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RED LIGHT CAMERA ENFORCEMENT PROGRAM SITE SELECTION

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated January 24, 2013, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk circulate this report to the Clerks of the local municipalities and to York Regional Police.

2. PURPOSE

Further to Report No. 4 of the Transportation Services Committee, approved at the Council Meeting of April 19, 2012, this report identifies the red light camera installation sites for York Region's initial deployment in 2013.

3. BACKGROUND

Council has re-confirmed its support of the use of red light cameras as a tool to improve safety on the Regional road network

On April 19, 2012, Council approved the recommendations adopted by Transportation Services Committee from the report "Red Light Cameras and Photo Radar". In accepting these recommendations:

- Council supports the use of red light cameras as a tool to reduce red light running at signalized intersections on the Regional road network.
- Council directed that Red Light Camera Enforcement Program costs be included for consideration in the 2013 Business Plan and Budget process.

The Red Light Camera Enforcement Program is intended to improve driver and pedestrian safety by reducing the number of right-angle collisions occurring within intersections. From time-to-time, motorists drive through red lights for a variety of reasons, including (but not limited to):

- Aggressive / unsafe driving habits
- Right turns on red indication with a 'fast rolling stop'
- Distracted driving
- Confusion between traffic signal indications at two closely-spaced intersections

The program is expected to modify driver behavior for these first two factors, and thereby reduce the number and severity of these collisions at deployments across York Region. By way of example, the City of Toronto experienced a 66 per cent reduction in right angle collisions resulting in injury at their red light camera sites (versus a 42 per cent reduction of similar collisions at all other sites) when comparing the 5 years immediately before and after their installations.

To provide broad Regional coverage, staff proposed budget sufficient for 20 sites

York Region completed its business plan exercise that considers the combined cost of installation and operation for Transportation and Community Planning and Court Services. The business plan formed the basis of Transportation and Community Planning Department's 2013 budget submission approved by Council on January 24, 2013.

This budget included the installation of 20 red light camera sites within York Region in 2013, and the continued operation of these sites through to the close of the anticipated contract with the contracted operator in 2016.

In anticipation of budget approval, York Region staff have been preparing and negotiating draft agreements with the necessary parties

Report No.1 of the Transportation Services Committee, approved at the Council Meeting of January 24, 2013, authorized the Commissioner of Transportation and Community Planning to execute agreements with:

- The Ministry of Transportation for Ontario
- The City of Toronto
- The operations contractor, Traffipax, Inc.

The contracts include the installation, operation, and maintenance of the York Region Red Light Camera Enforcement Program. These contractual agreements shall be subject to terms and conditions acceptable to the Commissioner of Transportation and Community Planning, and subject to review of the Legal Services department to form and content.

4. ANALYSIS AND OPTIONS

The Proposed Red Light Camera Sites have been selected based on their potential for safety improvements, and to ensure delivery of this safety message across the Region

York Region staff conducted analysis of the Region's signalized locations to determine where to best place these first 20 red light cameras. A number of factors were considered:

- The identification of signalized intersections that have experienced a high number of collisions of a type that red light cameras are intended to reduce (typically right-angle collisions)
- The disqualification of sites having experienced recent signal timing changes (to provide a period of driver behaviour adjustment before further considering red light cameras at these sites)
- The disqualification of sites that will experience prolonged periods of construction in the near future
- The identification of a reasonable geographic dispersion across York Region to ensure that the central message – that red light running is unsafe and unacceptable – is distributed across all the municipalities within the Region

A consequence of this approach is that some high-volume intersections do not appear on our list of installation sites for 2013, because they failed to meet one of the above-noted criteria. For example, Highway 7 at Keele Street is not on the list because the number of right angle collisions which have occurred at this intersection are less than what has been experienced at the other proposed locations.

