

# The Oregon POLICE

Spring 2010

# CHIEF



## Traffic Safety Issue

Red Light Enforcement ♦ Battle Against Impaired Driving ♦ Safe Travel

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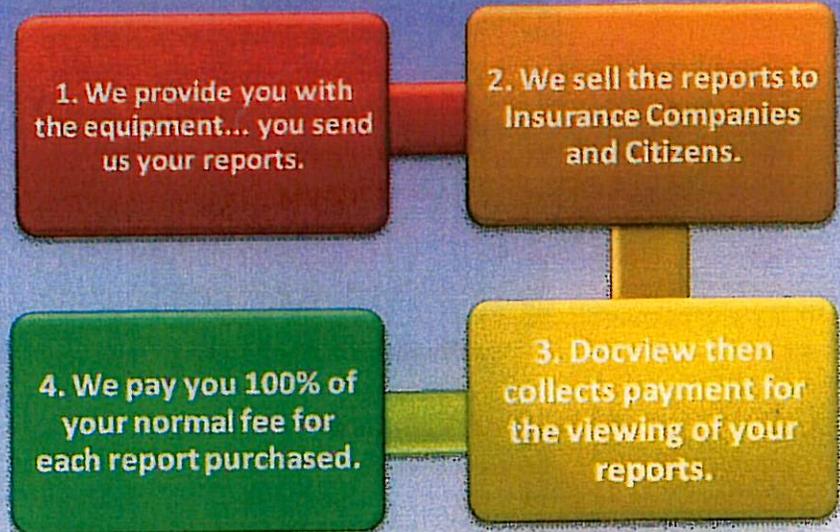
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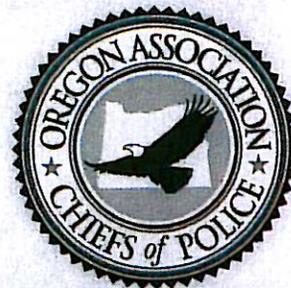


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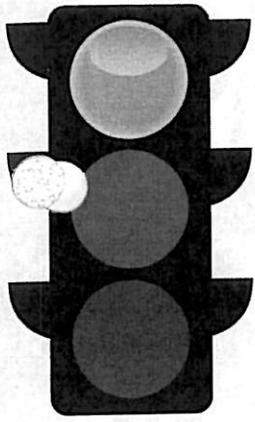
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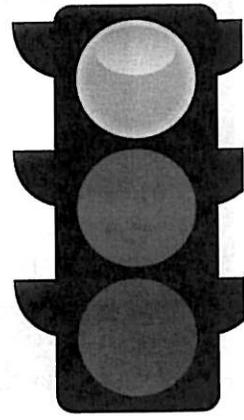
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**-Kevin I. Campbell Executive Director OACP**



# PHOTO RED LIGHT ENFORCEMENT



## A Newberg Success Story

By Lieutenant Chris Bolek

### *Newberg-Dundee Police Department*

Implementation of photo red light in Newberg is the culmination of work begun in 2003 by then Chief of Police Robert I Tardiff and Deputy Chief Brian Casey. In 2005, the State Legislature authorized the use of Photo Red Light in cities with a population of 30,000 or more and the City of Newberg. When Chief Tardiff retired in 2007, Chief Brian Casey continued to support photo red light legislation throughout the state, testifying at legislative hearings and encouraging law makers to recognize the public benefit of this tool. Due to the work of many, the Legislature in 2007 changed the law to allow any city in the state to use Photo Red Light enforcement.

The use of Photo Red Light still has its skeptics, mostly attributed to the concept of "Big Brother". This, and other concerns are belied by carefully targeting the intersections in which photo red light is used, carefully applying its enforcement, and, finally, maintaining a public awareness of the use of the system.

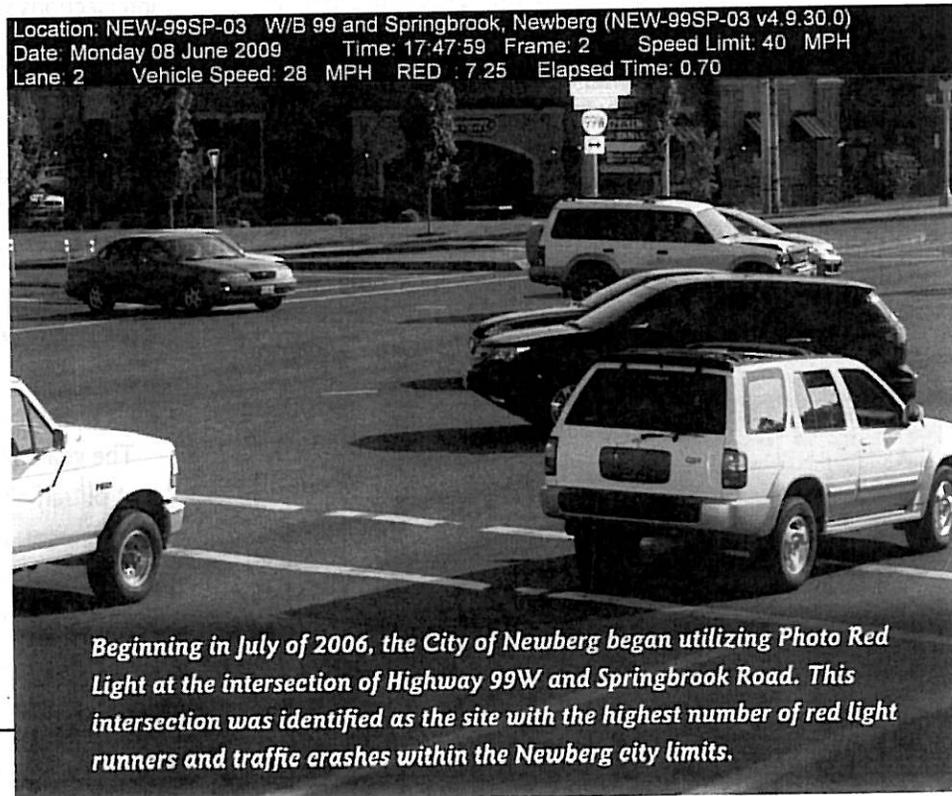
### Public Awareness Campaign a Key

Part of any successful traffic enforcement project involves a strategic public awareness campaign that alert the public regarding where targeted enforcement will be done and what violation(s) are going to be enforced. The Legislature requires that a public information campaign be conducted in any city where photo red light is used prior to its implementation. Newberg posts signs at each of its entrances to the City, as well as at the intersection of Highway 99W and Springbrook Road that read, "Red Light

Photo Enforced". As a result of signage and public awareness efforts, local residents and frequent commuters through the City of Newberg are well aware of photo enforcement at this intersection and local violations are reduced. However, while the number of local violators has gone down, the total number of red light violation citations has gone up so far in 2009 to 523 over the total number of 464 issued in 2008.

### Photo red light as a targeted traffic safety tool

Targeted placement of red light cameras is integral to the program's success. Some of the criteria that must be considered are the number of anticipated violations that occur, the potential for crash reductions, and the ability to effectively and safely enforce violations at the intersections through traditional traffic enforcement techniques. Traffic engineers design intersections to make the maximum use of land for right-of-way and to make intersections operate as efficiently



Location: NEW-99SP-03 W/B 99 and Springbrook, Newberg (NEW-99SP-03 v4.9.30.0)  
Date: Monday 08 June 2009 Time: 17:47:59 Frame: 2 Speed Limit: 40 MPH  
Lane: 2 Vehicle Speed: 28 MPH RED : 7.25 Elapsed Time: 0.70

*Beginning in July of 2006, the City of Newberg began utilizing Photo Red Light at the intersection of Highway 99W and Springbrook Road. This intersection was identified as the site with the highest number of red light runners and traffic crashes within the Newberg city limits.*



as possible. Roadways run from curb to curb, and adjacent to the roadways are sidewalks or bike paths. This then creates situations that make it often times impossible to safely observe and then stop a red light runner. For the motorists who do not voluntarily comply with the warnings as hoped for, the use of Photo Red Light provides the

ability for effective and safe enforcement of the law.

Comparing the number of crashes at this intersection enhanced with photo red light for the two years prior to 2006 and the two years after, Newberg's crash data show a reduction of approximately 17% in the number of crashes at this location. At the same time, however, there was just over a 4% increase in the number of vehicles travelling through that intersection during that same time period.

## System integrity essential for public confidence

The use of fair and reasonable criteria as well as prudent discretion in the issuance of a photo red light citation is absolutely required.

It is incumbent upon the City to ensure that the activation settings of the photo red light system are both reasonable and fair. For example, in Newberg, a violation only gets photographed when the traffic light has turned red by the time the violator has approached the intersection, passes the sensors prior to the crosswalk and then proceeds into the intersection. The violation is not photographed if the traffic light turns to red while the motorist is in the intersection.

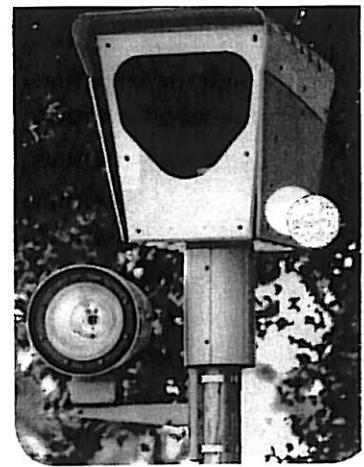
Violations are viewed by any one of the department's three traffic safety officers. The officer does not assign the photograph as a citation unless the person is clearly travelling through the intersection on a red light. For example, no citation is issued if a person happens to roll past the crosswalk

but then stops, or inadvertently begins to go when his / her light is still red when the adjacent turn



lane traffic light goes to green, as does happen due to human nature. Even though the violation may be photographed, the officer will not assign the photo for a violation citation.

There are times when and for varying reasons the photograph of the violator is unclear so a citation is not issued. Furthermore, the system is programmed to not photograph turns made against a red light, as this is an otherwise lawful turn as long as it is done so safely.



## Additional features make photo red light a "value added" tool

Another invaluable feature of the photo red light system is the recording of the date, time, location, direction and speed of the violating vehicle. It also provides the length of time the light had been red prior to the vehicle's entry into the intersection. This information has been extremely useful in determining fault. The device not only provides still photos of violations and crashes when they occur, but also a video clip of the violation and crash. This provides the ability for the court to make clear judgments.

The City of Newberg has considered other intersections within the city limits for the placement of a photo red light system. However, based on the criteria of a high public safety hazard and / or an enforcement challenge, we have opted not to place additional photo red light systems at other intersections within Newberg.

With the January 2010 implementation of the new law prohibiting cell phone use while driving, this is a good time to remind motorists and our officers of the dangers associated with these activities while driving. Even though the new law will allow law enforcement officers to use hand held communication devices while driving during the course of our duties, we will encourage our officers to park before using a cell phone when it is possible to do so. Cell phones are a significant factor in driver distraction and can contribute to the problem of red light running.

The goal of the Newberg-Dundee Police Department is that of traffic safety and compliance through education, enforcement, tools and programs that promote safety. The implementation and use of photo red light has created a safer environment for the citizens of Newberg and the motoring public as a whole.

## The Dangers of Traditional Traffic Enforcement at Red Light Intersections

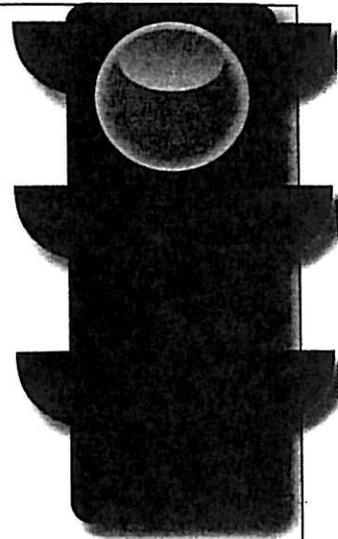
At intersections, observation of red light violations by law enforcement officers is difficult and pursuit of violators can put motorists, pedestrians and officers at risk. Utilizing police vehicles to enforce red light violations at intersections is not ideal because:

Traffic engineers design intersections to maximize use of right of way and to facilitate the smooth flow of traffic. They don't design intersections with traffic enforcement in mind. As a result, it is difficult and sometimes impossible for an officer to find a location to safely park and observe the intersection.

