
TO:	GENERAL COMMITTEE
SUBJECT:	AUTOMATED SPEED ENFORCEMENT CAMERAS IN SCHOOL AND COMMUNITY SAFETY ZONES
WARD:	ALL WARDS
PREPARED BY AND KEY CONTACT:	S. ROSE, CET, TSOS, MANAGER OF TRAFFIC AND ROWA SERVICES R. BATES, MANAGER OF COURT SERVICES
SUBMITTED BY:	M. BANFIELD, RPP, DIRECTOR OF DEVELOPMENT SERVICES W. COOKE, DIRECTOR OF LEGISLATIVE AND COURT SERVICES/CITY CLERK
GENERAL MANAGER APPROVAL:	B. ARANIYASUNDARAN, P.ENG., PMP, GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT D. MCALPINE, GENERAL MANAGER OF COMMUNITY AND CORPORATE SERVICES
CHIEF ADMINISTRATIVE OFFICER APPROVAL:	M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That staff in the Development Services Department be authorized to move forward with the Automated Speed Enforcement Program in school zones and community safety zones, with an upset 2022 limit of \$300,000 to be funded from the Tax Rate Stabilization Reserve for the costs associated with the first year of implementation including:
 - Leasing two (2) mobile cameras;
 - A new senior transportation technologist position;
 - MTO licence plate lookup costs;
 - Barrie's portion of the shared costs associated with a joint processing centre or sworn provincial offences officers who review the camera images and issue tickets, as appropriate;
 - Traffic signage;
 - Postage; and
 - Startup membership costs (if any).
2. That the Mayor and City Clerk be authorized to enter into agreements to implement an Automated Speed Enforcement program with either Local Authority Services (LAS) or the City of Toronto, based on evaluation of best value to the City, with such agreements to be to the satisfaction of the Directors of Legal Services, Development Services and Legislative and Court Services.

3. That staff in the Legislative and Court Services Department investigate and report back with the next steps associated with implementing an Administrative Monetary Program System (AMPS) program with respect to Parking and Automated Speed Enforcement penalties.
4. That should there be additional revenue generated through the enforcement of this program, once implemented, staff review ways to use that net revenue for other traffic safety initiatives and report back to General Committee through the annual budget process on the allocation of the funds.

PURPOSE & BACKGROUND

Report Overview

5. City Council adopted Motion 20-G-213 on December 7, 2020, which states:

“That staff in the Operations Department advise the City of Toronto’s Joint Processing Centre that the City of Barrie is seeking to participate in the Automated Speed Enforcement (ASE) program, with the goal of operating two (2) mobile ASE cameras and rotating them between community safety zones and school zones across Barrie’s 10 wards.

That staff in the Operations Department report back to General Committee with details concerning the next steps of implementation required regarding the installation, operations and maintenance costs.”

What is Automated Speed Enforcement?

6. Automated Speed Enforcement is a system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling faster than the posted speed limit in school or community safety zones with a posted speed limit of no more than 80 km/h.
7. These types of charges are the responsibility of the owner and not driver related charges.
8. These charges must currently be processed through a Provincial Offences Court office.

What is a Community Safety/School Zone?

9. A school zone is a designated area of road near a school. As described in the *Highway Traffic Act*, school zones are to be designated through by-laws passed by municipal councils. Typically, school zones occur within 150 metres of the front of a school and have reduced speed limits that are put into effect either during specific periods of the day or 24/7.
10. City Council policy mandates a 40km/hour posted speed limit in front of elementary schools. On major roads with daily vehicle volumes exceeding 5,000 vehicles per day and where elementary schools are present, a “40 km/hour when flashing” posted speed limit has been implemented. Barrie currently has these “40 km/hour when flashing” speed limits, which follow varying time schedules in 23 elementary school locations.

How does Automated Speed Enforcement (ASE) work?

11. ASE is designed to work in tandem with other speed control and safety strategies, including engineering measures, education initiatives and police enforcement. ASE is focused on altering driver behaviour to decrease speeding and increase safety in the schools and community safety zones.

