



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Corporate Assets and Strategic Planning Division
and
CITY MANAGERS OFFICE
City Clerk's Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	May 2, 2016
SUBJECT/REPORT NO:	Red Light Camera (RLC) Program - New Sites for 2017 (CL16008)(PW16037) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Rob Declair Project Manager, Signals & Systems 905-546-2424 Extension 4391 Martin White, C.E.T. Manager, Traffic Operations and Engineering 905-546-2424 Extension 4345
SUBMITTED BY:	Geoff Lupton Director, Energy, Fleet & Traffic Public Works Department Rose Caterini City Clerk, City Manager's Office 905-546-2424 Extension 5409
SIGNATURE:	

RECOMMENDATION

- (a) That the following locations be approved for the installation of Red Light Cameras in 2017:
- (i) Charlton Avenue East & John Street South – Southbound (Ward 2)
 - (ii) Mohawk Road West & Upper Paradise Road – Westbound (Ward 8)
 - (iii) Hess Street North & York Boulevard – Eastbound (Ward 2)
 - (iv) Dundas Street East & Mill Street South – Westbound (Ward 15)
 - (v) Highway 8 & Green Road – Westbound (Ward 10);
- (b) That for 2017 a Court Administration Clerk (1.0 FTE) within the Provincial Offences Administration (POA) office with a gross cost of \$78,500, fully funded by additional Red Light Camera revenue for no net levy increase, be approved.

EXECUTIVE SUMMARY

The City of Hamilton has been operating Red Light Cameras (RLC) since November 2000 as part of a municipal partnership. The intent of the program is to improve road safety by reducing right-angle collisions at traffic signals, which are typically caused by drivers failing to obey the red traffic signal.

On October 28, 2015 Council approved the extension of the Red Light Camera Program for the period 2017-2021. The Contract with Traffipax LLC for this period includes the costs to expand the number of sites over the next five (5) years with five (5) new sites to be added each year.

Camera site selection is based on an analysis of right angle collisions at all traffic signals over a ten year period. High ranking locations are then evaluated based on the expected versus actual collision frequency. Those locations which have a high number of right angle collisions and exceed expected frequencies are then further evaluated for their suitability for a camera. Restricted sightlines, curvature of the road, maintenance hole covers in the asphalt, driveways, pavement structure and narrow right of ways may preclude the installation of a camera despite a prevalent collision pattern.

Based on this site selection process, staff is recommending that the following five (5) sites be installed in 2017, monitoring traffic in the direction indicated below:

- Charlton Avenue East & John Street South – Southbound (Ward 2)
- Mohawk Road West & Upper Paradise Road – Westbound (Ward 8)
- Hess Street North & York Boulevard – Eastbound (Ward 2)
- Dundas Street East & Mill Street South – Westbound (Ward 15)
- Highway 8 & Green Road – Westbound (Ward 10)

The City Clerk and the POA Offices are recommending the addition of one FTE (a Court Administration Clerk) be approved for 2017, for additional administrative support required to process the added workload generated from the new RLC camera installations. Funding for this position would be provided from additional fees/ tickets issued from the new RLC camera installations, with no impact to the municipal tax levy.

The estimated cost of the new FTE is \$78,500 per annum. The addition of this FTE is covered through fees and there is a net benefit to both the POA and the RLC Reserve.

Alternatives for Consideration – See Page 5

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial:

All recommendations in this report can be achieved without impact on the municipal tax levy. It is difficult to precisely estimate the number of violations and expected revenue that will occur in future years. The City's program is intended as a safety initiative and the revenues are intended to be utilized to make Safety Improvements as identified through the Hamilton Strategic Road Safety Program. It is anticipated that annual

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surpluses will continue in future years if site selection is based on the current data method of site selection.

The following are the typical average annual costs per Red Light Camera site.

- i) Maintenance and operation of the camera equipment by a contractor; approximately \$37,500/site
- ii) Processing violations which is done on our behalf by the City of Toronto; approximately \$7,700/site
- iii) Licence plate information from the Ministry of Transportation of Ontario; approximately \$5,000/site
- iv) Provincial Offences Court administrative costs in Hamilton; approximately \$55,000/site

Staffing:

The Red Light Camera Program is managed by the Traffic Operations and Engineering section of Corporate Assets & Strategic Planning Division (C.A.S.P.), Public Works Department.

The City Clerk and the POA Offices are recommending the addition of one FTE (a Court Administration Clerk) be approved for 2017, for additional administrative support required to process the added workload generated from the new RLC camera installations. Funding for this position would be provided from additional fees/tickets issued from the new RLC camera installations, with no impact to the municipal tax levy.

The estimated cost of the new FTE is \$78,500 per annum. The addition of this FTE is covered through fees and there is a net benefit to both the POA and the RLC Reserve.

Legal:

There are no legal implications to adding five (5) new Red Light Camera Sites.

HISTORICAL BACKGROUND

The City of Hamilton has been operating Red Light Cameras (RLC) since November 2000 as part of a municipal partnership. The intent of the program is to improve road safety by reducing right-angle collisions at traffic signals, which are typically caused by drivers failing to obey the red traffic signal.