When an officer observes a red light violation, there is no safe or effective way to stop a violator without following them through the red light. This compounds the potential risk to other motorists and pedestrians who are using an intersection and puts the officer at risk as well.

Use of multiple police vehicles to enforce traffic laws at intersections (where one officer observes a violation and "calls ahead" to an officer beyond the light to make the stop) creates interruptions to traffic flow and constitutes a costly and ineffective use of limited police resources that could be better utilized for responding to calls for service.

Carefully targeted tools like photo red light help address the difficult nature of enforcement challenges at intersections, provide enforcement coverage 24 hours a day, 7 days a week and free officer time to respond to other pressing public concerns.



## PHOTO RADAR 2009 ODOT EXECUTIVE SUMMARY

ORS 810.438 specifies the use and reporting requirements for municipal Photo Radar Programs in operation. The law allows the cities of Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland and Tigard to operate photo radar. In addition to individual cities reporting directly, it requires the Oregon Department of Transportation to review all submitted reports and provide an executive summary by March 1 of each regular session of the Legislative Assembly, focusing on the process and outcome evaluations for cities using Photo Radar programs in Oregon.

The cities of Beaverton, Medford and Portland operate both Photo Red Light and Photo Radar Programs. The cities of Albany, Newberg and Salem only operate a Photo Red Light Program. Photo radar and photo red light both use technology to enforce traffic laws. A photo radar program uses a camera to capture the license plate of speeding vehicles. The camera and a radar are mounted to a marked police vehicle that measures the speed of vehicles. Photo red light uses a camera mounted to a signal to monitor and capture the license plate number of a vehicle running a red light. In both cases, a ticket is mailed to the registered owner of the vehicle. The owner has the opportunity to respond to the ticket claiming innocence through a "certificate of innocence" or "certificate of nonliability."

This executive summary of the cities' reports was prepared by ODOT as required under ORS 810.438. It summarizes the cities' evaluations of their Photo Radar programs. Copies of the cities' reports will be submitted to the Legislative Assembly directly from each city as required under statute. This report previously provided Photo Red Light information however that piece was removed in 2007 as it was deemed redundant to what the cities are already providing to the Legislature directly.

### PROCESS AND OUTCOME EVALUATION – Photo Radar Programs

#### The Effects of the Using Cameras on Traffic Safety

**Beaverton** reports that it added a second Photo Radar van in 2004. The program has been very successful in reducing speeds in Beaverton neighborhoods. Beaverton is in its 14<sup>th</sup> year of operation and is still seeing reductions in average speeds where photo radar is in use. Unfortunately, 71% of the violators are not residents of the city (similar to the issues experienced with the Photo Red Light Program). Local media and outreach efforts encouraging drivers to slow down, avoid tickets, and drive safely target residents of the city. The campaigns have been effective in correcting driver behavior in areas where photo radar is used.

**Medford** reports that they are currently operating two photo radar vans within the city. Additionally, they report that overall crashes are down as compared to 2007. There is a deterrent effect noted after placing the vans in specific problem areas. In many cases, after deployment, the citizen complaints of speeding and crashes decreased.

**Portland** has been operating a photo radar van since it was allowed by the 1995 legislature. Speeding drivers represent nearly half of the fatal and serious injury crashes in the City of Portland. Based on the daily traffic in and around the city and the small number of photo radar vans available, there is no way to make a statistical connection between the vans used and crash reductions that are speed-related. When used in areas that have a demonstrated traffic problem

(such as school zones), a visible reduction in average travel speeds is noted. In areas where photo radar is used, violation numbers have decreased and the severity of crash-related injuries have also decreased. When comparing 2008 with 2007, 5.3% fewer citations were issued even though the number of photo radar monitoring hours increased. This shows a positive measure of success.

### **Degree of Public Acceptance**

**Beaverton** reports that 67-80% of its citizens support the Photo Radar program. The city's challenge is to reach those who do not reside but travel through the city regularly as 71% of those cited using Photo Radar do not live in the city. Beaverton reports that 22% of citations are dismissed through the certificate of innocence filing.

**Medford** reports that citizen acceptance of Photo Radar programs has grown since its inception in 2002. Citizens believe photo radar is operating in a very fair, open manner. More than 10% of citations are dismissed through the certificate of innocence filing. The city has received very few complaints regarding the program.

**Portland** has conducted several public opinion surveys over the years and all have indicated strong public support. Portland Police Chief Rosie Sizer convened several community meetings across Portland recently where police programs were rated and Photo Radar again received a favorable rating.

### **Administration Process for the use of Photo Radar**

Each city follows different administration process to operate its photo radar units. Processes for each city are detailed in the individual city reports.

**Beaverton:** The administrative process is contained on pages 6-7 of Beaverton's Photo Radar report.

**Medford:** The administrative process is contained on page 3 of Medford's Photo Radar report.

**Portland:** The administrative process is contained on pages 6-7 of Portland's Photo Radar report.

### **Summary:**

It appears from these reports and various conversations with each city that they are following the law as written and implementing legislative direction received during hearings for the operation of Photo Radar programs.

The Photo Radar program has been in operation in Oregon for 14 years. It appears to have a positive impact on reducing average speeds within the communities in which it is used. With high public acceptance and safety benefits of reduced speeds in school zones, residential and other roadways, photo radar appears to be making a positive impact to safety in the communities in which it is used.

Because of the limited number of photo radar vans in operation, it is impossible to make a direct correlation between crash reduction and the use of the systems. Unlike photo red light cameras which are 24/7 monitoring operations, photo radar vans are moved to different locations within a jurisdiction and not allowed to be in any location more than four hours. Moving the photo radar vans is necessary so that drivers don't get used to the locations of the vans and adjust their speeds as they approach them. However, moving the vans frequently makes it difficult to identify speed and crash reductions over a long-term time-frame.

## **PHOTO ENFORCEMENT INFO**

### **Background**

Speeding is one of the most frequent complaints to city officials in Portland and Beaverton. In 1995, Portland residents alone lodged more than 700 speeding complaints with the Portland Bureau of Traffic Management and Police Traffic Division. Speeding in neighborhoods and school zones compromises the livability and safety of neighborhoods. It makes playing outdoors hazardous to children, it increases background noise due to vehicles, and it makes walking, bicycling, and driving dangerous for all.

### **Program Goals and Objectives**

The photo radar demonstration project, which began in January 1996, tested photo radar's effectiveness as a speed enforcement tool. The four primary objectives of the demonstration project were to:

1. Evaluate public acceptance of photo radar as a speed enforcement tool;
2. Determine if photo radar effectively controls speed on residential streets and in school zones;
3. Evaluate the administrative process, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program;
4. Suggest design or planning changes that might reduce traffic congestion on residential streets or use of such streets as thoroughfares.
5. Portland and Beaverton strictly adhered to the requirements of the legislation. A project team representing government and residents created a unified set of policies and procedures that reinforced the projects' legislative requirements. The Cities also took steps to make drivers aware that photo radar is one tool police use to enforce speed laws including an extensive public information campaign in December 1995 and January 1996.

### **Photo Radar Technology and Citation Processing**

Photo radar consists of a narrow beam, low powered Doppler radar antenna aimed across the road, a high speed traffic camera and flash unit, and a computer that records the date, time, speed and location of the violation. The system is mounted in a police vehicle that may move to any school zone or neighborhood with a speed related problem. A reader board in the back window of the police unit displays the vehicle's speed to the driver.

The officer operating the equipment evaluates each location to determine the appropriate speed threshold at which to issue citations. In determining this threshold, officers consider posted speed, weather, time of day, and normal speed patterns. The camera photographs all vehicles exceeding this threshold. The officer does not operate photo radar for more than four hours a day in any one location.

The Cities lease the photo radar vehicles and equipment from a private vendor, who is also responsible for processing the film, identifying the registered owners from Motor Vehicle Services (DMV), and printing citations for signature by the officer who witnessed the violation. Citations are mailed within six business days of the violation and the citation recipient has 30 days to respond. Photographs are not mailed with the citation.

A person receiving a citation has three options: pay the fine, request and attend a court trial, or complete a certificate of innocence. The registered owner may submit a certificate of innocence with a copy of his or her drivers license only if he or she was not the driver at the time of the violation. Once the registered owner submits a certificate of innocence, the court dismisses the citation.

**Photo Radar: Demonstration Project Evaluation** Portland and Beaverton received authority from the 1995 Oregon State Legislature to conduct a two-year test of photo radar.

**Q: Why do we need photo radar?**

A: The number one traffic complaint among neighborhood residents is speeding. Why are residents so concerned? Because speeding cars threaten the safety of our children and compromise the livability of our neighborhoods.

**Q: What is photo radar?**

A: Photo radar is simply another way to enforce speed laws. It is operated from a marked police van by a trained Police Officer. Photo radar combines a camera, radar and a reader board that displays the speed of each passing vehicle. If a speeding car is detected, a picture is taken of the driver and license plate. The registered owner of the speeding vehicle then receives a ticket in the mail. The camera can take two photos every second. Cars traveling with the flow of traffic are not singled out.

**Q: Where will photo radar be used?**

A: By law, photo radar can be used on any street or roadway within the City that has a demonstrated history of the negative impact of speeding.

**Q: What do I do if I get a ticket?**

A: A photo radar ticket is not different from any other speeding ticket. You can pay the fine or appear in court. Your options are listed in the letter you receive with your photo radar citation. Your options are also listed on the back of your citation.

**Q: What if I was not driving my car?**

A: If you are the registered owner of the car, and someone else was driving your car, you are required to fill out a Certificate of Innocence and mail it along with a legible photocopy of the front and back your driver's license in the envelope provided. The ticket will be dismissed if all required information is provided on the Certificate of Innocence. However, if driver's license photo matches violation photo, citation will be re-issued.

**Q: What if the citation is issued to my business or public agency?**

A: Oregon Law authorizes the citation issued to your business or public agency to be dismissed if you complete the Affidavit of Non-Liability identifying the driver.

**Q: Is this just another way for the Government to make money?**

A: No. All of the money received from the tickets is used to pay for the photo radar program.

**Q: If I have a question about speeding or photo radar, who do I call?**

A: Photo Radar questions will be answered by City of Portland personnel at 503-823-2226.

**Q: What if I have questions regarding my court date and/or payments?**

A: Read the back of the citation, then if you still have questions, call the Circuit Court:

Portland 503-988-3233

Gresham 503-988-3199

Then dial zero (0) for operator.

**Q: How soon can I make an appointment to view my photograph?**

A: Appointments are typically scheduled two weeks from the date of your request, call the 1-800-799-7082 number from the cover letter to schedule an appointment.

**Q: What do I do if the photo is not clear?**

A: The black and white photo on your letter is a digital reproduction of the color photo taken of your vehicle. If you would like to view the original photograph or get more information, call 1-800-799-7082 to schedule an appointment.

**Photo Radar: Demonstration Project Evaluation**

**Photo Radar: Demonstration Project Evaluation**

**Executive Summary**

**Cities of Beaverton and Portland, Oregon**

**January 1997**

**Introduction**

Portland and Beaverton (the "Cities") received authority from the 1995 Oregon State Legislature to conduct a two-year test of photo radar. Photo radar is a speed enforcement tool operated by trained police officers in a marked police vehicle. When radar detects a speeding vehicle, a camera takes a photograph of the driver and license plate, and a reader board displays the vehicle's speed to the driver. A citation is then mailed to the registered owner of the vehicle.

