



STAFF REPORT

Meeting Type: City Council
Meeting Date: April 20, 2026
From: Patrick Huskey, Police Chief
Tyler Wallace, Finance Director
Tyler Deems, City Manager
Subject: Traffic Safety Technology Follow Up

DECISION TO BE MADE:

Whether to authorize staff to move forward with submitting an application to ODOT for installation of traffic speed and red light cameras.

APPLICABLE COUNCIL GOAL:

- **Goal 1.3:** Continue to implement a traffic safety and speed enforcement program, including deployment of technology that will assist with enforcement and gather accurate speed data in areas of concern within the city.

BACKGROUND / CONTEXT:

In early 2025 the City Council adopted Goal 1.3, which expressed their intention to implement a traffic safety and speed enforcement program, including the use of technology, to assist with enforcement and increase safety within the city. The Council held a work session on [February 2, 2026](#), to learn more about, and provide feedback on, the use of technology to support increased traffic safety and speed enforcement.

ODOT traffic studies have historically shown a high volume of traffic traveling through Sandy on Highway 26. Highway 26 is the most direct route from the Portland metro area to Mt. Hood and Central Oregon, which are major recreational destination sites. No matter the season/time of year, traffic numbers do not fluctuate; they stay relatively consistent throughout the year. Inclement weather and heavy holiday travel do play factors in increased traffic issues. Recent traffic counts indicate more than 30,000 vehicles per day traveling through Sandy.

KEY CONSIDERATIONS / ANALYSIS:

Camera Technology

The approach that staff has explored is the implementation of photo radar and red-light running cameras to be utilized to enhance public safety within the city limits of Sandy. Speed and red-light

running represent the biggest traffic safety concerns of our citizens. ODOT traffic crash data also supports the concerns of our citizens.

City staff have done extensive due diligence in evaluating technology-based enforcement options. Speed studies have been conducted which are discussed later in this report. City staff have also been engaged in conversations with the City of Beaverton about their traffic camera program. City staff visited the Beaverton Police Department for a full program walkthrough and Q&A session. A comprehensive list of pros and cons for automated enforcement cameras was provided at the previous work session.

Responses to Questions Raised during the February 2, 2026 Work Session

- **Privacy Protection Measures** – Sandy Police Department and Sandy Municipal Court will only access this data for violations or criminal investigation purposes. All Criminal Justice Information Services (CJIS) and records laws must be followed. This data would be treated no differently than any other data that the Police Department or Court currently handles. It was previously noted that license plate reading technology could be used in the future, which led to additional concerns about privacy being raised. It's important to note that the use of license plate reader (LPR) technology is not included in this proposal.
- **Goals and Success Metrics** – The ultimate goal for this program is to improve traffic safety, delivering on what citizens and Council members have asked for, which includes lower speeds, less crashes, and additional enforcement. Without the use of technology, the Sandy Police Department does not have adequate resources to tackle the problem at the volume of violations that the City is currently experiencing.
- **Plans for Signage and Public Notice** – ODOT has numerous regulations regarding signage, most of which would be addressed in the formal application that would be submitted to ODOT. Additionally, public notice is required and would be part of the roll out of this program, including notice in the City's monthly newsletter, social media, and any other platform the Council may opt to use. The City can choose to issue warnings only for a specific period of time to ensure that adequate notice is being delivered to drivers.
- **Consideration for Equity and Fairness** – The use of technology is arguably the most equitable way to address enforcement because the cameras capture violations in real time, regardless of what is going on in the surrounding environment. The Sandy Police Department can apply their own internal threshold on what is believed to be a citable speed, and would not issue any citation that they did not believe could be proven in Court. The Court would work with violators, just as it does now, to set up payment arrangements that accommodate the specific circumstances of violators. In terms of the technology not being able to issue citations to vehicles without license plates, the Sandy Police Department would document those situations, and utilize a patrol officer to stop and cite in the future. An example of this could be a recurring violation from the same vehicle each morning that is captured on camera without a license plate. A patrol officer could then be placed on the highway during the morning commute to visually witness the violation, then stop the driver and cite them for any relevant violation.
- **Measures for Transparent Operations and Accountability** – There is a legal requirement to publish a comprehensive annual report. This report contains background information on the program, historical averages of citations captured and citations issued, the processing of photo radar information, and the outcome citations issued (convicted, dismissed, pending, etc.). If

Council desires, City staff can provide periodic program updates on program performance and progress on success metrics.

