



City of Tigard

Tigard Workshop Meeting – Agenda

TIGARD CITY COUNCIL **Revised on 6/16/2015 to Update Agenda Item 7 - Executive Session**

MEETING DATE AND TIME: June 16, 2015 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-718-2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-718-2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

VIEW LIVE VIDEO STREAMING ONLINE:

<http://live.tigard-or.gov>

Workshop meetings are cablecast on Tualatin Valley Community TV as follows:

Replay Schedule for Tigard City Council Workshop Meetings - Channel 28

- Every Sunday at 12 a.m.
- Every Monday at 1 p.m.
- Every Thursday at 12 p.m.
- Every Friday at 10:30 a.m.

SEE ATTACHED AGENDA



City of Tigard

Tigard Workshop Meeting – Agenda

TIGARD CITY COUNCIL **Revised on 6/16/2015 to Update Agenda Item 7 - Executive Session**

MEETING DATE AND TIME: June 16, 2015 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

6:30 PM

1. WORKSHOP MEETING
 - A. Call to Order - Tigard City Council
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Call to Council and Staff for Non Agenda Items

2. PRESENTATION ON WASHINGTON COUNTY PUBLIC SAFETY AND LIBRARY LEVIES - **6:35 p.m. estimated time**

3. DISCUSSION ON HOMELESSNESS - **7:00 p.m. estimated time**

4. UPDATE ON THE FIELDS INDUSTRIAL PROPERTY PROJECT - **7:45 p.m. estimated time**

5. PRESENTATION ON PHOTO RED LIGHT - **8:15 p.m. estimated time**

6. NON AGENDA ITEMS - **8:40 p.m. estimated time**

7. EXECUTIVE SESSION: The Tigard City Council will go into Executive Session to consult with legal counsel concerning legal rights and duties regarding current litigation or litigation likely to be filed under ORS 192.660(2)(h). All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public. - **8:45 p.m. estimated time**

8. ADJOURNMENT - **9:15 p.m. estimated time**

AIS-2238

2.

Workshop Meeting

Meeting Date: 06/16/2015

Length (in minutes): 25 Minutes

Agenda Title: Receive Presentation on Washington County Public Safety and Library Levies

Submitted By: Carol Krager, City Management

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council
Workshop
Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

Representatives from Washington County will present a brief PowerPoint on the upcoming public safety and library levies for the November 3, 2015 election.

STAFF RECOMMENDATION / ACTION REQUEST

No action is requested.

KEY FACTS AND INFORMATION SUMMARY

Washington County has put forth a public safety levy and library levy to go before the voters on November 3, 2015. The levies consist of the following:

Public Safety Levy:

Proposal would replace expiring levy with:

- Five-year levy, beginning July 2016
- Rate continuing at 42¢ per \$1,000 assessed value—no increase since levy was first approved in 2000
- With anticipated assessed value growth, most residential property tax payers would pay \$4 more than in 2015

Renewed levy would help support:

- County-wide public safety services such as special enforcement teams, jail, work-release center, prosecution, probation & parole and juvenile services
- A mental health response team so people in crisis get medical help instead of being taken to jail
- Shelter for women and children who are victims of domestic violence

Library Levy:

Proposal would replace expiring levy with:

- Five-year levy, beginning July 2016
- 5¢ rate increase from 17¢ to 22¢ per \$1,000 of assessed value, would be 1st increase since 2006

Replacement levy would help support:

- Maintaining patron access to basic services
- Increasing efficiencies in service delivery
- Increasing e-content access and options
- Improving reading and learning support for children and youth

OTHER ALTERNATIVES

Not applicable

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Not applicable

DATES OF PREVIOUS COUNCIL CONSIDERATION

Not applicable

Attachments

PowerPoint



*Washington County
2015 Funding Measures Overview*

Public Safety Levy Renewal
Library Levy Replacement



Washington County

Public Safety

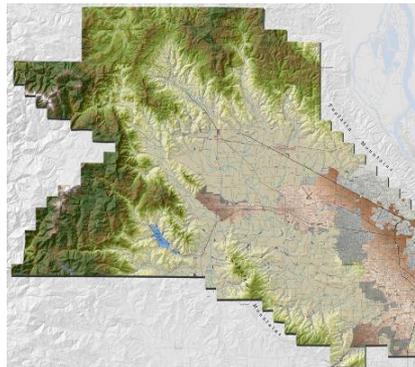
LEVY
INFO

Election November 3

Public Safety Levy

Who receives services from the levy?

- City neighborhoods
- Urban unincorporated communities
- Rural areas



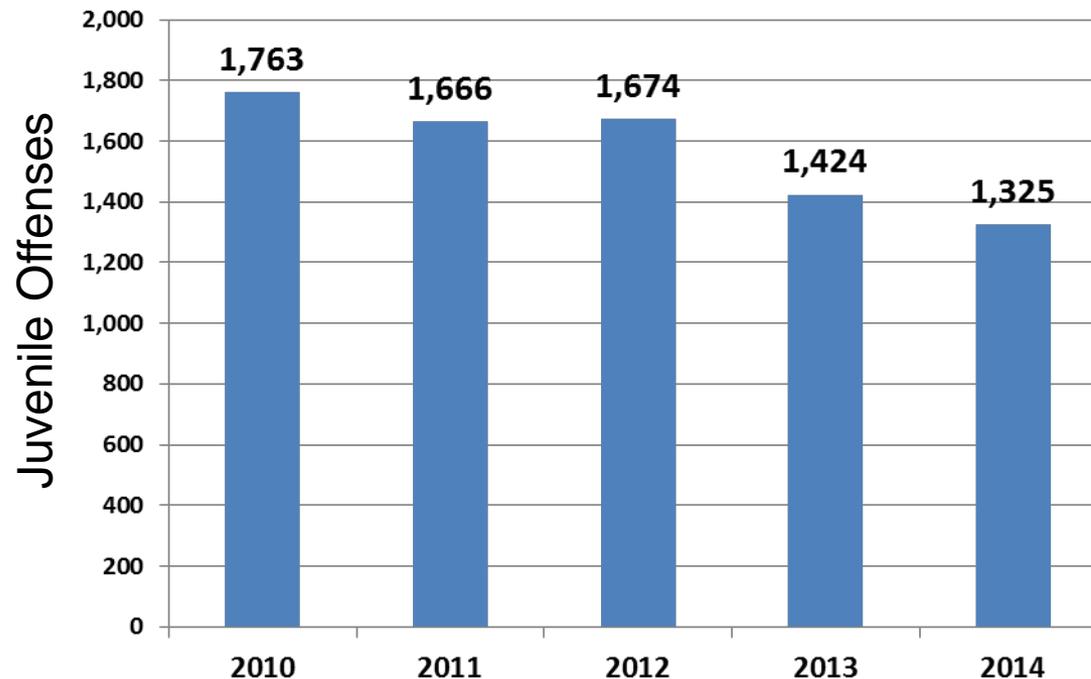
What Would Public Safety Levy Pay For?

- Special enforcement teams
- Victims' assistance and prosecution services
- Parole, probation, and juvenile services
- Operation of jail and work-release center at full capacity to minimize early release of offenders
- Emergency shelters for women and children who are victims of domestic violence



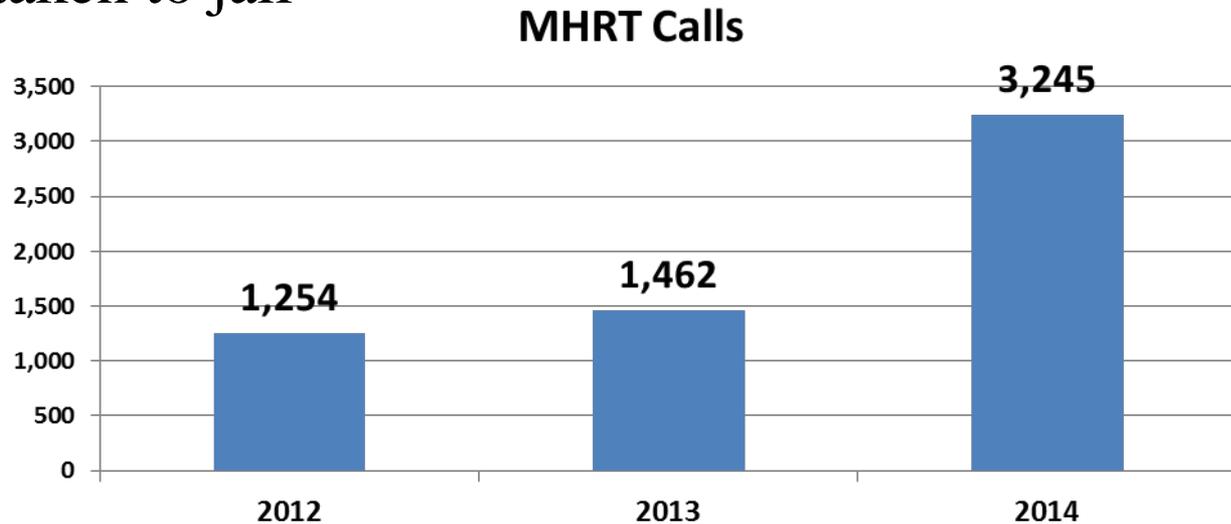
What Would Public Safety Levy Pay For?

- Juvenile programs that have helped decrease juvenile crime four out of the last five years



What Would Public Safety Levy Pay For?

- A mental health response team (MHRT) including deputies and mental health professionals to help ensure people in crisis get medical help instead of being taken to jail



What Would Public Safety Levy Pay For?

- Services including emergency shelter for women and children who are victims of domestic violence:
 - Domestic Violence Resource Center
 - Family Promise of Washington County
 - Community Action
 - Good Neighbor Center
 - Safe Place Youth Shelter





Washington County Cooperative Library Services

Primary funding source for public library operations in
Washington County:

Banks

Beaverton - Main

Beaverton - Murray Scholls

Cedar Mill Community - Main

Cedar Mill - Bethany

Cornelius

Forest Grove

Garden Home Community

Hillsboro - Main

Hillsboro - Shute Park

North Plains

Sherwood

Tigard

Tualatin

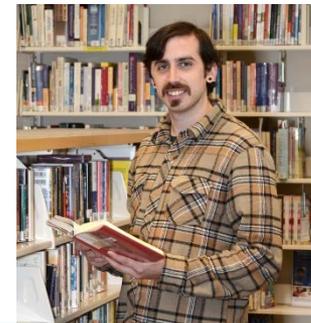
West Slope Community

County: central support &
outreach



What Would Library Levy Pay For?

- Maintain library operations, avoid cuts in service at 15 libraries
- Add hours at some libraries
- Provide operational support for new & expanded library outlets including Aloha, Cornelius, Bethany and Hillsboro



What Would Library Levy Pay For?

- Continue support for Children's reading programs -- over 280,000 child visits annually
- Improve reading & learning support, homework help designed to assure student success



What Would Library Levy Pay For?

- Purchase books, e-books & other library materials available to all library patrons
- Maintain central support & outreach services that link libraries together
- Increase efficiencies in service delivery



Summary of Levy Costs

Public Safety Levy:

- Five-year levy, beginning July 2016
- Renews current levy that expires June 2016
- Rate of 42¢ per \$1,000 assessed value, unchanged
- First-year cost for average assessed value home in Washington County:*

 - About \$107 per year
 - Or \$9 per month

Library Levy:

- Five-year levy, beginning July 2016
- Replaces current levy that expires June 2016
- Rate of 22¢ per \$1,000 assessed value, increase of 5¢
- First-year cost for average assessed value home in Washington County:*

 - About \$56 per year
 - Or \$5 per month

* Average estimated residential assessed value in 2016 = \$255,408





For more information, please visit:



www.co.washington.or.us/levies

Election • November 3rd



Thank you

AIS-2110

3.

Workshop Meeting

Meeting Date: 06/16/2015

Length (in minutes): 45 Minutes

Agenda Title: Discussion on Homelessness

Prepared For: Marty Wine, City Management

Submitted By: Norma Alley, City Management

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council Workshop Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

Discussion on the face of homelessness and the availability of services for the homeless in Tigard.

STAFF RECOMMENDATION / ACTION REQUEST

Receive the information presented by representatives of Just Compassion, consider recommendations and provide direction to staff.

KEY FACTS AND INFORMATION SUMMARY

On January 27, 2015 the city council adopted goals for 2015 - 2017. In addition to goals, another set of issues were identified that have been scheduled for discussion at council workshop meetings. A discussion of homelessness and the availability of services for the homeless was added to the list. Over the last several months, Councilor Woodard and Assistant City Manager Newton have been meeting with Just Compassion to gain information to facilitate a discussion with council on the face of homelessness in Tigard.

Just Compassion was formed in 2010 as a once a month meeting to resource those organizations serving adults without homes in Tigard. Separate organizations host severe weather shelters, community meals, food pantries and showers and laundry services. Just Compassion of East Washington County is a registered non-profit in Oregon and is pursuing 501(c)(3) status. The intent is to expand the coalition membership to include local businesses and to have a fully operational adult homeless day shelter.

Members of Just Compassion prepared a very comprehensive report as background for the council's discussion which is attached. The information on homelessness and the availability of services for the homeless in Tigard begins on page 3 of the report. As noted above, Just

Compassion's goal is to open a day shelter for adult homeless in Tigard and suggests specific ways the council could collaborate with the group to achieve this goal beginning on page 8 of the report. As part of council's discussion, staff will be prepared to offer possible assistance the city could provide.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Included as an item on the list of "Issues for Further Council Discussion" in the 2015-17 Tigard City Council goals adopted January 27, 2015.

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

Just Compassion Report to City Council

The Face of Homelessness in Tigard

Just Compassion of East Washington County

A Report Submitted to the Tigard City Council

06/16/2015

Table of Contents

The Face of Homelessness in East Washington County.....	1
Homelessness in Our Communities.....	2
The Impact of Homelessness in Our Community.....	3
A Formerly Homeless Person's Perspective.....	3
Police and TVF&R Personnel Perspectives.....	6
A Collaborative Effort: Opening a Adult Homeless Day Center.....	7
Just Compassion in Collaboration with the Tigard City Council.....	8
Communities/Organizations that Collaborate Can Make a Difference.....	9
Just Compassion of East Washington County.....	9
Community Outreach of Just Compassion Coalition Members.....	9
Showers and Laundry.....	9
Severe Weather Shelters.....	10
Hot Meals and Food.....	11
Linking Individuals in Need with Churches: Love INC.....	11
Outreach to Homeless: Luke-Dorf.....	12
Transition to Group Housing: Jubilee Transition Homes.....	13
Appendix A Resource Cards.....	14
Appendix B Day Shelters in Oregon: Comparison.....	16
Appendix C Day Center: Projected Start-Up Costs.....	19
Appendix D Severe Winter Shelter Statistic November 2014 - March 2015.....	20
Appendix E Collaboration Points with Goals of State, County and City.....	22
Resources.....	24

The Face of Homelessness in East Washington County

Just Compassion is a coalition of religious, service, civic and business organizations that have joined together to network and share resources for creating a safe and hospitable environment and a community centered response to the needs of those without homes and those living in poverty in Tigard, Tualatin and Sherwood. The members of Just Compassion are Bethlehem House of Bread, Calvin Presbyterian Church, Jubilee Transition Homes, Love INC Tigard, Luke-Dorf, RiversWay Friends Showers and Laundry Day, Rolling Hills Community Church, St. Anthony Catholic Church, St. Francis Catholic Church, Tigard St. Vincent de Paul Food Pantry, Tigard United Methodist Church. The assistance provided by Just Compassion's organizations are showers and laundry, food and hot meals, severe weather shelters, mental health support, housing assistance and transitional group housing, physical and service supports and referrals.

In this report we have provided the face of homelessness from our collective experience of offering opportunities for restoring human dignity to adults experiencing homelessness in East Washington County. Our biases are evident as we primarily encounter the homeless in situations where they are looking to us to provide assistance. In part, because of this posture, we are able to look beyond the exterior presentation and behaviors, and partner with them to begin restoring a sense of self-respect and dignity.

It is our assumption that there are many others individuals experiencing homelessness, which we are not encountering. They are living in cars, camping in isolated areas, or staying separate of the homeless population we serve for other reasons (shame from the stigma of being homeless, warrants, disabilities, mental illness etc.).

The Point in Time count in Washington County is part of the national effort started in 2008 to "End Homelessness Now" and offers data that shows characteristics of the homeless population and trends for transitioning into housing. This national effort initiated 10-Year Plans to end homelessness across the country. According to a recent federal report, homelessness among Veterans is nearly nonexistent, showing the impact of this national effort. In January 2015, the top five cited reasons for homeless were unemployment, could not afford rent, criminal history, mental/emotional disorder, and kicked out of household by family/friends. Moreover, because of community efforts, the homeless population in Washington County is decreasing. In January 2013, there were approximately 1,153 adult individuals who were counted as "literally homeless." In January 2014, there were 1,011 and in January 2015, the literally homeless population counted was 776 people. (See Resources for the links to these reports.)

Because of our long-term relationships with homeless individuals and the changes we have seen in them through the years of consistent supportive contact, Just Compassion is committed to opening a day center in Tigard. Our experience of working across organizations in training and providing services like showers and laundry, have inspired us to seek partners to collaborate in this endeavor. This focus on collaboration aligns with Objectives 1 and 2 of the Federal Strategic Plan to Prevent and End Homelessness:

Objective 1: Provide and promote collaborative leadership at all levels of government and across all sectors to inspire and energize Americans to commit to preventing and ending homelessness.

Objective 2: Strengthen the capacity of public and private organizations by increasing knowledge about collaboration, homelessness, and successful interventions to prevent and end homelessness. (http://usich.gov/opening_doors/)

Additionally, our efforts align with the Washington County 10-year Plan that includes linking people to appropriate services and removing barriers, and increasing income support and economic opportunities (A Road Home: 10-Year Plan to End Homelessness July 2008-2018, p. 31). Tom Brian, Chairman of the Washington County Board of Commissioners restated the collaborative initiative, "The collective capacity of our compassion and commitment is greater than the depth of this challenge. We believe a reduction of homelessness is an achievable goal in Washington County through this 10-Year Plan." (<http://www.co.washington.or.us/Housing/upload/Media-Release-10-Yr-Plan.pdf>). See more on Oregon, Washington County, and Tigard City goals in Appendix E.

We created this report for you as part of the national and county initiative to end homeless now, and for the sake of the persons experiencing homelessness in our communities.

Homelessness in Our Communities

Though not always apparent, the homeless may be seen quietly roam the streets during the day looking for places to stay out of the weather (the public library, public transportation and transit centers, park shelters, local businesses, motels, hospital emergency rooms, food pantries, and fast food restaurants). If or when drugs and alcohol are involved, behavior can lead to disorderly conduct and sometimes violence. Unprotected exposure to extreme weather conditions can also lead to unwarranted behavior.

The homeless person (in general) blends into the environment. Most wear bland colored clothing and often have a backpack that contains their most important possessions. Ideally,

these items include social security card, driver's identification card and birth certificate. There may be a blanket, jacket if not being worn, bottle of water, food, medication, cell phone, cigarettes, and electronics.

Up close, you may notice visible signs of poor dental hygiene such as stains, tartar buildup, and absence of teeth since extraction is the usual dental ache solution. Clothing is often soiled and will be well worn. Hands are rough. Men usually have facial hair. You may be able to have eye contact if you have a conversation, but frequently eye contact is avoided.

The Impact of Homelessness in Tigard

Homelessness impacts our community by expending resources, decreasing public appeal, and challenging a sense of safety. There are costs being absorbed by the Tigard community in reacting to urgent needs that arise among the homeless and low-income populations. Frequent calls to emergency response personnel use the resources of police and fire units resulting in decreased response reliability of these units when needed for other emergencies in the community. Additionally, volunteer resources are utilized to run food pantries, severe weather shelters, mental health clinics, medical and dental clinics, pet care, etc. (see Appendix D for number of volunteer hours). Decreased use by the general public of Tigard's walkways and frequenting local businesses occur as a result of signing (standing at intersections with a sign) and loitering on Tigard Main Street and surrounding areas, and high traffic intersections. Littering that occurs as a result of camping and signing changes the appeal of Tigard to revenue and employment producing businesses and future residents. Public inebriation and drug usage can be a nuisance and when congregating in groups around businesses and walkways, increases community risk and challenges a sense of public safety.

A Formerly Homeless Person's Perspective

Challenges of Homelessness in East Washington County

Shelter. Severe weather shelters are opened only during the winter months, but barely cover the housing/shelter needs. With Oregon weather being varied and sometimes surprising, additional shelters are needed outside the time frames these shelters operate. While the libraries, supermarkets, fast food restaurants and other businesses provide some relief to the elements, the patience of these institutions have been and will continue to be strained.

Food. Food is a constant struggle. Homeless need to find food pantries in the area, identify food pantry hours of operation, how to get there and how to transport food to campsites. They only take what can be carried and consumed quickly. There is no refrigeration, so food does not last long. There are three four churches that have free community dinners on a set evening.

With a little bit of cash, food can be purchased at supermarkets or fast food restaurants. Once a month, in the summer, there are dinners at Woodward Park, hosted by local churches.

Transportation. While a few of the homeless own bicycles, most rely on public transportation for journeys of more than two miles. The prohibitive cost of bus tickets prevents most homeless from traveling outside their “home” areas; keeping panhandling local and limiting their access to resources, medical assistance and employment. With walking as the main mode of transportation, good footwear and adequate rain protection are of vital importance. Without this the homeless have problems with foot care.

Time. It takes a tremendous amount of time to coordinate and get to the basic needs of food, medicine, health care, programs of support and emergency services. Long walks and/or waits for public transportation between services on a daily basis leaves little time or energy for extras like looking for housing or employment. At \$2.50 for 2.5 hours, or \$5 all day for a TriMet ticket, even bus fare can be cost prohibitive. Some use bus fare as “rent” for catching a little bit of sleep undisturbed while riding the bus.

Identification. Almost all of the homeless have no legal papers of identification, and no funds to procure a copy of a birth certificate, renew a state I.D. card, or travel to a Social Security office to obtain a duplicate card. This curtails any employment opportunities that may be available, which perpetuates the vicious cycle of poverty and homelessness.

Medical and Dental Assistance. Thankfully health insurance is now more readily available to the homeless so that they can see doctors and may be able to receive regular care for their medical needs. Still, they find themselves in emergency rooms for their medical care as planning ahead and keeping scheduled appointments and deadlines are difficult. Dental insurance is seldom available or maintained. The free dental clinics are infrequent and only provide minimal types of services. By the time a dentist is seen at public events the usual solution to a toothache is tooth extraction. Vision is another issue. The drug store magnifying glasses are the solution for many eye issues. If glasses are secured and broken or lost it may take a few years to save adequate dollars for a subsequent exam and new glasses. Other local programs supporting eyeglass needs are overtaxed with long waiting lists. Care of the feet is essential.

Mental Health and Substance Abuse. It is a concern that so many of the homeless turn to alcohol or drugs to ease the distress of living day to day, hand to mouth, without any kind of possible positive future. They resort to panhandling, either face to face on the street, flying a sign on a busy corner, or approaching riders of mass transit at the stations or right on the buses and trains, to obtain the few dollars needed to purchase food, bus fare and/or the sedative they need to make it through another hopeless day. The mentally ill have difficulties determining their needs, and even less success in addressing them. Luke-Dorf offers mental health

counseling, help with coping, and supplies to survive living outdoors and help applying for specialized housing. Emergency services are also available through the mental health crisis line.

Animal Companionship. Many of the homeless, due to loneliness, security or companionship have pets. Most are dogs, but those homeless lucky enough to be able to "camp" may also have cats. For a few these pets also provide the only link to humanity, and provide an outward focus, a means to concentrate beyond their own condition, with another living being for which to care. But providing basic necessities for their animals is very difficult for the homeless. Proper pet nutrition is almost nil, not having the money to buy actual dog or cat food means the animals either eat the same unhealthy meals their owners can scrounge, or they fend for themselves in the wild, eating garbage, carrion or hunting small animals. Visits to the veterinarian are too expensive, even in emergency situations. Coupled with the lack of transportation the lack of funds causes many pets to endure pain and discomfort, and their owner's distress.

