

Controlling Speeds on Portland's Most Dangerous Roads - NACTO

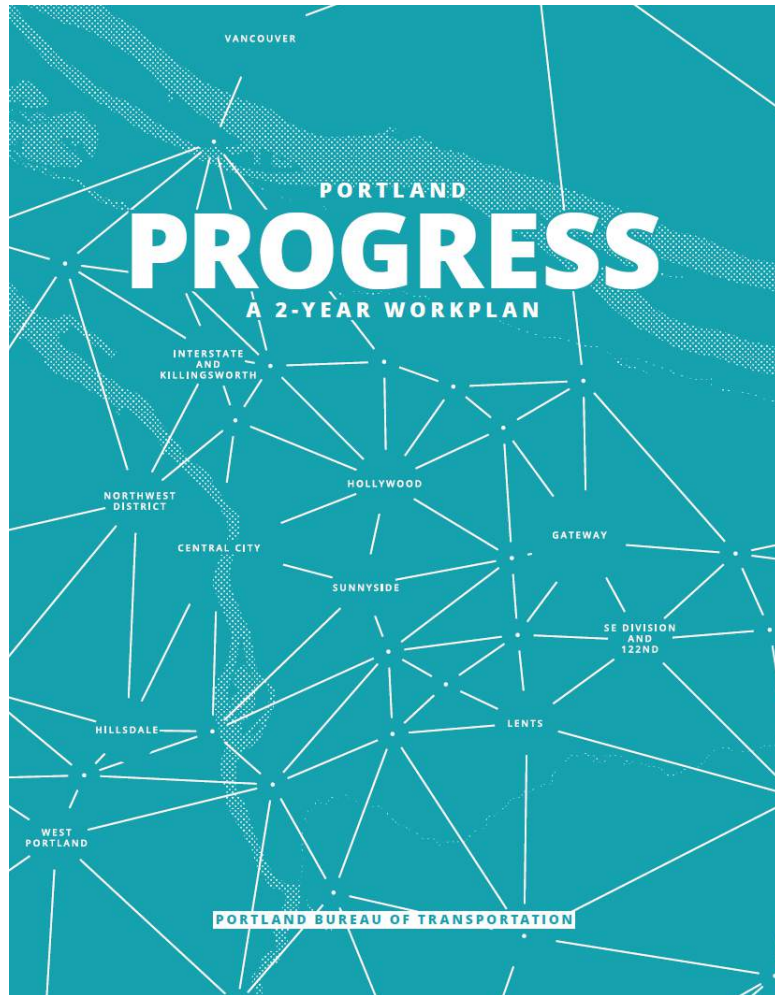
WE KEEP PORTLAND *MOVING*.





Vision Zero is the elimination of traffic deaths and serious injuries from our roadways.

Vision Zero in Portland



February, 2015 - **PBOT launches Portland Progress**, our 2 year work plan.

- ✓ Vision Zero one of 5 Major Themes
- ✓ Sets out ambitious target of achieving Vision Zero for Portland in 10 years



PRESERVE
what we have
built and
OPERATE
it well



Embrace
**VISION
ZERO**



**BUILD A
FUTURE**
where all can
grow and thrive



Effectively
MANAGE
CITY ASSETS



Contribute to the
**HEALTH AND
VITALITY**
of our people and
our planet



17 Vision Zero action items

Vision Zero in Portland

June, 2015

Vision Zero resolution passes unanimously at City Council

- ✓ Portland becomes a Vision Zero City
- ✓ City Council resolves “No loss of life is acceptable on our city streets”

Mayor Hales and Mayor Lee of San Francisco co-sponsor Vision Zero resolution at the U.S. Conference of Mayors

- ✓ Resolution declares “Traffic fatalities are not inevitable”