On this basis, the following 20 sites were identified for installation in 2013 (see *Attachment 1*):

<u>Location</u>	<u>Municipality</u>
1) Wellington St E & Yonge St/Wellington St W	Aurora
2) Leslie St & Green Lane East	East Gwillimbury
3) Yonge St & Green Lane E/Green Lane W	East Gwillimbury
4) The Queensway South & Metro Rd S/Morton Ave	Georgina
5) King Rd & Dufferin St	King
6) King Rd & Bathurst St	King & Richmond Hill
7) Kennedy Rd & Major Mackenzie Drive E	Markham
8) Major Mackenzie Dr E & McCowan Rd	Markham
9) Highway 7 & Bullock Dr	Markham
10) Ninth Line & 16th Ave	Markham
11) Highway 7 - Yonge St Ramp & Highway 7	Markham & Richmond Hill
12) Davis Dr & Ashton Rd / Carlson Dr	Newmarket

13) Davis Dr W & Bathurst St	Newmarket & King
14) Highway 7- Bathurst St Ramp and Bathurst St	Richmond Hill & Vaughan
15) Highway 27 & Langstaff Rd	Vaughan
16) Highway 7 & Vaughan Valley Blvd	Vaughan
17) Highway 7 & Weston Rd	Vaughan
18) Woodbine Ave & Bloomington Rd	Whitchurch-Stouffville
19) Woodbine Ave & Stouffville Rd	Whitchurch-Stouffville
20) Woodbine Ave & Davis Dr	Whitchurch-Stouffville

Our program envisions these 20 installations in 2013. The existing contract with Trafficpax (which York Region shall be joining) expires in 2016. The business model and cost structure within this contract will make additional installations in 2014-2016 prohibitively expensive. Therefore, it is important that York Region's program complete these initial deployments in 2013. Locations not identified on the list above will be considered as candidates when further sites are considered for installation in 2017.

Next Steps

There are design and commissioning activities that must be completed before the 2013 construction season. The following steps will be completed to implement the York Region red light camera installations in 2013:

- Winter 2013:
- Establish agreement with the Red Light Camera Contractor (Trafficpax) for the design, building, operation and maintenance of the red light camera equipment.
 - Establish agreement with Toronto to process infraction notices
 - Following the two agreements above, establish agreement with MTO to allow access to vehicle ownership information
 - Assist contractor in design activities
 - Establish a communications program to explain the program to the travelling public
 - Hire appropriate resources to support York Region's related operational efforts (this position approved under 2013 budget submission)
- Summer 2013:
- Install sites and start operations
- Autumn 2013:
- Provide an update to Council on progress of Red Light Camera Enforcement Program.

5. FINANCIAL IMPLICATIONS

A business plan for the Red Light Camera Enforcement Program was prepared combining Transportation and Community Planning, Legal Services and York Region Court costs into a single cost plan, which was included in the proposed 2013 Operating

and Capital Budget and 2014 Outlook. The capital and staff resource cost plan was passed by Council on December 13, 2012.

6. LOCAL MUNICIPAL IMPACT

The 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 would work with local municipal staff to coordinate the implementation of red light cameras to ensure that a harmonized program can be delivered.

7. CONCLUSION

In April 2012, Council re-confirmed its support of the use of red light cameras as a tool to improve safety on the Regional road network, and directed that Red Light Camera Enforcement Program costs be included for consideration in the 2013 Business Plan and Budget process. This direction represented an important step towards implementation of this safety program.

This report describes the process used to select the list of red light camera sites to be installed in 2013 as part of the York Region Red Light Camera Enforcement Program.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at Ext. 5226.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)

Red Light Camera - Site Selection

Town of Aurora

- 1. Wellington St. & Yonge St.

Town of East Gwillimbury

- 2. Leslie St. & Green Lane
- 3. Yonge St. & Green Lane

Town of Georgina

- 4. The Queensway South & Metro Rd. S/Morton Ave.

Township of King

- 5. King Rd. & Dufferin St.
- 6. King Rd. & Bathurst St. (Richmond Hill)

City of Markham

- 7. Kennedy Rd. & Major Mackenzie Dr.
- 8. Major Mackenzie Dr. E & McCowan Rd.
- 9. Highway 7 & Bullock Dr.
- 10. Ninth Line & 16th Ave.
- 11. Highway 7 - Yonge St. Ramp & Highway 7 (Richmond Hill)

Town of Newmarket

- 12. Davis Drive & Ashton Rd./Carlson Dr.
- 13. Davis Drive W & Bathurst St. (King)

