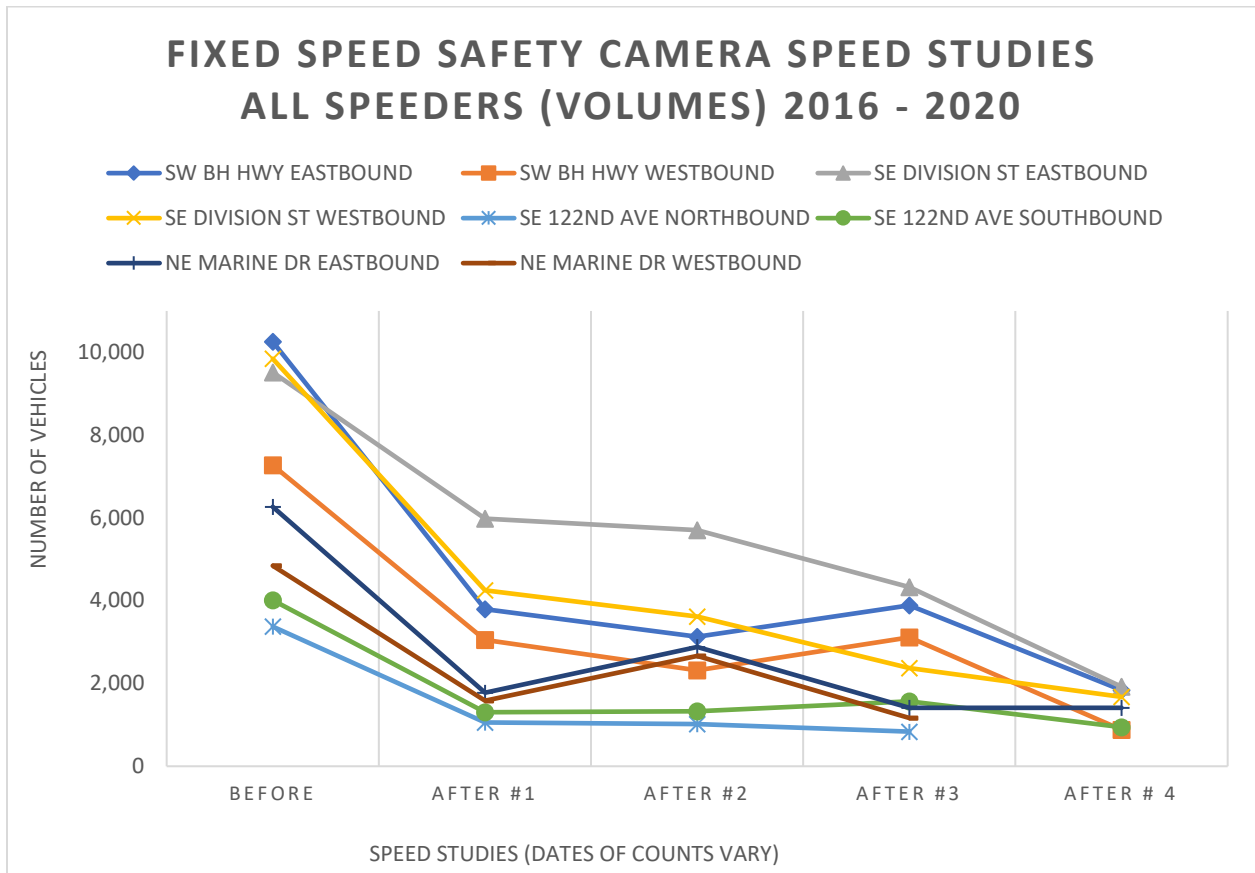


Figure 1. Reduction in volumes of all speeders at fixed speed camera locations

When comparing subsequent speed studies with the initial “before” speed count, all locations demonstrate a significant and sustained reduction in the number of drivers speeding 1 mph or more above the speed limit.