Senate Bill 382 requires the Cities to present an evaluation of photo radar to the Oregon Department of Transportation for presentation to the 1997 Legislative Assembly. To respond to this request, the Cities examined photo radar's public acceptance, its impact on traffic safety, and its implementation procedures. The Cities' findings from the first nine months of operations are presented in this evaluation. The full demonstration project runs through December 31, 1997.

**Background**

Speeding is one of the most frequent complaints to city officials in Portland and Beaverton. In 1995, Portland residents alone lodged more than 700 speeding complaints with the Portland Bureau of Traffic Management and Police Traffic Division. Speeding in neighborhoods and school zones compromises the livability and safety of neighborhoods. It makes playing outdoors hazardous to children, it increases background noise due to vehicles, and it makes walking, bicycling, and driving dangerous for all.

Unfortunately, both Cities lack sufficient resources to adequately enforce speed laws.

For example, in Portland at any one time, the city has only four to six officers on duty to provide traffic enforcement and investigate accidents on over 1,700 miles of streets. To encourage drivers to slow down, Portland and Beaverton supplemented traditional police enforcement with educational programs such as "speed watch," and engineering solutions such as speed bumps.

To further improve traffic safety and neighborhood livability, Portland neighborhood activists developed the Reclaiming Our Streets (ROS) Community Action Plan in 1993. One primary goal of the plan is to, "reduce traffic speeds and volumes on neighborhood streets to make them safer for pedestrians, bicyclists, and residents, with special regard for children." In the ROS Plan, residents identified photo radar as a possible solution to speeding in neighborhoods and school zones. The ROS Implementation Team, appointed by the City Council to follow up on the Community Action Plan, played the lead role in advocating for photo radar legislation.

### **Program Goals & Objectives**

Consistent with the desires of its citizen supporters, the goal of the Cities' photo radar program is to slow speeding motorists in neighborhoods and school zones thereby diminishing the frequency and severity of collisions and contributing to neighborhood livability and safety. The expectation is that if the risk of being ticketed increases through the use of photo radar, motorists will slow down to avoid being ticketed.

The photo radar demonstration project, which began in January 1996, tests photo radar's effectiveness as a speed enforcement tool. The four main objectives of the demonstration project are to:

- Evaluate public acceptance of photo radar as a speed enforcement tool;
- Determine if photo radar effectively controls speed on residential streets and in school zones;
- Evaluate the administrative process, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program; and,
- Suggest design or planning changes that might reduce traffic congestion on residential streets or use of such streets as thoroughfares. Appendix B of the Photo Radar Evaluation Report addresses this issue.

Portland and Beaverton strictly adhered to the requirements of the legislation. A project team representing government and residents created a unified set of policies and procedures, attached as Appendix D, that reinforce the project's legislative requirements. The Cities also took steps to make drivers aware that photo radar is one tool police use to enforce speed laws including an extensive public information campaign in December 1995 and January 1996.

### **Photo Radar Technology & Citation Processing**

Photo radar consists of a narrow-beam, low-powered Doppler radar antenna aimed across the road, a high-speed traffic camera and flash unit, and a computer that records the date, time, speed and location of the violation. The system is mounted in a police vehicle that may move to any school zone or neighborhood with a speed-related problem. A reader board in the back window of the police unit displays the

vehicle's speed to the driver.

The officer operating the equipment evaluates each location to determine the appropriate speed threshold at which to issue citations. In determining this threshold, officers consider posted speed, weather, time of day, and normal speed patterns. The camera photographs all vehicles exceeding this threshold. The officer does not operate photo radar for more than four hours a day in any one location.

The Cities lease the photo radar vehicles and equipment from a private vendor, who is also responsible for processing the film, identifying the registered owners from Driver and Motor Vehicle Services (DMV), and printing citations for signature by the officer who witnessed the violation. Citations are mailed within six business days of the violation and the citation recipient has 30 days to respond. Photographs are not mailed with the citation.

A person receiving a citation has three options: pay the fine, request and attend a court trial, or complete a certificate of innocence. The registered owner may submit a certificate of innocence with a copy of his or her driver's license only if he or she was not the driver at the time of the violation. Once the registered owner submits a certificate of innocence, the court dismisses the citation.

## The Evaluation

### PUBLIC ACCEPTANCE

Awareness and approval of photo radar increased in both Cities according to public opinion surveys conducted in September 1995 and again in September 1996.

See Table 1.

	Beaverton Sept 1995	Beaverton Sept 1996	Beaverton % change
Awareness of photo radar as a police speed enforcement tool	28%	85%	+60%
Approval for photo radar use in school zones	81%	88%	+7%
Approval for photo radar use in neighborhoods	68%	78%	+10%

	Portland Sept 1995	Portland Sept 1996	Portland % change
Awareness of photo radar as a police speed enforcement tool	42%	88%	+46%
Approval for photo radar use in school zones	82%	89%	+7%

Approval for photo radar use in neighborhoods	69%	74%	+5%
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Residents also expressed support for photo radar use in other areas not authorized under the current photo radar statute, including construction zones, business zones, and any city street. In addition, eighty percent of respondents in both Cities supported issuing citations to businesses. Business and public agencies do not register their cars as individual drivers and therefore under the photo radar statute only receive warning letters. Finally, 58 percent of the individuals calling the photo radar hotline-established to respond to residents' questions and concerns-expressed support for photo radar, 33 percent did not express support or opposition and only 9 percent expressed opposition to the program.

### **BEAVERTON TRAFFIC SAFETY STUDY**

Beaverton conducted two traffic safety studies to determine the effectiveness of photo radar in reducing speeds. In the first study, engineers collected speed data on select streets in October 1995 before photo radar deployment, and compared it to speed data collected in February 1996 on the same streets some with and some without photo radar deployment. February results showed that:

- The percentage of vehicles exceeding 30 mph (more than five mph over the posted speed limit) declined by 28 percent on streets with photo radar and increased by 16 percent on the streets without photo radar; and,
- Average speeds decreased on the streets with photo radar by 1.6 percent and increased by 2.7 percent on the streets without photo radar.

In the second study conducted in April 1996, Beaverton engineers collected speed data on streets using photo radar and from the other streets using no photo radar on the same day. The engineers collected the speed data from the same streets one week later when photo radar was not deployed on any of the streets. The study results showed that photo radar reduced speeds in the first and second weeks:

- Thirty-nine percent fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week one. Forty-five percent fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week two.
- Average speeds on the streets with photo radar were 4.6 percent lower than on streets without photo radar in week one and 5.4 percent lower in week two.

### **PORTLAND TRAFFIC SAFETY STUDY**

Portland's traffic safety study compared data collected from June to September on streets that received intensive photo radar enforcement with data collected on streets with no photo radar enforcement. The study showed:

- The percentage of vehicles exceeding the posted speed limit by more than 10

- 12 percent on the streets without photo radar; and,
- Average speeds dropped by 2.0 mph on the streets with photo radar and increased by 0.2 mph on the streets without photo radar.
- Portland's study also compared data collected from June to September on streets that received intensive photo radar enforcement with data collected on streets where photo radar deployment was discontinued as of June 1. The study showed:
  - The percentage of vehicles exceeding the posted speed limit by more than 10 mph averaged 8.9 percent lower on streets with photo radar than on the streets where photo radar was discontinued; and,
  - Eighty-fifth percentile speeds averaged 1.8 mph lower on streets with photo radar compared to streets where photo radar was discontinued.

Neither city was able to evaluate photo radar's effect on reducing collisions because collision statistics for the demonstration period are not yet available.

## ADMINISTRATIVE PROCESS

The administrative process includes citation issuance, delivery, payment and adjudication, the impact on court and police processes, and fiscal impact.

### Citation Issuance

Speeders are issued citations following a multi-step process that ensures that the violation photograph, the violation data, and the ownership information are as accurate as possible. If any of this evidence and information do not meet stringent quality control standards, citations are not issued. Approximately 50-55% of violations observed resulted in actual citations or warning letters during the demonstration period. Photo radar citations now account for 25 percent of the total moving violation citations issued by the Portland Police Bureau and 75 percent of the total moving violation citations issued by the Beaverton Police Department. However, the issue rate for Portland and Beaverton is lower than originally anticipated for a variety of reasons, some within the Cities control, and some outside their control. Tables 2 and 3 summarize the statistics for the first nine months of the photo radar program.

**TABLE 2 Summary of Violations and Citations, Beaverton**

	BEAVERTON	BEAVERTON
Februaryâ€”September 1996*	Number	Percent of Total Violations
Hours of Operation	1,055	n/a
Locations Visited	150	n/a
Violations Witnessed	12,461	100%
Citations and Warning Letters Issued	6,911	55%
Citations Issued	6,405	51%
Warning Letters Issued	506	4%

Average Violations Per Hour	13	n/a
Average Citations Per Hour	7	n/a

**TABLE 2 Summary of Violations and Citations, Portland**

	PORTLAND	PORTLAND
February-September 1996*	Number	Percent of Total Violations
Hours of Operation	1,022	n/a
Locations Visited	250	n/a
Violations Witnessed	19,385	100%
Citations and Warning Letters Issued	9,752	50%
Citations Issued	8,966	46%
Warning Letters Issued	786	4%
Average Violations Per Hour	22	n/a
Average Citations Per Hour	11	n/a

\* The Cities issued warning letters in January 1996 the first month of the program.

**TABLE 3 Non-issued Citations, Beaverton**

	BEAVERTON	BEAVERTON
Reason for Non-issue	Number	Percent of Total Violations
Driver or license plate not identifiable from the photo*	2,963	23.7%
Citation could not be issued within 6 business days**	1,213	9.7%
Driver information from DMV does not match photo	517	4.2%
No DMV information	374	3%
Other***	483	3.9%
Total	5,550	44.5%

**TABLE 3 Non-issued Citations, Portland**

	PORTLAND	PORTLAND
Reason for Non-issue	Number	Percent of Total Violations
Driver or license plate not identifiable from the photo*	4,778	24.7%

Citation could not be issued within 6 business days**	1,756	9.1%
Driver information from DMV does not match photo	1,061	5.4%
No DMV information	940	4.8%
Other***	1,098	5.7%
Total	9,633	49.7%

- \* The most common reasons are dark interior, windshield glare and obstructed license plate.
- \*\* The photo radar statute mandates that citations be delivered in 6 business days. Impediments to meeting this deadline include inability to obtain ownership information from DMV due to computer problems, availability of officers to sign citations, and any processing equipment malfunction.
- \*\*\* These include film problems and test photos, operator error, and emergency vehicles.

### Citation Delivery, Payment & Adjudication

Most people who received a citation paid it. Average payment was \$71 in Beaverton and \$66 in Portland. Registered owners who submitted a certificate of innocence correctly completed the form 98 percent of the time, though 13 percent did not include a copy of the front of their drivers' license. In addition, at least 9 percent of registered owners submitting certificates of innocence falsely represented themselves. Table 4 summarize the manner in which citations recipients resolved their citations.

**TABLE 4 Manner In Which Citation Recipients Resolved Their Citations**

	BEAVERTON	PORTLAND
Returned Mail	4%	2%
Failure to Respond	5%	6%
Court	3%	2%
Certificate of Innocence	14%	16%
Payment	74%	74%

### Court Trials

Three percent of the citation recipients in Beaverton and 2 percent in Portland requested a court trial. The photographic evidence supported by police testimony has resulted in high conviction rates in the courtroom. No one has appealed a case and neither Cities' court has received a serious legal challenge to photo radar use.

## **Affect on Police and Court Operations**

While photo radar gave police a flexible new tool, it also created new challenges, including scheduling conflicts, increased court time, and tedium. Photo radar also increased citation volume, data entry, and processing requirements on the courts. Both the police and the courts have successfully addressed these challenges.

