CITY OF OREGON CITY
CITY COMMISSION WORK SESSION AGENDA

Hanlon Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, May 12, 2026 at 6:00 PM

Typically there are no public comments at work sessions, but written comments are accepted by:

- *Email recorderteam@orcity.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*
- *You may also attend this meeting by watching the livestream on the City's YouTube Channel: https://www.youtube.com/user/CityofOregonCity*

1. CONVENE MEETING AND ROLL CALL

2. GENERAL BUSINESS

a. Portland General Electric (PGE) Presentation

b. Review Clackamette Park Conceptual Designs and Public Involvement Plans

c. Red Light Running / Automated Speed Enforcement Cameras Discussion

3. FUTURE AGENDA ITEMS

a. List of Upcoming Work Session Agenda Items

4. CITY MANAGER'S REPORT

a. Project Updates

COMMITTEE REPORTS

a. Commissioner Wilson
- Citizen Involvement Committee Liaison
- Homeless Solutions Coalition

b. Commissioner Smith
- Clackamas Heritage Partners
- Destination Management Marketing Organization
- South Fork Water Board

c. Commissioner Marl
- Citizen Involvement Committee Liaison
- Clackamas County Coordinating Committee (C4)
- Clackamas County Coordinating Committee (C4) – Metro Subcommittee (alternate)
- Metro Policy Advisory Committee (MPAC) (alternate)
- Youth Advisory Commission

d. Commissioner Mitchell
- Clackamas County Coordinating Committee (C4) (alternate)
- Clackamas County Coordinating Committee (C4) – Metro Subcommittee
- Downtown Oregon City Association Board (alternate)
- South Fork Water Board

e. Mayor McGriff
- Clackamas Heritage Partners (alternate)
- Clackamas Water Environment Services Policy Committee
- Destination Management Marketing Organization (alternate)
- Downtown Oregon City Association Board
- Metro Policy Advisory Committee (MPAC)
- Metro Regional Solid Waste Advisory Committee

- South Fork Water Board
- Willamette Falls and Landings Heritage Area
- Willamette Falls Locks Authority

6. ADJOURNMENT

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.

625 Center Street
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97045
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CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	May 12, 2026
From:	Tony Konkol, City Manager		

SUBJECT:
Portland General Electric (PGE) Presentation

STAFF RECOMMENDATION:
Portland General Electric will provide a presentation on activities in Oregon City and throughout the region and the City Commission will have an opportunity to ask questions.

EXECUTIVE SUMMARY:

BACKGROUND:

OPTIONS:
N/A

Oregon City

May 12, 2026

JD Podlesnik

Grid Strategy, Planning & Transmission

Heidi Bell, MPA

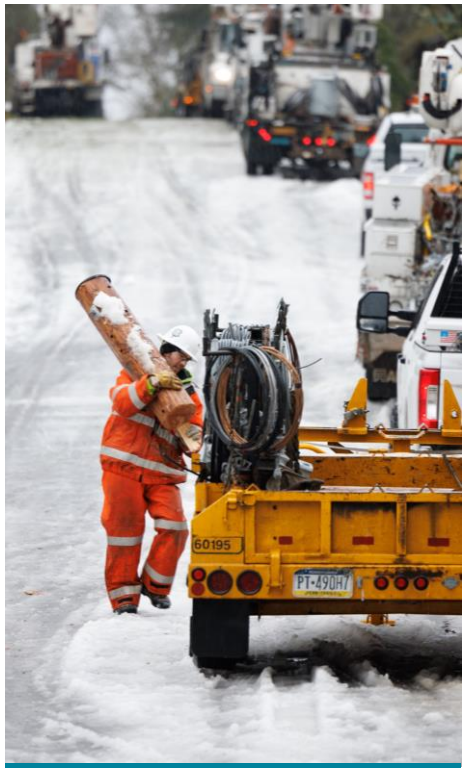
Local Government Affairs Manager

Working with Oregon City Today

- Number of PGE employees who live Oregon City = **120**
- Growth since 1990:
  - 1990 Population: **14,698**
  - 2025 Population Estimate from PSU Population Center: Customer Numbers: **38,387**
- PGE Customer Accounts, based on meter size
  - Residential: 15,141
  - Commercial: 1,995
  - Industrial: 5
- 2026 Total PGE Payments, based on 2025 revenues
  - Franchise Payment: **$1,481,424**
  - Privilege Tax Payment: **$634,626**
  - **Total: $2,116,050**

We share your commitment to delivering efficient, high-quality services that strengthen community trust. As Oregon City, trusted energy partner, Portland General Electric is proud to power the homes, businesses, and public services that make the city thrive.

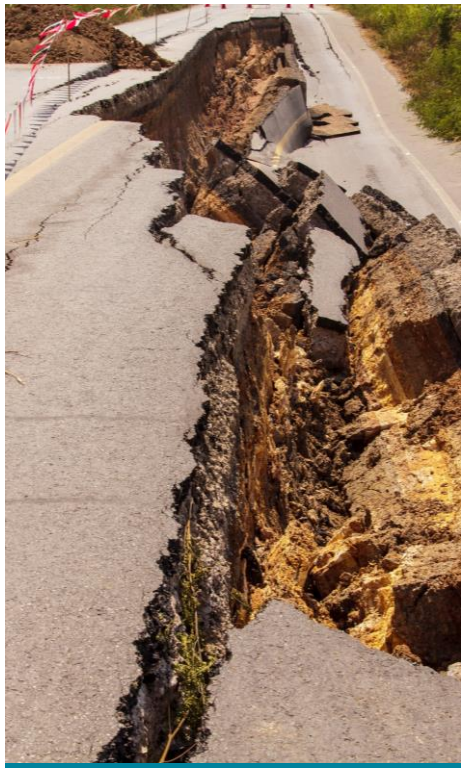
Advancing resilience against increased threats



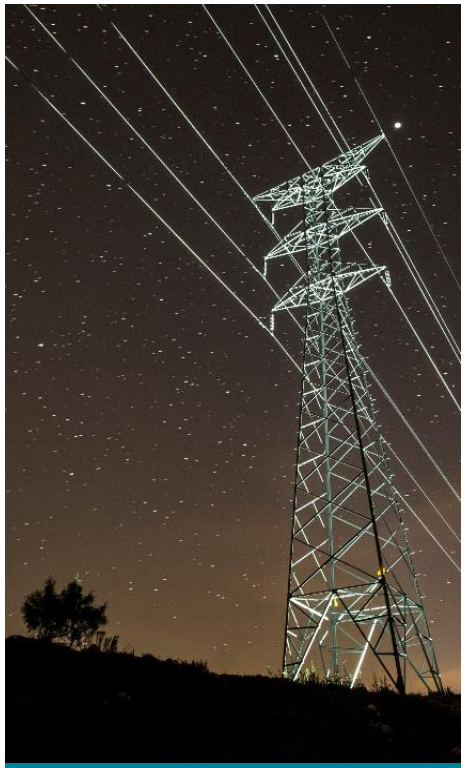
Storms

Extreme weather events and wildfires

Cyber and physical security



Cascadia earthquake



Regional energy emergencies

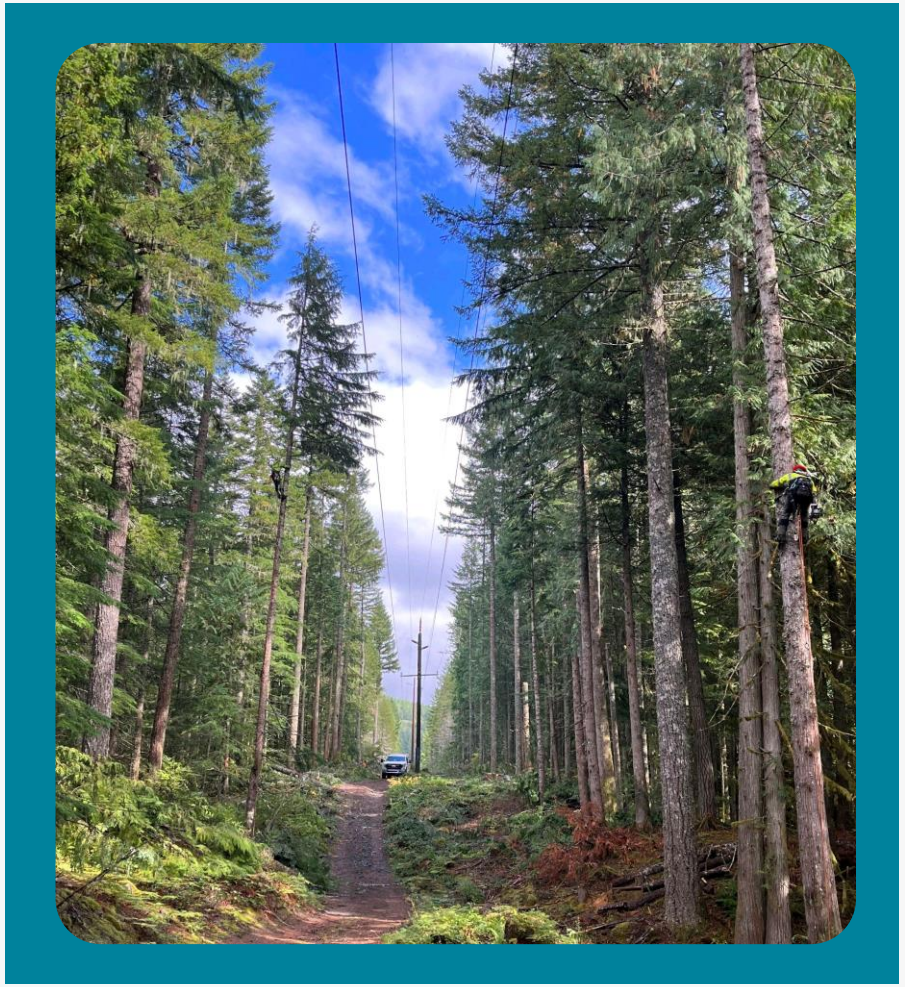
Resiliency Against Wildfire

System Hardening
- Overhead to underground conversion
- Ductile iron poles
- Enhanced Powerline Safety Settings

Situational Awareness
- More than 90 weather stations
- Almost 40 AI-powered fire detection cameras
- Early Fault Detection sensors

Vegetation Management
- Initial patrol and hazard mitigation complete
- Year-round work in areas of higher wildfire risk

Ignition Prevention Inspections
- Annually inspect every power pole and structure in areas at higher wildfire risk (just over 29,000!)



We're strengthening resilience for customers and communities

Maintain regular coordination with Oregon City to align on growth plans and long-term community development vision.

- PGE recognizes the importance of key initiatives, including the courthouse redevelopment and downtown revitalization, and looks forward to supporting their successful delivery.
- Monitor housing and employment trends and integrate projected load growth into system planning to ensure reliable, electrical infrastructure scaled for the City's needs.

Redland Substation: Rebuild by 2028

McLoughlin Substation in Oregon City: Improvements Coming - 2028-2030

These improvements are critical to support long-term load growth in the area

Oregon City Operations Building

Ribbon Cutting is estimated for early 2029

PGE is Working in Oregon City

Clackamas CO Led Projects:
- Coordination on Trolley Trail Replacement: Connecting Oregon City and Gladstone, no utility conflict
- Coordination: Abernethy Creek Bridge Replacement: near T-intersection of Holly Ln and Redland Rd.

City Led Projects:
- Repave Division to Warner Milne and updated all ADA, 70+ locations

Other Agency Led Project:
- New Water Pump Station
- New service for A Caring Place

Private Developer Led Projects:
- 1 commercial: tumwata project
- 3 related to housing developments

PGE Led Projects:
- Oregon City Operations Building

FITNES Program: inspections will start 2027.

PGE is showing up in your community

Involvement /Participation

- Since 2018, sponsor and active participant in Oregon City's First Day Celebration with the Downtown Oregon City Association (besides COVID pause). This year PGE will host an electric vehicle **Ride and Drive Event**!
- Speaker at the Oregon City Citizen Involvement Committee, 2026 and 2025
- Hosted a PGE Wildfire Ready Event, 2024
- Member of the Oregon City Area Chamber of Commerce
- Friends of Trees Planting at Parks and Greenspaces with PGE Employee Volunteers
- Member of the Oregon City Business Alliance, attend luncheons
- Jobs for the Future: PGE trained engineer teaching at the Oregon City High School

PGE is showing up in your community

We are here to help!

- Meetings with Mayor and City Management Team
- Permitting and Land Use Application Meetings
- Key Customer Manager Meetings with City Staff, programming and problem solving
- Quarterly Development Meetings to review large municipal projects
- PGE Business Development staff meets with Oregon City Economic Development Staff

PGE is showing up in your community

Grants and Awards

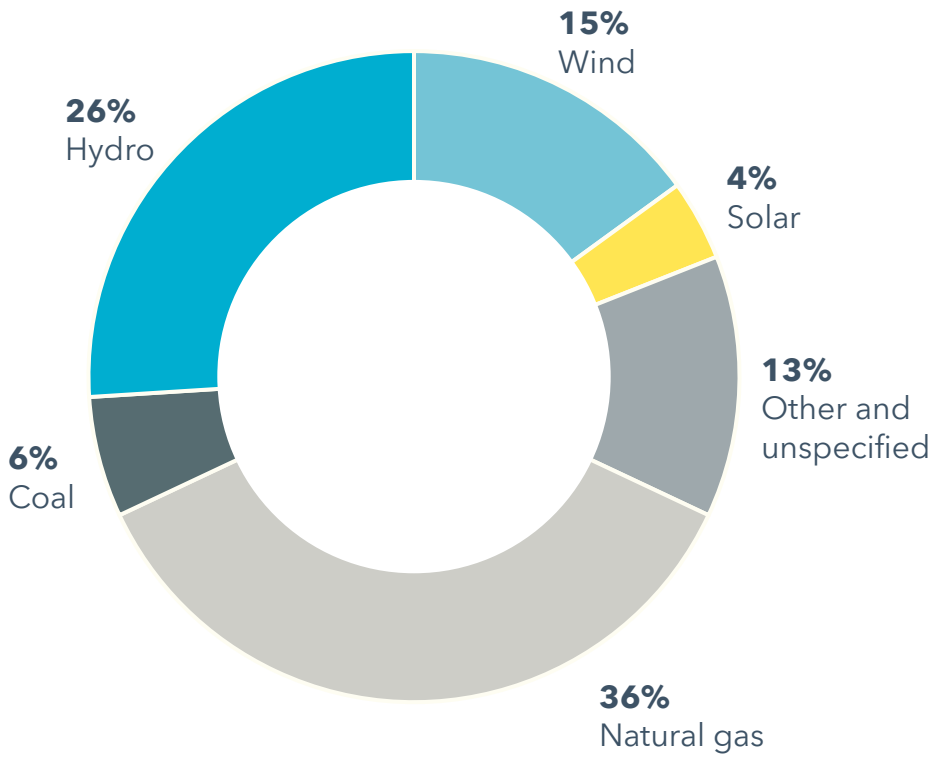
- **Willamette Riverkeepers**: 2025 Drive Change Fund:2 EV trucks + public DC fast charger
- **Parrott Creek Child and Family Services:**
  - 2024 Green Future Renewable Development Fund Award: solar panels and battery storage
  - 2025 Drive Change Fund Award: 3 EVs, 3 dual port chargers
- **A Village for One**: 2025 Drive Change Fund Award: 1 EV + charging port
- **Clackamas Community College: 2025** Drive Change Fund: 2 EVs, charging ports, and development on courses for EV Tech Program
- Sponsor of the Oregon City **4th of July Festival**, 2026

PGE's progress towards clean energy

Customers drive our commitments to clean energy, carbon reduction and sustainability

Resource mix for PGE's total system load

Retail and wholesale



45%

NON-EMITTING

Your community participation:

8th largest city participation

Green Future Choice

Residential Accounts: 3,829
Annual Usage (kWh): 33,779,365

Commercial Accounts: 58
Annual Usage (kWh): 633,324

Green Future Block

Residential Accounts: 146
Annual Usage (kWh): 476,580

Commercial Accounts: 3
Annual Usage (kWh): 19,200

Tax city data query may vary slightly with EPA reports or 2024 Green-e Energy retirements due to reporting accounting method variations.

