




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

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	April 4, 2022
<b>SUBJECT/REPORT NO:</b>	Red Light Camera Program - New Sites for 2022 (PW22018) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
<b>PREPARED BY:</b>	Peter Locs (905) 546-2424 Ext. 6015 Josip Kafadar (905) 546-2424 Ext. 5781 Khaled Hawash (905) 546-2424 Ext. 2064
<b>SUBMITTED BY:</b>	Mike Field Acting Director, Transportation, Operations & Maintenance Public Works Department
<b>SIGNATURE:</b>	

**RECOMMENDATION**

That the following locations be approved for the installation of red-light cameras in 2022:

- (a) Paramount Drive and Winterberry Drive – Eastbound (Ward 9);
- (b) Highway 8 and Gray Road – Eastbound (Ward 10);
- (c) Barton Street and Fruitland Road – Eastbound (Ward 10);
- (d) Upper James Street and Airport Road East – Southbound (Ward 11);
- (e) Garner Road East and Southcote Road – Westbound (Ward 12);
- (f) Wilson Street West and Highway 52/Trinity Road South – Northbound (Ward 12);
- (g) Cootes Drive and Dundas Street/East Street North – Westbound (Ward 13);
- (h) Stone Church Road West and Upper Paradise Road – Southbound (Ward 14);
- (i) Garth Street and Fennell Avenue West/Scenic Drive – Northbound (Wards 8/14);  
and,
- (j) Highway 5 East and Hamilton Street North – Westbound (Ward 15).

**EXECUTIVE SUMMARY**

The City of Hamilton (City) 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

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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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improve roadway safety by reducing right-angle collisions at signalized intersections, which are caused by drivers failing to obey the red traffic signal.

At the October 28, 2015 meeting of Council (Report PW15073), the RLC program was approved to continue and expand at a rate of five new site installations per year. RLC site selection is based on industry guidelines and best practices with the objective to identify and rank all signalized intersections that have the most potential for reducing the number of angle collisions, while considering the potential increase in rear-end collisions post installation. The locations with the highest potential to improve roadway safety and also found to be technically suitable for installation of an RLC are listed in Appendix “A” to Report PW22018.

Based on the evaluation process, Transportation, Operations & Maintenance are recommending the final selection of ten (10) sites for RLC installation to begin in 2022.

**Alternatives for Consideration – See Page 6**

**FINANCIAL – STAFFING – LEGAL IMPLICATIONS**

**Financial:** The recommendation in Report PW22018 can be achieved without impact on the municipal tax levy. The RLC reserve continues to fund traffic safety initiatives throughout the City in alignment with the Hamilton Strategic Road Safety Program and Vision Zero Action Plan. The addition of ten (10) new sites will add approximately \$820K annually in costs and will be funded by the RLC Reserve.

**Staffing:** The RLC Program is managed by the Transportation, Operations & Maintenance Division in the Public Works Department. No additional Public Works 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 RLC program. In 2020 there were approximately 19,500 RLC charges filed in Hamilton under POA. The charges present resource burden as defendants may request early resolution, meeting with a prosecutor, and/or request a trial. The installation of ten (10) new cameras will have an impact on Provincial Offences Administration (POA) and Legal Services. The planned expansion of the RLC will increase resource pressures in POA and Legal Services. Each group respectively will monitor operations and update staffing requirements if required through the annual operating budget cycle process.

**Legal:** N/A

## **HISTORICAL BACKGROUND**

On October 28, 2015 (Report PW15073) Council approved the extension of the RLC program for the period 2017-2021 and authorized staff to enter an agreement with Traffipax LLC for this period which included the costs to expand the number of sites over the five (5) year term. Further, Council approved Report PW15013 recommending five (5) new red-light camera sites be installed annually from 2017 to 2021 inclusive.

In June 2019, Council approved Report PW19055 which included the latest five RLC locations which were installed in 2019.

In July 2020, the City of Toronto, as the lead partner in the municipal partnership, executed a contract with Traffipax LLC that enables radar-equipped RLC technology which offers lower maintenance costs and increased flexibility for RLC site selection.

On December 16, 2020, Council approved Report PW20077 which allowed the extension of the existing contract with Traffipax LLC to December 31, 2026, enabled the use of radar-equipped RLC technology for new RLC installations and conversion of existing RLC locations to radar-equipped RLC technology.

In March 2021 the City's contract with Traffipax LLC was renewed to December 31, 2026. RLC site selections for 2020 and 2021 was deferred pending the extension of the contract and the availability of the radar-equipped RLC technology to inform and guide subsequent site selection.

## **POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS**

There are no implications to current policies or changes to current legislation required to add RLC sites in the City.

## **RELEVANT CONSULTATION**

Under the current program, there were approximately 19,500 RLC charges filed in 2020 at 32 locations in the City under the POA. 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 ten (10) additional RLC's in 2022, there is a potential for an estimated increase of approximately 6,000 additional charges filed annually once all the cameras have been installed. This increase will have an impact on POA and Legal Services resourcing in order to support the processing of the increased RLC volume.

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Hamilton utilizes an Administrative Monetary Penalty System for parking and licensing violations which has proven to be an efficient process for resolving parking/licensing ticket disputes. Currently AMPS is not available for processing RLC violations; however, the City, along with other participating municipalities and organizations, including the Ontario Traffic Council (OTC), have been in contact with the Ministry of Transportation, requesting the use of the AMPS to process RLC and Automated Speed Enforcement (ASE) violations. The request includes legislative amendments that would direct the revenue from RLC/ASE penalties to municipalities.