## **Fiscal Impact**

Fiscally, photo radar is presently not generating significant revenue for the Cities, though it does generate revenue for the state and county general funds. From February to September the City of Beaverton realized \$61,929 in net revenue, not including court and police officer costs. The City of Portland has subsidized the Portland photo radar program with \$58,000 through September 1996, not including police officer costs. The fact that Beaverton uses a municipal court and Portland uses a district court is the primary reason for this revenue difference.

## **Conclusions**

### **Photo radar is a highly efficient speed enforcement tool**

- **Photo radar is a highly efficient speed enforcement tool.** Photo radar operation is accurate and easy to use. Photo radar allows police to better deploy limited resources to respond to community demands and complaints. It gives officers a safe, accurate way to enforce speed laws. It allows officers to ticket speeders in a nondiscriminatory way and provides substantial evidence that strengthens officer court testimony. Photo radar also increases the number of citations an individual officer can issue, thus expanding the enforcement presence of each officer using photo radar.

### **The public strongly supports photo radar**

- **Public support for photo radar is high.** The public opinion surveys and hotline results clearly show that people are aware that the police use photo radar in their speed enforcement efforts and the public supports that use.
- **Photo radar is an effective community policing tool.** Photo radar addresses residential concerns about speeding at many locations in neighborhoods and school zones. Officers that operate photo radar have received tremendous positive response from the neighborhoods they visited.

### **Photo radar helps reduce both average speeds and excessive speeding**

- **Police using photo radar reduce speeds in neighborhoods.** Both Cities' traffic safety studies document that speeds decreased on streets with photo radar and increased on streets without photo radar. Photo radar slows down the fastest drivers, who cause the most damage in a crash, by lowering the percentage of vehicles significantly exceeding the speed limit.
- **Photo radar continues to slow drivers at least one week after deployment.** Beaverton's traffic safety study shows that photo radar continues to slow speeders for at least a week after its deployment at a location.

- **Intensive photo radar deployment is most effective.** Intensive photo radar deployment regularly reminds motorists to slow down. Portland's study showed that the more visibly police use photo radar, the greater its effect on reducing speeds.

### **Photo radar expanded traffic enforcement**

- **Photo radar increases an officer's ability to issue citations.** During the evaluation period officers in residential areas and in school zones issued two to three times as many citations with photo radar as with traditional radar enforcement.
- **Officers issued citations for over half the violations they observed.** A variety of reasons prevented the issuance of citations, many of which the Cities cannot control including obstructed view of driver, lack of license plate, lack of DMV information on file and DMV computer problems. The Cities have identified the areas in which they can improve issue rates, and they have and will continue to implement processes to do so. These include improved officer scheduling in order to sign citations in a timely manner, identification of sites and times of day where lighting affects photographic quality, and officer training.

### **Both Cities effectively developed and managed the administration of the photo radar program**

- **The Cities delivered the citations to the correct registered owner.** The majority of registered owners receiving citations were in fact the driver of the vehicle at the time of the violation. When the registered owner was not the driver, they completed and returned the certificate of innocence form with minimal problems.
- **Some people are falsely submitting a certificate of innocence when in actuality they were the drivers at the time of the violation.** Under the current photo radar statute, the Cities do not have any legal authority to hold these people responsible for the citation.
- **Most citation recipients are paying the citations.** Only a few citation recipients are requesting a court trial.
- **Photo radar is not a revenue generator for the Cities.** Given the fines levied, the revenue sharing requirements and levels of use, neither city completely covered the costs of the program with the photo radar fine revenue.

## **Recommendations**

### **Overall Recommendations**

- **Continue to use photo radar in the Cities of Portland and Beaverton.** Photo radar is an effective means to influence driver behavior and slow speeding traffic. (Would require legislative action.)
- **Expand the program within Portland and Beaverton.** Currently Portland and Beaverton each operate only one photo radar vehicle. More photo radar vehicles will expand police enforcement presence, increase photo radar's visibility, and reduce speeding.

- **Consider allowing other jurisdictions to use photo radar.** Photo radar is an effective speed enforcement tool and its use in other jurisdictions should be considered. (Would require legislative action.)

### **Public Acceptance Recommendations**

- **Continue to inform and educate the public about photo radar.** High public acceptance of photo radar is due to public awareness of how and why the police are using photo radar. The Cities should continue to relay this message as part of their educational strategy to encourage drivers to slow down.
- **Continue to include residents in the program.** Resident involvement played a vital role in getting and championing the program. Continue to actively involve residents in the development of the photo radar program.
- **Issue citations to businesses and public agencies.** Residents expressed considerable support for treating businesses and public agencies the same as individuals. Issuing citations instead of warning letters to business and public agencies will make the program more equitable. (Would require legislative action.)

### **Traffic Safety Recommendations**

- **Allow photo radar on streets with more accidents.** Portland's traffic study recommended using photo radar on streets with more accidents which are usually higher volume streets. Photo radar use on higher volume streets will expose more motorists to photo radar and increase its effectiveness. By reducing speeding on high volume streets, the number and severity of accidents can be expected to decline. (Would require legislative action.)
- **Increase deployment effectiveness by determining how long photo radar should be in one location for maximum benefit.** Neither Cities' study determined the appropriate length of time photo radar needed to be deployed in a given location to achieve maximum behavior modification. This information would allow police to better target deployment and maximize their effectiveness.

### **Administrative Recommendations**

- **Allow the Cities to enforce a consequence against individuals who falsely represents themselves on the certificate of innocence.** Most individuals truthfully complete a certificate of innocence. However, those who falsely represent themselves on the certificate of innocence cannot be held responsible for the citation. This means there is nothing to encourage individuals to be truthful. (Would require legislative action.)

Red light running is one of the most serious traffic problems facing Beaverton residents today. Nationwide, red light running is considered one of the most dangerous behaviors on U.S. roadways. In 2004, more than 900 people were killed and an estimated 168,000 were injured in crashes that involved red light running.

Public acceptance of photo red light enforcement is exceptionally high in the City of Beaverton. Residents consistently favor photo red light enforcement. On average,

three out of four Beaverton residents favor photo red light enforcement. Beaverton residents have expressed their continued strong support for photo red light enforcement on repeated citizen surveys.

## **Background**

### **The Red Light Running Problem**

Red light running is one of the most serious traffic problems facing Beaverton residents today. Nationwide, red light running is considered one of the most dangerous behaviors on U.S. roadways. In 2004, more than 900 people were killed and an estimated 168,000 were injured in crashes that involved red light running. About half of the deaths in red light running crashes are pedestrians and occupants in other vehicles who are hit by the red light runners. In a survey conducted in March 2001, red light running ranked as the greatest traffic concern of Beaverton residents. 85% of Beaverton residents responded that they were concerned about drivers not stopping for red lights in their neighborhood or city.

Red light running crashes tend to be among the most common and dangerous of crash types. An Institute (Insurance Institute for Highway Safety) study found that, compared with all other types of urban crashes, those involving signal violations are the most likely to cause injuries. Researchers reviewed police reports of crashes in four urban areas during 1990-1991, finding occupant injuries in 45 percent of the crashes involving red light running compared with 30 percent of other types of crashes. The study found that running red lights and other traffic controls is the most common cause of urban crashes.

### **City of Beaverton Experience Prior to Photo Red Light**

The problem of red light running was extremely prevalent in the City of Beaverton prior to the introduction of the photo red light program. In a three-year period from 1995-1997, City of Beaverton police officers issued 55.9% more citations for red light running than in the three-year period from 1992-1994. In 1999, Beaverton police officers spent three hours monitoring one intersection in Beaverton and issued 55 citations for Failure to Obey a Traffic Control Device. Injuries from red light running accidents increased 82% in Beaverton in the three-year period of 1997-1999 compared to 1994-1996. In public opinion survey after survey, Beaverton residents repeatedly named traffic congestion and more traffic control as the top two issues that needed City government response. A review of all of these statistics and more led the City's elected officials to initiate a Red Light Running Information Campaign.

### **Why Traditional Enforcement Doesn't Stop Red Light Runners**

Local governments lack sufficient resources to adequately enforce traffic signal laws without photo red light enforcement. The most obvious problem is that police officers cannot be everywhere at once. It is simply impossible for officers to continuously monitor an intersection with the uninterrupted focus of a photo red light camera. Another

important consideration is the potential danger associated with police officers following red light runners through heavily congested intersections. The pursuit of red light runners can pose a serious risk for motorists, pedestrians, and police officers. Finally assuming it was feasible to safely enforce an intersection, it would take at least three full-time officers to enforce an intersection for one shift, and this can't be maintained 24 hours a day, 7 days a week. Obviously the cost would exceed the City's opportunity to responsibly enforce one intersection using traditional methods. Photo red light enforcement is safer, more efficient and cost-effective than traditional methods of intersection enforcement.

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## **Public Information Campaign**

### **Beaverton's Red Light Running Public Information Campaign**

In an effort to reduce red light running in Beaverton, the City initiated a Red Light Running Public Information Campaign in 1999. The City was awarded a grant by the Oregon Department of Transportation (ODOT) for Fiscal Year 1999. The Chrysler Corporation and the National Highway Traffic Safety Administration (NHTSA) funded the grant with the City of Beaverton contributing additional funds as well. The Campaign was very successful in getting out the "RED MEANS STOP" message in Beaverton.

The Campaign produced many public information materials warning of the dangers associated with running red lights. Examples and a listing of the types of information produced are available below.

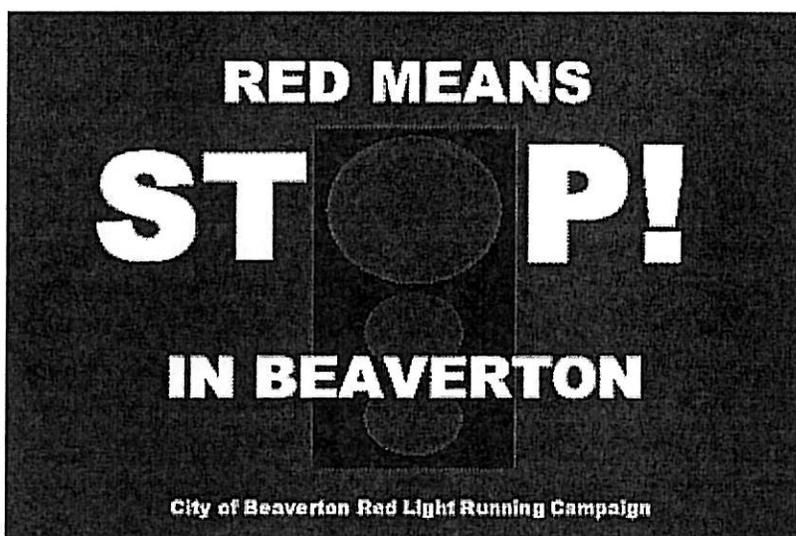
- **Public Service Announcements (PSA's)**—In December, 1998, the Campaign aired two different PSA's over a two-week period on Portland area television.
- **Direct Mailings/Informational Postcards**—The Campaign designed, produced and mailed out more than 180,000 informational postcards to Beaverton residents in four different mailings.
- **Informational Handouts**—The Campaign produced 5,000 flyers, 2,000 bumper stickers, 5,000 plastic cards, 1,000 balloons with the "RED MEANS STOP" message and contributed several articles to the City of Beaverton Your City Newsletter, delivered to all Beaverton households and businesses.
- **Street Signs**—The Campaign designed, produced and installed street signs encouraging motorists to stop for red lights. Over 140 signs were installed throughout the City of Beaverton.
- **Community Outreach**—The Campaign participated in a number of events; including the Taste of Beaverton, Mayor's Walking Town Meetings and the Beaverton Police Department's National Night Out to draw public attention to the campaign.
- **Targeted Enforcement**—The Campaign worked closely with the Beaverton Police Department in the development and implementation of red light targeted enforcement at various Beaverton intersections.

