



**CITY OF HAMILTON**  
**PUBLIC WORKS DEPARTMENT**  
**Transportation Operations and Maintenance Division**

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| <b>TO:</b>                | Chair and Members<br>Public Works Committee  |
| <b>COMMITTEE DATE:</b>    | June 17, 2019  |
| <b>SUBJECT/REPORT NO:</b> | Red Light Camera Program – New Sites for 2019<br>(PW19055) (City Wide)                       |
| <b>WARD(S) AFFECTED:</b>  | City Wide  |
| <b>PREPARED BY:</b>       | Robert Decleir (905) 546-2424 Ext. 4391  |
| <b>SUBMITTED BY:</b>      | Edward Soldo<br>Director, Transportation Operations & Maintenance<br>Public Works Department |
| <b>SIGNATURE:</b>         |  |

**RECOMMENDATION**

That the following locations be approved for the installation of red light cameras in 2019:

- (a) Catharine Street at King Street – Westbound (Ward 2);
- (b) Main Street at Queen Street – Eastbound (Wards 1/2);
- (c) Charlton Avenue at Queen Street – Southbound (Wards 1/2);
- (d) Barton Street at Ottawa Street – Westbound (Wards 3/4); and
- (e) Governors Road/Dundas Street at Main Street – Southbound (Ward 13).

**EXECUTIVE SUMMARY**

The City of Hamilton has been operating a Red Light Camera (RLC) program 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 RLC 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 five (5) years with five (5) new sites to be added each year.

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OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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Camera site selection is based on an analysis of right angle collisions at all traffic signals over a ten-year period. Those locations which have a high number of right angle collisions are then evaluated to determine 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 are recommending that the five (5) sites be installed in 2019.

**Alternatives for Consideration – See Page 4**

**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.

The following are the typical average annual costs per red light camera site:

- Maintenance and operation of the camera equipment by a contractor approximately \$28,000;
- Processing violations which is done on our behalf by the City of Toronto approximately \$7,000;
- Licence plate information from the Ministry of Transportation of Ontario approximately \$1,000; and
- Provincial Offences Court administrative costs in Hamilton approximately \$51,000.

Staffing: The RLC Program is managed by the Transportation Operations & Maintenance Division in the Public Works Department. No additional staff will be required to operate the new sites.

The Provincial Offences Administration (POA) section in Corporate Services currently recovers court administration and prosecution staff costs from the Red Light Camera Program, totalling \$1,275,500. The installation of five (5) new cameras in 2019 will not impact this POA cost recovery as staffing levels will remain unchanged in Corporate Services. However, the planned expansion of the Red Light Camera Program for 2020 and beyond may result

in an FTE pressure to POA and Legal which would require the submission of a Business Case to Council as part of the Operating Tax Budget process.

Legal: There are no legal implications related to this report.

## **HISTORICAL BACKGROUND**

The City of Hamilton has been operating red light cameras since November 2000 as part of a municipal partnership. The program currently operates 29 camera sites, attached to Report PW19055 as Appendix “A”, which are all operating full time.

Council approval and contracts are in place to continue the program until the end of 2021. The current Contracts allows for 25 new sites to be added over the five (5) years with five (5) new sites 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. Those locations which have a high number of collisions are then evaluated to determine 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 (10) locations identified and listed in order of priority:

- 1) Catharine Street at King Street – Westbound (Ward 2)
- 2) Main Street at Queen Street – Eastbound (Wards 1 and 2)
- 3) Charlton Avenue at Queen Street – Southbound (Wards 1 and 2)
- 4) Barton Street at Ottawa Street – Westbound (Wards 3 and 4)
- 5) Governors Road/Dundas Street at Main Street – Southbound (Ward 13)
- 6) Sanford Avenue at Wilson Street – Northbound (Ward 3)
- 7) Centennial Parkway at South Service Road – Northbound (Ward 5)
- 8) Kenilworth Avenue at Main Street – Northbound (Ward 4)
- 9) James Street at Main Street – Eastbound (Ward 2)
- 10) Hunter Street at John Street – Westbound (Ward 2)

Staff recommends the top five (5) sites, listed above, be installed in 2019.

## **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 the City of Hamilton.

## **RELEVANT CONSULTATION**

Under the current program, there were approximately 18,968 red light camera charges filed in 2018 in Hamilton under the Provincial Offences Act. From these filings, the defendant can choose to pay the fine, request an Early Resolution Meeting with a prosecutor and/or request a trial. It is also important to note that charges filed in the calendar year may not be dealt with in the court process until sometime thereafter. With the increase of 25 additional red light cameras by 2022, there is a potential for an estimated increase of approximately 19,150 additional charges filed annually once all the cameras have been installed. This 135% increase will strain the available staffing resources needed to administer red light camera charges.

The Corporate Services Department has advised that no additional staffing or increase in the POA cost recovery will be required as a result of the recommended five (5) new cameras in 2019.

Transportation Operations & Maintenance staff have also 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.

## **ANALYSIS AND RATIONALE 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 RLC Program until the end of 2021.

The recommendation to add five (5) new sites will increase the program to a total of 34 locations.

## **ALTERNATIVES FOR CONSIDERATION**

One alternative would be for Council to recommend five (5) other sites identified in this report or five other sites not 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.

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Another alternative would be to do nothing however this alternative would fail to meet the vision of the Hamilton Strategic Road Safety Program and the City of Hamilton Strategic Priorities.

**ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN**

**Community Engagement and Participation**

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

**Economic Prosperity and Growth**

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

**Built Environment and Infrastructure**

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” to Report PW19055 – 2019 Red Light Camera Current Locations