

Intersection Safety Camera Program



October 20, 2021

Agenda



- Intersection Safety Camera Program Governance
- History of Intersection Safety Camera Program in BC
- Site Selection and Technology
- Charging and Disputes
- Citizen-Centered Approach
- Monitoring and Evaluating

Intersection Safety in BC



- 63 per cent of all crashes occur at intersections
- 288 crashes take place at intersections every day
- More than 65,000 people are injured in intersection crashes each year
- 65 people lose their lives annually

Partner Governance

**Ministry of
Public Safety &
Solicitor General**

Funding and revenue

Enforcement
and prosecution

Jointly Managed

Policy and legal

Site performance
and selection

Research and
program evaluations

Communications

**Insurance Corporation
of British Columbia**

Vendor

Violation tickets
processing and
administration

Expansion – Red Light and Speed

1999

- Program inception

2010/11

- Digital upgrade of cameras
- Red light site selection
- Transfer of prosecution duties from Crown to ISC Officers

2017

- Red light activation from 25% to 100% announced
- Program secured funding

2018

- 100% red light activation (speed activation announced)
- Site selection for automated speed enforcement

2019

- Speed activation started July 2019
- New web site launched
- Online payment for ISC tickets through PayBC October 2019

2020

- Speed implementation completed at 35 sites
- Regulatory changes
- New Annual report published

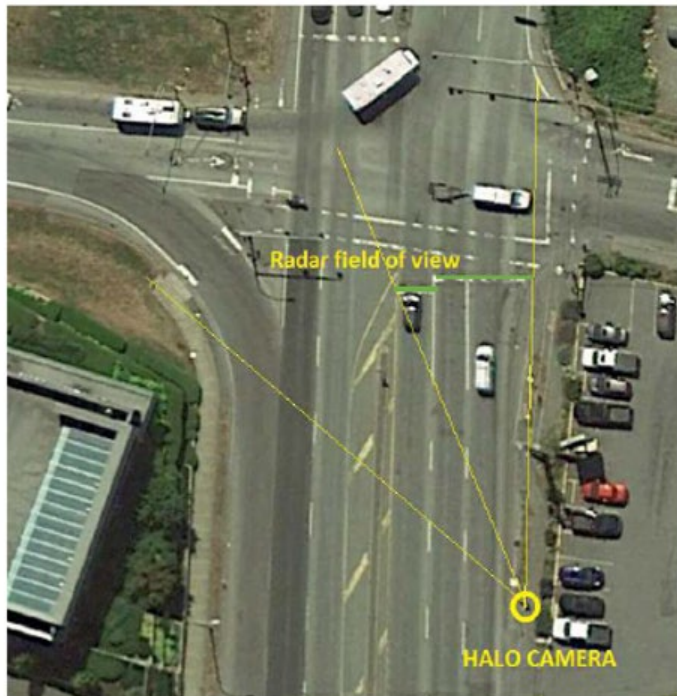


Red Light Site Selection Methodology

- 140 camera locations selected among 1,400 intersections based on several risk factors
- Based on criteria for most effective road safety results
- Post-implementation evaluations have indicated:
 - Overall 14% reduction in bodily injury collisions 18 months post-implementation
 - Further reduction of 6.4% in bodily injury collisions 36 months post-implementation



Speed Site Selection Methodology



- Current 35 speed locations selected out of existing 140 ISC locations
- Prevalence and extremity of speeding
- Record of fatal and severe injury crashes
- Regional equity and spatial distribution
- Technical feasibility
- Support current police speed enforcement practices
- Continuous 3D HD radar camera technology

Charging and Disputes

- Officers are appointed Special Provincial Constables under the Police Act
- ISC violation charging and prosecution
- Site inspections
- ISC Violation Tickets are registered owner tickets – **no penalty points**
- **No vehicle impoundment** for excessive speeding
- **No escalating fines** for multiple tickets



Citizen-Focused Service Design

[Home](#) > [Driving and transportation](#) > [Driving and cycling](#) > [RoadSafetyBC](#) >

- ▶ High-risk driving behaviours
- ▶ High-risk driver programs
- ▶ Driving suspensions and prohibitions
- ▶ Driver medical fitness
- ▼ **[Intersection safety cameras](#)**

How it works

Pay a ticket

Dispute a ticket

- ▶ Where the cameras are

Statistics

Contact

- ▶ BC Road Safety Strategy

Road safety data

Intersection safety cameras

i For the most up-to-date information on COVID-19, please visit the [BCCDC website](#).
Non-medical information about COVID-19 is also available 7:30am-8pm at 1-888-COVID19.

Most crashes in British Columbia happen at intersections. To reduce injuries and save lives, B.C. installs intersection safety cameras—sometimes called red light cameras—at intersections where crashes occur frequently.

Warning signs let drivers know the intersection has cameras. Stopping for red lights and observing the speed limits help to reduce collisions, injuries and fatalities.

Payment and dispute options

Red Light Signs



Look for this sign. It lets drivers know an intersection has a red light camera.

Speed and Red Light Signs



Look for this sign. It lets drivers know an intersection has a speed and red light camera.

<https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/roadsafetybc/intersection-safety-cameras>

Program Outputs

- Regular ongoing program monitoring
- Violation tickets
- Payment rates
- Dispute rates
- Court dispositions



Monitoring and Evaluating

- Ongoing monitoring and analysis to determine the effectiveness of the program in reducing crashes at intersections and the subsequent injuries and fatalities
- Two evaluations underway for ISC program
- Academic and statistical approach to evaluations
- Require sufficient data pre- and post- intervention for proper and robust methodology for statistical analysis
- Red light – pre-post research design covering Comparison, Transition, and Treatment periods
- Literature review on automated red light enforcement underway by CRD Traffic Safety Commission
- Speed – currently one of the proposed study designs is before/after quasi experimental design



Questions?