

REGION OF OTTAWA CARLETON  
 RÉGION D'OTTAWA CARLETON

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REPORT  
RAPPORT

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Our File/N/Réf.            03 07-98-0095  
 Your File/V/Réf.

DATE                        6 October 1998

TO/DEST.                  Transportation Committee

FROM/EXP.                Councillor Diane Holmes

SUBJECT/OBJET            **RED LIGHT CAMERAS - CONSIDERATION FOR  
 IMPLEMENTATION OF PILOT PROJECT**

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### **REPORT RECOMMENDATION**

**For discussion.**

#### **BACKGROUND**

I am submitting the attached letter dated 15 September 1998 from Mike Colle, M.P.P. for the consideration of the Committee.

For your information, on 28 September 1998, the Ottawa-Carleton Regional Police Services Board approved the following:

*That the Ottawa-Carleton Regional Police Services Board reiterate its request for the Province to enact legislation to permit the installation and use of red light cameras in Ottawa-Carleton.*

An extract of the Draft Minute is appended to the attached documentation. Also attached is the most recent letter from the provincial Ministry of Transportation on this issue.

*Approved by  
 Diane Holmes*

/rn

Queen's Park Office  
Rm. 1617, Whitney Block  
Toronto, Ontario  
M7A 1A4

(416) 325-8707  
(416) 325-8710 Fax



LEGISLATIVE ASSEMBLY

**MIKE COLLE, M.P.P.**  
Oakwood

Constituency Office  
1984 Eglinton Avenue West  
Toronto, Ontario  
M6E 2J1

(416) 781-2391  
(416) 781-4116 Fax

**September 15, 1998**

**Diane Holmes, Chair  
Transportation Committee  
Regional Municipality of Ottawa Carleton  
Ottawa-Carleton Centre, Cartier Square  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7**

**Dear Ms. Holmes:**

As you are aware, over the last several months, I have been promoting the introduction of red light cameras at dangerous, high collision intersections across Ontario to record drivers that run red lights.

Roger Laporte, a resident of Ottawa-Carleton, recently lost his son, Michele, in a motor vehicle accident in which the driver of the other car ran a red light. Needless to say, Mr. Laporte was devastated by the loss of his son and he decided early thereafter to work toward the establishment of red light cameras at intersections. He has written to me on this subject asking for my assistance with respect to the red light cameras and the implementation of realistic penalties and fines for people who run red lights.

While I have raised the matter on several occasions in the provincial legislature, it is clear that the government is not prepared to move ahead with the installation of red light cameras. I believe that there is opportunity for a regional municipality to take the lead on this matter by conducting a pilot project whereby red light cameras would be installed and monitored over a suitable period of time.

I am writing to you as Chair of the Ottawa-Carleton Transportation Committee to ask you and the Committee to consider funding and implementing such a pilot project in the Ottawa area. In my opinion, this is an important and life-saving issue, and a matter that should be addressed on a province-wide basis at the earliest opportunity. A successful pilot project will do a great deal to keep this matter at the forefront of the public agenda.

Mr. Roger Laporte, his local M.P.P. Jean Marc Lalonde, and myself are prepared to appear before the Committee to discuss this important matter.

Thank you for your consideration and I look forward to a reply to my letter at your earliest opportunity.

Yours truly,

A handwritten signature in black ink, appearing to read "Mike Colle". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Colle, M.P.P.

Cc: Roger Laporte  
M.P.P. Jean Marc Lalonde

**STOP SIGN:** Mayor Mel Lastman and Police Chief David Boothby were at the Dufferin St. and St. Clair Ave. W. corner yesterday pushing for red light cameras in the city.

# 301 red-light runners caught in camera test

BY KELLIE HUDSON  
AND JOHN SPEARS  
STAFF REPORTERS

Mayor Mel Lastman yesterday took his battle for red light cameras to one of Toronto's most dangerous street corners: Dufferin St. and St. Clair Ave. W.

He said a test camera that had been watching eastbound traffic for 110 hours recorded 301 red light runners, or 65 every 24 hours.

