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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 3, 2014
FROM:	EDWARD SOLDI, P. ENG. DIRECTOR, ROADS & TRANSPORTATION
SUBJECT:	RED LIGHT CAMERA PROGRAM

RECOMMENDATION

That on the recommendation of the Director, Roads & Transportation, the following actions **BE TAKEN** with respect to the Red Light Camera Program:

- a) The implementation of a Red Light Camera Program **BE APPROVED**, subject to a business case being provided as part of the 2016 budget process outlining capital and operating financial considerations; and
- b) Civic Administration **BE AUTHORIZED** to negotiate with the seven Ontario municipalities currently participating in the Red Light Camera Program for inclusion in the upcoming Request for Proposals; noting that successful implementation of the Red Light Camera Program would not start until 2017.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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For additional information, please refer to the following committee report:

1. September 27th, 2009: Environment and Transportation Committee "Red-Light Cameras"

BACKGROUND

The City is in the process of completing the London Road Safety Strategy (LRSS) study, which is the subject of a separate report. The overall objective of the LRSS is the development of a coordinated road safety strategy plan that provides direction for future road safety projects and programs. The plan defines a system and a process for setting out the targets, policies, and action plans that will guide the City and its partners in creating safer roads by reducing the number and the severity of motor vehicle collisions.

As part of the LRSS, motor vehicle collisions data was analyzed based on injury and fatal collisions only in order to identify the Target Areas of highest injury or fatal collision occurrence for the road safety program. Red-light running was identified as the 6th highest target area causing injury or fatal collisions and it was identified for targeted safety programs.

Intersection traffic safety is achieved through a combination of engineering, education, and enforcement. The Red Light Camera (RLC) Program is one of the countermeasures identified in the LRSS to improve intersection safety by decreasing the incidence of red light running at intersections.

"Red-light running" refers to driving through an intersection after the light has turned red. It is an aggressive driving behaviour that can seriously injure or kill other drivers and pedestrians.

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Collisions resulting from red-light running tend to be more severe than other intersection collisions because they usually involve at least one vehicle travelling very quickly. In the most serious red-light running collisions, the vehicles hit each other at right angles. The resulting side-impact collisions cause severe injuries sometimes leading to death.

RLCs were first introduced in Ontario in 2000 and six municipalities operate over 170 RLC sites found in Toronto, Hamilton, Ottawa, Region of Peel, Region of Waterloo and Region of Halton. The Region of York is presently joining the program with 20 RLC sites.

The current contract for RLCs expires at the end of 2016; therefore, a Request for Proposals will be issued in 2014 with an implementation date of January 1st, 2017.

The following report summarizes what a RLC Program is, how it could be implemented in London, and outlines the next steps if a RLC Program is to be implemented.

DISCUSSION

RLCs are triggered when a vehicle enters an intersection on a red signal. Two images of the vehicle are taken and processed. If the images clearly show a red light violation then an infraction notice is mailed to the registered owner of the vehicle. Similar to parking tickets, RLC infraction notices are the responsibility of the vehicle owner, noting there are no demerit points involved.



The effectiveness of red light cameras can be viewed in terms of reductions in crash frequency, crash severity, and frequency of red light running violations.

RLCs can reduce the frequency of angle collisions, usually the most severe type of collision, by 25%; however, RLCs also result in an increase in the number of rear-end collisions by an estimated 15%. Angle collisions are more severe than rear-end collisions resulting in a net safety improvement and a positive overall safety cost benefit. Public awareness of RLCs improve aggressive driving behaviour.

A red light camera before-and-after study released in 2011 found that in 14 U.S cities with red light cameras, fatalities due to red light running declined by 35% from 2004 – 2008 compared to the pre-camera period from 1992 – 1996, while there was only a 14% decline in fatalities in 48 cities without red light cameras (5).

Municipalities that have installed RLCs have seen the numbers of red-light running infractions decrease, the number of rear-end collisions decrease as motorists become accustomed to the RLCs and that these benefits have extended to other intersections that do not have RLCs.

In general, the presence of automated enforcement on a 24/7 basis leads to a strong deterrent effect, if the location and presence of the automated enforcement is well known or well-publicized. For certain situations, automated enforcement may be a more effective use of public resources than police officers. For RLCs in particular, public acceptance is very high, as the act of running a red light is recognized as one which is reckless and likely to have severe consequences. Appendix "A" contains a letter from London Police supporting the RLC initiative.

The financial penalty in the Province of Ontario is the same for a red light running violation captured by a RLC system or by a police officer and red light camera evidence is well accepted in Ontario courts. The current fine is \$325 with \$60 designated as the victim surcharge. If the fine goes unpaid, the license plate cannot be renewed. The owner's driver license is not suspended for any unpaid fine, and no jail term can be imposed for the offence or for fine default.

By obtaining a license, motorists agree to abide by rules governed by the Highway Traffic Act. Motorists themselves are not observed or documented. Red-light cameras photograph a vehicle's rear license plate only-not its driver or occupants. The RLC programs in Ontario have consulted the Province's Information and Privacy Commissioner to ensure the cameras do not violate driver privacy.