The program currently operates the following nineteen (19) camera sites, all operating full time. A site is considered a camera monitoring one direction at an intersection:

- Bay Street South & Main Street West – Eastbound (Ward 1)
- Bay Street South & Main Street West – Northbound (Ward 1)
- Dundurn Street North & King Street West – Westbound (Ward 1)
- Dundurn Street South & Main Street West – Eastbound (Ward 1)
- Longwood Road South & Main Street West – Westbound (Ward 1)
- King Street West & Macklin Street North – Westbound (Ward 1)

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- Cannon Street West & Hess Street North – Westbound (Ward 2)
- Main Street Est & Wellington Street South – Southbound (Wards 2/3)
- Burlington Street East & Gage Avenue North – Eastbound (Ward 3)
- Main Street East & Sanford Avenue South – Eastbound (Ward 3)
- Kenilworth Avenue North & Cannon Street East – Southbound (Ward 4)
- King Street East & Lawrence Road/RHVP – Eastbound (Wards 4/5)
- Fennell Avenue East & Upper Gage Avenue – Westbound (Ward 6)
- Mohawk Road East & Upper Gage Avenue – Southbound (Ward 6/7)
- Mohawk Road East & Upper Wentworth Street – Eastbound (Ward 7)
- Mohawk Road East & Upper Wellington Street – Eastbound (Ward 7)
- Stone Church Road East & Upper Wentworth Street – Eastbound (Ward 7)
- Brantdale Avenue & Upper James Street – Northbound (Ward 7/8)
- Paramount Drive & Mud Street West – Westbound (Ward 9)

There is currently Council approval and contracts in place to continue the program until the end of 2021. The current contracts allows for the addition of 25 new sites in total over the next five (5) years starting in 2017. Subject to Council approval five sites can be added each year. The contractor assumes all costs to install the camera site and relies on a lengthy period of operation to amortize their capital costs.

Camera site selection is based on an analysis of right angle collisions at all traffic signals over a ten year period. Locations are then ranked by the number of right angle collisions by direction. High ranking locations are then evaluated by comparing actual number of collisions to expected number of collisions. Those locations which have a high number of collisions and exceed the expected frequencies are then evaluated for their suitability for a camera. Restricted sightlines, curvature of the road, maintenance hole covers in the asphalt, driveways, pavement structure and narrow right of ways may preclude the installation of a camera despite a prevalent collision pattern.

Based on this site selection process, the following are the top ten locations identified and listed in order of priority:

- Charlton Avenue East & John Street South – Southbound (Ward 2)
- Mohawk Road West & Upper Paradise Road – Westbound (Ward 8)
- Hess Street North & York Boulevard – Eastbound (Ward 2)
- Dundas Street East & Mill Street South – Westbound (Ward 15)
- Highway 8 & Green Road – Westbound (Ward 10)
- Fennell Avenue East & Upper Wentworth Street – Northbound (Ward 7)
- King Street East & Parkdale Avenue – Eastbound (Ward 4)
- Barton Street East & Kenilworth Avenue North – Eastbound (Ward 4)
- Sanford Avenue North & Wilson Street – Northbound (Ward 3)

- Stone Church Road East & Upper Gage Avenue – Eastbound (Ward 6)

Staff recommends the following five (5) sites be installed in 2017, monitoring traffic in the direction indicated:

- Charlton Avenue East & John Street South – Southbound (Ward 2)
- Mohawk Road West & Upper Paradise Road – Westbound (Ward 8)
- Hess Street North & York Boulevard – Eastbound (Ward 2)
- Dundas Street East & Mill Street South – Westbound (Ward 15)
- Highway 8 & Green Road – Westbound (Ward 10)

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

There are no implications to current policies or changes to current legislation required to add Red Light Camera sites in Hamilton.

RELEVANT CONSULTATION

Traffic Engineering staff have consulted with the City of Toronto and they have confirmed that they can process the images from the five (5) additional Red Light Camera sites in Hamilton.

City Clerk, City Manager's Office

Provincial Offences Administration (POA), City Manager's Office

Legal Services, City Manager's Office

Financial Planning & Policy, Corporate Services

ANALYSIS AND RATIONAL FOR RECOMMENDATION

The program has been self-sufficient and the Red Light Camera Reserve is intended to fund traffic safety improvements throughout the City of Hamilton. These improvements are implemented through the Hamilton Strategic Road Safety Program. There is currently Council approval and contracts in place to continue the Red Light Camera Program until the end of 2021.

The recommendation to add five (5) new sites will increase the program to a total of 24 locations. All locations have been reviewed and are recommended based on a technical evaluation and are locations identified to have the best opportunity for improving safety.

ALTERNATIVES FOR CONSIDERATION

One alternative would be for Council to approve up to five (5) different sites for the locations identified in this report. The process to choose candidate sites is lengthy and involves collision analysis and a thorough evaluation of the conditions at each proposed site to determine if installation is technically possible. The list of five (5) recommended sites is the result of that process.

Maintaining the status quo could limit some of the goals outlined as part of the Hamilton Strategic Road Safety Program and further limit safety improvements and reductions on right angle collisions.

ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN

Strategic Priority #2

Valued & Sustainable Services

WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.

Strategic Objective

- 2.1 Implement processes to improve services, leverage technology and validate cost effectiveness and efficiencies across the Corporation.
- 2.3 Enhance customer service satisfaction.

APPENDICES AND SCHEDULES ATTACHED

None