

**Date:** 2021-04-28

**Subject:** **Automated Speed Enforcement Update – Spring 2021**

**Contact:** Kevin Minaker, Manager, Traffic Operations and Parking, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-874-2590

**Report Number:** Public Works & Engineering-2021-554

**Recommendations:**

1. That the report titled: **Automated Speed Enforcement Update – Spring 2021 (File I.AC TRAF)** to the Committee of Council Meeting of May 28, 2021 be received.

**Overview:**

- In July 2020, a staff report titled “Timetable for Automated Speed Enforcement Implementation (RM 33/2020 and RM 34/2020)” was received by Council.
- In September/October 2020 the first five ASE cameras went live.
- Since July 2020, staff have installed 100 Community Safety Zones in the City, covering approximately 80% of all schools.
- As of April 2021, Brampton has one of the largest ASE programs in the province with 50 active cameras.
- Initial data collection has shown a reduction in vehicle speeds at all ASE locations throughout the City.

**Background:**

In July 2020, a staff report titled “Timetable for Automated Speed Enforcement Implementation (RM 33/2020 and RM 34/2020)” was received by Council with the following recommendations:

1. That the report titled: Timetable for Automated Speed Enforcement Implementation - (RM33/2020-RM/34/2020 - File I.AC TRAF) to the Council meeting of July 8, 2020 be received; and,
2. That staff continue to phase in Community Safety Zones throughout the City, based on a criteria developed, in order to ensure ASE is prioritized in locations requiring it the most, regardless if they are in school zones or other areas where vulnerable road users are at risk; and
3. That all school zones throughout the City eventually be converted to either a standalone Community Safety Zone or that they be incorporated into a larger Community Safety Zone encompassing a number of locations where vulnerable road users are present; and,
4. That a letter be sent by the Mayor on behalf of Council, to the Ministry of Transportation, to request the Province consider allowing the use of the Administrative Monetary Penalty System to process Automated Speed Enforcement violations, including legislative amendments that would direct the revenue from Automated Speed Enforcement penalties to municipalities; and,
5. That a letter be sent to the Ministry of the Attorney General by the Mayor on behalf of Council, requesting additional Justices of the Peace be added to the permanent complement servicing the City of Brampton in order to address the current shortage and to accommodate an increase in capacity of the Brampton Provincial Offences Court arising from Automated Speed Enforcement to enhance public safety; and,
6. That mobile Automated Speed Enforcement be implemented throughout 200 locations annually, as the initial rollout of the program, operating at key times of the day, and that additional Automated Speed Enforcement locations be added when legislative changes are made by the Province to allow for Automated Speed Enforcement violations to be processed through the Administrative Monetary Penalty System and more judicial resources become available; and,
7. That signs be installed at all access points to the City to advise motorists that Automated Speed Enforcement is in effect, in order to send the message that speeding is not tolerated in our community; and,
8. That the letters to the Ministry of the Attorney General and the Ministry of Transportation directed in Recommendation 4 and 5 above, be sent to the Association of Municipalities of Ontario, the Regional Senior Justice and Regional Senior Justice of the Peace, Brampton Members of Parliament and Provincial Parliament, and other relevant stakeholders.

Based on the recommendations above, staff have been aggressive in moving forward with this program to ensure ASE cameras are installed as quickly as possible in order to

address speeding concerns at locations with evidence of vulnerable road users. This is consistent with Bill 65 – the Safer School Zones Act, to introduce the use of ASE in school zones and CSZs across the province.

## **Current Situation:**

### **Update on Recommendations**

#### **Community Safety Zones (Recommendations 2 and 3)**

In July 2020, staff began making preparations to have CSZs installed in all school areas throughout the City, and within other locations that meet the criteria for the installation of an ASE camera.

Currently, through April 2021, a total of 100 CSZs have been installed covering approximately 80% of all schools. With 180 schools in Brampton, staff are well ahead of their target to phase in CSZs in all school areas by the end of 2021. To date, the Traffic Outside Services group has manufactured and installed over 1500 ASE related signs.

#### **Administrative Monetary Penalty System (Recommendation 4)**

The City of Brampton, other participating municipalities and organizations, including the Ontario Traffic Council (OTC), have been in contact with the Ministry of Transportation, requesting the use of the Administrative Monetary Penalty System (AMPS) to process ASE violations. The request includes legislative amendments that would direct the revenue from ASE penalties to municipalities. Guidelines from the Province do indicate that Municipal revenue, collected under any Municipal ASE program that exceeds the costs of delivering the Municipal ASE program is used to support local public safety and educational initiatives.