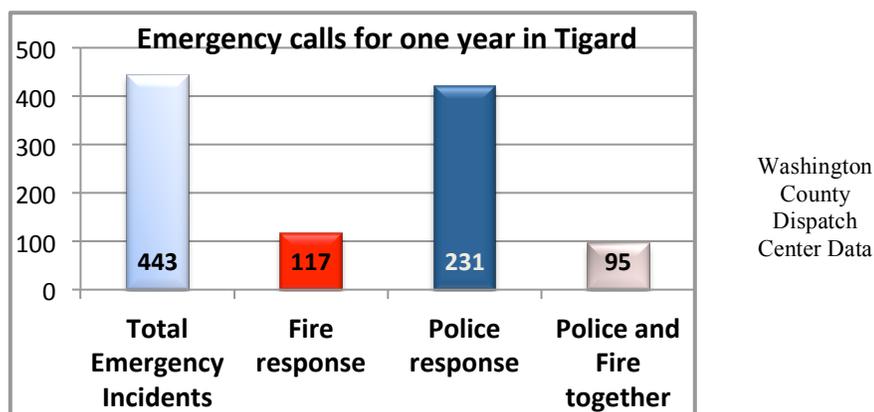
Law Enforcement. Because they are on the fringes of established society, the homeless have an innate fear and distrust of law enforcement. While many of them have had unpleasant occasional encounters with the police, many have also been to jail or prison and fear that any small transgression would return them to the penal system. A distressing number of homeless are on probation or parole which requires constant contact with their parole officers, made even more difficult by lack of transportation options and easy means of communication. Simply, the homeless have no stable address or phone number, and no income to pay for telephones or the costly fees and court costs parole and probation incur. Couple this problem with the not unreasonable, to the homeless, mindset that law enforcement only approaches them to cause trouble, move them along, or return them to jail. Every interaction is bound to be trouble one way or the other: either a costly fine or imprisonment.

Perception. Perhaps the biggest barrier the homeless face is the perception and reaction the general population has of them. Most homeless are very aware of the common assumptions that those who are homeless are so because they refuse to work, lazy, drunk, abuse substances or stupid; in other words, "they brought it on themselves." Another common belief is that the homeless must have flawed characters and no willpower and they hear comments like, "They are all criminals, just look how they live, like animals." They know, or feel that they are thought of as dirty, smelly, disease-riddled and barely human. All of these attitudes perpetuate the stereotypes of homelessness and erect barriers for the homeless to reintegrate into society.

Police and TVF&R Personnel Perspectives

Police and/or TVF&R Fire Departments in Tigard alone received 443 calls related to homelessness in April 2014 - April 2015. Typical issues were overdose, mental health crisis, unconscious/unresponsive, assist police with welfare checks, unknown medical problem, and drunk and/or disorderly conduct. The combined Police Department records of Tigard, Tualatin and Sherwood had 750 calls in 2014 related to the homeless population (key words: transient, vagrant, homeless, loitering or trespass).

Emergency Resources Used For Calls. The data bar graph shows that the homeless population is directly or indirectly involved in a large number (443) of 911 calls in the Tigard area each year. Often multiple units are responding to each call. When all respond to a call, 7 to 8 personnel are involved; 1 Fire Unit w/ 4 fire personnel, 1 Ambulance Unit with 2 paramedics, and 1-2 Police Units with 1-2 police officers. After each event, there is an additional 15-30 minutes needed to write reports. Average time spent on scene per call is approximately 20 to 60 minutes. During this time, units are not available for other emergency needs in the community. Extra time has been needed by the responders trying to locate appropriate supports for the homeless.



Benefits of a Day Center in Tigard

Police and TVF&R departments share a mission to protect and assist the communities served when unsafe or hazardous situations occur. According to Rob Watson, Lieutenant/Paramedic with TVF&R, “we should take every step we can to prevent these emergencies from happening in the first place. A day center in Tigard will provide a place of refuge, rest, and recovery for homeless citizens and simply give them a place to go which may very well reduce calls to 911.” A Day Center in Tigard would:

- Increase the response reliability and better distribution of emergency resources.

- Reduce response by police and firefighters for incidents involving homeless citizens could keep fire engines and police units available for responding to other emergency incidents such as car wrecks, house fires and heart attacks.
- Reduce risk to the community.

A Collaborative Effort: Opening a Day Center in Tigard

Outcomes we intend to achieve in our community as a direct result of this project:

- Provide a space for adults experiencing homelessness to gather during the day, diverting them from loitering in downtown Tigard and on the walkable areas, thereby contributing to restoring the identity of downtown Tigard for shopping, dining, recreation and community activities.
- Provide a known and readily available resource for emergency responders, businesses and civic organizations to connect the homeless with local supports.
- Offer opportunity to decrease the negative stereotypes towards adults experiencing homelessness by creating a place for Tigard residents to learn how to responsibly engage with adults experiencing homelessness.
- Assist rapid rehousing efforts by providing support and resources to those who are on the edge of losing housing.
- Create a daytime facility to shelter adults experiencing homelessness from the weather during all seasons.
- Give a warm, hospitable environment and a place for social interaction to overcome some of the isolation and rejection common to those experiencing homelessness.
- Foster a sense of safety to the homeless as well as the broader community.
- Expand opportunities to engage people in the community through education, training and engagement with adults experiencing homelessness in Tigard.
- Provide daily showering and laundry facilities to improve personal hygiene, health and appearance of the homeless.
- Provide food for nourishment, available consistently in one place to cut down on the amount of time, effort and transportation costs involved in relying on local food pantries.
- Reduce pan handling and “flying signs” as a way to obtain food and basic needs.
- Provide resource information on local help resources including mental health supports.
- Provide mail services; necessary for applying for jobs, obtaining and receiving supports of all kinds.
- Provide a clothing closet to replace worn out items, improve appearance, health and self-esteem.
- Provide assistance to overcoming barriers to employment and job assistance.

- Support the individual's transition from homeless into a more stable lifestyle, changing the focus from day-to-day survival to long-term possibilities.

**See comparisons of four day centers in Oregon in Appendix B.*

Just Compassion in Collaboration with Tigard City Council

- **Endorsement:** To publicly endorse that a Day Center will improve the Tigard community and help the homeless at the same time. That one-centralized location for delivering care during the day for the homeless is the practical and compassionate solution to a problem that is not going away.
- **Building:** Identifying a suitable structure in a location supported by the city leaders. We invite the assistance of the city in finding a property within proper zoning, or to assist with a zoning variance if needed.
- **Finances:** To rent a space and adapt it to the needs of a day center requires funds. Some of the communities with day centers have financial support from their cities. We request the city of Tigard consider allocating funds for the building, at least in the start-up phase. (See Appendix C for start-up costs.)
- **Grants:** To secure adequate funding, we will be applying for grants. We are told that the city staff is familiar with the grant process and might assist us in preparing and administering grants. We would appreciate their assistance.
- **Credibility:** To be aware that there is a community coalition that believes in this endeavor, which has been meeting for six years with the same focus on helping the homeless. Just Compassion has filed its 501c3 application, created a vision and a plan for a homeless day center and is willing to put in the time, effort, and fundraising to get a day center for the homeless operating.
- **Connections - Resourcing:** Should issues arise, city staff would have Just Compassion as a resource of information and network people and organizations to work with in solving issues associated with homeless behavior needs.
- **A Community-Centered Response:** It takes churches, businesses, non-profits, and civic organizations to come together to support challenging issues in any community. Adults experiencing homelessness are a segment of our community that provide a challenge which is currently not being dealt with in a comprehensive way. The Day Center is one step in the direction towards a solution to a problem that affects the Tigard community.

Communities/Organizations that Collaborate Can Make a Difference

Just Compassion of East Washington County

2010: Just Compassion formed in 2010 as a once a month meeting to resource those serving adults without homes in Tigard, Oregon. We served in separate organizations that hosted severe winter shelters, community meals, food pantries, and showers and laundry but felt a connection around our compassion for those who live outside. The meetings became a place of support, collaboration, resourcing and networking.

2011 & 2012: Other organizations serving a similar population in the surrounding communities of Sherwood and Tualatin began attending the meetings.

2013: The group decided to collaborate by producing Resource Cards featuring the operating details of our membership organizations: Severe weather shelter schedule, hot meal sites, shower & laundry schedules. Additionally, Just Compassion selected as official name for the group, registered as a non-profit organization in Oregon and opened a checking account. See Appendix A.

2014: Added information about food pantries on the resource cards.

2015: In January Just Compassion registered again as a non-profit) under the name Just Compassion of East Washington County, and began the process of completing the 501c3 application, creating by-laws, and electing officers. Our monthly “coalition” meetings continue to be a gathering place to support, collaborate, resource and network around serving adults without homes or living in poverty.

Community Outreach of Just Compassion Coalition Members

Showers and Laundry

Showers and laundry services are provided monthly at Showers and Laundry day (S&L day) and during the winter at some severe weather shelters. S&L day started in the spring of 2009 and is a once a month gathering Rosalita’s Laundromat for adults experiencing homelessness in Tigard. Our goal is to “be present” by listening to our friends talk about their lives while providing the basic needs for a warm/cool shower and clean clothes.

- 2012 – 52 for showers, 60 for laundry
- 2013 – 76 for showers, 118 for laundry

- 2014 – 77 for showers, 106 for laundry

Severe Weather Shelters

East Washington County has four severe weather shelters - St. Anthony Parish in Tigard, Calvin Presbyterian Church in Tigard, Rolling Hills Church in Tualatin and St. Francis Parish in Sherwood (see Appendix D for number of bed stays and comparison by year). These shelters are only open November through the end of March on certain days of the week. Volunteers to pick up homeless guests from the Tigard and Tualatin libraries and shuttle them to the shelters. Guests are driven back to the libraries early in the morning. St Anthony's Shelter is also open during inclement weather November through March any night except when Calvin and St Francis Shelters are open. Most guests arrive by foot. Services provided to homeless adult men and women:

- Transportation to and from the shelters
- Warm and safe environment for eating and sleeping
- Meals (dinner and traveling food for breakfast or lunch)
- Sleeping pads with covers and a pillow
- Sleeping bags as available
- Showers
- Laundry service
- Some clothing
- Encouragement to pursue housing and counseling resources

Each shelter is staffed by volunteers that are trained to work in the shelters and with the population that is served (see Appendix D for number of volunteer hours). St. Anthony and St. Francis host volunteer training in the October before the shelters open for the season. This training is open to the volunteers who will serve at any severe weather shelter. They have included presentations from the Tigard Police, Luke-Dorf, health fields, and the Washington County Crisis Team (mental health).

Shelters adapt the services they offer to the actual space provided in the sponsoring church. They all operate under the guidelines provided by Washington County Housing Services.

Guests are given supplies as the shelters have them on hand. These supplies may include:

- Sleeping bags, tarps, clothing, tents, hygiene kits, bus tickets, gift certificates for McDonalds

Hot Meals and Food

The Community Cafe in Tigard at St. Anthony Catholic Church cafeteria/gymnasium (school building) is run and operated by the Tigard St. Vincent de Paul Council and “manned” by volunteers from St. Vincent de Paul, St. Anthony Catholic Church and people from the Tigard community. The Cafe serves an average of 250 people each month of the year. A free hot meal is served every Sunday evening from 5:30 pm - 7:00 pm -rain or shine

Hope Diner at St Francis in Sherwood. Hosted on Sunday evenings.

Hope’s Table at Rolling Hills Community Church in Tualatin. Hosted on Monday evenings.

(See Appendix A for food pantries)

Linking Individuals in Need to Resources through Churches: Love INC of Tigard, Tualatin, & Sherwood

Opened August 2013: Love INC works to connect local Christian churches, church volunteers and community organizations together to help residents of Tigard, Tualatin and Sherwood during times of need. Love INC provides non-cash supports to free a household’s income for paying their own rent and utilities. Upon reacquiring housing, these supports help accelerate stabilization for the formerly homeless and help all low income people stay in housing.

The church doorstep is a frequent destination for people in need. But most churches alone cannot fully meet the needs of every individual or family who asks them for help. Love in the Name of Christ enables churches in a community to coordinate their resources and services so that those in need are not turned away.

The Love INC model creates a central phone helpline to screen requests for legitimacy, eliminate duplicated services between community agencies and churches, and facilitate collaboration and shared resources among those in the Love INC network. Because Love INC verifies each request for assistance is legitimate, churches can be good stewards of their resources.

Love INC assists churches in going beyond benevolence or simply handing out resources. Love INC also strives to prevent creating dependency in those they assist by discovering and solving problems at the root level.

More than money, the core of this work within the community is building relationships with people. Caring penetrates to the roots of people's need for self-respect, confidence, living skills, friendship, and hope.

Types of Products and Services

- “Essentials” Pantries (cleaning supplies, paper products and personal hygiene supplies)*
- Transportation—bus tickets for work, medical appointments, access services; personal rides**
- OTC Medical Supplies*
- Linen Closet (blankets and bedding, towels)*
- Babies and children clothing and supplies, maternity clothing
- Adult clothing, job search support, and spiritual support for disadvantaged women
- Food: food pantries, hot meals, emergency food boxes*, community gardens
- Furniture*, mattresses and bedding and misc. household items (small fee) medical equipment
- Haircuts*
- Budgeting Coaches*, Job Coach, Parenting Class* (Circle of Security) and Spiritual Direction Counseling

**Available to Love INC clients only*

Outreach to Homeless: Luke-Dorf

Luke-Dorf's Washington County Homeless Outreach Program brought PATH (Projects for Assistance in Transition from Homelessness) funded services into Washington County for the first time. The program provides outreach, emergency assistance, and case management to homeless persons with serious mental illness. Outreach Workers connect with homeless people throughout the county and identify and assist those in the population who are dealing with serious mental illness. They are available to respond to referrals from homeless individuals, hospital emergency rooms, jails, homeless shelters, drop-in centers, police, and the general community.

Services provided under this program fall into three categories: outreach, emergency assistance, and case management.

- **Outreach:** This involves daily travel by car or on foot into areas where homeless people are known to camp, such as industrial yards, undeveloped green spaces, or the extensive rural areas of Western Washington County.
- **Emergency Assistance:** Available for urgent needs. Clients receive food, toiletries, blankets, sleeping bags, and referrals to local resources.

- **Case Management:** If mental health services are necessary and desired by the individual, an Outreach Worker formally enrolls that person into the PATH program's case management component. This involves linkage to mental health, substance abuse and housing services, as well as benefits and entitlements.

Individuals willing to engage in mental health treatment are connected with a community provider that best suits their individual needs and desires. This may involve ongoing treatment and services from Luke-Dorf or other community partners, such as Sequoia Mental Health, Lifeworks NW, and Western Psychological Services, as well as free medical and dental providers

Transition to Group Housing: Jubilee Transition Homes

Jubilee Transition Homes (JTH) is a faith-based ministry whose mission is to help the homeless and meet the needs of the community through group homes that create a Christian family environment. Working in partnership with other community agencies, churches and ministries, JTH is caring for the needy among us through transitional homes, which provide opportunity to transform lives of homeless men.

JTH is committed to helping the homeless population in Tigard and the surrounding areas stabilize their housing and address the issues that led them into homelessness. Each person entering the program becomes a resident. As a resident, they are expected to contribute to the livelihood and welfare of their home.

The time spent as a resident of JTH assists these homeless men entering the program to get a new start on their transformation from homelessness to self-sufficiency, self-respect and dignity and a future of hope. We provide them with a "hand-up" not a "hand-out."

Conclusion

Just Compassion demonstrates an ability to collaborate across diffuse organizational boundaries. It is the commitment of Just Compassion to network and share resources for creating a safe and hospitable environment and a community centered response to the needs with adults experiencing homelessness in East Washington County. At minimum, we need the endorsement of Tigard City Council and your constituents to pursue our endeavor of opening a Day Center for homeless adults. Optimally, by collaborating with you, we would be contributing to attaining the goals of the City of Tigard, by positively impacting the public and business appeal as well as partnering with the Federal and State Government 10-Year Plans to end homelessness. Thank you for your time and consideration.

APPENDIX A

Resource Cards: March 2015 Food Pantries Locations and Schedules

Local Food Pantries Locations and Schedules		March 2015	
	Tigard Covenant Church 11321 SW Naeve St.	Tigard & Tualatin Residents Tues. 9am to 12pm	Tri-Met #93 or 94 Bus Stops #9597 or #4267
	St. Vincent de Paul 12630 SW Grant Ave. Tigard Residents	M, Tu, Th, F 12:00-2:30pm Wed. 1:00-3:00pm Th. 4:30-6:30pm Sat. 10:00am-12:00pm	Tri-Met #45, Bus Stop #13034
TIGARD FOOD PANTRIES	King's Kindness Pantry Portland Vineyard Church 14460 SW 114th Ave.	(No Residential Restrictions) Thur. 12-3pm	Tri-Met #93 or 94 Bus Stops # 4270 or #4271
	Tigard Community Basket 11905 SW 91 st Ave.	3 rd Thur. of month, 1-2pm Greenburg Oaks Apartments Community Room	Tri-Met #76 or 78 Bus Stops #2239 or 2237
	Bethlehem House of Bread 9055 SW Locust	Sundays, 1-3pm Clients may visit once a month	Tri-Met #76 or 78 Bus Stops #12403 or 12404
	Tigard Friends Church 15800 SW Hall Blvd.	3 rd Saturday of the month 11am – 1pm	Tri-Met #76 Bus Stops #10631 or 9071
Local Food Pantries Locations and Schedules		March 2015	
	St. Francis Food Pantry St. Francis Catholic Ch. Old Hall 15659 SW Oregon St.	Wed. 9-11am and 5-7pm Thur. 9-11am	Tri-Met #93 or 94 Bus Stops #4451 & #4452
SHERWOOD FOOD PANTRIES	Helping Hands Pantry 22280 SW Washington St.	3 rd Sat. of month, 9:30-11:30am	Tri-Met # 93 or 94 Bus Stop #4452
	Willowbrook Pantry 19200 SW Edy Rd.	Tues. 4-6pm Sat. 9-11am	Tri-Met # 93 or 94 Bus Stops #8306 & 9189----Long walk
TUALATIN	Tualatin School House Pantry Community Life Center 3550 SW Borland Rd.	Tualatin & Durham Residents Mon. 3-8pm Wed. 10-3pm Fri. 10-3pm	Tri-Met # 76 Bus Stop #8279 Long Walk except Monday shuttle

Resource Cards: November 2014 Showers and Laundry and Hot Meals

Showers and Laundry (Nov. 2014) Turn over for Hot Meals Calendar

Tualatin	Rolling Hills Church 3550 SW Borland Rd	SHOWERS Every Monday On SE side of building next to the loading dock	Showers available during Hope's Table 5-7pm (hot meal)	Shuttle 5 pm pick up at Tualatin Library
	Seventh Day Adventist Church 22222 SW Grahams Ferry Rd	SHOWERS, LAUNDRY & CLOTHING available Every Wednesday	10am-noon	No Shuttle
Tigard	Rivers Way Friends @ Rosalita's Laundromat 11696 SW 88th Ave. (Far west end of complex, on the back side, behind Dollar Tree/near Jo-Ann Fabrics)	SHOWERS Monthly, 1st Sunday Year round 2014: 11/2, 12/7 2015: 1/4, 2/1, 3/1, 4/5, 5/3, 6/7, 7/5, 8/2, 9/6, 10/4, 11/1, 12/6	1:00 – 3:30pm Arrive before 2:30pm. Maximum of 2 loads.	Shuttle Between laundry & shower facilities. Lunch available.
Tigard	Tigard United Methodist Church 9845 SW Walnut Pl Calvin Presbyterian Church 10445 SW Canterbury Lane	SHOWERS Call for appointment 503-639-3181 LAUNDRY ONLY Call 503-639-3273	By Appointment	No Shuttle

Hot Meals Calendar/Sites Turn over for Showers & Laundry

Sherwood	Hope Diner St. Francis Catholic, Old Hall 15659 SW Oregon St	Every Sunday 5-6pm
Tualatin	Hope's Table Community Life Center of Rolling Hills Church 3550 SW Borland Rd	Every Monday 5-7pm Located on the SE side of the church next to the loading dock
Tigard	Community Café St. Anthony's Catholic 9905 SW McKenzie St	Every Sunday 5:30-6:30pm
	Tigard Covenant Church 11321 SW Naeve St.	Every Tuesday, 6pm

Provided courtesy of Just Compassion and Love INC Tigard, Tualatin and Sherwood

Subject to change without notice

Nov. 2014

APPENDIX B

Day Shelters in Oregon: Comparison

Support/Service/Basic Info	Our Father's Heart - Clackamas County	Open Door	Anawin - Multnomah County	Corvallis Daytime
Days of Operation	4	4 for clients	5	5
Hours of Operation	8:30am-5:30pm	9am-4pm	1pm-6pm	9am- 2pm
Food/Meals	3: breakfast, lunch, snack and lunch to go. Tuesdays provide sack lunch and beverage to street locations; hot breakfast	Meal preparation and food pantry	4 days a week	Coffee, tea, and occasional snacks
Showers	1	1	Yes	No
Laundry	Yes	Yes	No	No
Mail/Phone Access	Yes	Yes	Yes	Yes
Overnight Shelter	Severe winter only	No	Yes	No- Partners with other overnight facilities in Corvallis
Provides basic health or access to health care	Monthly	Refer to TPI TB shots with Multnomah Co.	Health clinics 1-2/year	Yes - Info and appointments with Bento Co.
Computer Access	Yes	No	Working on that (security related issues), have wifi	Yes, but not adequate
Personal Grooming	Yes	Hair cuts	No	Yes

Offers				
Clothing Available	Yes	Occasional	Yes	No
Numbers Served/Day	80-100	25	40-70 depending on weather	75-100
Pets	No	No	Leashed and with owners - even in showers	No unless certified service animal
Special Events	Christmas parts at a church, adopt a family program	Holiday meals	Monthly bar-b- cue	Summer picnics, Christmas, clothing shop, health plan paper work
Location	Rented building downtown Oregon City	Garage portion of a house in commercial area	Mennonite Church	Use space in First Christian Church - Corvallis
Partners/Coalitions	Self/Volunteers	Just Us, Cornelius - Transitional Housing, Community Connect	Mennonite Church, Day Shelter, network with other churches	City of Corvallis, local churches
Other Programs	Street ministries of basic needs	No	Clothing closet, outreach to St. John's, kitchen for self cooking, volunteer work program for pay	Homeless Employment Launching Project, Advocates of Pets of Homeless People
Funding	Donations and grants	Community Action, donations and grants	Donations	City Development Block Grant, donations

Issues	Dual Zoning	Police presence sometimes needed, complaints from drive-byes	Neighbors, city codes, mediation session with neighbors	Historic neighborhood downtown area
1 Year Operating Expenses	\$200,000 - two paid administrators	\$97,000		\$105,000
On-Site Management	Executive director and administrator	Case manager/director	Volunteer peace-makers with referrals to counseling services	Yes - depending on available funding
Counselor on site	Yes - Director	Yes	Volunteer peace-maker with referrals to counseling services	Counselor on site

APPENDIX C

Day Center: Projected Start-Up Costs

Possible Renovations:

- 2 bathrooms with 2 stalls each
- Shower facilities – minimum of 1
- Kitchen – stove, refrigerator, dishwasher, work space, storage
- Computer set-ups – 4 minimum
- Large hot water heater
- Office spaces – director, counselors
- Laundry facilities – 1 washer, 1 dryer

Basic start-up needs and costs:

- 8 lockers - \$613
- Washer - \$550 – Costco
- Dryer - - \$500 – Costco
- Electric stove - \$650 – Costco
- Refrigerator – 18 cubic foot – Sears - \$600
- Dishwasher - \$400 – Costco
- 80 gallon hot water heater - \$900 (George Morlan)
- 10 sleeping mats - \$35 each - \$350 (on-line Bi-Mart)
- Keys - \$25
- Blankets – donations
- Tables and chairs – donations
- 2 couches – donations
- 4 computers – donation
- TV – donation

APPENDIX D

Severe Weather Shelter Statistics: November 2014 - March 2015**Number of Bed Stays**

	Tigard St. Anthony Catholic	Tigard Calvin Presbyterian	Tualatin Rolling Hills	Sherwood St. Francis Catholic
November	151	0	98	73
December	154	56	62	61
January	122	89	71	76
February	86	67	78	80
March	102	68	95	118
Total	615	280	404	408

Number of Volunteer Hours

	Tigard St. Anthony's Catholic	Tigard Calvin Presbyterian	Tualatin Rolling Hills	Sherwood St. Francis Catholic
November	595	0	520	270
December	630	165	369	280
January	479	336	396	280
February	375	274	264	280
March	456	284	264	350
Total	2536	1059	1813	1460

Comparison by Year, All Washington County Severe Winter Shelters

Year	Bed Stays	Volunteer Hours	Days of Sheltering	Number of Shelter Sites	Unique Guests
2014-2015	5,409	13,581.25	125	6	at St. Anthony's:125
2013-2014	5,334	13,553.75	122	6	107
2012-2013	5,629	14,362	No data	7	68
2011-2012	4,497	11,015.75	No data	5	77
2010-2011	4,796	11,585	No data	6	67
2009-2010	3,221	7,874	No data	6	1st year
2008-2009	3,237	7,629	No data	5	No data
2007-2008	171	341.5	No data	3	No data

Appendix E

Collaboration Points with Goals of State, County and City

Oregon - A Home for Hope: A 10-year plan to end homelessness in Oregon

- Goal 1- Prevent and divert people from becoming homeless by working with them to obtain and keep their housing
- Goal 2- Expand, develop, and coordinate the supply of affordable housing and supportive services to prevent and end homelessness, and shorten stays in shelters
- Goal 3- Build the capacity of homeless persons for self-support through strategies that identify their risk of homelessness and their needs, and to access appropriate housing with appropriate supportive services
- Goal 4- Identify and implement system improvements for coordination at the program funding and delivery levels leading to measurable results
- Goal 5- Implement education and public awareness campaigns to remove societal stigma about homelessness and to build community support and coordinated responses
- Goal 6- Improve data collection technology and methodology to better account for homeless program outcomes (p. 38, <http://www.oregon.gov/ohcs/docs/2014-AAP-FINAL.pdf>)

Washington County- Washington County Tomorrow: 10-Year Plan Goals and Strategies

Washington County Goals

- Prevent People from Becoming Homeless
- Move People Into Housing
- Link People to Appropriate Services and Remove Barriers - improve and expand homeless outreach and engagement with services/housing for homeless and sheltered singles and families. (p. 31, A Road Home: 10-Year Plan to End Homelessness July 2008-2018): day shelter provide a place for networking with rapid re-housing systems
- Increase Income Support and Economic Opportunities
- Expand Data Collection
- Implement Public Education on Homelessness - demystify homelessness through public education, community partnerships: volunteers and group activism (p. 37, A Road Home: 10-Year Plan to End Homelessness July 2008-2018) - HSSN and Interfaith Committee on Homelessness

Collaboration Points with Just Compassion Day Center

Tigard City Council 2015-17: Goals and Milestones

- Provide Recreation Opportunities for the People of Tigard.
 - *Collaboration point* - provide a place for adults experiencing homelessness to have opportunities for harmless or safe recreation.

