

Red Light Camera Program Update

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| Presented To: | Finance and Administration Committee |
| Meeting Date: | August 17, 2021 |
| Type: | Managers' Reports |
| Prepared by: | Joe Rocca Infrastructure Capital Planning |
| Recommended by: | General Manager of Growth and Infrastructure |

Report Summary

This report provides recommendations regarding the Red Light Camera program.

Resolutions

Resolution 1:

THAT the City of Greater Sudbury enters into a contract with Traffipax LLC. for a four-year initial contract term with two option years for a total of six years, as outlined in the report entitled "Red Light Camera Program Update", from the General Manager of Growth and Infrastructure presented at the Finance and Administrative Committee Meeting on August 17, 2021.

Resolution 2:

THAT the City of Greater Sudbury arranges to install red light camera systems at six of the eight intersections identified as outlined in the report entitled "Red Light Camera Program Update", from the General Manager of Growth and Infrastructure presented at the Finance and Administrative Committee Meeting on August 17, 2021.

Resolution 3:

THAT the City of Greater Sudbury approves the recommended procedure for investigating red light camera infractions for Emergency Services vehicles as outlined in the report "Red Light Camera Program Update", from the General Manager of Growth and Infrastructure presented at the Finance and Administrative Committee Meeting on August 17, 2021.

Relationship to the Strategic Plan, Health Impact Assessment and Community Energy & Emissions Plan (CEEP)

The implementation of the red light camera program supports the achievement of strategic objectives under the Create a Healthier Community strategic initiative.

The implementation of the red light camera program has no direct connection to the Community Energy and Emissions Plan.

Financial Implications

Recommendations of this report will be carried out within the existing approved budget and staffing resources. The cost to implement the red light camera program is estimated at \$500,000 per year and is being funded from the Red Light Camera Program operating account.

Overview / Executive Summary

This report seeks Council approval to enter into a contract with the preferred red light camera (RLC) vendor to procure equipment and outlines the intersections where RLCs will be installed throughout the Greater Sudbury community. The policy for Emergency Services vehicles with respect to RLC infractions is also outlined herein.

Backgrounds

In 2018, the Transportation and Innovation Section completed a city-wide Road Safety Assessment (RSA). The overall object of the RSA was the development of a coordinated and strategic road safety plan to provide direction for future road safety projects, programs and investments with the primary goal of reducing the number and severity of motor vehicle collisions on the City's roads.

As part of the RSA, motor vehicle collision data was analyzed based on injury and fatal collision occurrence to identify potential causes and solutions with respect to road safety strategies. Through this analysis, it was identified that red-light running was a contributor to causing serious collisions in Greater Sudbury and it was further identified for targeted safety programs.

Intersection safety is achieved through a combination of engineering, education and enforcement. A Red Light Camera program (RLC) is one of the countermeasures available to municipalities to improve intersection safety by decreasing the incidence of red light running at intersections. Collisions resulting from red-light running tend to be more severe than other intersection collisions as they usually involve at significant differences in travel speed between vehicles involved in the collision. In the most serious red-light running collisions, the vehicles hit each other at right angles. The resulting side-impact collisions cause severe injuries which sometimes lead to death.

RLCs were first introduced in Ontario in 2000 and a number of municipalities now operate several hundred units throughout the Province. A report summarizing what a RLC program is, how it could be implemented in Greater Sudbury and the next steps for a RLC program to be implemented was presented to the Finance and Administration Committee on June 19, 2018. During the meeting, a number of questions arose which required additional research to be completed and a supplemental report to be prepared.

In July 2018, a supplemental report was presented to the Finance and Administration Committee which highlighted additional information, on topics including how Emergency Services vehicles would handle RLC tickets, a comparison of collision rates and severity in Greater Sudbury with other communities, how funeral processions would be impacted and what impact traffic volumes have on the frequency of RLC tickets issued, in addition to other miscellaneous questions.

The outcome of this report was for staff to move forward with the implementation of a Red Light Camera Program as outlined in the original June 2018 report. Staff were directed by resolution to request inclusion in the Ontario RLC consortium of municipalities and were authorized to enter into agreements with the City of Toronto, Ministry of the Attorney General and Ministry of Transportation and staff were also authorized to undertake all administrative acts that are necessary in connection with this project.