Affordability: Working to keep electric prices as low as possible

PGE is working to keep customer prices as low as possible

Controlling Operating Costs

In 2025, we launched our Customer Affordability Commitment – a multi-year program designed with our customers in mind. By delivering sustained savings in operations and maintenance costs, we're working to keep customers bills as low as possible and make energy more affordable for the families and businesses we serve.

Ensuring Fair Cost Allocation

PGE is fairly distributing the costs of new infrastructure to serve load growth from data centers/manufacturing to protect residential customers from price impacts while supporting economic growth

Maximizing External Sources of Funding

PGE is reducing project costs by optimizing tax credits, grants, and other incentives while available

Offering Customer Programs that Lower Costs

PGE is helping customers manage and lower energy costs through innovative programs, including weatherization, energy efficiency, demand management, vehicle electrification, energy assistance and bill discounts

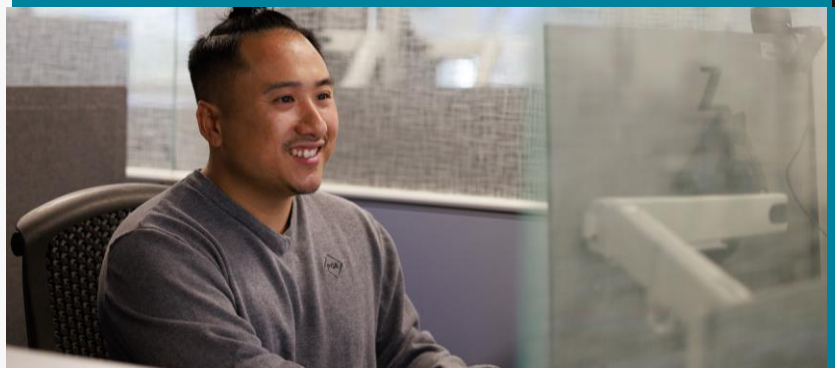
When customers need help, we're there

PGE supports customers with tools and programs to manage their energy costs including bill assistance, rebates and incentives, and solar and battery programs.

Payment help

Efficiency, load management and weatherization support

Income qualified bill discount



Energy assistance programs

Income Qualified Bill Discount Program

63% or 2,523 Oregon City households are enrolled in the Income Qualified Bill Discount program out of the 4,000 that we anticipate could be enrolled.

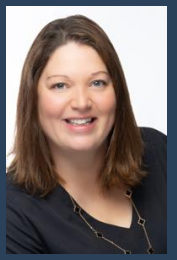
*Important disclaimer: These numbers represent customers that have an 'Oregon City' address in our customer billing system. Those addresses may not be within the city limits, rather be in surrounding unincorporated counties.

All residential customer protections apply, in addition to the following provisions:

- PGE will not charge late fees.
- PGE will waive the first field visit fee each calendar year.
- If services have been disconnected due to non-payment within the past 7 days of severe weather or poor air quality conditions, PGE will reconnect them at no upfront charge at the customer's request.
- PGE will waive all reconnection fees for customers.
- Help you pay less for public charging at Electric Avenue, Oregon Electric Byways, and your neighborhood pole chargers.

Collaborative partnerships are key

Your PGE Local Government Affairs Manager



Heidi Bell, MPA
Local Government Affairs Manager

Thank you

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CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	May 12, 2026
From:	Scott Archer, Parks and Recreation Director Thomas Kissinger, Assistant Parks and Recreation Director		

SUBJECT:

Review Clackamette Park Conceptual Designs and Public Involvement Plans

STAFF RECOMMENDATION:

Staff recommend City Commission provides feedback and support on the conceptual designs for Clackamette Park prior to large-scale community outreach efforts begin.

EXECUTIVE SUMMARY:

Staff have been working with a consultant team, led by AKS Engineering and Forestry LLC, to expand upon the existing Master Planning efforts that were conducted for Clackamette Park in 2021 and 2022. This work is approaching the next phase of public involvement, which will focus on confirmation of the public outreach that was provided during the Master Planning process. As part of this work, our design team has prepared updated conceptual designs that reflect more recent conversations with the community, while still adhering to the goals and objectives of the Master Plan.

These updated conceptual designs address four key goals for site development:

- Re-imagining the existing RV Park as a community gathering space with accessible riverfront areas, while providing a new location for the RV Park that is more operationally feasible.
- Expanding play opportunities at the park, transforming this beloved regional asset into a destination for families and children to enjoy.
- Relocating the existing boat ramp to a more operationally feasible location, while converting the existing ramp into a non-motorized launch for paddlecraft to enjoy.
- Developing a true waterfront experience for Oregon City, with a variety of flexible uses that support the region's many recreational stakeholders. Art and interpretation take center stage at a variety of points throughout the design to ensure the historical and environmental context of this unique space are conserved through time. Newly developed recreational amenities will provide more reasons for users to enjoy the park, while still preserving the typical day-to-day experience of park visitors. Relocation/reconstruction of existing recreational amenities will restore access to existing user groups that are currently or will be affected by park redevelopment.

Our first public open house for this project is scheduled for May 21st from 6:00 PM to 8:00 PM. This event will be held in the Hanlon Chambers at the Robert Libke Public Safety Building. Community stakeholders and the public are invited to attend and provide feedback on these conceptual designs to help the project team continue to refine project priorities. Following this event, there will be additional opportunities for members of the public to engage with the design team prior to our next project milestone. Staff will provide additional details on our public involvement plan as part of their presentation.

BACKGROUND:

Parks and Recreation staff have been exploring redevelopment of Clackamette Park for many years, with a Master Planning process in 2021-2022 resulting in the most recent community-led design for the park. Commission Goal 7 - IMPROVE THE CITY'S PARK LANDS AND NATURAL RESOURCES—focuses on transitioning from planning to constructing amazing parks and open spaces and create a plan to share with the community about the costs, revenue generation opportunities, and potential improvements to the City's Park system to address the existing deferred maintenance. Commission Goal 7.5 for the 2025-27 biennium focuses on identifying funding and grants to begin the design and construction of park improvements at Clackamette Park specifically. Using existing funds in our WES Good Neighbor Agreement (WESGNA) account, staff contracted with AKS Engineering & Forestry LLC through a competitive process to begin design development planning and preliminary engineering. This work will continue to be refined through public engagement and design workshops as we move towards a "shovel-ready" project that is ready for funding opportunities as they arise. Staff are beginning to apply for large-scale grants to begin funding the construction of these amenities as we continue to move the design forward with the community. Our first grant opportunity, the Metro Nature in Neighborhoods Capital Grants program, is currently under consideration by the review committee.

OPTIONS:

Provide feedback on the conceptual designs and public involvement plan for the Clackamette Park Redevelopment project.

CLACKAMETTE PARK

MASTER PLAN

1 STAGE
2 PARKING
3 PLAY AREA
4 NON- MOTORIZED LAUNCH
5 MOTORIZED BOAT LAUNCH WITH DOCK
3 PICKLEBALL COURTS
3 PICNIC TABLE
3 BENCH
3 RIVER BEACH ACCESS
10 BLEACHERS
11 RIVERFRONT PUBLIC PLAZA
12 FISH CLEANING STATION
13 RIVER OVERLOOK
14 PEDESTRIAN TRAIL
13 EXISTING PICNIC SHELTER
13 RV PARK
17 OPEN SPACE LAWN
17 EXISTING HORSESHOE COURT
19 EXISTING RESTROOM
20 PUBLIC PLAZA WITH FOOD CART /EVENT SPACE
21 CONFLUENCE WATER PLAY TABLE
20 OVERFLOW PARKING (PASSENGER VEHICLE AND BOAT PARKING)
17 EXISTING RV DUMP STATION
24 MUSIC GARDEN
25 EXISTING SKATE PARK
21 LIFE VEST STATION
★ ART & INTERPRETATION ELEMENT

OREGON CITY
AKS ENGINEERING & FORESTRY
jla Public Involvement

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CITY OF OREGON CITY

Staff Report

To:	City Commission	**Agenda Date:**	May 12, 2026
From:	Shaun Davis, Police Chief		

SUBJECT:
Red Light Running / Automated Speed Enforcement Cameras Discussion

STAFF RECOMMENDATION:

Provide direction for staff on future work sessions and/or commission agenda items

EXECUTIVE SUMMARY:
Red-light running (RLR) is a serious intersection safety issue in Oregon. RLR and Automated Speed cameras are automated enforcement systems used primarily to reduce redlight running crashes. ORS 810.434 thru 810.437 also allows these camera systems to enforce speed limits when the system detects a driver traveling at 11 mph or more above the posted speed limit (11 mph higher is a threshold between Class B and Class C traffic violations in ORS 811.109). Enforcing speeds in this way is secondary to reducing red-light running crashes. Reducing fatal and severe injury crashes is the principal goal of RLR camera enforcement programs.

BACKGROUND:

In 2014/2015, the police department explored implementing red-light cameras. At the May 19, 2015 Traffic Advisory Committee (TAC) meeting, the police department participated in a Citywide Safety Campaign discussion with Public Works. During the TAC meeting, a topic of discussion was red-light cameras. At that time, ODOT had recommended two intersections to be considered, Hwy 213/Beavercreek Rd and Hwy 99E/14th St. The City did not move forward with implementing the red-light cameras.

Recently, the commission requested a work session to discuss and receive more information about Red Light Running (RLR) / Automated Speed cameras.

RLR crashes usually result in severe T-bone and angled crashes that can result in serious injuries or fatalities. According to the Oregon Intersection Safety Implementation Plan (3), from 2015-2021 there were more than 66,000 reported crashes at urban signalized intersections resulting in 1,859 fatalities and serious injuries. The Insurance Institute for Highway Safety (IIHS) reports that half of the people killed in red-light running crashes are

not the signal violators (4).

Red Light Running / Automated Speed Enforcement Cameras can benefit traffic safety in several ways. The presence of RLR cameras can serve as a deterrent to drivers who may be tempted to run red lights. Studies have shown that the use of RLR cameras leads to a decrease in red light violations at intersections equipped with these cameras, which ultimately results in a safer driving environment and fewer crashes caused by running the red light. By deterring red light running, RLR cameras help reduce the risk of T-bone crashes and other serious angled crashes at intersections. Overall, RLR cameras can help play a vital role in enhancing traffic safety by promoting compliance, lowering crash rates, and improving overall intersection safety.

There are specific limitations and regulations regarding the placement of RLR cameras to ensure their effectiveness and legality. State law dictates that red-light cameras can only be installed at intersections where a traffic study has shown a history of red-light violations and a high potential for accidents. The Oregon Department of Transportation (ODOT) must approve the installation of red-light cameras at specific locations. Furthermore, signage must be visibly posted at intersections where red-light cameras are in use to inform drivers of their presence and act as a deterrent against violations. The placement of red-light cameras in Oregon is carefully regulated to prioritize public safety, reduce crashes, and ensure transparency in their use.

ODOT has criteria to be met, and specific guidelines to be followed before RLR cameras are authorized to be located on state highways. These guidelines are in the ODOT Traffic Manual Appendix A1 for Red Light Running and/or Appendix A2 for Fixed Photo Radar (FPR).

Attachments for discussion include:

1. Excerpts from the January 2026 ODOT Traffic Manual.
2. Applicable ORS's.
3. City of Tigard 2025 Phot Enforcement Legislative Report

OPTIONS:

1. Approve Red Light Running / Automated Speed Enforcement Cameras Discussion.
2. Approve Red Light Running / Automated Speed Enforcement Cameras Discussion with Amendments.
3. Deny Red Light Running / Automated Speed Enforcement Cameras Discussion and provide further direction.

Traffic Signal Enforcement 304.1

The two primary safety countermeasures used to reduce red-light running crashes are red-light running cameras and red-signal enforcement lights.

Standards & Guidelines

01 See the Red-Light Running Camera Guidelines for State Highways (Traffic Manual Appendix A1). Refer to ORS 810.434 through 810.437 for statutes about red light cameras. See the Sign Policy and Guidelines for the State Highway System (*1*) and the MUTCD (*2*) for signs associated with red light camera installations.

02 Red-signal enforcement lights shall be colored white.

03 The local law enforcement agency should be committed to an enforcement plan and obtain judicial support for citations based on enforcement lights prior to deploying red-signal enforcement lights.

04 Red-signal enforcement lights shall be positioned to be visible to downstream enforcement officers while not visible on the upstream approach. Ideal locations would allow officers to see the intersection's upstream stop bar from the downstream staging location.

05 Red-signal enforcement lights should be high enough to be seen over tall vehicles and out of reach of vandals.

Process & Required Approvals

State traffic engineer approval is required for red light running camera installation and operation at all state-owned intersections, including adding speed enforcement to an existing RLR installation, regardless of operation or maintenance responsibilities. See the Red Light Running Camera Guidelines for State Highways (Traffic Manual Appendix A1) for approval procedures on state highways.

Region traffic engineer approval is required to add red-signal enforcement lights at a traffic signal.

Special Considerations

Red-light running camera systems are used primarily to reducing red-light running crashes. Oregon law also allows these camera systems to enforce speed limits, though this functionality is secondary to reducing red-light running crashes.

Red-signal enforcement lights are only effective when combined with red-light running enforcement efforts.

Red-signal enforcement lights have many other names including red light indicators, signal indicator lights, enforcement lights, white enforcement lights, rat lights, or tattletale lights.

The red-signal enforcement light activates simultaneously with the red signal phase, providing an enforcement officer located downstream from an intersection with a visible indication of the upstream red phase so they can determine when a vehicle has violated the red phase. The enforcement lights are mounted on the rear of a traffic signal and are directly wired into the signal head for accurate red-signal indication.

The Oregon Standard Details give installation details for red-signal enforcement lights.

Support

Red light running is a serious intersection safety issue in Oregon. According to the Oregon Intersection Safety Implementation Plan (*3*), from 2015-2021 there were more than 66,000 reported crashes at urban signalized intersections resulting in 1,859 fatalities and serious injuries. The Insurance Institute for Highway Safety (IIHS) reports that half of the people killed in red-light running crashes are not the signal violators (*4*).

Red-signal enforcement lights can enhance safety at signalized intersections by improving red-light compliance when combined with an aggressive enforcement strategy, resulting in a reduction of red-light running violations. They are auxiliary lights connected to a traffic-control signal to help law enforcement officers more efficiently and safely issue citations for drivers who violate the red phase of the signal. They are colored white because white has no traffic control meaning; multiple road authorities in Oregon are using blue under experimental approvals for bicycle detection confirmation.

Cross References

Key References

1. Oregon Department of Transportation. *Sign Policy and Guidelines*. Oregon Department of Transportation, Salem, Oregon. https://www.oregon.gov/ODOT/Engineering/Pages/Sign-Policy.aspx.
2. Federal Highway Administration. *Manual on Uniform Traffic Control Devices for Streets and Highways*, 11th ed. Federal Highway Administration, Washington, D.C., 2023. https://mutcd.fhwa.dot.gov/.
3. Oregon Department of Transportation. Oregon Intersection Safety Implementation Plan. Salem, Oregon, 2023. https://www.oregon.gov/odot/Engineering/TRSDocs/Intersection_Safety_Implementation_Plan.pdf.
4. Insurance Institute for Highway Safety. Red Light Running. July 2025. https://www.iihs.org/topics/red-light-running. Accessed September 11, 2025.

File Code	Updated	Notes
TRA 16-30-31	January 2026	Updated for MUTCD 11th Edition & updated references.

Speed Safety Cameras 500.4

Speed safety cameras, also known as photo speed enforcement, take pictures of vehicles traveling over a certain speed and issues citations by mail.

From 2017 to 2021, 24.8 percent of fatal and serious injury crashes in Oregon were related to speed, meaning a driver was traveling too fast for the conditions or traveling faster than the speed limit. This was the most common driver behavioral issue associated with fatal and serious injury crashes in Oregon (*1*).

ODOT's Transportation Safety Action Plan (*1*) names automated enforcement, such as speed safety cameras, as one way to reduce speeding to reach ODOT's goal of eliminating fatalities and serious injuries.