- Make Downtown Tigard a Place Where People Want to Be.
 - *Collaboration point* - provide a space for adults experiencing homelessness to gather during the day, diverting them from loitering in downtown Tigard walkable and transit-supported areas, walkable access to open space/plazas, and assist in reimagining the identity of downtown Tigard - for shopping, dining, recreation and community activities
- Expand Opportunities to Engage People in the Community.
 - *Collaboration point* - assist in educating community on homelessness and provide training for volunteers.

RESOURCES

Federal

Opening Doors: Federal strategic plan to prevent and end homelessness update 2013
http://usich.gov/resources/uploads/asset_library/USICH_Annual_Update_2013.pdf

State of Oregon

A Home for Hope: A 10-year plan to end homelessness in Oregon, Action Plan
<http://www.oregon.gov/ohcs/pdfs/report-ehac-10-year-action-plan.pdf>

Portland Housing Bureau Reports and Data
<https://www.portlandoregon.gov/phb/60786>

2014 Annual Action Plan: Housing and community development programs (State of Oregon)
<http://www.oregon.gov/ohcs/docs/2014-AAP-FINAL.pdf>

Clackamas County

Clackamas County 2013 Point in Time Count of Homeless Individuals
http://www.clackamas.us/communitydevelopment/documents/HMIS_2013_Clackamas_Homeless_PIT_Report_Final.pdf

Clackamas County Continuum of Care
<http://www.clackamas.us/communitydevelopment/cchp.html>

HUD Homeless Definitions 2012: lists definitions, types of programs and names of programs for each definition
http://www.clackamas.us/communitydevelopment/documents/homeless_definitions.pdf

Multnomah County

2013 Point in Time Count of Homelessness Portland/Multnomah County, Oregon
<https://www.portlandoregon.gov/phb/article/513379>

Washington County

A Road Home: 10-Year plan to end homelessness 2008 - 2018
<http://www.co.washington.or.us/Housing/upload/Ten-Year-Plan.pdf>

Washington County 10-Year plan to end homelessness: Media Release
<http://www.co.washington.or.us/Housing/upload/Media-Release-10-Yr-Plan.pdf>

A Road Home: 2103 Homeless assessment report

http://www.co.washington.or.us/Housing/EndHomelessness/upload/Final-09232013_2013-Homeless-Assessment-Report_Year-5-of-10-Year-Plan.pdf

2015 Point in Time Report

<http://www.co.washington.or.us/Housing/EndHomelessness/upload/2015-PIT-Washington-County-Local-Reports-2.pdf>

Point in Time (PIT) Count Federal and State Historical Data

http://www.co.washington.or.us/Housing/EndHomelessness/upload/HPAC_2015-Homeless-Count-Summary.pdf

AIS-2272

4.

Workshop Meeting

Meeting Date: 06/16/2015

Length (in minutes): 30 Minutes

Agenda Title: Fields Industrial Property: Project Update

Submitted By: Lloyd Purdy, Community
Development

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council
Workshop
Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

The City of Tigard and private sector partners, Trammell Crow and the Fields Trust, need to update the Fields Trust Industrial Property MOU to reflect current expectations, benchmarks and timelines for pre-development deliverables.

STAFF RECOMMENDATION / ACTION REQUEST

Direct the City Manager to amend an MOU with Trammell Crow and the Fields Trust reflecting a revised timeline for pre-development work and site preparation on the Fields Industrial Property.

KEY FACTS AND INFORMATION SUMMARY

Forty two acres of industrial zoned property located along Hunziker Road and Wall Street comprise the last sizable undeveloped land in Tigard's inventory of employment lands. The industrial development firm Trammell Crow is interested in building an estimated 250,000 square feet of light industrial/flex space on 18 acres adjacent to Wall Street. Depending upon building configuration and tenant mix, this type of development could support between 115 and 300 jobs.

Given the slope of the remaining 24 acres on the Hunziker hillside, smaller footprint structures like multi-story residential and office buildings are more likely to be developed on the hillside if that acreage is rezoned.

In December 2014, the City of Tigard, Trammell Crow and the Fields Trust signed the Fields Trust Industrial Property Memorandum of Understanding which outlines the roles, expectations and timing of work each organization will undertake over the 12 months preceding development on the Fields Industrial Property. The MOU is not legally binding; it is a road map and partnership agreement.

The city has fulfilled its MOU obligations to date. This includes initiation of an Economic Opportunity Analysis Post Acknowledgment Plan Amendment recognizing the constraint of heavily sloped property for industrial development. The City Council adopted this EOA PAPA in March 2015. The city is also pursuing infrastructure funding from the state of Oregon and the US Department of Commerce to support further development in and around the site.

The Fields Trust, with input from Trammell Crow, submitted a request for a lot line adjustment which would demarcate a new 18 acre parcel for which Trammell Crow has development rights. Trammell Crow is behind schedule on the site due diligence, site work and site preparation the firm committed to as part of the MOU. They are now planning site preparation work for summer 2016.

The Fields Trust submitted an application seeking a rezone and comprehensive plan amendment to the remaining 24 acres on the Hunziker hillside to a Mixed Use Employment zone (MUE) to support residential and commercial uses allowed by the city's MUE zoning. This request will result in a legislative review process by the Planning Commission and City Council – to be completed in the next 6 months.

An updated MOU includes a current schedule with the following benchmarks for Trammell Crow leading toward construction on the Fields Industrial Property: conceptual site design (completed), lot line adjustment request (completed), traffic analysis, environmental analysis, right of way discussion, wetland permitting, site prep civil engineering, local permits, mass grading, storm system infrastructure construction, road infrastructure civil engineering, local permits, extension of utilities, and drive/access improvements. Following this schedule, finished lots ready for construction would be available in 2017.

An updated MOU will guide the city's efforts to support private sector investment and industrial development on the Fields Industrial Property. The original Fields Trust Industrial Property MOU is included as attachment one. The current schedule from Trammell Crow is included as attachment two.

OTHER ALTERNATIVES

Refocus economic development efforts on other priorities including business development, workforce development and entrepreneur development.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Development of the Fields Industrial Property and the adjacent Hunziker hillside, is supported by:

- Tigard's Comprehensive Plan Goal 9
- Tigard's 2011 Economic Opportunity Analysis

This economic development project is also consistent with the city's Strategic Vision, specifically Goal 2, that seeks to ensure development advances the vision of a healthy

interconnected community by using undeveloped land to increase value and building a healthy business climate that attracts, serves and employs more residents.

DATES OF PREVIOUS COUNCIL CONSIDERATION

March 24, 2015 referenced in Council discussion as part of Economic Opportunity Analysis: Post Acknowledgment Plan Amendment.

December 9, 2014 pre-development update and presentation of draft MOU.

August 9, 2014 update on Public Infrastructure Finance Plan.

February 18, 2014 Fields Property Site Analysis study.

Attachments

Fields Industrial Property MOU

Fields Industrial Property benchmarks/schedule

**Fields Trust Industrial Property
Memorandum of Understanding ("MOU")**

Parties to the MOU:

City of Tigard ("City")
TC Tigard LLC ("TCC")
Fields Trust

Date of MOU: Upon full execution

A purchase and sale agreement between the Fields Estate and TCC completed in November 2014 brings a developing interest to the Fields Industrial Property. The Fields Industrial Property is comprised of tax lots: 2S1010001100, 2S101CA00100, 2S101DB00300, 2S101DB00400 totaling 42.52 acres. The two larger I-P zoned lots comprise 37.4 acres fronting Wall Street and Hunziker Drive. Two smaller parcels are zoned C-G and R-3.5.

The initial phase to be developed by TCC for I-P eligible uses on the lowland portion of site includes approximately 17-18 acres which will be defined through a lot line adjustment and/or partition.

A second phase of development will involve the upland portion of the property for MUE appropriate uses eligible upon approval of an applicant's request for a comprehensive plan amendment and zoning change. Given current market conditions this development will likely include multi-family residential development by a development entity that has not yet been determined.

Combined, these projects create a mixed use development scenario on property centrally located in the City. This MOU focuses on the lowland industrial/employment lands (I-P zoned) portion of the site. The goal of this MOU is to support initiation of site preparation work for commercial/industrial development as early as June 2015, followed by construction of facilities.

THE AGREEMENT

- 1) The purpose of this MOU is to act as a pre-development "road map", setting forth roles, expectations and timing of each party. This MOU is not legally binding on either party but represents the good faith intentions of each party to perform the tasks listed below. If needed a development agreement can be negotiated building upon this MOU as a foundation.
- 2) Term of the Agreement: 12 months.
- 3) TCC Obligations during the term:
 - a. Develop a project schedule, for review and consent by the City,
 - b. Complete site due diligence,

- c. Refine development program and phasing for infrastructure needs and vertical development of industrial lowland area,
- d. Secure appropriate land use approvals including any lot line adjustments and/or partition,
- e. Pursue tenants/build to suit owners for the industrial site,
- f. Pursue financing for vertical development and infrastructure.

4) City Obligations during the term:

- g. On or before January 15, 2015, initiate an EOA PAPA to acknowledge property with a slope of greater than 6% is unsuitable for large format/footprint industrial uses and zoning,
- h. Provide technical assistance for any land use and building permit approvals, however, the City does not represent that these approvals will be granted,
- i. If it is determined to be warranted, identify and pursue public funding/financing sources (e.g., authorizing an Enterprise Zone, setting up a LID, seeking Economic Development assistance),
- j. Provide TCC with permit requirements, should TCC perform any or all of the public infrastructure work.

5) Fields Trust Obligations during the term:

- a. Fields Trust will be responsible for the 24-25 acre upland portion of the site until a developer for that portion of the property is selected by the Fields Trust,
- b. Request a comprehensive plan amendment for a portion of the site,
- c. Initiate a rezoning of the upland portion of the site to MUE zoning,

6) Joint Obligations during the term: the City and TCC acknowledge and agree that to achieve the development objectives for the site, the following tasks need to be completed jointly:

- a. Confirm the types, amounts, phasing, locations, and costs of providing infrastructure to the site,
- b. Confirm core infrastructure projects that TCC will be responsible for funding and/or constructing, and secondary infrastructure projects which may require funding from other parties,
- c. Determine whether infrastructure costs need to be shared between the parties, and if so, which public resources will be realistically available in a sufficient amount and terms and in a timely manner, and
- d. Determine regular joint meeting times to assure that progress is being made and issues addressed as expeditiously as possible.

WALL STREET INDUSTRIAL PARK Prelim Dev Schedule June 2, 2015	2015											2016											2017			
	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan
	Due Diligence / Site Study																									
Traffic Study / Report			1	2	3	4	5	6																		
Environmental												1	2	3												
Rail Spur Discussions												1	2	3												
Wall Street Owner Discussions												1	2	3												
Wetland Permitting																										
Study / Permit Prep	1	2	3	4	5	6	7																			
Submittal / Agency Review												1	2	3	4	5	6	7	8							
Permit Issued																			*							
Conceptual Design				1	2																					
Property Line Adjustments							1	2	3																	
Site Development																										
Civil Design													1	2	3											
City Permit																			1	2	3	4				
Mass Grading																				1	2	3	4			
Storm System Construction																					1	2	3			
Infrastructure																										
Civil Design													1	2	2											
City Permit																				1	2	3	4			
Utility Extensions																						1	2	3		
Driveway Improvements																						1	2	3		
Finished Lots Ready																										

The procedure used to capture and issue citations is as follows:

- The fixed mounted Photo Red Light camera system captures potential violations.
- The system marks the violation and sends the data to a designated program queue for access by police department personnel.
- The police officer reviews the video, verifies the driver and registered owner and sends confirmation back to the Photo Red Light camera company.
- The Photo Red Light company issues the citation on behalf of the police department.

The agencies have reported the Photo Red Light program appears to reduce the number of red light violations. Even though the Photo Red Light program is impersonal it appears to be a useful tool for traffic safety. Staff will be prepared to discuss successes and challenges of other Washington County agencies currently using photo red light.

Tigard Police Department is not currently staffed to implement Photo Red Light. In order to support a Photo Red Light program, the police department would need to hire additional sworn police officers and court staff. Additionally, implementation of any system would require authorization by ODOT to survey and install in any potential locations along the Pacific Highway corridor.

OTHER ALTERNATIVES

An alternative would be to implement a program by adding a full time employee to the police department traffic unit. With the department goal to reduce traffic accidents and gain greater compliance of traffic laws, an additional traffic officer would provide the police department with a strong tool to engage those that violate traffic laws and reduce traffic crashes.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

The City Council considered this program information in previously in 2011.

DATES OF PREVIOUS CONSIDERATION

The City Council considered this program information in previously in 2011.

Attachments

REDFLEX

ORS 810.434

ORS 810.436

Albany

Beaverton

Fairview

Medford

Portland

Salem

Sherwood

Tualatin

Traffic Accidents

Photo Enforcement FAQs



Make Your Intersections Safer with the Most Experienced Red Light Photo Enforcement Provider

Decrease dangerous driving and deadly t-bone crashes on your most problematic roadways

Red light running is far from a victimless crime or petty risk. It's frequently the root of right angle or "t-bone" crashes—the most deadly type of collision on our streets. All too often, the innocent passengers and pedestrians are the ones who suffer.

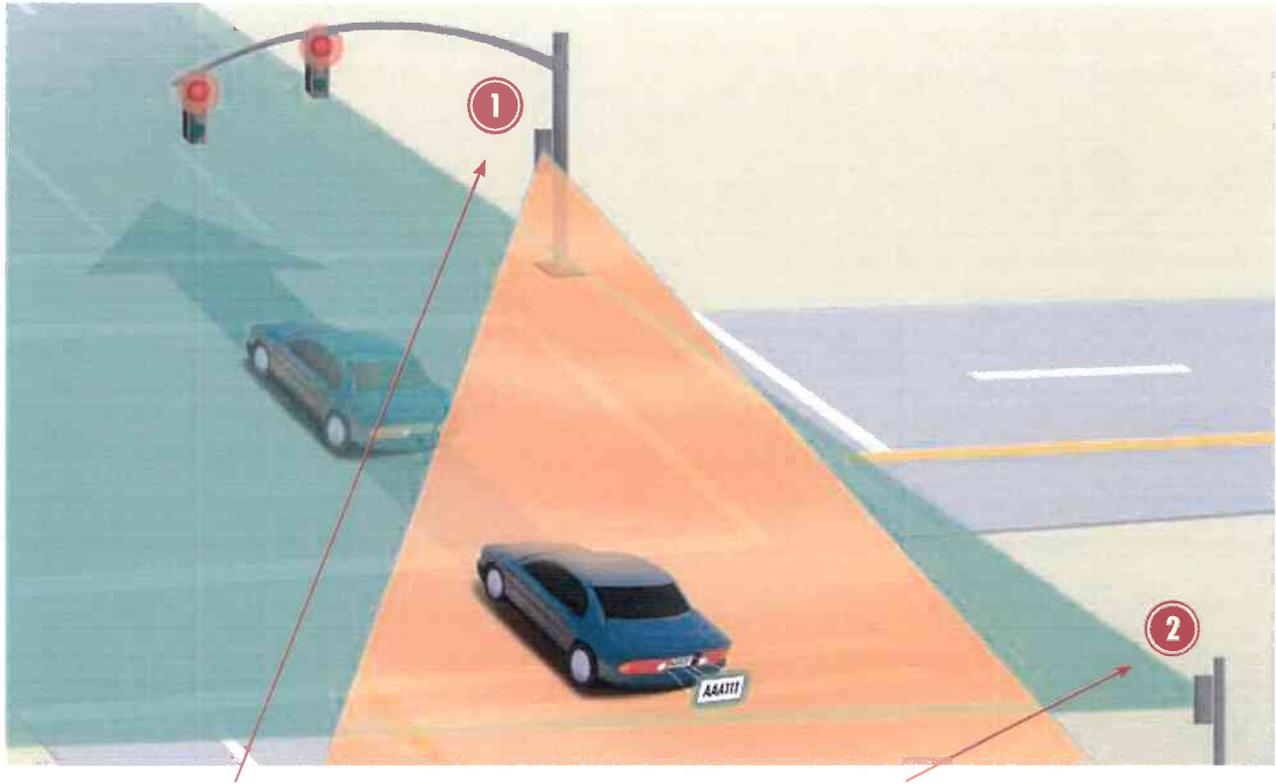
You can curb this dangerous driving behavior, protect your citizens and help prevent crashes with REDFLEX^{red}, a photo enforcement solution proven effective at reducing red light running incidents over time.

The REDFLEX^{red} Advantage

- Non-intrusive radar technology eliminates need for disruptive construction
- Ability to monitor straight, left and right-turn lanes
- Turnkey, ready-to-use solution
- Customizable right-turn zone configuration
- Leading-edge image recording and data capture technology
- No upfront costs
- Potential to generate surplus funds
- 100% compliant with all local, county, state and federal laws
- 24/7 customer support
- Dynamic back office providing violation verification and remote maintenance

*"Pedestrians: 2009 Data" and "Bicyclist and Other Cyclist: 2009 Data" Washington, DC. National Highway Traffic Safety Administration.

REDFLEXred: How It Works



When the radar (1) detects a vehicle running a red light, the camera system (2) is activated to record the violation which includes a close-up image of the license plate.



Did You Know?

A 2011 study* found a 24% reduction in fatalities across 14 U.S. cities with red light camera programs operating from 2004 to 2008. Had similar programs been operating in all large cities during that period, 815 deaths could have been prevented.

*Insurance Institute for Highway Safety

REDFLEXred: Program Features

REDFLEXred® is much more than a safety camera system. We offer an unrivaled, holistic approach that encompasses all aspects of the photo enforcement process, from violator detection, data capture and violation verification to ongoing maintenance and comprehensive customer support.

Leading-Edge Violation Detection with REDFLEXradar™ RedMap

Unique to the marketplace, REDFLEXradar RedMap provides unparalleled detection capabilities, tracking vehicles up to 350 feet at 20 times-per-second. And unlike in-ground loops, the competitive alternative, REDFLEXradar RedMap detects vehicles changing lanes as they approach the intersection, and it eliminates the need for disruptive road construction.

“Moveable” Stop Lines

Traffic ordinances may change throughout the life of a photo enforcement program, requiring the relocation of a stop line. With REDFLEXradar RedMap, the relocation process is quick and easy with a few on-site adjustments to the radar. Competitive systems with in-ground loops require costly and disruptive construction to move the stop line.

Customizable Right Turn Zone

Municipalities enforce right turn violations differently across the country. Some require vehicles to stop at a specific point, while others allow drivers to stop in a specific region. REDFLEXradar RedMap offers flexibility that can't be found elsewhere, establishing a customizable right turn zone. If a vehicle stops anywhere within this zone—set to your specifications an incident won't be recorded, potentially reducing the number of rejected right turn incidents.

Advanced Recording Technology

Redflex's safety camera systems are equipped with industry-leading SMARTcam™ software, providing unmatched functionality and flexibility:

- Cameras capture multiple images across multiple lanes, even in low light or poor weather conditions
- System automatically detects and captures images of the violating vehicle



- SMARTscene™ full-motion video system provides situational awareness before and after each incident

REDFLEXred Halo: Collision Avoidance Technology Saving Lives

REDFLEXred Halo is an optional add-on providing you with the incredible power to prevent crashes linked to red light running. The intelligent collision preemption system extends the all-red phase of a traffic signal when it detects a vehicle could run the light. Law-abiding drivers in opposing lanes stay put while the incident is captured on camera, greatly reducing the chance of deadly crashes in the intersection.

Highly Secure Data Capture

Our cameras instantly capture a variety of data to effectively evaluate incidents and determine whether violations occurred, such as:

- Hi-resolution still images, including a wide angle image of the incident scene and a zoomed image of the license plate
- Approximately 12 seconds of video detailing the incident
- Date, time, vehicle speed, lane number and location of each incident

All data is immediately transmitted and encrypted to a central processing server at Redflex and digitally

Did You Know?

On average, Redflex processes more than 1 million violations a month and maintains a 92% citation capture rate.

REDFLEXred: Program Features (cont.)

signed, preventing interception and manipulation of the evidence while ensuring the highest level of protection to the chain of custody. All original images and data are secured in a data vault for safekeeping.

Legally Compliant Violation Processing & Citation Mailing

Triple Verification: All incident data undergoes a comprehensive, triple verification process before we submit evidence packages to law enforcement for final review and potential approval.

Custom Criteria: Each client can determine the factors that Redflex processing specialists review—we don't use a one-size-fits-all approach.

In-House Mailroom Services: Unlike competitors, Redflex prints and mails all documentation related to violations. We don't disrupt the chain of custody, and we maintain control of all data throughout the violation process.

Multi-Lingual Call Center, Online Support Services for Violators & Cash Payment Options

Redflex manages violator communications and payments through a multi-lingual call center that's open 11 hours a day, five days a week, providing the public with an avenue to get their questions answered. We also maintain an online support center at PhotoNotice.com where violators can view the images and video associated with their violations, and make payments. Additionally, we can provide cash payment locations to make the settlement of a citation more convenient.