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12. The ASE system is comprised of three main parts:
- A speed measurement component.
 - A data processing/storage component.
 - An image capture component that includes a data box with the posted speed limit, the speed of the vehicle, the location, the time of day, and other information.

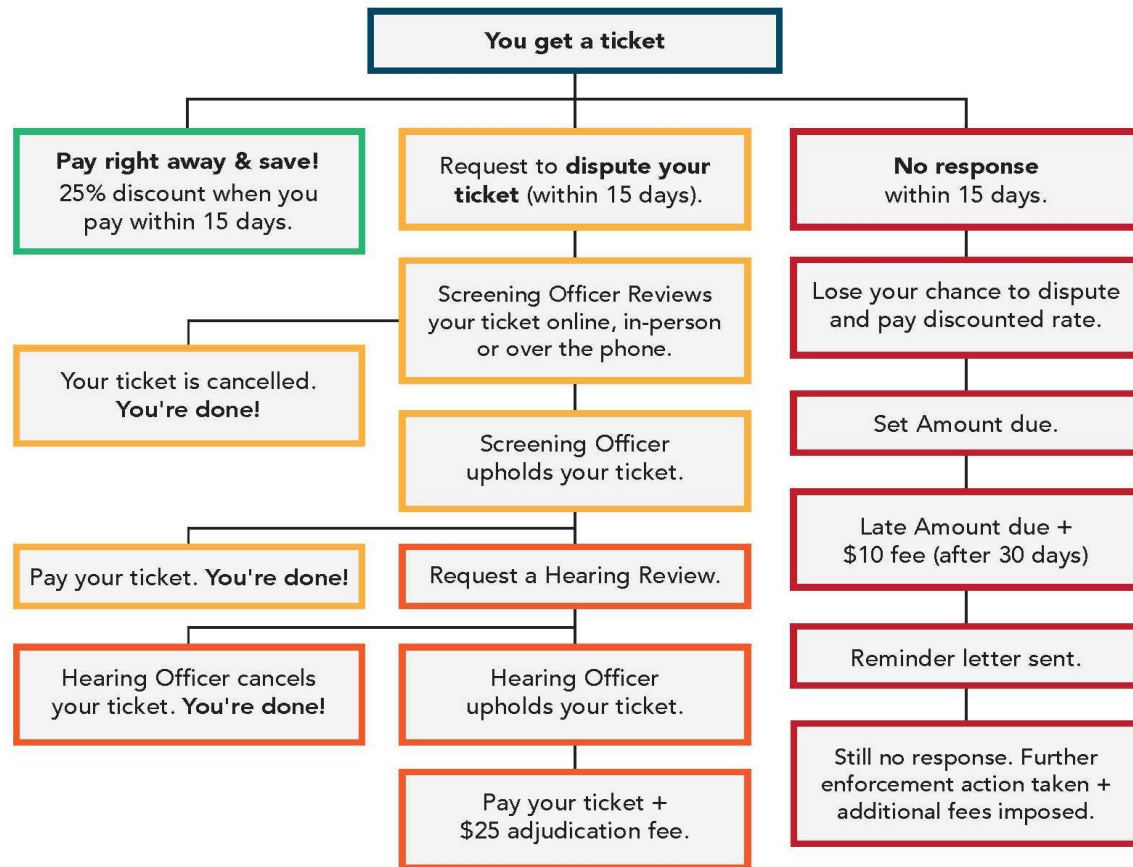
What costs are associated with implementing ASE enforcement?

