

City of Mississauga Corporate Report



Date: May 27, 2024 To: Chair and Members of General Committee	Originator's files:
From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works	Meeting date: June 19, 2024

Subject

Contract Extension to Redflex Traffic Systems (Canada) for the Automated Speed Enforcement Program (PRC002592)

Recommendation

That the Chief Procurement Officer or designate be authorized to extend the City of Mississauga's agreement with Redflex Traffic Systems (Canada) Limited for an additional five (5) years from July 16, 2024 to July 15, 2029 in the estimated amount of \$18,400,000 excluding taxes, for the supply, installation, operation and maintenance of Automated Speed Enforcement Systems in accordance with the terms and conditions of the Request for Approvals executed by the City of Toronto on behalf of the City of Mississauga and other participating Automated Speed Enforcement municipalities.

Executive Summary

- On July 5, 2021, the Automated Speed Enforcement (ASE) program began enforcing posted speed limits utilizing 2 cameras rotating within neighbourhood school area community safety zones.
- On April 9, 2022, all 22 Council approved cameras were operational and enforcing posted speed limits within neighbourhood school area community safety zones throughout the City of Mississauga
- Data collected before and during enforcement periods shows an average decrease in vehicle operating speeds of 9 km/h and average increase of 30% in motorists' compliance with the speed limit.
- The proposed ASE expansion program will include the existing 22 mobile cameras and 60 new semi-fixed cameras using pole mounted cameras and physical infrastructure over the next 5 years.
- The transition of camera tickets from Provincial Offences Act (POA) to Administrative Penalty System (APS) is planned to occur in January 2025.
- Following the successful transition to APS, the establishment of a City run processing

☐ centre to support and expand the City's ASE program is proposed for later in 2025.

Background

The City of Toronto, on behalf of all municipalities interested in operating ASE, issued a Request for Proposal (RFP) in 2019. The RFP consisted of a proof of performance evaluation, technical proposal evaluation and cost of services. Based on the technical proposal score and the cost of services score, Redflex Traffic Systems (Canada) Limited was evaluated as the highest scoring proponent meeting the requirements set out in the RFP, and the City of Mississauga entered into an agreement with Redflex Traffic Systems (Canada) Limited in March of 2021.

The first term of the vendor agreement with Redflex Traffic Systems (Canada) Limited expires on July 15, 2024. The City of Toronto has renewed their contract with Redflex Traffic Systems (Canada) Limited for the option term, from July 16, 2024 to August 15, 2031, on the same terms and conditions of our existing agreement and as per the Request for Proposal (RFP) 9148-19-0048 for the provision of Automated Speed Enforcement services.

Comments

Automated Speed Enforcement Program Results

ASE cameras have been used to enforce the speed limit at 124 locations since the beginning of the program on July 5th, 2021. Staff are continuously collecting data before, during and after ASE operations to determine the effectiveness of the program. Data shows that ASE has proven to be an effective tool at reducing motor vehicle speeds and increasing speed limit compliance. The average decrease in operating speeds throughout the 124 locations was 9 km/h and the average speed limit compliance increased by 30%.

A total of 82,000 tickets have been issued since July 5, 2021. The highest number of tickets were issued on Truscott Drive west of Lorne Park Road. The highest ticketed speed was 78 km/h, nearly 50 km/h over the posted speed limit, which has occurred at 9 different enforcement locations. There have been 207 Part III offences processed to date for vehicles travelling at least 50 km/h over the posted speed limit, with the highest ticketed speed being 114 km/h on Mississauga Valley Boulevard west of Central Parkway East. Detailed statistics for all 124 locations are attached as Appendix "A" for reference.

As of May 15, 2024, ASE has completed enforcement at 124 locations, with 22 locations currently being enforced and 26 additional locations throughout the City signed as "coming soon" for future deployment.