All cities can enforce speed using speed safety camera systems (mobile and fixed, see **Appendix A2**). All cities can also enforce speed using red light running camera systems as a secondary function to red light running enforcement (See **Section 304.1** and **Appendix A1**).

Standards & Guidelines

01 Refer to ORS 810.438 through 810.444 for speed safety camera statutes. For fixed photo radar cameras, see the Fixed Photo Radar Camera Guidelines for State Highways (**Traffic Manual Appendix A2**). For enforcing speed with red light running camera systems, see the Red-Light Running Camera Guidelines for State Highways (**Traffic Manual Appendix A1**).

02 See the Sign Policy and Guidelines for the State Highway System (*2*), the MUTCD (*3*), and the Oregon Supplement to the MUTCD (*4*) for details on signs associated with speed safety cameras.

Process & Required Approvals

No traffic approvals are required for mobile photo radar on state highways. If the vehicle used for mobile photo radar interferes with highway work or activity allowed by permit, the vehicle and/or other equipment for photo enforcement might need to move.

State traffic engineer approval is required for fixed photo radar camera installation and operation on all state highways regardless of operation or maintenance responsibilities. See the Fixed Photo Radar Camera Guidelines for State Highways (**Traffic Manual Appendix A2**) for approval procedures on state highways. The FPR approval includes approval for vehicle speed feedback signs because Oregon statutes require these signs in advance of FPR installations (see **Section 302.2** for more information about vehicle speed feedback signs).

State traffic engineer approval is required for speed enforcement at RLR cameras on all state highways, regardless of operation or maintenance responsibilities. See the Red-Light Running Camera Guidelines for State Highways (**Traffic Manual Appendix A1**) for approval procedures on state highways.

Special Considerations

Speed safety cameras generally reduce speeding and crashes in the vicinity of the camera (*5*) and multiple federal agencies (NHTSA, CDC, NTSB, FHWA) recognize it as an effective safety countermeasure (*6*, *7*). More information on effectiveness and general considerations when implementing speed safety cameras is available in NHTSA's Countermeasures that Work publication (*5*) and FHWA's Speed Safety Camera Program Planning and Operations Guide (*8*).

National best practice (*9*) for speed safety cameras is to:

- Be transparent and consistent with the public – the public must have knowledge, awareness, and assurance of the systems and the program must be well-documented and monitored to help gain public trust and respect.
- Use it to address a history of speed-related crashes. If the program is not motivated by safety, it will not succeed.
- Use it to supplement – not replace – traditional engineering, enforcement, and education countermeasures.
- Make sure the speed limit is proper for the location (e.g., statutory speeds or designated speeds based on an engineering study).
- Communicate the speed limit to approaching drivers.

Mobile Photo Radar (MPR)

MPR is operated from a vehicle like the one shown in Figure 500.4-1. If the operator detects a speeding vehicle, they take a picture of the driver and license plate. Upon verification by a police officer (or duly authorized traffic enforcement agent in Portland), the vehicle owner then receives a citation in the mail.

Figure 500.4-1: Mobile Photo Radar in a Medford Work Zone

Locations

All cities can operate MPR at their own cost. Cities that choose to operate MPR programs must send a process and outcome evaluation report to the Legislature each biennium.

ORS 810.438 limits where cities can use MPR:

- May be used on streets in residential areas or school zones.
- May be used in other areas if the governing body of the city makes a finding that speeding has had a negative impact on traffic safety in those areas.
- May not be used on controlled access highways.

Under ORS 810.441, ODOT may ask Oregon State Police, or a jurisdiction authorized to operate MPR, to enforce speeds using MPR in highway work zones on state highways or where the configuration of the roadway temporarily changes (e.g., temporary changes to the number of usable lanes, lane width, shoulder width, curvature of the roadway). Police officers can only use the photo radar unit within 100 yards from these conditions. On divided highways, officers can only use the photo radar unit on the same roadway where highway workers are present.

Signs

ORS 810.438, ORS 810.444, the MUTCD (*3*), and the Oregon Supplement to the MUTCD (*4*) requires the following signs posted 100-400 yards upstream of the photo radar unit on the street being enforced:

- A TRAFFIC LAWS PHOTO ENFORCED (R10-18) sign posted at least 2 feet above ground level. If the enforcement location is in a school zone that is not marked by a flashing beacon and the school is in session, a SCHOOL IN SESSION (OS4-9) sign also needs to be posted at the same location.
- A Speed Limit (R2-1) sign (MUTCD (*3*) requires this with the vehicle speed feedback sign).
- A vehicle speed feedback sign (see **Section 302.2**).

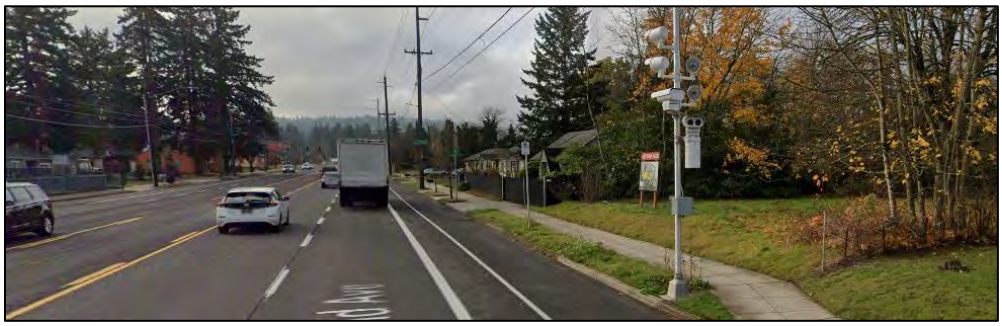
ODOT Guidelines

ODOT does not publish engineering policies or guidelines related to mobile photo radar because cities run mobile photo radar programs and do not install equipment to run these systems.

Fixed Photo Radar (FPR)

FPR is a fixed-camera system that takes pictures of vehicles traveling over a certain speed, like the camera in Figure 500.4-2. Equipment like radar or lidar detect vehicle speeds and if exceeding a preset speed, takes pictures of the vehicle, license plate, and driver. Upon verification by a police officer (or duly authorized traffic enforcement agent in Portland), the vehicle owner then receives a citation by mail.

Figure 500.4-2: Fixed Photo Radar Cameras in Portland



Locations

All cities can operate FPR at their own cost. Cities that choose to operate FPR systems must send a process and outcome evaluation report to the Legislature each biennium.

ORS 810.438 limits where cities can use FPR:

- May be used on streets in residential areas or school zones.
- May be used in other areas if the governing body of the city makes a finding that speeding has had a negative impact on traffic safety in those areas.
- May not be used on controlled access highways.

Signs

ORS 810.438, ORS 810.444, and the MUTCD (*3*)requires the following signs posted 100-400 yards upstream of the photo radar unit on the street being enforced.

- A TRAFFIC LAWS PHOTO ENFORCED (R10-18) sign. If the enforcement location is in a school zone that is not marked by a flashing beacon and the school is in session, a SCHOOL IN SESSION (OS4-9) sign also needs to be placed at the same location.
- A Speed Limit (R2-1) sign (MUTCD (*3*) requires this with the vehicle speed feedback sign).
- A vehicle speed feedback sign (see **Section 302.2**).

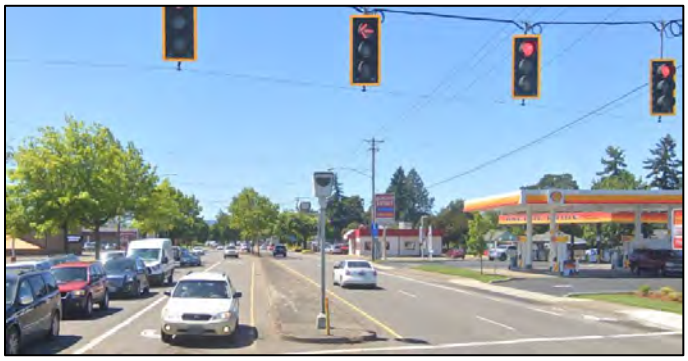
ODOT Guidelines

The Traffic Engineering Section, in coordination with the Oregon Traffic Control Devices Committee, publishes the Fixed Photo Radar Camera Guidelines for State Highways (**Appendix A2 in the ODOT Traffic Manual**). This publication covers process, approvals, and guidelines for FPR systems on state highways. ODOT encourages local jurisdictions to use this guideline off the state highway system or develop their own guidance.

Enforcing Speed at Red-Light Running (RLR) Cameras

Red-light running camera systems, like in Figure 500.4-3, are used primarily to reduce red-light running crashes. ORS 810.434 thru 810.437 also allows these camera systems to enforce speed limits when the system detects a driver traveling at 11 mph or more above the posted speed limit (11 mph higher is a threshold between Class B and Class C traffic violations in ORS 811.109). Enforcing speeds in this way is secondary to reducing red-light running crashes.

Figure 500.4-3: Red Light Running Camera



Locations

ORS 810.434 thru 810.437 authorizes all cities to operate red-light running cameras at their own costs. Jurisdictions that choose to operate RLR programs must send a process and outcome evaluation report to the Legislature each biennium.

Signs

ORS 810.436 and 810.437 require the following signs.

- A TRAFFIC LAWS PHOTO ENFORCED (R10-18) sign posted on all major routes entering jurisdictions using RLR cameras.
- A Photo Enforced (W16-10P) or PHOTO ENFORCED (W16-10aP) plaque below a Signal Ahead (W3-3) warning sign in advance of the intersection.

ODOT Guidelines

See **Section 304.1** for more information on state highways. The Traffic Engineering Section, in coordination with the Oregon Traffic Control Devices Committee, publishes the Red-Light Running Camera Guidelines for State Highways (**Appendix A1 in the ODOT Traffic Manual**). This covers process, approvals, and guidelines for RLR camera systems on state highways. ODOT encourages local jurisdictions to use this guideline off the state highway system or develop their own guidance.

Other Traffic Cameras

Some signalized intersections have cameras that the traffic signal's controller (a computer) uses to detect vehicles. Some intersections also have cameras that transportation agencies use to check traffic operations and post pictures or video to sites like tripcheck.com. Figure 500.4-4 shows examples of both kinds of cameras. These are not used to enforce traffic laws nor used to issue citations.

Figure 500.4-4: Examples of Cameras Used for Traffic Operations, Not Enforcement

Support

The Oregon Legislature has made several changes to speed safety camera statutes.

- Beginning January 1, 2024, HB-2095 (2023 Legislative Session) allowed all cities to operate mobile photo radar.
- Beginning June 6, 2024, HB-4109 (2024 Legislative Session) allowed all cities to operate fixed photo radar. The bill also removed provisions limiting these cameras to "urban high crash corridors."

Cross References

Key References

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File Code	Updated	Notes
TRA 16-05-01	January 2026	Updated for MUTCD 11th Ed.

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Red Light Running Camera Guidelines for State Highways APPENDIX A1

Oregon Department of Transportation

Oregon Department of Transportation and Oregon Traffic Control Devices Committee:

Red Light Running Camera Guidelines for State Highways

Engineering & Technical Services Branch

Traffic Engineering Section

June 2024

https://www.oregon.gov/ODOT/Engineering/Pages/Traffic-Roadway.aspx

Review and Revision History

Approved by the state traffic engineer, in consultation with the Oregon Traffic Control Devices Committee, for use on state highways and adopted by the Oregon Traffic Control Devices Committee as a guide to assist Oregon cities in the deployment of red-light running cameras.

Angela Kargel, State Traffic Engineer
June 2024

Major Revisions Included in this Version

1. Changed state traffic-roadway engineer to state traffic engineer, changed Traffic-Roadway Section to Traffic Engineering Section.

Major Revisions Included in Previous Versions

1. Added "duly authorized traffic enforcement agent" as someone who can verify photo evidence before issuing a citation per HB-4105 (2022 Regular Oregon Legislative Session).
2. Added section on using red light cameras for automated speed enforcement.
3. Added paragraph that requires agencies to provide ODOT a copy of legislative report.
4. Revised legislative report requirement from "regular session" to "odd-numbered year" to reflect legislative change in 2013.
5. New bullets in the crash history requirements for the safety and operations report.
6. New section – "Future Changes to the Intersection."
7. Various clarifying changes in the section Procedure for State Highways.
8. New section – Removal procedure for red light running cameras.
9. New section – "Conditions of Approval."
10. New appendix with web link to the Red-Light Running Toolbox.
11. Removed the requirement that the Oregon Department of Transportation provide an executive summary of evaluations of the systems to the Oregon Legislature.
12. Added a requirement that each city that operates cameras present an evaluation of the use and administration of the cameras to the Oregon Legislature.
13. Clarifications for requirements to send ODOT a copy of the biennial report.
14. Clarifications for engineering study to accompany biennial report.
15. Clarification of requirements for engineering study to add speed enforcement to an existing RLR camera with the addition of a checklist.

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Introduction

The Oregon Department of Transportation (ODOT) and the Oregon Traffic Control Devices Committee (OTCDC) have prepared the Red Light Running (RLR) Camera Guidelines to assist local jurisdictions in the deployment of RLR cameras on state highways.

Local jurisdictions should follow this guidance for installation of RLR cameras off state highways or develop their own guidance for application.

Supporting Legislation

In response to what appeared to be a growing disrespect for traffic laws in general and disobeying red traffic signal indications in particular, the Oregon Legislature enacted a law in 1999 to help Oregon communities effectively enforce and reduce red light running. The Legislature has revised and expanded the law several times since.

These guidelines are based on Oregon Revised Statutes (ORS) 810.434 through 810.436. In 2017, the Oregon Legislature revised ORS 810.434 and 810.436 to allow RLR cameras to be used to cite for violating the posted speed.

RLR Camera System Justification

In 2020, 928 people were killed and an estimated 116,000 were injured in crashes that involved red light running in the Unites States. About half of the deaths in red light running crashes are pedestrians, bicyclists, and people in other vehicles who are hit by the red-light runners (*1*). Studies have reported that red light cameras reduce angle and turning crashes but can increase rear-end crashes. Because the types of crashes prevented by red light cameras tend to be more severe than rear-end crashes, research has shown there is also a reduction in the severity of crashes.

The Highway Safety manual (published by AASHTO) quantifies the expected crash reductions of different measures. These measures are only included if there is known statistical stability and reliability. The Highway Safety Manual lists the expected crash effects for installation of red-light cameras as a 25 percent crash reduction in angle crashes and a 15 percent increase in rear-end crashes (*2*).

RLR cameras are not a safety cure-all (see **Appendix A – RLR Toolbox**). RLR cameras have the potential to reduce the number and severity of crashes, but because of the likelihood for increasing rear-end crashes, RLR cameras should be installed only where a history of RLR crashes can be documented within the last five years. When used, they should be a part of a process that considers education, enforcement, and engineering. Reducing fatal and severe injury crashes is the principal goal of RLR camera enforcement programs.

The following are means of improving intersection safety prior to RLR cameras the jurisdiction should consider:

1. Proper sight distance.
2. Speed zones are consistent with engineering practice.
3. The number, size, and location of vehicle heads are consistent with the Manual on Uniform Traffic Control Devices (MUTCD) and ODOT's Traffic Signal Policy and Guidelines.
4. Proper yellow change and red clearance intervals are consistent with ODOT's Traffic Signal Policy and Guidelines or other jurisdictions' adopted policy.
5. Corridor progression timing does not contribute to red light running.
6. Enforcement "tattletale" lights.
7. The traffic signal timing is consistent with traffic volume, speed, and specific intersection design elements.

RLR Camera System Implementation

RLR cameras monitor both the flow of traffic at the stop location and the condition (or color) of the traffic signal indication on the approach. Special detectors, commonly loops cut into the pavement, check for the passage of vehicles into the intersection and if the traffic signal phase condition is red, cause pole mounted cameras to record pictures of the vehicle position, license plate and driver. Upon verification by a police officer or duly authorized traffic enforcement agent, the vehicle owner is issued a citation through the mail. Camera systems should differentiate between vehicles running a red light and those vehicles stopping slightly beyond the stop bar or those vehicles, after stopping, making a legal turn against a red indication.

