
REPORT TO: Community and Infrastructure Services Committee

DATE OF MEETING: September 28, 2020

SUBMITTED BY: Barry Cronkite, Director, Transportation Services
519-741-2200, ext. 7738

PREPARED BY: Faranak Hosseini, Transportation Planning Project Manager
519-741-2200, ext. 7665
Ivan J. Balaban, Traffic Technologist
519-741-2200, ext. 7302

WARD (S) INVOLVED: All Wards (1-10)

DATE OF REPORT: September 17, 2020

REPORT NO.: DSD-20-104

SUBJECT: Automated Speed Enforcement – Regional Agreement and Program Launch

RECOMMENDATIONS

- That the Director of Transportation Services be authorized to execute all necessary agreements, renewals, and other such documentation with the Region of Waterloo for the administration and operation of Automated Speed Enforcement on City roads; said documentation to be to the satisfaction of the City Solicitor, and;
- That Franklin Public School be approved as the priority location for automated speed enforcement; and further;
- That the school zones outlined in Appendix A be approved and added to Schedule 19 of the Uniform Traffic Control By-law.

BACKGROUND

The Highway Traffic Act was amended in 2019 to permit municipalities to use Automated Speed Enforcement (ASE) with the objective of improving road safety. The legislative amendment allows municipalities to enact by-laws to permit the use of Automated Speed Enforcement (ASE) exclusively in school zones and community safety zones.

The intent of ASE is to improve road safety in school zones and community safety zones through increased compliance with posted speed limits. Reducing operating speeds has proven to have a direct positive impact on the likelihood and severity of collisions. In tandem with other strategies including education and engineering methods, the long-term objective of ASE is to influence driver behaviour and improve road safety for all users.

An ASE system automatically measures vehicle speeds at a specific point along a roadway using a camera based radar system. Enforcement is accomplished through the issuance of an offense above the posted speed limit issued to the owner of the vehicle license plate number. A ticket will be issued if a vehicle is detected travelling greater than a set speed above the posted speed limit. The registered owner of the vehicle will receive the ticket regardless of who was driving.

An ASE Steering Committee chaired by the Ontario Traffic Council has taken a province-wide approach towards the implementation of the ASE system. In Ontario, the cities of Toronto, Ottawa, Hamilton, London, Regions of Waterloo, York, Durham and Peel are planning to launch the ASE program. Recently the City of Toronto has implemented this system on 50 locations near schools and community safety zones as of July 6, 2020.

REPORT

This report describes the proposed operating and implementation plan of the ASE program.

Proposed ASE Operation Model

The Region of Waterloo, area municipalities and Waterloo Regional Police Services agree that The Region should administer ASE on regional and municipal roads on behalf of area municipalities subject to local Council approval. Of primary consideration is that a provincial offences court is required for the processing of all ASE related infractions. The local Provincial Offences Court office falls under the jurisdiction of the Region of Waterloo and therefore area municipalities are limited in their ability to establish a standalone ASE program. Additionally, a Region wide ASE program ensures consistent implementation throughout the Region of Waterloo.

Based on this operating model, The Region would be responsible for all implementation and maintenance costs of the selected sites within the City of Kitchener. However, this also requires that all revenue from the ASE system will be retained by the Region to account for capital and operating costs.

The selected implementation model involves a semi-fixed camera system installation. A semi-fixed installation enables the device to be rotated among several ASE sites. The ASE sites will be pre-determined and the device will be rotated among these sites on a quarterly basis.

The ASE plan initially consisted of 32 sites within the Region (four sites per municipality/township and four allocated to the Region of Waterloo itself) using the semi-fixed approach, however due to financial constraints, the phase 1 launch was reduced to a total of eight sites (one site per municipality). This phased approach will allow for monitoring of offence volumes and associated resource requirements before expanding the program.

Anticipated ASE Benefits

In alignment with other City of Kitchener road safety initiatives, staff expect the following benefits for the City as a result of the ASE system:

- Improved speed compliance within the highest priority school zone(s) selected for ASE
- Increased comfort and safety for walking and active transportation within school zones;
- No initial capital or annual operating cost to the City.