The City of Brampton is also participating in the ASE AMPS working group led by the OTC. The working group will continue the advocacy and communication towards a shift from Provincial Offences Act (POA) to an AMPS process for administering ASE, red-light camera (RLC) and automated school bus camera offences (ASBC).

The last indication from the MTO is that AMPS may be available to process ASE, RLC and ASBC in 2022.

#### **Judicial Resources (Recommendation 5)**

Although some judicial vacancies in the Central West Region have been filled, there has been no indication from the Ministry of the Attorney General that additional resources will be allocated.

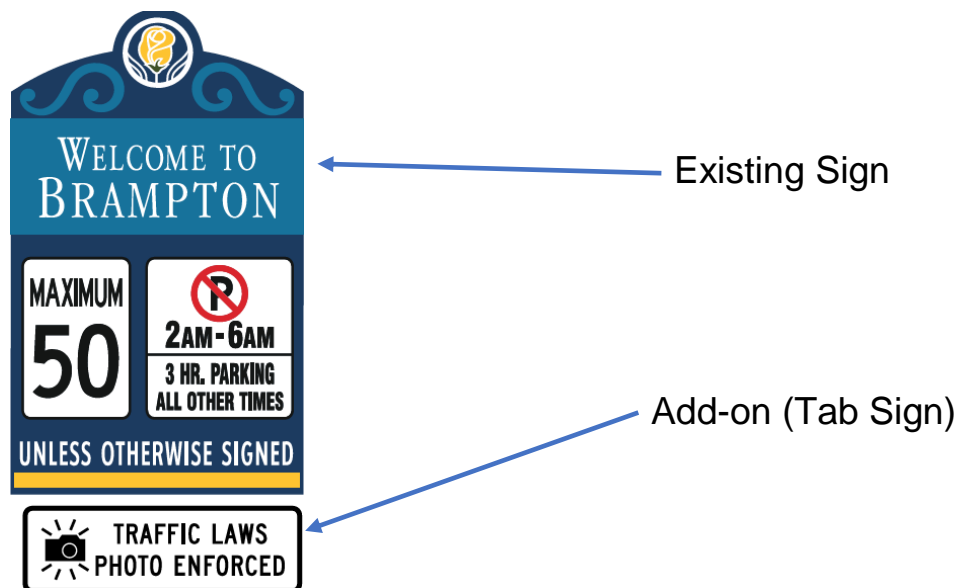
#### **ASE Cameras (Recommendation 6)**

In September/October 2020 the first five ASE cameras went live on Ray Lawson Boulevard (Ward 4), Richvale Drive North (Ward 2), Avondale Boulevard (Ward 7), Fernforest Drive (Ward 9) and Vodden Street East (Ward 1). This made Brampton one of the first municipalities in the province to implement ASE. Since then, staff have been aggressive in selecting additional locations throughout the City to implement ASE, with the 50<sup>th</sup> camera being installed in April 2021. Brampton now has the most ASE cameras in the province, the same number as the City of Toronto.

With 50 cameras now installed, staff are currently making plans to move cameras to other roadways, and continue to rotate them on a fixed schedule throughout the year.

### Border Signs (Recommendation 7)

Staff have completed manufacturing and installing an add-on (tab sign) to existing border signs to indicate photo enforcement is in effect. This provides a clear message to those entering the City, that speeding and aggressive driving is not tolerated in our community. A sample of the sign is depicted below.



### Other Updates

#### Impacts of COVID-19 on POA Courts

In March 2020 all courtrooms were closed, with the exception of audio courts for Early Resolution which recommenced in July 2020, and Part III 1st Appearance and Speak to matters recommenced in September 2020. Trials have not been heard since March 2020.

Video trials have now been approved to commence in June 2021 (subject to installation of equipment, protocols and training), however COVID-19 and Judicial resources may cause further delays.

Early resolutions for ASE and other Part I offences are proceeding daily via audio appearance and are being scheduled into August 2021. Table 1 below provides a summary of responses to the 12492 total certificates (tickets) filed between September 2020 and the end of March 2021.

