



Honourable Mayor, Councillors, and others here this evening,

My name is Bruce Bursey. I live in Calvin Park, Kingston. I am here today on behalf of the Kingston Coalition for Active Transportation (KCAT) to speak in support of the proposed Kingston Red Light Camera (RLC) program.

Members of KCAT were privileged to be included in the Kingston Road Safety Advisory Group as part of the Kingston Road Safety Initiative. We had an opportunity to work with representatives of:

- City of Kingston Transportation and Public Works
- Kingston Police
- Ontario Provincial Police (OPP)
- Ministry of Transportation Ontario (MTO)
- Kingston Coalition for Active Transportation (KCAT)
- Cycle Kingston
- Kingston, Frontenac and Lennox & Addington (KFL&A) Public Health
- Municipal Accessibility Advisory Committee (MAAC)
- Drivers Against Distraction (motorcycle safety)
- Algonquin & Lakeshore Catholic District School Board
- Limestone District School Board
- Tri-Board Transportation
- Canadian Automobile Association (CAA)
- Young Drivers of Canada

Together we learned a great deal about the road safety challenges faced on the roads of Kingston. And we learned about the range of countermeasures available to address these challenges.

We learned that during the past 5 years, there were on average more than 60 T-bone/side-on collisions per year at signalized intersections in Kingston. 35% involved serious injuries and fatalities.



We learned from the citywide survey, that red light running is 4th on the list of top 10 road safety concerns. Residents from across the city validated that red light running behaviour is common place. A recent 'Kingstonist' online survey attracted a high rate of participation with over 3500 respondents, showing 60% in support of the red light camera program.

A key take away from all of this work is that the road safety challenges in Kingston are a legacy of the way roads were designed and built since the 1960s. Designed and built largely for vehicles, with priority given to minimal disruption in vehicle flow. This has contributed to drivers getting trapped in a risky illegal behaviour of running red lights.

While we strongly support using road design and reduced speed limits as the primary means of reaching the goal of safer roads, we also realize there is a role for RLC in the road safety toolkit; because road design encourages drivers to take risk and move too quickly through intersections.

We realize it is not feasible nor sustainable to expect the Kingston Police to provide enforcement on the number of intersections that need to be addressed. Nor is it feasible to retrofit or make the necessary design changes within the near future. RLC provide a way to address the public safety risk immediately.

Since this was last brought to Council in 2016, there have been an estimated 200 t-bone collisions, including more than 60 cases of severe injury. Even if approved this evening, it is estimated that we can expect 120 more such collisions before the red light cameras are in use.

The costs of t-bone crashes are well documented. In addition to severe human injuries and fatalities and severe vehicle and property damage, there are real costs to the families providing support to the injured. For the City there are costs associated with the demand for first responders and post collision traffic delays, including rerouting of public transit and commercial vehicles.



RLC are used world-wide and across Canada. The results in Ontario municipalities show we can realistically expect a 50% reduction in red light running crashes.

RLC programs have strong support from law enforcement, transportation and community leaders world-wide, and are considered a road safety best practice.

In closing, thank you for the opportunity to speak here this evening. It is encouraging to see Kingston's Road Safety Plan put into action. Making red light running an early priority buys time, with no net cost to the taxpayer, resulting in lives saved sooner than later, while the work to reduce speeds and road redesign is put in place over the years to come.

Most importantly, we must not forget, these cameras save injuries and lives.

Thank you

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