

Red Light Camera Program



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Red Light Camera Program

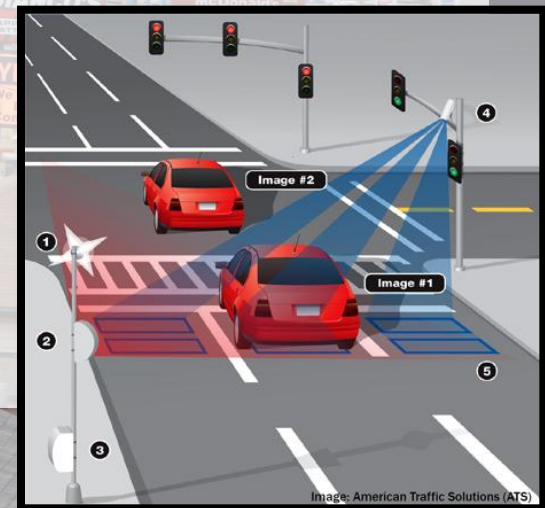
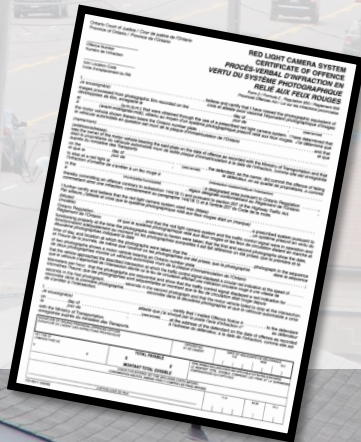
- Introduced in Ontario in 2000
- Objective is to reduce serious injuries
- Collisions from red light running tend to be more severe given speed involved
- Enforcement countermeasure designed to improve intersection safety
- Utilizes technology to supplement police presence

RLC Consortium

- Toronto
- London
- Ottawa
- Hamilton
- Regions of Peel, Halton, Waterloo & York

How RLCs work

- Images are taken of licence plate entering intersection on a red light signal
- Images sent and processed in Toronto
- Infraction notice sent to registered owner of vehicle
- No demerit points
- \$325 fine



RLC Effectiveness

- Severe collisions reduced by 25%
- Rear end collisions increase 15%
- Driver behavior improves for all nearby intersections (spill over effect)
- In US study fatalities declined 35%

Study Methodology

- Potential Safety Change (PSC) estimated based on collision history and traffic volumes from single year
- Results adjusted based on collision severity
- List cross referenced with highest total collision intersections during 5-year study period
- Consideration given to “spill-over effect”