**Table 1: Certificate Response Summary (Sept. 2020 – end of March 2021)**

<b>Category</b>	<b>Total</b>	<b>Description</b>
Paid or No Response to Offence Notice	6892	Paid or no response has been received but has not exceeded time period allotted to respond.
Request for Trial	301	Trial has been requested to dispute ticket.
Request for Early Resolution with Prosecutor	2031	An Early Resolution meeting is a meeting with a prosecutor where you can discuss the charge in an attempt to resolve the case without having to schedule a trial.
Fail to Respond	3268	No response has been received and the time allotted to respond has expired.
<b>Total Certificates Filed</b>	<b>12492</b>	

### Effectiveness of ASE Cameras

Now eight months into the program, a sufficient amount of data has now been collected at many of the locations to confidently determine the effectiveness of ASE cameras. Speed data collected to date has indicated a significant reduction in speeds when compared to other traffic calming measures used throughout the City. The roadways near the top of Table 2 would be considered locations with low compliance to the speed limit before the introduction of ASE. Moving closer to the bottom of list are locations with more acceptable compliance levels, before the introduction of ASE, with primarily only sporadic speeding evident. For example, Avondale Boulevard, with a speed limit of 50 km/hr, had an average speed of 43.72 km/hr before the introduction of ASE. With the average operating speed well below the posted speed limit, the site still showed a 2.47 km/hr reduction in average speed in the presence of ASE. In this case, and with other similar locations, the ASE camera has been successful in reducing the sporadic speeding concern in the area.

**Table 2: Comparison of Operating Speeds Before and After ASE Implementation**

Code	ASE Camera Location	Ward	Speed Limit	Average Speed (km/h) Before ASE Implementation	Average Speed (km/h) ASE In Use	Difference (km/h)	85th Percentile Speed (km/h) Before ASE Implementation	85th Percentile Speed (km/h) ASE In Use	Difference (km/h)
M001	Main St. S. north of Frederick St.	3	50	62.57	44.72	-17.85	71	51	-20
M010	Heart Lake Road south of Birchcliffe Dr.	2	40	62.77	47.71	-15.06	71	63	-8
I001	Ray Lawson Blvd. west of Berkingdale Court	4	50	56.48	45.79	-10.69	64	53	-11
M008	Guru Nanak St. east of Riverbank Rd.	9	50	54.93	45.61	-9.32	62	55	-7
I002	Richvale Dr. North near Driftwood Cres.	1	40	46.48	37.25	-9.23	55	44	-11
M002	Brisdale Dr. south of McCrimmon Dr.	6	40	51.06	42.57	-8.49	59	53	-6
M025	Vodden St. East east of Robwill Court	1	40	49.28	41.04	-8.24	58	50	-8
M009	Laurecrest St. south of Lamont Place	7	40	49.48	41.28	-8.2	56	48	-8
M031	Torrance Woods East of Cannon Cres.	4	40	43.73	36.07	-7.66	52	43	-9
M004	Charolais Blvd. east of Duggan Dr.	4	50	54	46.99	-7.01	65	57	-8
I004	Vodden St. East west of Kennedy Rd. North	1	50	50.87	44.44	-6.43	58	52	-6
M017	Elgin Dr. near Gervais Cres.	4	50	47.65	41.39	-6.26	56	50	-6
I005	Fernforest Dr. north of Black Forest Dr.	9	40	44.5	38.39	-6.11	51	46	-5
M019	Clementine Dr. near Maddybeth Cres.	6	50	42.36	36.62	-5.74	50	45	-5
M029	Royal Orchard Dr. south of Beaverhall Rd.	5	40	46.47	40.88	-5.59	54	50	-4
M032	McCrimmon Dr. East of Trudelle Cres.	6	40	42.9	37.37	-5.53	51	46	-5
M005	Don Minaker Dr. south of Vespahills Cres.	8	50	46.89	41.91	-4.98	49	51	2
M023	Centre St. South south of John Street	3	40	44.14	39.17	-4.97	53	48	-5
M022	Southlake Blvd. north of Seahorse Ave.	1	50	45.62	40.98	-4.64	53	48	-5
M006	Elbern Markell Dr. south of Junetown Circle	5	40	42.64	38.08	-4.56	52	46	-6
M014	Conservation Dr. east of Braidwood Lake Rd.	2	50	53.31	48.85	-4.46	60	58	-2
M018	Sunny Meadow Blvd. south of Chapparral Dr.	9	40	43.98	39.69	-4.29	52	48	-4
M011	Balmoral Drive east of Bramar Drive	7	50	44.51	40.5	-4.01	54	50	-4
M027	Conestoga Dr. south of Ebby Ave.	2	40	43.57	39.78	-3.79	52	47	-5
M027	Conestoga Drive South of Ebby Ave.	2	40	43.57	39.92	-3.65	52	47	-5
M016	Jordan Blvd. south of Joyce Gate	8	50	45.66	42.16	-3.5	55	53	-2
M012	Lisa Street north of Clark Blvd.	3	50	44.49	41.12	-3.37	54	51	-3
M007	Father Tobin Rd. east of Sunny Meadow Blvd.	9	40	43.12	39.89	-3.23	52	49	-3
M021	McMurphy Avenue south of Driscoll Dr.	3	40	45.34	42.19	-3.15	53	51	-2
M024	Fernforest Dr. south of Hartwell Gate	9	40	42.31	39.51	-2.8	51	48	-3
I003	Avondale Blvd. west of Autumn Blvd.	7	50	43.72	41.25	-2.47	50	49	-1
M020	McMurphy Avenue south of Royce Gate	3	40	43.15	40.68	-2.47	51	48	-3
M015	Rutherford Road North south of Reigate Ave.	1	50	47.58	45.32	-2.26	54	54	0
M013	Central Park Dr. near Hilldale Cres.	7	50	52.75	50.59	-2.16	61	60	-1
M003	Centre St. N. near Claypine Trail	1	40	44.84	44.35	-0.49	53	54	1

