

City of Mississauga
Corporate Report



<p>Date: November 4, 2020</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: December 2, 2020</p>

Subject

Automated Speed Enforcement Fall Update

Recommendation

1. That the report from the Commissioner of Transportation and Works, dated November 4, 2020, entitled, "Automated Speed Enforcement Fall Update", be received for information.
2. That the launch of Automated Speed Enforcement Phase One be planned for April 2021, utilizing 2 cameras rotating on a monthly basis within neighbourhood school area community safety zones, as indicated in the report from the Commissioner of Transportation and Works, dated November 4, 2020, entitled, "Automated Speed Enforcement Fall Update."
3. That staff continue to advocate for, and work with, the Ontario Traffic Council to provide feedback to the Ministry of Transportation Ontario on the drafting of the regulatory changes necessary to allow for municipally operated Administrative Penalty Systems to process automated enforcement violations, as indicated in the report from the Commissioner of Transportation and Works, dated November 4, 2020, entitled, "Automated Speed Enforcement Fall Update."
4. That the Transportation and Works Department develop criteria and a Policy for the application of Community Safety Zones beyond the previously approved school zone areas, as indicated in the report from the Commissioner of Transportation and Works, dated November 4, 2020, entitled, "Automated Speed Enforcement Fall Update."
5. That the appropriate City staff plan for the expansion of Automated Speed Enforcement into future phases , and other potential automated enforcement programs, including the determination of the preferred dispute resolution system, all necessary budgets, staffing requirements, and facilities to coincide with expected Provincial changes in 2022, as

indicated in the report from the Commissioner of Transportation and Works, dated November 4, 2020, entitled, "Automated Speed Enforcement Fall Update."

Report Highlights

- On July 8, 2020, a by-law was approved which authorized the execution of a number of agreements required to implement Automated Speed Enforcement.
- All in-person *Provincial Offences Act* (POA) matters scheduled between March 16 through to and including January 22, 2021 have been adjourned due to COVID-19 with the potential for further extension of in-person court closure, from the Ministry of Attorney General and the Ontario Court of Justice.
- The ongoing closure of courts has eliminated any additional capacity within the system to process Automated Speed Enforcement Charges.
- Automated Speed Enforcement Phase One is planned for April 2021, utilizing 2 cameras rotating on a monthly basis within neighbourhood school area community safety zones.
- The expansion of Automated Speed Enforcement should not occur until normal court procedures have resumed and additional court capacity is realized.

Background

A limited Automated Speed Enforcement (ASE) Phase One Program was approved through the 2020 budget process which was planned to begin operation in September of 2020. In addition, through the 2020 budget process, the city-wide implementation of 30 km/h neighbourhood school zone speed limits and neighbourhood school area Community Safety Zones was approved. The launch of ASE Phase One was postponed until the beginning of 2021 at the earliest due to impacts of the COVID-19 pandemic and to allow for the neighbourhood speed changes to be implemented.

On June 17, 2020 Mayor Crombie sent a letter to Premier Ford supporting proposed changes to the Provincial Offences Act (POA), highlighting the pressures on court operations during the pandemic, and requesting additional judicial resources in order to address current backlogs and future initiatives such as ASE, school bus stop arm cameras, and red light cameras.

On July 8, 2020 a by-law was approved which authorized the execution of a number of agreements required to implement Automated Speed Enforcement. Staff continues to work towards the execution of these agreements necessary to implement ASE in Mississauga. It is anticipated that all necessary agreements will be in place in December 2020.

Neighbourhood speed limit changes began under normal operations in early 2020 and there are currently 12 neighbourhoods converted with a number of additional neighbourhoods scheduled to be implemented shortly. In September 2020, the Neighbourhood Speed Limit Project began when Road Safety staff started to identify the 30 km/h speed limits and school area community

safety zones. The city-wide deployment of reduced speed limits within neighbourhoods is underway and is scheduled to be completed by the end of 2021. ASE will be deployed in these new speed limit areas once the program begins.

Comments

Regulatory Update

The City continues to advocate for the Province to enact legislation to allow the use of Administrative Penalties (APS) to process automated enforcement violations. Staff has begun work with the Ontario Traffic Council to continue our advocacy and communication towards a shift from POA to an APS process for administering automated enforcement offenses. The working group will have an opportunity to provide feedback to the Ministry of Transportation Ontario (MTO) on the drafting of the regulatory changes necessary to allow for municipally-operated APS processes. The MTO has recently communicated that they are potentially looking at developing an APS regime by mid-2022. Given the limited amount of POA court capacity, ASE expansion is dependent on a move to APS for adjudicating these types of charges rather than the current POA system.