Typically, RLR camera systems are installed under contract, by a commercial firm that specializes in such systems. These contracts cover the furnishing, installation, and operation of the RLR cameras. The firm may also prepare the evidence for verification by local law enforcement and mail the citation. As compensation, the firm usually collects a predetermined fee for this service when the citation fine is received.

If the candidate location is at a state highway intersection or on a state highway approach, application to and approval of ODOT is required.

Automated Speed Enforcement

Oregon law allows RLR cameras to also detect and issue speeding violations for motorists violating speeds by 11 mph or greater. Cities may not issue a speeding violation concurrently with a red-light running violation, unless the motorist was exceeding the posted speed by more than 20 mph.

The placement of the RLR devices is primarily to reduce red light running crashes and may only be placed at signalized intersections. The placement of RLR cameras should be limited to locations that demonstrate a history of red-light running crashes and not specifically to curtail speed related crashes. The primary consideration will be to reduce severe red light running crashes. Reducing speed related crashes will be a secondary consideration.

When there is also a history of speed related crashes, the Safety and Operations report should account for any pertinent considerations found in the Fixed Photo Radar (FPR) Camera Guidelines (Traffic Manual Appendix A2).

Placement of a RLR camera system is proven to have a favorable effect on traffic safety by reducing severe crashes (*3*). However, since less severe rear-end crashes are still likely to increase, due to the presence of the RLR camera, it is still necessary to demonstrate that there has been a history of severe red light running crashes that are being mitigated by the RLR camera.

To request adding speed enforcement to an existing RLR camera installation or at the time of installation of the RLR camera complete a RLR Camera Speed Enforcement Request Form (included as part of this guide) and attach appropriate documentation.

Documentation may vary, but typically includes crash data, comments from law enforcement, current speed zone order, and plans for modifications. When adding speed enforcement to an existing RLR if field changes are required to the RLR system this may require additional costs for an ODOT permit and inspection of the device.

Public Information Campaign and Sign Requirements

Oregon law requires that cities provide a public information campaign to inform local drivers about the use of RLR cameras before citations are issued. Educating the public is a critical step in reducing red light running. To effectively improve driving habits, drivers must be made aware that RLR cameras are in use. It is recommended that cities hold well-publicized kickoff events and issue periodic press releases about the effectiveness of RLR camera enforcement within their jurisdictions.

Oregon law also requires that signs be posted, so far as practicable, on all major routes entering the jurisdiction indicating that compliance with traffic control devices is enforced through cameras. The law further requires that signs indicating that a camera may be in operation be posted near each intersection where a camera is installed.

Signs should be of appropriate size to be easily readable at the posted speed. Signs should be placed in such a manner that the motorist can easily see them, without undue visual clutter or obstruction.

If the RLR camera will be used for citing speed violations, consideration should be given to placing speed signs prior to the intersection approach or as near as possible to remind motorists of the posted speed.

Operational Considerations

- RLR cameras shall not affect the display or the operation of the traffic signal.
- Power for RLR camera equipment may be provided from the traffic signal cabinet and should be on its own identified circuit breaker.
- Contact closures, as may be required for red and yellow indications on RLR camera approaches, should be electrically isolated from traffic signal equipment.
- Detection loops for RLR camera equipment should not be wired through the traffic signal cabinet, associated electrical conduit, or junction boxes and shall not interfere with the operation of detector loops used for traffic signal operation. At state highway intersections, segregated wiring is required.
- Traffic signal timing changes shall not be made to increase the possibility of vehicles running red lights. If a review of traffic signal timing prior to RLR camera installation identifies inappropriate yellow change and red clearance interval values that require adjustment, these adjustments shall be made prior to operation of the RLR camera system.
- Traffic signal timing changes may be made in response to substantial changes in approach speed, significant changes to traffic patterns, routine timing reviews, design changes, etc.
- Plans showing the location of all proposed and existing equipment shall be prepared.
- Signs at each city limit, informing the public that compliance with traffic control devices is enforced using cameras, shall be provided if not already in place. An automated enforcement sign on each covered approach shall be installed and should be shown on or as an attachment to the signal plans. Refer to the MUTCD and the Oregon adopted supplements for guidance on signs that should be posted.

Site Considerations

RLR cameras may not be appropriate at locations where:

- Recent geometric or traffic signal design changes have been made. Supporting crash records may not be applicable in the new configuration.
- Traffic signals have been installed within the previous year. Crash history may be too short to support RLR camera use.
- Geometric or traffic signal design changes are scheduled, and an engineering evaluation indicates such changes may substantially alter the need for RLR camera enforcement.

- Road or utility work is anticipated during the first year of RLR operation.
- Traffic pattern changes resulting from development, construction detours or similar events are anticipated during the first year of RLR operation.
- An electrical interconnect with "railroad active warning devices" is provided on the approach.
- Design, operation or maintenance is inconsistent with state or local standards and practices.

Safety and Operations Report

A safety and operations report is required for all RLR camera systems to be installed at intersections on state highways and is strongly recommended for all other locations since it can provide the basis for the process and outcome evaluation required in ORS 810.434(3)(b). It may be desirable to secure the services of a professional engineer to conduct the necessary study.

In addition to a general project narrative, the safety and operations report should address to the extent practical the following:

Crash History

An engineering study of the crash experience at the intersection should be conducted.

- Target crashes for reduction at a RLR installation are angle crashes where the driver of one of the vehicles disregarded the traffic control device. Oregon crash records include codes for driver error and crash cause that describe these crashes (code for Participant Error code 020: "DISREGARDED TRAFFIC SIGNAL" and Crash Cause code 04: "DISREGARDED R-A-G TRAFFIC SIGNAL").
- Target crashes coded to driver inattention may also be included in the study.
- The study should identify target crashes at the intersection and on each approach or movement and compare the occurrence of target crashes with nearby intersections of similar volume, geometry, and traffic control.
- The study shall identify the approaches and movements to the intersections the applicant is requesting to be monitored by a RLR camera. Target crashes should be occurring on or from these approaches.
- Right turn approaches may have a high rate of violation but typically result in low severity or low crash occurrence and should not be included unless there is associated evidence of a significant crash history of high severity.

Other Considerations

Documentation detailing other considerations may be included in the report. These can include, but are not limited to:

- Traffic citation data.
- Complaints.
- Enforcement observations.
- Speeds, traffic volumes, and grades.
- Traffic signal spacing.
- Proximity to freeway or expressway ramp terminals.

Design Operations, and Maintenance Issues

Copies of signal plans showing the location of all proposed and existing equipment should be included. A description of how the RLR camera system will be operated and maintained should be provided. Any design, operations, or maintenance issues that could affect the potential effectiveness of a RLR camera system should be identified.

Public Information Campaign

The public information requirements as outlined in ORS 810.434 (3)(a) should be addressed.

Budget

A budget for system implementation and operation should be developed.

Professional Engineer Certification

The jurisdiction proposing to install a RLR camera system should secure the services of a professional engineer to attest that the traffic signal is operated and maintained in accordance with the MUTCD and appropriate state and local guidelines. This certification should be made available to the enforcing jurisdiction.

Future Changes to the Intersection

While every effort should be made to determine appropriate modifications and changes to the signal system prior to the installation of RLR cameras, land use and traffic patterns may change over time. Such changes may require a road authority to make changes to the signal system that may impact the operations of the RLR cameras equipment. At no time shall the presence of RLR cameras obstruct an agency from making necessary changes to improve the safety of the driving public or the operation of the traffic signal.

When changes are proposed to improve safety at the intersection, such as to improve geometry, remove or add lanes, or change the operational characteristics of the signal system, the RLR camera operations and the associated costs of changing the RLR cameras shall not be taken into account as the reason for not making such changes. Any changes to the RLR cameras and associated costs shall be the responsibility of the commercial firm under contract for operation of the RLR cameras and the jurisdiction overseeing the operation of the RLR camera system, depending on their agreements.

Biennial Report Requirement

Oregon law requires that once each biennium all cities using RLR camera systems must conduct a process and outcome evaluation that includes:

- The effect of the use of cameras on traffic safety.
- The degree of public acceptance of the use of cameras.
- The process of administration of the use of cameras.

Regardless of the jurisdiction in the position of road authority, the jurisdiction overseeing the operation of a RLR camera system shall prepare the biennial report and submit the report by March 1st of the year of each regular session to the legislative assembly. The biennial report should include the following information:

- Name, address, and phone number of person who will be the main RLR contact for this jurisdiction.
- Date of implementation.
- Number of intersections at which RLR cameras are installed.
- RLR contractor name.
- Crash data specific to RLR locations for the 3-year period prior to RLR camera installation and post RLR camera installation data to identify average crash rate and annual change.
- Public information surveys (if available) regarding jurisdiction's use of RLR cameras.
- Copies of media releases sent as a part of the public RLR awareness program.
- Description difficulties administering the RLR camera enforcement program.
- Available information on the local courts ability to handle the increase in citations.
- "Success stories" to share with the legislature about local RLR program such as major reductions in serious injuries and fatalities in the local jurisdiction due to RLR camera systems.

Each city that operates a camera system is responsible for presenting a report to the legislative assembly by March 1st of the odd-numbered year. Each city that operates a camera system on state highways shall provide ODOT with a copy of the biennial report to the legislature.

In addition to the biennial report to the legislature, the city shall submit an engineering report to ODOT once per biennium for each intersection on a state highway where the city operates a camera system and does signal timing for ODOT through an intergovernmental agreement. The report should:

1. Detail the signal timing parameters.
2. Include the engineer's recommendations and indicate whether the signal timing is appropriate for surrounding land uses, speeds, and roadway character.
3. Indicate whether the timing complies with ODOT policies and guidance including the red/yellow clearance times.
4. If the local jurisdiction maintains and manages signal timing for the state highway signal, report any changes to signal timing made during the biennium.

Approval Procedure for State Highways

Approval from the state traffic engineer is required for RLR camera installation and operation at all state-owned intersections, regardless of operation or maintenance responsibilities. The following procedure should be followed.

1. The applicant:
    a. Submits letter to ODOT region requesting authorization to install and operate a RLR camera at a specific state-owned intersection and specific movements monitored.
    b. The letter shall identify a responsible party to whom an ODOT permit will be issued and the point of contact responsible for the construction, operation, and public information requirements.
    c. The letter shall be accompanied by:
        i. The safety and operations report.
        ii. A statement of consistency with the operational considerations.
        iii. A statement of agreement with the conditions of approval.
2. Region traffic:
    a. Reviews RLR design and supporting documents and works with applicant so the RLR Camera Enforcement Installation Checklist (included as part of this guide) is complete.

b. If supportive of the proposal, prepares all documents for the state traffic engineer with a recommendation to approve.

c. Receives state traffic engineer response of approval or denial of the RLR camera and any conditions.

d. Leads development of an intergovernmental agreement (IGA), laying out terms of agreement as to the responsibilities and obligations of each jurisdiction for the RLR camera.

3. The district office:

   a. Establishes an account number through ODOT Financial Services identifying responsible party and budget in an order to render service.

   b. Establishes the amount of deposit to be paid by the applicant. If cost is more than the deposit the applicant will charged for the additional cost, if less then reimbursed.

   c. Issues miscellaneous permit to applicant stating conditions of approval. Conditions include the need for state traffic engineer approval.

4. The applicant:

   a. Signs the permit, acknowledging the conditions of approval.

   b. Agrees to pay for all actual costs incurred by ODOT relating to the installation, inspection, or repair, and any incidental costs.

   c. Pays a monetary deposit as determined by the district office. Below are examples of typical costs and services:

      i. Plan review by the Traffic Engineering Section estimated between $200 and $1000 per RLR camera installation.

      ii. Traffic signal cabinet and intersection modifications required to protect ODOT equipment and provide proper communication to RLR equipment estimated at $1000 per intersection.

      iii. Sign installation estimated at $200 per sign, $600 for sign and post.

      iv. Relocation or repair of existing traffic control devices resulting from the installation of RLR equipment (costs are based on time and materials plus any damages).

      v. Inspection of installation estimated between $200 and $1000.

5. The district office:

   a. Upon receipt of signed permit and deposit, forward plans and supporting documents to the region traffic manager.

b. Notify the electrical crew responsible for the traffic signal and arranges for inspections of permit work.

State traffic engineer approval will be based on review of supporting documents and completion of final, ODOT approved plans and may stipulate further conditions of approval. The state traffic engineer will specify which movements are approved to receive RLR cameras.

Removal Procedure for State Highways

When considering removal of a RLR camera, a study should be performed to determine if the RLR camera should be removed or remain. A RLR camera may be ordered removed by the state traffic engineer for an intersection or a particular approach to an intersection or a particular movement at an intersection.

If for instance the study shows there is little or no reduction in the number, severity, or targeted crashes (i.e., angle crashes) or if similar results can be obtained from engineering countermeasures such as improving sight distance, conspicuity of the signal heads, signal timing or installation of "tattle tale" lights the region traffic engineer may recommend removal to the state traffic engineer.

Intersections where engineering or geometric improvements are proposed may require study of the new intersection geometry and may result in a request to remove RLR camera equipment. The study may include a determination of changes in conflicts, phasing changes to traffic signals, addition of turn lanes or diversions of traffic patterns that change the operations of the traffic signal.

The following procedure should be followed when considering removal of RLR cameras.

1. ODOT region traffic shall conduct a study.
    a. The study shall determine the safety effectiveness of the RLR camera at reducing crashes, severity of crashes and/or types of crashes (especially as they relate to angle crashes vs. rear-end crashes).
    b. The study shall recommend continued operation of the camera, removal of the camera and/or modifications to the operation of the camera or intersection.
    c. Measurements like changes in violations and compliance rates may be considered but are not the primary measure of safety.
    d. The study shall also consider the extent to which other countermeasures had been implemented prior to implementation of the RLR cameras or proposed changes to the intersection.
    e. Other considerations may include traffic volumes and delay, unusual or unique geometry, signal timing, operation and cycle lengths, driver behavior, and other engineering countermeasures to improve safety.

f. The study shall include any proposed changes to the intersection such as engineering or geometric improvements that reduce or eliminate conflicts or change the operations of the traffic signal.

2. If the recommendation is to remove the RLR camera, ODOT should work together with the jurisdiction responsible for the RLR cameras to come to agreement for how to proceed with the recommendations of the study.
3. Additional input may include the public and/or enforcement to determine support or opposition to the removal.
4. Whether or not an agreement can be reached, ODOT region traffic will submit a recommendation to the state traffic engineer along with the study.
5. The jurisdiction responsible for the RLR camera may submit a recommendation with supporting documentation to the state traffic engineer.
6. The state traffic engineer decisions will be based on review of the study, the recommendations submitted, and any other input received.
7. The state traffic engineer may hold a meeting of interested parties to go over the issues.

The state traffic engineer may approve removal of the RLR camera, may approve the RLR camera remaining, and/or require engineering countermeasures or other changes to the intersection or roadway or cameras. The state traffic engineer's decision is final and will be based primarily on safety.

Upon request of the jurisdiction responsible for the RLR camera, the state traffic engineer may approve removal of the RLR camera without study of the intersection. Typically, this occurs under special conditions such as the vendor of the equipment goes out of business, a political entity passes an ordinance to remove the RLR camera or other circumstances as determined by the state traffic engineer.

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RLR Camera Enforcement Installation Checklist for Non-State Highways

File Code: _____

Acct. No.: _____

Street Name: _____

Intersecting Street: _____

RLR Camera Approaches:_____

- ☐ Traffic safety need based on crash history and other considerations has been documented.
- ☐ A public information contact has been identified.

  Contact Name: _____

  Address: _____

  Email _____ Telephone:_____
- ☐ Location approaches and movements have been identified.
- ☐ Traffic signal indications on the approach are visible from an adequate distance based on field observation. Current MUTCD signal visibility standards are met.
- ☐ Yellow change and red clearance intervals are displayed for at least the recommended time.
- ☐ No significant improvement project is scheduled or planned that would substantially alter the need for an RLR camera.
- ☐ Signs indicating that compliance with traffic control devices is enforced through cameras are posted (or will be provided by this project) on all major routes entering the jurisdiction.
- ☐ Signs indicating that a camera may be in operation will be posted on all approaches where a camera is to be installed.
- ☐ Signs indicating the correct speeds are nearby (in advance of the intersection).
- ☐ No known reason why an RLR camera should not be installed.