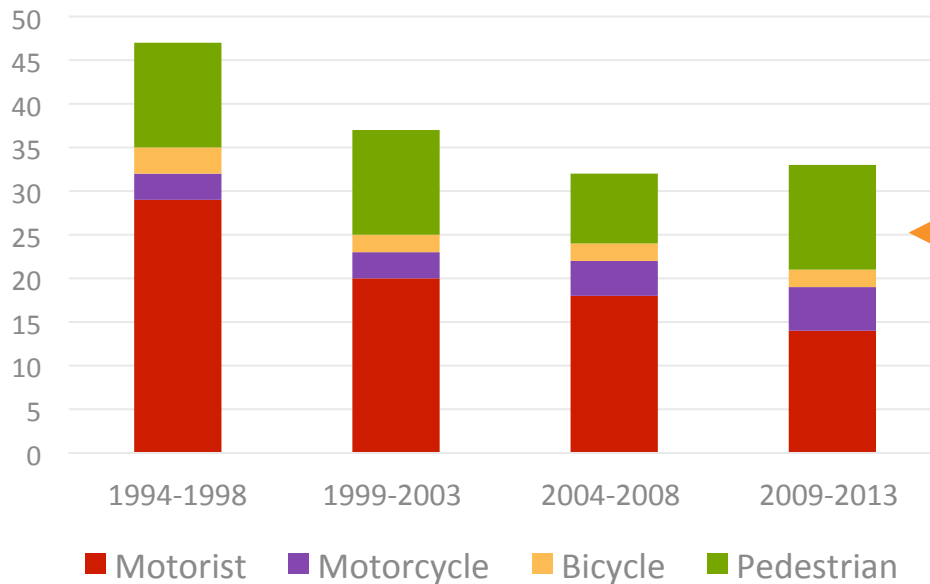
Vision Zero in Portland

August, 2015 - **Vision Zero Kickoff meeting at APANO with local, regional and state elected officials and partners**



Why Automated Speed Enforcement?

Portland Traffic Fatalities:
Annual Average in 5-year
Increments



**Continued Need to
Focus on
Pedestrian Safety**

Why Automated Speed Enforcement?

GOVERNING
THE STATES AND LOCALITIES

AMERICA'S POOR NEIGHBORHOODS PLAGUED BY PEDESTRIAN DEATHS

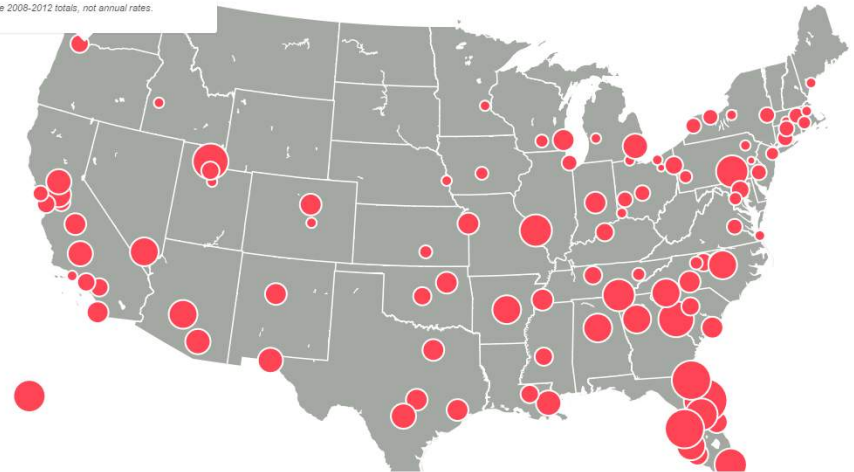


8/5/2014

A Governing Research Report

Many cities have made pedestrian safety a priority, but their efforts rarely focus on poorer areas, which have approximately double the fatality rates of wealthier communities. | governing.com/pedestrians

Portland-Vancouver-Hillsboro, OR-WA
2008-2012 Pedestrian Deaths Per Capita By Census Tract Poverty Rate
Poverty > 25%: 12.8 per 100K
Poverty 15-25%: 7.1 per 100K
Poverty < 15% (National Rate): 3.5 per 100K
Totals (All Census Tracts)
Pedestrian Deaths: 119
5-Year Rate: 5.3 per 100K
Rates are 2008-2012 totals, not annual rates.