That's reason enough for the Ontario government to give cities the power to mount cameras to catch and ticket red light runners, he said.

## LITTLE SYMPATHY

But he got little sympathy from Transportation Minister Tony Clement, who sarcastically dismissed Lastman's

demonstration as a "photo op."

"His project will identify the fact that at Dufferin and St. Clair, there are red light runners. Thanks Mel. I know that," Clement said.

He complained that Lastman hasn't worked with the province to find a technique to identify drivers — not cars — who go through red lights.

The province has said it is worried about privacy issues in snapping pictures of cars that violate traffic laws.

Police Chief David Boothby reacted angrily to that argument at Lastman's demonstration.

"Boy, there's no privacy issues when we have an ambulance pull up, and we pick kids up off the street and send them to the hospital, and the

photographers are around taking pictures, and we see the devastation involved in human life," he said.

The corner where Lastman had the demonstration camera mounted was the scene of a horrific accident in July, 1996.

A car ran a red light, crashed into another and plowed through a bus shelter.

## HORRIFIC ACCIDENT

An 89-year-old man died and 10 people were injured. The driver, from California, was fined \$300.

Lastman said he'd like to set up 40 cameras at the city's most dangerous intersections. He has estimated the cost at \$1.5 million, but said the fines collected would cover any costs.

Mayor pushes camera plan to nab 'motor maniacs'

# 'The insanity has to stop'



By SCOT MAGNISH  
City Hall Bureau

A secret red-light camera at a busy midtown intersection caught 65 "motor maniacs" in 24 hours — a pace Toronto Mayor Mel Lastman wants curbed.

"The insanity has to stop," Lastman said from the corner of Dufferin St. and St. Clair Ave. W. where an 89-year-old man was killed and a three-year-old boy injured two years ago.

"We have the technology to stop them. We have the will to stop them. But we don't have the right to stop them in our own city," he said.

Lastman demanded Queen's Park change the Highway Traffic Act to give the cameras legal status and let municipalities keep money collected from fines.

He vowed to "beat the province over the head" with his plan until they do.

But provincial Transportation Minister Tony Clement said the red-light camera pilot project — like the photo-radar flop — is a waste of time.

"This demonstration will show people run red lights," Clement said. "Thanks Mel, I know that."

He said the province is looking for "creative solutions" to the problem, including putting cops at intersections and importing new cam-

eras from the U.S. that identify drivers instead of licence plates.

Toronto Police Chief David Boothby said police can't afford an officer on every corner, and identifying drivers — a bone of contention for civil libertarians — is more trouble than it's worth.

Boothby also downplayed allegations red-light cameras are a cash cow — the existing line is \$185.

"It's an exercise to save lives and prevent injuries," Boothby said of the \$70,000 cameras proposed for 40 of the city's worst intersections.

In 110 hours of operation, the camera at Dufferin St. and St. Clair Ave. caught 301 eastbound cars running red lights for an average of 65 eastbound cars per



TONY CLEMENT  
Cool to idea

day. That's 10,400 cars a day if 40 of Toronto's 1,841 intersections had been under surveillance, and a windfall of \$1,924,000 a day if the current fines were issued.

Mississauga, London, Ottawa, Sudbury and Burnaby, B.C., are looking at similar systems, already in place in New York and San Francisco.

— With files from James Wallace

Sue Ann Levy ..... Page 17

## SEEING RED

The 10 worst intersections for drivers running red lights in a sample eight-hour period, according to city stats:

- Finch Ave. E/B at Jane St. — 121
- Keele St. N/B at Wilson Ave. — 118
- Dufferin St. N/B at Bridgeland Ave. (South of Hwy. 401) — 105
- Warden Ave. S/B at Steeles Ave. — 71
- Finch Ave. E/B at Birchmount Rd. — 46
- Lakeshore Blvd. W/B at Sherbourne St. — 46
- Dixon Rd. E/B at Martingrove Rd. — 45
- Kipling Ave. N/B at Finch Ave. — 44
- Eglinton Ave. E/B at Don Mills Rd. — 37
- Lakeshore Blvd. W/B at Bay St. — 29

## BACKS SCHEME

... Mayor Mel Lastman, at the corner of Dufferin St. and St. Clair Ave. W., pitches his plan to have red-light cameras installed at Toronto intersections. Inset, one of the new cameras catches cars running through a red light at the busy midtown intersection yesterday.



