

Attachment 1 – Automated Speed Enforcement information

Background

Excessive speeding is one of the main contributing factors of traffic-related injuries and collisions. Higher speeds increase both the likelihood of being involved in a collision and the severity of injury. The province of Ontario passed [Bill 65 - safer school zones act](#) in 2017 to allow municipalities to use automated speed enforcement (ASE) technology on roads with speed limits under 80 km/h in areas designated as school or community safety zones. ASE is a tool used to enforce speed limits, improve driver behaviour, enhance speed limit compliance and decrease pedestrian-related injury and death on our roads. Other jurisdictions across Canada have been successfully using ASE for multiple years including Quebec, Saskatchewan, and British Columbia. In Quebec for example, average speeds were reduced by 13.3 km/h and collisions were reduced by 15 – 42 percent in areas where ASE was deployed. In 2020, the cities of Toronto, Hamilton, Brampton, and Ottawa launched their ASE programs in Ontario. As part of the Community Road Safety Strategy, the City of Guelph is recommending entering into an ASE program in Q3 2023.

How does it work?

ASE systems use a camera and a speed measurement device to increase speed compliance, alter driver behaviour, and increase public awareness about speeding.

The device itself is comprised of three main components:

1. Speed measurement
2. Data processing/storage
3. Image capture including posted speed limit, speed of the vehicle, location and time of day

If a vehicle exceeds the posted speed limit in an ASE-enforced area, an image is captured and then reviewed by a provincial offenses officer. A ticket is then mailed to the registered owner of the vehicle within 30 days of the offence.

Benefits of the ASE program

- Reminds drivers to slow down in areas where children and other vulnerable road users may be present
- Enables police officers to attend to other road safety matters
- ASE sites have been shown to have a “halo” effect where drivers may adhere to the speed limit in areas where ASE devices are not present

Where are ASE devices deployed?

- In designated community safety zones and/or school zones
- On roads with speeds of less than 80 km/h
- Where speed limits are clearly posted and not in speed transition areas
- In areas that accommodate the equipment including locations with adequate boulevard space, no planned roadwork, no sharp curves or grading changes, no planned speed limit reductions, and areas that do not have flashing 40 km/h signs

Public Communication

A 90-day warning period in advance of ASE system activation will be used to help educate the public and raise awareness about upcoming ASE implementation. This warning period includes signage where ASE cameras will be deployed (see Figure 1). This ensures transparency about the program unlike previous photo radar programs that were historically implemented in Ontario in the 1990s. Provincial guidelines about ASE can be found [here](#).



Figure 1: Example of the ASE warning sign

Site Selection

Locations will be selected within school and/or community safety zones based off the following data:

- Speed related collisions (injuries and fatalities)
- Population density
- Concentration of vulnerable road users (e.g. children, pedestrians, cyclists)
- Proximity to sensitive community areas such as schools, seniors centres, hospitals
- Existing roadway design features/infrastructure

Cost

The estimated costs of the program should the City of Guelph enter into a contract with the vendor by 2023 is \$120,000. This includes fixed costs such as the initial set up of the mobile units and ongoing costs such as redeployment of the mobile cameras, daily operating rates, and court-related costs through the Joint processing centre.

Cost recovery

In order to manage revenues associated with the program, it is recommended that an "ASE Receiving Account" and "ASE Reserve Fund" be set up at the onset of the program. Violation revenues directed to the receiving account would be used to cover operating expenses (Joint Processing Center, MTO, vendor and court costs). At the end of each year, any remaining funds in the receiving account would be redirected to the reserve account and used strictly for Roadway Safety initiatives at the discretion/approval of the General Manager of Engineering & Transportation Services or their designate.

Implementation plan

Mobile units will be rotated every one to two months to different roadways, with an initial deployment of two cameras. This provides the City with an opportunity to address a greater number of areas with speed related concerns.