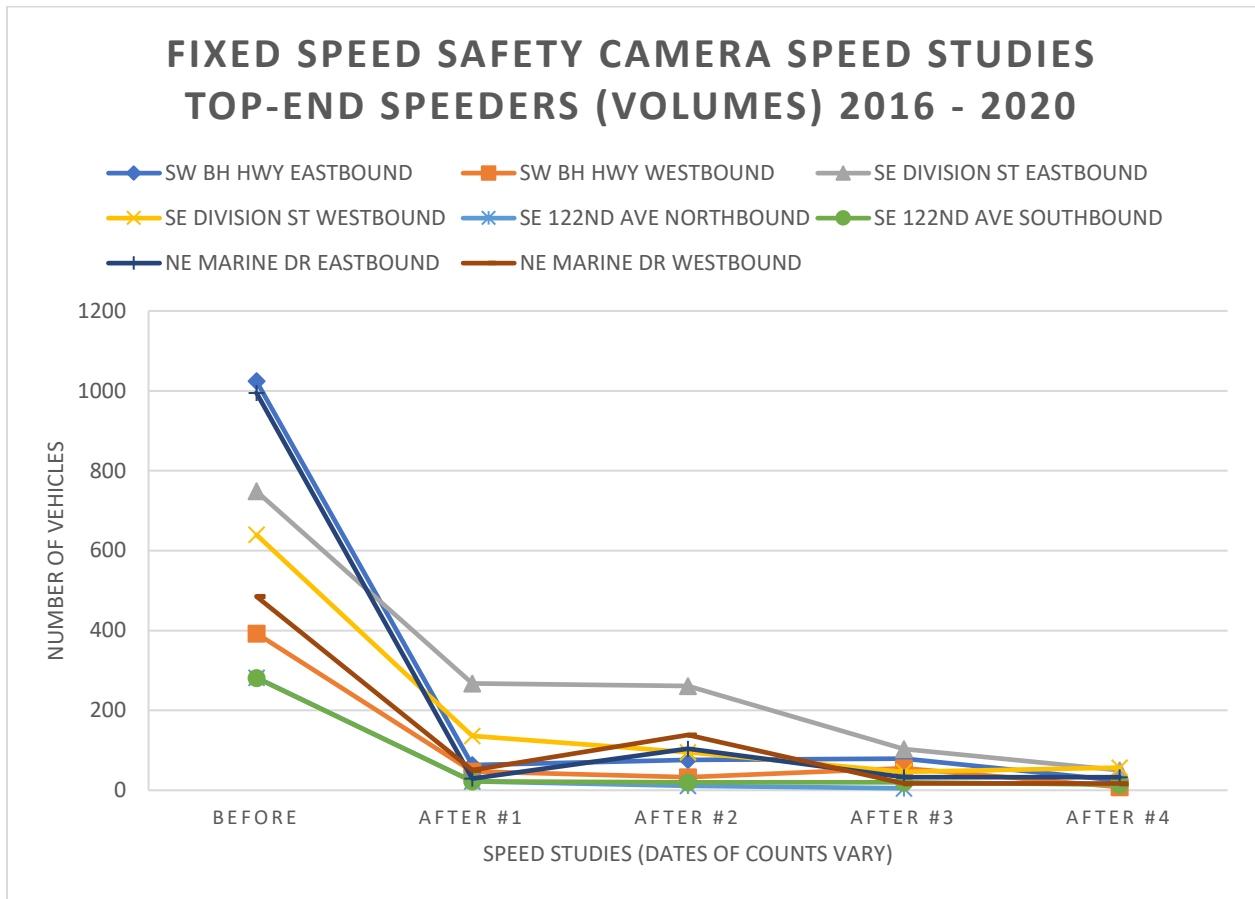


Figure 2. Reduction in volumes of top-end speeders at fixed speed camera locations.

When comparing subsequent speed studies with the initial “before” speed count, all locations demonstrate a significant and sustained reduction in the number of top-end speeders, which are defined as drivers speeding 11 mph or more above the speed limit.

PBOT will consider a future study to identify the range of benefit – the distance from the cameras that benefits from the slower speeds achieved by camera installation.

There are two 2020 data points of note. First, the Average Daily Trips (Volume) for most of the corridors in 2020 are significantly lower than in 2019. The drop in ADT is largely due to travel impacts from Covid-19. With fewer cars on Portland streets, it is significant that driving speeds near the fixed speed safety cameras have remained at pre-Covid speeds and not increased.

Second, the methodology for speed data collection for years after 2020 is different from speed data collection in years prior. Prior to 2020, PBOT laid rubber tubes across the street near each of the fixed speed safety cameras; the tubes collected speed and volume data.



Starting in 2020, for the purpose of collecting speed and volume data at or near camera locations, PBOT received that data from the cameras themselves. This transition will maximize PBOT resources and ensure consistent speed collection methodology as additional cameras are installed in Portland.

Crash Comparisons at Fixed Speed Locations

Overall, there was a 43% reduction in all crashes along the four segments where speed safety cameras were installed, and a 43% reduction in speed-involved crashes. Speed-involved crashes captures crashes where speed is identified as a cause, as well as crashes with other causes that often involve excessive speed, including failure to stay in lane and fixed object crashes.

Of note, 2020 was an anomalous year. Reported crashes in Portland were about half of what is reported in a typical year, which may be due to traffic pattern changes, reporting system limitations, and other irregularities associated with the pandemic. The drop may impact the “after” data, but the relative change percent should normalize the discrepancy.

Relative change compares the percent change of crashes along the camera segment compared to the percent change of crashes citywide. Relative change illuminates the effects of this project on crashes when compared with the broader crash trends in Portland.

Crash data is currently available through 2020, therefore the “after” data is only available for two to four years, based on when the cameras were installed. Typically, PBOT assesses crash trends based on five years of data. Therefore, these are considered preliminary “after” crash percentages. “Before” data includes five years of crash data before cameras were installed.

Aggregated annual crashes at on the four camera corridors				
	Before	After	% change	Relative % change
All crashes	33.9	19.3	-43%	-19%
Speed-involved crashes	3.45	2.0	-43%	-17%

Table 4. Aggregated before and after analysis of annual crashes along the four segments where fixed speed safety cameras have been installed.

The analysis in Table 4, above, is based on the detailed data for each of the four segments shown below, in Table 5. Speed limits were reduced on three corridors during the data collection period. The speed limit on SE Division Street was reduced when the cameras were installed (35 to 30 mph, 3/3/2017). The other speed limits were reduced in the “after” crash period – NE Marine Drive eastbound (40 to 35 mph, 9/25/2018), NE Marine Drive



westbound (45 to 40 mph, 5/30/2019) and SW Beaverton-Hillsdale Highway both directions (40 to 35 mph, 9/29/2020). Relative change for individual locations includes data citywide and from a buffer around the segment to reflect crash trends in the area.

SW Beaverton-Hillsdale Highway, SW 30 th to SW 39 th	2011-2015 vs 2017-2020 average annual crashes			
	Before 2011-2015	After 2017-2020	% change	Relative % change
All crashes	7.2	2.5	-65%	-53%
Speed-involved crashes	1.2	0.25	-79%	-72%

SE 122 nd Ave, SE Foster to SE Holgate	2012-2016 vs 2018-2020 average annual crashes			
	Before 2012-2016	After 2018-2020	% change	Relative % change
All crashes	36.4	22.3	-39%	-10%
Speed-involved crashes	3	2.3	-22%	13%

SE Division St, SE 148th to SE 162nd	2012-2016 vs 2018-2020 average annual crashes			
	Before 2012-2016	After 2018-2020	% change	Relative % change
All crashes	57.8	34.3	-41%	-17%
Speed-involved crashes	3.2	2.3	-27%	-4%

NE Marine Drive, NE 33rd to NE 138th	2013-2017 vs 2019-2020 average annual crashes			
	Before 2013-2017	After 2019-2020	% change	Relative % change
All crashes	34.2	18	-47%	-24%
Speed-involved crashes	6.4	3	-53%	-30%

Table 5. Tables show before and after speed and crash data for fixed speed safety camera segments.

PBOT's Overall Traffic Safety Strategy

Automated enforcement is one component of PBOT's broad strategy to improve traffic safety and reduce serious crashes. For example, numerous safety interventions in addition to speed safety cameras have been deployed on SW Beaverton-Hillsdale Highway. These improvements began in 2016 and include the addition of a protected multi-use path, narrowed travel lanes, safer crossings at SW 30th Avenue and SW 35th Avenue, safer



intersection improvements at SW Shattuck Road, and speed safety cameras. Since the safety interventions were finished on SW Beaverton-Hillsdale Highway in early 2018, there have consistently been fewer crashes. Notably, data from ODOT shows that top-end travel speeds dropped 96%, from 5.5% of drivers going more than 10 mph over the speed limit to only 0.2% of drivers. This case study shows the benefit of deploying traffic cameras in a coordinated effort with street design changes to significantly improve safety.