13. There are several additional aspects that drive costs associated with an ASE Program, including:
- The arrangement where the procured vendor supplies, installs, operates and maintains all camera systems on behalf of participating municipalities;
 - Licence plate retrieval data fee payable to the Ministry of Transportation;
 - Proportionate costs associated with the operation of Joint Processing Centre (i.e., the sworn Provincial Offences Officers who review the camera images and issue tickets, when appropriate);
 - The costs associated with court administration of Provincial Offences charges;
 - Additional traffic signage is required to modify existing flashing 40 km/hour zones and also to warn of upcoming speed camera usage;
 - Additional City resources associated with operating the ASE Program; and
 - The costs of an education and awareness campaign to reach the broader community. Additional communications would be planned leveraging existing tools i.e., This Week in Barrie (TWIB), social media, website and media contacts.

What is an Administrative Monetary Program System?

14. The AMPS program is an emerging approach to dealing with minor provincial offence violations for vehicle owner contraventions detected using camera systems and other municipal bylaws such as parking. A municipally operated AMPS program removes these minor charges from the Provincial Offences Court stream to a system that is fair, effective, efficient, and is managed by the municipality.
15. The Province has recently adopted Legislation that provides municipalities authority under the AMPS Program to deal with owner type offences including: Automated Speed Enforcement, Red Light Cameras, Streetcar Cameras and School Bus Camera charges. There is an existing AMPS system available for use for Parking Offences. Given the previous volume of parking offences, it has not been deemed cost effective for Barrie to utilize AMPS for parking tickets in the past.
16. An AMPS moves these types of disputes out of the court system and gives municipalities the discretion to resolve tickets at a screening review. A person who disagrees with the decision of the screening officer can request a hearing before a hearing officer.

17. The chart below provides an overview of a General AMPS Program:



ANALYSIS

ASE Program

18. Staff have previously examined the use of ASE based on an earlier item for discussion. Please refer to Staff Report [OPR011-20](#). At that time, it was anticipated that setting up an ASE program could take approximately 24 months.
19. Staff have contacted the City of Toronto Joint Processing Centre to determine the costs of running an ASE program. Those costs were estimated at approximately \$300,000 annually with the goal to break even with annual fine revenues from offenses.
20. The City has been made aware of a second option being led by LAS through the Association of Municipalities of Ontario (AMO) that has been working on an additional joint processing centre for automated speed enforcement program that could include 400+ Ontario municipalities. The operational costs of the LAS program are not known at this time but anticipated to be comparable or less to the City of Toronto's ASE program. LAS has mentioned that they would likely be able to share further details about the program later this summer and the service delivery options available as part of their program that could further reduce our costs. While the details of the LAS program are not finalized, there may be more flexibility with this program as it is just beginning as opposed to working with the City of Toronto.

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21. Both options would require the City to enter into partnership agreements to deliver the service. Identified streets for the program would need to have traffic signage in place for 90 days prior to starting enforcement. Staff have recommended that the Mayor and City Clerk be authorized to execute the necessary agreements with either party, to allow for staff to make an evaluation of the best value of each option, as further details become available.
 22. A new senior transportation technologist position has been identified to aid the operation of the program by determining the site locations, preparing signage installations, preparing notices to residents, creating monthly reports on effectiveness, and identifying other traffic safety initiatives.
 23. The vehicles speed threshold for determining when a vehicle is in violation has not been determined at this time and would be developed in discussions with the partners participating in the program to maintain consistency between jurisdictions. Staff will report back on the contract once signed and provide the location rationale with vehicle speed threshold details for the ASE implementation.
 24. Other next steps associated with the implementation of the ASE program would be the following:
 - Entering into an operational agreement with the Ministry of Transportation Ontario for the use of automated speed enforcement on Barrie roads, as well as access to the MTO's licence plate registry;
 - Entering into an agreement with LAS or the City of Toronto (or their camera vendor) for the supply, installation, operation and maintenance of the ASE unit(s) in Barrie;
 - Entering into an agreement with LAS or the City of Toronto for the operation and cost-sharing of the Joint Processing Centre, which issues the Certificate of Offence;
 - Notifying the Ministry of the Attorney General to ensure that violations can be properly registered into the local court system and that necessary preparations (including Justice of the Peace availability) are made for any court cases;
 - Installing vendor cameras after all specified infrastructure upgrades are completed (e.g., induction loop installation/changes, any needed speed limit signage alterations, and additional sign and pavement markings, as necessary);
 - Implementing a public information campaign, including installing the required signage, for a minimum of 90 days per location;
 - Conducting training related to infraction notices processed through the Provincial Offences Courts and administered by the City of Barrie; and,
 - Addressing ongoing operational matters, including through monitoring safety data, participating as a member of the Working Group and Committees, and responding to FOI, public and Council inquiries.

