

Clause No. 18 in Report No. 11 of the Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 26, 2014.

**18**  
**RED LIGHT CAMERA ENFORCEMENT PROGRAM**  
**INFORMATION UPDATE**

**Committee of the Whole recommends adoption of the following recommendation contained in the report dated May 28, 2014 from the Commissioner of Transportation and Community Planning:**

**1. RECOMMENDATION**

It is recommended that this report be received for information only.

**2. PURPOSE**

This report provides a status update on the Red Light Camera Enforcement Program.

**3. BACKGROUND**

**York Region is committed to the use of red light cameras as a tool to improve safety on the Regional road network**

The Red Light Camera Enforcement Program is intended to improve driver and pedestrian safety by reducing the number of right-angle collisions at signalized intersections. York Region has installed and activated 20 red light camera sites. These sites were selected based on the potential for collision reduction at each location. The 20 red light camera sites are shown in *Attachment 1*.

In many jurisdictions, the presence of red light cameras has resulted in fewer side-impact collisions. Red Light Cameras have resulted in fewer deaths and personal injury. Studies from several municipalities have shown collision reductions of more than 25 per cent after the deployment of red light cameras.

### **The required agreements for installation of red light cameras have been executed**

As a requirement to establish the Red Light Camera Enforcement Program, York Region completed agreements with the Ministry of Transportation of Ontario, City of Toronto and the red light camera contractor (Traffipax). York Region also entered into an encroachment agreement with the Town of Aurora as the red light camera site at Yonge Street and Wellington Street is on the Town's property.

### **Installation of red light cameras in York Region was completed in fall of 2013**

The installation of all 20 red light cameras was completed in 2013. The majority of the red light camera sites were activated in the fall of 2013, with two sites being activated in early 2014. Activation of these last two sites was delayed due to road resurfacing, intersection construction, and weather conditions.

## **4. ANALYSIS AND OPTIONS**

### **Feedback from the public regarding the Red Light Camera Enforcement Program has been predominantly positive**

Both York Region and York Regional Police have received numerous calls and emails from the public supporting the Red Light Camera Program.

A letter was received from the Canadian Automobile Association (CAA) in support of York Region's Red Light Camera Enforcement Program. The letter indicated that the majority of its members were supportive of the initiative noting the intent of the program is to help reduce right angle collisions at signalized intersections caused by red light running. CAA is committed to improving road safety through various campaigns and sees this program as an additional way of saving lives.

### **Collision data from September 2013 to December 2013 at red light camera locations in York Region has been analyzed**

The collision data from September 2013 to December 2013 has been analyzed and compared for the same period from previous years. The first activations of the red light camera equipment took place in October 2013. However, data has been analyzed since September 2013, as the majority of red light camera installations with advisory signs were completed by the end of August 2013.

Table 1 compares the data to the last two years and summarizes the number of collisions from the months of September through December. As indicated in Table 1, the number of right angle collisions decreased by 57 per cent in the fall of 2013 at the red light camera locations in York Region. As anticipated, the number of rear end collisions increased slightly. This data is consistent with results seen in other municipalities.

**Table 1**  
Collision Data at Red Light Camera Locations

<b>Year</b>	<b># of Right Angle Collisions</b>	<b># of Rear End Collisions</b>
2011 (September to December)	39	45
2012 (September to December)	35	52
2013 (September to December)	16	60

Right angle collisions at signalized intersections are generally the most severe. These collisions can result in serious injury or death to vehicle occupants. Based on the last three years of York Region available data, 30 per cent of right angle collisions result in personal injury. Rear end collisions are generally less severe with approximately 20 per cent resulting in personal injury to vehicle occupants.

**Red light camera statistics are provided by the Joint Processing Centre in the City of Toronto**

The Joint Processing Centre in Toronto has provided red light camera violation statistics in York Region from the start of the program to the end of April 2014. The Joint Processing Centre in Toronto has a team designated by the Minister of Transportation of Ontario to lay charges based on photos taken. These officers thoroughly review each offence and decide whether a charge can be laid. Table 2 summarizes the number of tickets issued from the start of the program to April 30, 2014.

