
HALDIMAND COUNTY

Report ECW-13-2021 Red Light Camera Program Overview

For Consideration by Council in Committee on December 7, 2021



OBJECTIVE:

To provide Council with an overview of the Red Light Camera program currently available to Ontario municipalities.

RECOMMENDATIONS:

1. THAT Report ECW-13-2021 Red Light Camera Program Overview be received.

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Approved: Craig Manley, MCIP, RPP, Chief Administrative Officer

EXECUTIVE SUMMARY:

Red light camera (RLC) technology has been used in Ontario since 2000 and is currently deployed by nine of the larger municipalities to enforce red light running at specific intersections. This technology has been proven to reduce right-angle ("T-bone") collisions at intersections with an identified increased rate of incidents related to red light running.

Given that red light running has not been identified as an issue at any of the thirteen intersections under the County's jurisdiction, the length of time and resource commitment required for a RLC program implementation and the relatively limited impact of the program, staff are recommending that a Red Light Camera program not be implemented at this time.

BACKGROUND:

Red light cameras (RLC) were first introduced in Ontario in 2000 as an enforcement measure aimed at reducing instances of motorists running red lights. This type of driver behaviour can result in increased frequency and severity of collisions at signalized intersections.

Collision analysis of intersections where red light cameras have been installed indicates that they can reduce the frequency of right-angle ("T-bone") collisions, however, they can also result in an increase in the number of rear-end collisions as vehicles suddenly stop trying to avoid an infraction. Typically right-angle collisions are more severe than rear-end collisions which results in an overall safety benefit at those intersections that are seeing a high number of right-angle collisions.

With respect to pedestrians, as running the red light typically occurs when the light is changing pedestrians are usually aware of the vehicle and would not start crossing the intersection until the vehicle running the red light has passed through the intersection.

Currently nine Ontario municipalities are participating in the RLC program with another four evaluating a program roll out in 2022.

Haldimand County currently has thirteen signalized intersections at the following locations:

Urban Area	Location
Caledonia	Argyle Street/Orkney Street
Caledonia	Argyle Street/Caithness Street
Caledonia	Argyle Street/Kinross Street
Caledonia	Argyle Street/ Haddington Street
Caledonia	Argyle Street/ Celtic Drive
Cayuga	Main Street (Highway 3)/Munsee Street
Cayuga	Main Street (Highway 3)/Cayuga Street
Dunnville	Main Street/Queen Street
Dunnville	Broad Street (Highway 3)/Chestnut Street
Dunnville	Broad Street (Highway 3)/Ramsey Drive
Hagersville	Main Street (Highway 6)/King Street
Jarvis	Main Street (Highway 6)/Talbot Street (Highway 3)
Nanticoke	Haldimand Road 55/Concession 2 Walpole

There are also two intersections under the jurisdiction of the Ministry of Transportation (MTO) that can have effects on the traffic within the urban areas of Caledonia and Hagersville. The two MTO signalized intersections are Highway 6/Haldimand Road 66 which is at the north end of Caledonia and Highway 6/Parkview Road located at the south end of Hagersville.

Based on collision history there is not a pattern of right-angle collisions at any of the Haldimand County signalized intersections, however, there have been reports of trucks running the red light at the MTO signalized intersection located on Highway 6 at the south end of Hagersville. Staff have discussed this with the MTO and they have indicated that they will investigate and if necessary install a traffic camera to monitor the traffic behaviour at the intersection.

ANALYSIS:

The implementation of a Red Light Camera (RLC) system in the County will require significant staff time and financial resources. If Council directs staff to initiate a RLC program it is expected to take between 18 and 24 months to complete all the steps required to implement the system.

The fundamental components of the RLC program includes the supply, installation, operation, and maintenance of the RLC equipment, ticket processing through the Joint Processing Centre with access to the MTO vehicle ownership plate database and prosecution through the court system.

In order to implement an RLC program, the County will have to enter into three legal agreements with the following entities:

Traffipax (camera equipment)

Traffipax supplies, installs, operates and maintains the equipment for the RLC program through an existing City of Toronto contract. The County would join this contract through an agreement and would be subject to the same terms from the vendor as the other municipalities in the program.

This contract is scheduled for renewal in 2022 and it is anticipated that the new contract terms will cycle as five-year terms with an option to extend by five years, consistent with the previous contract terms/program.

Traffipax will install and move the cameras as requested and is also responsible for keeping the equipment operating including repair/replacement if the units are vandalised, damaged or stolen.

City of Toronto (Joint Processing Centre)

The City of Toronto operates the RLC Joint Processing Centre (JPC) for the Province. The JPC is staffed by Provincial Offences Officers, designated by the Province to issue charges captured by the cameras, as well as additional support staff for site selection, investigation, contract management, and record management.

The operating costs for the JPC are shared by partnering municipalities based on a cost-sharing formula that considers proportional cost sharing for items such as staffing and consumables based on charge volumes and fixed cost sharing for items such as office space rental.