Multnomah County, OR

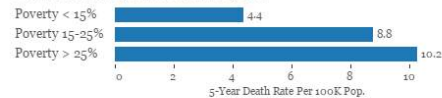
2008-2012 Pedestrian Deaths

Total Deaths: 52
5-Year Death Rate: 7.1 per 100K
Annual Death Rate: 1.4 per 100K

2008-2012 Pedestrian Deaths For Census Tracts

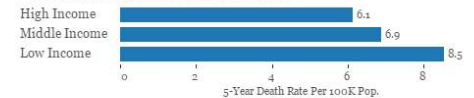
Counties are made up of Census tracts, similar to the size of neighborhoods. Tracts were grouped by poverty rate and per capita income. The following charts represent five-year death rates for tract groups within the selected county. Please note that some counties' rates were calculated using relatively few deaths and small low-income populations.

Deaths Per Capita By Census Tract Poverty Rates



20 deaths occurred in tracts with a poverty rate between 15 and 25%
17 deaths occurred in tracts with poverty rates above 25%

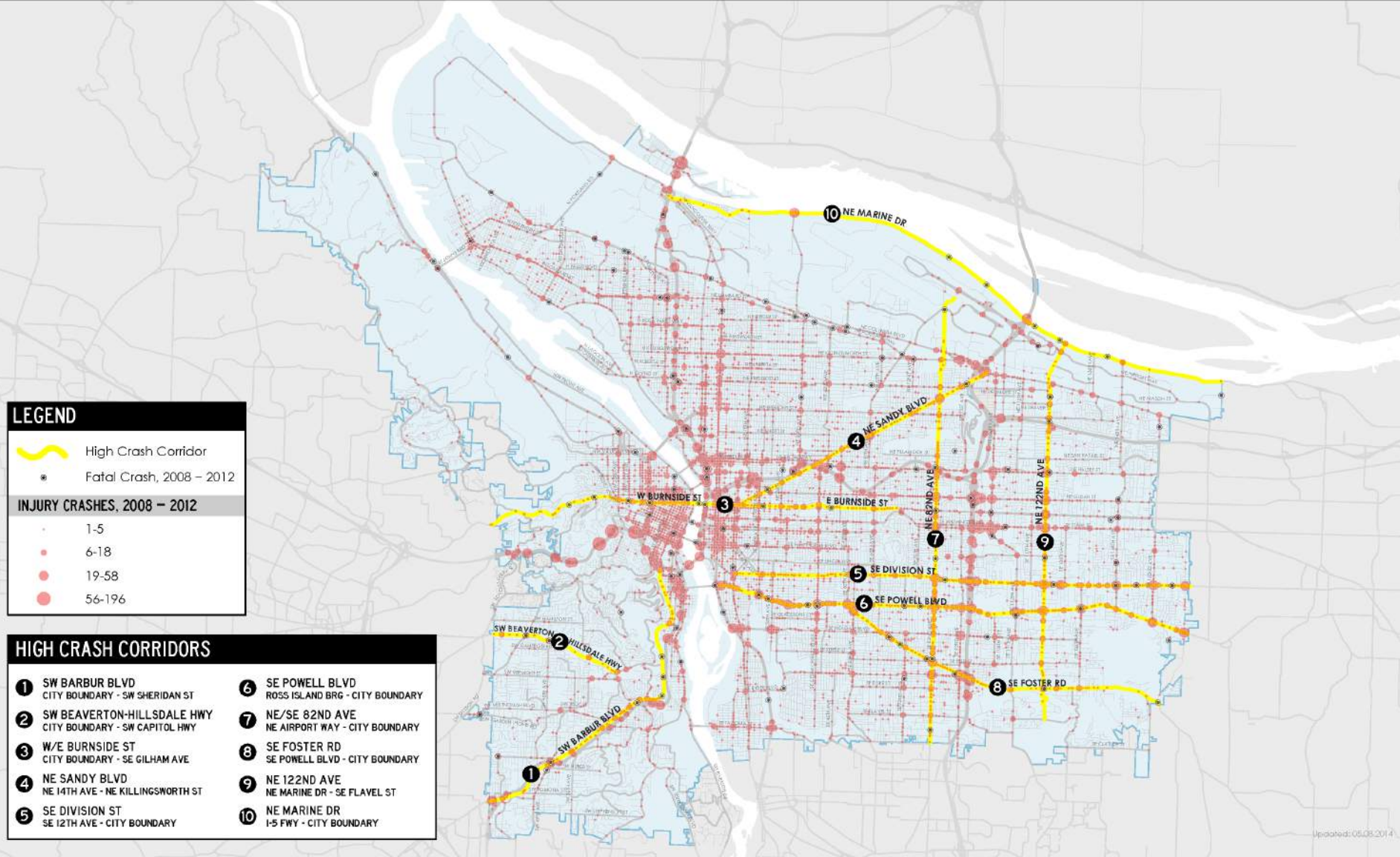
Deaths Per Capita By Census Tract Income/Capita