Checklist completed by: _____ Date: _____

RLR Camera Enforcement Installation Checklist for State Highways

File Code: _____

Acct. No.: _____

TSSU Location ID: _____Region:_____ District:_____

Street Name: _____

Intersecting Street: _____

RLR Camera Approaches:_____

Applicant (city/county) _____

- ☐ Local jurisdiction has identified crash patterns related to red light running.
- ☐ A local jurisdiction point of contact has been identified.

  Contact Name: _____

  Address: _____

  Email _____ Telephone:_____
- ☐ Location approaches and movements have been identified.
- ☐ Traffic signal indications on the approach are visible from an adequate distance based on field observation. Current MUTCD signal visibility standards are met.
- ☐ Yellow change and red clearance intervals are displayed for at least the recommended time.
- ☐ No significant improvement project is scheduled or planned that would substantially alter the need for an RLR camera.
- ☐ Signs indicating that compliance with traffic control devices is enforced through cameras are posted (or will be provided by this project) on all major routes entering the jurisdiction.
- ☐ Signs indicating that a camera may be in operation will be posted on all approaches where a camera is to be installed.
- ☐ Signs indicating the correct speeds are nearby (in advance of the intersection).
- ☐ No known reason why an RLR camera should not be installed.

Checklist completed by: _____ Date: _____

Conditions of Approval

The applicant agrees:

1. The cost of any required changes to the RLR camera equipment because of changes or modifications to the intersection, regardless of who implements the changes, shall be the responsibility of the applicant and/or any commercial firm under contract for operation of the cameras.
2. ODOT has the discretion to make changes at the intersection to improve safety, such as modify geometry, remove or add traffic lanes, or change the operating characteristics of the intersections, up to and including ordering the removal of the camera systems or the removal of cameras for particular movements.
3. When ODOT desires to modify an intersection with a RLR camera to improve operations or safety it may do so without consideration to the cost of changes to the camera system or impact to revenue generation on camera system or agreements between the applicant and any commercial firm operating the camera system. ODOT shall not be subject to any costs for changes, modifications, or removals of the camera system.
4. Applicant shall make available to ODOT all reasonable requests for records about the operations of the RLR cameras and the intersection, including but not limited to, number of violations by particular cameras or movements, total violations, distribution of violations, percentages of violations within specific time periods, crash records and/or operating parameters of the RLR camera.
5. Applicant shall ensure that signs at each city limit, informing the public that compliance with traffic control devices is enforced using cameras, are provided if not already in place. An automated enforcement sign on each covered approach shall be provided and shown on or as an attachment to the signal plans.
6. Applicant shall ensure a method for ODOT staff to turn off the camera system to perform routine maintenance of the signal system, including cabinet or controller replacement or timing changes.
7. Failure to comply with any of the conditions of approval listed herein or stipulated by the state traffic engineer shall be sufficient reason for the state traffic engineer to order removal of the RLR camera system.

RLR Camera Speed Enforcement Request Form for State Highways

File Code: _____

Acct. No.: _____

TSSU Location ID: _____Region:_____ District:_____

Street Name: _____

Intersecting Street: _____

Speed Enforcement Approaches:_____

Applicant (city/county) _____

☐ Posted speed: _____

Spot Speed Check (only required for new installations of RLR cameras.)

85th Percentile Speed:_____ Mean Speed: _____ Pace limits:_____

Percent over posted: _____ Percent 11 mph or more over posted: _____

☐ A local jurisdiction point of contact has been identified.

Contact Name: _____

Address: _____

Email _____Telephone:_____

☐ Local jurisdiction has identified crash patterns related to speed.

☐ Documentation of enforcement observations and support.

☐ Public information campaign efforts to inform public of new enforcement.

☐ Signs indicating the correct speed will be posted on all approaches where enforcing speeds.

☐ Copy of the current speed zone order for the intersection area, if applicable.

☐ Copies of plans for modification of the system, if applicable.

☐ No known reason why speed enforcement should not be used at the RLR camera (review the Fixed Photo Radar Camera Guidelines).

Checklist completed by: _____ Date: _____

Attach documentation to this form and send to the corresponding ODOT region traffic unit.

Appendix A – RLR Toolbox

See the following website for additional information about RLR camera systems.

- Red Light Running Toolbox, Federal Highway Administration – https://safety.fhwa.dot.gov/intersection/conventional/signalized/rlr/rlr_toolbox/
- Speed Enforcement Camera Systems (automated speed enforcement), Federal Highway Administration – https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa09028/resources/Speed%20Camera%20Guidelines.pdf

File Code	New	Notes
TRA 07-06	January 2023	Incorporated 8/2019 edition RLR Guidelines; updated per HB4105(2022).

Fixed Photo Radar (FPR) Camera Guidelines for State Highways APPENDIX A2

Oregon Department of Transportation

Oregon Department of Transportation and Oregon Traffic Control Devices Committee:

Fixed Photo Radar (FPR) Camera Guidelines for State Highways

Engineering & Technical Services Branch

Traffic Engineering Section

June 2024

https://www.oregon.gov/ODOT/Engineering/Pages/Traffic-Roadway.aspx

Review and Revision History

Approved by the state traffic engineer, in consultation with the Oregon Traffic Control Devices Committee for use on state highways and adopted by the Oregon Traffic Control Devices Committee as a guide to assist Oregon cities in the deployment of fixed photo radar (FPR) cameras.

Angela Kargel, State Traffic Engineer
June 2024

Major Revisions Included in this Version

1. Updated for changes to Fixed Photo Radar use in HB-4109 (2024 Regular Oregon Legislative Session), changed state traffic-roadway engineer to state traffic engineer, changed Traffic-Roadway Section to Traffic Engineering Section.
2. Corrected ORS reference numbers.
3. Clarified what HB-2095 (2023 Regular Oregon Legislative Session) does for photo speed enforcement in Supporting Legislation section.

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Introduction

This document has been prepared by the Oregon Department of Transportation (ODOT) and the Oregon Traffic Control Devices Committee (OTCDC) to assist cities in the deployment of fixed photo radar (FPR) cameras on state highways.

Supporting Legislation

The Oregon Legislature enacted HB-2621 in 2015 to allow the City of Portland to enforce and reduce speeding using fixed photo radar. The Legislature opened fixed photo radar to all cities in 2024 through HB-4109.

These guidelines are based on Oregon Revised Statutes (ORS) 810.438 and 810.444.

Fixed photo radar is different from mobile photo radar, though the statutes governing both are the same. Mobile photo radar is operated from a vehicle. Fixed photo radar is an automated, fixed-camera system.

FPR Camera Justification

From 2017 to 2021, 24.8 percent of fatal and serious injury crashes in Oregon were related to speed, meaning a driver was traveling too fast for the conditions or traveling faster than the speed limit. This was the most common driver behavioral issue associated with fatal and serious injury crashes in Oregon (*1*).

Speed safety cameras generally reduce speeding and crashes in the vicinity of the camera (*2*) and multiple federal agencies (NHTSA, CDC, NTSB, FHWA) recognize it as an effective safety countermeasure (*3*, *4*). More information on effectiveness and general considerations when implementing speed safety cameras is available in NHTSA's Countermeasures that Work publication (*2*), FHWA's Speed Safety Camera Program Planning and Operations Guide (*5*), and NCHRP Report 729 (*6*).

FPR cameras are not a safety cure-all. When used, they should be a part of a process that considers education, enforcement, and engineering. Reducing fatal and severe injury crashes should be the principal goal of a speed safety camera program. Support for such a program can be improved if the speed limit is set consistent with the context of the driving environment. The corridor should also be periodically checked for obscured or missing signs.

FPR Camera Implementation

FPR cameras monitor the flow of traffic along a corridor. Special equipment, commonly radar or lidar, detect passing vehicles. If a vehicle exceeds a preset speed, the camera takes pictures of the vehicle, license plate, and driver. A police officer or duly authorized traffic enforcement agent verifies the evidence, and the vehicle owner is issued a citation through the mail.

FPR cameras may be installed under contract by a company that specializes in such systems. These contracts can cover the furnishing, installation, and operation of the FPR cameras. The company may also prepare the evidence for verification by local law enforcement and mail the citation. As compensation, the company usually collects a predetermined fee for this service when the citation fine is received.

Costs that the local jurisdiction must cover include internal expenses for engineering plan review, site evaluation, and field engineering during the installation phase of the FPR camera system. Local jurisdictions can either custom design or purchase off the shelf systems and install and operate FPR camera systems.

If the candidate location is on a state highway, application to and approval of the Oregon Department of Transportation is required.

Public Information Campaign and Sign Requirements

Educating the public is a critical step in addressing speeding in high crash corridors. To effectively improve driving habits, drivers must be aware that FPR cameras are in use. One way to do this is holding well-publicized kickoff events and issuing periodic press releases about the effectiveness of FPR camera enforcement within a city.

Oregon law also requires that signs indicating "Traffic Laws Photo Enforced" and the driver's current rate of speed within 100 to 400 yards before the location of the FPR unit (a vehicle speed feedback sign such as "YOUR SPEED XX"). The signs should be of appropriate size to be easily readable at the posted speed limit. Signs should be placed in such a manner that drivers can easily see the signs without undue visual clutter or obstruction. See Traffic Manual **Section 302.2** for more information.

Signs shall conform to the Manual on Uniform Traffic Control Devices and the Oregon Supplement to the MUTCD.

Site Selection

High crash corridors can include any road but most often they are roads with high traffic volumes and speeds, multiple lanes or conflicts, and different modes of users. The crash data should be analyzed to determine the factors associated with the crashes. Measures such as improved markings and signing, and other features can help mitigate speed related crashes. Education of the public can also be targeted at changing speeding behaviors.

Site selection should be done collaboratively between enforcement and engineering, so safety remains the top priority for the program. On state highways, ODOT region staff should be included in the site selection process. The highest priority sites should be located where there is greatest potential for fatal and severe injury crashes that are speed-related. Crash potential

should be determined from crash history. The public is likely to perceive an FPR site where speeding is common but crashes are rare as a "speed trap."

FPR cameras may not be used on controlled access highways such as interstates or freeways.

Site selection should consider operational and site considerations, speed zone orders, and a safety and operations report (as shown below).

Operational and Site Considerations

FPR cameras must be operated according to applicable laws. Not all requirements of the law are listed below. The city is responsible for implementing the FPR according to the requirements listed in statute. The following include some requirements from statute and best practices for engineering:

- FPR cameras shall not obscure existing signing or other traffic control devices—this may require the movement of existing signing or the relocations of the camera unit or advance signing.
- Power for FPR camera equipment and advance signing shall be provided separately from existing equipment already installed on state highways.
- Any equipment necessary for FPR operations shall be isolated from existing traffic controls or equipment operated on the state highway.
- FPR cameras may not be appropriate on downhill grades or other similar locations, which may increase the possibility of a higher numbers of vehicle violations.
- Traffic control changes or roadway geometric changes may be made by the ODOT on state highways and operation of FPR cameras shall not be sufficient reason for delaying such improvements.
- FPR camera installations may not be appropriate where geometric or traffic control changes are scheduled, and an engineering evaluation indicates such changes may substantially alter the need for FPR camera enforcement.
- FPR camera installations may not be appropriate where design, operation, or maintenance is inconsistent with state or local standards and practices.
- Plans showing the location of all proposed equipment and signing shall be prepared.
- Signs and locations shall conform to the Manual on Uniform Traffic Control Devices and the Oregon Supplement to the MUTCD.
- Signing shall be spaced sufficiently apart so that motorists may make appropriate decisions.
- On state highways, ODOT will review the plans and may require changes before approval.

Speed Zone Orders

A thorough review of speed zone orders is required pertaining to the segments which cover the FPR operations. All speed zone orders shall have accompanying investigations. Consider reinvestigating speed zone orders if the segment has changed significantly since the last speed zone investigation. The city should determine that all speed zoning is correct per statutes or speed zone orders prior to operating a FPR system on city streets.

On state highways, ODOT will determine if the speed limit signing is correct and the locations consistent with the orders prior to establishing a FPR system on state highways. ODOT may choose to perform a new speed zone investigation of the area. All established speed limits shall meet the requirements in Oregon Administrative Rules for designating speed limits in Oregon.

Safety and Operations Report

A complete safety and operations report is required prior to installing FPR camera systems on state highways and is strongly recommended for locations on non-ODOT facilities. The report can provide the basis for the process and outcome evaluation required in Oregon law. The report shall be stamped by a registered professional engineer.

In addition to a general project narrative, the safety and operations report should address, to the extent practical, the following:

Crash History

An engineering study of the crash history on the FPR corridor shall be conducted on state highways.

- The study shall identify those target crashes to be impacted by FPR enforcement.
- The study shall compare the occurrence of target crashes in the corridor with nearby corridors of similar length, volume, geometry, traffic control, and posted speed.
- The study shall include documentation that the location is in a residential area, in a school zone, or documentation of the finding that the governing body of the city finds that speeding has had a negative impact on traffic safety, or that the location is in a residential area or in a school zone.
- The documentation shall include reportable crashes for the last 5 years of the most recent finalized crash data from the ODOT crash data system.

Safety Considerations

Documentation detailing other safety considerations should be included in the report:

- Traffic citation data.
- Complaints.

- Enforcement observations.
- Speeds, traffic volumes, and grades. Speeds should include percentage exceeding 5 mph and 10 mph over the posted speed limit.
- Traffic signal spacing.
- Proximity to freeway or expressway ramp terminals.
- A review of designated speed zones to assure that all zones are properly documented with speed zone orders and posted correctly per the speed zone order.
- A review of statutory speed zones to assure that there are no improper statutory speed limits (such as neighborhood speed of 25 mph on an arterial).

Design, Operations, and Maintenance Issues

Copies of plans showing the location of all existing and proposed equipment and signing should be included. A description of how the FPR camera system will be operated and maintained should be provided. Any design, operations, or maintenance issues that could affect the potential effectiveness of a FPR camera system should be identified.

Public Information Campaign

A public information and outreach campaign is highly recommended.

Budget

A budget for system implementation and operation should be developed.

PE Certification

A registered professional engineer (PE) in Oregon shall confirm that the FPR and associated traffic controls are installed, operated, and maintained in accordance with the Manual on Uniform Traffic Control Devices and appropriate state and local guidelines.

Future Changes to the Corridor

Every effort should be made to incorporate appropriate geometric and safety improvements on the corridor prior to installing FPR cameras. Over time, land use and traffic patterns may change. Such changes may require a road authority to make improvements to the corridor that may affect the operation of the FPR. At no time shall the presence of FPR cameras obstruct an agency from making necessary changes to improve the safety for the driving public.

When changes are proposed to improve safety in the corridor, such as to improve geometry, remove or add lanes, or change the operational characteristics of the corridor, the FPR camera operations and the associated costs of changing the FPR cameras shall not be considered a reason for not making such changes. Any changes to the FPR cameras and associated costs shall

be the responsibility of the company under contract for operation of the FPR cameras and the jurisdiction overseeing the operation of the FPR camera system, depending on their agreements.

Biennial Report Requirement

Oregon law requires that by March 1 of each odd-numbered year, cities shall present to the legislative assembly the outcome evaluation conducted by the city which includes:

- The effect of the use of FPR cameras on traffic safety.
- The degree of public acceptance of the use of FPR cameras.
- The process of administrating the use of FPR cameras.

The report should include the following information:

- Name, address, and phone number of person who is the main FPR contact.
- Date of implementation.
- Number of FPR cameras installed.
- Details of signing installed.
- Any other improvements or changes to the corridor.
- FPR contractor name.
- Crash data specific to FPR locations for the 3-year period prior to FPR camera installation and after FPR camera installation.
- Detail of crash severities and types of crashes and any changes.
- Average crash rate before and after and annual changes.
- Information on the number of citations.
- Public information surveys regarding jurisdiction's use of FPR cameras.
- Copies of media releases sent as a part of the public FPR awareness program.
- Description of challenges or difficulties in administering the FPR camera enforcement program.
- Available information on the local court’s ability to handle the increase in citations.