Public acceptance

Public surveys

In December 2018, PBOT contracted with DHM Research to conduct a telephone survey to measure the acceptance of photo enforcement of speeding. Four hundred Portlanders participated in the 12-minute telephone survey. The details of that survey were shared in the “Legislative Report Outcome Evaluation: Fixed Photo Radar System, City of Portland, 2017-2019”⁷ and can also be found in the survey final report.⁸ Overall, the survey found that while the majority of Portlanders are aware of automated enforcement, they are much more familiar with red-light running cameras and mobile speed vans. The survey also found that three-quarters of Portlanders across all income levels support using fixed speed safety cameras on streets with high crash rates, citing that they are reliable, unbiased, and help reduce speeding and crashes.

In 2021, PBOT conducted an online survey in five languages to further understand Portlanders’ attitudes toward photo enforcement and how they want to hear about photo enforcement. A total of 1,160 Portlanders responded to the survey, giving insight into how community members wanted to interact with the traffic cameras and PBOT.⁹ One question asked what the best way was for PBOT to inform people where the traffic cameras are and why they were located there. Portlanders overwhelmingly responded that signage was the best way to communicate, with 52% of answers mentioning signage. Social media sources (13%) including Facebook, NextDoor, and Twitter were the next most popular, followed by news sources (12%) like a news release, newspaper, radio, or TV news. Direct outreach (9%) through email, events, or mail was mentioned several times, as were sources like the PBOT website (5%) and Google Maps (3%). Portlanders were also asked how they thought that PBOT should spend money collected from traffic camera citations to make Portland streets safer. Responses often spanned multiple categories and overall, 58% of answers

⁷ https://www.oregonlegislature.gov/citizen_engagement/Reports/2019-PBOT-Fixed%20Photo%20Radar%20System.pdf

⁸ The final report, *PBOT Speeding Reduction Survey* (DHM Research, December 2018) and supporting survey documents and data are available by request.

⁹ Survey data is available by request



mentioned infrastructure, 12% of answers were related to increasing police presence, 11% of answers mentioned maintaining or adding more traffic cameras, 6% of answers mentioned improved or increased educational requirements and opportunities, and 3% of answers mentioned spending the funds on public transit. Of the infrastructure answers, which was by far the most mentioned category, repairs and maintenance of the roads was mentioned 31% of the time, general safety improvements were mentioned 29% of the time, bicycle and pedestrian improvements were mentioned 28% of the time, maintaining or adding lighting was mentioned 7% of the time, and maintaining or adding signage was mentioned 5% of the time.

Focus groups

In November 2020, PBOT partnered with OPAL Environmental Justice to host two small focus groups exploring perceptions around the use of automated enforcement cameras in Portland. The focus groups had a small sample size that is not representative of Portland's population. However, these focus groups provided qualitative information from community members. A majority of the focus group participants expressed support for PBOT's use of automated enforcement cameras, despite having some reservations about transparency and privacy. Participants provided several recommendations to PBOT on how the program could better reach multilingual communities and increase transparency.

PBOT's work with focus groups was delayed due to the COVID-19 pandemic, and staff focused their efforts on a virtual survey and other public outreach events in the meantime. PBOT will continue to work with community-based organizations to conduct additional outreach to gauge community attitudes about automated enforcement and highlight the experiences of Black, Indigenous and People of Color.

Public outreach events

PBOT safety staff hosted and attended some events in 2021 and 2022 to support Vision Zero speed safety camera communication. Overall, in-person outreach declined during the pandemic and staff are still working on new avenues to engage with Portlanders. Examples of speed safety camera outreach events include:

- Event at Rosewood Initiative with information about new cameras on SE Stark Street (August 13, 2022)
- East Portland Sunday Parkways with information about new cameras on SE Stark Street (August 21, 2022)
- PBOT and PPB staff shared information about the City's automated enforcement programs at the Centennial Community Association (November 17, 2021)



SE 122nd Ave Speed reduction outreach

- News Release: *PBOT to lower speed limit on 5.5 miles of 122nd Avenue to improve safety on a high crash corridor* (April 20, 2021)¹⁰
- Twitter post: *PBOT to lower speed limit on 5.5 miles of 122nd Avenue to improve safety on a high crash corridor* (April 20, 2021)¹¹
- PBOT Vision Zero April 2021 Newsletter: *Speed limit on 122nd Avenue lowered to 30 mph* (April 23, 2021)¹²

Administration Process

PBOT works closely with the Portland Police Bureau (PPB) and Multnomah County Circuit Court (“Court”), to administer the fixed photo radar system. The vendor, City bureaus and Court play important roles striving to ensure quality assurance, objectivity, and timely processing.

This final section provides an overview of the administrative framework, violation processing, and program costs.

Traffic safety class option for photo radar violations

The Portland Police Bureau began to offer a traffic safety class option in September 2016 for red light running photo enforcement violations and photo radar speeding violations. The class option¹³ expanded and incorporated fixed speed safety camera speeding violations starting July 2018. The traffic safety class option for photo enforcement violators is available to those who do not have a not received a red light running or speeding violation in the last three years and have not previously attended the photo enforcement

¹⁰ <https://www.portland.gov/transportation/news/2021/4/20/pbot-lower-speed-limit-55-miles-122nd-avenue-improve-safety-high>

¹¹ <https://twitter.com/pbotinfo/status/1384578658417840128?lang=en>

¹² <https://content.govdelivery.com/accounts/ORPORTLAND/bulletins/2ce1dec>

¹³ If an eligible driver chooses instead to enroll in the traffic safety class, successful completion of the class must be done within a required timeline (typically requiring attendance within 45 days of the violation date) to allow for the driver’s citation number to be submitted back to the Court and dismissed. Thus, if the eligible driver completes the class in a timely manner, the conviction is waived (including the violation’s presumptive fine).



traffic safety class. The per person class registration fee varies depending on the type of moving violation but is typically less than the presumptive fine.¹⁴

In March 2020, traffic safety classes were temporarily suspended due to the COVID-19 pandemic. Classes resumed in a virtual format in June 2020. Those who received citations March-June 2020 were given 90 additional days from the original court date to take the class.

Violation processing

The administrative process of fixed speed safety camera enforcement includes citation processing and issuance, delivery, payment, and adjudication. The vendor, Conduent, captures and processes the violations through a multi-step process that can take several days.

After retrieving the digital data of each business day, the vendor ensures that the image and correlating data meet quality control standards and criteria. After screening, a request is sent to the Law Enforcement Telecommunication System and the Oregon Department of Motor Vehicles if a license plate can be identified (front and/or rear license plate). In return, the vendor receives the registered owner and vehicle information.