16 deaths occurred in low income tracts

High Income: \$31,356+
Middle Income: \$21,559 - \$31,355
Low income: Less than \$21,559

HIGH CRASH CORRIDORS

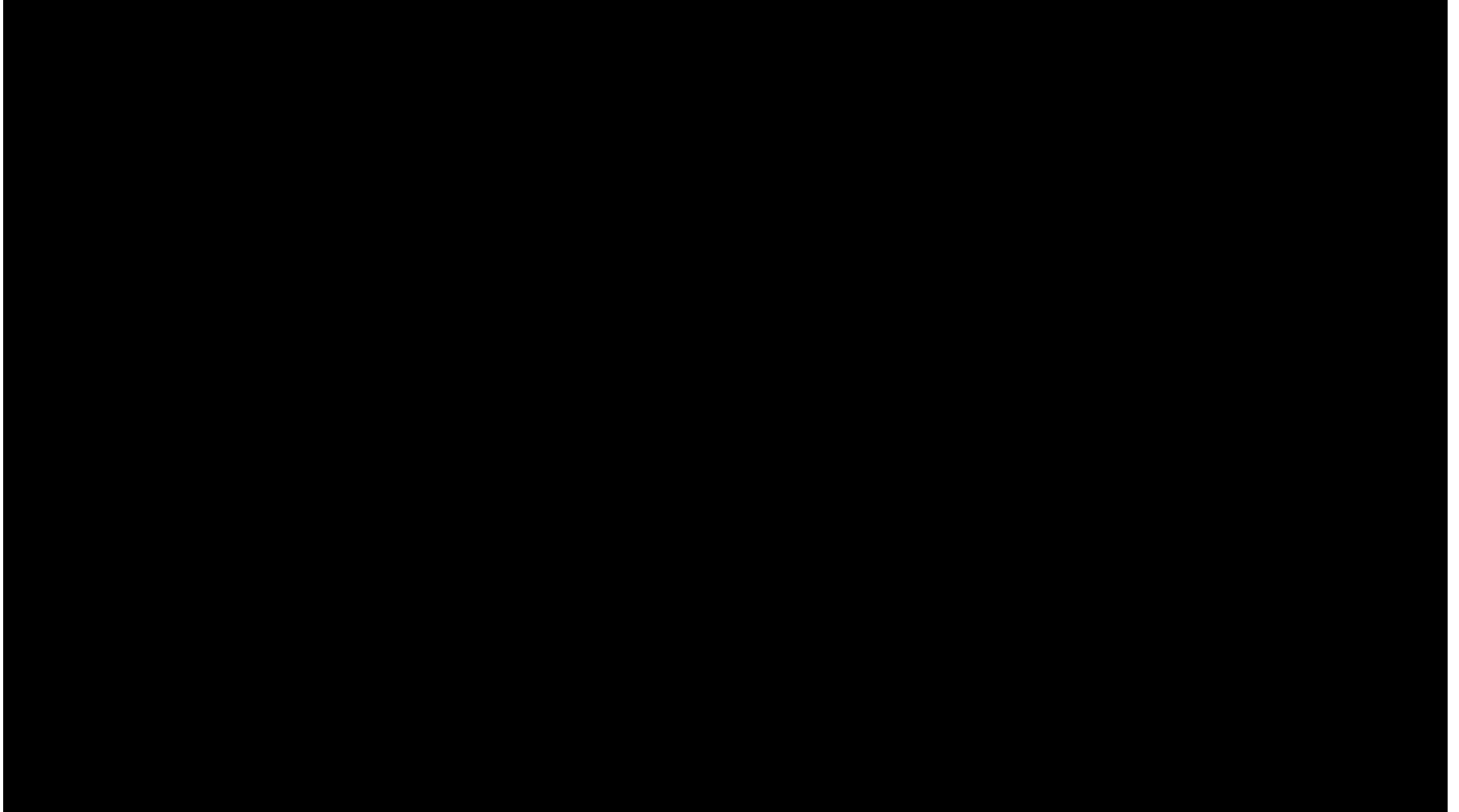


Updated: 05/08/2014

Why Automated Speed Enforcement?