Approval Procedures for State Highways

State traffic engineer approval is required for FPR camera installation and operation on all state highways regardless of operation or maintenance responsibilities. Typically, a local agency will be applying to ODOT to install FPR on state highways. The following procedure should be followed:

1. The applicant submits a letter to ODOT region:

a. Requesting authorization to install and operate a FPR camera(s) on state highways.

b. Identifying a responsible party to whom an ODOT permit will be issued and the point of contact responsible for the construction, operation, and public information requirements.

c. The letter is accompanied by:

i. The Safety and Operations Report.

ii. A statement of consistency with the operational and site considerations.

iii. A statement of agreement with the ODOT conditions of approval (page A2-15).

iv. Copies of all speed zone orders in the corridor.

2. (On state highways) ODOT region traffic engineer and staff:

a. Reviews FPR design and supporting documents and works with applicant so the FPR camera enforcement installation checklist (see Page A2-14) is complete.

b. Prepares all documents for the state traffic engineer with a recommendation.

c. Receives state traffic engineer response of approval or denial of the FPR camera and any conditions.

d. If region traffic determines an intergovernmental agreement (IGA) is needed, region traffic leads the development, laying out terms of agreement as to the responsibilities and obligations of each jurisdiction for the FPR camera.

3. If approved by the state traffic engineer for state highways, ODOT district office:

a. Establishes an account number through ODOT Financial Services identifying responsible party and budget in an order to render service.

b. Establishes the amount of deposit to be paid by the applicant. If costs are more than the deposit, the applicant will be charged for the additional cost, if less the difference will be reimbursed.

c. Issues miscellaneous permit to applicant including conditions of approval by the state traffic engineer.

4. The applicant:

a. Signs the permit, acknowledging the conditions of approval.

b. Agrees to pay for all actual costs incurred by ODOT relating to the installation, inspection, or repair, and any incidental costs.

c. Pays a monetary deposit as determined by the district office. Below are examples of typical costs and services:

i. Plan review by ODOT region traffic estimated $1000 per corridor for FPR camera installation.

ii. Oversight and inspection of installation estimated at $1000.

5. The ODOT District Office:
    a. Upon receipt of signed permit and deposit, forward plans and supporting documents to the ODOT region traffic engineer.
    b. Oversight and inspection of the permit work.

For state highways, the state traffic engineer approval will be based on review of supporting documents and completion of final, approved plans and may stipulate further conditions of approval.

If ODOT requests FPR cameras to be operated by a local agency on a state highway, ODOT will typically work with that agency to gain concurrence and follow the same procedure above with ODOT bearing the appropriate costs.

Removal Procedures for State Highways

The state traffic engineer may order removal of an FPR camera at a particular location or the entire corridor.

When considering removal of a FPR camera or system, a study should be completed to determine if the FPR camera should be removed or remain. If, for instance, the study shows there is little or no reduction in the number, severity, or targeted crashes or if similar results can be obtained from engineering countermeasures such as traffic calming measures or other improvements, the region traffic engineer may recommend removal to the state traffic engineer.

Corridors where engineering or geometric improvements are proposed may result in a request to remove FPR camera equipment. The study may include a determination of changes in conflicts, improvements for pedestrian safety or diversions of traffic patterns that change the operations and safety of the corridor.

The following procedure should be followed when considering removal of FPR cameras:

1. ODOT region traffic shall conduct a study.
    a. The study shall determine the safety effectiveness of the FPR camera at reducing crashes, severity of crashes and/or types of crashes.
    b. The study shall recommend continued operation of the camera(s), removal of the camera(s) and/or modifications to the operation of the system.
    c. Other safety considerations such as changes in violations and compliance rates may be considered but are not the primary measure of safety.

d. The study shall also consider the extent to which other countermeasures had been implemented prior to implementation of the FPR cameras or proposed changes to the corridor.

e. Other considerations may include traffic volumes and delay, unusual or unique geometry, driver behavior, and other engineering countermeasures to improve safety.

f. The study shall include any proposed engineering or geometric improvements that reduce or eliminate conflicts or improve safety for all users.

2. If the recommendation is to remove the FPR camera, ODOT should work together with the city to come to agreement for how to proceed with the recommendations of the study.
3. Additional input may include the public and/or enforcement to determine support or opposition to the removal.
4. Whether or not an agreement can be reached, ODOT region traffic will submit a recommendation to the state traffic engineer along with the study.
5. The city may submit a recommendation with supporting documentation to the state traffic engineer.
6. The state traffic engineer's decision will be based on review of the study, the recommendations submitted, and any other input received.
7. The state traffic engineer may hold a meeting of interested parties to go over the issues.
8. The state traffic engineer may approve removal of the FPR camera, may approve the FPR camera remaining, and/or require engineering countermeasures or other changes to the roadway or cameras.
9. The state traffic engineer's decision is final and will be based primarily on safety.

Upon request of the city, the state traffic engineer may approve removal of the FPR camera without study of the corridor. Typically, this occurs under special conditions such as the vendor of the equipment goes out of business, a political entity passes an ordinance to remove the FPR camera or other circumstances as determined by the state traffic engineer.

References

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FPR Camera Enforcement Installation Checklist

Street Name/Highway Name: _____

FPR Camera Locations: _____

- ☐ Traffic safety need based on crash history and safety considerations has been documented.
- ☐ A public information contact has been identified.

  Contact Name: _____

  Address: _____

  Email _____ Telephone:_____
- ☐ Locations have been labeled.
- ☐ The signing is visible from an adequate distance based on field observation.
- ☐ No significant improvement (project) is scheduled or planned that would substantially alter the need for a FPR camera.
- ☐ Signs indicating that compliance with traffic control devices is enforced through cameras are posted (or will be provided by this project) on all major routes entering the jurisdiction.
- ☐ All signs required by statute are present near the FPR installation.
- ☐ No known reason why a FPR camera should not be installed.

Checklist completed by: _____ Date: _____

Conditions of Approval

The applicant agrees:

1. The cost of any required changes to the FPR camera equipment because of changes or modifications to the corridor or traffic control devices, regardless of who implements the changes, shall be the responsibility of the applicant and/or any commercial firm under contract for operation of the FPR cameras.
2. ODOT has the discretion to make changes in the corridor to improve safety, such as modify geometry, remove or add traffic lanes, or change the operating characteristics of the corridor, up to and including ordering the removal of FPR camera systems.
3. When ODOT desires to modify a corridor or segment of a corridor with a FPR camera to improve operations or safety it may do so without consideration to the cost of changes to the FPR camera system or impact to revenue generation on FPR camera system or agreements between the applicant and any commercial firm operating the camera system. ODOT shall not be subject to any costs for changes, modifications, or removals of the FPR camera system.
4. Applicant shall make available to ODOT all reasonable requests for records about the operations of the FPR cameras, including but not limited to, number of violations by particular cameras, total violations, distribution of violations, percentages of violations within specific time periods, crash records and/or operating parameters of the FPR camera.
5. A FPR camera sign, speed limit sign, and radar reader feedback sign shall be provided between 100 and 400 yards on the approach to the FPR and shown on or as an attachment to the plans.
6. Failure to comply with any of the conditions of approval listed herein or stipulated by the state traffic engineer shall be sufficient reason for the state traffic engineer to order removal of the FPR camera system.

File Code	New	Notes
TRA 07-06	June 2024	Incorporated changes from HB-4109 (2024).

Applicable Oregon Revised Statutes

ORS 810.434 Photo red light

(1) Any city may, at its own cost, operate cameras designed to photograph drivers who:

(a) Violate ORS 811.265 (Driver failure to obey traffic control device) by failing to obey a traffic control device; **or**

(b) Violate the speed limit established in ORS 811.111 (Violating a speed limit) by 11 miles per hour or greater or violate the designated speed posted under ORS 810.180 (Designation of maximum speeds) by 11 miles per hour or greater.

(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.

ORS 810.435 Use of photographs

(1) Except as provided in subsection (2) of this section, photographs taken under ORS 810.434 (Photo red light) may be submitted into evidence in a criminal trial, grand jury proceeding or other criminal proceeding for the purpose of proving or disproving a felony or a Class A misdemeanor.

(2) Photographs taken under ORS 810.434 (Photo red light) may not be used in any criminal proceeding relating to the prosecution of a violation as described in ORS 153.008 (Violations described), other than for the purpose of proving or disproving a violation of:

(a) ORS 811.265 (Driver failure to obey traffic control device);

(b) ORS 811.111 (Violating a speed limit) by 11 miles per hour or greater; **or**

(c) A designated speed posted under ORS 810.180 (Designation of maximum speeds) by 11 miles per hour or greater.

ORS 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 (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 or a duly authorized traffic enforcement agent 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) Notwithstanding subsection (1) of this section, if the city issues a citation under ORS 810.437 (Citations for speeding based on photo red light) for exceeding the speed limit under ORS 811.111 (Violating a speed limit) or designated speed posted under ORS 810.180 (Designation of maximum speeds) by 11 to 20 miles per hour, the city may not issue a citation under this section for violation of ORS 811.265 (Driver failure to obey traffic control device) arising out of the same criminal episode, as defined in ORS 131.505 (Definitions for ORS 131.505 to 131.525).

(3) 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.

(4) 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.

(5) 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 (7) of this section or any other response allowed by law.

(6) 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.

(7) Intentionally left blank —Ed.

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

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

(8) 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.

(9) 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.

(10) Intentionally left blank —Ed.

(a) As used in this section, "duly authorized traffic enforcement agent" means an individual who:

(A) Is employed, appointed and duly sworn in by the governing body of the incorporated city in which the agent performs the agent's duties; **and**

(B) Has completed all necessary technical, administrative and other training to review photographs and issue citations under this section.

(b) Duly authorized traffic enforcement agents are not police officers.

ORS 810.437 Citations for speeding based on photo red light response to citation

(1) Notwithstanding any other provision of law, if a city chooses to operate cameras that comply with this section and ORS 810.434 (Photo red light), a citation for speeding may be issued on the basis of photographs from a camera and other technology, including but not limited to sensors, that measure the speed of a vehicle 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 laws is enforced through cameras and other technology.

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

(c) 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.

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

(e) A police officer or a duly authorized traffic enforcement agent who has reviewed the photograph and other data 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).

(f) The person exceeded the speed limit or designated speed by 11 miles per hour or greater.

(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 issued under this section 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) Intentionally left blank —Ed.

(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 delivery 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 delivery 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 speeding violation 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.

(9) Intentionally left blank —Ed.

(a) As used in this section, "duly authorized traffic enforcement agent" means an individual who:

(A) Is employed, appointed and duly sworn in by the governing body of the incorporated city in which the agent performs the agent's duties; **and**

(B) Has completed all necessary technical, administrative and other training to review photographs and other data and issue citations under this section.

(b) Duly authorized traffic enforcement agents are not police officers.

ORS 810.438 Photo radar

(1) A city at its own cost may operate photo radar.

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

(a) May be used on streets in residential areas or school zones.

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

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

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

(A) Be on the street on which the photo radar unit is being used;

(B) Be between 100 and 400 yards before the location of the photo radar unit;

(C) Be at least two feet above ground level; **and**

(D) If posted in a school zone not otherwise marked by a flashing light used as a traffic control device, indicate that school is in session.

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

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

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

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

(4) By March 1 of each odd-numbered year, 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.

City of Tigard
Photo Enforcement

Legislative Report
2023-2024

Program Manager
Leigh Erickson, Lieutenant

Program Supervisor
Travis Doughty, Sergeant

Contributors to Report
Maddie Bauer, Community Engagement
Kelsey Anderson, Public Information Officer

Table of Contents

I. Background

a. Legislative Report Requirements

Oregon Revised Statute (ORS) 810.434 requires cities using photo enforcement camera 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. Referencing the full ORS below, subsections **(3)** and **(4)** of the law state the following:

(1) Any city may, at its own cost, operate cameras designed to photograph drivers who:

> **(a)** Violate ORS 811.265 (Driver failure to obey traffic control device) by failing to obey a traffic control device; or
>
> **(b)** Violate the speed limit established in ORS 811.111 (Violating a speed limit) by 11 miles per hour or greater or violate the designated speed posted under ORS 810.180 (Designation of maximum speeds) by 11 miles per hour or greater.

(2) Cameras operated under this section may be mounted on streetlights 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; 2017 c.288 §3]

b. History

The Tigard City Council directed City Staff to begin researching photo enforcement options to improve safety on SW Pacific Highway in Tigard in 2010. Due to City financial considerations at the time, this research was postponed. In 2017, the City Council renewed its direction to the newly hired police chief. Chief Kathy McAlpine then directed police department staff to move forward with research and public input on the implementation of such a system (see sections Public Information Campaign and Degree of Public Acceptance for the Use of Cameras).

In 2018, after studies were completed to identify the intersections most impacted by crashes related to red light running and speeding based on Oregon Department of Transportation (ODOT) crash data, the City of Tigard selected three intersections to target for approval of photo enforcement equipment: SW Pacific Highway at SW 72nd Ave, SW Pacific Highway at SW Hall Boulevard, and SW Pacific Highway at SW Durham Road. Following this step, the City conducted a vendor review and selection process which resulted in a contract with Conduent, later doing business as Modaxo/Elovate. In early 2020, installation of photo traffic enforcement equipment was completed at the three intersections covering a total of seven approaches. The cameras were first activated for Red Light Violation enforcement in March 2020, and subsequently for Intersection Speed Violations (where approved) in July 2020. See Effect of the Use of Cameras on Traffic Safety: Red Light for numbers of citations issued. See Effect of the Use of Cameras on Traffic Safety: Intersection Speed for numbers of citations issued.

The system was in continuous use in 2023 and 2024 with the exception of short downtime for technical issues the vendor needed to resolve.

In 2023, a review of the program was provided to Tigard City Council. Staff recommended continuing to use Photo Traffic Enforcement to address traffic safety concerns. Tigard City Council directed staff to continue the program. In 2024, the City initiated and completed a competitive Request for Proposal (RFP) process to identify a contractor to continue the Photo Traffic Enforcement Program. From the process, Verra Mobility was identified as the preferred vendor and implementation of the new contract began at the end of 2024. Other than a new contract, no changes were made to the program and the locations and approaches enforced by the system remain the same.

II. Public Information Campaign

ORS 810.434 (3)(a)

The City of Tigard began a comprehensive community education and outreach campaign for the planned implementation of photo traffic enforcement after Tigard City Council officially approved the program at the local level in September 2018. The community campaign consisted of several types of communication methods in order to reach a broad base of community members. Over the subsequent two and half years, Tigard Police staff attended over 40 community events and public meetings, met with over 100 business owners and managers along SW Pacific Highway (99W) where the photo enforcement cameras would be placed, created nearly 30 social media posts, emailed various community membership distribution lists (including the Tigard Chamber of Commerce) and advertised the upcoming photo enforcement program for several weeks across a billboard on 99W near the intersection with SW 72nd Avenue, one of three locations selected.

Media coverage included articles and advertisements in the Tigard Times, Advantage Magazine and Tigard Life, both in print and electronic form. Additionally, all Tigard households received a card-stock photo enforcement flyer insert included with the August 2019 Tigard Life newspaper distribution. We participated in several radio interviews (two from Spanish language stations) and the program was the subject of local television coverage to include the following stations: KATU, KOIN, KPTV, KGW. We created digital "banner" displays on a kiosk in the lobby of the Bridgeport Movie Theater as well as the City Hall Lobby and the Police Lobby. We also produced a video to notify community members about the change, which ran in our Police Lobby, the Bridgeport Movie theater, on the City's website, and on several social media channels, including YouTube, Facebook, Instagram, Twitter, and Nextdoor. Announcements were made on the City of Tigard digital display board on Hall Blvd for a week leading up to the red light implementation and again for the speed enforcement implementation.