The latest indication from the MTO is that AMPS may be available to process RLC/ASE in 2022/2023. However, the City would need to review and develop a program to accommodate this change. It is the opinion of Transportation, Operations & Maintenance, Legal Services and POA, that the operation of AMPS would not be ready for operation until the Q2/Q3 of 2023. Enabling AMPS for RLC/ASE would be of great benefit as it would likely provide resourcing and financial sustainability.

Transportation, Operations & Maintenance staff have also consulted with the City of Toronto and they have confirmed that they can process the images from the ten (10) additional RLC sites in Hamilton.

**ANALYSIS AND RATIONALE FOR RECOMMENDATION**

Red light running is a major cause of angle collisions, which are one of the most severe collision types and often result in serious injuries. A review of the City's most recent five years of collision data (2015 to 2019) showed that City-wide, an average of 500 right-angle collisions occurred per year at signalized intersections and an average of 167 of these collisions resulted in injuries.

An evaluation of collision data at RLC locations between 2019 and 2021 identified on average right-angle collisions were reduced by 58% and injury/fatal collisions associated with this type of collision were reduced by 65% compared to the three-year period before the camera was installed. The full 2019-2021 collision summary is shown in Appendix "B" to Report PW22018.

The RLC program is a safety initiative that is part of the Hamilton Strategic Road Safety Program. Revenue generated from the program is used to fund other road safety initiatives identified by the Hamilton Strategic Road Safety Program.

Consequently, Council's previous direction to install five (5) RLC sites per year remains outstanding for both 2020 and 2021 resulting in the request to install ten (10) RLC sites beginning in 2022.

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A key benefit in implementing RLC is achieved when a wide-spread change in driver behaviour at all signalized intersections is achieved. The spill over or halo effect occurs after the cameras have been in service for several years. The keys to achieving this broad-based change are: sufficient numbers of cameras; cameras relatively widely distributed across a geographical area; publicity or word-of-mouth to spread the information; and, sufficient time for the effect to take hold.

The process for site selection is based on the recommendations of the Highway Safety Manual utilizing safety performance functions and according to industry best practices. The objective is to identify and rank all signalized intersections that have the most potential for safety improvement by reducing the number of angle collisions, while considering the potential increase in rear-end collisions after installation of RLC's. Right angle collision patterns are evaluated for the direction of the at-fault driver to further identify the best direction for the camera at the highest ranked locations.

The choice of candidate sites for RLC were determined using the collision data in combination with the strategies noted above to encourage wide-spread change in driver behaviour and improve over-all roadway safety. The list of candidate sites are shown in Appendix "A" to Report PW22018.

The final choice of location of sites is contingent upon the camera vendor's recommendations about the suitability of sites for camera installation. Factors such restricted sightlines, curvature of the road, driveways, overhead restrictions and narrow right-of-ways can preclude an otherwise high-ranking location from being a suitable candidate

Based on this evaluation process, the following ten locations were selected:

- Paramount Drive and Winterberry Drive – Eastbound (Ward 9);
- Highway 8 and Gray Road – Eastbound (Ward 10);
- Barton Street and Fruitland Road – Eastbound (Ward 10);
- Upper James Street and Airport Road East – Southbound (Ward 11);
- Garner Road East and Southcote Road – Westbound (Ward 12);
- Wilson Street West and Highway 52/Trinity Road South – Northbound (Ward 12);
- Cootes Drive and Dundas Street/East Street North – Westbound (Ward 13);
- Stone Church Road West and Upper Paradise Road – Southbound (Ward 14);
- Garth Street and Fennell Avenue West/Scenic Drive – Northbound (Wards 8/14);
- and,
- Highway 5 East and Hamilton Street North – Westbound (Ward 15)

## **ALTERNATIVES FOR CONSIDERATION**

Council could consider approving only five (5) new locations for implementation in 2022 which would omit five (5) of the selected site locations.

**Financial:** Reducing the proposed quantity of RLC location from ten (10) to five (5) can be achieved without impact on the municipal tax levy. The RLC reserve continues to fund traffic safety initiatives throughout the City in alignment with the Hamilton Strategic Road Safety Program and Vision Zero Action Plan. The addition of five (5) new sites will add approximately \$410K annually in costs and will be funded by the RLC Reserve.

Based on prioritization from the selection criteria, if the list is reduced from ten (10) to five (5), the following proposed RLC locations to be installed in 2022, should this alternative be chosen:

1. Highway 8 and Gray Road – Eastbound (Ward 10)
2. Garner Road East and Southcote Road – Westbound (Ward 12)
3. Cootes Drive and Dundas Street/East Street North – Westbound (Ward 13)
4. Stone Church Road West and Upper Paradise Road – Southbound (Ward 14)
5. Garth Street and Fennell Avenue West/Scenic Drive – Northbound (Wards 8/14)

**Staffing:** As with ten (10) new location, reducing to five (5) new locations, no additional Public Works staff will be required to operate the new sites. Reducing the total number of sites would lower the impacts that expansion has on POA and Legal Services by 50%.

**Legal:** N/A

## **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 PW22018 – List of Red-Light Camera Candidate Sites

Appendix “B” to Report PW22018 – Collision Summary for Existing Red-Light Camera Locations (2019-2021)