

IMPACT STATEMENT

Legislation title: *Authorize a competitive solicitation and contract for the Photographic Traffic Enforcement System and related services (Ordinance)

Contact name: Providance Nagy

Contact phone: 503-823-5821

Presenter name: Sgt. John Holbrook (PPB), 503-823-2151
Dana Dickman (PBOT), 503-823-5785

Purpose of proposed legislation and background information:

All individuals, regardless of age, race, sexuality, religious persuasion, or ability, deserve to be able to walk, bike, operate mobility devices, access transit or drive in Portland knowing that they are safe. The City of Portland recognizes this, and has enacted the Vision Zero Action Plan.

Vision Zero is Portland's commitment to ending traffic violence in its communities; it was adopted by City Council in June, 2015 and the Action Plan was approved in December, 2016. Vision Zero incorporates traffic safety education, traffic enforcement, residential speed limit reduction, transportation construction projects, and community participation.

The Police and Transportation bureaus work together to further the goals listed in the City's Vision Zero Action Plan, using photographic and radar technology to enhance enforcement of traffic laws. These Bureaus work with the Multnomah County Circuit Court to efficiently process the citations that are filed.

The photographic traffic enforcement program is a system of cameras that take pictures when either the speed limit is broken or when a red light traffic signal is run. These cameras can be mobile, as in the City's photo radar van program, or fixed, as in fixed speed safety cameras installed at Vision Zero designated high crash corridors, or at intersections, as in the red light cameras.

Currently, the City's photographic traffic enforcement system includes 11 photo-red light enforcement systems on approaches to 10 intersections throughout the City, eight fixed speed radar camera systems on four high crash corridors throughout the City, and two photo radar vans. It is the intention of the PPB and PBOT bureaus to expand this program over the next few years. These bureaus plan to upgrade the photo traffic enforcement cameras and introduce photo speed/red light enforcement cameras as agreed upon by the City.

According to PBOT's Vision Zero Progress report dated November, 2018, since incorporating the photographic traffic enforcement system into the City's public safety program, there has been a reduction in injuries from deadly and serious crashes at red light camera intersections after installation: 2.8 injuries annually on-average compared to 4.64 injuries on average pre-camera installation.

In 2017, two years after speed safety cameras were installed on four of the City's designated high crash corridors, the percentage of autos traveling over the posted speed decreased by 59% from the pre-camera rate, on average. Furthermore, a reduction in the 85th percentiles speeds supports the role that photo enforcement can play in managing speeds by supplementing a context-sensitive approach that emphasizes crash history and the presence of people walking and bicycling.

Unfortunately, traffic-related fatalities in the City of Portland are on the rise. Year over year, traffic deaths have increased since 2012; the number of pedestrian deaths has risen each year since 2015.

Speeding is the top violation cited from January to April, 2019 in the City of Portland, making up 32.6 percent of the violation records kept, according to PPB's online Traffic Dashboard. Distracted driving, using a cellphone or communication device while operating a vehicle, is the second largest category of violations, with 13.6 percent of citations or warnings being issued to drivers for this infraction during the same period. Failure to obey traffic control devices or one-way designations made up the third largest classification of traffic violation records, with 12.7 percent of citations or warnings from January to April, 2019 being issued in this category.

The data indicate that elimination of all traffic deaths and serious injuries is still achievable, but will require considerable sustained effort by both residents and the City of Portland.

The photographic traffic enforcement system is a proven deterrent to hazardous traffic behaviors. It is important for the City to expand the system as the population of the city rapidly increases in order to mitigate a rise in traffic accidents and fatalities.

In 2017, the Oregon Legislature authorized cities to conduct combined speed and red light enforcement activities from cameras located at red light controlled intersections. The PPB and PBOT bureaus would like to install equipment that allows for this dual traffic enforcement.

This ordinance would allow the Chief Procurement Officer to publish a competitive solicitation for a replacement of the current self-funded photographic traffic enforcement system towards enhancing the City's ability to meet its Vision Zero Goals.

Financial and budgetary impacts:

Though an expansion in service areas and equipment for the photographic traffic enforcement system is included in this a competitive solicitation, the project itself will be, as in the past, self-funded. Revenue will be generated in the amount received by citation revenue receipts, offsetting the costs of maintaining the system and issuing citations.

The contract value is a project estimate based on historical expenditures. The level of confidence in the cost estimate is moderate. The total value of the system over five years is an estimated amount of \$15,000,000 with an exact amount determined after solicitation responses are received.

This legislation will result in the City allowing a competitive solicitation to proceed and in eventually awarding a new contract to the successful bidder for the photographic traffic enforcement system.

Community impacts and community involvement:

During the last five years, the City has experienced an annual average of 38 traffic deaths. It is imperative that the PPB and PBOT maintain and expand the systems in place that allow the City to support its Vision Zero Action Plan actions; this includes photographic traffic enforcement.

According to PBOT's Vision Zero Report issued for 2017 and supported by PPB's Traffic Dashboard's 2019 statistics to date, communities in the inner and eastern neighborhoods experienced the most traffic-related fatalities.

It is imperative that individuals traveling through neighborhoods where high crash corridors are located be held responsible for their speeding and other dangerous travel behaviors. Some of the streets with the highest serious and fatal crash numbers are also in areas of the City with higher percentages of low income people and communities of color. The bureaus work to mitigate disparate economic impacts that violations may have through a geographic distribution of photo enforcement systems using a data-driven process.

In addition, the Portland Police Bureau offers a traffic safety class option for red light running, photo radar speeding and fixed speed violations. The traffic safety class option for photo enforcement violators is available to those who do not have a prior red light running or speeding violation and have not previously attended the photo enforcement traffic safety class.

Outreach is conducted in advance of the activation of new safety cameras to notify the public when the 30-day warning period and subsequent citation periods commence. Notification methods include, at a minimum, notifying the property owners adjacent to the camera systems, the mailing of thousands of informational postcards to residences and businesses in the surrounding area of the safety cameras, face-to-face outreach with businesses, and extensive social and media coverage.

According to a 2018 telephone survey conducted by PBOT, people are most aware of red-light cameras, followed by mobile speed vans and fixed speed safety cameras. Nearly all residents surveyed agree that speeding is unsafe and increases the risk of crashes. Three quarters of residents support the fixed speed safety cameras to ticket drivers who speed on streets with high crash rates.

Maintaining and expanding the photographic traffic enforcement program contributes to a prosperous, healthy and equitable Portland.

Following the City's standard procurement process, this solicitation will be posted by

Procurement Services; and there will be public involvement through the Minority Evaluator Program in the evaluation of the vendor proposals.

Budgetary Impact Worksheet

Does this action change appropriations?

☐ YES: Please complete the information below.

☒ NO: Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

KK 5-14-19