## End of the road for drunk drivers

By JAMES WALLACE  
Queen's Park Bureau

Starting tomorrow, chronic, repeat drunk drivers in Ontario will lose their licence for life.

Tough new fines and penalties for drinking drivers that take effect Oct. 1 will automatically strip licences from impaired drivers after a fourth conviction.

Transportation Minister Tony

will now lose the right to drive.

Anyone caught drinking and driving three times will get slapped with a lifetime licence suspension.

### 10-year wait

However, that ban can be lifted after 10 years if the driver installs a breathalyzer device on their car.

The new regulations raise fines for impaired driving to at least

Other measures include:

- A one-year licence suspension for first-time offenders, a three-year suspension for repeat offenders (up from two), a reducible lifetime ban after three strikes and a no-appeal suspension after four convictions;
- Expanding the definition of repeat drunk drivers to include any charge on record within the previous 10 years. That means any driver who

Forcing all drunk drivers to pay \$475 to attend education courses;

Police will also start impounding the vehicles of drunk drivers and others with suspended licences caught behind the wheel for periods of 45, 90 and 180 days.

### Fines

Fines for that charge will increase to \$25,000 from \$5,000 and car own-

10. PROVINCIAL PROPOSAL FOR NON-POLICE PERSONNEL TO ENFORCE RED-LIGHT RUNNING  
*(deferred from 14 September 1998 meeting)*  
- Board Secretary's report dated 10 September 1998

Based on the discussion surrounding the first agenda item (Lack of Traffic Enforcement), Member Baskerville felt there were many ramifications to this proposal that impact on public safety and on how police officers work. He thought anything of this nature would require significant changes to legislation and therefore can not be approached lightly. He suggested that such changes would require working groups from police associations, the police executives and perhaps police boards along with municipalities. He maintained that stopping moving vehicles should be done by sworn officers and to do otherwise would entail all sorts of risks. He expressed some concern that the Region's Transportation Committee had become involved in this issue without consultation with the Police Service or the board.

Vice Chair Kreling explained this was not exactly a policing issue. Under this proposal, the enforcement personnel would not report to the Chief of Police but would be employees of a municipality. He indicated that at the Transportation Committee meeting he requested the matter be held over at least until the Police Services Board had an opportunity to consider it. He expressed his opposition to having non-police personnel enforce red-light running and did not think putting non-police personnel in a situation of trying to stop vehicles would be advisable. He maintained that if they were relegated to simply recording license plate numbers, red-light cameras could do the same and would be preferable. He indicated he would be putting forward a motion re-iterating a request for the province to introduce legislation to provide municipalities with the authority to install red-light cameras.

Member Boudreau believed that pulling over vehicles is one of the most dangerous things a police officer does and she did not support the proposal. She was pleased that the Region's Transportation Committee had deferred the item because she felt it important to work as a group on this matter. She indicated her support of Vice Chair Kreling's motion, adding it should clearly state that the Ottawa-Carleton Regional Police Services Board does not support the use of non-police personnel in these situations.

In response to Member Baskerville's comments with respect to this proposal being considered by the Transportation Committee without consultation with the Police Service or the Board, Councillor Legendre explained the item was placed on the Committee's agenda at his request. He maintained his motion of 6 May at the Transportation Committee had nothing to do with the stories that appeared in The Toronto Star as it predated the articles by several months. He noted that, under the proposal, should a motorist

refuse to stop, the enforcement officers would simply videotape or photograph the fleeing vehicle. He further explained his reason for putting forward the motion at Transportation Committee was frustration at the province's lack of movement on red-light cameras. He hoped that in studying this proposal and trying to decide what such enforcement personnel would do if the cars didn't stop, the province might progress in their thinking because the result would then be the same as with red-light cameras. He saw this initiative as being better than nothing, though not as good as the technology, and hoped that if the province didn't move on one, they might move on the other. He did not share other Board members' apprehensions with regard to the dangers of what was proposed. He did not believe the dangers were any greater than those faced by parking enforcement officers when confronted by vehicle owners.