Non-Intrusive Installation & Ongoing Maintenance Support

You never need to touch the equipment. Redflex handles all installations and maintenance throughout the life of the program including:

- Real-time monitoring, remote maintenance and statistical reporting by our Network Operations Center at Redflex headquarters, which is staffed 24/7
- Systems diagnostics and preventive maintenance on a daily basis using a variety of proprietary tools and technologies
- SMARTscene Live!™ provides live streaming videos and video recording capabilities for added monitoring support beyond photo enforcement, including criminal activity

Insightful System Analytics

Redflex provides valuable traffic data packages and customized reports with detailed statistics you need to effectively monitor trends. All data is available to our clients 24/7 through a secure online connection, including maintenance reports, vehicle and violation counts, issuance rates and system performance.

Dedicated Account Representatives & 24/7 Support

All clients have dedicated account representatives who work with them on a regular basis to make sure the program is functioning smoothly and continually achieving goals. Customer support is also available 24/7 through the Help Desk at our Network Operations Center, which is equipped to quickly diagnose and resolve virtually any issue.

Comprehensive Court Support Packages & Expert Witness Testimony

If needed, Redflex will provide comprehensive adjudication and court support services, including the development of court file transfer interfaces, court training modules and court evidence packages. Additionally, we provide expert witness testimony and testimony training for all clients.



Get Started!

(866) 703-8097 • sales@redflex.com

Redflex.com

Redflex Traffic Systems®, a leader in road safety technologies, operates more than 2,000 photo enforcement systems in more than 250 cities throughout the United States and Canada. With continuous development of new safety products, Redflex has been helping to reduce collisions and save lives for more than 25 years. For more information, visit redflex.com.

© 2012 Redflex Traffic Systems, Inc. All Rights Reserved.

2013 ORS § 810.434¹

Photo red light

- operation
- evaluation

- (1) Any city may, at its own cost, operate cameras designed to photograph drivers who violate ORS 811.265 (Driver failure to obey traffic control device) by failing to obey a traffic control device.
- (2) Cameras operated under this section may be mounted on street lights or put in other suitable places.
- (3) A city that chooses to operate a camera shall:
 - (a) Provide a public information campaign to inform local drivers about the use of cameras before citations are actually issued; **and**
 - (b) Once each biennium, conduct a process and outcome evaluation for the purposes of subsection (4) of this section that includes:
 - (A) The effect of the use of cameras on traffic safety;
 - (B) The degree of public acceptance of the use of cameras; **and**
 - (C) The process of administration of the use of cameras.
- (4) By March 1 of each odd-numbered year, each city that operates a camera under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1999 c.851 §1; 1999 c.1051 §327; 2001 c.474 §1; subsection (5) of 2001 Edition enacted as 2001 c.474 §3; 2003 c.14 §491; 2003 c.339 §1; 2005 c.686 §1; 2007 c.640 §1; 2011 c.545 §65]

...

(No annotations for this section.)

Related Statutes³

- 810.435
Use of photographs
- 810.436
Citations based on photo red light

¹ Legislative Counsel Committee, *CHAPTER 810—Road Authorities; Courts; Police; Other Enforcement Officials*, https://www.oregonlegislature.gov/bills_laws/lawsstatutes/2013ors810.html (2013) (last accessed Apr. 27, 2014).

² OregonLaws.org contains the contents of Volume 21 of the ORS, inserted alongside the pertinent statutes. See the preface to the ORS Annotations for more information.

³ OregonLaws.org assembles these lists by analyzing references between Sections. Each listed item refers back to the current Section in its own text. The result reveals relationships in the code that may not have otherwise been apparent.

Currency Information

Copyright 2013 by WebLaws.org
www.oregonlaws.org

2013 ORS § 810.436¹

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 (Photo red light), a citation for violation of ORS 811.265 (Driver failure to obey traffic control device) 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 (Short title) to 84.061 (Federal electronic signatures law partially superseded).
- (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 (Entry) 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 (Driver failure to obey traffic control device) issued on the basis of photographs from a camera installed as provided in this section and ORS 810.434 (Photo red light) 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 owners 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 (Driver failure to obey traffic control device) initiated by the use of a camera installed as provided in this section and ORS 810.434 (Photo red light) 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 (Relief from default judgment) 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]

...

(No annotations for this section.)

¹ Legislative Counsel Committee, *CHAPTER 810—Road Authorities; Courts; Police; Other Enforcement Officials*, https://www.oregonlegislature.gov/bills_laws/lawsstatutes/2013ors810.html (2013) (last accessed Apr. 27, 2014).

² OregonLaws.org contains the contents of Volume 21 of the ORS, inserted alongside the pertinent statutes. See the preface to the ORS Annotations for more information.

³ OregonLaws.org assembles these lists by analyzing references between Sections. Each listed item refers back to the current Section in its own text. The result reveals relationships in the code that may not have otherwise been apparent.

Currency Information

Copyright 2013 by WebLaws.org

www.oregonlaws.org

CITY OF ALBANY

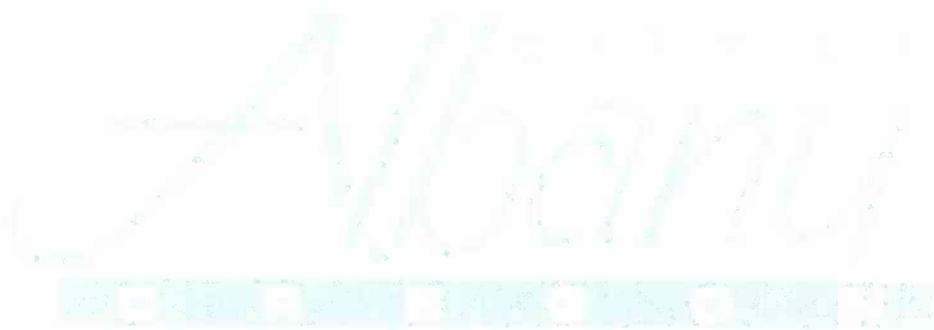
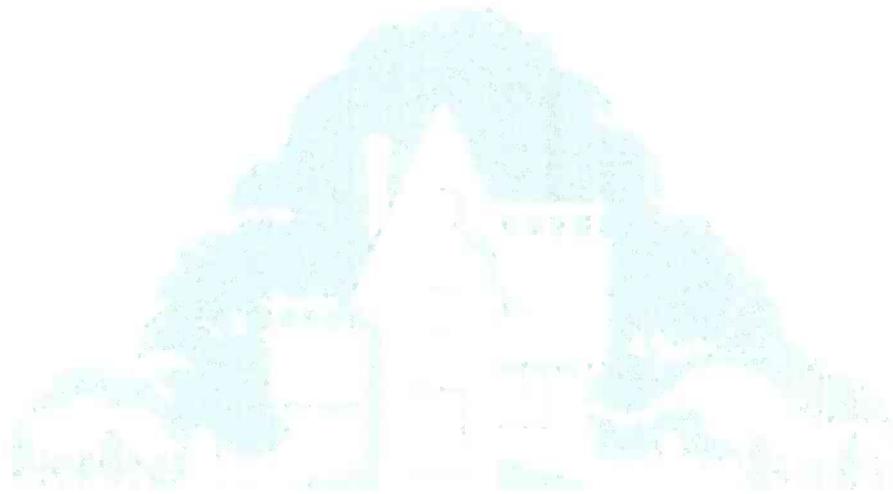


PHOTO RED LIGHT REPORT TO LEGISLATURE Process and Outcome Evaluation

FEBRUARY 2015

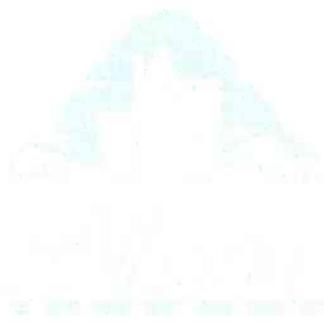


PHOTO RED LIGHT REPORT TO LEGISLATURE Process and Outcome Evaluation

Executive Summary

- **Milestones**
 - February/March 2005 – Begin Awareness Campaign with Surveys/Community Input – 62% support or strongly support cameras
 - February 2007 – Video Surveys at potential intersections
 - September 1, 2007 – Warning Letters
 - December 20, 2007 – Began issuing Citations
- **Number of Cameras Systems** – 2 at Queen Avenue/Geary Street
- **Facts – Citations at Queen Avenue/Geary Street**
 - 2003-2007 average of 10 red light citations per year
 - 2008 – 1119 citations issued (over 8500% increase from high of 13 in 2004)
 - 2014 – 500 citations issued (55% decrease from 2008).
- **Facts – Traffic Collisions at Queen Avenue/Geary Street**
 - No Significant Impact: 0, 1, 2, or 3 collisions each year for disregarding Red-Amber-Green from 2003 to 2013.
- **Conclusion** – Red light cameras appear to be improving safety for the City of Albany
- **Vendor** – Redflex Traffic Systems, Inc.
- **Project Manager** – Captain Eric Carter
- **Reports** – A copy of the full report can be obtained by contacting the Project Manager at 541-917-3234 or by email at eric.carter@cityofalbany.net

PURPOSE

The purpose of this report is to comply with ORS 810.434 and provide the Oregon State Legislature a process and outcome evaluation for the City of Albany Photo Red Light Program.

BACKGROUND

On February 26, 2007, the City of Albany entered into an agreement with Redflex Traffic Systems, Inc. for Red Light Photo Enforcement Services. Based on traffic accidents, citations and community input, the first intersection selected was Queen Avenue and Geary Street. This intersection ranked in the top ten intersections that the citizens of Albany identified as a traffic safety concern. Redflex Traffic Systems, Inc. coordinated a video survey to validate the safety concerns and the location's suitability for installing red light cameras. The video survey showed that there were 96 red light violations in a 12-hour span on February 26, 2007.

The red light cameras at Queen Avenue and Geary Street have been operational for 90 months. The Albany Police Department began authorizing Warning Letters on September 1, 2007. The Warning Period ended on December 19, 2007 and the Albany Police Department began authorizing Citations on December 20, 2007.

THE EFFECT OF THE USE OF CAMERAS ON TRAFFIC SAFETY

Two sets of data assist in measuring red light camera effectiveness: citation data and crash data. Citation data measures the degree of driver behavior modification. Oregon Department of Transportation (ODOT) crash data for disregarding a Red-Amber-Green signal specifically measures crashes as a result of running red lights.

Currently, citation data points to increased safety at this intersection. Figure 1 shows historical citation data for calendar years 2003 through 2014. From 2003 to 2007, the average number of citations issued for running a red light each year was 10, with a high of 13 citations in 2004 and a low of seven citations in 2006. In 2008, the Albany Police Department issued 1119 citations for running red lights using the red light cameras at this intersection; over an 8500 percent increase from 2004, the year with the highest citations for the previous five years. This dramatic increase gives a clear picture of the true red light running problem that existed at the intersection. In 2014, the number of citations issued was 500; a decrease of 55 percent from 2008. Historically, red light camera citations will peak at implementation. This will be followed by a period of decline and then a period of leveling off. The trends observed in Albany appear to be consistent with this historical trend.

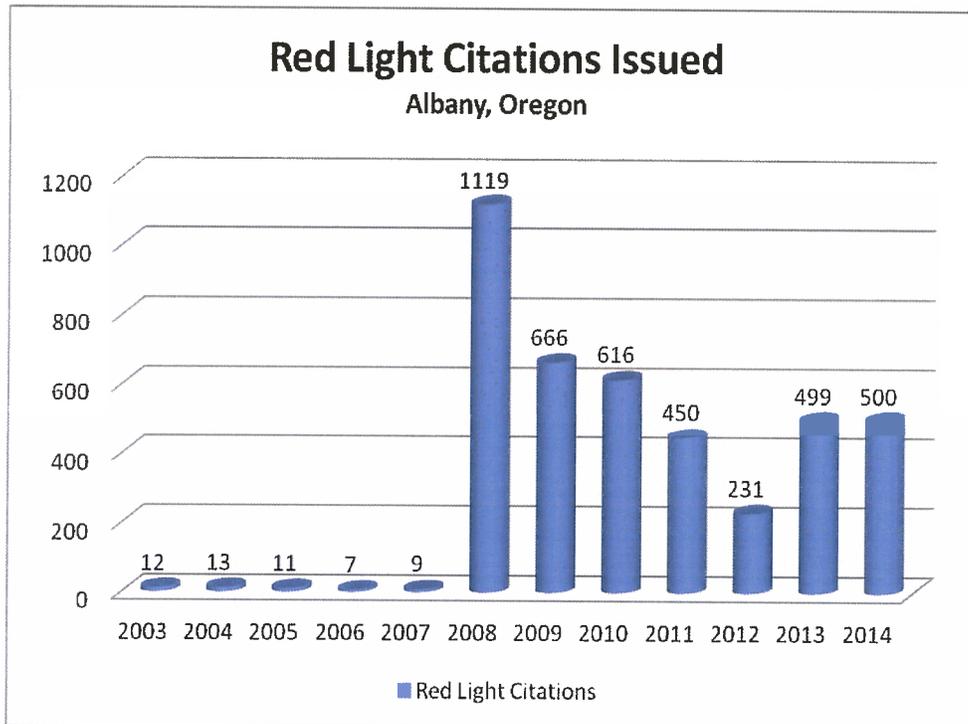


Figure 1. Red light citations issued from 2003 through 2014.

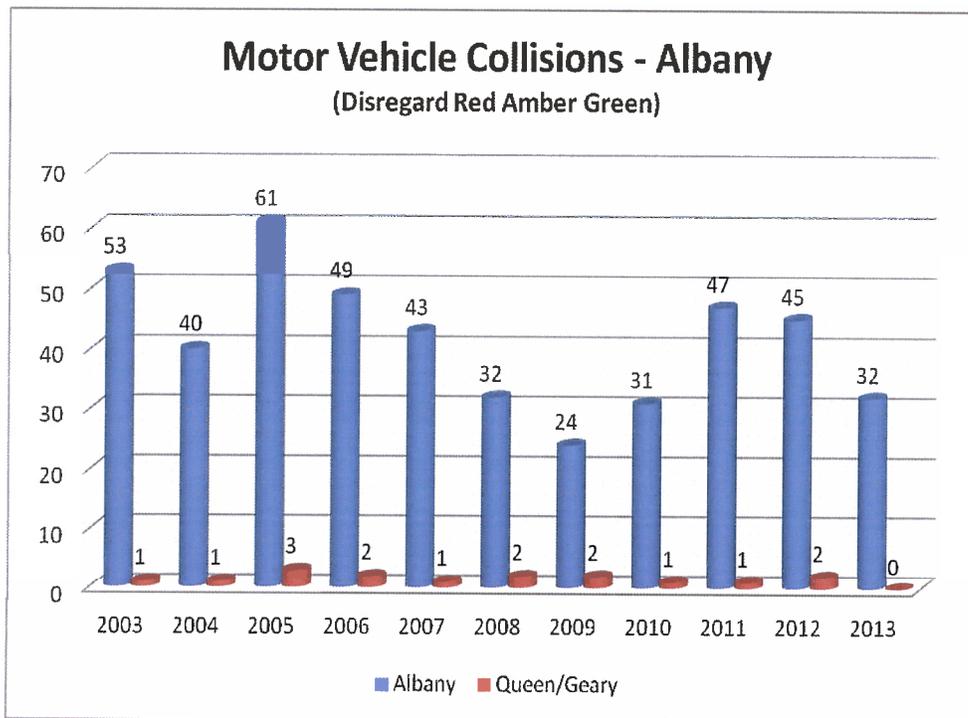


Figure 2. ODOT crash data for disregarding a Red-Amber-Green signal.

Currently ODOT crash data for disregarding a Red-Amber-Green signal is available through 2013 and is shown in Figure 2. Crash data for this intersection has remained constant at zero, one, two, or three crashes each year since 2003. The safety impact of the program and Queen Avenue and Geary Street appears to be neutral in terms of vehicle collisions. Overall crash data for the City of Albany showed a downward trend from 2005 to 2009 an upward trend in 2010 and 2011, followed by another downward trend since then. Coincidentally, 2005 was the year the City of Albany began its red light camera awareness campaign and actively sought out community input.

PUBLIC INFORMATION CAMPAIGN AND DEGREE OF PUBLIC ACCEPTANCE OF THE USE OF CAMERAS

As part of a media campaign, the City of Albany provided public service announcements for local television and radio. The Albany Democrat-Herald newspaper also published a number of articles leading up to and during implementation. In February 2005 and March 2005, the City of Albany Red Light Photo Enforcement Workgroup sent out a survey to the citizens of Albany. The results found that 62 percent of Albany residents “support” or “strongly support” the implementation of a red light enforcement program. Citizens were also presented with the opportunity to identify the most dangerous intersections and express opinions in favor of or against the program. No additional surveys have been conducted since 2005.

PROCESS OF ADMINISTRATION OF THE USE OF CAMERAS

Red light citations are issued after a multistep process agreed upon by the Albany Municipal Court, the Albany Police Department and Redflex Traffic Systems, Inc. and in compliance with applicable Oregon Revised Statutes.

The red light camera system is connected to the traffic signal. The camera is activated only after the traffic signal turns red. Sensors in the street detect violations, causing the cameras to take pictures and save a 12 second video clip. This information is then encrypted to ensure that it is not tampered with. The vendor downloads violation data on a daily basis. At this point, the vendor takes up to five business days to determine if the violation data meets strict quality control standards. These standards include checking for a clear image of the driver’s face, a clear image of the license plate, a clear image of the red light before the vehicle passes the stop line and after the vehicle passes the stop line, and a gender match with the registered owner of the vehicle. Attached is a Customer Management Report from January 1, 2014 through December 31, 2014 showing violations and the reason violations were rejected.

The vendor presents the violations that have passed the quality control standards to the Albany Police Department for officer authorization. Officers use a secure website to review violation images and a 12 second video of the violation. Officers will also compare violation data to Department of Motor Vehicle data. If the officer determines that a violation has occurred, the officer will authorize a citation. If not, the officer will reject the violation. This takes place within three business days of receiving the violation from the vendor.

The vendor will mail the citation on or before the tenth business day. Included in the mailing is the citation, a Certificate of Innocence or Affidavit of Non-Liability in the case of a business, and

information explaining how the defendant can view the violation images and video online and a respond-by date.

A Certificate of Innocence is a document that will be included in the mailing of the citation, which will allow the registered owner to fill out stating that he/she was not the driver of the vehicle at the time of the violation. The registered owner will mail the completed Certificate of Innocence to the Albany Municipal Court who will dismiss the original citation. The Court will then forward the Certificate of Innocence to the Albany Police Department, who will compare the violation images to the registered owner's driver's license photograph to determine if a match exists. If the police determine that the registered owner was the driver, they will forward the Certificate of Innocence to the vendor to reissue the citation within ten (10) days of receipt of the form. The citation will contain a new citation number, date of issue and respond-by date. If the police determine that the registered owner was not the driver, no further action will be taken, since the citation was already dismissed by the court. The registered owner is not required to identify the person operating the vehicle.

When a citation is issued in the name of a "business" an Affidavit of Non-Liability is included with the citation. This form will give the registered owner the opportunity to identify who was operating the vehicle at the time of the violation. The Albany Municipal Court will receive the Affidavit of Non-Liability, dismiss the original citation against the registered owner and forward the Affidavit to the Police Department. The police will forward the Affidavit to the vendor together with a cover memorandum directing that the citation be reissued to the named driver. The vendor will update the record to reflect the name and address of the driver as shown on the Affidavit of Non-Liability and process the new citation.

Defendants may also pursue traditional methods to have the citation dismissed. They may plead not guilty, have a court trial and be found not guilty by a judge.

CONCLUSION

Red light cameras appear to be improving traffic safety at the intersection where they are currently installed. The Albany Police Department will continue to closely monitor and evaluate future data in order to determine its overall impact on improving traffic safety for our community.

Customer Management Report (Albany) All Detection Types

01-Jan-2014 to 31-Dec-2014

Operator Id: %

	ALB-GEQU-01	ALB-QUGE-01	TOTAL
Total Processed Incidents	1025	327	1352
Less Uncontrollable Factors			
Obstruction			
Driver Obstruction/Duckers	9	2	11
Plate Obstruction	12	4	16
Vehicle Obstruction	9	1	10
Police Rejects			
Citation Issued manually	0	1	1
Emergency Vehicle Responding	13	4	17
Face Obstruction	1	1	2
Gender Mismatch	126	33	159
Incorrect/Incomplete DMV	97	22	119
Invalid Offense	1	0	1
Police Discretion	32	7	39
Safe Turn On Red	65	33	98
Sun Glare	1	0	1
Policy/Weather			
Extended Vehicle	1	2	3
Sun Glare	57	49	106
Weather/Nature	14	3	17
Registration Issues			
Can Not Identify State	1	0	1
Out of Country Plate	0	2	2
Paper Plates	21	3	24
Total	460	167	627
Sub Total Violations	565	160	725
Less in Progress	0	0	0
Available For Prosecution	565	160	725
Less Rejects			
Camera Malfunction			
Face Camera Flash	3-01%	1-01%	4-01%
Face Camera Focus Blurry	12-02%	5-03%	17-02%
Face Camera No Flash	3-01%	0-00%	3-00%
Face Not in Frame	0-00%	1-01%	1-00%
Rear Plate Camera Blurry	4-01%	1-01%	5-01%
Police Rejects			
Driver Unidentifiable images poor	9-02%	1-01%	10-01%
Unclear Scene Image	0-00%	1-01%	1-00%
Vehicle On or Passed Stop Line	128-23%	43-27%	171-24%
Process Issues			
Too Old	7-01%	5-03%	12-02%
Total	166-29%	58-36%	224-31%
Approved Violations	399-71%	102-64%	501-69%

Generated By: PHURLEY

Generated On: 2/25/2015 1:43:33 PM

Customer Management Report (Albany) All Detection Types

01-Jan-2014 to 31-Dec-2014

Operator Id: %

	ALB-GEQU-01	ALB-QUGE-01	TOTAL
Total Notices Printed	399-71%	102-64%	501-69%

Legend: (P) = Production (I) = Inoperative

Note: If you selected "All" from the "Approach:" drop down list, the statuses reflected in this report will only indicate the current

Generated By: PHURLEY

Generated On: 2/25/2015 1:43:33 PM

CITY OF BEAVERTON



Photo Red Light Report to the Legislature Process and Outcome Evaluation February 2015

Photo Red Light Enforcement Project Evaluation

**City of Beaverton
February 2015**

Project Manager
Viola Valenzuela, Lieutenant

Program Coordinator
Peggy Porath

Table of Contents

I. Background – Legislative Report Requirements	1
II. Public Information Campaign	2
<i>ORS 810.434 (3)(a)</i>	
III. Effect of the Use of Cameras on Traffic Safety	3
<i>ORS 810.434 (3)(b)(A)</i>	
A. Reductions in Red Light Running Violations	3
B. Reductions in Red Light Running Accidents and Injuries	4
C. Residence of Beaverton Red Light Runners.....	5
IV. Degree of Public Acceptance of the Use of Cameras	6
<i>ORS 810.434 (3)(b)(B)</i>	
V. Process of Administration of the Use of Cameras.....	6
<i>ORS 810.434(3)(b)(C)</i>	
A. Violation Detection.....	6
B. Violation Processing.....	7
C. Municipal Court Processing.....	8

I. Background - Legislative Report Requirements

Oregon Revised Statute (ORS) 810.434 requires cities using photo red light equipment to provide a public information campaign to inform local drivers about the use of cameras before citations are issued and to produce a report to the legislature once each biennium. The law reads as follows:

- (3) A city that chooses to operate a camera shall:*
- (a) Provide a public information campaign to inform local drivers about the use of cameras before citations are actually issued; and*
 - (b) Once each biennium, conduct a process and outcome evaluation for the purposes of subsection (4) of this section that includes:*
 - (A) The effect of the use of cameras on traffic safety;*
 - (B) The degree of public acceptance of the use of cameras; and*
 - (C) The process of administration of the use of cameras.*
- (4) By March 1 of each odd-numbered year, each city that operates a camera under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1999 c.851 §1; 1999 c.1051 §327; 2001 c.474 §1; subsection (5) of 2001 Edition enacted as 2001 c.474 §3; 2003 c.14 §491; 2003 c.339 §1; 2005 c.686 §1; 2007 c.640 §1; 2011 c.545 §65]*

II. Public Information Campaign

ORS 810.434 (3)(a)

The City of Beaverton is the first city in the state of Oregon to use photo red light technology. While the technology was installed in January 2001, the program really credits its roots back to citizen efforts in the late 1990s. The City of Beaverton initiated an aggressive Red Light Running Campaign in December 1998. The purpose of the campaign was to educate Beaverton residents about the dangers of red light running. The campaign received a grant funded by the Federal Highway Administration, in conjunction with the Chrysler Corporation, and administered by the Oregon Department of Transportation (ODOT) for \$124,003, with the City of Beaverton contributing an additional \$20,107 in fiscal year 1999.