HB 2621 - Pilot Fixed Speed Cameras



HB 2621 - Pilot Fixed Speed Cameras



June, 2015 – Director Treat asks state legislators to support HB 2621, legislation allowing Portland to pilot fixed speed cameras on our High Crash Corridors

HB 2621 - Pilot Fixed Speed Cameras

FOX 12
OREGON

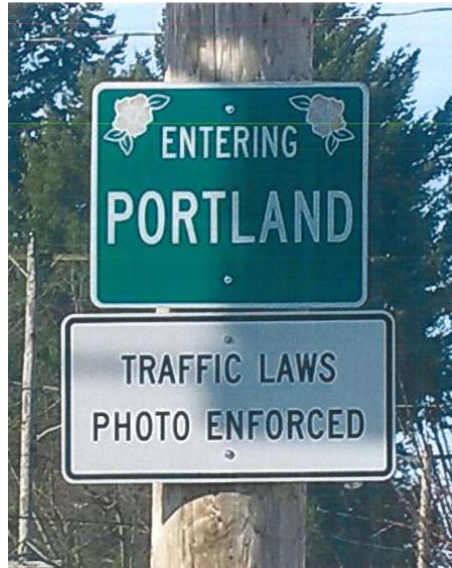
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Unmanned photo radar cameras could be installed on deadly Portland streets

Posted: Jun 30, 2015 1:30 PM PDT
Updated: Jun 30, 2015 04:30 PM

By Laura Rilios **CONNECT**



July, 2015 - **Governor Brown signs HB 2621, authorizing Portland to pilot fixed speed cameras**

- ✓ Bill authorizes fixed speed enforcement on Portland's 10 High Crash Corridors
- ✓ First cameras to go live in July of 2016