Review criteria includes, but is not necessarily limited to, gender match, clarity of plate, glare on windshield, car obstruction, vehicle match failure or obstruction of either vehicle or driver. Evidence of violations that do not withstand this test do not result in citation issuance. Upon approval by law enforcement, the violation is printed and mailed.

Violation warning periods are put in place to alert drivers when a new fixed speed safety camera is put in place or when a speed limit is reduced at a camera location. Table 6, below, shows the number of warnings mailed during the two-week warning periods after which speed limits were reduced. In 2019, the speed limit on NE Marine Drive near the westbound camera decreased from 45 mph to 40 mph. In 2020, the speed limit on SW Beaverton-Hillsdale Highway decreased from 40 mph to 35 mph. In 2021, the speed limit on 5.5 miles of SE 122nd Avenue decreased from 35 mph to 30 mph. Warning letters were mailed for four weeks as part of the SE 122nd speed limit decrease.

¹⁴ The typical fine for speeding is \$170. Speeding 11-20 mph over the speed limit is a "Class C" violation. A "Class C" violation has a presumptive fine of \$165 plus a surcharge of \$5.00; a minimum fine of \$85 (plus \$5.00 surcharge); and a maximum fine (individuals) of \$500 (plus a \$5.00 surcharge). Schedule of fines on violations can be found at <http://www.courts.oregon.gov/Pages/fees.aspx>.



WARNING LETTERS MAILED FIXED SPEED SAFETY CAMERA			
2019			
May 30 - June 12	NE Marine Drive	Westbound Total warnings	296 296
2020			
September 29 - October 13	SW Beaverton Hillsdale Highway	Eastbound Westbound Total warnings	817 284 1101
2021			
April 21 - May 21	SE 122 nd Avenue	Northbound Southbound Total warnings	282 378 660

Table 6. Warning letters mailed (2019-2021) (Data source: Conduent)

Table 7 shows the number of violations mailed in 2021 and 2022 as speeding citations per month and per year. Violations mailed includes both warnings and citations. Each street location represents two camera platforms or traffic approaches combined.

Fixed Speed Mailed Violations (By Year/Month)

2021	Marine	122nd	Division	BH Hwy	Total
January 1 - 31	588	256	1274	1453	3571
February 1 - 28	549	102	619	1166	2436
March 1 - 31	874	166	1360	1177	3577
April 1 - 30	881	688	1425	1119	4113
May 1 - 31	1036	1181	1264	1395	4876
June 1 - 30	803	997	1240	1761	4801
July 1 - 31	836	1012	1414	2079	5341
August 1 - 31	733	915	1406	1875	4929
September 1 - 30	750	864	1349	1441	4404
October 1 - 31	767	768	1087	689	3311
November 1 - 30	646	701	897	1139	3383
December 1 - 31	520	646	714	893	2773
2021 Total					47515



2022	Marine	122nd	Division	BH Hwy	Total
January 1 - 31	580	549	834	976	2939
February 1 - 29	704	607	797	1107	3215
March 1 - 31	854	686	608	1317	3465
April 1 - 30	718	532	673	1405	3328
May 1 - 31	663	593	738	1288	3282
June 1 - 30	606	483	471	1236	2796
July 1 - 31	854	699	1267	1916	4736
August 1 - 31	999	885	1216	1640	4740
September 1 - 30	794	655	852	1252	3553
October 1 - 31	755	480	855	1198	3288
November 1 - 30	514	291	570	838	2213
December 1 - 31	588	290	543	838	2259
2022 Total					39814

Table 7. Fixed speed safety camera speeding violations mailed (2021 - 2022). (Data source: Conduent) Weather conditions, equipment repair, and road construction projects may reduce the number of speeding events captured by photo radar. Speeding violations are reviewed to meet quality control standards and criteria. After law enforcement review and approval, violations are mailed.

The registered owner has 60 days to respond to a photo radar citation and is afforded the same rights as any defendant with a traffic violation. (Note: Those who received citations in March-June 2020 received an additional 90 days due to the COVID-19 pandemic.) The citation is processed by the Multnomah County Circuit Court which is part of the Oregon court system. As such, the registered owner who has received a citation has several options to dispose the citation:

1. Payment
 - a. By mail
 - b. Over the counter
 - c. Online
2. Request for trial, and subsequent dismissal
3. Request for trial, and subsequent conviction
4. Violation Bureau Reduction over the counter (administrative reductions administered by the Clerk)
5. Certificate of Innocence (COI) (private party)
6. Affidavit of Non-Liability (AFNL) (government, business)

If the registered owner was not driving the vehicle when the violation occurred, the owner may file a Certificate of Innocence (COI), or a government agency or business may file an Affidavit of Non-Liability (AFNL), with the Court. Upon receipt of a properly completed COI,



the Court dismisses the citation, but a Portland police officer subsequently reviews the COI for accuracy. The AFNL are also dismissed by the Court. However, the speeding violation associated with the AFNL is subsequently issued to the driver identified in the affidavit.

When law enforcement receives the COI and receives a certificate refuting fault, PPB looks at the violation photo and compares it to the Oregon Department of Motor Vehicles driver license photo of the registered owner. The officer makes a determination based on comparing photos. If it appears the driver in the violation is one of the registered owners, PPB will reissue the citation. When there is doubt pertaining to whether a driver is the registered owner, or issues of clarity persist, the reviewing officer will dismiss the ticket.

The following section, Fixed Speed Filings and Dispositions, discloses how the fixed speed cases were disposed in Court – how they were paid or, if dismissed, for what reason.

Photo Enforcement Filings and Dispositions

All photo enforcement cases filed

In 2021, there were a total of 80,915 photo enforcement cases filed in Multnomah County Circuit Court. Of those, fixed speed cases comprised 51,545 (or 64%), photo radar (i.e., mobile speed van) comprised 21,219 (or 26%) and photo red light comprised 8,151 (or 10%) of cases filed.

In 2022, there were a total of 61,048 photo enforcement cases filed in Multnomah County Circuit Court. Of those, fixed speed comprised 42,055 (or 69%), photo radar (i.e., mobile speed van) comprised 11,210 (or 18%) and photo red light comprised 7,495 (or 12%) of cases filed. A new form of fixed speed camera was installed at the end of 2022, a dual intersection camera that both enforces red light running when the light is red and speeding when the light is green. In 2022, 288 (under 0.5%) cases filed resulted from these new cameras so they were excluded from summary data and charts in this report. They are managed by the Portland Police Bureau.