## Beaverton's Red Light Running Coalition

The Campaign also included the efforts of the Red Light Running Coalition which was formed to solicit recommendations to the City on the informational pieces that could be implemented to help inform citizens of the dangers associated with running red lights. The coalition consisted of Beaverton citizen volunteers, elected officials, police officers, community leaders, the Trauma Nurses Talk Tough organization and City staff. Beaverton's Red Light Running Coalition made several recommendations including the establishment of a red light photo enforcement pilot project in Beaverton.

## Examples of Red Light Running Campaign Materials

**Campaign Slogan:** Balloons, stickers, bumper stickers, postcards and many other materials produced by the City contain this image.



**Red Light Running Campaign Postcards:** Postcards were mailed to every Beaverton household.

### The Problem . . .

-  Over 50% of the traffic accidents investigated in Beaverton involve failure to obey a traffic control device.
-  Red light accidents have increased nearly 30% over the past three years in Beaverton
-  Red light injury accidents have increased nearly 90% over the past three years in Beaverton

### The Solution . . .

-  Next time you think about running a red light, stop and think again!
  -  By then it'll be green.
- "Keep our children and families safe"



RED LIGHT RUNNING CAMPAIGN  
 526-3456  
 CITY OF BEAVERTON  
 P.O. Box 4755  
 4755 S.W. Griffith Drive  
 Beaverton, OR 97005



Postal Patron Local

Which  
 red light  
 would you  
 rather stop for?



RED LIGHT RUNNING CAMPAIGN  
 526-3456  
 CITY OF BEAVERTON  
 P.O. Box 4755  
 4755 S.W. Griffith Drive  
 Beaverton, OR 97005



Postal Patron Local

55 citations for running  
 a red light issued  
 in 3 hours!

**WHAT:** A new law authorizes the City of Beaverton to implement Red Light Camera Enforcement where drivers who enter an intersection **AFTER** the light has turned red will be photographed and sent a citation in the mail.

**WHEN:** This is a two-year pilot project that will begin later this year.

**WHERE:** Beaverton intersections identified as having significant red light pollution and violation rates.

**WHY:** To keep our children and families safe by reducing the number and severity of red light collisions.

"RED MEANS STOP IN BEAVERTON"

**Red Light Running Campaign Street Signs:** Signs reminding drivers to drive safely through Beaverton were placed throughout Beaverton neighborhoods.

**ARE YOU A  
SAFE DRIVER?**



*Really?*

City of Beaverton Red Light Running Campaign

**COLLISIONS ARE  
PREVENTABLE**



*Really!*

City of Beaverton Red Light Running Campaign

**COLLISIONS ARE  
NOT ACCIDENTS**



*Really!*

City of Beaverton Red Light Running Campaign

**SAFE DRIVING  
EXPECTED**



*Really!*

City of Beaverton Red Light Running Campaign

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## Public Support/Program Goals

### Beaverton Residents Support Photo Red Light Enforcement

Public acceptance of photo red light enforcement is exceptionally high in the City of Beaverton. Residents consistently favor photo red light enforcement. **On average, three out of four Beaverton residents favor photo red light enforcement.** Beaverton residents have expressed their continued strong support for photo red light enforcement on repeated citizen surveys.

Percent of Beaverton Residents Who Favor Photo Red Light Enforcement						
March 1999	Sept 1999	June 2000	March 2001	June 2002	Nov 2002	December 2004
73%	75%	76%	77%	77%	75%	66%

### Beaverton's Photo Red Light Program Goals

1. To increase the safety and quality of life for our citizens by reducing the number of red light running incidents within the City of Beaverton.
2. To provide the citizens of Beaverton with a safe, efficient, and cost-effective solution to one of their most prevalent concerns, red light running, and to provide them with the solution they want, photo red light enforcement.
3. To continually educate the public to the dangers of red light running and to be sure citizens are aware of the City of Beaverton's photo red light enforcement program.
4. To increase the safety and quality of life for our citizens by reducing the number of accidents and associated injuries from red light violations.
5. To evaluate the effectiveness of the program, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program.

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## Intersections

### Beaverton Begins Oregon's First Photo Red Light Program

The City of Beaverton initiated the first photo red light program in the state of Oregon in January, 2001. Currently there are four active photo red light intersections within the City of Beaverton.

## Criteria for Intersection Selection

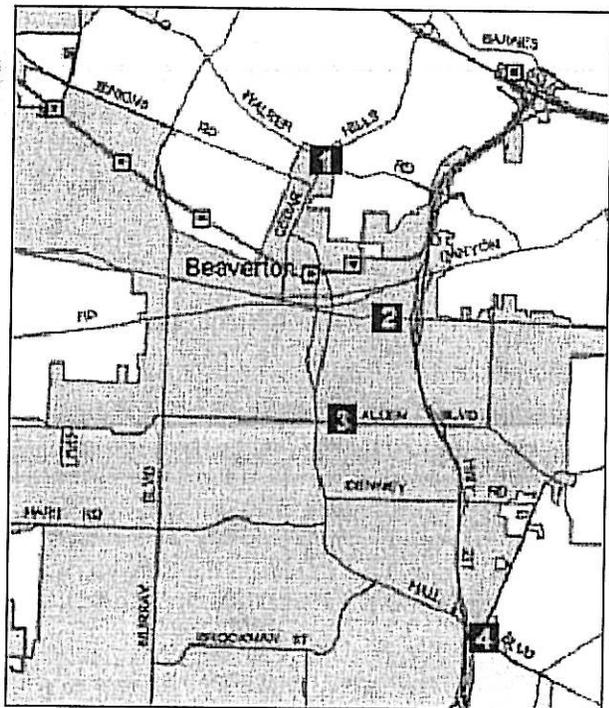
Beaverton traffic engineers along with the Beaverton Police Department recommended photo red light locations based upon the following factors:

- Accident Statistics;
- Injury Accident Statistics;
- History of Red Light Running Citations at the Location;
- Citizen Complaints; and
- Feasibility and Cost of Installing Red Light Cameras at the Intersection.

The following intersections met the criteria and were selected as Beaverton's first photo red light intersections.

### Photo Red Light Intersections

1. Cedar Hills Boulevard and Walker Road
2. Beaverton-Hillsdale Hwy & Griffith Drive
3. Allen Boulevard and Lombard Avenue
4. Scholls Ferry Road and Hall Boulevard



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## Technology

### Photo Red Light Technology

The City of Beaverton uses automated enforcement systems to issue citations for red light running violations. The red light camera system is connected to the traffic signal and **the camera is only activated when the driver enters the intersection AFTER the light has turned red**. The only drivers photographed are those who run the red light. The City uses a digital camera system that **must be triggered** to photograph drivers.

## Vehicle Before the First Line of the Crosswalk



Sensors are buried in the 1st line of the crosswalk to detect red light runners. Drivers must enter the intersection **AFTER** the light has turned red to be photographed.

Each offender receives four photographs in the mail. The first photograph shows the vehicle before the crosswalk and clearly shows the red light. The second picture is a close up of the driver's face to confirm who was driving the vehicle. The third photograph is a close up of the vehicle's license plate. The final photograph shows the vehicle exiting the intersection so there is no doubt the vehicle ran the red light.

## Vehicle Exiting Intersection



Notice the vehicle on the left came to a stop at the light but the vehicle on the right went through the intersection.

[\[TOP\]](#)

# Offender Profile

## Photo Red Light Offender Profile

The typical red light runner in Beaverton is slightly different than the national average. Red light runners throughout the nation tend to be younger, less likely to use seat belts, have poor driving records and are three times more likely to have multiple speeding convictions. In Beaverton, the average age for a red light runner is slightly higher. The

majority of red light runners in Beaverton are male. The overwhelming majority of red light runners in Beaverton do not live in the City. Seventy four percent (74%) of the photo red light tickets issued in Beaverton have been to non-Beaverton residents, with the remaining twenty six percent (26%) living in Beaverton.

The majority of Beaverton's red light offenders live in the state of Oregon (92%). As expected, Washington (4%) and California (1%) each represent a significant number of red light violators in Beaverton. The remaining 3% are spread over the other 47 states.

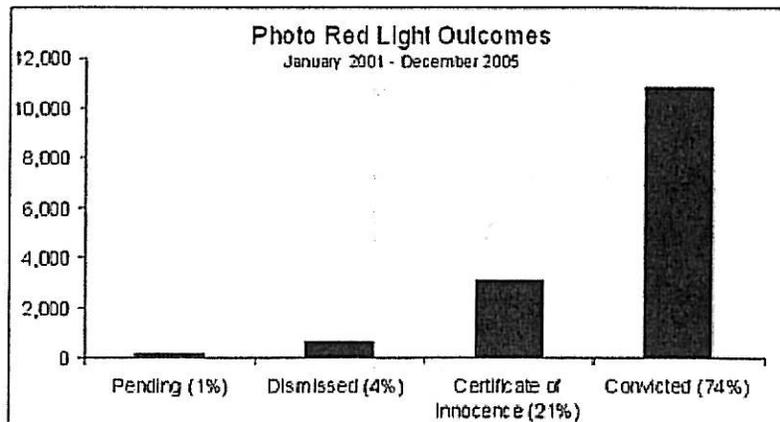
Males have received the majority of photo red light tickets in Beaverton (57%), versus females (36%) and businesses, non-profits, or government agencies (7%). The majority of red light violators are under 39 years of age.

Age Ranges for Photo Red Light Offenders in Beaverton	
Age Group	Percent of Tickets
80 +	1.2%
79-70	2.6%
69-60	6.5%
59-50	15%
49-40	21.9%
39-30	25.3%
29-20	24%
Under 20	3.5%

### Photo Red Light Results

The majority of people who receive photo red light tickets in Beaverton are convicted. The conviction rate for photo red light tickets is 74%. The City believes the conviction rate is this high because the standard for issuance is so high and the proof of the violation so clear. The City requires that each violator be sent a copy of each of the photographs taken at the time of the incident so the violator can review the quality of the evidence. The table below outlines the outcomes from tickets issued from January 2001 through December 2005 from Beaverton's photo red light camera system.

Outcome of Photo Red Light Citations		
Outcome of Citation	Number	Percent of Total
Convicted	10,785	74%
Dismissed Certificate of Innocence	3,065	21%
Dismissed	611	4%
Pending	138	1%



## Reductions in Violations

The City of Beaverton has analyzed the red light running violation data from each of the photo red light intersections. The analysis shows that the City's photo red light intersections have realized a 39% reduction in violations from the initial year of operation (2001) to the fourth year (2004). This is an amazing reduction that signifies the program is achieving tremendous results. The City has met the number one goal of the program: to increase the safety and quality of life for our citizens by reducing the number of red light running incidents within the City of Beaverton.

Red Light Running Violation Reductions at Photo Red Light Intersections				
	2001	2002	2003	2004
Red Light Running Violations Detected	6,297	5,536	5,383	3,844
% Change from Previous Year		-12%	-3%	-29%
% Change from Year 1		-12%	-15%	-39%

These reductions in violations show that the program is working effectively to reduce red light running. In a citizen survey conducted in December 2004, Beaverton residents were asked if they thought photo red light enforcement was working well to reduce red light running. The majority of respondents, (60%) answered they thought the program was working well.