The Photo Enforcement Program highlights were included in the published 2021 Tigard Police Department Annual Report (see page 18-19 at https://www.calameo.com/read/0048355893e3bdd456320). The Program Supervisor spoke at the 2021 Tigard Let's Talk Transportation online meeting. Continuing into 2022, the program was discussed at two sessions of the Tigard Police Department Community Academy (including up to 24 community members at each session). A Traffic Safety Officer was interviewed by local media for a November 2022 television news feature.

Throughout this time period, we created and continuously updated a dedicated photo enforcement webpage to keep the public informed at https://www.tigard-or.gov/phototrafficenforcement. The webpage can be mirrored in a variety of languages to match the user's preference. The Chief of Police updates the Tigard City Council on a monthly basis as to the status and statistics of the program with her monthly statistical dashboard. The document is posted on the department's Transparency page (www.tigard-or.gov/transparency) after each Council update so that the information can reach a wider

audience.

In both 2021 and 2022, several social media posts were disseminated that discussed a variety of traffic safety topics including the Photo Enforcement Program, averaging more than two a month for those two years. Several videos of dangerous driving that the photo enforcement system captured were shared to remind the community of the program as well as the reasons for its implementation.

In the fall of 2023, a review and update of the program was presented to Tigard City Council in a public meeting. The purpose was to review the program and lay the foundation for staff's recommendation that the program continue past the expiration of the first contract. Tigard City Council agreed and directed staff to continue to employ Photo Traffic Enforcement systems and engage in a competitive RFP process for the new contract.

Photo Enforcement Program highlights were also included in the published 2023 Tigard Police Department Annual Report on page 14:
https://www.calameo.com/read/004835589b6868deec2ef.

We maintain an email for the public to contact us about photo enforcement: AskTigardPolice@tigard-or.gov; we reply to comments and questions on a monthly basis. Based on ongoing themes, we update the FAQ section of the webpage as well.

III. Effect of the Use of Cameras on Traffic Safety

ORS 810.434 (3)(b)(A)

a. Violations

Red Light

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2020	N/A	N/A	79	193	215	225	255	309	353	356	168	134
2021	250	162	374	396	470	513	574	504	422	452	364	296
2022	298	232	370	478	464	455	559	529	322	549	360	394
2023	315	249	327	313	335	402	569	275	314	315	232	244
2024	186	167	234	345	171	256	320	384	616	424	238	238

	2020	2021	2022	2023	2024
Redlight Violations	2287	4777	4910	3555	3579

Intersection Speed

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2020	N/A	N/A	N/A	N/A	N/A	N/A	831	2987	3025	1784	1189	1554
2021	1531	779	1185	1336	1159	1602	1630	1159	1517	1237	1524	1054
2022	1093	835	1393	1280	761	513	1083	428	422	1357	1002	1397
2023	821	911	617	646	508	542	772	567	674	558	248	203
2024	157	127	273	361	423	522	545	628	968	736	485	867

	2020	2021	2022	2023	2024
Intersection Speed Violations	9764	15713	11593	7067	6092

b. Reductions in Crashes and Injuries Related to Red Light Running and Intersection Speed

In broad terms, the use of the cameras has a noticeable effect on number of crashes where they are installed. The table below shows crash statistics reported by the Oregon Department of Transportation and compares the number of crashes by location along SW Pacific Hwy where the photo traffic enforcement systems are installed. The numbers compare the four years before the systems were installed to the first three years after they were installed (highlighted in green). Even with the reduced traffic volume as a result of COVID-19 taken into account, two of the three intersections showed significant crash reductions.

Street 1	Street 2	2016 - 2019	2020 - 2022
Pacific HWY	68th PKWY	37 (9.25)	9 (3)
Pacific HWY	72nd Ave	41 (10.25)	13 (4.33)
Pacific HWY	Hall Blvd	90 (22.5)	29 (9.67)
Pacific HWY	Greenburg Rd	40 (10)	9 (3)
Pacific HWY	Gaarde St	56 (14)	9 (3)
Pacific HWY	Walnut St	32 (8)	7 (2.33)
Pacific HWY	Bull Mountain Rd	36 (9)	10 (3.33)
Pacific HWY	Durham Rd	27 (6.75)	16 (5.33)
		(Yearly Average)	

c. Residence of Violators of Tigard Red Light and Intersection Speed Cameras

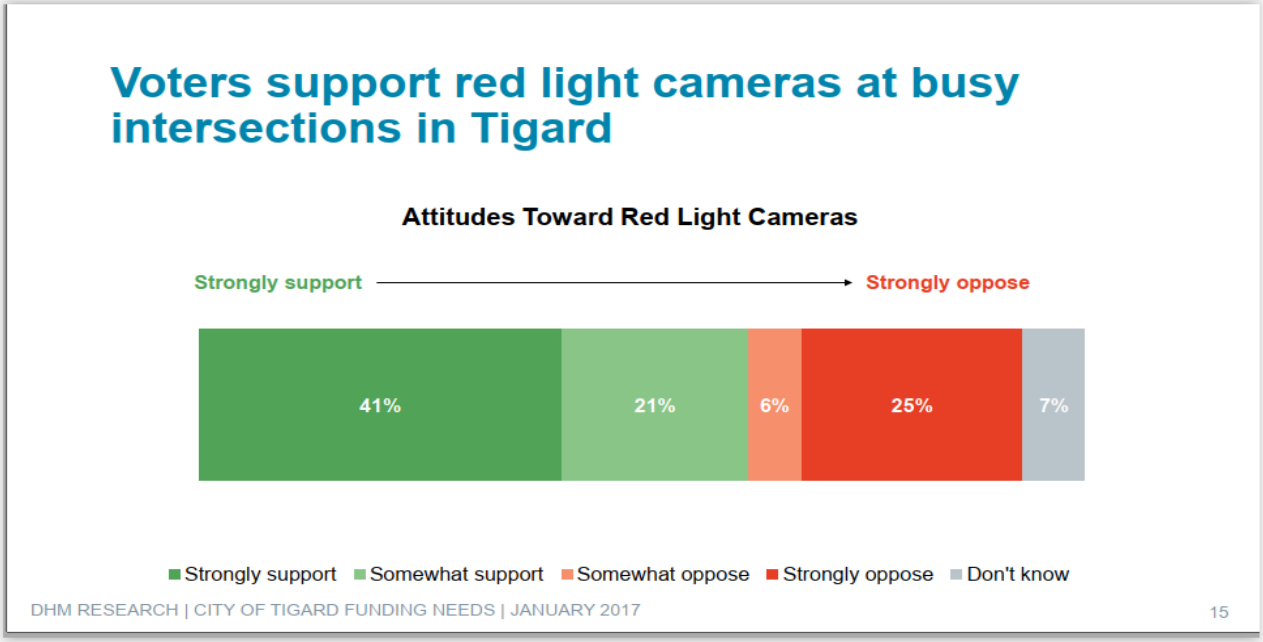
The majority of violators captured on camera by the City of Tigard photo enforcement equipment are not Tigard residents. Since implementation of Red Light (RL) in March of 2020 and Intersection Speed (IS) in July of 2020, the Program Supervisor has tracked the residency, based on Oregon Department of Motor Vehicles (DMV) records, of each driver. This tracking has shown that, for 2023 and 2024, 83.2% of RL citations and 90.3 of IS citations were sent to non-resident drivers or businesses. This compares to the 2021 and 2022 statistics of **84.8%** of RL citations and **88.9%** of IS citations issued to non-Tigard resident drivers and businesses.

IV. Degree of Public Acceptance of the Use of Cameras

ORS 810.434 (3)(b)(B)

In 2017, a third-party research firm, contracted by the City of Tigard, surveyed a statistically representative sample of Tigard residents and found that 62% of respondents supported red light cameras at busy intersections in the city.

Survey Results



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 has several steps prior to issuing or rejecting a citation in order to comply with Oregon Revised Statutes 810.434 (Photo Red Light) and 810.436 (Citations Based on Photo Red Light). The steps are as follows:

1. The detection of a violation or event at one of three approved intersections.
2. The event is reviewed by the Photo Enforcement Contractor's employees who check the ratified business rules between the City of Tigard and the Contractor to see if the circumstances captured meet the approval criteria.
3. The Contractor forwards all "approved" events to the Tigard Police Department for review by a trained officer.
4. Approval or rejection by the officer. Approvals are returned to the Contractor for issuance of a citation for a speed or red light violation.
5. The Contractor will then send the citation packet to the driver and to the City of Tigard Municipal Court for processing.
6. The City of Tigard Municipal Court then begins the process with the driver for adjudication of the violation.

a. Violation Detection

The City of Tigard uses automated enforcement systems provided, installed by and monitored 24/7 by the contractor Conduent to issue citations for red light and speeding violations. The photo enforcement camera system is connected to the traffic signal and the camera will only trigger a red light event if the light has been red for one tenth of a second AND the driver has not crossed the stop line or crosswalk to enter the intersection. If the driver continues across the stop line or crosswalk on the red light, then the camera system captures this event and will forward it to Conduent as a potential violation. If a driver crosses the stop line or crosswalk on the green light and the light turns red before they exit the intersection, this will not result in a redlight violation.

For an Intersection Speed violation event to be captured, a driver would have to be approaching the Photo Enforcement camera at an equipped intersection at a speed that is at least 13 mph over the posted speed limit. For example, if the speed limit is 35 mph, the camera will only trigger the event if the driver is approaching at 48 mph or higher. The City of Tigard's Police Department Traffic Enforcement Team was consulted in establishing this "triggering" speed two miles per hour above the 11 mph legislative requirement in order to place it in the same category of other electronic measuring devices (Lidar, radar, etc.) which have an established tolerance of +/- 1 mph.

Each alleged violator receives four photographs in the mail. The first photograph shows the

rear view of the vehicle before the crosswalk and clearly shows the red light. The second picture is a rear view of the vehicle in the intersection while the light is red. The third photograph is a close up of the vehicle's license plate. The final photograph shows the close-up view of the vehicle's driver.

b. Violation Processing

Once a red light or speeding violation has been detected the City of Tigard's contractor/vendor, Conduent begins the process for review of the event to determine if a violation appears to have occurred. A search is conducted in Oregon Department of Motor Vehicles (DMV) records to determine the registered owner of the vehicle.
Conduent reviewers also perform a quality control review of each violation and consults or makes themselves familiar with the established business rules agreed upon with the City of Tigard in order to determine whether to forward the event/violation to the Tigard Police Department for review. There are several reasons an event/violation may be rejected.

The following are several common reasons for Conduent's reviewers to reject an event/violation:

1. An emergency vehicle with emergency lights activated
2. A driver's gender does not appear to match the registered owner
3. The driver is not visible or identifiable
4. No or wrong registered owner information
5. License plate is unreadable or obstructed
6. Camera equipment malfunction
7. Unapproved approach violation (*Not all approaches to the intersections are approved for right turn on red.)*

A properly trained Tigard Police officer reviews each event/violation forwarded by Conduent and determines whether a violation occurred based on the same standards Conduent's reviewers used. If the police officer approves the issuance of a citation, their electronic signature is printed on the citation. Conduent will then mail a citation packet to the violating driver and to the Tigard Municipal Court. The citation packet contains the citation for the appropriate violation (red light or speeding) and advises the recipient of their rights along with instructions on how to proceed. The packet also contains four photographs of the violation event, a link to view a 12second video of the violation event, 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).The burden is on the registered owner to provide evidence if they were not the driver at the time of the violation, hence the addition of a Certificate of Innocence or Certificate of Non-Liability form.

c. Municipal Court Processing of Photo Enforcement Citations

In preparation for the Photo Enforcement implementation, the City of Tigard's Municipal

Court modified and established procedures and remodeled its facility in order to provide better access to the public and streamline the processing of citations. A driver receiving a photo red light citation has the same rights and options as a driver who is handed a citation from an officer in-person, with the inclusion of the Certificate of Innocence/Certificate of Non-Liability options. If the registered owner of the violating vehicle completes the certificate and provides the court with a photocopy of their driver license, the citation will be dismissed.

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 5/12/2026

From: City Manager Tony Konkol

SUBJECT:

List of Future Work Session Agenda Items

BACKGROUND:

May 20, 2026

Street Tree removal/damage fine review

June 9, 2026

Youth vaping/nicotine use and options to regulate the activity/sale

Removing Library overdue fines

July 7, 2026

ADA Transition Plan within the ROW

Legislative affairs preparation

TBD

Tentative meeting with Confederated Tribes of Grand Ronde

Additional Upcoming Items (These items are in no particular order)

Discussion about a City Commission liaison for city boards and committees

Canemah Area - Encroachments in the Right-of-Way Policy Discussion

Clackamas County Water Environmental Services (WES) Rate Differential

Climate Action Plan Presentation (City of Milwaukie)

Frog Ferry Informational Update

Inclusionary Zoning, Vertical Housing Tax credit, and Opportunity Zone options

South Fork Water Board - Mountain Line Easements Vacation

Urban Growth Management Agreement

CITY OF OREGON CITY

625 Center Street
Oregon City, OR 97045
503-657-0891

Staff Report

To: City Commission **Agenda Date:** 5/12/2026

From: City Manager Tony Konkol

SUBJECT:

Update on City Projects

BACKGROUND:

The City Commission has requested that an update on the status of the following projects be provided at a work session monthly. The most current update for each project is in bold.

1. Public Works relocation from Center Street
   5/12/26: The environmental consulting firm is completing the work on the Phase 1 Environmental Assessment of the 4 properties within the Old Center Street Public Works site. The construction of the winter response material storage is in process as Fir Street to accommodate the relocation of the materials from Center Street to Fir Street.

   4/7/25: There is no update related to this project.

   On February 18, 2026 the City Commission approved a contract with Tikka Masonry to complete the Bulk Bin and Magnesium Chloride project at Fir Street. The City was successful in receiving a 50/50 grant from Business Oregon, up to $33,000, for the phase 1 environmental review on the Center Street property. A scope of work for the environmental review has been created.

   The City Commission will be reviewing a contract for the winter response material construction project at Fir Street, which will allow the material located at Center Street to be relocated.

   Staff is submitting a Business Oregon Grant request for funding to complete a phase 1 environmental assessment of the properties.

   Staff is contacting environmental consulting firms to understand the process to complete an environmental assessment of the property and the best approach to address the existing buildings.

Staff has started the permitting process for the relocation of the winter response material to Fir Street and started developing an IGA with WES for the long term use of their facility for sewage decanting.

Staff will be preparing the bid package for the Magnesium Chloride & Sanding Rock being relocated to Fir Street and continue working with WES staff to develop an IGA for long-term use of their facility for decanting raw sewage.

Design is underway for the relocation of the Magnesium Chloride (De-Icer) and Sanding Rock from Center Street to Fir Street. The scope and cost of this project is currently projected to require sealed bids to be submitted. Staff are working to confirm final locations on site and preparing the bid package. Winter weather work will continue out of the Old Center Street property this winter, with relocation of the facilities anticipated to be complete by Summer 2026.

City staff have met with Water Environment Services staff and WES has verbally agreed they can accept our raw sewage materials for decant. City staff have visited the WES decant site and been trained on using their facility.

Staff is finalizing design and location for the winter response tanks at Fir Street and has entered into discussions with Water Environmental Services to receive sewage materials at the treatment plant to be processed.

Staff is in the process of ordering new tanks for the winter response materials, which will be moved from Center Street to Fir Street. Locating the decant facility at the Mt. View yard has been challenging. Staff is investigating alternative locations and/or trucking the sewage materials to an off site location.

Staff continues to work with the consultant on the location and space planning for the relocation of the remaining assets at Center Street. Staff continues to work to final design for relocation of services from Center Street to other sites. The proposed 25-27 budget includes funding for the decant facility and magnesium chloride and sanding rock facility to be relocated.

Staff have hired a consultant that has prepared preliminary yard layouts and cost estimates to design and construct a decant facility at the Mountain View Reservoir site. The construction of the decant facility and relocation of existing winter response materials from the Center Street facility to the Mountain View and Fir Street facilities will allow for the Center Street facility to be vacated and a potential new use for the site to occur, which will be determined by the City Commission.

2. Quiet Zone
   5/12/26: Staff continue to negotiate with Union Pacific Railroad on the Quiet Zone crossing improvements final design and maintenance. The project is anticipated to go out to bid in the fall of this year.