In addition to the public safety campaign, the City of Beaverton targeted specific public information materials to warn drivers that cameras would be used to enforce red light violations prior to the installation of cameras. The City mailed informational post cards to every household in Beaverton. The post cards gave specific details about the upcoming installation of red light camera equipment including: program description, criteria for receiving a citation, signal timing information, fine amounts, and ticket processing information. Beaverton also published articles in its *Your City* newsletter, mailed to every Beaverton household, prior to the installation of camera equipment. The City's elected officials and chief of staff participated in numerous media interviews to help spread the word to the community that red light cameras were coming to Beaverton. Below is a detailed list of actions taken to conduct a public information campaign about the use of red light cameras prior to issuing citations.

City of Beaverton Public Information Campaign Actions Prior to Issuing Red Light Citations

- Public Service Announcements
- Post Cards / Direct Mail
- Hand Outs at Public Events
- Street Signs
- Radio Messages
- Your City Newsletter
- Media Interviews
- Public Information Phone Line

The City of Beaverton's public information campaign efforts were enormously successful. In March 2001, **99% of Beaverton Residents were Aware of the City's Red Light Campaign**, according to a citizen survey.

III. Effect of the Use of Cameras on Traffic Safety

ORS 810.434 (3)(b)(A)

A. Reductions in Red Light Running Violations

Beaverton has analyzed the red light violation data from each of the photo-enforced intersections. *The analysis shows that the City's photo red light intersections have realized a 36% reduction in red light running violations*, comparing the first year of the program (2001) to the following years (2002-2010). The overall effect of the program has been a dramatic reduction in the number of red light signal violations. This is a tremendous success for Beaverton – and goes a long way to remind drivers “Red Means Stop” in Beaverton.

Addition of Right Turn on Red Enforcement

In November 2010, Beaverton City Council approved the Traffic Safety Proposal, which included the enforcement of Right Turn on Red violations. The goal of the Traffic Safety Proposal is to improve traffic safety through enforcement and education, two of the three E's to keeping a community safe. Benefits to enforcing right turn on red violations are pedestrian and bicycle safety.

Right turn on red enforcement began in January 1, 2011 with a 31 day warning period. During the January warning period, 362 warning letters were sent. Effective February 1, 2011, citations were issued for right turn on red violations.

It is typical to see an increase in the number of violations during the initial implementation of red light enforcement, but the numbers are expected to decrease over time as drivers become aware of the right turn on red enforcement and are reminded that “Red Means Stop” in Beaverton.

Red Light Running Violations at Beaverton Photo Red Light Intersections

	2011	2012*	2013	2014*
Red Light Violations	9,369	13,526	12,870	10,600

***2012 Increase in Violations** - In 2011 it was discovered that one red light intersection did not have detection loops to enforce the right turn on red violations, this was corrected in July 2012.

***2014 Decrease in Violations** - In 2014 a decrease in violations is due to equipment down time from storm damage and a separate third party software glitch.

On average red light running violations have decreased since right turn on red enforcement began.

Overall Reductions in Red Light Running Violations at Beaverton Photo Red Light Intersections

	2012	Average of 2013-2014	Average Change in Violations
Red Light Violations	13,526	11,735	-13%

B. Reductions in Red Light Running Crashes and Injuries

The City of Beaverton has achieved positive results from the photo red light program. *Injury crashes at Beaverton photo red light intersections have decreased 41%*, comparing the first year of the program (2001) to the following years (2001 – 2010). Overall crashes have decreased 6%, but more importantly the severity of these crashes has been significantly reduced.

For clarification analysis of the crash data showed that the data used from 2001 – 2010 appears to have included all crashes where the location was coded to the intersection and included crashes where red light running was not a contributing factor. The 2011 – 2014 data only includes crashes that occurred in the intersection and where red light running was a contributing factor.

Crashes (C) and Injury Crashes (I) at Beaverton Photo Red Light Intersections – 2011 through 2014

Red Light Intersection	Cedar Hills/Walker		SR 10/Griffith		Allen/Lombard		Scholl's/Hall	
	C	I	C	I	C	I	C	I
2011	0	1	0	0	0	0	0	2
2012	2	0	0	1	0	0	1	0
2013	4	0	0	0	1	1	8	0
2014	2	0	0	0	1	1	8	0

Although overall crashes have slightly increased, the number of injury crashes have continued to decrease showing consistent evidence that the severity of crashes at these intersections is reduced.

C. Residence of Beaverton Red Light Runners

The majority of red light runners at Beaverton photo enforced intersections do not live in Beaverton. The City has tracked this number over the years and it remains consistent. On Average, *72% of red light runners at Beaverton's photo enforced intersections do not live in Beaverton.* As previously reported, the city faces continual challenges of modifying driving behavior when such a high percentage of red light violators do not live in Beaverton. The city attributes gradual increases in violations to the fact that so many drivers are traveling through the city and do not reside in Beaverton.

IV. Degree of Public Acceptance of the Use of Cameras

ORS 810.434 (3)(b)(B)

The City of Beaverton has conducted several different public opinion surveys over the years. The results have been very consistent and demonstrate that Beaverton residents strongly favor the use of cameras for red light enforcement.

Survey Results

When asked “Are you aware of the City’s photo red light enforcement program?” the majority of Beaverton residents surveyed said yes.

November 2011 (442 responses)	97%
November 2012 (666 responses)	94%
November 2014 (894 responses)	89%

In 2014 half of the Beaverton residents surveyed (806 responses) said it was their opinion that photo red light enforcement worked fairly well or very well and that photo enforcement improved their driving behavior

The opportunity for public comment is available via the city website, city council meetings, police traffic hotline phone number and directly to the photo enforcement program coordinator. Feedback remains mostly positive.

V. Process of Administration of the Use of Cameras

ORS 810.434 (3)(b)(C)

The administrative process for the use of photo red light cameras encompasses many components. The steps for issuing a citation consist of: violation detection, violation processing, quality control checks, review and approval by a police officer, and finally citation creation and mailing. Intertwined in these steps are the city’s compliance with legislative requirements dictated in ORS 810.434 and 810.436. After citations are issued they fall under the jurisdiction of Beaverton’s Municipal Court.

A. Violation Detection

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.

Each violator 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.

B. Violation Processing

Once a red light running violation has been detected the city's vendor uses encryption technology to safeguard the images against alteration. A search is performed with the Oregon Department of Motor Vehicles (DMV) to determine the registered owner of the vehicle. The vendor also performs a quality control review of each violation. There are several common reasons for why a potential violation is rejected.

Common Reasons for Not Issuing Citations

- Emergency vehicle with flashing lights
- Driver's gender does not match registered owner
- Driver is unidentifiable
- Can't identify or read license plate
- Wrong or No DMV info available
- Driver or plate obstruction
- Sun glare
- Equipment Issue
- Photograph alignment
- Funeral procession

Photo red light citations are issued following a multi-step process that ensures the digital photographs; violation data and owner information are accurate. If any of the evidence and information does not meet stringent quality control standards, citations are not issued.

A Beaverton police officer reviews each violation, after it has been through the quality control process, and determines whether or not a citation should be issued. After the police officer affirms the citation, their electronic signature is printed on the citation. The City's vendor then prints and mails the citations to the registered owner. The defendant receives a copy of the citation in the mail, along with the four photographs of the violation incident, an explanation letter, the advice of rights information normally found on the back of traffic citations, and a Certificate of Innocence form or Certificate of Non-Liability form (to complete if they were not the driver of the vehicle at the time of the violation).

An important component of Oregon's photo red light statute is that the citation is issued to the *registered owner* of the vehicle. The registration information is determined through the DMV's records. Oregon law requires drivers to maintain their updated address information with the DMV. The presumption in Oregon on photo red light citations, as with parking tickets, is that the registered

owner of the vehicle is the driver at the time of the violation. The onus is on the registered owner to provide evidence if they were not the driver at the time of the violation, through the process of completing a Certificate of Innocence or Certificate of Non-Liability form.

C. Municipal Court Processing of Photo Red Light Citations

The City of Beaverton has the first paperless Municipal Court in the nation. This accomplishment has streamlined the City’s citation processing and increased the court’s overall efficiency. A violator receiving a photo red light citation has all of the same rights and options as anyone with a traffic violation issued from an officer stop, with the inclusion of the Certificate of Innocence/Certificate of Non-Liability form. If the registered owner of the violating vehicle completes the form, along with providing the court with a photo copy of their driver’s license, the citation against the registered owner will be dismissed.

The majority of people who receive photo red light citations plead no contest and are convicted. Less than one quarter of the violations resulted in a dismissal due to the completion of a Certificate of Innocence/Non-Liability form. The following chart highlights the outcomes of photo red light citations issued in Beaverton since the inception of the program.

Outcomes of Beaverton Photo Red Light Citations Issued for Years 2001-2014

Outcome of Citation	Number	Percent of Total
Convicted	33,297	64.8%
Dismissed – Certificate of Innocence	10,231	19.9%
Dismissed – Certificate of Non Liability	1,778	3.5%
Dismiss – Includes Traffic School Diversion	5,521	10.8%
Pending	424	0.8%
Other	123	0.2%
TOTAL	51,377	100.0%

2015 Photo Red Light Report to the Oregon Legislature City of Fairview



City of Fairview Police Department
Kenneth D. Johnson, Chief of Police
February 25, 2015

Table of Contents

- I. BACKGROUND
- II. PUBLIC INFORMATION AND OUTREACH
- III. PROCESS AND OUTCOME EVALUATION
 - a. The effect of the use of cameras on traffic safety
 - b. The degree of public acceptance of the use of cameras
 - c. The process administration of the use of cameras

BACKGROUND

The City of Fairview is a small community of approximately 9,200 residents located forty blocks from Portland, Oregon (the largest city in the state) and sharing a boarder with the City of Gresham (the fourth largest city in the state). Interstate 84 divides the town and contributes to a high traffic volume traversing our community.

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

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

PUBLIC INFORMATION AND OUTREACH

During the past two years, the City of Fairview has performed the following public education and outreach program related to the Intersection Safety Program:

- 2/21/13: Program update given to the Public Safety Advisory Committee (public meeting).
- 3/2013: Fairview Chief of Police Ken Johnson participated in a public safety video (PSA) entitled: "Oregon Through the Lens: Traffic Safety Cameras."
- 4/5/13: Oregon Association Chiefs of Police posted the video "Oregon Through the Lens: Traffic Safety Cameras" on the Association's Facebook.
- 9/18/13: One year review presented to the Fairview City Council during regular meeting (televised).
- 9/19/13: One year review presented to the Public Safety Advisory Committee (public meeting).
- 10/2013: Article in City of Fairview newsletter giving citizens a one year program review.
- 3/11/14: Fairview Chief of Police Ken Johnson was a guest panelist at a televised League of Women Voters forum and discussed the Photo Red Light: Intersection Safety Program.
- 8/5/13: Booth at National Night Out had continuous loop playing of the PSA- "Oregon Through the Lens: Traffic Safety Cameras."
- 11/15/14: Red light camera update was given at a Fairview Town Hall meeting.
- 1/28/15: Red light camera information was given at a Mayor's Town Hall meeting.
- 2/5/15: Request for public input on the Photo Red Light project was requested on the social media web site "Nextdoor Neighbor."
- 2/5/15: Request for public input on the Photo Red Light project was requested on the Fairview Police Department's Facebook social media site.

On Going:

- The Fairview Police Department web page includes a link to the PSA- "Oregon Through the Lens: Traffic Safety Cameras."
<https://www.youtube.com/watch?v=aHaB57c2Cxs&feature=youtu.be>

- The Fairview Police Department web page has a link to a document entitled, “Myths of Photo Red Light Enforcement.” <http://www.fairview.or.us/DocumentCenter/Home/View/2541>
- The Fairview Police Department web page has a link to a document entitled, “Red Light Camera Brochure.” <http://www.fairview.or.us/DocumentCenter/Home/View/1341>
- Fairview Police Department web page has a section that explains how the program works:

Intersection Safety Camera Program

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



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

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

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

THE EFFECTS OF THE USE OF CAMERAS ON PUBLIC SAFETY

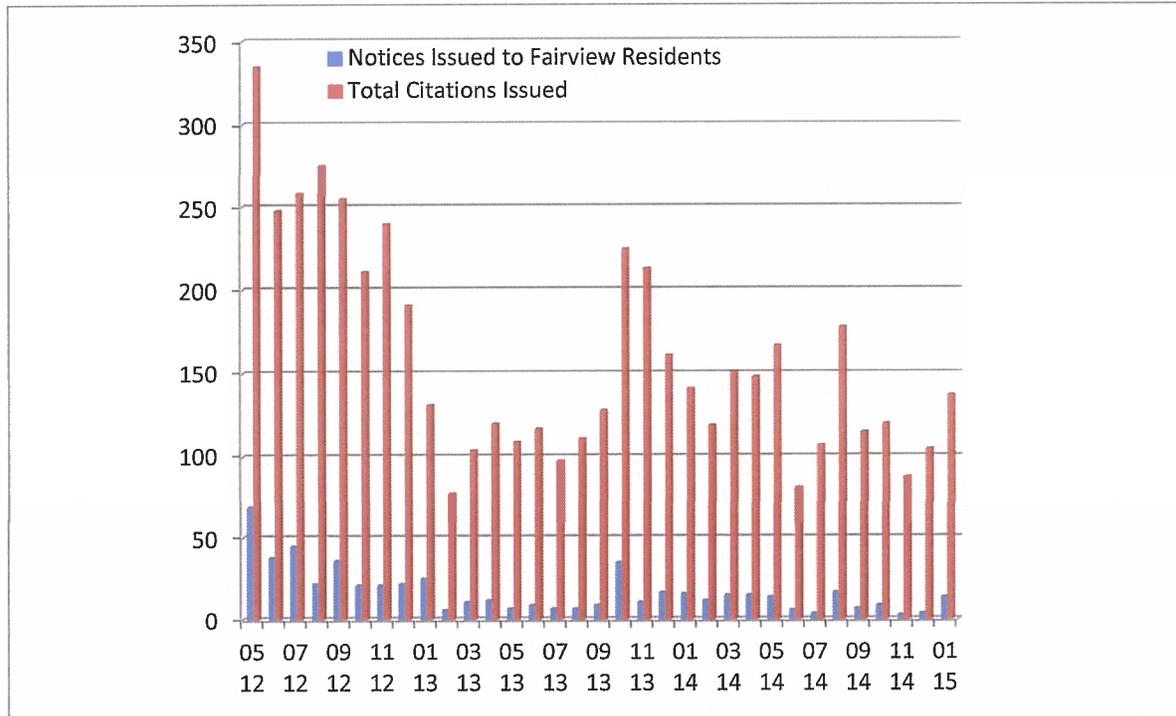
When the Fairview City Council authorized the use of red light cameras, the stated goal was to improve traffic safety by reducing the incidents of drivers running red lights. The best gauge of determining if we are making an impact is to evaluate two factors:

1. Total number of citations issued.
2. Total number of citations issued to Fairview residents.

Comparing 2014 and 2015 data to the first six months of operation shows a significant reduction in the number of drivers failing to stop for the red light at Fairview Parkway and Halsey.

<u>Month of Violation</u>	<u>Notices Issued to Fairview Residents</u>	<u>Notices Issued to Other Oregon Residents</u>	<u>Notices Issued to Out-of-State Residents</u>	<u>Total Citations Issued</u>	<u>Percent of Fairview Res.</u>
2012 05	69	239	27	335	20.59
2012 06	38	188	22	248	15.32
2012 07	45	181	33	259	17.37
2012 08	22	211	42	275	8.00
2012 09	36	182	37	255	14.11
2012 10	21	164	26	211	9.95
2012 11	21	187	32	240	8.75
2012 12	22	145	24	191	11.51
2013 01	25	86	20	131	19.08
2013 02	6	65	6	77	7.79
2013 03	11	74	19	104	10.57
2013 04	12	96	12	120	10.00
2013 05	7	77	25	109	6.42
2013 06	9	84	24	117	7.69
2013 07	7	74	16	97	7.21
2013 08	7	84	20	111	6.30
2013 09	9	90	29	128	7.03
2013 10	35	152	38	225	15.55
2013 11	11	164	38	213	5.16
2013 12	17	119	25	161	10.55
2014 01	16	102	23	141	11.34
2014 02	12	86	21	119	10.08
2014 03	15	113	23	151	9.31
2014 04	15	111	22	148	10.13
2014 05	14	117	36	167	8.38
2014 06	6	60	15	81	7.40
2014 07	4	72	31	107	3.73
2014 08	17	132	29	178	9.55
2014 09	7	86	22	115	6.08
2014 10	9	90	21	120	7.50
2014 11	3	70	14	87	3.44
2014 12	4	87	14	105	3.80
2015 01	14	100	23	137	10.21

CHART SHOWING TOTAL CITATIONS ISSUED COMPARED TO THE NUMBER OF CITATIONS ISSUED TO FAIRVIEW RESIDENTS



THE DEGREE OF PUBLIC ACCEPTANCE OF THE CAMERAS

When the City of Fairview began consideration of a red light camera at Fairview Parkway and Halsey, there was some discussion and debate about the potential impact the red light cameras would have. A few expressed concern that drivers would avoid the intersection- hurting Fairview businesses.

The traffic count data, supplied by the Multnomah County Traffic Engineer does not support that position. Although there was a dip in the traffic count in some months during calendar year 2013, the traffic count in 2014 would indicate an increase in the number of drivers using this intersection since the beginning of the red light camera program.

TRAFFIC COUNT FROM INCEPTION OF PHOTO RED LIGHT PROGRAM THROUGH DECEMBER 2014 Fairview Parkway and Halsey South Bound on Fairview Parkway

First month of operation (30 day written warning period) was May 2012:

May 2012- 312,869

May 2013- 320,009

May 2014- 321,857

First full month of citations was July 2012:

July 2012- 310,642

July 2013- 262,932

July 2014- 344,983

Last full month of data:

December 2012- 307,925

December 2013- 306,819

December 2014- 319,097

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

This author has personally attended several court sessions and has heard defendants make the following statements to our Fairview Municipal Court Judge:

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

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

In preparing for this bi-annual report to the Oregon Legislature, this author posted a request on our police department Facebook page and on a large social media web-site Nextdoor Neighbor. I asked for any comments about the red light program, Specially, citizens were asked if they would support or oppose extending the photo red light contract beyond the original three year agreement. Two responses have been received. Both indicating that they felt the intersection was safer as a result of the photo red light cameras and both citizens urged the Fairview City Council to extend the contract.

THE PROCESS ADMINISTRATION OF THE USE OF CAMERAS

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

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

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

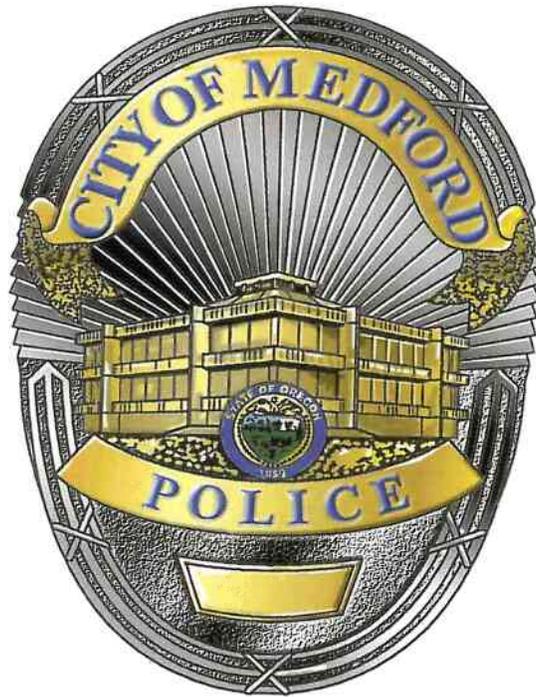
The review process is exhaustive and intended to protect the integrity of the program and ensure that only legitimate red light violations are cited. Images captured by the red light camera and the accompanying video, do not equate to an automatic citation. There are a number of factors that cause an image to be rejected. Those factors include: Gender mismatch (driver not the registered owner), sun glare, vehicle stopping past the stop line, paper plates, inaccurate or incomplete DMV information and plate obstruction.

Since the inception of the Fairview program through January 2015, officers have issued 4,809 citations or 39.33% of the total images captured for possible violations. 60.67% of the images captured (possible violations) were rejected.

TOTAL IMAGES CAPTURED SINCE PROGRAM INCEPTION	TOTAL NUMBER OF CITATIONS ISSUED SINCE PROGRAM INCEPTION
12,225	4,809

This report is provided in accordance with ORS 810.434 (4) and ORS 192.245.

CITY OF MEDFORD



POLICE

Your Police, Our Community

**Photo Red Light
Report to the Legislature
Process and Outcome Evaluation
February 2015**

Background – Legislative Report Requirements

Oregon Revised Statute (ORS) 810.434 requires cities using photo red light equipment to provide a public information campaign to inform local drivers about the use of cameras before citations are issued and to produce a report to the legislature once each biennium. The law reads as follows:

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

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

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

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

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

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

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

Public Information Campaign

ORS 810.434 (3)(a)

Public acceptance of photo red light enforcement is exceptionally high in Medford. The City Council is strongly committed to this program. Prior to implementation of the red light program, a public opinion survey was conducted by the Southern Oregon University business department. Results from the statistics gathered demonstrate the strength of public support for the use of photo red light enforcement.

As part of ORS 810.434, the statute requires cities implementing photo enforcement to provide a public information campaign to inform local drivers about the use of cameras before citations were issued. The City of Medford began the photo enforcement information campaign in July of 2002. With the assistance of the local media, this information is an ongoing process. The primary goal of the campaign was to change driving behavior by increasing awareness and educating the public to the dangers of running red lights and exceeding posted speed limits. This continuing educational program has been a successful due to the extreme interest of both the local print and television media. Numerous print articles and television news segments were aired prior to implementation, during construction of the intersections infrastructure, and after the cameras went live.

On an annual basis the Medford Police Department continues its public education efforts on the photo red light program with updates and program explanation on RVTV, which is an educational television program directed to the community. The Medford Police Department also disseminates information on the photo red light program through annual citizen's academies, Medford Police Department annual reports, neighborhood watch newsletters, and the City of Medford website.

Effect of the Use of Cameras on Traffic Safety

ORS 810.434 (3)(b)(A)

A. Reductions in Red Light Running Violations

The Medford Police Department has analyzed the red light violation data from each of the photo enforced intersections. The analysis shows that the City's photo red light intersections have realized a 12% reduction in red light running violations, comparing the first year of the program through to 2014. The overall effect of the program has been a notable reduction in the number of red light signal violations.

Overall Reductions in Red Light Running Violations at Photo Red Light Intersections

	First Twelve Months of Enforcement	Average of 2013-2014	Average Change in Violations
Red Light Violations	2,262	1983	-12%

B. Reductions in Red Light Running Crashes

The city of Medford has achieved positive results from the photo red light program. Crashes at photo red light intersections have decreased 46%, comparing the first year of the program to the following years.