## Reductions in Accidents

The Beaverton Police Department's computer aided dispatch (CAD) system tracks accidents at Beaverton intersections that require a police response. This is the best source of information about accidents we have at the photo enforced intersections. The data represents accidents at or near these intersections. It also details the number of injury

accidents at or near these intersections. The data suggests there has been a modest reduction in the number of accidents at the photo enforced intersections and a significant reduction in the number of injury accidents. *Comparing the first year of the program (2001) to the fourth year (2004) there has been a 10% reduction in the number of accidents and a 67% reduction in the number of injury accidents at the photo enforced intersections.*

Accidents and Injury Accidents at Photo Red Light Intersections in Beaverton				
Photo Red Light Intersection	2001 Accid./Injuries	2002 Accid./Injuries	2003 Accid./Injuries	2004 Accid./Injuries
Cedar Hills & Walker	13/4	23/2	20/4	23/5
BH & Griffith	14/3	7/0	10/3	15/1
Allen & Lombard	21/3	19/2	16/1	16/0
Scholls & Hall	44/11	32/2	39/4	29/1
<b>TOTAL</b>	<b>92/21</b>	<b>81/6</b>	<b>85/12</b>	<b>83/7</b>
<i>% Change by Year</i>		-12%/-71%	+5%/+100%	-2%/-42%
<i>% Change from Year 1</i>		-12%/-71%	-8%/-43%	-10%/-67%

[TOP]

## Frequently Asked Questions About Photo Red Light

- **What if I wasn't driving my vehicle but the ticket is in my name?**

A Certificate of Innocence form (PDF) is mailed with every ticket. This form allows the registered owner to have the citation dismissed if they are not the driver of the vehicle.

If the ticket was issued in the name of a business then a Certificate of Non-Liability form (PDF) should be completed.

- **How much are photo red light tickets?**

Photo red light tickets in Beaverton are \$336.

- **What do I do if I received a ticket?**

Drivers who receive photo red light tickets have all of the same rights that come with any traffic violation. Drivers with tickets may choose to pay their citation online, they may appear by mail before their scheduled court date, or they may

come into court and speak with a court clerk or a judge. Drivers with photo red light tickets may plead guilty, not guilty or no contest. If they plead not guilty a court trial will be scheduled before the judge.

For more information on what to do if you have received a photo red light ticket, visit the Beaverton Municipal Court Web Page at [BeavertonOregon.gov/departments/court/payments/onlinepay.aspx](http://BeavertonOregon.gov/departments/court/payments/onlinepay.aspx).

- **Can I pay online?**

Yes. Drivers with photo red light tickets may pay their fine online. To learn more about the online payment option view the [online photo red light payment form](#).

- **Has the City shortened the timing of any yellow lights for this program?**

No. The timing of all lights in the City of Beaverton has been set by City traffic engineers. Traffic engineers follow established guidelines set by the Institute for Transportation Engineers and adopted by the Federal Highway Administration in the Manual for Uniform Traffic Control Devices.

None of the intersections with photo red light equipment have had the signal timing of the yellow phase shortened prior to the installation of photo red light equipment. The yellow phases have been consistent for several years prior to the installation of photo red light equipment at most intersections. The yellow phases at a couple have actually been lengthened by the City prior to the installation of the camera equipment.

Transportation engineers look at a variety of factors to determine signal timing including the posted speed at the intersection, traffic volumes, the design and engineering of the intersection and the slope among others. According to the Insurance Institute for Highway Safety, "*Rather signal timing is a complex undertaking without a simple formula applicable to all intersections alike. Motorists approach intersections at different speeds, in a range of vehicle types, in varying weather conditions, etc., signal change intervals are timed to accommodate the range of circumstances*";.

Each of the photo red light intersections in Beaverton not only meets but exceeds national standards for the length of the yellow signal phase.

Length of the yellow signal phase		
Scholarly Publication	Approach Speed	Length of Yellow Phase (seconds)
Northwestern University Traffic Institute	30 mph	3.2

Manual of Traffic Signal Design	30 mph	3.2
Determining Vehicle Signal Change and Clearance Intervals, ITE	Up to 35 mph	3.0

### **Beaverton–Hillsdale Highway & Griffith Drive**

- Camera enforcement for through and left–turn traffic on Beaverton–Hillsdale.
- Yellow phase = 3.5 seconds for through movements and 3.5 seconds for left–turn movements.
- Posted speed = 30 mph.

### **Allen Boulevard & Lombard Avenue**

- Camera enforcement for through traffic on Allen Boulevard.
- Yellow phase = 3.5 seconds for through movements.
- Posted speed = 30 mph.

### **Walker Road & Cedar Hills Blvd.**

- Camera enforcement for through traffic on Walker Road.
- Yellow phase = 4.0 seconds for through movements.
- Posted speed = 35 mph.

### **Hall Boulevard & Scholls Ferry Road**

- Camera enforcement for westbound Hall through movement and northbound Scholls Ferry through movement.
- Yellow phase = 4.0 seconds for through movements on both streets.
- Posted speed = 40 mph on Hall and 35 mph on Scholls Ferry Road.

Remember, the photo red light program in Beaverton is about RED lights not yellow. The goal of the program is to increase the safety and quality of life for Beaverton residents by reducing red light running. All of the lights in Beaverton are timed with safety in mind.

- **What if the light was yellow or green when I first entered the intersection?**

Drivers are only ticketed via the camera system for entering the intersection after the light has turned RED. If you enter a photo red light intersection on a green or yellow light you will not be ticketed by the camera system. However, if a Beaverton Police Officer is present and observes a vehicle entering on a yellow light, and the officer believes the driver should have stopped before entering the

intersection, then the police officer is authorized to issue a ticket for entering a yellow light.

- **Can I turn right on a red light at a photo red light intersection?**

Yes, but only after bringing your vehicle to a complete stop. Many times drivers who turn right on red lights create hazardous situations for pedestrians attempting to cross the street. Drivers who do not come to a complete stop and do not yield to pedestrians prior to turning right may be ticketed.

- **Can I be ticketed for other offenses as a result of a photo red light ticket?**

No. Drivers who receive photo red light tickets are only cited for the red light violation. The State Legislature has limited cities to ticketing for just the red light offense.

- **Does a police officer review my ticket?**

Yes. Each individual violation is reviewed by a Beaverton Police Officer prior to a citation being issued. A police officer confirms the elements of the violation, confirms the plate is readable, the driver is identifiable, and the officer must actively affirm that the citation be issued.

The City's vendor may NOT proceed on any violation without the direct authorization of a Beaverton Police Officer. If a defendant pleads not guilty to the violation, the police officer who approved the ticket will be summoned to the court trial. The police officer is required to prove the elements of the violation.

[TOP]

Speeding is recognized as one of the most important factors causing traffic crashes. In 2005, 30% of all fatal crashes were speeding-related (National Highway Traffic Safety Administration 2005). According to NHTSA, the cost of speed-related crashes is estimated to be \$40.4 billion per year (National Highway Traffic Safety Administration 2005).

## PHOTO ENFORCEMENT LAWS

**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 the year of each regular session of the Legislative Assembly, 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]

**810.435 Use of photographs.** Photographs taken under ORS 810.434 may be submitted into evidence in a trial, administrative proceeding or other judicial or quasi-judicial proceeding only for the purpose of proving or disproving a violation of ORS 811.265. [2001 c.474 §4; 2003 c.14 §492; 2003 c.339 §2]

### **810.436 Citations based on photo red light; response to citation. (1)**

Notwithstanding any other provision of law, if a city chooses to operate a camera that complies with this section and ORS 810.434, a citation for violation of ORS 811.265 may be issued on the basis of photographs from a camera taken without the presence of a police officer if the following conditions are met:

(a) Signs are posted, so far as is practicable, on all major routes entering the jurisdiction indicating that compliance with traffic control devices is enforced through cameras.

(b) For each traffic control device at which a camera is installed, signs indicating that a camera may be in operation at the device are posted before the device at a location near the device.

(c) If the traffic control device is a traffic light, the yellow light shows for at least the length of time recommended by the standard set by the Institute of Transportation Engineers.

(d) The citation is mailed to the registered owner of the vehicle, or to the driver if identifiable, within 10 business days of the alleged violation.

(e) The registered owner is given 30 days from the date the citation is mailed to respond to the citation.

(f) A police officer who has reviewed the photograph signs the citation. The citation

may be prepared on a digital medium, and the signature may be electronic in accordance with the provisions of ORS 84.001 to 84.061.

(2) If the person named as the registered owner of a vehicle in the current records of the Department of Transportation fails to respond to a citation issued under subsection (1) of this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

(3) A rebuttable presumption exists that the registered owner of the vehicle was the driver of the vehicle when the citation was issued and delivered as provided in this section.

(4) A person issued a citation under subsection (1) of this section may respond to the citation by submitting a certificate of innocence or a certificate of nonliability under subsection (6) of this section or any other response allowed by law.

(5) A citation for violation of ORS 811.265 issued on the basis of photographs from a camera installed as provided in this section and ORS 810.434 may be delivered by mail or otherwise to the registered owner of the vehicle or to the driver if the driver is identifiable from the photograph.

(6)(a) A registered owner of a vehicle may respond by mail to a citation issued under subsection (1) of this section by submitting, within 30 days from the mailing of the citation, a certificate of innocence swearing or affirming that the owner was not the driver of the vehicle and by providing a photocopy of the owner's driver license. A jurisdiction that receives a certificate of innocence under this paragraph shall dismiss the citation without requiring a court appearance by the registered owner or any other information from the registered owner other than the swearing or affirmation and the photocopy. The citation may be reissued only once, only to the registered owner and only if the jurisdiction verifies that the registered owner appears to have been the driver at the time of the violation. A registered owner may not submit a certificate of innocence in response to a reissued citation.

(b) If a business or public agency responds to a citation issued under subsection (1) of this section by submitting, within 30 days from the mailing of the citation, a certificate of nonliability stating that at the time of the alleged violation the vehicle was in the custody and control of an employee or was in the custody and control of a renter or lessee under the terms of a motor vehicle rental agreement or lease, and if the business or public agency provides the driver license number, name and address of the employee, renter or lessee, the citation shall be dismissed with respect to the business or public agency. The citation may then be reissued and delivered by mail or otherwise to the employee, renter or lessee identified in the certificate of nonliability.

(7) The penalties for and all consequences of a violation of ORS 811.265 initiated by the use of a camera installed as provided in this section and ORS 810.434 are the same as for a violation initiated by any other means.

(8) A registered owner or an employee, renter or lessee against whom a judgment for failure to appear is entered may move the court to relieve the owner or the employee, renter or lessee from the judgment as provided in ORS 153.105 if the failure to appear was due to mistake, inadvertence, surprise or excusable neglect. [1999 c.851 §2; 2001 c.104 §305; 2001 c.474 §2; 2001 c.535 §30a; 2003 c.14 §493; 2003 c.339 §3; 2005 c.686 §2; 2007 c.640 §2]

**810.438 Photo radar authorized; evaluation.** (1) The following jurisdictions may, at their own cost, operate photo radar:

- (a) Albany.
- (b) Beaverton.
- (c) Bend.
- (d) Eugene.
- (e) Gladstone.
- (f) Medford.
- (g) Milwaukie.
- (h) Oregon City.
- (i) Portland.
- (j) Tigard.

(2) A photo radar system operated under this section:

- (a) May be used on streets in residential areas or school zones.
- (b) May be used in other areas if the governing body of the city makes a finding that speeding has had a negative impact on traffic safety in those areas.

(c) May not be used for more than four hours per day in any one location.

(d) May not be used on controlled access highways.

(e) May not be used unless a sign is posted announcing "Traffic Laws Photo Enforced." The sign posted under this paragraph must be all of the following:

(A) On the street on which the photo radar unit is being used.

(B) Between 100 and 400 yards before the location of the photo radar unit.

(C) At least two feet above ground level.

(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 the year of each regular session of the Legislative Assembly:

(a) The Department of Transportation shall provide to the Legislative Assembly an executive summary of the process and outcome evaluations conducted under subsection (3) of this section; and

(b) 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]

**810.439 Citations based on photo radar; response to citation.** (1) Notwithstanding any other provision of law, in the jurisdictions using photo radar:

(a) A citation for speeding may be issued on the basis of photo radar if the following conditions are met:

(A) The photo radar equipment is operated by a uniformed police officer.

(B) The photo radar equipment is operated out of a marked police vehicle.

(C) An indication of the actual speed of the vehicle is displayed within 150 feet of the location of the photo radar unit.