4/7/26: The City continues to work with the railroad to finalize the design of the quiet zone. The railroad has requested additional changes to the design to accommodate maintenance of the crossing arms at the base of Singer Hill**.**

On February 18, 2026 the Urban Renewal Commission approved the dedication of a portion of property (10th and Main Street) for the construction of the project. The City Commission received an update on the same day indicating that the project is scheduled to go to bid in October 2026, construction is anticipated to begin in early 2027, and that there is currently a $1.69 million dollar funding gap due to railroad related work, state delivery requirements, federal reviews, and higher anticipated construction costs.

The Urban Renewal Commission will be providing directions to staff concerning the property acquisition process for a portion of Urban Renewal property necessary for the project. Additional property acquisition to complete the process of other properties is currently under way.

The design process continues and is nearing a point to provide updated acquisition and construction costs. Property acquisition will include Urban Renewal Property and a discussion will occur to determine if the necessary property should be donated or acquired.

Mailers outlining the property acquisition process has been sent to the three impacted property owners and the right-of-way agent will work directly with the property owners to complete the property acquisition process.

The project team continues to refine design and right-of-way impacts. Once right-of-way impacts are finalized, staff will bring the list of questions to City Commission, requesting authorization to acquire property and property interested through Eminent Domain (if necessary) related to the Downtown Quiet Zone Project.

Staff continues to work with ODOT, the railroad and the consultant on revised cost estimates, design work and any necessary exceptions to standards.

Geotechnical explorations were completed on December 12. The consultant team is preparing to submit the Design Acceptance Phase (DAP) documents to the City and Oregon Department of Transportation. DAP is similar to 30% concept plans, where all parties buy into the concept and documentation of areas where the project will request exceptions to standards are identified. At the completion of DAP, the project team and move forward with Preparing Preliminary Plans and confirming impacts to private property. We've executed the IGA with ODOT for Right of Way Services. OC will still need to do a Resolution authorizing Eminent Domain if necessary, once we have a better understanding of the private property impacts.

The consultant team, in coordination with ODOT and the City, are preparing property acquisition documents that will be brought before the City Commission at the December 18, 2024 meeting**.** Survey crews have been performing field work and surveying the project area. Staff has been meeting with property owners, including Dutch Brothers to try and address the concerns they have about potential driveway closures and access to increase safety near the railroad crossing**.**

The ODOT consultant team is acquiring right of entry agreements from property owners to complete the survey work and will be preparing 30% plans for the project which will include an updated and more accurate cost estimate to complete the work.The selection committee identified a preferred consultant for the Quiet Zone project and ODOT is in the process of negotiating the consultant contract.

ODOT received 2 responses to the Quiet Zone request for proposals. The proposals are being reviewed and scored by staff and a team selection meeting is scheduled for March 8, 2024. ODOT has released the consultant solicitation request for proposals and a date has been set to review the proposals once they have been submitted.

The City has received ODOT's approximately 250-page scope of work and consultant procurement documents which will be reviewed and commented on. ODOT, which is the project manager for the project, has suggested approximately 6 months for the consultant procurement and up to 2 years for the design work, which will include coordination with the railroad, operation and maintenance agreements and review by the railroad. Staff is pushing to expedite the design work timeline.

On December 6, 2023 the City Commission received an update on the estimated cost of the Oregon City quiet zone project with updated inflationary construction escalations added to the original 2019 cost estimate, which was $2.6 million. The new estimate increases the estimated construction cost by $650,000. Based on the additional information, the City Commission approved an IGA with ODOT to begin the Oregon City quiet zone project.

3. Charter Parks
   5/12/26: The survey to create the boundary survey of Promenade Park is in process. The finalized boundary survey will be adopted as the legal description identifying Promenade Park as a Charter Park. Survey crews have been onsite performing the survey work and completing the title research. Letters have been sent to the property owners with an update about the closure of vehicle access through the park. Public Works staff are preparing cost estimates and plans for the public parking restriping and installation of bollards.

4/7/26: The Commission provided directions on the remaining properties and to limit vehicular access into Promenade Park. Staff is preparing letters to the property owners and working with a surveyor for the property description to be adopted as a Charter Park.

This item is scheduled to be brought back to the City Commission for review at the April 1, 2026 meeting.

The City Commission review the last remaining properties at the January 21, 2026 work session and provided staff direction. Staff is reaching out to Clackamas County Fire District #1 and Oregon City Garbage to understand any impacts associated with installing bollards to restrict vehicular access in the park at several existing locations.

The first reading of the ordinance vacating Promenade property to the Yates properties has been approved. The parking options available in the Promenade and High Street area is scheduled for a work session on January 21, 2026.

Staff is working to complete the on-street parking design alternatives as requested by the Commission.

The City Commission reviewed this item at the September 3, 2025 meeting and requested that staff review potential on-street parking options on the public rights-of-way on the street stubs adjacent to the Promenade**.**

The City Commission approved several letter to properties owners addressing the existing encroachments. There are 7 properties remaining to be addressed, all of which including parking on the Promenade. It is anticipated that this item will be brought back to the City Commission for review at the September 3, 2025 meeting.

The City Commission has reviewed the properties and has directed staff to prepare letters to each property owner addressing the encroachments. Staff is preparing the letters and will be bringing them to the City Commission for review and approval at the August 6, 2025 meeting.

The City Commission completed a site visit of the McLoughlin Promenade to review the outstanding encroachments. Staff is anticipating bringing the topic back to the Commission discussion on June 4th.

Based on the January 15th meeting, this item will be brought back for a work session on March 11th. An updated on the status of the properties encroaching into McLoughlin Promenade will be brought to the City Commission at the January 15, 2025 meeting for an update and direction on how to proceed.

Staff continues to contact and meet with property owners that have encroachments into the McLoughlin Promenade to review and explain the license agreement. Staff anticipate bringing an update to the Commission for direction in January/February of 2025. The City Commission reviewing the draft license agreement at the June 11, 2024 meeting.

Staff is working with the City Attorney to finalize draft license agreements to address encroachments that have been identified with the McLoughlin Promenade. A site tour of the McLoughlin Promenade is scheduled for January 8th. Staff is preparing additional options, such as temporary easements, to address existing structural encroachments onto the Promenade property.

Staff has categorized encroachments by type, with associated pictures of the encroachment, and is working to determine options to address the encroachments for the Commission to consider. The McLoughlin Promenade survey has been completed. The survey identified several potential existing encroachments into the Promenade property which will be discussed during a work session. Ermatinger House was approved as a Charter Park by the City Commission. The City Commission voted to not designate Dement Park as a Charter Park.

4. Cayuse 5 Memorial
   4/7/26: There is no update related to this project.

   Staff continues to work with representatives from the Confederated Tribes of the Umatilla Indian Reservation and allowing time for internal discussions to occur.

   Staff continues to meet monthly with representatives from the Confederated Tribes of the Umatilla Indian Reservation. The city is awaiting feedback from CTUIR before any additional steps are taken.

   Staff met with representatives from the Confederated Tribes of the Umatilla Indian Reservation and have continued discussions of phase 2 of the Cayuse 5 memorial. Additional discussions between CTUIR and the Confederated Tribes of Grand Ronde will be occurring to discuss the project.

   There are no new updates on this project. A meeting is scheduled for the week of October 7th with representatives from the Confederated Tribes of the Umatilla Indian Reservation to discuss potential next steps.

   The dedication of the Cayuse 5 Memorial took place on June 3, 2024. The first phase of this project is complete. A second phase has been discussed but there are no specifics related to the design at this time.

   Construction of the Cayuse 5 Memorial has begun, and hand dug ground disturbing work is scheduled to begin the week of May 6th. This work will be

completed in coordination with the Confederated Tribes of the Umatilla Indian Reservation and the Confederated Tribes of the Grand Ronde**.**

The Cayuse 5 Memorial construction contract has been approved by the City Commission and was awarded to Pioneer Waterproofing Company. Staff has scheduled a pre-construction meeting with Pioneer Waterproofing.

Staff is working with a potential contractor to review the scope of work and estimated costs to perform the work as identified in the bid notice. The City completed the bid advertisement for the project and did not receive any responses. Staff is currently contacting contractors to determine the concerns with the bid advertisement and/or project.

The final construction bid documents for the Cayuse Five Tribute have been completed. Below is the schedule for bidding, awarding, and (weather permitting) construction. The Confederated Tribes of the Umatilla Indian Reservation staff will be invited to the pre-construction meeting to coordinate all activities once the project has been awarded.

The land use application for the proposed memorial has been approved. There are no additional land use approvals necessary to move forward with the project. The memorial bid documents are being reviewed internally and staff is working with Confederated Tribes of the Umatilla Indian Reservation staff on the creation of an inadvertent discovery plan that will be included in the bid/contract information. The proposed memorial has been approved by the Historic Review Board and the information was presented to the Parks and Recreation Advisory Committee.

5. Courthouse

5/12/26:Staff is meeting with the system development charge consultant to review the applicability and methodology to add Liberty Plaza to the City's Parks and Recreation capital improvement plan and to determine the project eligibility to use SDC's.

4/7/26:There is no update related to the project**.**

The developer of the Courthouse project provided an update to the Commission at the March 4, 2026 meeting. Staff has been asked to bring an update to the Commission concerning the potential design and applicability/availability of Parks System Development Charges for the Liberty Plaza construction.

Staff have met with the developer to discuss the design, transfer, and potential funding for Liberty Plaza and any improvements that may be made. A presentation was provided to the Parks and Recreation Advisory Committee by the developer on January 22, 2026 outlining the proposed design and improvements.

The developer of the Courthouse project will be providing an update to the City Commission at the November 19th meeting**.**

The County Commission received one proposal for the downtown courthouse redevelopment and will be moving forward with drafting an agreement for the sale and disposition of the property.

The County Commission is reviewing the proposal for the reuse of the courthouse and is currently accepting public comment. The County has provided the following information: *The Clackamas County Board of Commissioners will hear public testimony on Thursday, May 15 regarding a selection advisory committee's recommendation on a proposal to redevelop the old county courthouse in Oregon City.*

Level Development NW's proposal was the only one received during an extensive Request for Expressions of Interest process. The proposal to replace the 87-year-old courthouse with a mixed-use commercial building, which includes approximately 80 residential units, won the committee's approval.

The county expects the current courthouse on Main Street to be fully vacated by September 2025. The replacement county courthouse on the County's Red Soils Campus is set to open the public on May 19.

To learn about the submission and the advisory committee's recommendation, please visit Main Street Courthouse RFEI | Clackamas County.

Public comment on the recommendation will begin shortly after the Board's Business Meeting begins on Thursday, May 15 at 10:00 a.m.

A joint Board of County Commissioner / City Commission meeting to discuss the courthouse is tentatively scheduled for the April 8th City Commission work session night. Oregon City will host the joint meeting**.** Staff will be contacting County staff to schedule a joint Board of County Commissioner / City Commission meeting and to discuss securing the courthouse once it is vacated.

The Courthouse committee has met multiple times to discuss the disposition of the Courthouse. The Mayor will provide an update on the committee meetings and next steps. A Courthouse committee has been created by the County and a site visit of the Courthouse has occurred. The first meeting of the committee is scheduled for October 15th.

The Mayor and City Manager met with the Assistant County Administrator to discuss the creation of a joint working group. It is anticipated that the working group will be comprised of 6 to 8 members, including the Mayor and County Chair, with the City and County selecting an equal number of members.

The Mayor and the City Manager met with the County Administrator to discuss the planning and future disposition of the County Courthouse and other buildings associated with the Courthouse on Main Street. The County Administrator proposed a working group led by County Chair Tootie Smith and Mayor McGriff, which would include a small group of interested parties to discuss the Courthouse and make a recommendation to the County Board of Commissioners for their consideration on how to proceed. City and County staff will be meeting to discuss the details of the working group as proposed.

City staff worked to support efforts by the Downtown Oregon City Association to apply for a Main Street grant to focus on the Courthouse located in downtown Oregon City. The grant required the property owner, which is Clackamas County, to sign the grant application, which unfortunately they did not agree to do. At this time there is no specific work being performed related to the future of the existing courthouse.

6. tumwata village
   5/12/26: The City Commission approved the proposed IGA with the Confederated Tribes of Grand Ronde. The CTGR Tribal Council is reviewing the proposed IGA for approval. Staff from the City and CTGR have finalized the RFP for the phase 2 riverwalk project. Once the IGA is signed by both parties the RFP will be released.

   4/7/26: The proposed IGA between the Confederated Tribes of Grand Ronde and the City is scheduled to be before the Commission for consideration on May 20, 2026.

   The Confederated Tribes of Grand Ronde are preparing revised language to the proposed IGA. The next meeting is scheduled for February 11, 2026**.**

   The next meeting with Confederated Tribes of Grand Ronde is scheduled for January 23, 2026.

   A draft agreement and easement language has been provided to the Confederated Tribes of Grand Ronde. Staff is awaiting additional comments from Grand Ronde.

   Staff met with Confederated Tribes of Grand Ronde staff to begin the process of formalizing an agreement to determine how to move forward with a project on the property.

   The City Commission approved a grant agreement with the State of Oregon for the city to receive the $12.5 million dollars. Staff is working to complete the transfer of the funds to the City and will begin discussions with the Confederated Tribes of the Grand Ronde on a potential project.

Staff is currently in discussion with the State to receive the $12.5 million dollars that were allocated for public access/viewing along the Willamette River several years and has been returned to the State by Metro. It is anticipated that a formal agreement with the State will be brought to the Commission for consideration in August or September.

In discussions with the staff from the Confederated Tribe of the Grand Ronde, it was recommended that the joint meeting with the elected representatives from each organization occur in September/October to accommodate the elections that occur in September.

The Police Department worked with the Confederated Tribe of the Grand Ronde to remove the homeless camp located on the property. Demolition of the buildings damaged by the fire is on-going.

The Police Department has been in contact with the Confederated Tribes of the Grand Ronde to address a homeless camp that appears to be located on the property. Staff continues to work with staff from the Confederated Tribes of the Grand Ronde to address the impacts from the fire that occurred on the site and the demolition that is occurring.

The Planning Commission approved the Confederated Tribes of Grand Ronde land use application. The Confederated Tribes of Grand Ronde have submitted a land use application to amend the adopted framework plan for the property. The Planning Commission hearing of the application is scheduled for January 27, 2025.

The Confederated Tribes of Grand Ronde provided the City Commission an update at the May 7th work session and the demolition of the office building is nearly complete. A permit has been issued for the demolition of the office building located at the corner of 99E and Main Street. The Confederated Tribes of the Grand Ronde are scheduled to provide an update to the City Commission at the May 7th work session.

Staff continue to meet regularly with Staff from the Confederated Tribes of the Grand Ronde to discuss building demolition, site improvements, and land use planning requirements. The Confederated Tribes of the Grand Ronde are working on site remediation and the demolition of additional buildings on the property.

Willamette Falls Trust and Portland General Electric have signed a Feasibility and Cooperation Agreement enabling the Trust to assess a portion of PGE property on the island on the west side of the Willamette Falls for a project intended to return public access to the area.

In May staff completed a 4-hour site visit with the CTGR staff and consultant team to discuss the demolition that is occurring on the site and begin to discuss the proposed amendments proposed to implement the Tumwata Village Plan for the property. The site visit and discussion focused on infrastructure, design details, development phasing, and an introduction to the goals and objectives of CTGR for the redevelopment of the property. CTGR staff and their consultants have been meeting with City staff to understand specific technical infrastructure issues.

Staff have been meeting monthly with representatives from the Confederated Tribes of Grand Ronde (CTGR) to discuss on-going site work as well as future land use and development plans for the Tumwata Village Plan. CTGR staff has been working with the CTGR Tribal Council and Tribal members to finalize the Tumwata Village Plan. Once approved, the Tumwata Village Plan will be presented to the city and the public.

7. Canemah ROW issues
   4/7/26: There has been no change in the project since the May 2023 update. The Canemah ROW issues will be brought before the City Commission at a future work session to discuss how to move forward with this project.