

**SUBJECT: Automated Speed Enforcement and School Bus Camera Pilot
Projects**

File Number ACS2021-TSD-TRF-0005

Report to Transportation Committee on 6 October 2021

and Council 13 October 2021

**Submitted on September 24, 2021 by Philippe Landry, Director, Traffic Services,
Transportation Services Department**

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Ward: City Wide

**OBJET : Projets pilotes de contrôle automatisé de la vitesse et de caméras de
surveillance installées sur les autobus scolaires**

Dossier : ACS2021-TSD-TRF-0005

Rapport au Comité des transports

le 6 octobre 2021

et au Conseil le 13 octobre 2021

**Soumis le 24 septembre 2021 par Philippe Landry, Directeur, Services de la
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Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That the Transportation Committee recommend that Council approve:

- 1. The Automated Speed Enforcement (ASE) Program as outlined in the
report; and**

- 2. The conversion of six (6) temporary Full-Time Equivalent (FTE) positions to permanent, as detailed in the report, for the *Provincial Offences Act (POA)* courts to administer current ASE charges and those associated to the new 15 cameras to be implemented by the end of 2022; and**
- 3. The creation and funding of one (1) permanent FTE position for Information Technology Services to support the portfolio of technical solutions for this program and provide ongoing operational support to be reflected in the 2022 Budget; and**
- 4. The creation and funding of three (3) permanent FTE positions for Legal Services to process the increased number of charges, as well as to prosecute the backlog of cases awaiting trial and those for which trials will be requested, to be reflected in the 2022 Budget; and**
- 5. The creation and funding of seven (7) permanent FTE positions, as detailed in the report, for Revenue Services to address ASE charge payment inquiries and collection, as a result of the existing and future speed cameras in Ottawa, to be reflected in the 2022 Budget; and**
- 6. The conversion of six (6) Traffic Services FTEs from temporary to permanent to deliver the Road Safety Action Plan; and**
- 7. The creation and funding of eight (8) permanent FTEs, as detailed in the report to deliver the Pedestrian Crossover Program and the Temporary Traffic Calming program and corresponding fleet requirements, to be reflected in the 2022 Budget; and**
- 8. The creation of a Road Safety Capital Reserve Fund and allocation of all net revenues from existing automated enforcement initiatives, including automated speed enforcement, future red light cameras and school bus cameras, in addition to future automated enforcement initiatives, to the Reserve to fund road safety initiatives identified in the Road Safety Action Plan, to take effect in the 2022 Budget year; and**
- 9. The adjustment of the 2021 ASE Budget by \$438,000 for additional operating expenses to be offset by an increase in revenue of \$500,000; and**
- 10. An increase in the Road Safety Action Plan capital budget authority by \$324,000 for construction of the physical infrastructure required for Q4 2021 and Q1 2022 ASE cameras, to be funded by ASE revenue allocated to**

the City-wide Reserve Fund in the 2021 Budget; and

- 11. That Traffic Services be directed to undertake a review of best practices to develop an update to the policy for selecting school zones and bring forward a report to Transportation Committee and Council by the end of Q2 2023; and**
- 12. That Traffic Services be directed to work with the school bus consortia in Ottawa to undertake a review of the best delivery model for school bus camera implementation, including processing, and bring forward a report to Transportation Committee and Council by the end of Q2 2023; and,**
- 13. That the Mayor send a letter to Minister of Transportation of Ontario requesting the doubling of speeding fines in school zones, to align with the fine structure currently in place for Community Safety Zones (CSZ).**

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver :

- 1. le Programme de contrôle automatisé de la vitesse (CAV) décrit dans ses grandes lignes dans ce rapport; et**
- 2. la conversion de six (6) équivalents temps plein (ETP) pour en faire des postes permanents, selon les modalités précisées dans ce rapport, afin de permettre aux tribunaux d'administrer, en vertu de la Loi sur les infractions provinciales (LIP), les accusations actuelles au titre du CAV et des accusations liées aux 15 nouvelles caméras à installer d'ici la fin de 2022; et**
- 3. la création et le financement d'un (1) ETP permanent pour les Services de technologie de l'information afin d'appuyer le portefeuille des solutions techniques de ce programme et d'assurer le soutien opérationnel continu, à comptabiliser dans le budget de 2022; et**
- 4. la création et le financement de trois (3) ETP permanents pour les Services juridiques, pour pouvoir traiter le nombre supplémentaire d'accusations de même que pour traiter l'arréage de causes en attente d'un procès et les causes pour lesquelles on demandera des procès, à comptabiliser dans le budget de 2022; et**