Town of Richmond Hill

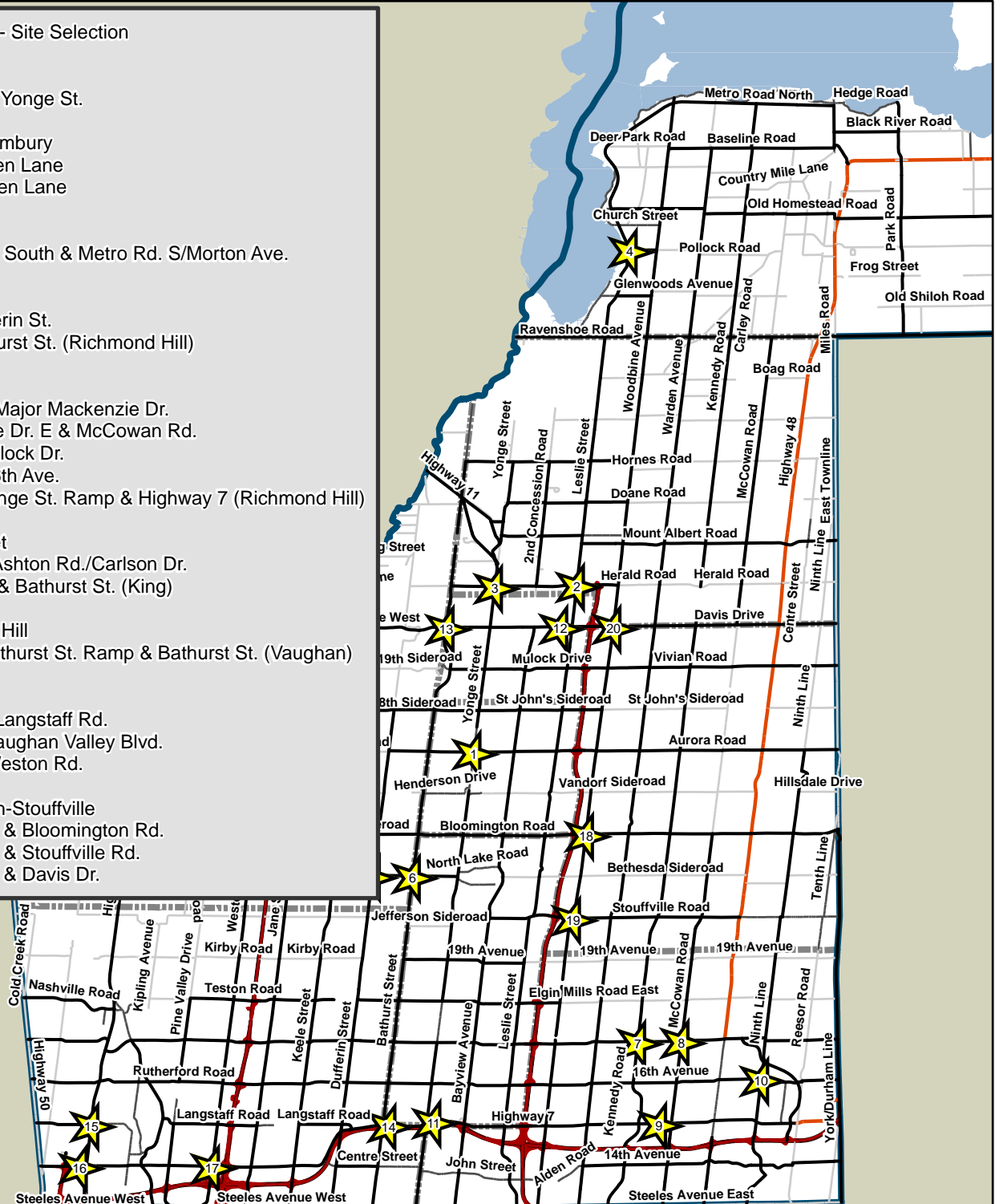
- 14. Highway 7 - Bathurst St. Ramp & Bathurst St. (Vaughan)

City of Vaughan

- 15. Highway 27 & Langstaff Rd.
- 16. Highway 7 & Vaughan Valley Blvd.
- 17. Highway 7 & Weston Rd.

Town of Whitchurch-Stouffville

- 18. Woodbine Ave. & Bloomington Rd.
- 19. Woodbine Ave. & Stouffville Rd.
- 20. Woodbine Ave. & Davis Dr.



Red Light Camera Enforcement Program
Site Selection

Transportation Services Committee
February 6, 2013



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Legend

- Regional Road
- ★ Red Light Camera Locations

