

Staff Report



To	General Committee
Subject	Red-Light Camera Program
Date	November 26, 2025
Ward	All
From	W Cooke, Director of Legislative and Court Services
Executive Member Approval	J. Schmidt, General Manager of Community and Corporate Services M. Banfield, Executive Director of Development Services
CAO Approval	M. Prowse, Chief Administrative Officer
Staff Report #	LCS009-25

Recommendation(s):

1. That correspondence be sent to the Minister of Transportation requesting that the City of Barrie be approved to install and operate approved Red-Light Camera (RLC) systems within the city limits where data shows a high level of red-light running.
2. That the City Clerk/Director of Legislative and Court Services and Executive Director of Development Services or their designates be authorized to execute any agreements, amending agreements or documents requisite to the Red-Light Camera program.
3. That red-light cameras be installed at locations experiencing high levels of red-light running being experienced, with initial funding to come from the ASE Reserve based on costs included in confidential Appendix A to Staff Report LCS009-25.
4. That two Red-Light Camera Provincial Offences Officers be added as complement utilizing approved funding for the Administrative Penalties Clerk position from the 2026 Business Plan and revenues received through the Red-Light Camera Program.
5. That any net revenues from the Red-Light Camera Program be allocated to the ASE Reserve (to be renamed as the Red-Light Camera Reserve) to be utilized for traffic calming/safety measures.
6. That staff be authorized to contact and enter into agreements with other municipalities who may be interested in having Barrie process RLC violations on their behalf and share operating costs and report back to Council by memorandum if other municipalities are added.

Executive Summary:

The purpose of this report is to provide details on the implementation of a Red-Light Camera Program as requested in motion 25-G-042.

A Red-Light Camera (RLC) system uses a camera along with a radar device to capture images of vehicles that cross the stop bar at a traffic-light controlled intersection after the light turns red. The system can calculate the amount of time the traffic signal turned red prior to the vehicle crossing into the intersection and the speed of the motor vehicle was travelling at the time the infraction occurred. Unlike ASE cameras, these RLC systems are to remain in place once they are installed. The associated fine for running a red light is \$328.25 (including MTO related fees).

Key Findings:

Staff reviewed two options for implementing a Red-Light Camera Program either joining the Toronto Joint Processing Centre ("JPC") or operating one in the City of Barrie, utilizing the previous Automated Speed Enforcement Processing Centre and retaining two staff from that program.

Staff contacted both the City of Toronto RLC Joint Processing Centre (JPC) as well as the only MTO approved vendor directly, Jenoptik Smart Mobility Solutions LLC to obtain costing and information about the program. Currently the City of Toronto operates the only JPC for RLC in the province. Although no Non-Disclosure Agreement was signed with the City of Toronto JPC, their projected financial information is being treated as confidential given that they also use Jenoptik as their camera operator. This information is attached as a confidential Appendix B to Staff Report LCS009-25.

Jenoptik has been the sole provider of the only Ontario approved RLC system for the last 25 years. Jenoptik provides an end-to-end turnkey solution for municipalities who are authorized to operate RLCs within the province of Ontario. Their office and warehouse are in Mississauga, Ontario. Procurement staff has confirmed they are satisfied that Jenoptik is the only approved provider for RLCs in Ontario, and that an agreement entered into with Jenoptik falls within the sole-source provisions of Barrie's Procurement By-law.

The City of Barrie currently has the required systems and programs set up to transition to a Red-Light Camera Program. As Barrie runs its own court operations, no additional software systems, with the exception of the operating system for the RLC, will be required.

As Barrie already has an Administrative Penalty system established the City Clerk can authorize existing staff to deal with RLC infractions. Two junior prosecutors were hired in 2024 to work with the Prosecution Unit as Screening Officers for the ASE Program. If a RLC Program is approved, any appeals to violations would be processed by Screening Officers through the Administrative Penalty Program.

There are current staff who can be trained as Designated RLC Provincial Offences Officers. With the cancellation of the Automated Speed Enforcement programs province-wide, staff are recommending transitioning two of the existing ASE officers to the RLC officer role, subject to them acquiring the appropriate designation.

Staff in the Traffic and ROWA Services Branch conducted a preliminary survey at 12 city traffic-controlled intersections. The chart in Appendix A provides the results with a total of 175 potential infractions within a 24-hour period. Actual infraction rates may differ when cameras are installed. Staff would be using this list to determine initial locations for the red-light cameras. While operating the ASE cameras, they were moved around the City to community safety zones where schools were located. Moving the ASE cameras, was an additional cost to the program and would take about a week to recalibrate the systems so that violations would be captured. For the red-light cameras they will be installed at a fixed location and not moved around the City. If Council would like cameras at various locations, staff would recommend adding additional cameras.

A list of potential locations has been included in Appendix A

Staff anticipate it will take approximately 4 months to set up and execute the required agreements for RLC with the installation of cameras to follow immediately thereafter. All efforts to expedite the implementation of a RLC program will be used to minimize any waiting time for all agreements to be fully executed. It is anticipated that the RLC Program could be operational within a few months upon receipt of approvals from Council and the Ministry of Transportation.

Financial Implications:

Please refer to Confidential Appendix B.