Crashes at Photo Red Light Intersections – 2002 through 2014

Red Light Intersection	Biddle / McAndrews	Barnett / Stewart
2002	35	26
2003	32	15
2004	31	14
2005	35	19
2006	28	12
2007	23	5
2008	17	11
2009	32	6
2010	15	9
2011	20	12
2012	17	8
2013	15	11
2014	16	5

Overall Reductions in Crashes at Photo Red Light Intersections

	2002	Average of 2003-2014	Average Change
Crashes	61	33	-46%

Degree of Public Acceptance of the Use of Cameras

ORS 810.434 (3)(b)(B)

The City of Medford contracted with the Southern Oregon University to conduct a photo enforcement survey. The survey was conducted in December of 2001. The target market for the survey was comprised of homeowners and renters. 4,000 surveys were divided proportionally between East and West Medford, and sent through seven random mail routes. The overwhelming majority of those surveyed favored the implementation of photo traffic enforcement. It was found that 68% of the respondents either strongly or somewhat favored the program. Only 27% were either somewhat opposed or strongly opposed to photo traffic enforcement. When asked what traffic related items are of most concern to the citizens of Medford, 59% responded that drivers were not stopping for red lights.

In 2014 the City of Medford Police Department began measuring the public opinion of the photo red light program through a public safety survey which is conducted twice a year. When asked "What is your opinion of the City's photo red light enforcement program?" more than half of Medford residents surveyed reported it as being "very good" to "good."

The City of Medford also measures the public opinion of the program based on citizen complaints. This agency has an open and exhaustive complaint process. With the exception of receiving occasional inquiries about the program no official complaints were filed this reporting year. In part this can be attributed to the way in which the program is administered, in that only undeniable violations are prosecuted. The number of violations that are rejected demonstrates this fact.

2013 – 2014 Rejected Incident Summary

Processed Incidents	Rejected Incidents	Approved Violations
6876	3262	3614

Process of Administration of the Use of Cameras

(ORS) 810.434 (3) (C)

The administrative process for photo red light enforcement includes citation issuance, delivery, payment, and adjudication. It also includes the impact of the program on police and court operations as well as fiscal accounting. Photo red light citations have been issued in the City of Medford since 2002. Red light cameras are currently installed at the intersections of McAndrews/Biddle and Stewart/Barnett. This report examines the impact on administrative processes for violations occurring in 2013 - 2014.

CITATION PROCESSING

Red light violators are issued citations following a multi-step process that ensures that the digital photographs, violations data, and owner information are as accurate as possible. If any of this information does not meet stringent quality control standards, citations are not issued.

Common reasons for citations not being issued are as follows:

- Driver gender does not match registered owner
- Driver is unidentifiable
- License plate cannot be read or identified
- Wrong or no DMV information available
- Driver or plate obstruction
- Sun glare
- Photo red light equipment issue
- Photo alignment
- Funeral procession
- Emergency vehicle with flashing lights

A Medford Police Officer reviews each violation after it has been through the quality control process and determines whether or not a citation should be issued. After the police officer affirms the citations, their electronic signature is printed on the citation. The City's photo enforcement vendor then prints and mails the citation to the registered owner. The defendant receives a copy of the citation in the mail, along with the four photographs of the violation incident, an explanation letter, the advice of rights information normally found on the back of a traffic citation, and a Certificate of Innocence form/Certificate of Non-Liability form (to complete if they were not the driver of the vehicle at the time of the violation).

An important component of Oregon's photo red light statute is that the citation is issued to the registered owner of the vehicle. The registration information is determined through DMV records. Oregon law requires drivers to maintain their updated address information with the DMV. The presumption in Oregon on photo red light citations, as with parking tickets is that the registered owner of the vehicle is the driver at the time of the violation. It is the responsibility of the registered owner to provide evidence if there were not the driver at the time of the violation, through the process of completing a Certificate of Innocence/Certificate of Non-Liability form. If the registered owner of the violating vehicle completes the form, along with providing the court with a copy of their driver's license, the citation issued to the registered owner is dismissed.

CITY OF PORTLAND PHOTO ENFORCEMENT REPORT 2013-2014



**Sergeant David Abrahamson
Portland Police Bureau
Traffic Division**

7214 N. Philadelphia Ave.
Portland, OR 97203
503-823-2153
david.abrahamson@portlandoregon.gov



BACKGROUND – REPORT REQUIREMENTS

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

A copy of the amended Statute is included below:

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

- (a) The effect of the use of the photo radar system on traffic safety;*
- (b) The degree of public acceptance of the use of 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]

PHOTO-RADAR

I. PHOTO RADAR AND ITS EFFECT ON TRAFFIC SAFETY

A. BACKGROUND

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

The City of Portland received authority from the 1995 Legislature to conduct a two year test of photo radar. After a successful test phase, the Legislature extended the use of photo radar. The City of Portland will be entering its 19th year of photo radar operation and the program is a cornerstone of the Portland Police Bureau's efforts to reduce speeding.

The year 2011 marked the first year of our full transition to using digital photo-radar equipment as opposed to the film cameras used since the program was developed. The digital equipment has out-performed the film-based equipment in every way. Most notable is the quality of the high resolution violation photos.

These higher quality images are posted securely online for the violator to review upon receipt of a photo-radar citation. Using a PIN number specific to each violation, the recipient can log into the Xerox website and view high quality images of their violation.

The transition to digital equipment has shown an increase in the citation issuance rate of approximately 25%. This is due not only to the higher quality digital images, but in the reduction of lost deployments due to operator error afforded by the new equipment.

The goals of the Portland Police Bureau's Photo-Enforcement program remain unchanged: **Reduce Speeding, Reduce Crashes, Save Lives**

B. PHOTO RADAR DEPLOYMENT

The Portland City Council, through City Ordinance #172517, has directed the Police Bureau to deploy photo radar in school zones, highway work zones, residential streets, and other streets determined to have an unusually high number of crashes or speeding complaints.

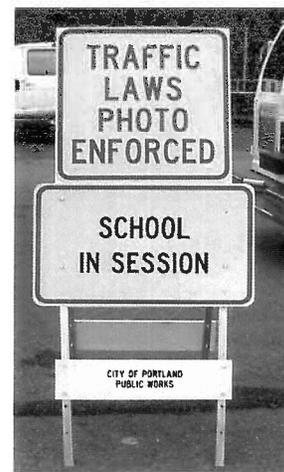
The Traffic Division's emphasis on photo-enforcement has been:

- School zones
- Work zones
- Residential areas
- High crash corridors
- Areas with history of speed related crashes and complaints
- Citizen and police officer requests for photo-radar deployments



School Zones

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



quest for a school zone deployment that we have received.

Officers conducted over 212 hours of enforcement in school zones when children were present. Over 6400 violations were captured during these deployments, equating to an estimated 30 violations per hour, at an average violation speed of 35 miles per hour.

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

High Crash Corridors

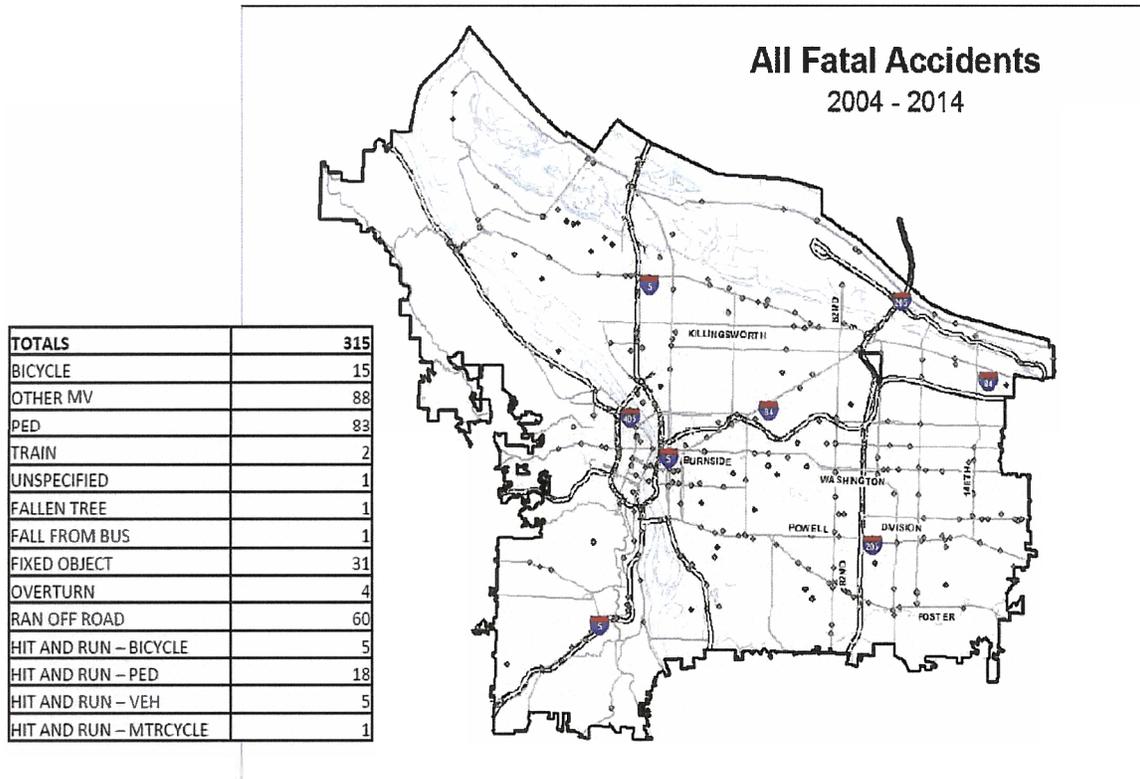
Based on crash data gathered by the Portland Bureau of Transportation, a number of streets and locations throughout the City of Portland have been designated as High Crash Corridors. These locations are taken into consideration when planning photo-radar deployments. Locations currently designated as high crash corridors are:

NE/SE 82nd Ave.
NE/SE 122nd Ave
SE Foster Road
SW Barbur Blvd.
N/NE Marine Drive
SW Beaverton-Hillsdale Highway
SE Division St.
W/E Burnside St.
NE Sandy Blvd.
SE Powell Blvd.

Utilizing statistics from Portland Police Bureau's Crime Analysis Unit, Traffic Division officers strategically deploy vans in problematic area; see addendum for complete report and analysis.



Portland Police Bureau
Crime Analysis Unit

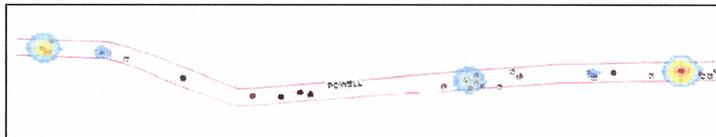
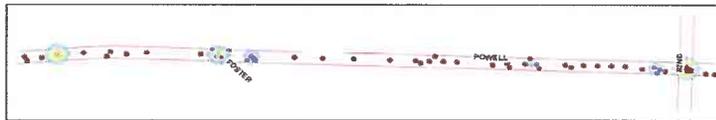
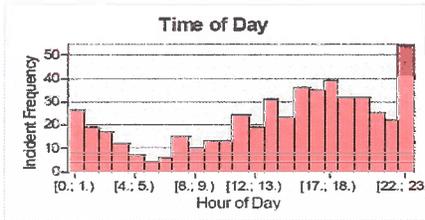
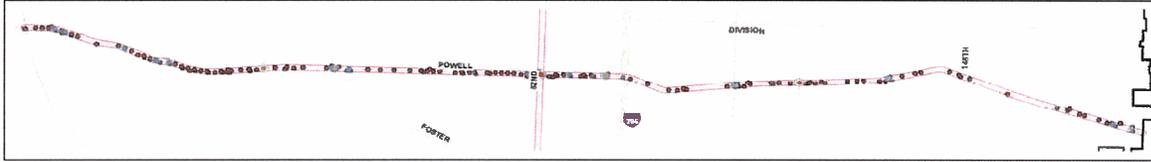


(Not all 2014 data is included)

High Crash Corridor Incidents

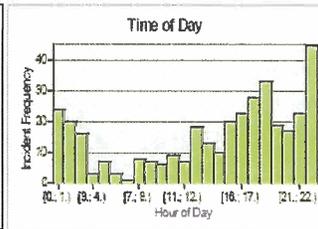
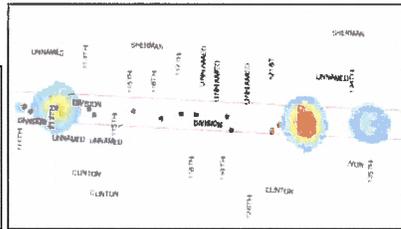
SE Powell Blvd

Total Incidents 514
Injury Incidents 59



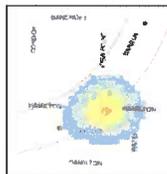
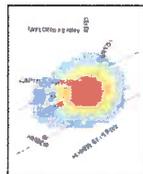
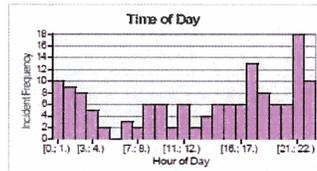
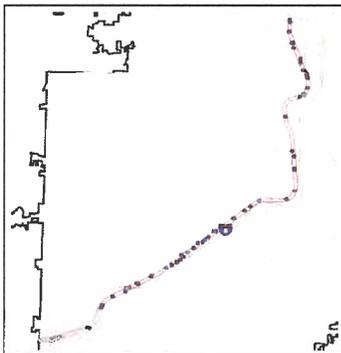
SE Division St

Total Incidents 80
Injury Incidents 26



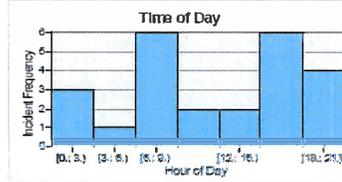
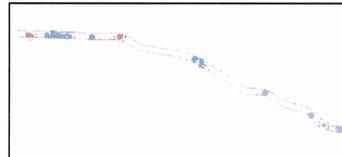
SW Barbur Blvd

Total Incidents 146
Injury Incidents 36



SW Beaverton Hillsdale Hwy

Total Incidents 24
Injury Incidents 8



Highway Work Zone

Photo-radar has been used to enforce work zone speed limits throughout 2013 and 2014 in the following work zones: Highway 99W/Barbur Boulevard Project and most currently in the Sellwood Bridge/Hwy 43 project.



During the past two years of the Sellwood Bridge Project over 7100 photo enforcement violations were captured when workers were present, with an average issued speed of 39 miles per hour in a posted 25mph zone.

Likewise, during the Barbur Boulevard Project (June – October 2014) over 1750 violations were captured with workers present at an average issued speed of 47 miles per hour.

The use of photo-enforcement in state highway zones has proven to be a very effective use of police resources. Photo-enforcement in state highway work zones is done in strict compliance with ORS.811.439, Section 4:

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:

(7) 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:

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

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

© 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:

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

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

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

© 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.

© 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]

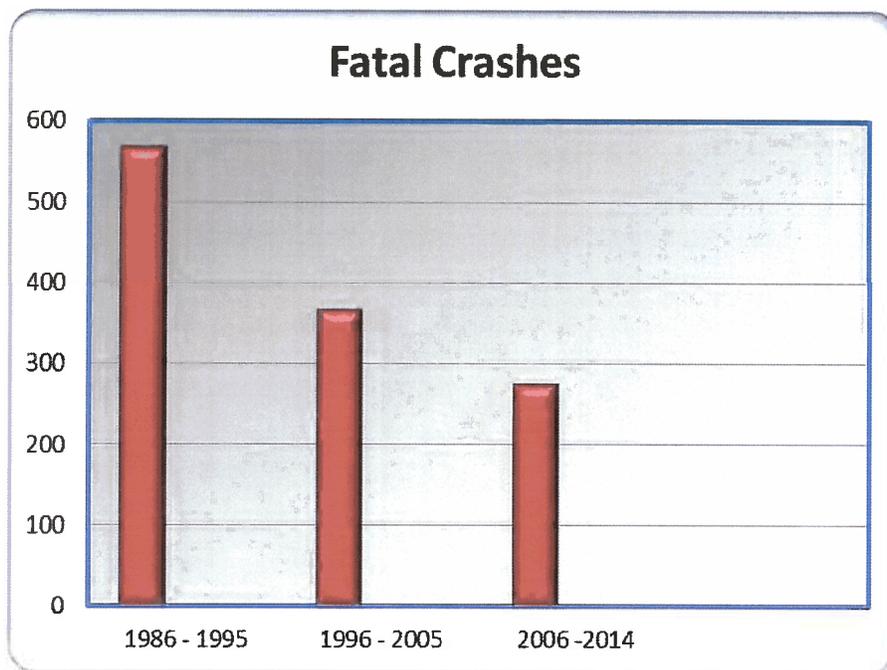
Sec. 6. Sections 4 and 5 of this 2007 Act are repealed on December 31, 2014. [2007 c.634 §6]

One of the provisions of ORS 811.439 in regards to using photo-radar in a state highway work zone is that *one or more highway workers must be present*. To ensure compliance with this provision, officers deploying photo-radar on any given date will check-in with the project manager to ensure that work is being conducted. The officer will visually verify the presence of one or more "highway workers" and record that in a notation on the photo-radar deployment log.

C. IMPROVEMENTS IN TRAFFIC SAFETY

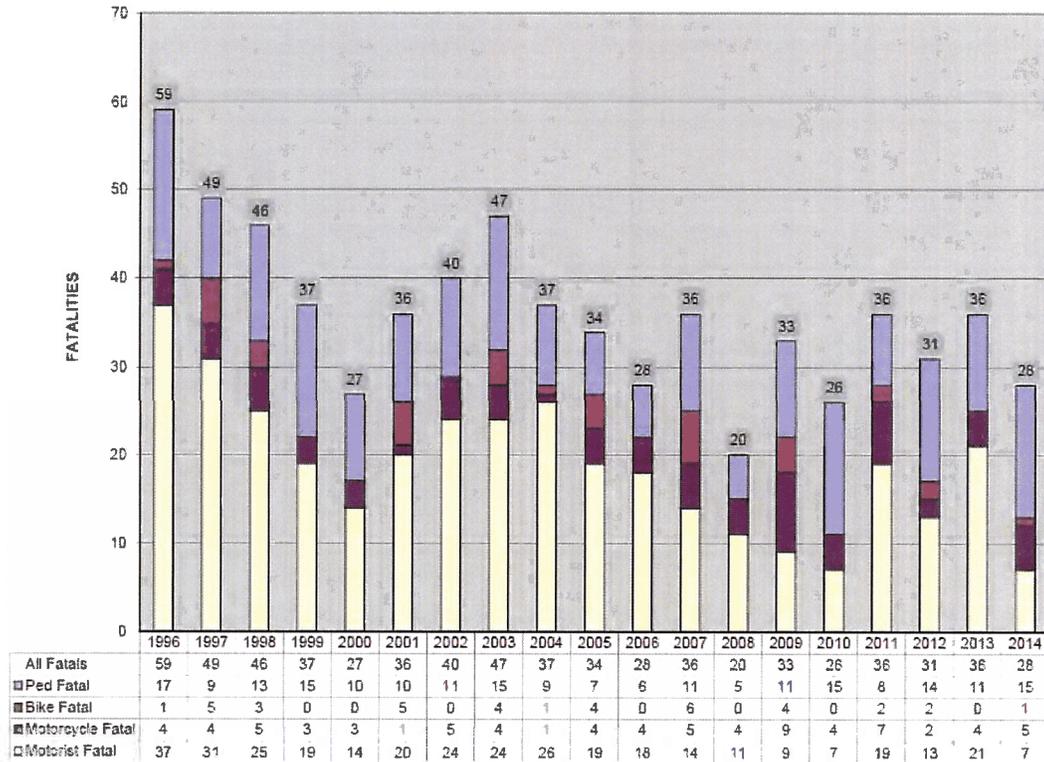
Studies have shown that photo-enforcement has been effective in reducing speeding within the boundaries of the City of Portland. The trend is clearly visible that with increasing exposure to photo radar, the percent of vehicles that were exceeding the posted speed limit has been decreasing. A possible interpretation of this trend is that photo radar vans are decreasing vehicle speeds; in turn, this could be assumed to be decreasing speed related crashes. As people have become more familiar with the photo radar vans and their deployments, they have learned to slow down.

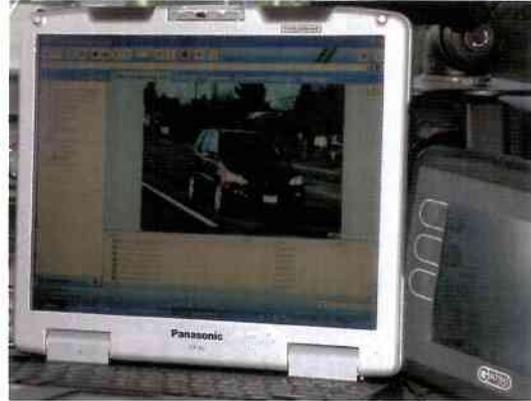
Prior to the conception of photo radar in Portland, fatality rates were substantially higher than they are today. The decade before the program began (1986 – 1995) the annual fatality rate averaged 56.8 traffic related deaths per year. The decade after the photo enforcement program was introduced (1997 – 2005), fatality rates decreased to an annual average of 36.6 fatalities. During the past nine years, as the photo enforcement program has grown (2006-2014), fatalities have dropped to an annual average of 30.5 traffic related deaths. See graph below.



The table below illustrates the decline in fatal crashes since the inception of the photo-enforcement program.

TRAFFIC FATALITIES IN PORTLAND
by mode of travel
1996-2013 YTD





Top 5 Photo-Radar Deployment locations in 2013:

1. SW Macadam @ 2500 Block [Highway Work Zone]
2. N.E. Lombard @ 2200 Block [Residential Street]
3. SW Beaverton Hillsdale Hwy @ 2500 Block [Pedestrian corridor]
4. NE 148th @ 2300 Block [School Zone]
5. NW St. Helens @ 11200 Block

Top 5 Photo-Radar Deployment locations in 2014:

1. NE Sandy Blvd @ 10800 Block [Traffic safety issue]
2. SE Hawthorne St @ 2400 block [Pedestrian corridor]
3. SW Beaverton-Hillsdale Hwy @ 2500 Block [High crash corridor]
4. NE 148th @ 2300 Block [School Zone]
5. SE Tacoma St @ 2000 Block [Traffic safety issue]

	2013	2014
Enforcement Hours	1,990	2201
Vehicles Monitored	806086	968687
Violations Captured	39869	56981
Citations Issued	28072	33486

II. PHOTO RADAR PROCESS OF ADMINISTRATION

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

1. Violation detection
2. Violation processing
3. Quality control checks
4. Citation review and approval by the police officer
5. Citation mailing

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

At least three photographs are generated for each violation.

These include the vehicle in the radar beam approaching the police vehicle, a close up photo of the driver in the violation vehicle, and a close up picture of the violation vehicle license plate. The violation vehicle's speed is displayed on a reader board at the back of the photo radar vehicle.

The police officer maintains a checklist for each deployment to document that they are following all of the technical procedures for operating the photo radar equipment.

2. Violation processing:

Violation images are downloaded from the laptop computer aboard the photo-radar van each day by our vendor, Xerox State and Local Solutions [Formerly ACS]. Those images are sent electronically to the vendor's processing facility.

If they can identify the license plate, they send a request to the Oregon Department of Motor Vehicle (DMV) for the registered owner information. The DMV sends this information back to Xerox. The pertinent details of the violation (such as location, date, time, speed, etc.) are reviewed by the vendor along with the registered owner information.

3. The vendor discards violations where there is no gender match to the registered owner or owners. They also discard any violations where the driver is not identifiable due to factors such as glare, face blocked by a visor, etc.
4. Any violations that pass this first screening by Xerox are then sent to the issuing police officer as citations. The issuing police officer reviews the citations for accuracy and electronically signs them. The approved citations are sent back to Xerox for issuing.
5. Xerox then mails this citation, along with a photo from the violation, to the registered owner. This citation must be mailed to the registered owner within six (6) business days to remain in compliance with Oregon law. The registered owner has thirty (30) days to respond to this citation. They are afforded all of the same rights as a defendant would have with any traffic violation. The citation is processed through the State of Oregon Court system. The presumption in Oregon is that the registered owner is the driver at the time of the violation.

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

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

III. PUBLIC ACCEPTANCE OF PHOTO RADAR

The City of Portland has been monitoring public opinion of photo radar over the years of deployment and enjoys a strong public acceptance of photo radar as a valuable tool against speeding. In September 1996, a public opinion poll was conducted that showed 74% of city residents approved of photo radar use in neighborhoods. This same poll showed that 89% of city residents approved of photo radar use in school zones.