## Vandalism

Although there was an initial surge of vandalism when the ASE cameras were installed and activated, the number of incidents has since subsided. Staff continue to work closely with the vendor, and have established a process to ensure vandalism is dealt with promptly. Other proactive measures are being considered to deter vandalism such as anti-graffiti wraps.

## Communications

Public Works and Engineering staff have been working closely with the Strategic Communications, Digital Innovation and IT teams to develop a communications strategy. This includes a dedicated ASE page on the City's website with access to an interactive map showing the locations of all ASE cameras and CSZs. This information is also available on the City's GeoHub (Open Data site).

In addition, external applications, such as WAZE, are now utilizing the ASE camera locations from our open data site to inform their users. It is felt that these types of applications can act as an additional reminder to motorists to reduce speeds and

comply with the posted speed limit as alerts are received when users are approaching the camera locations.

### Joint Processing Centre (JPC)

The City of Toronto manages a JPC on behalf of participating municipalities. Based on capacity and COVID-19 physical distancing protocols, the JPC has had challenges increasing capacity to service the increasing number of municipalities operating ASE programs. Due to security and privacy issues, JPC staff are not able to work from home. However, the JPC has been able to create some extra capacity through additional shifts and repurposing of space in their facility.

With the expansion of ASE throughout the province, the demand for additional processing capacity continues to increase. That being said, the eventual expansion of the Toronto JPC will assist with this demand, but there may also be a need for the creation of additional JPCs as the program progresses. City staff will continue discussions with the Provincial ASE Steering Committee to determine future processing requirements, including the possibility of a Brampton operated JPC. It should be noted that the requirement for an additional JPC, specific to the City of Brampton, may weigh heavily on the ability to have ASE offences processed through AMPS.

### Finance

There are no financial implications resulting from the information in this report. Based on the current trends in ASE collected revenue under Legislative Services and associated program costs incurred under Public Works and Engineering, staff expects that the ASE program costs will be recoverable fully from fines revenue.

Any future operating and capital funding required for the ASE program will be included in operating/capital budget submissions for consideration during future budget processes, pending Council approval.

### **Term of Council Priorities:**

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

### Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

### **Conclusion:**

Initial data analysis indicates that ASE cameras are functioning as intended to reduce vehicles speeds through areas where vulnerable road users are present. With the

program still in its infancy, staff will continue to collect and analyze data in order to determine where ASE cameras are most effective to ensure they are being utilized to their full potential.

With 50 cameras now live, staff will be working on a more comprehensive data analysis to not only measure vehicle speeds but to also determine if ASE cameras are contributing to the City's Vision Zero goal to prevent fatal and serious injury collisions.

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