According to the Highway Safety Manual, the use of ASE has proven to reduce fatal, serious, minor and possible injury collisions. Some related examples are as follows:

- Quebec, Canada: ASE program reduced average speeds by 13.3 km/h and reduced collisions by 15% to 40% at ASE sites.
- Saskatchewan, Canada: ASE program reduced average speeds by 17% and reduced collisions by 63% at ASE sites.

Site Selection Criteria and Proposed Sites

Speed data collected within school zones was primarily used to prioritize the selected sites. Schools that have an 85th percentile speed of 10 km/h or more above the posted speed limit were added to the School Zone ASE Priority Ranking List. Of the City's 71 schools, there are 17 schools that met this criterion. The School Zone ASE Priority Ranking List includes the top 17 priority locations and is provided in **Appendix B**. Six of the 17 priority locations are already listed in the Uniform Traffic Control Bylaw Schedule 19 (Rate of Speed). The remaining 11 locations (as shown in **Appendix A**) should also be specifically listed in Schedule 19 for future phases of the ASE program. Specifically listing ASE locations in the Traffic Control Bylaw will help prevent ambiguity if ASE related offences are challenged.

The School Zone ASE Priority Ranking list is data-driven and will continue to be updated as new data becomes available. Once the Region moves to future phases of the ASE program, staff will use the most up to date version of the School Zone ASE Priority Ranking List to select future locations and update Council accordingly. Currently the top five locations are as follows:

#	School Name	Adjacent Roadway	Posted Speed (km/h)	85th Percentile Speed (km/h)	Deviation from Posted (km/h)	Priority Rank
1	Franklin Public School	Franklin St N	40	62	22	1
2	Westheights Public School	Westheights Dr	40	60	20	2
3	Lackner Woods Public School	Zeller Dr	40	57	17	3
4	St. Anne - Kitchener (EDC, FI)	East Ave	40	57	17	
5	St. John's (EDC)	Strange St	40	54	14	4

Legal Agreement

In order for the Region of Waterloo to operate the ASE program on the City of Kitchener's behalf, a legally binding agreement is required. Based on this agreement, the Region's responsibilities will include, but not be limited to, entering into all the agreements with the various parties on the City's behalf, paying all fees associated with the program, working with the ASE technology vendor, the City of Toronto and the Ministry of Transportation Ontario (MTO) to set up the ASE sites, and reporting to MTO on numbers, collision reduction benefits, etc. The City's Legal solicitors will review this agreement and amend as necessary before being signed by the Director of Transportation Planning.

In order to administer and operate the ASE program, the Region is also in the process of entering into agreements with a number of agencies including MTO, Redflex Traffic Systems (Canada) Limited, and the City of Toronto. This is to facilitate the access to license plate registry, equipment supply, installation of equipment, and cost-share for the ticket processing centre. The Region has commenced the work on these agreements and is planning to complete the agreements as soon as possible after Regional Council approval.

Public Communication and Education

The Region will be leading the public communication and education efforts related to the ASE program and will be the single point of contact for public questions and feedback. The Region will post on-street signs at the selected ASE locations three months in advance of enforcement to notify drivers about the program well in advance of the enforcement coming into effect at the selected locations. In addition to this, Regional staff are planning to provide more information on ASE on the Region's website, which the City of Kitchener will provide a link to. The Ontario Traffic Council (OTC) has also developed a website that provides further information on the ASE program which can be found at aseontario.com.

City staff will prepare key messages about the program to use as a reference in public communications. This information will also be posted on the City of Kitchener website with references to The Region's and OTC's content. Residents will be directed to the Region of Waterloo as the single point of contact for additional information and further discussion.