In 2003, a public opinion poll was conducted by Davis & Hibbitts, Inc. showed that 87% of city residents were concerned about speeding.

Again in 2005, the public opinion firm of Davis, Hibbitts and Midghall, Inc. (DHM) conducted a telephone survey poll of Portland residents. Four hundred interviews were conducted and the purpose of the survey was to assess the impact of photo radar use in school zones. In this survey 68% of the respondents agreed with the use of photo radar in school zones. This survey also showed that 85% of the respondents would drive slower all of the time if they saw photo radar being used at least three times per week.

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

Currently, the Traffic Division and Bureau of Transportation routinely receive an overwhelming amount of requests from schools, neighborhood organizations and citizens specifically requesting the deployment of photo enforcement vans in order to enforce speed and curb aggressive driving. In the coming year, the Portland Police Bureau will again be conducting public surveys.

PUBLIC EDUCATION

In order to change behavior, the Portland Police Bureau recognizes the importance and value of educating the public on driver safety in areas photo enforcement is operated. Plans are currently underway to birth a photo enforcement safety class which will act as a catalyst for education, bringing about greater awareness and leverage the benefit of the program.

The Portland Police Bureau initiated and has maintained information about red light cameras at <http://www.portlandoregon.gov/police/30559> (see appendix).

RED LIGHT CAMERA



Primary contact for this program is:

Sgt. David Abrahamson

Portland Police Bureau

Traffic Division

7214 N Philadelphia Avenue

Portland, OR 97203

(503) 823-2153

david.abrahamson@portlandoregon.gov

Contractor Information:

Vincent K. Parke

Xerox Corporation

Northwest Regional Program Manager

BACKGROUND-REPORT REQUIREMENTS

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

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

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

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

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

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

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

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

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

1. BACKGROUND:

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

With the success of the testing phase, the red light camera program was expanded over the following 7 years to the current 11 red light cameras in use at 10 intersections.

Portland's 11 red light cameras are currently functioning at 10 intersections; installation date and enforcing direction is as follows:

- E Burnside at Grand Avenue, northbound approach, 10/2001
- NE Sandy Blvd at Cesar E. Chavez Blvd, westbound approach, 10/2001
- NE Cesar E. Chavez Blvd. at NE Sandy Blvd, northbound approach, 10/2001
- SE Grand Avenue at Madison Street, northbound approach, 01/2002
- W Burnside at 19th Avenue, eastbound approach, 01/2002
- NE Broadway at Grand Avenue, westbound approach, 04/2003
- SE Stark St at SE 102nd Avenue, westbound approach, 08/2008
- SW 4th Ave at SW Jefferson St, northbound approach, 10/2007
- SE Washington St at SE 103rd Avenue, eastbound approach, 02/2008
- SE Stark St at SE 99th Avenue, westbound approach, 08/2008
- SE Foster Rd at SE 96th Ave, westbound approach, 05/2009

The City of Portland is committed to ensuring that all traffic signage is up to date and in conformance with Oregon law and MUTCD standards for automated enforcement.



2. IMPROVEMENTS ON TRAFFIC SAFETY

To select locations for red light photo enforcement, we conducted an analysis of intersections within the city. Intersections were selected for the program based on a significant crash history attributed to disregard of the traffic signal.

Crash data provides a strong understanding of where crashes occur, crash type, and crash severity. We have seen reductions in injury crashes, total crashes, angle, rear-end and turning crashes, as well as red light running violations, at all intersections with photo enforcement.

Portland's experience with red light cameras has been positive. While there remain challenges with drawing specific conclusions about the direct impact of red light cameras, very positive trends are occurring at intersections with red light camera enforcement.

Injury crashes decreased at enforced locations for the enforced direction of traffic as well as the entire intersection. Annual average crashes decreased at the enforced approaches as well as the whole intersections.

Violations Captured

	2013	2014
Violations Captured	21723	23201
Citations Issued	11762	11196

During the two previous two biennial periods (2009-2012), there was an annual average of 77.75 crashes at red light camera intersections. In contrast, during 2013 and 2014 there was a significant reduction, with an annual average of 47.5 crashes at these locations. Right angle crashes, which are commonly caused from red light running, and known to be dangerous, accounted for at least 41% of all crashes between 2009 and 2014 (165 right angle crashes; 401 crashes total).

**Biennial Crash Comparison
vs. previous 4 year period**

Location	2013	2014	Biennial Total	Biennial Average	2009-2012 Average	Reduction/Increase
NE Cesar Chavez / Sandy Blvd	5	5	10	5	5.5	-0.5
NE Grand / Burnside	5	1	6	3	7.75	-4.75
W Burnside / 19th	5	9	14	7	2.75	4.25
SE Grand / Madison	5	2	5	2.5	5.25	-2.75
NE Grand / Broadway	8	7	15	7.5	15	-7.5
SW 4th / Jefferson	2	1	3	1.5	2.75	-1.25
SE Washington / 103rd	9	6	15	7.5	8.75	-1.25
SE Stark / 99th	4	6	10	5	8.25	-3.25
SE Stark / 102nd	3	8	11	5.5	9.25	-3.75
SE Foster / 96th	3	3	6	3	12.5	-9.5

As the cost of crashes on government and the public is exponential, the reduction of crashes at these locations has been a profitable investment of time and resources, and the economic savings substantial.

3. RED LIGHT CAMERA PROCESS AND ADMINISTRATION

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 non-liability 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 non-liability 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 non-liability.

(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]

The administrative process for photo red light enforcement includes citation processing and issuance, delivery, payment, and adjudication.

Citations are processed by the vendor, Xerox State and Local Solutions, in accordance with a multi-step process that ensures that the violation image, violation data, and owner information are as accurate as possible. If any of this evidence does not meet stringent quality control standards, citations are not issued.

Violation/Citation Processing

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

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

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

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

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

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

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

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

4. PUBLIC ACCEPTANCE

Upon first implementation of the Photo Red Light Program, the City of Portland initiated public outreach for photo enforcement as a part of efforts to educate the public as outlined in previous biennial reports.

With the upgrade and installation to an all-digital format of red light cameras within that last two years, numerous reports have appeared in print and broadcast media explaining their function to the community. In addition Portland Police Bureau maintains a web site regarding information about red light cameras.

Public approval of red light cameras in Portland remains high. Based on a 2003 survey of Portland residents by Davis & Hibbits, they found that red light running is their second highest traffic safety concern.

Portland residents view red light cameras as an important part of the solution to red light running. In the same 2003 survey, 71% of Portland residents reported that they support additional red light camera locations being installed in the City of Portland.

Again in 2005, the public opinion firm of Davis, Hibbitts and Midghall, Inc. (DHM) conducted a telephone survey poll of Portland residents. Four hundred interviews were conducted and the purpose of the survey was to assess the impact of photo radar use in school zones. In this survey 68% of the respondents agreed with the use of photo radar in school zones. This survey also showed that 85% of the respondents would drive slower all of the time if they saw photo radar being used at least three times per week.

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

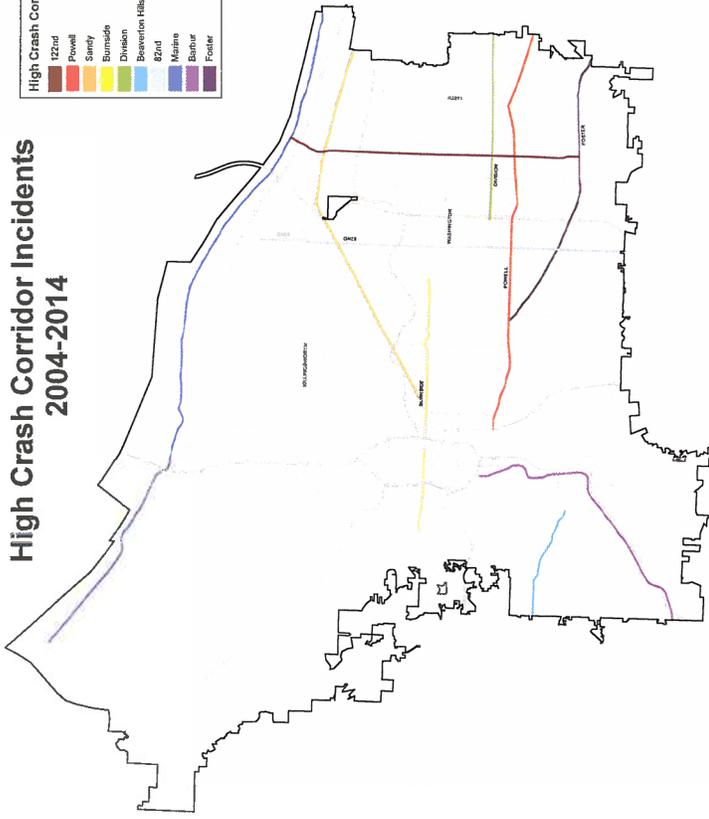
5. EDUCATION

Developing a proactive traffic safety program which educates the public is one of the best ways to control burdensome costs on government which are incurred from crashes. In order to change behavior, the Portland Police Bureau recognizes the importance and value of educating the public on driver safety in areas photo enforcement is operated. Plans are currently underway to birth a photo enforcement safety class which will act as a catalyst for education, bringing about greater awareness and leverage the benefit of the program.

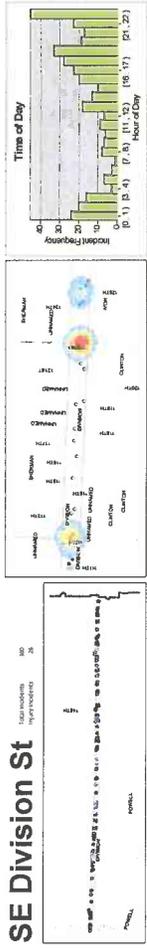


High Crash Corridor Incidents 2004-2014

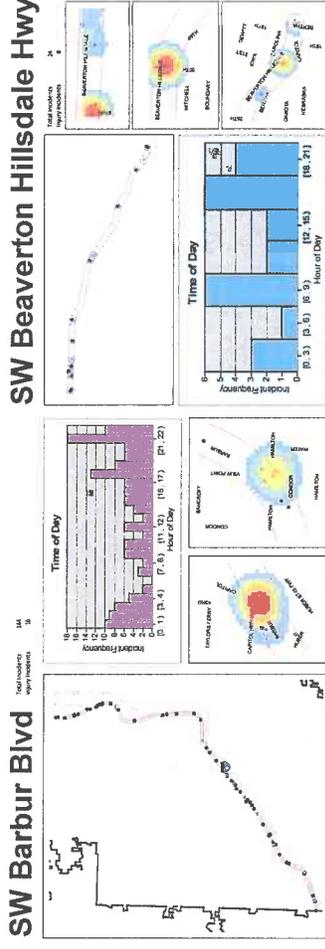
- High Crash Corridors
- 122nd
- Powell
- Sandy
- Burnside
- Dixon
- Beaverton Hillsdale
- 82nd
- Waste
- Barbur
- Foster



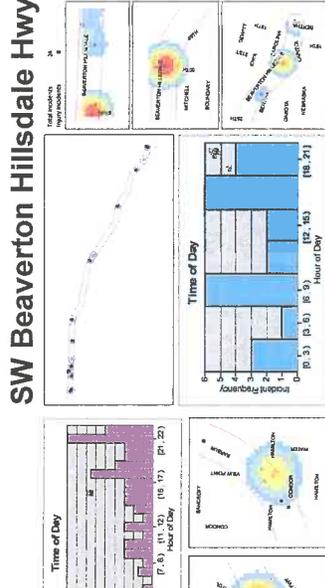
SE Division St



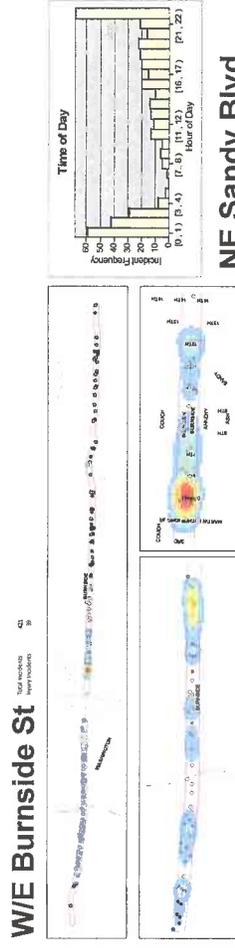
SW Barbur Blvd



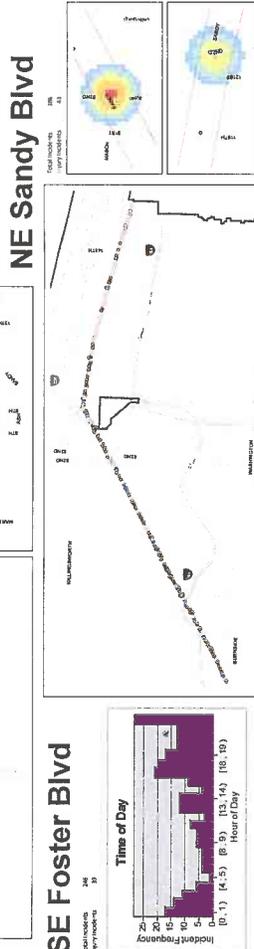
SW Beaverton Hillsdale Hwy



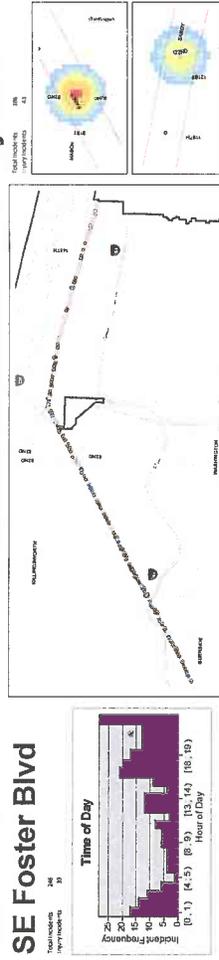
W/E Burnside St



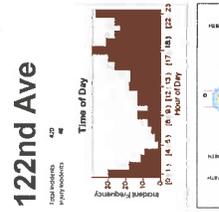
NE Sandy Blvd



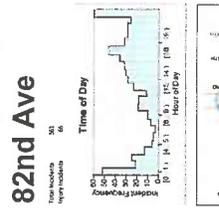
SE Foster Blvd



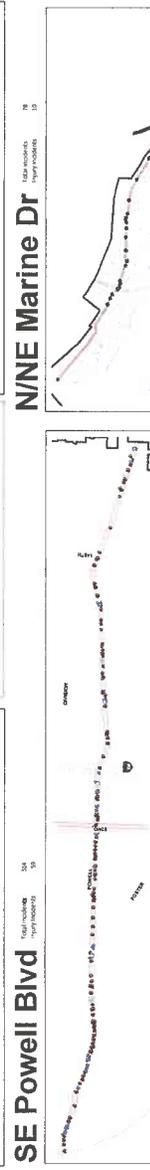
122nd Ave



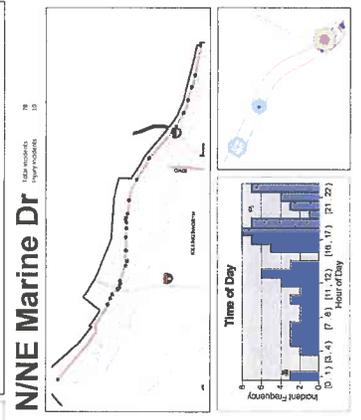
82nd Ave



SE Powell Blvd



NINE Marine Dr



SALEM POLICE DEPARTMENT
Traffic Control Unit

Photo Red Light Biannual Report

*Dated February 19th, 2013
by Sgt. Tony Moore*

Photo Red Light Program Implemented March 2008

Effects on Traffic Safety:

Since the implementation of the PRL program, The City of Salem has had an overall **reduction** of traffic collisions at the involved intersections by **33%**. The number of recorded violations at the involved intersections has **reduced** by **13%**.

The Degree of Public Acceptance:

In general, most comments made have been positive and supportive. There have been no complaints filed with the Internal Affairs Division. Public opinion polls randomly appear through local media outlets and routinely indicate a belief that the cameras were improving roadway safety in Salem.

Citizen groups that have engaged the Police Department in conversations about Photo Red Light have been supportive and have made recommendations for expansion of the program.

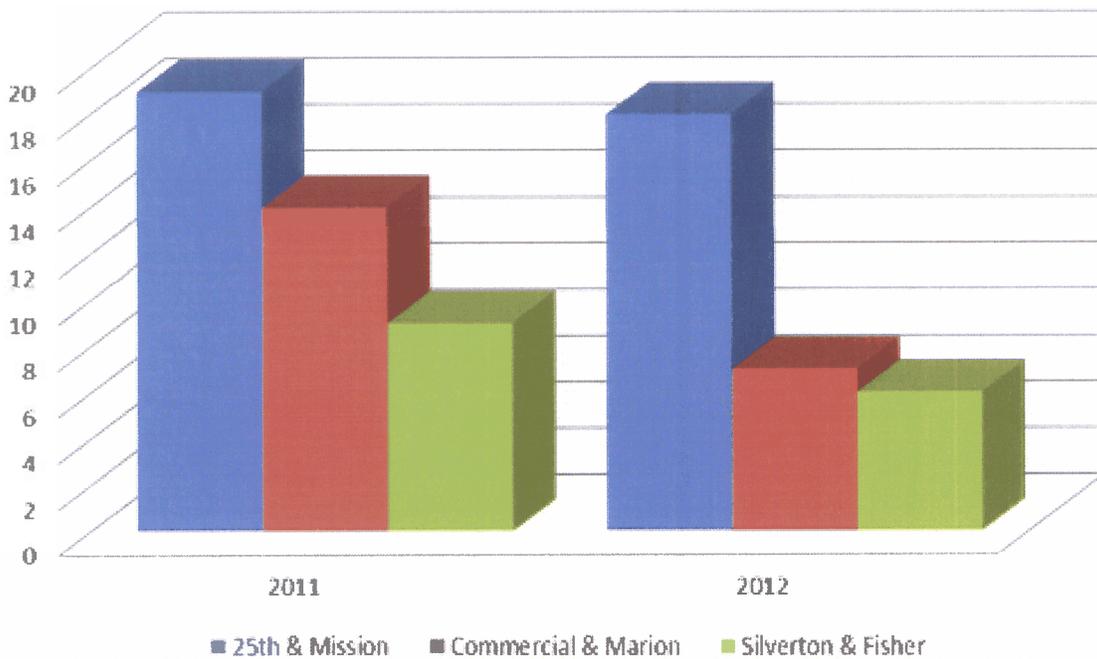
The PRL Program's Administrative Process:

Once a violation is imported into the Redflex pending folder for the City of Salem account, either a regular or retired police officer views the reported violation. Along with verifying the violation, the officer confirms gender match, and either "Accepts" or "Rejects" the violation. If accepted, the violation generates a citation to the listed party. The citation is then either processed for payment or enters the judicial process through either a request for trial or with the submission of a "Certificate of Innocence" / "Certificate of Non Liability" form to the Municipal Court. Once Salem Municipal court receives the form, the citation is automatically dismissed and forwarded to the Police Traffic Unit for further review. Review consists of checking the registered owners DMV records against the violator photos. If consistent, the citation is re-issued. If not consistent, the violation becomes inactive.

RECORDED VIOLATIONS AT PRL LOCATIONS



CRASHES REPORTED TO SALEM POLICE



Pursuant to ORS 192.245

This report has been prepared for the 2013 Oregon Legislature

City of Salem's Biannual Photo Red Light Report

Dated March 1, 2013

Distribution;

- (1) Office of the President of the Senate**
- (1) Office of the Speaker of the House of Representatives**
- (5) Legislative Administration Committee**
- (90) Legislative Assembly Members**

Prepared by:
Sgt. Tony Moore
Salem Police Department
Traffic Control Unit
(503)588-6171



City of
Sherwood
Oregon

Home of the Tualatin River National Wildlife Refuge

City of Sherwood Photo Red Light Program

2015 Legislative Report

3/1/2015
City of Sherwood Police
Captain Mark Daniel



Table of Contents

- I. Introduction & Background
- II. Public Information Campaign
- III. Process and Outcome Evaluation
 - a. The effect of the use of cameras on traffic safety
 - b. The degree of public acceptance of the use of cameras
 - c. The process administration of the use of cameras

Introduction & Background

Introduction

The City of Sherwood implemented a Photo Red Light Camera Enforcement Program in October 2010 to improve traffic safety at selected intersections in the city. While red light cameras are not the end all solution for intersection safety problems, the use of Photo Red Light Cameras has been shown to reduce the number of red light violations, which in turn reduces red light related crashes. Red light running is a precursor to angle and turning crashes, which result in more severe injuries than other types of crashes. The red light cameras will enhance traffic safety and will be a part of the City of Sherwood's overall approach which includes education, enforcement and engineering.

In response to what appeared to be a growing disrespect for traffic laws in general and intersection red lights in particular, the Oregon Legislature enacted a law in 1999, with subsequent expansions and revisions in 2001 and 2003, to help Oregon communities like Sherwood effectively enforce and reduce red light running.

The City of Sherwood has determined that the running of red lights is an issue of public safety for our community and one that presents unique enforcement challenges. Cars that run red lights place themselves and others in peril and to pursue them requires a police car to proceed through the intersection against the same red light, thus increasing the danger. This situation is mitigated to some degree with the use of police motorcycles because they can position themselves better than a police car, but even with a police motorcycle the ability to observe and then pursue those that run red lights is a challenge to the City of Sherwood Police.

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

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

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

Background

The City of Sherwood encompasses 4.31 square miles in Washington County and has a population of 18,884 as of July 2013.

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

1. The City of Sherwood's population has grown by over 8,500 people since 1999
2. Pacific Highway (99W) has become a major north-south regional route and Tualatin-Sherwood Rd. has become a major east-west route, both of which run through Sherwood.

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

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

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



Public Information Campaign

The City of Sherwood conducted an extensive and thorough public information campaign regarding the proposed use of red light camera enforcement, before the final decision was made to utilize photo red light and long before any cameras were ever installed. The campaign included presenting and providing information at public meetings, to the local media and through community outreach, as detailed in the following chronological outline;

- October 21, 2008, City Council Public Work Session
- November 2008, Sherwood Gazette newspaper coverage
- December 2, 2008, Sherwood City Council Regular Public meeting
- December 2008, Sherwood Gazette newspaper coverage
- December 2008, Oregonian newspaper coverage
- December 2008, KPTV Fox 12 television and internet coverage
- December 2008 & January 2009, Sherwood Archer city newsletter articles by Chief of Police
- January 2009, Sherwood Gazette newspaper coverage
- January 15, 2009, Friends of Old Town
- February 4, 2009, Photo Red Light Public Open House #1
- March 6, 2009, Sherwood Rotary Club
- March 10, 2009, Sherwood Chamber of Commerce
- March 11, 2009, Photo Red Light Public Open House #2
- March 17, 2009, Sherwood City Council Regular Public meeting
- March 18, 2009, Sherwood Gazette newspaper article

In addition to the above public events and notifications, the City of Sherwood received correspondence from several community members. All correspondence was referred to the Chief of Police, who made personal contact with every person. The City of Sherwood continues to educate the public about the Photo Enforcement System through community discussions, the Sherwood Police Annual Report, City of Sherwood website and media regarding current updates on the photo red light project, including stories on KOIN 6 and OPB.

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

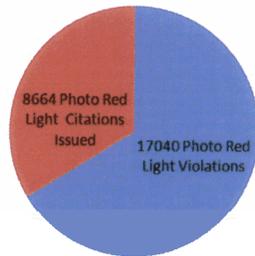
Process and Outcome Evaluation

The Effect of the Use of the Cameras on Traffic Safety

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

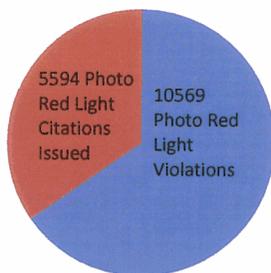
The charts below demonstrate the effectiveness of the red light cameras in reducing red light violations, for the two full years it has been in operation.