**Table 2**  
 Offence Notices Issued for Red Light Violations as of April 30, 2014

<b>Intersection</b>	<b># of Chargeable Incidents</b>	<b>Activation Date</b>
Highway 7 - Bathurst Street Ramp & Highway 7	1,291	Oct. 18, 2013
Highway 7 - Yonge Street Ramp & Highway 7	717	Oct. 18, 2013
Davis Drive & Ashton Road / Carlson Drive	577	Oct. 18, 2013
Woodbine Avenue & Davis Drive	257	Oct. 18, 2013
Highway 7 & Vaughan Valley Boulevard	158	Nov. 22, 2013
King Road & Bathurst Street	136	Nov. 22, 2013
The Queensway South & Metro Road	136	Oct. 18, 2013
Davis Drive West & Bathurst Street	157	Oct. 18, 2013
Highway 7 & Bullock Drive	115	Oct. 18, 2013
Highway 27 & Langstaff Road	118	Nov. 22, 2013
Leslie Street & Green Lane	95	Oct. 18, 2013
Kennedy Road & Major Mackenzie Drive	89	Oct. 18, 2013
Major Mackenzie Drive & McCowan Road	88	Nov. 22, 2013
Highway 7 & Weston Road	78	Oct. 18, 2013
Yonge Street & Wellington Street	99	Feb. 6, 2014
Ninth Line & 16th Avenue	68	Oct. 18, 2013
Woodbine Avenue & Bloomington Road	32	Oct. 18, 2013
Woodbine Avenue & Stouffville Road	24	Oct. 18, 2013
Yonge Street & Green Lane	13	Oct. 18, 2013
King Road & Dufferin Street	4	Feb. 6, 2014
<b>Total</b>	<b>4,252</b>	

The total number of image sets taken by the red light camera equipment to date is 9,866. The number of chargeable incidents is lower than the images collected due to the review process. In order to file an offence, many criteria have to be met and if one is not satisfied, the offence cannot be processed. An example of this would be an obstructed licence plate of a vehicle, and/or weather conditions that make it difficult to either see the intersection stop bar and/or the license plate. The Region's red light camera contractor tests the equipment on a regular basis to ensure the equipment operates properly.

**Information regarding red light camera fine revenue has been provided by York Region Courts**

York Region Courts has provided information regarding fine revenues collected for the first six months of the program as summarized in Table 3. It can take up to 18 months for a fine to be processed.

**Table 3**  
Red Light Violations – Fine Revenue

<b>Month</b>	<b># of Fines Processed</b>	<b>Fines Issued</b>	<b>Fines Collected</b>
November 2013	118	\$30,680.00	\$29,900.00
December 2013	188	48,880.00	48,100.00
January 2014	342	88,920.00	83,625.00
February 2014	457	118,820.00	96,065.00
March 2014	430	111,800.00	97,410.00
April 2014	479	124,540.00	104,150.00
May 2014	538	139,880.00	113,175.00
<b>Total</b>	<b>2,552</b>	<b>\$663,520.00</b>	<b>\$572,425.00</b>

Preliminary fine revenue data from the Red Light Camera Program is less than originally anticipated. It is still expected that fine revenue will offset program operating costs. The program may not produce additional revenue to fund other safety initiatives as originally contemplated.

The first red light camera trials took place at the end of March and beginning of April 2014 at the Tannery Court in Newmarket. Fines processed through these trials may take up to an additional six months to be collected, depending on the time for payment imposed by the Justice of the Peace. The actual fine imposed may vary due to several factors, including judicial discretion.

### **Link to key Council-approved plans**

**Vision 2051 Towards Interconnected Systems for Mobility** - A seamless network for mobility provides access to all destinations using diverse transportation options for people in all communities, promotes active healthy living and safely and efficiently moves people and goods.

This report is consistent with the 2011-2015 Strategic Plan objective “Continue to implement Intelligent Transportation Systems (ITS) to manage system capacity and improve safety”. This objective is to be achieved by implementing the following Branch priorities:

- Ensure the safe operation of the Regional transportation system for all road users
- Continue to implement ITS to increase system capacity

## **5. FINANCIAL IMPLICATIONS**

The annual cost of operating this program (excluding court administration costs) is \$986,000, which is included in the 2014 Transportation and Community Planning Operating budget. The program is expected to be cost neutral and preliminary data indicates that revenue from fines collected for red light violations will cover all operating costs. It will, however, take up to 18 months to verify this due to the time lag between issuing tickets and collection of fine revenue.

## **6. LOCAL MUNICIPAL IMPACT**

Local municipalities are permitted under the current legislation to apply to the Ontario Government to use red light cameras on local road intersections. If any local municipality plans to proceed with this initiative, Regional staff will work with local municipal staff to assist with the implementation of red light cameras to ensure that a harmonized program can be delivered.

## **7. CONCLUSION**

This report provides an update on the status of the Red Light Camera Enforcement Program in York Region.

The collision data collected to date shows a decrease in the number of right angle collisions as a result of red light camera installations, while the number of rear end collisions has slightly increased.

There has been a combined total of 4,252 Offence Notices issued and \$572,425 in fines collected to date.