AMPS Program

25. Implementation of an AMPS program is anticipated to provide a more effective, automated, standalone system where most all elements are controlled by the municipality, without the need to rely upon the availability of judicial officers. The system is not limited by capacity but rather easily expandable should the need arise.

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26. An AMPS program can be more efficient, user friendly and less intimidating while maintaining the fundamental principles of justice and due process and generally results in the quicker completion of matters over and above the court process. Staff will review the potential for the AMPS system to be utilized for both ASE charges as well as parking offences.
27. Should an AMPS system not be adopted in the near future, parking (and any new ASE charges) would continue to flow through the Provincial Offences Court system, where they would compete with limited available court and trial time.
28. The dispute rate of ASE charges is anticipated to be much less than regular speeding ticket dispute rates (40%+) as there are no demerit points associated with convictions. Pre-pandemic, our local Provincial Offences Court System could likely have handled a small amount additional trials for ASE offences. Post pandemic, our court is backlogged with trial matters as the courts were not operating for several months by Provincial orders, were further impacted by a staggered recovery approach set by the Chief Justice and are currently experiencing a further reduction in available judicial resources supplied by the Province.
29. If this approach is approved, staff in the Legislative Services and Court Services would require time to develop an AMPS system process that would benefit the City of Barrie, evaluate any additional resourcing needs and provide potential revenue information to Council.

ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS

30. There are no environmental and/or climate change matters directly related to the recommendation.

ALTERNATIVES

31. The following alternatives are available for consideration by General Committee:

Alternative #1

General Committee could decide to wait for the next term of Council and 2023 Budget to decide on whether to proceed on the automated speed enforcement program.

This alternative is not recommended as the 2023 Operating Budget is not anticipated to be approved until February 2023 and would delay the implementation of the program. Due to the numerous steps associated with implementing these programs, there is a long lead time before the cameras are in place.

Alternative #2

General Committee could decide to not investigate an AMPS program for parking and automated speed enforcement programs.

This alternative is not recommended as the local Provincial Offences Court has not yet fully recovered from impacts stemming from the pandemic and ongoing concerns pertaining to judicial officer availability.

FINANCIAL

32. The costs to implement an Automated Speed Enforcement Program is anticipated to cost \$300,000 annually. Annual fines revenues once the cameras are active have the potential to offset the costs of the program. As such, it is recommended that the startup be funded in 2022 from the Tax Rate Stabilization Reserve. The reserve funding is only for 2022 and costs incurred in 2023 would become part of the department's tax levy funded base budget.

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33. The upset 2022 spending limit of \$300,000 would be used to acquire the two mobile cameras, a new Senior Transportation Technologist position, MTO licence plate lookup costs, Barrie's portion of joint processing centre costs, traffic signage, postage fees and potential start up membership costs. There would be the potential for fine revenue once the program is active on the streets.
 34. Once the ASE program is operational staff anticipate 880 violations per month based on two camera locations and relocated between wards every two months.
 35. Should there be additional revenue generated through the enforcement of this program, staff will review ways to use that net revenue for other traffic safety initiatives.

LINKAGE TO 2018–2022 STRATEGIC PLAN

36. The recommendation(s) included in this Staff Report support the following goals identified in the 2018-2022 Strategic Plan:
 - ☒ Improving the Ability to Get Around
 - a) Create safer streets
 - ☒ Offering Innovative & Citizen-Driven Services
 - a) Use technology to deliver services more effectively