Alternatives:

The following alternatives are available for consideration by General Committee:

Alternative #1 General Committee could authorize staff to enter into agreements with the camera provider, MTO, MAG, and the City of Toronto JPC once confirmation is received from the Minister of Transportation that Barrie is/will be authorized to utilize RLC within city limits. This alternative is not recommended as the increase in pricing for the cameras and processing of Penalty Orders with Toronto's new contract(s) are unknown at this time and waiting to find out would only delay the implementation of a RLC program.

Alternative #2 General Committee could decide not to proceed any further with developing a RLC program which could enhance traffic safety within city limits. Although this alternative is available it is not recommended as red-light running is a safety concern.

Strategic Plan Alignment:

Affordable Place to Live		
Community Safety	X	Enhances road safety.
Thriving Community		
Infrastructure Investments		
Responsible Governance		

Additional Background Information and Analysis:

Red-light cameras are governed under the Highway Traffic Act (HTA) and Ontario Regulation 277/19 as amended by Ontario Regulation 317/20 and have been used in Ontario since 2001. In July 2022, the Province created Ontario Regulation 355/22 allowing certain camera-based vehicle infractions (including red light cameras) to be processed as an Administrative Penalty.

MTO designated officers use the camera vendor's software to retrieve and review the images and the associated infraction data. Once satisfied an offence has occurred and all relevant information is correct in the image, an officer searches the records of the MTO to obtain the owner information for the licence plate on the vehicle caught in the infraction and issues and mails a Penalty Order to the owner of the vehicle. The Penalty Order issued includes all the information required for a contravenor to pay or appeal the order. As with ASE, there are no demerit points associated with RLC infractions.

Consultation and Engagement:

There was no public consultation required in relation to this staff report.

Environmental and Climate Change Impact Matters:

There are no environmental and/or climate change impact matters related to the recommendations.

Appendix:

Appendix A – List of Potential Locations

Appendix B – Confidential Appendix B regarding financial information supplied in confidence to the municipality – red light cameras.

Report Author:

R. Bates, Automated Enforcement Program Manager, Legislative and Court Services Department

APPENDIX A – RED LIGHT COLLISION DATA – 3 YEAR PERIOD

Red Signal Running (24 Hr)						
Location ▼	Date of Count ▼	Direction of Travel ▼	Left Turn Violations ▼	Through Movement Violations ▼	Total Violations ▼	Total Collisions ▼
Mapleview Drive West and Highway 400 NB Ramp	Tuesday, August 19, 2025	WB	N/A	32	32	3
Bayfield Street and Grove Street	Wednesday, August 20, 2025	SB	9	13	22	3
Mapleview Drive East and Park Place	Tuesday, August 19, 2025	WB	2	18	20	3
Cedar Pointe Drive and Dunlop Street	Tuesday, August 19, 2025	WB	12	7	19	3
Barrie View Drive and Mapleview Drive	Tuesday, August 19, 2025	SB	18	1	19	5
Mapleview Drive West and Highway 400 SB Ramp	Tuesday, August 19, 2025	WB	15	0	15	3
Anne Street South and Dunlop Street West	Tuesday, August 19, 2025	NB	12	2	14	3
Dunlop Street West and Ferndale Drive North	Tuesday, August 26, 2025	SB	12	1	13	4
Dunlop Street West and Tiffin Street	Thursday, August 21, 2025	NB	12	1	13	1
Ferndale Drive North and Operations Centre	Wednesday, August 20, 2025	SB	12	0	12	x
Bayview Drive and Mapleview Drive	Tuesday, August 19, 2025	WB	5	6	11	3
Ferndale Drive South and Veterans Drive	Thursday, August 21, 2025	NB	5	5	10	4
Little Avenue and Yonge Street	Tuesday, August 19, 2025	SB	1	9	10	4
Bell Farm Road and Duckworth Street	Wednesday, August 20, 2025	NB	2	7	9	3
Bayfield Street and Cundles Road	Tuesday, August 19, 2025	SB	2	6	8	3
Essa Road and Innisfil Street	Tuesday, August 19, 2025	WB	2	6	8	3
Bayfield Street and Wellington Street	Wednesday, August 20, 2025	EB	7	0	7	4
Grove Street East and St Vincent Street	Wednesday, August 20, 2025	EB	1	5	6	4
Ferndale Drive and Livingstone Street West	Tuesday, August 19, 2025	SB	2	3	5	x
Anne Street North and Cundles Road West	Tuesday, August 19, 2025	NB	1	3	4	3
Mapleview Drive and Yonge Street	Tuesday, August 19, 2025	NB	1	3	4	x
Bayfield Street and Livingstone Street	Tuesday, August 19, 2025	EB	3	0	3	3
Big Bay Point and Leggott Avenue	Tuesday, August 19, 2025	EB	1	2	3	3
Cundles Road East and St Vincent Street	Wednesday, August 20, 2025	NB	1	1	2	4
Essa Road and Mapleview Drive	Monday, October 6, 2025	NB	1	1	2	x
Huron Road and Lockhart Road	Wednesday, August 20, 2025	NB	1	1	2	x
Blake Street and Johnson Street	Wednesday, August 20, 2025	WB	1	0	1	x

Appendix B – Red Light Cameras - CONFIDENTIAL

Confidential Appendix B to Staff Report LCS009-25, regarding red-light cameras program was circulated under separate cover due to financial information supplied in confidence to the municipality.