
REPORT TITLE: **Automated Speed Enforcement Program By-law Amendments on Regional Roads 7, 9, 22, 24, 50 and 136, Town of Caledon, Wards 1, 2, 3 and 4**

FROM: Andrew Farr, Interim Commissioner of Public Works

RECOMMENDATION

That the necessary by-law be presented for enactment to amend Region of Peel Traffic By-law 15-2013 for the implementation of the Automated Speed Enforcement Program in Peel Region;

And further, that the Town of Caledon, the Caledon Ontario Provincial Police, Dufferin Peel Catholic School Board and Peel District School Board be advised.

REPORT HIGHLIGHTS

- The Region of Peel has been investigating options for the use of an Automated Speed Enforcement Program (cameras) as part of the Vision Zero Road Safety Strategic Plan.
 - The Automated Speed Enforcement Program will be implemented in select school and community safety zones.
 - Removal of existing flashing speed limit signs, addition of new speed limit signs and adjustment of community safety zone lengths are required for the installation and usage of Automated Speed Enforcement cameras.
 - Amendments to Region of Peel Traffic By-law 15-2013 Schedule "A" are required to implement the recommended changes.
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DISCUSSION

1. Background

The Region of Peel has been investigating options for the use of an Automated Speed Enforcement Program (cameras) as part of the Vision Zero Road Safety Strategic Plan. On December 12, 2019 Regional staff presented the Automated Speed Enforcement Program Update report which was adopted by Regional Council per Resolution 2019-1109.

Council endorsed implementation of the Automated Speed Enforcement Program in support of Vision Zero and directed staff to report back to Regional Council with the required by-law amendment to implement Automated Speed Enforcement cameras at selected locations that meet the *Highway Traffic Act* criteria.

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a) Automated Speed Enforcement Implementation Locations

In accordance with the *Highway Traffic Act*, municipalities are authorized to use Automated Speed Enforcement systems only in the following zones:

i) Community Safety Zones

Community Safety Zones are implemented through a special designation under the *Highway Traffic Act*, using the Ontario Traffic Manual guidelines. These include areas such as schools, parks, playgrounds, or where public safety is of special concern. Safety concerns such as aggressive driving must be evident within the selection of roadway where a Community Safety Zone is designated.

Within Community Safety Zones, motorists are advised that fines are increased. Many set fines are doubled for speeding and traffic-related offences. For the selected locations where Peel's Program is to be implemented, the established Community Safety Zone lengths and posted speed limits were reviewed to ensure sufficient transitions are provided.

ii) School Zones

School Zones are defined as the area along the frontage of a school property and 150 metres beyond either side. Municipalities can reduce speed limits within School Zones for specific days of operation and times, and post "flashing" speed limit signs. School Zones are not always within a Community Safety Zone.

Within School Zones, motorists are advised they are entering a school area where children are present; however, the fines are not increased for speeding and traffic-related offences.

iii) Flashing Speed Limit Signs

Flashing speed limit signs are active during set school times and days. Having both flashing speed limit signs and Automated Speed Enforcement cameras create both logistical and legal issues. As such, in accordance with industry best practices, flashing speed limit signs must be removed where Automated Speed Enforcement cameras are used.

2. Findings

a) Location Reviews

Staff reviewed all 25 School and Community Safety Zones along Regional Roads to ensure that the road geometry within these zones meet the Provincial Guideline for Ontario Automated Speed Enforcement (ASE) system Program established by the Ministry of Transportation Ontario and the Ontario Traffic Council ASE Working Group.

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A total of six School Zones in the Town of Caledon were identified as the best locations based on adherence to the Provincial guidelines as well as the following criteria:

- Sensitive community areas exist with high concentration of vulnerable road users, especially pedestrians and cyclists;
- Camera system operation requirements are met, ensuring that road gradients, transition zones, vertical and horizontal alignments, and road geometry meet the Ministry of Transportation criteria;
- Minimal modifications were required to adjust speed limits and signage for school and community safety zones;

It is estimated that Caledon's existing court processing capacity allows for the processing of 5000 to 7500 Automated Speed Enforcement violations annually. It is further estimated that this volume of violations would be produced by one camera, whether in one location or rotated amongst several. Therefore for at least the first year of operation, one camera will be shared between the six identified locations.

