

2018 AUTOMATED ENFORCEMENT EXECUTIVE SUMMARY
Oregon Department of Transportation – Transportation Safety Division

ORS 810.438 specifies the use and reporting requirements for municipal Photo Radar Programs in operation. The law only allows the cities of Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland and Tigard to operate “manned” photo radar. The only exception was granted to the City of Portland for a pilot project of “fixed” photo radar in high crash corridors passed by the legislature in 2015.

Mobile photo radar has been in use in Oregon for many years. In 2017, HB 2409 allowed for agencies who utilize Photo Red Light cameras to also enable them to utilize the Photo Radar feature. There are some restrictions such as if the vehicle is under 21 MPH over the speed limit, only one citation type may be issued (either the red light violation or the speed violation). Because this is a new law, most photo radar is not installed (yet), rather the program uses a mobile camera to capture the license plate of speeding vehicles.

Mobile photo radar is a camera and radar (or laser) device mounted to a marked police vehicle that measures the speed of vehicles. A ticket is mailed to the registered owner of the vehicle. The owner has the opportunity to respond to the ticket claiming innocence through a “certificate of innocence” or “certificate of non-liability”.

The primary Automated Enforcement utilized in Oregon is Photo Red Light cameras. 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 each biennium.

Administration Process for the use of Automated Enforcement (Agency Survey Results)

General:

Agency	Type of Entity	Population	Auto Enforcement Used	Did the jurisdiction refer to and follow Federal DOT "Speed Enforcement Camera Systems Operational Guidelines" when implementing Auto Enforcement?	Did the jurisdiction refer to and follow FHWA "Red Light Camera Systems Operational Guidelines" when implementing Automated Enforcement?	Ownership of system
Portland Police Bureau	City	630,000	Photo Red Light/Photo Radar	Yes	Yes	Contracted/ Leased

Sherwood Police Department	City	19,000	Photo Red Light	No Speed Cameras (approved/not yet implemented)	Don't Know	Contracted/Leased
Beaverton Police Department	City	98,000	Photo Red Light/Photo Radar	Don't Know	Don't Know	Contracted/Leased
Medford Police Department	City	81,636	Photo Red Light/Photo Radar	Yes	Yes	Contracted/Leased
Salem Police Department	City	167,419	Photo Red Light	N/A No Speed Cameras	Yes	Contracted/Leased
Woodburn Police Department	City	25,000	Photo Red Light	N/A No Speed Cameras	Yes	Contracted/Leased
Tualatin Police Department	City	27,545	Photo Red Light	N/A No Speed Cameras	Don't Know	Contracted/Leased
Albany Police Department	City	52,710	Photo Red Light	N/A No Speed Cameras	Don't Know Followed ODOT Red Light Running Camera Operational Guidelines	Contacted/Leased

Transparency:

Agency	Are placement locations of automated enforcement publicly available?	Is information regarding automated enforcement revenue publicly available?	Is information regarding the disbursement of this revenue publicly available?	Is the number of automated enforcement citations issued publicly available?	Upon deployment at a specific location, is there a warning period before citations are issued?
Portland Police Bureau	Yes	Yes	Yes	Yes	Yes
Sherwood Police Department	Yes	Yes	Yes	Yes	Yes (Red Light) / Radar not implemented yet
Beaverton Police Department	Yes	Yes	Yes	Yes	No
Medford Police Department	Yes	Yes	Yes	Yes	Yes
Salem Police Department	Yes	Yes	Not Sure	Yes	Yes

Woodburn Police Department	Yes	Yes	Yes	Yes	Yes
Tualatin Police Department	Yes	Yes	Yes	Yes	Yes
Albany Police Department	Yes	Yes	Yes	Yes	Yes

Accountability:

Agency	Are citations reviewed and signed by a sworn law enforcement officer?	Is there a system in place for dispute resolution?	Is the automated enforcement program audited?	If audited, how often?
Portland Police Bureau	Yes	Yes	Yes	Last conducted in 2015 by City Auditor's Office
Sherwood Police Department	Yes	Yes	No	N/A
Beaverton Police Department	Yes	Yes	Yes	N/A
Medford Police Department	Yes	Yes	Yes	Bi-Annually
Salem Police Department	Yes	Yes	Yes	Periodically, as part of the City's annual audit
Woodburn Police Department	Yes	Yes	Yes	Bi-Annually
Tualatin Police Department	Yes	Yes	Yes	Bi-Annually
Albany Police Department	Yes	Yes	Yes	Annually

Safety Attributes:

Agency	Is traffic data (engineering & crash) utilized to determine placement of enforcement platforms?	Does the jurisdiction analyze traffic data to determine its automated enforcement's impact on safety elements (i.e. crashes, speed, etc.)?
Portland Police Bureau	Yes	Yes
Sherwood Police Department	Yes	Yes
Beaverton Police Department	Yes	Yes
Medford Police Department	Yes	Yes
Salem Police Department	Yes	Yes
Woodburn Police Department	Yes	Yes
Tualatin Police Department Albany Police Department	Yes Yes	Yes Yes

Summary:

It appears from these reports and various conversations with the cities that they are following the spirit and letter of Oregon law as it relates to the operation of Automated Enforcement programs as the legislative authority has evolved over the past decade.

The Photo Enforcement program has been in operation in Oregon for many years. It appears to have a positive impact on calming traffic within the communities in which it is used. Additionally, many of the reports to the legislature related to “manned” photo radar show a high degree of public acceptance and safety benefits of reduced speeds in school zones, residential and other roadways of concern; reinforcing that Automated Enforcement does appear to be making a positive impact to transportation safety in the communities in which it is used in Oregon.