(D) Signs indicating that speeds are enforced by photo radar are posted, so far as is practicable, on all major routes entering the jurisdiction.

(E) The citation is mailed to the registered owner of the vehicle within six business days of the alleged violation.

(F) The registered owner is given 30 days from the date the citation is mailed to respond to the citation.

(G) The jurisdiction operating photo radar complies with the requirements described in ORS 810.438.

(b) A rebuttable presumption exists that the registered owner of the vehicle was the driver of the vehicle when the citation is issued and delivered as provided in this section.

(c) A person issued a citation under this subsection may respond to the citation by submitting a certificate of innocence or a certificate of nonliability under subsection (3) of this section or may make any other response allowed by law.

(2) A citation issued on the basis of photo radar may be delivered by mail or otherwise to the registered owner of the vehicle or to the driver. The citation may be prepared on a digital medium, and the signature may be electronic in accordance with the provisions of ORS 84.001 to 84.061.

(3)(a) A registered owner of a vehicle may respond by mail to a citation issued under subsection (1) of this section by submitting a certificate of innocence within 30 days from the mailing of the citation swearing or affirming that the owner was not the driver of the vehicle and by providing a photocopy of the owner's driver license. A jurisdiction that receives a certificate of innocence under this paragraph shall dismiss the citation without requiring a court appearance by the registered owner or any other information from the registered owner other than the swearing or affirmation and the photocopy. The citation may be reissued only once, only to the registered owner and only if the jurisdiction verifies that the registered owner appears to have been the driver at the time of the violation. A registered owner may not submit a certificate of innocence in response to a reissued citation.

(b) If a business or public agency responds to a citation issued under subsection (1) of this section by submitting a certificate of nonliability within 30 days from the mailing of the citation stating that at the time of the alleged speeding violation the vehicle was in the custody and control of an employee or was in the custody and control of a renter or lessee under the terms of a rental agreement or lease, and if the business or public agency provides the driver license number, name and address of the employee, renter or lessee, the citation shall be dismissed with respect to the business or public agency. The citation may then be issued and delivered by mail or otherwise to the employee, renter or lessee identified in the certificate of nonliability.

(4) If the person named as the registered owner of a vehicle in the current records of the Department of Transportation fails to respond to a citation issued under subsection (1) of this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

(5) The penalties for and all consequences of a speeding violation initiated by the use of photo radar are the same as for a speeding violation initiated by any other means.

(6) A registered owner, employee, renter or lessee against whom a judgment for failure to appear is entered may move the court to relieve the owner, employee, renter or lessee from the judgment as provided in ORS 153.105 if the failure to appear was due to

mistake, inadvertence, surprise or excusable neglect. [1995 c.579 §2; 1997 c.280 §2; 1999 c.1051 §142; 1999 c.1071 §2; 2005 c.22 §516; 2005 c.686 §4; 2007 c.634 §2]

**Note:** Sections 4, 5 and 6, chapter 634, Oregon Laws 2007, provide:

**Sec. 4. Highway work zone.** (1) The Department of Transportation may operate photo radar within a highway work zone that is located on a state highway, except for a highway work zone located on an interstate highway.

(2) The department, at its own cost, may ask a jurisdiction authorized to operate photo radar under ORS 810.438 (1) or the Oregon State Police to operate a photo radar unit in a highway work zone on a state highway, except for a highway work zone located on an interstate highway.

(3) A photo radar unit operated under this section may not be used unless a sign is posted announcing that photo radar is in use. The sign posted under this subsection must be all of the following:

(a) Located on the state highway on which the photo radar unit is being used.

(b) Between 100 and 400 yards before the location of the photo radar unit.

(4) The department shall, once each biennium, conduct a process and outcome evaluation for the purposes of subsection (5) of this section that includes:

(a) The effect of the use of photo radar on traffic safety;

(b) The degree of public acceptance of the use of photo radar; and

(c) The process of administration of the use of photo radar.

(5) The department shall report to the Legislative Assembly by March 1 of each odd-numbered year.

(6) As used in this section, "highway work zone" has the meaning given that term in ORS 811.230. [2007 c.634 §4]

**Sec. 5. Highway work zone; citation.** (1) Notwithstanding any other provision of law, when a jurisdiction or the Oregon State Police uses photo radar in a highway work zone:

(a) A citation for speeding may be issued on the basis of photo radar if the following conditions are met:

(A) The photo radar unit is operated by a uniformed police officer.

(B) The photo radar unit is operated out of a marked police vehicle.

(C) An indication of the actual speed of the vehicle is displayed within 150 feet of the location of the photo radar unit.

(D) The citation is mailed to the registered owner of the vehicle within six business days of the alleged violation.

(E) The registered owner is given 30 days from the date the citation is mailed to respond to the citation.

(F) One or more highway workers are present. For the purposes of this subparagraph, "highway workers" has the meaning given that term in ORS 811.230.

(G) The jurisdiction operating photo radar complies with the requirements described in section 4 of this 2007 Act.

(b) A rebuttable presumption exists that the registered owner of the vehicle was the driver of the vehicle when the citation is issued and delivered as provided in this section.

(c) A person issued a citation under this subsection may respond to the citation by submitting a certificate of innocence or a certificate of nonliability under subsection (3)

of this section or may make any other response allowed by law.

(2) A citation issued on the basis of photo radar may be delivered by mail or otherwise to the registered owner of the vehicle or to the driver. The citation may be prepared on a digital medium and the signature may be electronic in accordance with the provisions of ORS 84.001 to 84.061.

(3)(a) A registered owner of a vehicle may respond by mail to a citation issued under subsection (1) of this section by submitting, within 30 days from the mailing of the citation, a certificate of innocence swearing or affirming that the owner was not the driver of the vehicle and by providing a photocopy of the owner's driver license. A jurisdiction that receives a certificate of innocence under this paragraph shall dismiss the citation without requiring a court appearance by the registered owner or any other information from the registered owner other than the swearing or affirmation and the photocopy. The citation may be reissued only once, only to the registered owner and only if the jurisdiction verifies that the registered owner appears to have been the driver at the time of the violation. A registered owner may not submit a certificate of innocence in response to a reissued citation.

(b) If a business or public agency responds to a citation issued under subsection (1) of this section by submitting, within 30 days from the mailing of the citation, a certificate of nonliability stating that at the time of the alleged speeding violation the vehicle was in the custody and control of an employee, or was in the custody and control of a renter or lessee under the terms of a rental agreement or lease, and if the business or public agency provides the driver license number, name and address of the employee, renter or lessee, the citation shall be dismissed with respect to the business or public agency. The citation may then be issued and delivered by mail or otherwise to the employee, renter or lessee identified in the certificate of nonliability.

(4) If the person named as the registered owner of a vehicle in the current records of the Department of Transportation fails to respond to a citation issued under subsection (1) of this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

(5) The penalties for and all consequences of a speeding violation initiated by the use of photo radar are the same as for a speeding violation initiated by any other means.

(6) A registered owner, employee, renter or lessee against whom a judgment for failure to appear is entered may move the court to relieve the registered owner, employee, renter or lessee from the judgment as provided in ORS 153.105 if the failure to appear was due to mistake, inadvertence, surprise or excusable neglect.

(7) As used in this section, "highway work zone" has the meaning given that term in ORS 811.230. [2007 c.634 §5]

**Sec. 6.** Sections 4 and 5 of this 2007 Act are repealed on December 31, 2014. [2007 c.634 §6]



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## **Stop in the Name of Safety:**

### ***How Photo Enforcement Solutions Prevent Accidents and Save Lives***

In too many cities, drivers see yellow lights as a signal to speed up. When they misjudge, they speed through intersections after the light turns red. Accidents, injuries, and deaths result. Red light cameras present a powerful deterrent to risky driving by changing the equation.

July 2008



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**A honking horn. The high-pitched squeal of brakes followed by a skid and an ear-splitting crush of metal. Another red light run.**

According to the Insurance Institute for Highway Safety, motorists are more likely to be injured in urban crashes caused by red-light-running than in any other type of accident. In 2006, in the U.S. alone, close to 900 people were killed and an estimated 144,000 injured in these intersection crashes.

The best way to reduce this number is to change drivers' behavior. Get people to slow down when they approach an intersection, and motivate them to lose that, "I can make it" mentality. One way to accomplish this goal is to park police officers at those intersections. Although this strategy is effective, it's not a practical use of limited resources that could be focused on crime prevention. That's why cities are turning to Photo Enforcement to automate the manual process of "the officer on the side of the road" — a strategy that is saving lives and making a significant impact.

### **Everyone's Starting To See the Light**

Although the concept of photo enforcement is relatively new in the United States, it has been commonplace throughout Europe and in numerous international countries for decades. Initially used for speed-enforcement, the technology was then migrated to deter red-light-runners, as well.

The concept of photo enforcement was invented by famed Dutch racecar driver Maurice Gatsonides, who took a 35 mm wet-film camera, embedded a data bar and integrated this image with technology that clocked vehicle speed. Although successful, this initial iteration required hours of manual work. Police officers were required to maintain the cameras, view as many as 150 rolls of film each day — typically, through a magnifying glass — and then physically type up the tickets.

Instead of taking time away from other police duties, today's photo-enforcement solutions act as a force multiplier, using digital technology downloaded to a centralized processing center to "cover" the appointed intersections. According to numerous independent studies, the solution delivers an average 40 percent to 50 percent reduction in accidents at targeted areas. In addition, it frees police officers to focus on crime prevention and other critical duties.

*A study conducted during several months at five busy intersections in Fairfax, Virginia, prior to the use of red-light cameras found that, on average, a motorist ran a red light every 20 minutes at each intersection.*

*Source: Insurance Institute of Highway Safety*

## Bringing the Facts Into Focus

In the United States, particularly, the proverbial red-light cameras have gotten a bit of a bad rap. Some factions believe that their main purpose is income-generation and that the goal is to “catch people in the act.” The fact is, red-light cameras are set up to deter red-light-running, not to profit from those who do. The technology is sophisticated enough to capture only those vehicles that are in the intersection when the light is actually red. And, because extensive public information campaigns are a part of the photo-enforcement model, its goal, like the police car parked on the side of the road, is to prevent accidents by getting people to change their behavior.

Before implementing a comprehensive solution, ACS works with a city client to identify the areas in need of the program, reviewing traffic-engineering data, crash data and configurations to identify the most dangerous intersections and the single point-of-travel within each intersection where the cameras will be concentrated. A typical system is comprised of four major components: detection system (loops or non-invasive technology), camera system, communications, and an auxiliary flash. The system is activated only after the traffic light turns red, which eliminates the possibility that cars entering the intersection during the yellow or green cycle will be photographed.

When a violator runs the red light, the camera takes the first shot of the car in front of the stop line; the second shot of the car in the middle of the intersection, with the light clearly red; and video that makes the violation indisputable. As the camera is photographing the violation, all relevant information on the data bar – including the time, date and sequence number of the violation is stored. The automatic integration of images and violation data results in tamper-proof photographic evidence, while eliminating data-entry errors.

The encrypted digital images are downloaded to the back-end server, reviewed twice based on the client's specific business rules, and sent to police personnel to verify the violation and vehicle information. ACS personnel typically handle the processing and mailing of tickets and subsequent delinquent notices, as well as the collection of funds.

In addition to capturing red-light violations, this photo-enforcement system can also be set up to capture speeding violations on the green phase achieving multi-purpose safety function from one system.

*Motorists are more likely to be injured in urban crashes caused by red-light-running than by any other type of accident.*

*Source: Insurance Institute of Highway Safety*

ACS takes on all the construction responsibilities — from getting permits to installing equipment — and, in many cases, maintains the title for the equipment to save cities the burden of outlaying cash. Equally as important is the fact that ACS manages the entire back-office operation, even creating a public portal that enables violators to view the photos pertaining to their case, schedule a hearing or pay their violation online.