Chair Vice agreed that traffic enforcement is one of the most dangerous situations in which officers find themselves. In response to Councillor Legendre's analogy with parking enforcement officials, Chair Vice pointed out that in those instances, the enforcement officer is not dealing with a moving vehicle. Special training is required to do this type of enforcement and police officers have that training. In conclusion, he maintained that even if it was supported, according to legal opinion it can not be done.

Councillor Legendre pointed out that the Highway Traffic Act includes a provision that allows for the employment of non-police enforcement personnel, though according to the Act, they must be employees of the Ministry of Transportation (MTO). He assumed these employees would receive the right training in terms of how to stop moving vehicles. He agreed with Chair Vice's comments with respect to police officers being fully trained and argued they are so well trained that they are wasted in this function. He did not think it was such an outlandish proposal since the Police Service already employs special constables. They are not full-fledged officers and they receive a restricted sub-set of training and remuneration commensurate with that. He maintained that was the notion behind his motion.

With respect to the Highway Traffic Act's provision for MTO employees to enforce part of the Act, Chief Ford explained their jurisdiction deals strictly with truck traffic and issues of vehicle safety. He stressed they do not have the authority to stop a truck for speeding or for any other Highway Traffic Act violations. The Chief did not support the use of non-police personnel for traffic stops for all the reasons mentioned by Metro Toronto's Chief Boothby in his report, but also because he believed technology is the answer. He maintained that even if the technology was in place, he would still be very clear in his mandate, as the Chief of Police, to enforce the Highway Traffic Act. There are a significant number of people killed in traffic accidents across the country. It is incumbent on Chiefs of Police and Commissioners of Police to enforce the Highway Traffic Act and to not give the impression that this enforcement is considered secondary in the community. The enforcement of traffic laws is a very important function for police officers. Chief Ford

re-iterated his opposition to the proposal on the basis that traffic safety and the enforcement of traffic laws has to be a priority in policing and the police have to continue that even though other methods might be put in place to help them. He believed the police have to be very careful not to place a lesser importance on an issue which causes deaths in such great numbers.

Mr. D. White, Solicitor, clarified an earlier point with respect to the enforcement of the traffic act by MTO or other personnel, stating the power to enforce moving violations and the power to stop vehicles is restricted to police officers.

Moved by H. Kreling

**That the Ottawa-Carleton Regional Police Services Board reiterate its request for the Province to enact legislation to permit the installation and use of red light cameras in Ottawa-Carleton.**

CARRIED

Moved by A. Boudreau

**That the Ottawa-Carleton Regional Police Services Board advise the Province that it does not support the proposal for non-police personnel to enforce red-light running violations.**

CARRIED

(J. Legendre dissented)



**Ministry of  
Transportation**

Office of the Minister  
Ferguson Block, 3rd Floor  
77 Wellesley St. West  
Toronto, Ontario  
M7A 1Z8  
(416) 327-9200  
www.mto.gov.on.ca

**Ministère des  
Transports**

Bureau du ministre  
Édifice Ferguson, 3<sup>e</sup> étage  
77, rue Wellesley ouest  
Toronto (Ontario)  
M7A 1Z8  
(416) 327-9200  
www.mto.gov.on.ca



August 10, 1998

Ms. Mary Jo Woollam  
Regional Clerk  
Regional Municipality of  
Ottawa-Carleton  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7



OTTAWA-CARLETON	
REG. MUNICIPALITY'S DEPT	
SEP 02 1998	
FILE NO.	07-98-0125
INDEX NO.	*98-1763
ACTION TAKEN	Council Comm. AM
T.M.S.W./R.N./R.S.	

Dear Ms. Woollam:

Thank you for your letter of June 11, 1998, indicating council's interest in red light cameras at intersections.