In parallel, the Cities of Brampton and Mississauga are currently preparing their own Automated Speed Enforcement programs. Staff will work with the local municipalities to supplement the local programs on Regional roads where appropriate. Like Caledon, there is finite court capacity in Mississauga and Brampton. Information from the Region's experience in Caledon will be shared with the local municipalities to help refine their programs.

Of the six locations selected in Caledon, four will require minor adjustments to Community Safety Zone lengths and posted speed limits to permit the usage of Automated Speed Enforcement cameras. The proposed changes are shown on the maps in Appendix I and summarized in the table shown in Appendix II.

Of the two locations that require no changes (Robert F. Hall Catholic Secondary School and Caledon Central Public School), Old Church Road will be the first location to have warning signs posted. To provide adequate notice to the traveling public as prescribed by the Ministry of Transportation guidelines, warning signs must be installed for at least 90 days prior to placement of the Automated Speed Enforcement camera unit. Staff anticipate that the camera will be operational by late summer or early fall 2020.

For the four locations that require minor adjustments, the work is anticipated to commence summer 2020, and be completed late fall 2020 or first quarter of 2021.

b) Performance

As indicated in the December 12, 2019 report to Council, to not adversely impact court capacity in Caledon, the Region of Peel will be operating a single camera and will be rotating the camera between locations on Regional Roads for the first year. Over the first year of operations staff will be able to determine the direct impact to court capacity, operational requirements and the successes of delivering the program.

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c) Required Amendments to Regional Traffic By-law 15-2013

The table shown in Appendix III provides a summary of required amendments to the by-law, including existing and proposed speed limits and Community Safety Zone revisions at specific locations.

NEXT STEPS

The next steps after approving the amendments to Region of Peel Traffic By-law 15-2013 are:

- May 2020 - Install warning signs covering the first selected location on Old Church Road, completed;
- Summer 2020 - Camera system vendor to install a camera on Old Church Road;
- Summer and Fall 2020 - Complete the required adjustments at the four locations identified in the Appendix I and II, respectively;
- Beginning Q1 2021 - Implement Camera system rotation schedule between candidate locations (the camera will be installed at one location at a time);
- Continue to provide updates/notice on the Region of Peel's web site and social media;
- Report back to Regional Council annually as part of the Vision Zero Road Safety Strategic Plan Update Report on the effectiveness of the program.

RISK CONSIDERATIONS

Not implementing amendments in these locations will limit or prohibit the implementation of Automated Speed Enforcement cameras.

Despite the Automated Speed Enforcement camera being a safety program that aligns with the Peel Vision Zero plan, there are risks in the implementation, namely:

- Concerns related to infrastructure setting (e.g. adequate road signage, visibility etc.);
- Concerns related to adequacy of public notice before the installation of the program;
- Costs of vandalism to equipment.

To address these concerns in advance of the Automated Camera System installation, staff:

- Conducted a thorough review of the candidate locations and will install the required warning and regulatory signing in accordance with the specified timelines;
- Will continue to communicate through typical communication channels, the School Boards and the Town in order to keep the public informed on the status of the Automated Speed Enforcement program;
- Will ensure that through the contract agreement, that the Vendor (Redflex Traffic Systems (Canada) Ltd.) is responsible for installation and any maintenance or damages to the camera system equipment, including vandalism.

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FINANCIAL IMPLICATIONS

The proposed amendments such as removal of flashing speed signs, new signs and sign relocations can be accommodated within the existing approved budget.

CONCLUSION

Changes to Community Safety Zone lengths and posted speed limits are required in four locations prior to implementing the Automated Speed Enforcement Program, requiring amendments to Region of Peel Traffic By-law 15-2013.

APPENDICES

Appendix I - Maps of Proposed Changes on Selected Locations

Appendix II - Table of Proposed Changes on Selected Locations

Appendix III - Table of Required Amendments to Regional Traffic By-law 15-2013

For further information regarding this report, please contact Denise Dang, Technical Analyst, Traffic Operations, Ext. 7853, denise.dang@peelregion.ca.

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Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.



N. Polsinelli, Interim Chief Administrative Officer