## **A Strategy That Yields Results**

The success of the program is often tied to the laws that govern the offenses, which can range from standard tickets to suspended licenses or delayed motor vehicle registrations for repeat offenders. In addition, when state legislation is not enacted, home-rule municipalities have the option to pass a local ordinance base on a code enforcement fine and impose financial penalties if the violation is not paid.

The state of Victoria in Australia is legendary for its success, using an aggressive red-light and speed-enforcement campaign to reduce T-bone accidents by 30 percent and casualties from those accidents by 10.4 percent, transforming it from the most dangerous to the least dangerous region in the country. Oxnard, California, reduced its front-to-side crashes involving injuries by 68 percent in the first four years of its program, even though only 11 of its intersections are equipped with photo-enforcement technology. A study in Fairfax, Virginia, showed that violations declined about 40 percent after just one year of photo enforcement.

These represent a small sampling of success stories from around the globe.

In addition to keeping citizens safer, a well-publicized photo-enforcement program has a domino effect, not only on the police but on emergency medical personnel, as well. Without the high number of injury-accidents caused by right-angle collisions, their resources can be focused on other pressing emergencies.

Currently, more than 300 U.S. jurisdictions have joined the worldwide movement toward photo enforcement. Although the goal is accident-prevention, not profit-taking, most programs fund themselves. Those cities with a surplus from the program can apply these funds to their public-safety initiatives. For example, Atlanta is investing its program surplus into building better roads and hiring more police officers.

*Numerous studies have shown that well-planned photo-enforcement systems typically lower violations by between 40 percent and 50 percent.*

## **Mobility Brings More Opportunity**

In addition to static systems earmarked for specific intersections, ACS' photo-enforcement systems can go mobile for speed enforcement. Instead of being mounted on a pole or other structure, the system can be installed in a vehicle that moves from area to area.

These mobile solutions can be used for neighborhood traffic-control or in school zones to ensure motorists slow down and children remain safe. Recently, Illinois became the first state to initiate this technology for use in work-zone speed enforcement, to combat a growing number of construction worker deaths in the area.

The city of Chicago is currently placing photo-enforcement technology on up to 100 street sweepers to capture the license plates of violators who cause congestion and traffic problems by illegally parking along the streets. Similar technology is being explored by cities to combat illegally parked cars for bus lane violations.

In early 2008, the Kingdom of Saudi Arabia launched its visionary, Automatic Traffic Violations Administering and Monitoring (ATVAM) program. This program, which currently is the largest of its kind in the world, is designed to help the kingdom reduce traffic deaths and injuries by changing drivers' behavior. It includes up to 1,500 sophisticated, photo enforcement systems, in combination with traffic management and security systems across the entire kingdom. The model predicts that revenue generated from speeding and red-light-enforcement tickets will fund the entire, countrywide project. As part of the program, ACS was awarded a contract by Saudi firm Alesayi to implement the project.

*In Columbus, Ohio, the number of red light runners caught at intersections with cameras dropped from 1,684 in March 2006 to 477 in August 2006, a 71% decrease. Note: No rear end crashes during those six months.*

## **Integration Makes the System "Go"**

ACS does not manufacture enforcement cameras, but remains a vendor-agnostic systems integrator. This approach enables ACS to source the best-of-breed camera technology, and select the most appropriate camera for each client's requirements. It also allows us to change or upgrade to different camera technologies during the contract, if new client requirements develop or new camera technology is introduced into the market that offers significant benefits beyond the previously installed technology.

These solutions can be applied to cities of all sizes, with different areas of needs. The first step is to pinpoint the real issues, then identify where technology can be applied to address those issues efficiently. For some cities, that means placing cameras on street sweepers. For others, it could mean focusing efforts on the three most deadly intersections.

The key to all of these solutions — and to the public's acceptance of them — is a well-defined public information campaign. Because the goal is to change behavior, not to catch people in the act, making sure residents know about the program and camera locations is critical to its success.

Today, with limited resources, cities are forced to become more creative in dealing with ongoing challenges. Photo-enforcement systems can act as an extension of a city's police force, reduce calls for emergency medical personnel and, most importantly, save citizens' lives. It's a system that works, continually delivering double-digit results and making the streets safer for everyone.

*A 2006 study of the red light camera program in Garland, Texas, found crashes caused by red light runners decreased by 56% at intersections with cameras; crashes at intersections without cameras decreased by 38%.*

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## **Barbara Y. Roberts**

Barbara Y. Roberts, Vice President, Public Safety Solutions within ACS Transportation Solutions Group, manages business development of photo enforcement and violations processing. Specifically, Roberts identifies and develops strategic alliances, teaming partners, and subcontractors for operational delivery and evaluates technical market offerings for customer fit within solution architecture and delivery spectrum.

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### Mayor of Georgia city doubts red-light camera's benefits

By Larry Copeland, USA TODAY

DALTON, Ga. — When this city that bills itself as the "Carpet Capital of the World" installed red-light cameras in 2008, revenue poured in from drivers cited for violations.

At \$75 a pop, 6,906 citations were issued that year, mostly for illegal right-on-red turns; 624 citations were issued in February alone.

Then the Georgia Legislature, responding to widespread constituent concerns that red-light cameras were little more than a way to generate revenue for governments, ordered that yellow lights be lengthened by one second at all intersections with traffic cameras. Longer yellow lights would give motorists more time to stop for a red light.

When the law took effect Dec. 31, 2008, citations quickly plummeted. In February 2009, 125 citations were issued from Dalton's cameras.

"That sort of exposed the myth of why they're there," says Mayor David Pennington, an opponent of red-light cameras. "It goes against what I was told to begin with, which is that they are for safety."

Pennington's criticism of red-light cameras — and their sure stream of revenue — is all the more remarkable considering how hard his city was slammed by the recession: As the housing market collapse squeezed the carpet manufacturing industry, unemployment in Dalton soared from 3.5% in 2007 to 12.5% in 2009, one of the highest unemployment rates in the U.S., he says.

Instead of bemoaning the lost revenue, Pennington slashed government spending from \$36 million to just less than \$29 million and cut the city's workforce by about 60 people.

He led efforts to cut property taxes by 20% and the city's business inventory tax by 20% and reduced business license fees by 25%-50%.

"We're one of the few governments that are operating in the black at the same time that we cut taxes," says Pennington, 57, who is in his first term as mayor. He is an independent with a Libertarian streak.

Despite a backlash against cameras in some places, some jurisdictions continue to add them, including about 60 last year, according to the Insurance Institute for Highway Safety, which supports traffic cameras.

One such community is Muscatine, Iowa, which voted Dec. 17 to install red-light cameras this year. The vote was 6-1, the only "no" vote coming from Robert Howard. "It concerns me whether this is a potential tax revenue source," he says. "It's set up to encourage governments to possibly change the duration of yellow-light settings, so they can write additional tickets."

The yellow-light issue addressed by the Georgia Legislature focused on a key debate involving the cameras.

Opponents say that local jurisdictions often set the cameras with short yellow lights designed to nab more violators and produce more revenue and that an unusually high percentage of violators are cited for illegal right-on-red turns, which cause relatively few crashes.

"Yellow is the key to safety at intersections, not cameras," says activist Greg Mauz, a longtime camera opponent. "There's a shortage of yellow time at almost every intersection where cameras are."

In Dalton, skepticism about the cameras remains high. "Nobody's ever been able to prove to me how these things prevent accidents," Pennington says. "If they could, I would change my position."

At the end of February, Dalton's cameras came down.

Find this article at:  
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## Communities put a halt to red-light cameras

By Larry Copeland, USA TODAY

Red-light cameras that have been gaining a foothold in many states face a growing public backlash and outright removal.

The cameras, billed as safety devices since their introduction in the USA nearly 20 years ago, are increasingly viewed by many motorists as unreasoning revenue generators for hard-up local governments.

Maine, Mississippi and Montana banned red light cameras last year, joining at least four other states, Nevada, New Hampshire, West Virginia and Wisconsin, says Anne Teigen, a transportation specialist at the National Conference of State Legislatures. State senators in Missouri and Tennessee are sponsoring legislation that would limit cameras. Elsewhere:

- Voters in three cities — Chillicothe and Heath, Ohio, and College Station, Texas— passed referendums in November banning the cameras. "Red-light cameras have never survived a voter referendum," says Greg Mauz, a longtime camera opponent who has researched them extensively.
- Nearly 1,000 motorists in south Florida have filed 18 lawsuits against the cameras, saying the devices are unconstitutional because they force drivers to prove their innocence rather than the government to prove their guilt. "I felt as though I had no say," Beverly Baird Boolhe, a retired educator, says of her appeal of a citation in Orlando. "There is no democratic process."
- An Illinois lawmaker who helped bring red-light cameras to the state in 2006 says he'll introduce bills this year to sharply limit their use. "They were sold to us in a different manner than what they're being used for," says state Rep. Jack Franks, a Democrat. "The municipalities have put them in areas where they're just to make revenue." He says that since 2006, crashes have increased at half the intersections in Illinois that have cameras, stayed the same at 25% and decreased at 25%.

### GEORGIA: Mayor doubts camera's benefits

The rate of communities installing cameras slowed dramatically last year. In 2009, legislators in 30 states debated 90 camera bills, most of which would have expanded their use, Teigen says.

Camera supporters say cameras make intersections safer. The Insurance Institute for Highway Safety's (IIHS) studies in Fairfax, Va., and Oxnard, Calif., found that camera enforcement reduced red-light running violations by about 40%.

Red-light cameras are used in more than 400 communities in 26 states and the District of Columbia. "Cameras are an effective deterrent to people running red lights," says Anne McCartt, vice president for research at IIHS.

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# Red light cameras reconsidered

**Debate** | Hillsboro revisits placing the devices at Northwest 185th and Evergreen

By CASEY PARKS  
THE OREGONIAN

HILLSBORO — The Hillsboro City Council will reconsider its decision to place red light cameras at the intersection of Northwest 185th Avenue and Evergreen Parkway, the councilors said Tuesday night.

The cameras take pictures of cars that pass through intersection crosswalks after the light turns red. Drivers would receive a ticket with a fine of \$287.

Last June, all but two councilors — Aron Carleson and Doug Johnson — voted to approve installing the cameras in an effort to make the increasingly congested intersection safer. The city then signed a contract with Redflex Traffic Systems, which would receive some of the money from each fine. The city has not installed the cameras yet, and breaking the contract would cost \$2,000, said Hillsboro police Lt. Henry

Reimann.

At a work session Tuesday, two councilors — Mike Castillo and Nenice Andrews — said they are reconsidering their support. Andrews said she was concerned about removing human interaction from the ticketing process.

"There may be times that a warning is more justified," Andrews said.

Carleson, the council president, said that after reviewing results from other cities, such as Beaverton, and after talking with members of the Citizen Participation Organization 7, she still has "a huge problem with this."

"The ultimate goal is safety," Carleson said. "But I just don't see that these cameras are the answer."

Carleson said in some cities the cameras actually increased traffic accidents. Some members of CPO 7 — who live in Bethany, Rock Creek and Sunset West — want to see that intersection improve but would rather the city redesign it, Carleson said.

Mayor Jerry Willey said problems at that intersection will continue without the red light cameras.

"It is an intersection that is not going to be restructured in the next 10 years because there isn't money," he said. "And traffic is not going to go down."

This intersection was not the city's first choice for a red light camera test spot. When the city first discussed the program in 2008, they suggested four other intersections, each of which consistently makes the Oregon Department of Transportation's top 15 list for most accidents: 185th Avenue at Northwest Walker Road and at West Baseline Road, and Cornell Road at Northwest Cornelius Pass Road and at Northeast Brookwood Parkway.

Councilors likely will vote on the issue again at a council meeting later this month. At least one councilor said he will not change his mind, though.

"I'm convinced that this will be more helpful from a safety perspective than not," Ed Dennis said. "This is not about raising revenues. This is not about Big Brother. This is about preventing terrible accidents."

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