Figure 5, below, illustrates the breakdown of the photo enforcement cases filed in 2021 and 2022 combined.

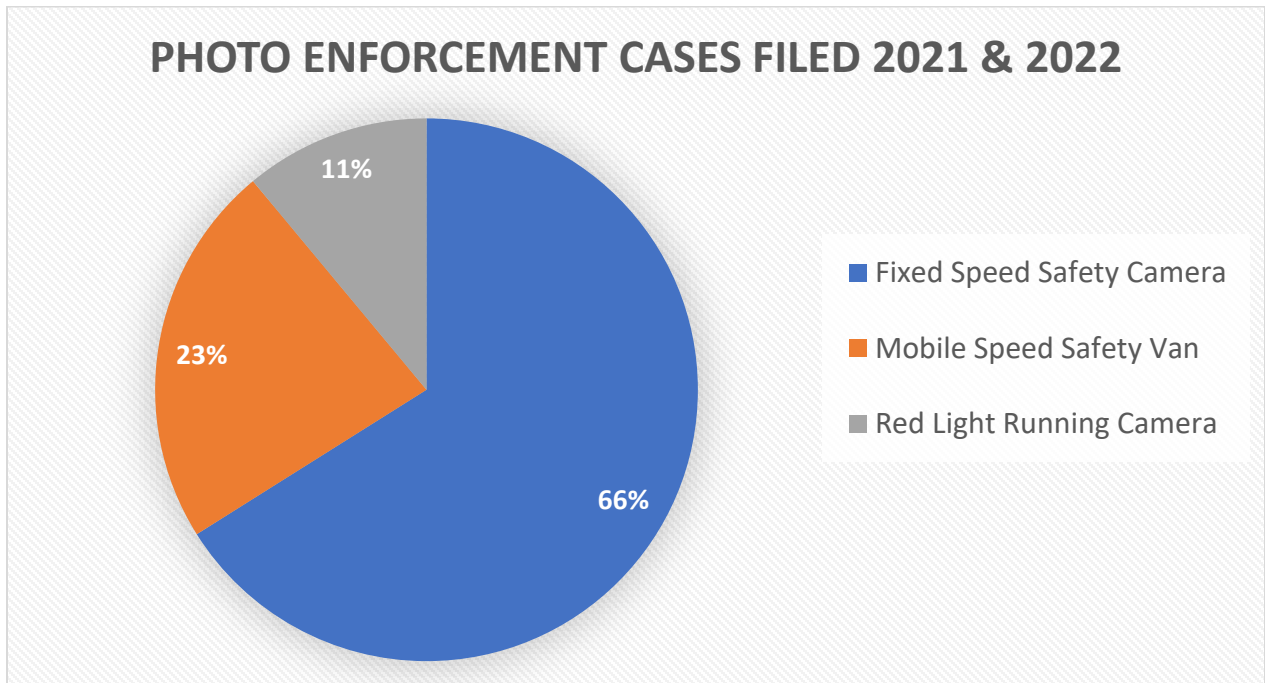


Figure 5. All photo enforcement cases filed in 2021 and 2022 combined. (Data source: Multnomah County Circuit Court) Fixed speed safety cameras comprised the most photo enforcement cases filed in Multnomah County Circuit Court during 2021 and 2022. Of the total 141,675 cases filed in both years, 93,600 (or 66%) were fixed speed, 32,429 (or 23%) were photo radar (i.e., mobile speed van) and 15,646 (or 11%) were photo red light.

Fixed speed safety cases by disposition type

Of the 100,942 fixed speed cases filed in 2021 and 2022, 61% were convicted and 39% were dismissed. Figure 6, below, illustrates the fixed speed cases categorized by disposition type. The fixed speed cases were disposed of as follows:

- “Failure to appear” – 25,241 cases (25%) were convicted due to a failure to appear (e.g., failing to call, pay online, or come to court to take care of the case results in a default conviction).
- “Convicted” – 4,567 cases (4.5%) include those which were paid in full by mailing a check to the court.
- “Convicted - Violation judge” – 2,492 cases (10.5%) include those who appeared for trial or wrote a letter to the court and resulted in a conviction by a judge.¹⁵

¹⁵ There are two scenarios in which a defendant may have communicated with a judge: (1) appeared for trial or (2) wrote a letter to the court. To clarify, it is possible that a defendant may have received a reduced fine despite the conviction.



- “Convicted-Violation Bureau” – 10,613 cases (10.5%) were entered by court staff when a defendant appears at the counter (or over the phone) and is eligible for a reduction based on the Violation Bureau Schedule and one’s previous driving record.
- “Convicted- ePay” – 11,054 cases (11%) for which the fine was paid in full on-line. If eligible, the online system will automatically guide individuals through the process to request an online reduction of their fine. By accepting a reduction offer, individuals enter a plea of No Contest and are responsible for the final amount indicated by the online payment system.¹⁶
- “Convicted – eCVB” – 7,369 cases (7.3%) that were convicted by the electronic violations bureau (eCVB). This is similar to “convicted-violation bureau” except that the fine was reduced online, following the same criteria.¹⁷
- “Dismissals” – Dismissals amounted to 39,473 (or 39.1%) of fixed speed cases. The next section explains the reasons.
- “Deferred” – 133 (or 0.1%) of cases were deferred, which can mean that there was no final resolution.

¹⁶ <https://www.courts.oregon.gov/services/online/Pages/epay-ecvb-faq.aspx?#VIOLATIONS>

¹⁷ [Oregon Judicial Department : OID Courts ePay FAQs : Online Services : State of Oregon](#)