Administrative Penalty System and Processing

In the 2022 business planning cycle, a multi-year budget request (BR10522) was approved with the staffing required for both the Administrative Penalty System (APS) expansion and the creation of a City run processing centre. A shift from the existing Provincial Offence Act (POA)

framework to APS for camera-based offences would reduce the burden associated with administering automated camera enforcement programs, enable a sustainable program, and allow for future expansion.

Staff are drafting a new Administrative Penalty By-Law to allow for ASE to operate under APS which is planned to be presented to General Committee in the Fall of 2024. The APS case management technology solution is currently being expanded for the management of ASE ticket types.

Additional resources have been identified through the budget planning process and staff are working towards the transition of camera tickets from POA to APS in January of 2025. Following the expansion to the City’s APS program, additional processing capacity must be realized to support and expand the ASE program further. Staff continue planning for the establishment of a City run processing centre to support and expand the City’s ASE program in 2025.

Future Camera Site Selection

ASE will continue to be deployed to neighbourhood Community Safety Zones where known speeding concerns exist. These sites will be prioritized based on the severity of the speeding concern and accounting for other factors such as overall traffic volumes, the presence of sidewalks or cycling facilities, neighbourhood pedestrian generators such as schools and parks, and collision history.

The proposed camera expansion for the next five years includes the continued use of the existing 22 mobile cameras, plus an addition of 60 semi-fixed cameras which rotate to 100 locations throughout the City. The proposed timing of the new camera deployments are as follows:

	2024	2025	2026	2027	2028	Total
New ASE Cameras	5	10	15	15	15	60

These semi-fixed cameras, using pole mounted cameras with physical infrastructure including permanent concrete bases and poles, will expand ASE deployments to major road school zones and other major roadways where fatal and injury collisions occur. Opportunities to incorporate new and emerging hardware and technology in the program are also being explored.

To ensure that ASE continues to be used as intended to reduce vehicle speeds and reduce the severity of collisions, particularly in areas where there is a higher volume of vulnerable road users, a future Corporate Policy for Community Safety Zones will be developed and consider

vehicle operating speed and volume, collision history, and the presence of sidewalks, cycling facilities, schools, parks, playgrounds and recreation areas.

Financial Impact

The program costs identified in this report for the period of five (5) years is estimated to be \$18,400,000 for contract services provided by Redflex Traffic Systems (Canada) Limited for the delivery, installation, and maintenance of the equipment for the program. The estimated costs to operate the ASE program are expected to be offset by fine revenue collected from charges issued during the operation of the program. Total contract costs are estimated at \$14,701,700 with a contingency of \$3,698,300 for adjustments to estimated cost as they are not finalized. The Operating Budget costs for the extended contract services are detailed in **Table** below:

Cost center: 23971							
Automated Speed Enforcement Program	July -Dec 2024	2025	2026	2027	2028	Jan -July 2029	Grand Toal
Installation and construction costs	472,000	787,100	945,350	1,259,200	1,259,200	-	4,722,850
Daily operating costs	734,900	1,092,650	1,615,140	2,197,750	2,197,750	2,140,660	9,978,850
Total Costs	1,206,900	1,879,750	2,560,490	3,456,950	3,456,950	2,140,660	14,701,700
Revenues	1,206,900	1,879,750	2,560,490	3,456,950	3,456,950	2,140,660	14,701,700
Net Costs	-	-	-	-	-	-	-

The Operating impact for subsequent years will be included in the Operating Budget submission for consideration during the 2025 and respective future budget planning years, and will be subject to Council approval.

Conclusion

Staff from the Transportation and Works Department request Council grant authority to renewal the agreement with Redflex Traffic Systems (Canada) Limited for the delivery, installation, and maintenance of equipment for the ASE program.

Attachments

- Appendix 1: Automated Speed Enforcement Statistics
- Appendix 2: Fixed Automated Speed Enforcement Camera



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Colin Patterson, C.E.T., RSP1, Manager, Traffic Services & Road Safety