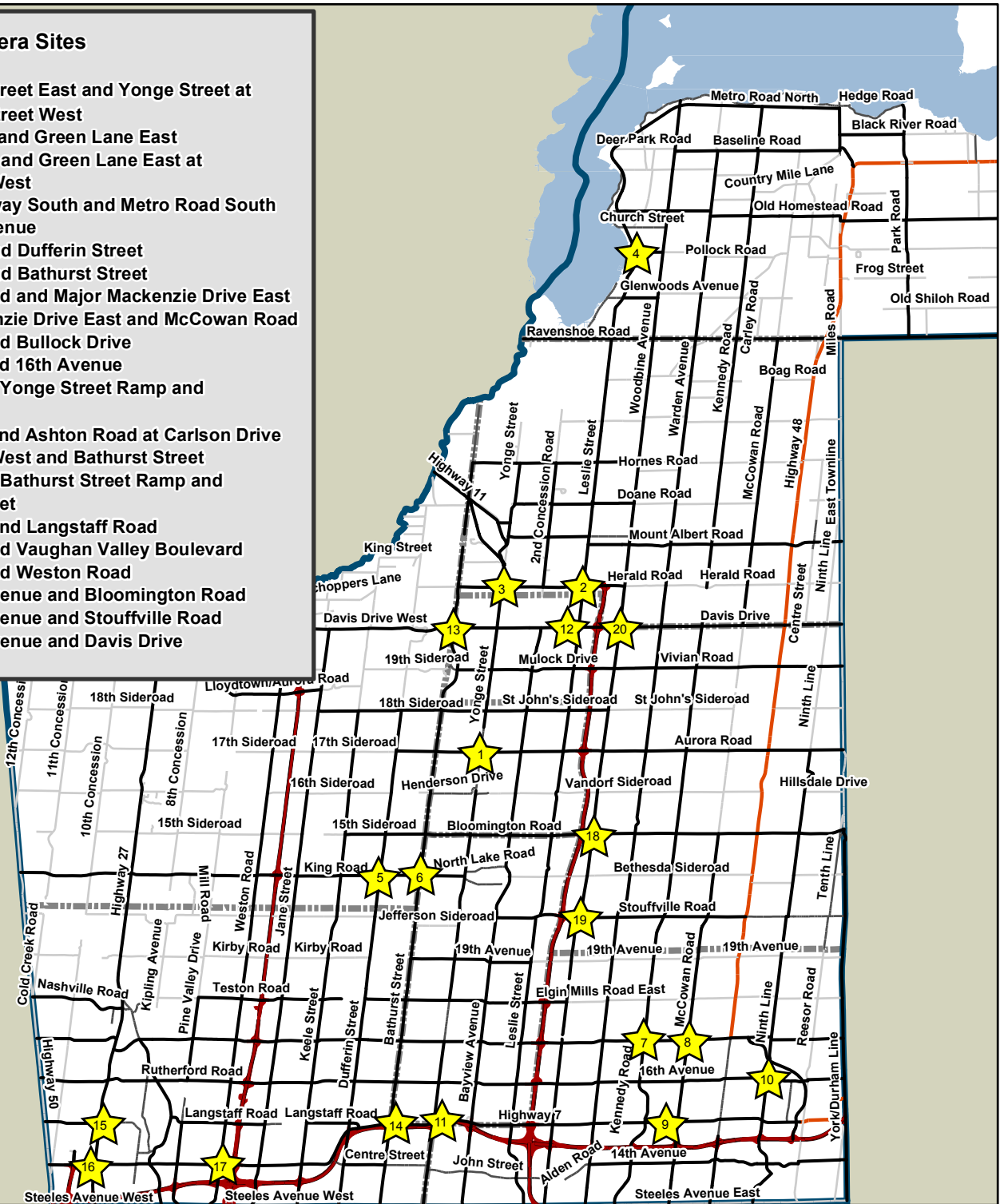
For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems, at ext. 75226.

The Senior Management Group has reviewed this report.

*Attachment (1)*

**Red Light Camera Sites**

1. Wellington Street East and Yonge Street at Wellington Street West
2. Leslie Street and Green Lane East
3. Yonge Street and Green Lane East at Green Lane West
4. The Queensway South and Metro Road South at Morton Avenue
5. King Road and Dufferin Street
6. King Road and Bathurst Street
7. Kennedy Road and Major Mackenzie Drive East
8. Major Mackenzie Drive East and McCowan Road
9. Highway 7 and Bullock Drive
10. Ninth Line and 16th Avenue
11. Highway 7 at Yonge Street Ramp and Highway 7
12. Davis Drive and Ashton Road at Carlson Drive
13. Davis Drive West and Bathurst Street
14. Highway 7 at Bathurst Street Ramp and Bathurst Street
15. Highway 27 and Langstaff Road
16. Highway 7 and Vaughan Valley Boulevard
17. Highway 7 and Weston Road
18. Woodbine Avenue and Bloomington Road
19. Woodbine Avenue and Stouffville Road
20. Woodbine Avenue and Davis Drive





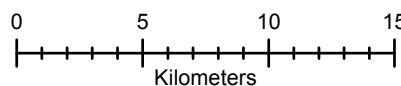
**Red Light Camera Enforcement Program  
Information Update**

Committee of the Whole  
Transportation Services

June 12, 2014

**Legend**

-  Regional Road
-  Red Light Camera Locations



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