Timelines and Next Steps

If approved by City of Kitchener Council, staff will finalize the legal agreement with the Region. The Region expects that the negotiation and execution of the legal agreements with the related agencies (area municipalities, City of Toronto, MTO, etc) to be completed by the end of 2020. However, due to the sensitivity related to the timing of the launch during the COVID-19 pandemic, Regional staff is planning to monitor the COVID-19 situation and launch ASE in line with the provincial back to school policy and the Region's court system capacity. Based on timing required for these actions, ASE is anticipated to be operational in early 2021.

ALIGNMENT WITH CITY OF KITCHENER STRATEGIC PLAN

This project aligns with strategic priority 3 (Safe and Thriving Neighbourhoods), strategy 3.2 (Create safer streets in our neighbourhoods through new traffic calming approaches), strategic action NB38 (traffic calming) of the City of Kitchener's Strategic Plan.

FINANCIAL IMPLICATIONS

The Region of Waterloo will install, administer and maintain the ASE program with no financial implications to the City of Kitchener. All revenue from this program will be retained by the Region of Waterloo to fund the program.

COMMUNITY ENGAGEMENT

CONSULT – The City has conducted surveys to gauge public support for lower speed limits in neighbourhoods. The support for this type of initiative has generally been positive.

INFORM – This report has been posted to the City's website with the agenda in advance of the council / committee meeting.

ACKNOWLEDGED BY: Justin Readman, General Manager Development Services Department

Attached:

Appendix A – School Zone Rate of Speed Schedule

Appendix B – School Zone ASE Priority Ranking List

Appendix A – School Zone Rate of Speed Schedule

SCHOOL	HIGHWAY	FROM	TO	MAXIMUM SPEED
W.T. Townshend PS	Activa Avenue	Berry Moss Street	Copper Leaf Street	40 km/h
St. Anne Kitchener	East Avenue	Glendale Road	Stirling Avenue North	40 km/h
Meadowlane PS	Forestwood Drive	East intersection of Glen Park Crescent	McGarry Drive	40 km/h
Franklin PS	Franklin Street North	Bradley Drive	Dalewood Drive	40 km/h
St. Mary's HS	Lennox Lewis Way	Block Line Road	Ardelt Avenue	40 km/h
Mackenzie King PS	Natchez Road	Carson Drive	A point 60 metres east of Matthew Street	40 km/h
J.F. Carmichael	Patricia Avenue	Highland Road West	Spadina Road West	40 km/h
Blessed Sacrament	The Country Way	Erinbrook Drive	Spring Hill Place	40 km/h
St. Dominic Savio	Westforest Trail	Trelawney Street	Victoria Street South	40 km/h
Westheights PS	Westheights Drive	North intersection of Winding Way	East intersection of Autumn Hill Cres	40 km/h
Wilson Ave PS	Wilson Avenue	Ninth Avenue	Fifth Avenue	40 km/h

*** This information is available in accessible formats upon request. ***
Please call 519-741-2345 or TTY 1-866-969-9994 for assistance.

Appendix B – School Zone ASE Priority Ranking List

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1	Franklin Public School	Franklin St N	40	62	22	1
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3	Lackner Woods Public School	Zeller Dr	40	57	17	3
4	St. Anne - Kitchener (EDC, FI)	East Ave	40	57	17	
5	St. John's (EDC)	Strange St	40	54	14	4
6	J W Gerth Public School	Apple Ridge Dr	40	53	13	5
7	Mackenzie King Public School	Natchez Rd	40	53	13	
8	Blessed Sacrament (EDC)	The Country Way	40	52	12	6
9	Saint John Paul II	Pebblecreek Dr	40	52	12	
10	St. Paul (EDC)	Birchcliff Ave	40	51	11	7
11	W T Townshend Public School	Activa Ave	40	51	11	
12	J F Carmichael Public School	Patricia Ave	40	50	10	8
13	Meadowlane Public School	Forestwood Dr	40	50	10	
14	St. Dominic Savio (EDC)	Westforest Trail	40	50	10	
15	St. Kateri Tekakwitha	Pioneer Dr	40	50	10	
16	St. Mary's High School	Lennox Lewis Way	50	60	10	
17	Wilson Avenue Public School	Wilson Ave	40	50	10	

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