



**DEVELOPMENT SERVICES
MEMORANDUM**

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TO: MAYOR A. NUTTALL AND MEMBERS OF COUNCIL

FROM: M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES
W. COOKE, CITY CLERK/DIRECTOR OF LEGISLATIVE AND COURT SERVICES

WARD: ALL

NOTED: D. MCALPINE, GENERAL MANAGER OF COMMUNITY AND CORPORATE SERVICES
M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RE: AUTOMATED SPEED ENFORCEMENT PROGRAM UPDATE

DATE: MARCH 27, 2024

The purpose of this Memorandum is to provide members of Council with an update concerning the first three months of the Automated Speed Enforcement (ASE) Program.

Council adopted the following motion regarding the implementation of an Automated Speed Enforcement Program in June 2022 as follows:

22-G-131 AUTOMATED SPEED ENFORCEMENT CAMERAS IN SCHOOL AND COMMUNITY SAFETY ZONES

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:
 - a) Leasing two (2) mobile cameras, with staff in the Development Services Department to report back to General Committee concerning the costs and requirements associated with leasing an additional two (2) mobile cameras;
 - b) A new senior transportation technologist position;
 - c) Ministry of Transportation of Ontario (MTO) licence plate lookup costs;
 - d) 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;
 - e) Traffic signage;
 - f) Postage; and
 - g) 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



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(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.
5. That staff in the Development Services Department evaluate the feasibility of community safety zones adjacent to Secondary Schools for the Variable Time Flashing 40 km/hr sign upon Council request, and report back to General Committee.

In the Fall of 2023, the City of Barrie entered into an agreement with LAS to host a Joint Processing Centre and signed on with their contractor Conduent on the implementation of ASE Program. There are municipalities in the queue to join Barrie's Joint Processing Centre late Q2/early Q3 of 2024.

Cameras

All camera locations are determined based on information collected through Traffic Services. The first set of ASE Cameras became operational at Big Bay Point Road and Anne Street North on December 1st, 2023.

Below are statistics collected through the Traffic Services Branch and the Joint Processing Centre.

Traffic and Joint Processing Centre Statistics

The cameras in both locations have been successful in achieving significant reductions in speeding in the two initial community safety zone locations, when compared to the use of flashing 40 km/hour beacons. During peak school hours speeds were reduced by 12 km/hour at the Big Bay Point location and 13 km/hour at the Anne Street location. This reduction is compared to speeds during peak school hours when the flashing 40 km/hour beacons were in use.

ASE Speed Comparison (km/h) 85th Percentile Speeds, Peak School Hours			
Location	Before ASE Camera Deployment with Flashing 40 km/h	During ASE Camera Deployment – No Flashing Lights	After ASE Camera Removed – Flashing lights restored
Big Bay Point EB	74	62	61
Anne Street SB	69	56	63

The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

Vehicle speeds were recorded for 24 hours using our speed tracker device and contractor counts. Staff identified the peak hours when students are arriving and or leaving the school site. The data above is the 85th percentile during the peak school hours, not the full 24 hour period as the focus is on community safety. Traffic staff will continue to monitor vehicle speeds along ASE routes after the cameras have been removed.



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Big Bay Point – Violations and Tickets (as of February 18, 2024)

Monthly Activity	*Dec	Jan	Feb**	Total
Violations Recorded by Cameras (7 am to 5 pm)	24,983	19,155	14,120	58,258
Tickets issued (are combination of offence dates from both the current and previous month as officers have 23 days to issue a ticket from the offence dates)	*1,357	2,091	1,172	4,563

Anne Street North – Violations and Tickets (as of February 18, 2024)

Monthly Activity	Dec	Jan	Feb**	Total
Violations Recorded by Cameras (7 am to 5 pm)	16,348	9,812	9,514	35,674
Tickets issued (are combination of offence dates from both the current and previous month as officers have 23 days to issue a ticket from the offence dates)	*715	2,843	1,119	4,677

*December only one Provincial Offences Officer was processing violations while the other officer was awaiting designation from the Province.

As noted above there is a significant difference between the tickets issued and the number of violations recorded. Tickets for violations have only been issued if they occurred between 7:00 am and 5:00 pm, Monday to Friday, as this is the prime period when vulnerable members of the community may be impacted by speeding and due to limited available resources to process violations.

There is a notable variance between violations recorded and tickets issued. The number of tickets actually issued relate to whether the image captured is of adequate quality to issue a ticket (such as if it is obscured by weather and/or illegible licence plates) and the available resources to review images. Currently there are two Provincial Offences Officers processing charges related to ASE, with a third officer awaiting designation by the Province. The current volume of violation images per day and per officer substantially exceeds what the existing resources can process.

Based on the rates of speed exceeding the maximum speed limit during the first several months of operation at these locations, the average ASE fine amount payable per ticket is approximately \$90.00. This is the same cost as an average ticket issued by police officers for the same violation, but an ASE violation does not include the loss of demerit points or a record of same on a driver's licence as the ticket is issued to the owner of the vehicle not the driver.

Similar to when tickets are issued by a police officer, many owners of vehicles who have been issued ASE violations have chosen to pay their fines. However, a portion of the defendants are requesting trials through the Provincial Offences Act court system. The following outlines the number of matters that had been filed with the courts:

Matters Filed at Court by Month	Dec	Jan	Feb	Total
ASE Charges	358	2,579	4,640	7,577

As with regular tickets, there is a difference between the legislated payment period when a fine is to be paid and when the next steps take place to move the infraction to vehicle plate denial. As such, \$463,065 gross fine dollars have been paid into the Court to date. This represents over 50% of the total fines. Court and operating expenses would be subtracted from this amount.