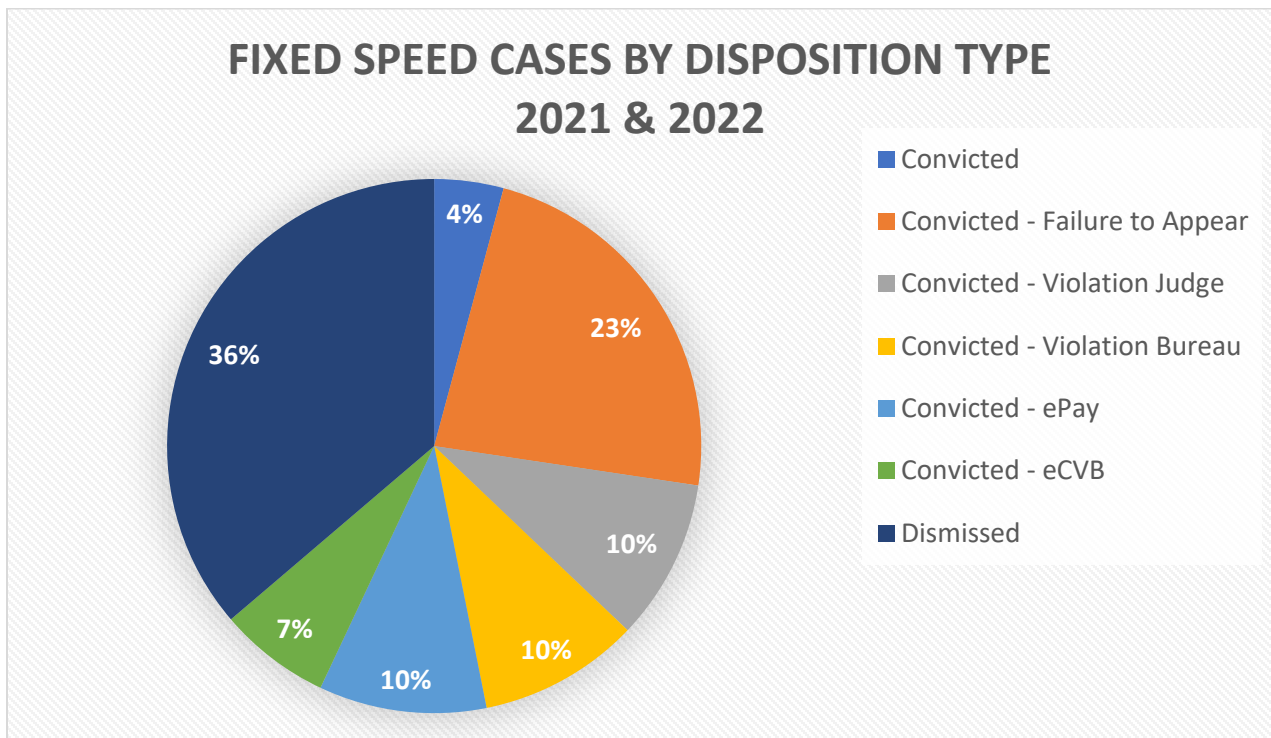


Figure 6. Fixed speed cases in 2021 and 2022 by disposition type. (Data source: Multnomah County Circuit Court). Disposition of fixed speed cases as a percentage of all fixed speed cases filed with the Multnomah County Circuit Court.

Fixed speed safety dismissals

Of the 100,942 fixed speed safety camera cases filed in 2021 and 2022, 39,473 (or 39%) of the cases were dismissed. There are myriad of reasons why a case is dismissed.

Certificate of Innocence (COI) and Affidavit of Non-liability (AFNL) constitute 46.5% of the dismissal rate in 2021 and 2022 combined. COIs accounted for 38.5% (15,182) and AFNLs accounted for 8% (3,163). Another 33.8% (13,341) of cases were dismissed because the driver was eligible for, and opted to take, a traffic safety class. Other dismissals included: 4,908 cases dismissed due to an undefined reason, 1,466 cases were undeliverable due to lack of a valid address, 1,263 cases were dismissed during trial, 103 cases were dismissed due to death, 43 cases were dismissed during trial by declaration, and 4 cases were dismissed due to other reasons. Figure 7, below, shows the percentage breakdown of the dismissal types.

The traffic safety class was made available to those eligible drivers with fixed speed violations starting in July 2018. Eligibility depends on whether the driver has already attended the photo radar traffic safety class or received a speeding or red-light running violation within the past three years. Table 6, below, shows that 13,866 eligible drivers who



received a fixed speed violation attended the traffic safety class in 2021 and 2022 combined.

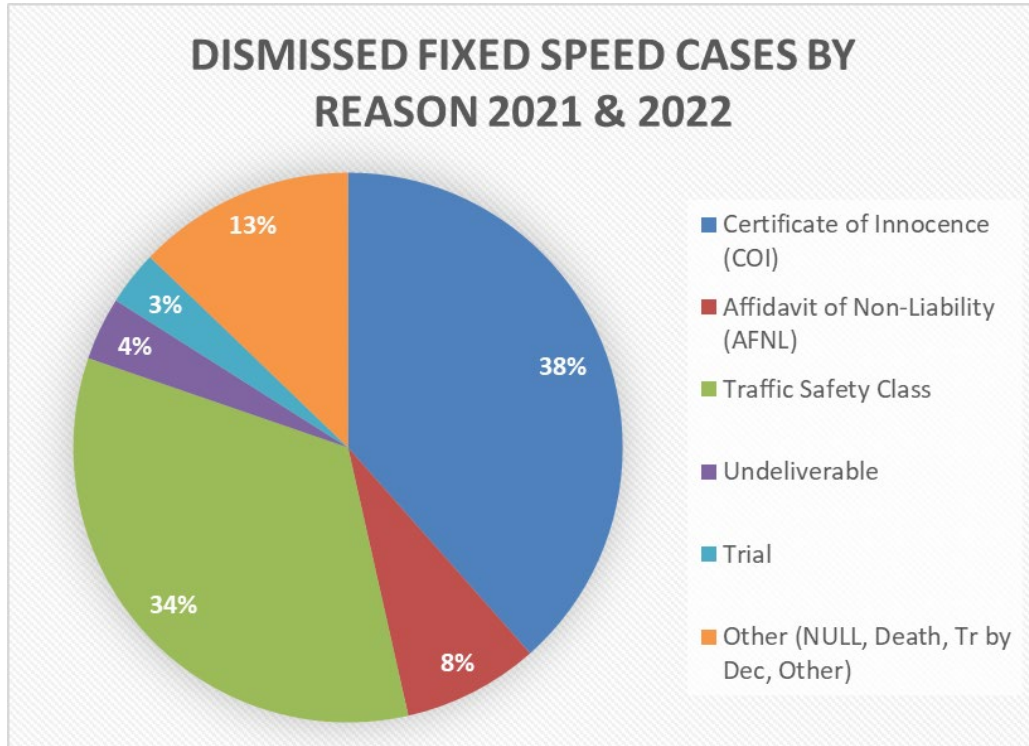


Figure 7. 2021 and 2022 dismissed fixed speed cases by reason. (Data source: Multnomah County Circuit Court)

	2021	2022
January	572	530
February	571	418
March	557	556
April	628	637
May	498	545
June	621	533
July	596	486
August	703	650
September	677	653
October	921	584
November	625	428
December	492	385
TOTAL	7,461	6,405

Table 4. Traffic safety class attendance by fixed speed eligible (2021 & 2022) (Source: Conduent)

Program Costs

Program costs associated with the administration and operation of the fixed speed safety camera program includes vendor fees and City administrative costs. The variable fee for the vendor depends on the number of violation fines paid through the court or fees paid for the traffic safety class. The vendor does not collect a variable fee on any violation that is dismissed or otherwise unpaid. About half of the traffic violations mailed are paid within the first five months. Not all violations will be paid due to dismissals.