Existing Programs - Mobile Speed Vans



Existing Programs - Mobile Speed Vans

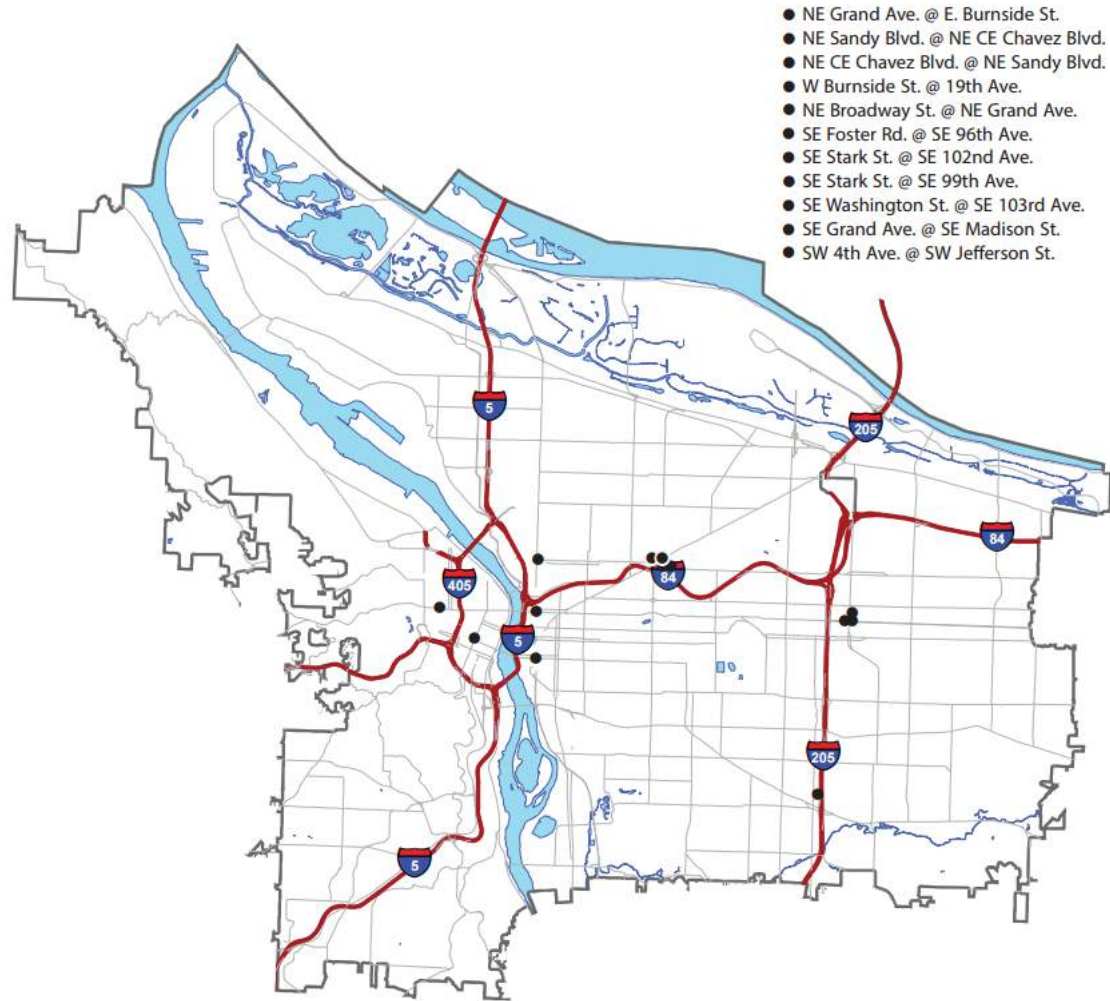


	2013	2014
Enforcement Hours	1,990	2201
Vehicles Monitored	806086	968687
Violations Captured	39869	56981
Citations Issued	28072	33486

