



BARRIE POLICE SERVICE
committed to our community

November 30, 2016

Dawn McAlpine
Clerk, City of Barrie
Box 400
Barrie, ON L4M 4T5

Dear Ms. McAlpine:

Re: City of Barrie Direction Memo 16-G-159
Red Signal/Light Camera Investigation

At the direction of the Barrie Police Services Board, please find enclosed a Report dated October 28, 2016 in response to the City of Barrie's Direction Memo reference the Red Light Camera Running Enforcement.

Sincerely,

Kimberley Greenwood
Chief of Police

Kimberley Greenwood
Chief of Police

Bruce Carlson
Deputy Chief of Police

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BARRIE POLICE SERVICES BOARD

To : Barrie Police Services Board
From : Chief Kimberley Greenwood
Date : 28 October 2016
Subject: Red Signal / Light Camera Investigation

Motion 16- G-159

On the 13th of June 2016, Barrie City General Committee met and recommended the adoption of the following recommendation:

Red Signal/Light Camera Investigation

1. That the Report of the Infrastructure, Investment and Development Services Committee dated June 8, 2016 concerning the Red Signal Camera Investigations be received for information purposes.
2. That the Barrie Police Service be requested to conduct red light (camera -sic) running enforcement at priority intersection and provide Barrie City Council with a report on the results of the enhanced enforcement activities. (15- G-202) (File T00)

History

- In December 1998, the Provincial Government enacted Bill 102, Red Light Camera Pilot Projects Act, to allow designated municipalities to use red light cameras for up to two years following date of proclamation.
- A pilot project followed which included six (6) Municipalities; the Cities of Toronto, Hamilton and Ottawa and the Regional Municipalities of Halton, Peel and Waterloo.
- In August 2004, the Provincial Government passed legislation allowing municipalities to operate red light cameras indefinitely.
- Currently, four cities (Toronto, Hamilton, Brampton, and Ottawa) and three regional municipalities (York, Waterloo and Halton) continue to be involved in the program.

- In 2015, Council adopted motion 15-G-202 regarding an investigation of the feasibility of implementing red signal/light cameras.
- In May 2016, the City of Barrie Roads, Parks and Fleet met with representatives of the Barrie Police Service. The group met to analyze the 2015 collision data and survey results from a study which was conducted at 13 intersections based on collision history, characteristics of the intersection location and traffic patterns. After reviewing the data presented, it was agreed that the data available did not support the implementation of the Red Light Camera (RLC) Program. Data highlights are as follows:
 - in 2015 there were 2,581 collisions reported
 - 91 of 2,581 collisions were reported as traffic signal violations resulting in a provincial offence notice being issued for running a red light signal (3%)
 - of the 91, there were no fatalities, only minor/ minimal personal injuries to vehicle occupants and minor/minimal damage to vehicles
 - also of note is that in 2013 and in 2014, there were no fatalities associated with right angle collisions within the City of Barrie
- A full report dated on the 8th of June 2016 was provided to Infrastructure, Investment and Development Services Committee. It's conclusions were as follows:
 - Less than 4% of the collisions in Barrie over the past number of years at a signalized intersection have resulted in the charge most commonly associated with running a red signal.
 - The operating cost of the Program with 10 cameras (not including staff resources or any site upgrades) is in the range of \$520,000-\$600,000/year
 - Recoverable revenue generated is difficult to predict and that a detailed business case based on additional data would assist in determining the feasibility of recovering costs
 - Based on the collision data, there doesn't appear to be a substantial safety issue that a RLC program could assist in addressing and it is questionable whether the costs could be recovered. As a result, other traffic engineering initiatives should be reviewed at high collision intersection before a RLC program is considered.

Complaints made to the Barrie Police Service regarding red light infractions emerged from Ward 10, indicating a concern in the area of Big Bay Point Road and Pine Drive. This intersection was monitored by the Traffic Services Unit with little to no success. Barrie Police Service has not received any further citizen complainants in regards to red light infractions within city limits

To comply with motion 16- G-159, Barrie Police Service Traffic Services Unit undertook the task to further study the action of drivers running red lights within the City of Barrie. With current 2016 data that was provided by Accident Support Services, the analytics did not speak to the need for targeted enforcement at intersections. Supervisors feel that mobile enforcement by officers throughout the city would be of more value to the citizens of Barrie.

Accident Support Services is capable of providing statistical analysis to the City of Barrie Roads, Parks and Fleet. With this data specific knowledge, the City along with the Barrie Police Service can make the best decisions for community safety including vehicular and pedestrian safety. It is the strong recommendation that the City of Barrie, the Barrie Police Service and Accident Support Services shall commit to working in union to triage traffic safety issues and develop a plan to combat any issues that are deemed problematic and correctable through collaboration.

Speeding continues to be the number one complaint forwarded to the Traffic Unit through City Hall, City Councilor's and members of the general public. As such, the Traffic Unit does engage in radar and speed enforcement on a regular basis.

Barrie Police Service also participates in a number of provincial traffic initiatives that focus on road safety. Listed below are some of the initiatives that the Barrie Police Services has been involved in:

1. Operation Impact – this annual road safety initiative focuses on four key areas.
 - o aggressive driving including speeding
 - o distracted driving
 - o impaired driving
 - o seat belts
2. RIDE – year round the Barrie Police Service conducts RIDE spot checks both on overtime through grant money from the Province or members on regular patrol. This is to combat the drivers on our roads, who are impaired by drug and/or alcohol
3. Seat Belt Campaign – This campaign focuses on ensuring compliance of all occupants of a motor vehicle, which will assist in minimizing injury during a collision
4. Project Safe Start – The purpose behind this program is to focus on motorists who speed in school zones at the beginning of September when students are heading back to school throughout the City of Barrie. The majority of our school roads have reduced speeds during the start and end to a school day as well as during lunch hour.

The Barrie Police Service addresses community complaints as they are received. The Traffic Services Unit will continue to provide enforcement on our city roadways, at problematic areas identified and will partake in Provincial initiatives to keep our community safe.

Recommendation

That the Barrie Police Service Board receives this report and directs that it be forwarded to Barrie City Council for information purposes as per City Council motion 16-G-159.

Prepared by

Sergeant Mark Hyatt – Traffic Services Unit