

For Information Only

Automated Speed Enforcement Program Update

Presented To: Finance and
Administration
Committee

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Resolution

For Information Only

Relationship to the Strategic Plan / Health Impact Assessment

This report refers to improving Quality of Life and Place which is one of the key pillars identified in the Corporate Strategic Plan.

Report Summary

At the July 10th, 2018 Finance and Administration Committee meeting, staff was asked to prepare a report to provide an update on the Automated Speed Enforcement program that is under development. This report will provide an update on the current status of the program.

Financial Implications

There are no financial implications associated with this report.

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Automated Speed Enforcement Program Update

Background

At the January 15th, 2018 Operations Committee meeting, a report was presented that provided an overview of Bill 65, the Safer School Zones Act. This bill included a provision to allow the use of Automated Speed Enforcement (ASE) equipment in community safety zones. This report may be read at

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1251&itemid=14007>

At the June 19th, 2018 and July 10th, 2018 Finance and Administration Committee meetings, staff presented information on Red Light Camera (RLC) program and recommended that a business case be brought forward to have RLC equipment be installed at 6 intersections in the City of Greater Sudbury as part of the 2019 budget process. At the July 10th meeting, staff were asked to also bring forward a report on the current status of the ASE program.

The June 19th report may be read at

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1273&itemid=15094> and the July 10th report may be at

<http://agendasonline.greatersudbury.ca/index.cfm?pg=agenda&action=navigator&lang=en&id=1274&itemid=15512>

Ontario Traffic Council Working Group

The Ontario Traffic Council (OTC) has organized an Automated Speed Enforcement Working Group that includes representatives from different government organizations across Ontario, and now is working on the development of the ASE program. The OTC ASE Working Group is working together with the provincial government to develop the regulations under which the ASE program will operate. Simultaneous to this work, the development of a Request to Prequalify and Request for Proposal (RFP) for equipment and vendors is underway. Staff from the Transportation and Innovation Services section continue to participate in the working group meetings.

At this time, the costs associated with leasing ASE equipment are unknown and will not be known until the RFP process is completed.

Automated Speed Enforcement Pilot

During the Fall of 2018, the City of Toronto tested ASE equipment as a pilot project. During the testing, data was collected on the speed and volume of vehicles but no tickets or warnings were issued. The data collected is being used to better understand the processing and administrative requirements of the ASE program.

Joint Processing Centre

The City of Toronto is performing a feasibility study to manage and operate a Joint Processing Centre (JPC) for the ASE system on behalf of the collaborating municipalities. The feasibility study consists primarily of reviewing staff and budgetary requirements for the operation of a JPC. Similar to the RLC program, the aim of the working group is that there would be one JPC to process ASE offences across Ontario. Currently, a JPC is operated by City of Toronto, which deals with RLC offences for the City and other participating municipalities.

The City of Toronto is taking the lead on a cost share formula between the collaborating municipalities that would facilitate a JPC in the City of Toronto for processing ASE offences. There will be a fee charged to participating municipalities for processing/analyzing data of ASE offences. This fee will be based on the number of tickets/offences processed. The JPC for the RLC and ASE program will be completely separate from a resource sharing perspective.

At this time, it is not known if the City of Toronto will operate a JPC on behalf of all participating municipalities in the province. Should the City of Toronto choose to operate a JPC, the fee associated with the processing of the ASE offences is also unknown at this time.

If there is not one JPC for the entire province, municipalities will be required to setup their own processing centre or partner with other municipalities to setup a smaller scale JPC . The costs associated with setting up and operating a processing centre are unknown at this time.

Next Steps

Based on discussions at the OTC ASE Working Group meetings, it is anticipated that a complete ASE program will not be available for deployment until late 2019 or early 2020. Staff will continue to participate in the OTC ASE Working Group and bring forward a report

to the Operations Committee once additional details regarding the ASE program are known.