2011 Photo Red Light Statistics



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

2014 Photo Red Light Statistics



In 2014, the fourth full year of the Photo Red Light Operation in the City of Sherwood, 10,569 Photo Red Light Violations were captured by the system. This was a reduction of 38 % from 2011. Of the violations captured only 5594 citations were issued. This was a reduction of 36 % from 2011.

The Degree of Public Acceptance of the Use of Cameras

While there has not been any formal survey conducted, informal results obtained throughout the Public Information Campaign and during the early period of the program indicate consistent public acceptance of the Photo Red Light Program.

As with any enforcement based traffic safety initiative, there have been some detractors. It has been very obvious that the majority of the negative feedback has come from those that have received citations. The feedback from community groups such as the Sherwood Chamber of Commerce and the Sherwood Rotary has been very positive. The City of Sherwood Police Department investigates all formal complaints which it receives. The City of Sherwood Police Department has not received any formal complaints in regards to the Photo Enforcement Program to date.

The Process of Administration of the Use of Cameras

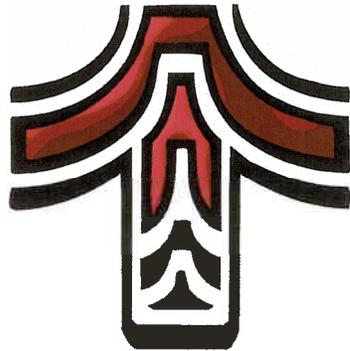
The administrative process of the Photo Red Light Program includes many steps. The process includes;

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

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

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

City of Tualatin Photo Red Light Program



City of Tualatin

2015 Legislative Report

03/01/2015

City of Tualatin Police Department

Project Manager

- **Kent W. Barker, Chief of Police**

Program Manager

- **Greg Pickering, Lieutenant**

The City of Tualatin provides this report in accordance
with ORS 810.434 (4) and ORS 192.245.

Table of Contents

- I. Introduction, Background & Building
- II. Public Information Campaign
- III. Process and Outcome Evaluation
 - A. The Effect of the Use of Cameras on Traffic Safety
 - B. The Degree of Public Acceptance of the Use of Cameras
 - C. The Process of Administration of the Use of Cameras

I. Introduction, Background & Building

Introduction

The City of Tualatin began utilizing intersection safety cameras, also known as Photo Red Light Camera Enforcement, in December 2010. Intersection Safety Cameras consist of cameras installed at a specific intersection, in order to enforce traffic laws by photographing and video-recording drivers when they run the red lights. The intersection safety cameras are connected to the traffic signals as well as sensors that monitor the traffic flow at the intersection's crosswalks. The traffic signal is continuously monitored by the system and the cameras are triggered when a vehicle enters the intersection at a pre-established minimum speed and following a specific amount of time after the signal has turned red. Cameras record the date, time of day, time elapsed since the beginning of the red signal, and vehicle speed.

Typically, there are four photographs mailed to each offender, which include the vehicle as it is entering the intersection after the light turns red, a close-up of the driver's face, a close-up of the vehicle's license plate, and the vehicle exiting the intersection.

The most frequent traffic complaint received by the Tualatin Police Department involves "Red Light Violators". Intersection safety camera enforcement has shown to be a more cost effective, safer method of decreasing red light violations. The conviction rate has also proven to be higher. Statistics not only show a decrease in red light violations, but also a significant decrease in injury crashes resulting from drivers running red lights.

In order for police to have a substantial impact on red light violations at an intersection, they would have to constantly be present at that intersection. This would take several officers being assigned strictly to one location, which is not feasible, nor does it provide a benefit to the rest of the city. The benefit of the intersection safety camera system is that it can be present at the designated intersection all of the time.

Another benefit is safety. When an officer stops a violator in traffic, the risk to the officer's safety as well as the driver greatly increases. In addition, surrounding traffic becomes more congested. The intersection safety camera system enables traffic to continue to move smoothly and allow officers to safely provide their services to other citizens in need.

Background

Intersection safety cameras were first mentioned during the 2006-2007 City of Tualatin budget process. It was mentioned again during the 2007-2008 budget process, at which time it was further discussed and the members of the Tualatin City Council directed the police department to do further research. A presentation was given by Tualatin's Police Chief, Kent Barker, to the Tualatin City Council in September 2007. It was at this time and at the direction of the members of the Tualatin City Council to enter into a letter of intent to have a vendor conduct an evaluation of the most dangerous intersections in Tualatin.

In December 2007, a survey/evaluation was conducted by Redflex Traffic Systems at the top four intersections in Tualatin with the highest crash/injury rates, at that time. The results of the study confirmed that the highest number of red light violations were at Lower Boones Ferry Road and Bridgeport Road/72nd Avenue.

In May 2008, the results of the survey/evaluation were brought to a city council work session. The members of the Tualatin City Council directed Chief Barker and the City of Tualatin to enter into a contract with Redflex Traffic Systems to install up to eight intersection safety camera systems within the city, but to start with just one intersection first. The intersection selected was Lower Boones Ferry Road at Bridgeport Road/72nd Avenue.

However, in November 2009, a second survey/evaluation was conducted by Redflex Traffic Systems at the intersections with a high crash/injury rate. The results confirmed that the highest number of red-light violations were at Tualatin-Sherwood Road and Avery Street.

Building

Permits were issued for the Tualatin-Sherwood/Avery Street intersection first. And this was the only system operating during the calendar year 2010. The system became operational November 1, 2010 and a warning period was instituted until December 10, 2010. Citations were issued to violators from December 11 through December 31, 2010. Citations have continued to be issued for the past two years.

Permits were later issued for the Lower Boones Ferry Road and Bridgeport Road/72nd Avenue intersection. This system became operational February 15, 2011 and a warning period was instituted until March 31, 2011. Citations were issued to violators beginning April 1, 2011.

The Tualatin intersections with intersection safety cameras are:

- Tualatin-Sherwood Road and Avery Street
- Lower Boones Ferry Road and Bridgeport Road/72nd Avenue

II. Public Information Campaign

The City of Tualatin conducted an extensive public information campaign. This campaign began in September 2007 and continued through the time of installation and implementation in December 2010. The campaign consisted of presentations at public meetings and City Council work sessions, numerous news articles in local newspapers, press releases provided to all local media outlets, brochures made available to the public, and a dedicated web page linked to our City's website. The following is a chronological list of events intended to inform the public:

- September 24, 2007, City Council Work Session presentation
- September 27, 2007, The Times Community Newspaper coverage
- December 17-18, 2007, Redflex Traffic Systems' video survey of top four crash intersections
- May 12, 2008, City Council Work Session presentation
- May 15, 2008, The Times Community Newspaper coverage
- September 2, 2008, Tualatin Rotary Club presentation
- November 20, 2008, Tualatin Chamber of Commerce presentation
- March 27, 2009, The Times Community Newspaper coverage
- October 20, 2010, City of Tualatin Photo Red Light webpage made available
- November 1, 2010, Tualatin Today Community Newsletter coverage mailed to all Tualatin residents
- November 11, 2010, The Times Community Newspaper coverage
- November 12, 2010, Oregonian Newspaper coverage
- November 22, 2010, City Council Presentation and CCTV Public Broadcast
- November 23, 2010, City of Tualatin webpage updated
- December 1, 2010, City of Tualatin webpage updated with videos
- December 1, 2010, Portland Tribune Newspaper coverage
- September 26, 2011, City Council Presentation and CCTV Public Broadcast
- Public campaign brochure distributed and on display at several public venues and businesses such as the Public Library, City Hall, Chamber of Commerce, and other businesses
- February 11, 2013, City Council Presentation during Council Work Session
- February 21, 2013, City of Tualatin webpage updated.

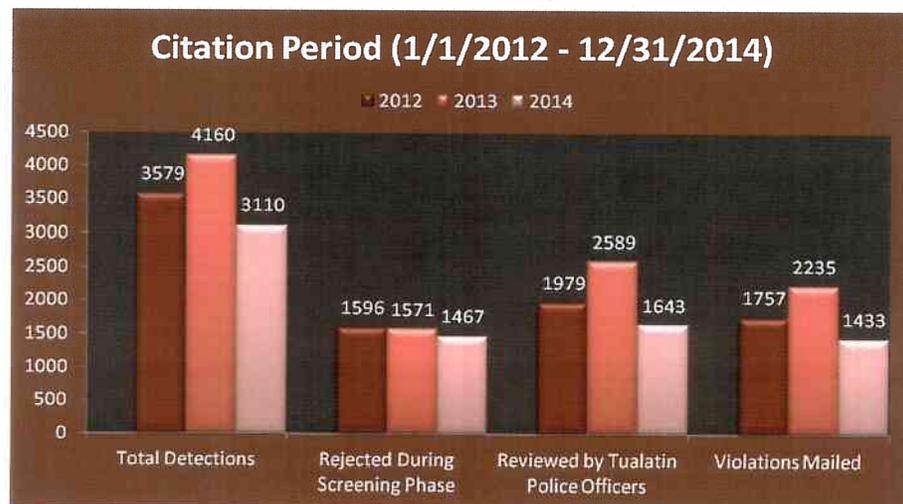
III. Process and Outcome Evaluation

A. The Effect of the Use of the Cameras on Traffic Safety

The City of Tualatin began utilizing Intersection Safety Cameras on November 1, 2010. A warning period was in effect from November 1st through December 10th. Citations were first issued to violators beginning December 11, 2010.



Tualatin-Sherwood Road and Avery Street

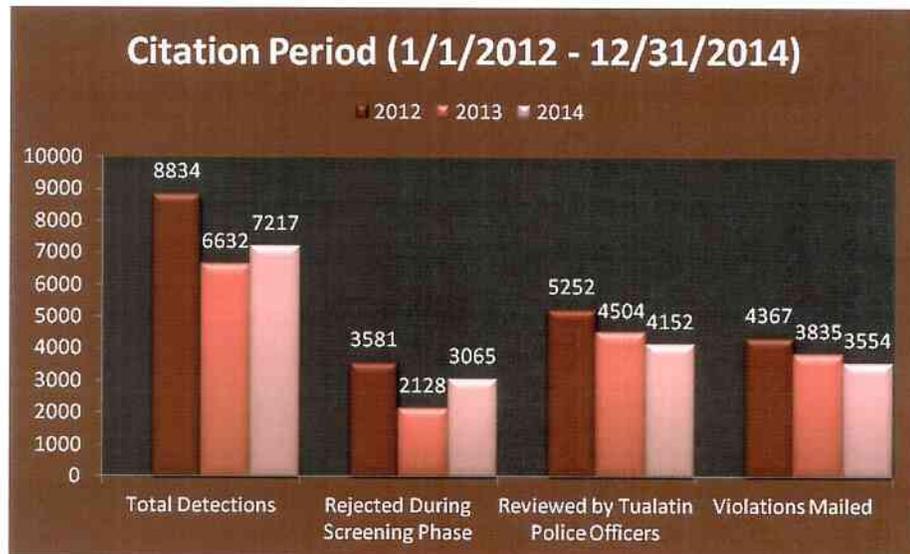


The graphs above represent the number of camera detections and citations issued during the past three calendar years at the Tualatin-Sherwood Road and Avery Street intersection. Tualatin Police Department saw a notable decrease in violations from 2011 to 2014, which is an indication that the system has had a positive effect on driving behavior.

The City of Tualatin installed Intersection Safety Cameras at a second intersection, located at Lower Boones Ferry Road and Bridgeport Road/72nd Avenue. A warning period was in effect from February 15 through March 31, 2011. Citations were first issued to violators at this intersection on April 1, 2011.



Lower Boones Ferry Road and Bridgeport Road/72nd Avenue



The graphs above represent the number of camera detections and citations issued during the past three calendar years at the Lower Boones Ferry Road and Bridgeport Road/72nd Avenue intersection. Again, Tualatin Police Department saw a notable decrease in violations from 2011 to 2014, which is an indication that the system has had a positive effect on driving behavior in each separate location.

B. The Degree of Public Acceptance of the Use of Cameras

The City of Tualatin conducted a formal survey on intersection safety cameras in March 2013. The results obtained throughout the public information campaign, during the time our systems have been operational and through the formal survey indicate public acceptance of the intersection safety cameras.

During a State-of-the-City address given by Mayor Ogden, he told our chamber of commerce members, "I hope the city makes zero dollars off of this system, because that means everyone is obeying the traffic laws and keeping our streets safer."

C. The Process of Administration of the Use of Cameras

The use of intersection safety cameras in Tualatin follows a specific process, to include checks and balances and falling in compliance with all legislative requirements as outlined in ORS 810.434 and 810.436, consisting of:

- Violation Detection—A vehicle must travel across the white intersection stop line (crosswalk) after the light has turned red to activate the intersection safety camera.
- Quality Control Checks—Redflex Traffic Systems, Tualatin's intersection safety camera vendor, performs a series of checks and balances to ensure the camera was in proper working order when the violation occurred and that the digital photographs, violation data and owner information are accurate. If any of these checkpoints do not pass Redflex Traffic Systems' quality control standards, then citations are not issued.
- Police Officer Review—A Tualatin police officer reviews the video and image of the violation and determines if a citation is to be issued. If the decision is made to issue a citation, the officer enters their electronic signature on the citation and Redflex Traffic Systems mails the citation to the registered owner of the vehicle.
- Certificate of Innocence—If the registered owner receives a citation and they were not the driver at the time of the violation, they can complete a Certificate of Innocence or Certificate of Non-Liability form in response.
- Defendant Response—If a citation is issued for a violation that has occurred, the defendant is given the opportunity to respond by mail or appear in court. They have the option of pleading guilty, not guilty, or no contest.
- Municipal Court Process—Each citation is entered into the jurisdiction of the City of Tualatin's Municipal Court. These citations follow the same process as all other citations entered into the court, which affords the violator all of the same rights and options as anyone with a traffic citation issued by an actual police officer.

Crashes at Intersections NF



Map printed at 03:58 PM on 08-Apr-15

REGISTRATION INFORMATION: THIS MAP IS A PUBLIC INFORMATION PRODUCT OF THE CITY OF TIGARD. IT IS PROVIDED AS IS, WITHOUT WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE AND ACCURACY. THE CITY OF TIGARD IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING ATTORNEY'S FEES, ARISING OUT OF OR FROM THE USE OF THIS INFORMATION PRODUCT, EVEN IF ADVISED.



City of Tigard
13125 SW Hill Blvd
Tigard, OR 97133
503.836-4171
www.tigard-or.gov

Tigard Maps

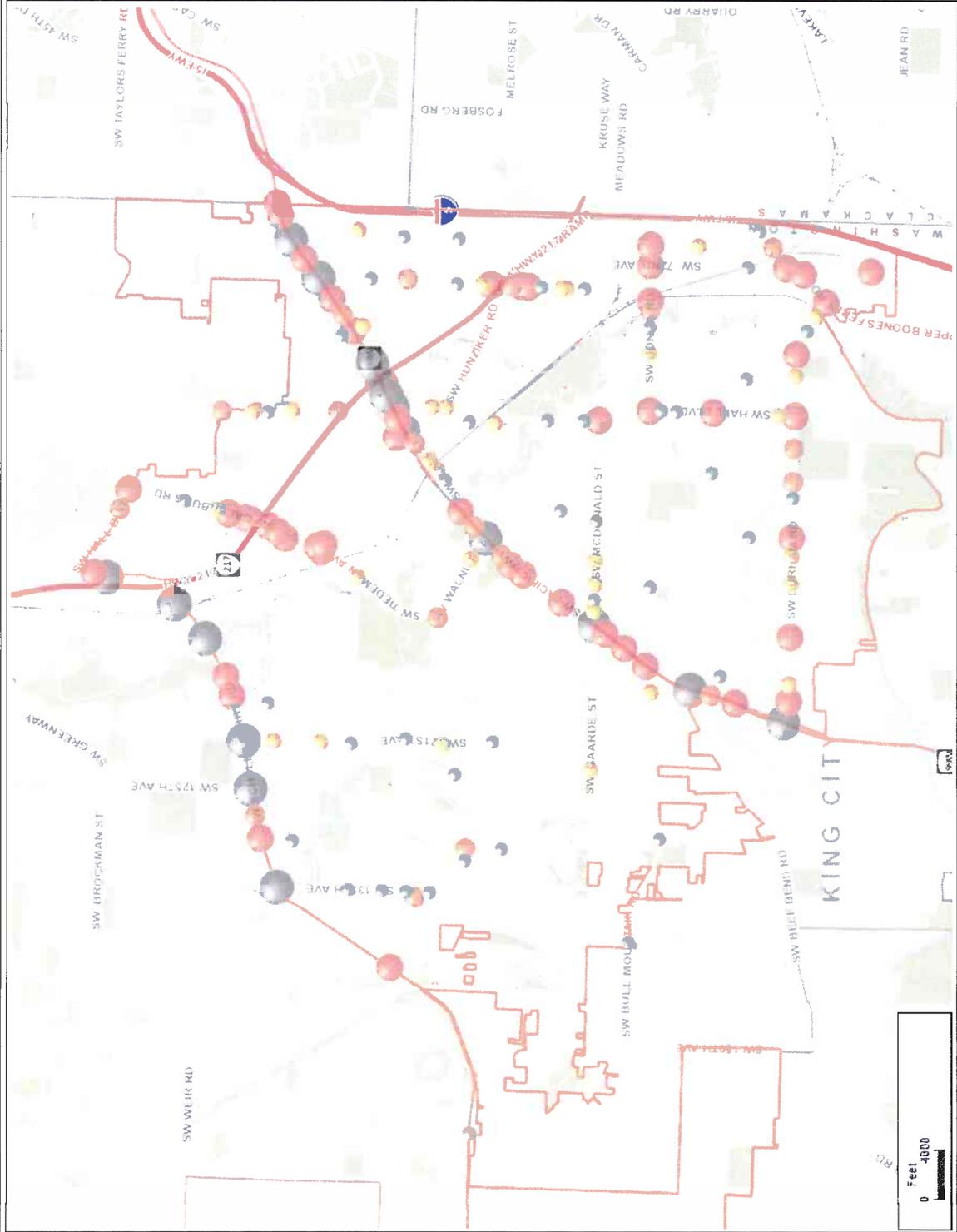


Photo Enforcement FAQs

What does “photo enforcement” mean?

“Photo enforcement” is law enforcement technology used to enforce traffic safety laws. It enables officers to monitor, detect and deter dangerous driving behaviors, such as red-light running, speeding, illegally passing a stopped school bus or crossing railroad tracks while the crossing signal is active.

How long has photo enforcement been around?

Law enforcement agencies in the U.S. have relied on photo enforcement to decrease dangerous driving behaviors since the late 1990s. Photo enforcement has been used internationally to improve roadway safety since the 1960s.

When should photo enforcement be used?

Photo enforcement is designed for use on roadways with a history of crashes or violations resulting from dangerous driving behaviors, such as red-light running, speeding or illegally passing a stopped school bus. It should be considered after all other safety options have been analyzed, implemented, and/or optimized. For instance, prior to the installation of a photo enforcement system, intersections and roadways should be well designed from a safety standpoint, speed limits should be set to the appropriate level for the roadway and yellow-light timing should be reviewed. If the danger still exists after all appropriate safety options have been optimized, photo enforcement could help curb the problem.

What are the benefits of photo enforcement?

- **Automatic Detection:** Photo enforcement cameras are fully automated. No action is required by an officer at the scene to trigger or activate the system.
- **24/7 deterrent:** The presence of photo enforcement causes drivers to think twice before initiating any risky maneuvers. The camera systems serve as deterrents to breaking the law, 24/7.
- **Police Force Multiplier:** Photo enforcement programs serve as “police force multipliers” enabling local officers to refocus their energy on high-priority tasks while ensuring the safety and security of problematic intersections.
- **Crash Prevention:** Photo enforcement programs help prevent crashes by reducing traffic delays and resource allocation by police, fire, and EMT resources. More importantly, automated enforcement cameras save lives.

What types of photo enforcement systems are authorized in Oregon by state law?

- **Red Light:** Used to monitor and detect red-light running incidents. This is among the most popular applications of crashes that result from red light running, also referred to as “T-bone” crashes that are considered the most deadly.
- **Speeding/Highway Worker Safety:** Fixed (stationary) or mobile photo enforcement systems monitor speeding incidents on a wide variety of roadways, including highways, school zones, busy intersections, and areas with heavy pedestrian traffic.
- **Stop Sign:** Just like red light, photo enforcement can deter stop sign running.

How does photo enforcement work?

Photo enforcement is an automated technology that law enforcement agencies use to detect and record dangerous driving behaviors. Typically, a camera system monitors approaching traffic. The system is only triggered to capture data of a vehicle and the driver including a close-up image of the license plate, date and time of incident and lane number when a potential violation is detected. All data is transmitted and encrypted to a secure central processing center, and digitally signed, preventing interception and manipulation of the evidence while ensuring the highest level of protection to the chain of custody. Following a comprehensive review process, law enforcement agencies are provided with secure evidence packages. A sworn officer reviews and approves the evidence to determine if a violation is warranted.

Is photo enforcement effective?

Photo enforcement is one of the most effective deterrents available, and it is among the only practical means of holding violators accountable on a 24/7 basis. A sampling of studies supporting effectiveness include:

- The Insurance Institute for Highway Safety conducted one of the most comprehensive studies assessing the effectiveness of red light photo enforcement in 2011. It found a 24% reduction in fatalities across 14 cities with red light camera programs operating from 2004 to 2008. If similar programs been operating in all large cities during that period, 815 deaths may have been prevented.
- Research from the Texas Transportation Institute in 2011 suggested red light cameras helped reduce the number of crashes at intersections. Findings demonstrated automated enforcement offers an effective means of preventing crash-related deaths and injuries.

- Speed camera programs in three municipalities (District of Columbia, Scottsdale, AZ, and Montgomery County, MD) contributed to a 70% to 88% decline of drivers traveling more than 10 mph faster than posted speed limits (Insurance Institute for Highway Safety).
- Maryland's Safe Zones program – a speed camera program designed to safeguard roadside workers against speeding vehicles – contributed to an 80% reduction in speed camera violations and a 10-year low in work-zone-related crashes and fatalities (2012).

I heard photo enforcement is an invasion of privacy. Is that true?

Photo enforcement does not constitute an invasion of privacy, and numerous courts around the country have upheld this view. When drivers receive their licenses, they agree to abide by traffic laws on public roadways intended to protect their safety and the safety of others. Any data captured by a photo enforcement camera is only used for law enforcement purposes.

Are photo enforcement cameras recording and saving all activity 24/7/365?

No, photo enforcement cameras continually monitor traffic, but they are only triggered to capture and save data if a potential violation is detected. Records of violations are only kept for a specified duration established by the respective law enforcement or government agency.

What exactly are the cameras capturing?

Photo enforcement systems are set to capture data specified by the law enforcement agency within local, state, and federal guidelines. This data may include photographic stills and video of the vehicle, the license plate, and in some cases, the driver. It can also include the date, time, location, and speed and lane number of the incident.

Is the data captured by photo enforcement cameras really secure?

Yes, all data is transmitted and encrypted to a secure central processing server and digitally signed, preventing interception and manipulation of the evidence while ensuring the highest level of protection to the chain of custody. All original images and data are secured in a data vault for safekeeping.

Aren't cameras just about raising money for the city?

The primary goal of a photo enforcement system is to protect the safety of citizens who utilize the roadways. Since photo enforcement systems are intended to serve as deterrents, successful programs often see a reduction in citations (and therefore a reduction in the amount of money collected). A reduction in photo enforcement revenue is actually a sign the deterrent effort is working.

Who is responsible for issuing tickets?

The local law enforcement agency is the only entity that can determine if a violation occurred and a citation is warranted. The photo red light monitoring company provides officers with secure, comprehensive evidence packages that offer the situational awareness needed to assess whether a ticket should be issued.

What happens when a driver gets a ticket resulting from a photo enforcement violation?

A photo enforcement violation is treated just like any other traffic violation. The driver will be required to contest or pay the citation. Instructions for both options are relayed with the ticket.

Prepared by Lt. David Frisendahl