The City's administration costs include law enforcement work effort (e.g., review and approval of violations, and court appearances), PBOT staff time (e.g., engineer reviews, GIS support), permits (e.g., street opening permit) and other costs (e.g., survey, mailings). Table 7 shows program costs and revenue.

Administration costs shown in Table 7, below, do not include the costs to the Court. The Court expends a significant amount of time processing the fixed speed safety camera citations, even when they ultimately result in a dismissal. The court's process includes: monitoring initial court appearance dates to apply default judgments should a defendant not take action on their citation; assisting defendants at the public counter and over the phone; processing incoming mail including Certificates of Innocence, Affidavits of Non-Liability, and mail pleas; setting trials and subpoenaing officers and defendants to appear at the time of trial; processing set-over requests filed by both officers and defendants if the trial date conflicts with their schedule; and communicating with the Department of Motor Vehicles to report convictions and remove license sanctions when appropriate. Additionally, if a defendant has completed the traffic safety class, the court must process notifications of compliance and enter a judgment of dismissal on each eligible case. Judicial resources are also required to conduct trials and open court, as well as review requests submitted by mail.

Most of the fine revenue generated by the cameras and paid through the Court goes to the State of Oregon's General Fund (approximately 70%). The fines are disposed as follows. Section 153.633 (1) states that \$60 (or the amount of the fine if the fine is less than \$60) is initially payable to the state prior to any other distribution of the fine. Section 153.640 (2)(a) further directs that the \$60 (or less) amount be deposited in the Criminal Fine Account. Of the remaining fine amount, Section 153.640(2)(b) and (c) state that 50% is payable to the local government and 50% is payable to the state.

Remaining funds (i.e., the 50% payable to the local government) are used to pay for operation and maintenance of the program. Any additional revenue beyond system costs is



dedicated by statute to traffic safety.¹⁸ The City will reinvest in safety projects for all modes on high crash corridors such as installation of safety infrastructure, safety education and outreach and evaluation.¹⁹

REVENUE AND EXPENSES OF FIXED SPEED SAFETY CAMERA PROGRAM (January 2021 - December 2022)	AMOUNT (USD)
Vendor expense (fixed fee; variable fee based on fines paid and class fees)	(-)1,585,451
Court revenue (fines paid through the Court)	(+)1,808,594
Traffic Safety Class revenue (class fee collected)	(+)1,515,734
Vendor, Court and class subtotal	(+)1,738,878
PPB work effort expense	(-)173,307
PBOT work effort expense	(-)226,277
Project administration and outreach expenses (e.g., copy/print/bind/mail services; translation services; speed studies; program review; survey; permits)	(-)2,961
PBOT program administration costs subtotal	(-) 402,546
Program total (revenue)	1,336,332

Table 5. Revenue and expenses of the Fixed Speed Safety Camera Program. Covering the calendar years of 2021 and 2022, this table shows the revenue and expenses of the fixed speed safety camera program that is posted in the City's accounting system.

Conclusion

The City of Portland is committed to saving lives through safe street design, protecting pedestrians, creating a culture of shared responsibility and reducing speeds citywide. Portland employs an array of tools to reduce speeds, including fixed speed safety cameras.

¹⁸ Of those remaining amounts paid, Section 3, Chapter 721 (ORS 2015) states it “may be used only for costs of operating and maintaining fixed photo radar units in urban high crash corridors...and for improving traffic safety for all modes of transportation.”

¹⁹ Memorandum of Understanding between the Portland Police Bureau, The Portland Bureau of Transportation, and the Multnomah County Circuit Court Regarding Automated Enforcement Programs in the City of Portland, Exhibit B, Ordinance 187727, p. 5.



PBOT

PORTLAND BUREAU OF TRANSPORTATION

The City is committed to continuing the use of fixed speed safety cameras in an equitable, data-driven and accountable manner.



PBOT

PORTLAND BUREAU OF TRANSPORTATION

Questions?

To request a copy of this report, e-mail fixedspeedsafetycamera@portlandoregon.gov.

For questions (or to share comments) about the City's Fixed Speed Safety Camera Program or this report, please contact the Program Specialist, Traffic Safety Education and Enforcement, Portland Bureau of Transportation at 503-823-1193 or e-mail fixedspeedsafetycamera@portlandoregon.gov.

For technical issues related to the camera operations or a violation notice processed via photo radar in the City of Portland, contact the City's vendor's Photo Enforcement Hotline at 503-221-0415 or 1-800-799-7082.

Portland Bureau of Transportation

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Mi annuk non ewe City of Portland pwe esap wor emon esap etiwa an epwe fiti, esap angei feiochun, are epwe kuna iteingau non meinisin an ew tetenimw kewe mokutukut, aninnis, are mwich nongonong won i chon ia, enuan, chon menni muu, weiresin inis, are pwan ew tapin aramas mi auchea are pisekisek. Fan itan an fiti Civil Rights Title VI me ADA Title II annuken pungun manau, ewe City of Portland mi ennetata pwe epwe wor etiwaoch ngeni an ewe tetenimw mokutukut, aninnis, me mwichren an aworaochu: chiaku me awewen kapas, ekkesiwin, etufich, sokonon napanap, me pwan ekkoch minen awewe me aninnis. Ika ka mochen ekkei pekin aninnis, kokori 503-823-5185, City TTY 503-823-6868, Fon Fan Itan Ekkewe mi wor Ar Osukosukan Manau: 711.