Existing Programs - Red Light Cameras

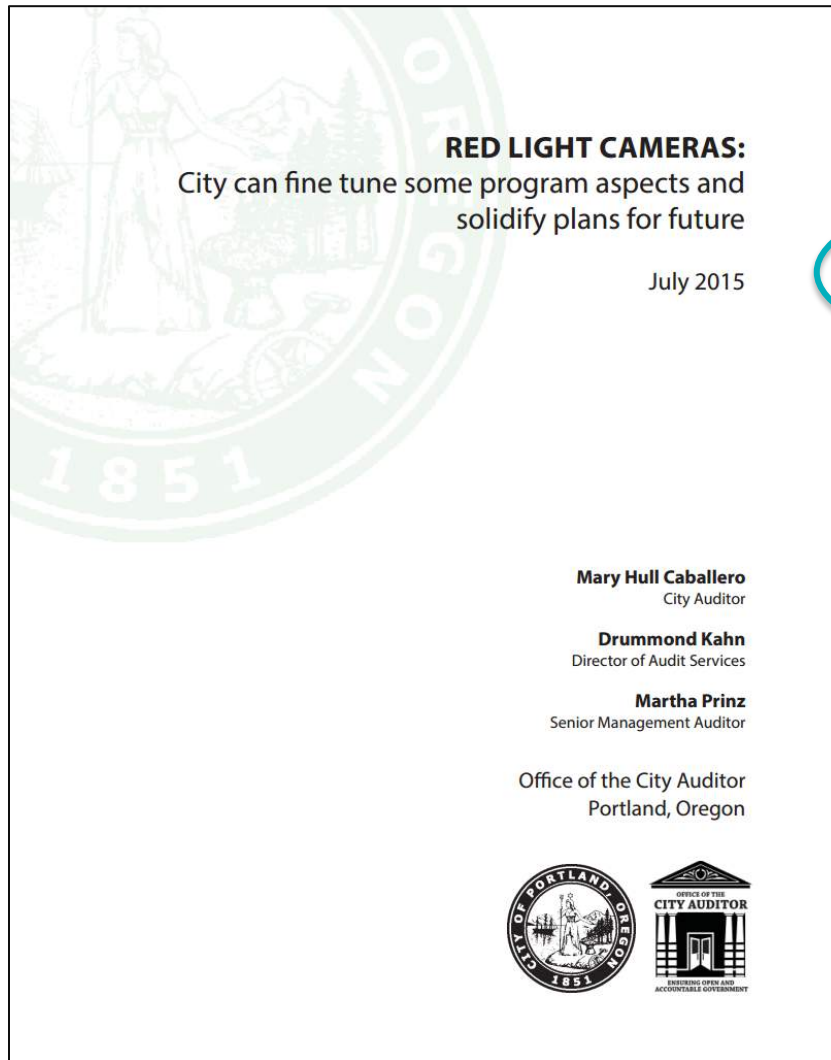


Figure 1 Portland red light camera locations



Source: Portland Bureau of Transportation

Existing Programs – Red Light Cameras



Audit Findings

1. Fewer crashes at Portland's red light camera intersections
2. Red light camera program follows some best practices, and partially follows others
3. Clarity of roles has improved since making Police the lead, but more work is needed

Existing Programs - Red Light Cameras

KOIN 6
Watching out for you


65° F
Few Cloud

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Red light camera audit: Costly but effective

The audit shows only 39% of photos from the cameras resulted in a ticket

Chris Woodard and KOIN 6 News Staff
Published: July 23, 2015, 10:55 am | Updated: July 23, 2015, 5:22 pm



Red light camera audit: Costly but effective
A new audit shows red light cameras in Portland are helping cut down on crashes, but they're also losing the city money

PORTLAND, Ore. (KOIN) — A new audit shows red light cameras in Portland are helping cut down on crashes, but they're also losing the city money.

They're controversial cameras that draw plenty of anger from those whose photos are taken.


"There is no one, we're not against the light or anything, and it's just snapping people's photos," motorist Kristina Oster said.


Although the report revealed only 39% of photos taken by red light cameras result in citations, both the city auditor and Portland police told KOIN 6 News the system is actually working — and working well.


"In all the cases they reduced the number of accidents including both t-bone and rear-end collisions," Director of Audit


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October 9, 2015
The Oregon Retailers of Cannabis Association estimates that marijuana stores sold more than


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Red light cameras make Portland intersections safer, audit finds

Christine Pitawanich, KGW News 7:16 p.m. PDT July 22, 2015



(Photo: KGW)

PORTLAND, Ore. -- It's something we all dread: the flash after going through an intersection as the light turns red.

Kurt Nebel is all too familiar with that feeling. He's been caught by red light camera before and he got slapped with a ticket.

"You hate getting that letter in the mail," said Nebel.

While red light cameras can cause some drivers anxiety, Drummond Kahn, Director of Audit Services in the Portland City Auditor's Office said an audit of the cameras over the last five years found they make intersections safer.

"Not only are the number of crashes down, but the crash rate is down. Meaning intersections with even more traffic are having fewer crashes and even a lower percentage of crashes," said Kahn.

The audit found crash rates at red light camera intersections were 44 percent lower after the cameras were installed.

"I think it's actually good, it's actually safe for the community," said Brian Agamata.

"There's a lot of pedestrians that walk by in this area," he continued.

A couple people also told KGW off camera that they thought a better and more inexpensive solution to lower crash rates would be to lengthen yellow lights.

Contrary to what you might think, the cameras aren't a big money-maker for the city. Kahn said the program costs about as much as it makes.

"The program isn't intended to make piles of money for the city. In fact over the last five years it technically lost money in two of the five years," said Kahn.

While the audit says the red light cameras are meeting safety goals in the city, the data should be interpreted with caution, since it's not possible to know for sure that the cameras caused the decline in crash rates.

Nebel said he thinks the cameras result in better behavior. He says his ticket from a

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- Students return to UCC 02:45
- Top Stories: Noon 10-12-15 11:07
- Top Stories Sunrise: 10-12-15 10:52

MORE STORIES

- Dry weather through Friday Oct 12, 2015, 10:40 a.m.



Thanks.

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