Program Initiation

Material Management and Legal Services are currently reviewing all necessary documents and agreements required to begin operation of the Automated Speed Enforcement program. It is anticipated that all agreements will be in place by December 2020, allowing for ASE to begin operation in April 2020 following the provincially-required 90-day advance notice period.

To ensure ASE is deployed successfully, the program will be rolled out in phases to allow for data-driven decisions that will inform planning and resource needs as the program expands.

- Phase One (early 2021) - Two cameras installed in school area Community Safety Zones; locations will rotate and be prioritized based on the severity of speeding in the area and other factors such as traffic and pedestrian volumes, collision history, and site suitability.
- Phase Two (timing TBC) - The program will be expanded to allow ASE technology to rotate frequently through all suitable residential school zones within the City where speeding is a concern. Cameras will be added as required. An expanded program could include 22 cameras which rotate in an equitable manner across the City's 11 wards.
- Future Phases (timing TBC) - Further expansion of ASE deployment on major collector or arterial roadways (if designated Community Safety Zones); expansion dependent on move to Administrative Penalty System for adjudicating these types of charges rather than the Provincial Offences Act.

It should be noted, that additional resources are required to handle additional ASE charges, whether they are addressed through the existing Provincial Offences Act process, or a future Administrative Penalty System. It is essential to identify and plan for the deployment of a robust ASE Program by determining the City's preferred dispute resolution system, and identifying all necessary budgets, staffing requirements, and facilities to coincide with the regulatory changes expected to be brought forward by the Province in 2022. An internal committee is recommended to determine the resources required in order to expand ASE.

Site Selection

ASE will 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 taking into account 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. Expansion beyond neighbourhood School Area Community Safety Zones is not recommended at this time.

A number of school zones throughout the City are currently being assessed for ASE suitability. Potential sites must also be reviewed from a site suitability perspective to ensure that ASE operation is possible. Once the ASE locations have been identified and confirmed, staff will communicate all future ASE locations to Council and members of the public through a robust communications plan.

Communications Plan

Assuming an April 2021 program launch, the first public signal that ASE is rolling out in Mississauga is expected to occur in late 2020 when the City installs provincially-required ASE advance notice signs in the first two camera locations. To prepare residents, our public awareness campaign will begin this fall and include the following three stages:

STAGE ONE: Build awareness (ASE coming soon)

Expected timing - late-fall 2020

- Beginning in line with the 90-day advance notice period and continuing once the signs and cameras are installed. The goal is to make residents aware that ASE is coming soon; explain the program, its goals and timelines, and answer questions.

STAGE TWO: Program start (charges issued)

Expected timing- spring 2021

- Announce the start of charging; continue to reinforce the rationale for the program emphasizing that charges are only issued for those who break the law. Provide update on short-term results for first two cameras.

STAGE THREE: Program continues (cameras rotate monthly)

Expected timing- summer/fall 2021

- Announce new locations prior to rotating cameras to new areas and provide ongoing reminders to check the City's website. Use data to show the extent of the speeding problem and the effectiveness in changing behavior in preparation for phase two when additional ASE cameras may be installed.

Financial Impact

An ASE Phase One Program was proposed as part of the 2020 Business Planning Budget process and subsequently approved as part of the 2020 Budget (BR 5991) in cost center 23972. The implementation of ASE Program will have a financial impact as per the table below.

	2020 Budget	2021 Budget	2022 Budget	2023 Budget
ASE Operating Costs	255,000	585,000	585,000	585,000
Labour Costs	43,880	117,832	119,782	121,765
Revenue	-230,000	-650,000	-600,000	-550,000
Net Costs	68,880	52,832	104,782	156,765

The projected revenues approved through 2020 Budget (BR 5991) are subject to change as revenue derived from ASE is difficult to estimate due to a number of factors including the COVID-19 emergency, the variability of speeding fines and charge volume between ASE sites.

The financial impact for subsequent years will be included in the Operating Budget submission for consideration during the 2021 and respective future budget process.

Conclusion

A limited ASE Phase One Program is planned for launch in April 2021. ASE Phase One will utilize 2 cameras rotating on a monthly basis within neighbourhood school area community safety zones while staff continues to plan for future ASE expansion phases.

An internal committee is required to determine the resources required in order to expand ASE. It is essential to identify and plan for the deployment of a robust ASE Program, including the determination of the preferred dispute resolution system, including all necessary budgets, staffing requirements, and facilities to coincide with the regulatory changes expected to be brought forward by the Province in mid-2022.

Attachments

Appendix 1: Corporate Report dated June 5, 2020 – Automated Speed Enforcement Update



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

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