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Red Light Camera Program Implementation

Implementation of a RLC Program involves many steps and various approval processes which are outlined below:

1. The City's inclusion with the existing Ontario RLC group of municipalities so that London can benefit from the 2014 RLC Request for Proposals (RFP).
2. Review of London collision data, field observations, red-light running infraction history, intersection geometrics and traffic signal timings to determine sites that may benefit from RLCs.
3. Discussions with internal stakeholders who would be part of a RLC program. This list includes Finance, Provincial Offences Court Administration, Legal and the London Police Services.
4. Adoption by Municipal Council of the RLC locations and apply to have the Highway Traffic Act (HTA) Regulations amended to include these locations. All RLC sites in Ontario must be listed in the HTA.
5. Negotiation of an agreement with the City of Toronto for the processing of the RLC infractions. Toronto currently processes all RLC infractions in Ontario.
6. Enter into a RLC contract with the successful vendor from the 2014 RLC Request for Proposals (RFP).
7. Obtain the approval of the Ministry of the Attorney General (MAG) to join the RLC program
8. Enter into agreement with the Ministry of Transportation to obtain license plate ownership information and the sharing of data from the RLC program.
9. Development of a red-light running educational campaign to be implemented concurrently with the RLC program.

Based on data gathered from other municipalities, it is anticipated that the above steps would take 24 months to complete the various approvals.

FINANCIAL IMPLICATIONS

Implementation of a RLC program will involve entering into a contract with the successful RLC vendor for the annual cost to operate the cameras, etc. It is difficult to estimate these costs since there will be a new RFP; however, based on past experience the estimated contract cost would be approximately \$50,000 per year per camera site.

Prior to the final approval of the RLC Program, Council would be presented with the capital and operating costs based on the results of the RFP process followed by a business case identifying the budgetary impacts as part of the 2016 budget process.

A successful conviction of a RLC violation is a fine of \$325 with \$60 designated as the victim surcharge. It is anticipated that initially revenue from the RLC fines would be higher than the cost of operating the RLC program; however, as red-light running compliance increases the fine revenue will decrease. Revenue from RLC would be recognized in the Administration of Justice (Provincial Offences) service budget within the overall City of London budget. In the longer term it is expected that a RLC program would be revenue neutral.

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CONCLUSION

Red Light Camera Programs have been proven to have a net safety improvement at intersections with RLCs but also at non- RLC intersections. Red light cameras:

- Substantially reduce red light violation rates;
- Reduce crashes that result from red light running;
- Usually reduce right-angle collisions;
- May result in an increase in rear-end collisions; and
- Reduce crash severity by virtue of reducing the more severe right-angle crashes while sometimes increasing the less severe rear-end collisions.

Based on the experience of other Ontario municipalities, the initial fine revenue will exceed the cost of providing the program; however, with time, the number of infractions will drop resulting in a revenue neutral program.

The current RLC municipalities in Ontario are developing a Request for Proposal (RFP) for RLCs. Now is the opportune time to join the RFP process so that the City would be able to implement a RLC program in 2017. It should be noted that if the City were to join the RFP process this does not preclude the City from opting out of the RLC program if that is the future direction of Council.

Acknowledgements:

This report was prepared with the assistance of Maged Elmadhoon of the Transportation Planning and Design Division.

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RECOMMENDED BY:	REVIEWED & CONCURRED BY:
EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION	JOHN BRAAM, P.ENG. MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER

February 10, 2014

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cc: Transportation Advisory Committee c/o Heather Lysynski
 Ryan Scrivens, London Police Services

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APPENDIX "A"



Bradley S. Duncan, M.O.M.
Chief of Police



"Deeds Not Words"

February 18, 2014.

Mr. Shane Maguire, P. Eng.,
Division Manager, Roadway Lighting & Traffic Control,
The Corporation of the City of London,
300 Dufferin Avenue,
London, Ontario.
N6B 1Z2

Dear Mr. Maguire:

As indicated in the 2013-2015 London Police Service Business Plan, we are committed to improving road safety within our community. In conjunction with our role as an active member of the London Road Safety Strategy, the London Police Service is focused on reducing both the number and severity of motor vehicle collisions.

Upon reviewing this report, it has been identified that the implementation of a Red Light Camera Program may reduce right angle collisions by as much as 25 percent. Although rear-end collisions may increase with the implementation of this program, the net improvement to road safety should be considered. Right-angle collisions are often more serious in nature, when compared to rear-end collisions, as they relate to intersections.

Understanding that intersections are an area of focus with respect to the proposed strategy, the London Police Service would support any road safety program designed to improve road safety at controlled intersections. Red light violations are one of several observed offences that cause collisions within intersections. Red Light Camera Programs focus only on red light violations. Other collision-causing driving behaviours, including but not limited to amber light violations, turning violations, and additional offences related to aggressive and/or distracted driving behaviours are not encapsulated by this program.

Consistent with messaging posted on municipal websites from York Region, Halton Region, and the cities of Hamilton and Toronto, the London Police Service concurs that Red Light Camera Programs are not intended to replace police officers, but rather compliment their proactive enforcement efforts. The London Road Safety Strategy identifies 392 intersections in our city



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Mr. Shane Maguire,
February 28, 2014.
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that are currently controlled by a traffic signal. As identified in this report, the six municipalities currently participating in this program have implemented red light cameras at a total of 170 different sites. This equates to an implementation average of approximately 28 red light camera sites per municipality. If the City of London proposed to implement red light cameras at 28 different sites within our community, approximately 364 intersections would remain unenforced by this technology. Consequently, members of the London Police Service would conduct enforcement related to red light violations at these unequipped intersections, in addition to continued enforcement related to all other collision-causing driving behaviours at all intersections, including those equipped with red light cameras.

Based on the information provided with respect to the net improvement in overall road safety, the London Police Service supports the City of London in relation to the proposed implementation of the Red Light Camera Program.

Yours truly,



Bradley S. Duncan, O.O.M.,
Chief of Police.

BD/st.