This government is concerned with the serious safety hazards of aggressive driving behaviours such as red light running and speeding. In recognition of the public's interest in red light cameras, the Ministry of Transportation and the Ministry of the Solicitor General and Correctional Services undertook a review of our position. The result of this review is that it continues to be the government's position, expressed upon the cancellation of photo radar, that it is essential to identify and hold drivers responsible for any moving violations of the *Highway Traffic Act (HTA)*.

Drivers using the 407 ETR have not breached any traffic law by using that highway. The purpose of the cameras on the 407 is administrative only — the purpose is not to identify and change the unsafe driving behaviours of particular drivers, but to collect the payment required to use the 407.

The aim of any red light intersection camera must be to apprehend drivers who run red lights. Such cameras must permit identification of the driver in order that measures to change the unsafe driving behaviour can be targeted appropriately. The difficulty with red light cameras is that they target the owner of the vehicle rather than the driver.

Holding the driver responsible for his or her own actions allows for the opportunity to improve the driver's behaviour through education or by imposing sanctions such as increased fines, demerit points, licence suspensions and possible imprisonment. Direct identification of the driver allows for irrefutable evidence of the driver's unsafe behaviour to be registered upon conviction in the Ministry of Transportation's driver abstract.

Peel Regional Police recently completed an intersection safety pilot program which was funded by the Insurance Bureau of Canada. The program was designed to increase police traffic enforcement at high collision intersections in the City of Mississauga. This pilot project enabled uniformed officers to lay more than 1,200 charges over the short test period. Signal violations represented only 40% of total charges, with the remaining charges being for other serious traffic infractions such as driving while suspended, illegal turns and non-seat belt use. Clearly, any red light camera program would not have been able to catch any of these other serious infractions, representing 60% of the total charges laid.

Few studies have been conducted respecting the effectiveness of red light cameras in other jurisdictions and, though some successes have been claimed, other studies have shown no effect, or have reported an increase in rear end collisions.

The government's position has been that it would consider a municipality's proposal for its own red light camera program if the municipality could demonstrate that the program targeted vehicle drivers, if it would meet any legal concerns raised (such as those of Ontario's Information and Privacy Commissioner); and if the municipality paid for the provincial services required to assist in the administration of the program.

The most effective way to ensure that drivers running red lights are caught is through police enforcement. The assignment of fines and the accumulation of demerit points which result, and consequent sanctions such as higher insurance rates, serve as strong deterrents to continued aggressive driving behaviour by drivers caught disobeying traffic laws.

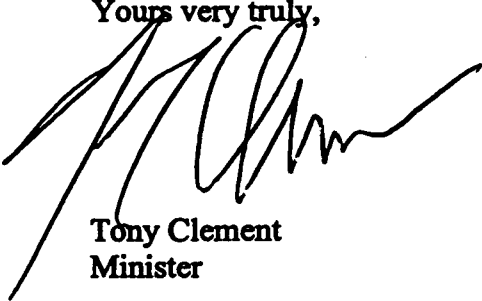
As announced in the Budget Speech on May 5, 1998, this government plans to more than double the fines for red and amber light running. This fine increase is being introduced as part of a community safety package that offers \$150 million over five years for enhanced policing initiatives. In the area of education, the Ministry of Transportation will also ensure its public education and community road safety marketing programs continue to address the issue of aggressive driving and speeding.

On May 27, 1998, the Solicitor General and Minister of Correctional Services Jim Flaherty and I introduced amendments to the *Highway Traffic Act* that will give municipalities another tool to help make communities safer. Under the proposed amendments, municipalities will have the power to establish special community safety zones where fines for driving infractions will be doubled. Prominent roadside signs will let drivers know when they are entering and leaving the special zones designated by the municipality. These zones might include school zones and crossings, roadways near children's parks and day care centres, or problem intersections.

**Let me assure you that this government remains committed to effective solutions to combat aggressive driving behaviours on our roads and highways.**

**Thank you for writing to let me know of council's interest in red light cameras.**

**Yours very truly,**

A handwritten signature in black ink, appearing to read 'Tony Clement', written over the typed name and title.

**Tony Clement  
Minister**