The June 2018 report further directed staff to prepare a Business Case and anticipated timeline for implementation of the RLC program. The Business Case was presented to Council during 2019 budget deliberations and ultimately approved as part of the 2020 budget. However, due to impacts of the COVID-19 pandemic, the project was delayed due to shifting organizational priorities, staffing challenges within the division as well as delays in finalizing a new cooperative purchasing contract at the City of Toronto.

Analysis

Red Light Camera Equipment Contract

In early 2020, the City of Toronto issued a Request For Proposals (RFP) for new red light camera equipment on behalf of municipalities in Ontario which are part of the red light camera program. In 2020, the City of Toronto awarded the contract to Traffipax LLC to supply the red light cameras. All other municipalities are able to enter into the cooperative purchasing initiative anytime during the contract term. The new RLC equipment has many features that will make the RLC program easier to facilitate for both municipalities and the red light camera equipment vendor.

An important feature of the new cameras is the introduction of an above ground radar detector to determine where vehicles are at the intersection in relation to when the traffic signal turns red. The radar detector will replace the previously required in-asphalt vehicle detectors which are susceptible to break due to poor asphalt conditions.

The resulting contract with Traffipax LLC has an initial term expiring May 2025 and contains two option years to extend the contract until May 2027. This contract exceeds five years and as per the City's Purchasing By-Law, requires approval from City Council. Resolution 1 of this report seeks this approval.

Prioritized Intersections for Red Light Camera Systems

As outlined in the two previous reports to the Finance and Administration Committee in June and July 2018, three intersections had been identified as priority locations for the installation of a red light camera. These three intersections were:

1. Paris Street at Cedar Street
2. Regent Street at Loach's Road/Algonquin Road
3. Municipal Road 80 at Dominion Drive.

The City engaged AECOM to expand the list of recommended sites for a RLC system from three to six. Additional field work was undertaken at 10 intersections to identify those that would be best suited to have a red light camera system installed. Addendum 1 of the AECOM report (included as Attachment 1) details the work that was undertaken and prioritizes the following additional five intersections for a RLC system:

4. Lasalle Boulevard at Montrose Avenue
5. Paris Street at Centennial Drive
6. Barry Downe Road at Hawthorne Drive
7. Paris Street at Walford Road
8. Lasalle Boulevard at Roy Avenue

The City will work with the red light camera vendor to have six red light cameras installed as per the prioritized list of locations. The red light camera vendor may identify limitations in the field which do not allow for the installation of the equipment at a specific intersection. In this circumstance, staff will proceed with the installation of a red light camera at the next intersection on the prioritized list.

Emergency Services Employee Policy

At the July 2018 Finance and Administration Committee meeting, resolution FA2018-30 was amended to include the following:

And that prior to implementation staff report back to the Finance and Administration Committee or

City Council with a report recommending applicable policies for City Council's approval regarding the administration of tickets for emergency vehicles.

The Ontario Highway Traffic Act ("HTA") does not provide an exception to emergency vehicles approaching a red light at a traffic signal and it requires that all emergency vehicles come to a complete stop prior to entering the intersection. Specifically, Section 144 of the HTA states:

(18) Every driver approaching a traffic control signal showing a circular red indication and facing the indication shall stop his or her vehicle and shall not proceed until a green indication is shown.

(20) Despite subsection (18), a driver of an emergency vehicle, after stopping the vehicle, may proceed without a green indication being shown if it is safe to do so.

City of Greater Sudbury Emergency Services staff is required to obey the HTA and come to a complete stop at a red light prior to proceeding through an intersection. This legislated requirement reduces the risk of collisions while on route to an emergency call. Vehicles which obey the HTA will not be issued red light camera tickets.

In order to ensure ongoing compliance with the requirements of the HTA, both Fire Services and Paramedic Services will investigate any red light camera infractions involving their fleet vehicles and interview the operator of the vehicle. For repeated occurrences, the operator may be required to pay the associated fine or face formal discipline.

Next Steps

Red-light running continues to contribute to serious collisions in the Greater Sudbury community. The implementation of red light camera systems has been shown to reduce the frequency of red light running at not only the intersection where it has been implemented but nearby intersections as well.

Staff continue to work towards implementing the red light camera program and anticipate the first red light camera system to be installed during fall 2021.

Resources Cited

Finance and Administration Committee Meeting, June 19, 2018, Red Light Camera Program, Accessed online:

<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=5437>

Finance and Administration Committee Meeting, July 10, 2018, Red Light Camera Program, Accessed online:

<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?documentid=5097>