The agreement with the City of Toronto for the JPC will detail the responsibilities of both parties as well as the formula used to determine the distribution of cost sharing. The services to be provided by the joint municipal processing centre will include:

- verification of RLC records
- obtaining license plate ownership information
- preparation of charging documents and notices
- preparation of evidence to be used in municipal prosecutions

The County will be required to formally request to enter into an RLC Processing Services and Cost Sharing Agreement with the City of Toronto. City of Toronto staff currently have delegated authority to add municipalities to the red light camera processing centre so City of Toronto Council approval is not required.

Ministry of Transportation (licence plate information)

An agreement with the Ministry of Transportation (MTO) is necessary in order for the County to obtain access to the Provincial motor vehicle registration information and enable charges to be laid under the RLC program.

The agreement outlines a licensed information and transmission protocol and specifies the responsibilities and requirements of each party. In exchange for license plate ownership information, the County is required to:

- use license plate registration information through the Joint Processing Centre only for the purposes authorized in the agreement
- maintain staff and system security provisions to protect confidential information
- comply with privacy laws
- ensure employees who handle confidential information undergo training provided by the MTO
- post signs at RLC sites alerting motorists to the presence of RLC

Based on discussions with the City of Toronto all three agreements can be negotiated concurrently however it is recommended that the agreement with the MTO be in place prior to executing the other two agreements as tickets cannot be processed without the access to the MTO vehicle registration information.

In addition to obtaining the three agreements the proposed RLC intersections have to be individually identified within the Highway Traffic Act Regulation to allow implementation. This process involves

submission of a Council approved list of the proposed RLC intersections as a request to the Ministry of Transportation to amend the Regulation to include Haldimand County locations.

Prior to implementation of an RLC program the County is also expected to consult with stakeholders including the court system and the Ontario Provincial Police (OPP).

Staff Analysis of RLC Program

While the majority of this report outlines the process for implementing a RLC program staff have also considered if a RLC deployment would achieve the County's objective of preventing red light running in an effective manner.

In order to present this in as objective manner as possible for Council's consideration, staff have compiled the following list of advantages and disadvantages related to the RLC program:

Advantages

- Defined process to join RLC program
- Proven technology with consistent implementation process within Ontario
- RLC program has limited staff involvement once implemented (except POA staff)
- Red light running is reduced

Disadvantages

- Significant staff time and resources required to implement RLC program
- Significant annual financial cost that is not anticipated to be offset by fine revenue
- RLC implementations limited to larger municipalities at this time
- Location specific with long lead time to change locations
- Penalizes vehicle owner not driver
- Red light running has not been identified as an issue at any of the County's thirteen intersections

Research into best practices related to RLC implementation recommends that if red light running is identified as an issue the first step should be to review the intersection operations to determine if there are simple engineering solutions which may alleviate the issue. RLC implementation is only recommended when there is no other alternative to improving safety.

Given that red light running has not been identified as an issue at any of the thirteen intersections under the County's jurisdiction, the length of time and resource commitment required for a RLC program implementation and the relatively small impact of the program, staff are recommending that a Red Light Camera program not be implemented at this time.

FINANCIAL/LEGAL IMPLICATIONS:

Legal - POA Court System

The County's Legal and Support Services Division is responsible for the administration of the Provincial Offences Court, which prosecutes charges issued under the Provincial Offences Act (including *Highway Traffic Act* offenses), and collecting fine revenue for the Cayuga catchment area.

While the Provincial Offences Court is currently operating at full capacity due to recently downloaded requirements under the *Stronger, Fairer Ontario Act* and the *Protect Support and Recover from COVID-19 Act*, it is anticipated that implementing an RLC program at a single location would only add a few tickets per month to the current monthly average of 248 processed through POA and therefore would not require any additional POA resources.

This analysis is based on the assumption that red light running is not a significant issue, however if the program is implemented the number of tickets will have to be closely monitored to ensure there are

sufficient resources within POA to process the infractions. Monitoring volumes will be important especially considering the POA group was recently the subject of a reorganization where one position was eliminated, leaving the two remaining positions at full capacity for all POA matters. Provincial Court resources would also have to be reviewed and potentially added if the program is implemented at more than one location.

Financial

Based on the experiences of municipalities currently participating in the RLC program the estimated cost to operate all components required for a red light camera program is approximately \$60,000 per year for each location excluding County staff time and program overhead.

Red light running is an offence under the Highway Traffic Act with a current fine of \$325, of which \$65 is designated as the victim surcharge. This results in a net revenue of \$260 per red light violation for the County. Based on a simplified business analysis approximately 230 tickets would have to be processed per year at each location to make the program revenue neutral without taking into account staffing costs and administrative overhead.

Based on traffic volumes, the location of the thirteen signalized intersections in the County and the required notification of the RLC location staff are anticipating that the number of violations would be far less than 230 at any given location per year.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: No

Budget Amendment: No

Policy: No

ATTACHMENTS:

1. None