波特兰市的政策规定，任何人不得因种族、肤色、国籍、残疾或其他受保护的身份证状态而被禁止参与任何城市计划、服务或活动或享有任何城市计划、服务或活动的福利，也不得被歧视。根据《民权法》第六章和 ADA 第二章“民权法”的规定，波特兰市须确保市民能够平等参与城市计划、服务和活动，为此要根据需要提供以下各项：口笔译服务、方案修改、住宿、替代格式、辅助工具和服务。如需申请这些服务，请致电 503-823-5185，城市 TTY 503-823-6868，转接服务：711。

पोर्टल्यान्डको शहरको नीति हो कि कुनै पनि व्यक्तिलाई जाति, रङ, राष्ट्रिय मूल, असक्षमता वा अन्य संरक्षित वर्गीकरण स्थितिको आधारमा कुनै पनि शहरका कार्यक्रम, सेवा वा क्रियाकलापमा सहभागी हुन भेदभाव गरिने, वञ्चित गरिने, लाभहरू प्रदान गर्नबाट अस्वीकार गरिनेछैन। नागरिक अधिकार शीर्षक VI र ADA शीर्षक II नागरिक अधिकारको कानूनहरूको पालना गर्दै, पोर्टल्यान्डको शहरले शहरका कार्यक्रमहरू, सेवाहरू र क्रियाकलापहरूमा बराबर पहुँच निश्चय गर्नको लागि निम्न प्रदान गर्दछ: अनुवादन र व्याख्या, परिमार्जन, आवास, वैकल्पिक ढाँचाहरू र सहायक सामग्री र सेवाहरू। यी सेवाहरू अनुरोध गर्नको लागि 503-823-5185, शहरको TTY 503-823-6868, रिले सेवा: 711 मा सम्पर्क गर्नुहोस्।



Политика администрации Портленда запрещает отстранять от участия в городских программах и мероприятиях, отказывать в обслуживании и льготах или иным образом подвергать дискриминации на основании расы, цвета кожи, национальности, инвалидности или иного защищенного статуса. В соответствии с разделом VI Закона о гражданских правах и разделом II Закона о правах американских граждан с ограниченными возможностями администрация Портленда заботится о полноценном доступе жителей к городским программам, услугам и мероприятиям. При необходимости доступны устный и письменный перевод, адаптивные меры, специальные устройства, материалы в альтернативном формате и иные вспомогательные средства и услуги. Для заказа этих услуг свяжитесь с нами. Телефон: 503-823-5185; городской телетайп: 503-823-6868; служба коммутируемых сообщений: 711.

Este politica oraşului Portland ca nicio persoană să nu fie exclusă din programe, servicii sau activități ale oraşului, să nu i se refuze acestea și să nu facă obiectul unor discriminări pe bază de rasă, culoare, naționalitate, dizabilități sau alte situații vizând categorii protejate. Respectând legile privind drepturile civile „Civil Rights” (Drepturile Civile), articolul VI, și „ADA” (Americans with Disabilities Act - Legea privind americanii cu dizabilități), articolul II, oraşul Portland asigură acces adecvat la programe, servicii și activități ale oraşului oferind, în mod rezonabil: servicii de traducere și interpretariat, modificări, cazare, formate diferite, ajutoare și servicii auxiliare. Pentru a solicita aceste servicii, contactați 503-823-5185, numărul de telefon cu text al oraşului 503-823-6868, Serviciu de retransmitere: 711.

Es política de la Ciudad de Portland que ninguna persona sea excluida de participación, se le nieguen los beneficios, o esté sujeta a discriminación en ningún programa, servicio o actividad de la ciudad por motivos de raza, color, nacionalidad, discapacidad u otra condición de clase protegida. En cumplimiento con los Derechos Civiles Título VI y con las leyes de derechos civiles del ADA Título II, la Ciudad de Portland asegura el acceso significativo a programas, servicios y actividades de la ciudad al brindar de manera razonable: traducción e interpretación, modificaciones, adaptaciones, formatos alternativos y ayudas y servicios auxiliares. Para solicitar estos servicios, llame al 503-823-5185, al TTY de la ciudad 503-823-6868, o al servicio para las personas con problemas auditivos: 711.



Waxaa kucad siyasada Mgalaada Portland in qofna loodiidi karin kaqaybgalka, loodiidi karin gunooyinka, ama aan lataoori karin wax kamid ah barnaamijyada magalaada, adeegga, ama shaqo sababo laxariira isirkiisam midabkiisa, wadankiisa, naafonimadiisa, ama xaalad kale oo sharcigu difaacaayo. Ayadoo raacaysa Sharciga Xaquuqda Madaniga ah ee Title VI iyo ADA Title II ee sharciyada xaquuqda madaniga ah, Magaalada Portland waxay xaqiijinaysaa barnaamijyo lawada heli karo oo macno leh ayna bixiso magaaladu, adeegyo, iyo shaqooyin ayadoo si sax ah ubixinaysa: turjumaad iyo soojeedin, isbadalo, adeegyo caawimaad ah, noocyo kaladuwan, iyo caawimaado iyo adeegyo dheeri ah. Si aad ucodsato adeegyadaan, wac 503-823-5185, City TTY 503-823-6868, Adeegga Caawimada: 711.

Згідно з політикою міста Портленд, жодну особу не можна позбавляти права на участь, відмовляти їй у матеріальній допомозі або піддавати її дискримінації в будь-якій програмі, службі чи діяльності міста на підставі раси, кольору шкіри, етнічного походження, інвалідності або іншого статусу захищених класів. Дотримуючись законів про права громадян, а саме розділу VI Прав громадян і розділу II Закону про права американських громадян з обмеженими можливостями, місто Портленд забезпечує значний доступ до програм, служб і заходів міста, надаючи такі послуги: письмовий і усний переклад, модифікування, адаптування, альтернативні формати, додаткову допомогу й інше. Запитати ці послуги можна, скориставшись контактними даними: 503-823-5185, телетайп міста: 503-823-6868, служба комутаційних повідомлень: 711.

Chính sách của Thành Phố Portland là không ai bị loại khỏi, bị từ chối phúc lợi, hoặc bị phân biệt đối xử trong bất kỳ chương trình, dịch vụ hay hoạt động nào của thành phố dựa trên chủng tộc, màu da, nguồn gốc quốc gia, khuyết tật, hoặc tình trạng khác được pháp luật bảo vệ. Tuân theo Đạo Luật Dân Quyền (Civil Rights) Khoản VI và Đạo Luật ADA Khoản II, Thành Phố Portland đảm bảo sự tiếp cận hiệu quả đối với các chương trình, dịch vụ và hoạt động của thành phố bằng cách cung cấp một cách hợp lý: dịch vụ biên dịch và thông dịch, biện pháp điều chỉnh, sửa đổi, hình thức thay thế, và thiết bị và dịch vụ phụ trợ. Để yêu cầu các dịch vụ này, hãy liên hệ 503-823-5185, Dịch Vụ TTY của Thành Phố 503-823-6868, Dịch Vụ Chuyển Tiếp: 711.