Short List – RLC Candidate Intersections

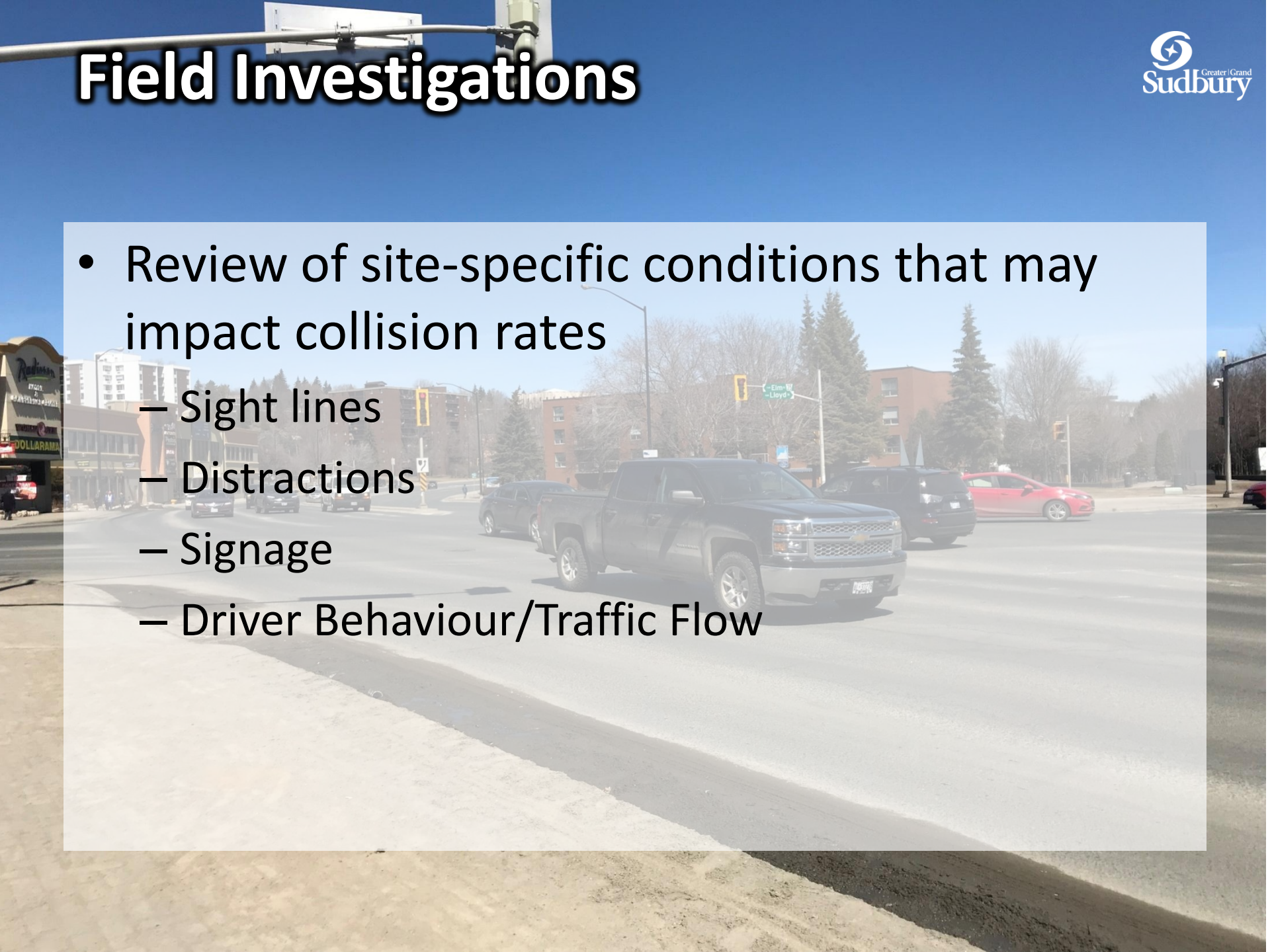
Rank	Intersection	PSC index	Total Right-Angle Collisions (2012-2016)
1	Paris @ Cedar	-4.3420	21
2	Lorne @ Douglas	-1.9754	9
3	Regent @ Beatty	-1.8621	20
4	Notre Dame @ Cambrian Heights	-1.6133	5
5	Regent @ Algonquin	-1.5837	9
6	Municipal Road 80 @ Dominion	-1.5570	10
7	Elm @ Elgin	-0.9512	16

Engineering Assessment

- Signal timing plans
 - amber and all-red intervals
- Review of as-built drawings
 - Intersection Geometry
 - Lane Widths
- Determination of 'critical leg'

Field Investigations

- Review of site-specific conditions that may impact collision rates
 - Sight lines
 - Distractions
 - Signage
 - Driver Behaviour/Traffic Flow



RLC Recommendations

- Paris Street at Cedar Street
- Regent Street at Algonquin Road/Loach's Road
- Municipal Road 80 at Dominion Drive
- 3 others to be identified based on field review

Business Case

- Cost is \$60,000 per intersection per year
 - Lease/Maintenance of Cameras
 - Infraction Processing (Toronto)
 - Vehicle Licence Information
 - Provincial Court Administration
 - Pavement markings and asphalt
 - Staff resources
 - Public Education

Business Case

- Net positive revenue to CGS based on estimated number of convictions
- Eight municipalities in consortium have revenues that exceed expenses
- Expected societal benefits from reduced collisions
- Revenue should decrease over time

Next Steps

- Finalize RLC sites (3 more recommended)
- Apply to become part of Ontario RLC consortium
- Agreements with Toronto Processing Centre, Ministry of Transportation
- Agreement with current vendor (Traffipax) for RLC leasing, installation and maintenance
- About 24 months to complete

Questions?

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