- **Expectations for Revenue and Uses** – Citation revenue generated by the photo enforcement program will go to the General Fund. Revenue will first be used to cover vendor costs and the City costs for program administration. Revenue exceeding program costs will be available in the General Fund to fund Council priorities. Revenue levels will be driven by citation volume. Speed studies conducted within the City indicate a high number of infractions that may yield a high number of potential citations. The City will have control over the volume of citations issued. One factor that will be considered is the available resources of City staff and the Municipal Judge. City staff have had extensive discussions with the City of Beaverton and NovoaGlobal to try to best anticipate citation volume, program resources needed and program revenue. Sandy will almost certainly see revenue in excess of program costs, however there is a wide range of outcomes for different jurisdictions due to the differences in location and traffic footprints.
- **Data From City of Newberg's Program** – Chief Huskey discussed traffic cameras with City of Newberg to get a better understanding of their processes and the scope of their program. Currently, there is only one intersection utilizing this technology, and the City was only approved to enforce violations in one direction. They are currently issuing about 67% of the citations that are captured. The 33% of citations that are not issued are largely due to driver phot mismatches, something would likely occur at a similar level in Sandy. The volume is very different in Newberg, with their technology only issuing approximately eight citations per day.
- **Information About ODOT Approval Process** – Staff met with ODOT to better understand the application process after our first work session in February. The timeline, from submission to approval, would take approximately six months, depending upon the amount of follow-up questions that ODOT may have. The application would include, among other things, camera locations and speed and crash data for the selected intersections. Once the application is approved, the vendor could have the infrastructure installed and operational within several weeks.

Increasing Enforcement Capacity

It is also worth noting that a human issuing citations cannot issue more than three or four per hour, given the amount of time it takes to stop a vehicle, engage with the driver, review license and registration, issue the citation, engage with the driver again, and end the traffic stop. Technology increases the ability to enforce traffic laws around the clock, and is not hindered by staffing shortages, vacation or sick leave, or any other potential staffing conflict.

Camera Locations

Speed studies were conducted by NovoaGlobal and consisted of four intersections. The data from the speed study is attached to this staff report.

- Highway 26 and Orient Dr: this would consist of two cameras, one facing east and one facing west. Westbound traffic is more egregious.
- Highway 26 and 362nd Ave: This site is not being recommended for advancement at this time. The studies also showed that the number of violations occurring at this intersection are not nearly as egregious as others. Staff believe that better enforcement at Highway 26 and Orient Dr. would lead to improved compliance at intersections in close proximity such as this.

- Highway 26 and Bluff Rd: this would consist of, at a minimum, two cameras, one facing east and one facing west. The study only utilized cameras in the east and west direction, while no data exists on the north and south violations. This intersection, particularly during school hours, sees egregious activity in all directions. Members of the Police Department and our citizens have observed numerous violations on Bluff Rd., crossing Highway 26. Based on common knowledge and firsthand experience, Staff believed that cameras facing both north and south are warranted. Cameras at this location would assist in protecting our children while traveling to and from school, as well as assist in efforts related to our Safe School routes.
- Highway 26 and Ten Eyck Rd: this would consist of two cameras, one facing east and one facing west. Eastbound traffic is more egregious. The timeline for installing any infrastructure at this location could change, depending on future speed reduction modifications east of Ten Eyck Rd, which still needs to be determined.

Additional Traffic Safety

In addition to the above-mentioned approaches to safety enhancements, there are a few other things to consider. In October 2024, staff submitted a request to ODOT to conduct a speed investigation for two segments of Highway 26: (1) Ten Eyck Road to Langensand Road, reducing speed to 25 mph, and (2) Langensand Road to Canyon Valley Road, reducing speed to 40 mph. In March 2026 the City received the recommendation from ODOT's traffic speed zone engineer that the only change that should be made is a modest speed reduction to 50 mph between Langensand Road and Canyon Valley Road. After discussion, the Council expressed its desire to send a counterproposal to ODOT's Speed Zone Review Panel which would include 40 mph between Canyon Valley Road and Langensand Road, and 35 mph between Langensand Road and Ten Eyck Road.

Staff is currently communicating with ODOT personnel to determine what effect this proposed counterproposal may have on an application for installation of speed camera technology. Potentially existing traffic data that could justify cameras could be considered irrelevant until speeds are changed and new data is collected. It may be the case that an application for installation of cameras at Highway 26 and Ten Eyck Road cannot be processed by ODOT while speed change requests remain pending.

BUDGET IMPACT:

The budget impact for a program such as this is impossible to determine. The City has data showing the number of violations that occurred during the speed study. It is fair to assume that a large number of speeders would reduce their speed given the signage and warning in advance of the intersections. It is also safe to assume that there would still be a fair number of drivers who do not change their behavior. A program such as this would need to be scaled based on the number of violations being issued. That said, program revenues are anticipated to exceed program expenditures. Future discussions regarding the program's revenues and expenditures would occur during the budget process.

RECOMMENDATION:

Staff recommend asking additional questions and providing staff with feedback on the use of technology to work toward accomplishing Council Goal 1.3. Authorizing the City Manager to move forward with submitting an application to ODOT for the installation of technology at key intersections

and work with a third party, like NovoaGlobal, to formalize a contract would be welcomed, should the Council support this approach.

LIST OF ATTACHMENTS / EXHIBITS:

- Speed Study Data
- Red Light Study Data
- Letter to the Mayor