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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON DECEMBER 1, 2015</b>
<b>FROM:</b>	<b>EDWARD SOLDO, P. ENG. DIRECTOR, ROADS &amp; TRANSPORTATION</b>
<b>SUBJECT:</b>	<b>RED LIGHT CAMERA PROGRAM UPDATE</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Director, Roads & Transportation, the implementation of the Red Light Camera Enforcement Program **BE DEFERRED** until more information is available from the Province of Ontario with respect to fine administration.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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For additional information, please refer to the following committee reports:

1. September 27<sup>th</sup>, 2009: Environment and Transportation Committee “Red-Light Cameras”;
2. March 31<sup>st</sup>, 2014: Civic Works Committee “Red Light Camera Program”; and
3. April 21<sup>st</sup>, 2015: Corporate Services Committee “Ministry of the Attorney General Provincial Offences Act, P.S.O. 1990, C.P. 33, Modernization Consultation, Online Administrative Monetary Penalties”

<b>2015-19 STRATEGIC PLAN</b>
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The following report supports the Strategic Plan through the strategic focus areas of *Strengthening Our Community* and *Building a Sustainable City* by improving safety for all road users in the city.

<b>BACKGROUND</b>
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In early 2014 the City adopted the London Road Safety Strategy (LRSS). The plan defines a system and a process for setting out the targets, policies, and action plans that guide the City and its partners in creating safer roads by reducing the number and the severity of motor vehicle collisions. Red light running was identified as the 6<sup>th</sup> highest target area causing injury or fatal collisions and it was identified for targeted safety programs.

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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.

Red light running can be modified by enforcement, education and sometimes engineering solutions. Red light cameras (RLCs) are well established enforcement tools in Ontario. RLCs enforcement along with an education component has proven to reduce the number of right angle collisions.

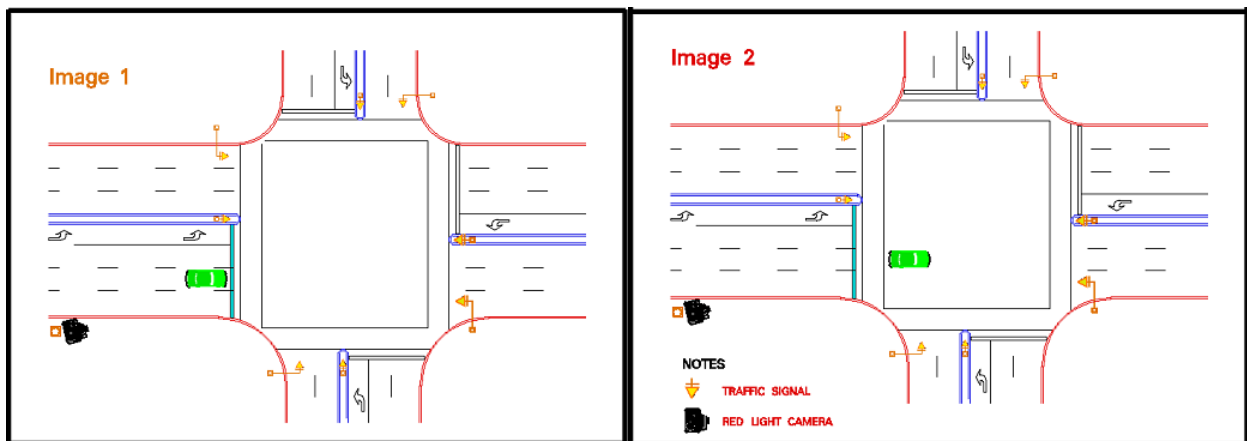
London is one of nine municipalities represented in the Red Light Camera Working Committee (RLCWC) that developed the Red Light Camera Request for Proposal to have a contract in place for January 1<sup>st</sup>, 2017 when the current contract expires.

The following report updates the status of the RLC program.

**DISCUSSION**

**What is Red Light Camera Enforcement?**

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. It should be noted that vehicles that are in the intersection when the red light comes on are not photographed and are not subject to a RLC violation.



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.

**Potential RLC Locations**

While the LRSS identified that the red light running was an issue, it did not identify specific locations. A review of London's collision history along with local operational experience was used to create the following list of 22 intersections where red light running may be an issue and correctable with additional enforcement:

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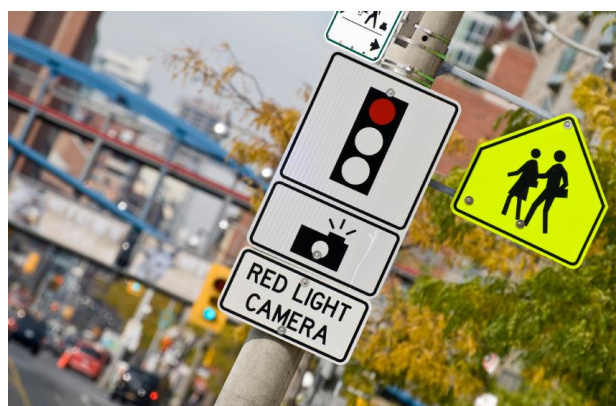
Potential RLC Locations
Commissioners Road E @ Wellington Road S
Dufferin Avenue @ Wellington Street
Dundas Street @ Highbury Avenue N
Dundas Street @ Ridout Street N
Dundas Street @ Veterans Memorial Parkway
Emery Street W @ Wharncliffe Road S
Exeter Road @ Wharncliffe Road S
Fanshawe Park Road E @ Adelaide Street N
Fanshawe Park Road W @ Richmond Street
Grand Avenue @ High Street W
Hamilton Road @ Highbury Road N
Horton Street E @ Colborne Street
Huron Street @ Highbury Avenue N
King Street @ Wellington Street
Oxford Street E @ Adelaide Street N
Oxford Street E @ Highbury Avenue N
Queens Avenue @ Talbot Street
Sarnia Road @ Wonderland Road N
Southdale Road E @ Wellington Road S
Southdale Road W @ Wonderland Road S
Springbank Drive @ Wonderland Road S
York Street @ Colborne Street

It should be noted that as part of the red light running review, engineering solutions were identified at a few problem intersections. These traffic signal changes have been implemented and future analysis will be done to determine if these engineering solutions resolved the problem.

Field observations were conducted last fall to determine if the number of vehicles running red lights corresponds to the collision and operational experiences. The number of observed red light running occurrences varied up to 16 per day; however, it should be noted that daily fluctuations in the number of red light running is anticipated.

**Status of London’s RLC Program**

As noted previously, London joined the Red Light Camera Working Group and participated in the development of the new RLC Request for Proposals which was issued this past summer. The submissions have been evaluated and the highest scored proponent has completed the necessary Proof of Performance to ensure the system will address the needs of the various municipalities. In September, the



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City of Toronto awarded the RLC contract to Traffipax LLC, the current RLC vendor.

**FINANCIAL IMPLICATIONS**

The cost to implement a RLC includes the operating cost of the RLC contract, RLC processing fees (City of Toronto), vehicle license information (Province) and Provincial Court Administration fees, additional staff resource and an education/awareness program. The RLC contract is a fixed fee per location; however, the many of the costs vary depending on the number of RLC infractions issues.

In order to estimate the financial implications of a RLC Program it was assumed that RLCs would be installed on one leg of 10 intersections throughout the city. The following is the five year estimate:

	2017	2018	2019	2020	2021
RLC Contract	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
RLC Processing	\$210,000	\$215,000	\$220,000	\$225,000	\$230,000
Vehicle License Information	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Provincial Court Administration	\$90,000	\$120,000	\$125,000	\$130,000	\$135,000
Additional City Resources	\$100,000	\$125,000	\$130,000	\$130,000	\$135,000
Education & Awareness	\$40,000	\$40,000	\$35,000	\$35,000	\$30,000
<b>Sub-total of Cost</b>	<b>\$700,000</b>	<b>\$760,000</b>	<b>\$770,000</b>	<b>\$780,000</b>	<b>\$790,000</b>
RLC Infraction Revenue	\$700,000	\$950,000	\$950,000	\$950,000	\$950,000
<b>Net Cost</b>	<b>\$ 0</b>	<b>(\$190,000)</b>	<b>(\$180,000)</b>	<b>(\$170,000)</b>	<b>(\$160,000)</b>

Over time the number of right angle collisions at these intersections will decrease which has an associated social cost; however, the fine revenue will also decrease as there is improved compliance with the red lights. It is recommended that if a RLC program is implemented that any surplus from the RLC program be directed to a dedicated reserve fund. This fund will be used to off-set the cost of the RLC program in the future when fine revenue decreases and to implement safety measures to improve safety for all road users.

**Online Administrative Monetary Penalties**

On April 21<sup>st</sup>, 2015 the Corporate Services Committee received a report from the City Clerk regarding the Province of Ontario’s review of a potential administrative monetary penalty system (AMPS) which could move many offences out of the current Provincial Offences Act Court system. It is unclear at this time which offences might be handled by AMPS. If RLC offences are moved to AMPS this could have a significant impact on the

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delivery of the RLC program as the City may not receive any fine revenue. The City would still be responsible for the cost of the RLC but without any source of revenue to support the program.

<b>SUMMARY</b>
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Red light running was identified as the 6<sup>th</sup> highest target area causing injury or fatal collisions and it was identified for targeted safety programs in the LRSS. RLCs can be an effective method to reduce red light running; however, the uncertainty with respect to the fine revenue association with RLC offences brings into question the financial viability of a RLC program. Therefore, it is recommended that any decision with respect to entering into a RLC contract be deferred until the Province finalizes their AMPS program.

In order to still reduce the frequency and severity of red light running, the education and awareness program can still be delivered regardless of the implementation of RLCs. The current budget projections allocate \$40,000 to this education and awareness program in 2017. Funds have not been allocated in the draft 2016 Operating Budget.

**ACKNOWLEDGEMENTS:**

This report was prepared Shane Maguire of the Roadway Lighting & Traffic Control Division with the assistance of Michael Schulthess, Manager of the Provincial Offences Courts Administration.

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