- 5. la création et le financement de sept (7) ETP permanents, selon les modalités précisées dans le rapport, pour les Services des recettes, afin de pouvoir traiter les demandes de renseignements et la perception des paiements de frais pour le CAV en raison des caméras de surveillance de la vitesse existantes et projetées à Ottawa, à comptabiliser dans le budget de 2022; et**
- 6. la conversion de six (6) ETP des Services de la circulation pour transformer les postes temporaires en postes permanents afin de réaliser le Plan d'action en matière de sécurité routière; et**
- 7. la création et le financement de huit (8) ETP permanents, selon les modalités précisées dans le rapport, pour réaliser le Programme de passages pour piétons et le Programme de mesures temporaires de modération de la circulation, de même que pour répondre aux impératifs correspondants dans la gestion du parc automobile, à comptabiliser dans le budget de 2022; et**
- 8. la création d'un fonds de réserve pour immobilisations de la sécurité routière et l'affectation de toutes les recettes nettes apportées par les initiatives d'application des mesures de contrôle automatisées, dont le contrôle automatisé de la vitesse, les caméras projetées pour la surveillance des contraventions aux feux rouges et les caméras sur les autobus scolaires, en plus des initiatives projetées pour l'application automatisée des règlements, afin de réserver les fonds permettant de financer les initiatives de sécurité routière indiquées dans le Plan d'action en matière de sécurité routière, pour que ces mesures produisent leurs effets dans l'exercice budgétaire 2022; et**
- 9. le rajustement du budget de CAV de 2021 pour la somme de 438 000 \$, afin de tenir compte des frais d'exploitation supplémentaires à compenser par une hausse des recettes de 500 000 \$; et**
- 10. une augmentation de 324 000 \$ des crédits du budget d'immobilisations du Plan d'action en matière de sécurité routière pour construire les infrastructures physiques nécessaires pour les caméras de CAV au quatrième trimestre de 2021 et au premier trimestre de 2022, à financer par les recettes du CAV attribuées au Fonds de réserve de l'ensemble de la Ville dans le budget de 2021; et**

11. que l'on demande aux Services de la circulation de procéder à l'examen des règles de l'art pour apporter une mise à jour à la politique sur la sélection des zones scolaires et pour soumettre un rapport au Comité des transports et au Conseil municipal d'ici la fin du deuxième trimestre de 2023; et
12. que l'on demande aux Services de la circulation de travailler de concert avec les consortiums d'autobus scolaires à Ottawa afin de procéder à un examen du meilleur modèle de réalisation pour la mise en œuvre des caméras sur les autobus scolaires, y compris le traitement, et soumettre un rapport au Comité des transports et au Conseil municipal d'ici la fin du deuxième trimestre de 2023; et
13. que le maire écrive au ministre des Transports de l'Ontario et lui demande de doubler les amendes pour excès de vitesse dans les zones scolaires, pour harmonisation avec le barème en vigueur dans les zones de sécurité communautaire (ZSC).

EXECUTIVE SUMMARY

Automated Speed Enforcement Pilot Project / Next Steps

Traffic Services undertook a pilot of automated speed enforcement (ASE) at eight school sites across the city between July 2020 and July 2021. The pilot served to identify the effectiveness of speed cameras at reducing traffic speeds, the costs associated with operating ASE cameras and resources required to run a program.

The ASE Pilot Project has proven successful at reducing traffic speeds with a 200 per cent increase in compliance with the speed limit and a 72 per cent decrease in the percentage of high-end speeders at the pilot sites. During the pilot, 101,778 tickets were issued with approximately \$5.4 million in revenue collected.

Based on the results of the pilot, staff recommend that an ASE Program be established and expanded by an additional 15 cameras by the end of 2022. The program will use fixed cameras, within Community Safety Zones, implemented near schools in 2022 and will be expanded to include playgrounds in future years. In the next term of Council, staff recommend that between 15 and 25 new ASE locations be considered for implementation each year starting in 2023.

Allocation of ASE Revenue / Road Safety Capital Reserve Fund

As per Council approval in December 2019 via the [Strategic Road Safety Action Plan \(RSAP\) Update report \(ACS2019-TSD-TRF-0009\)](#), revenue from all automated enforcement initiatives, including ASE, are to be allocated to Road Safety. Staff recommend that a Road Safety Capital Reserve Fund be established and that net revenue from all automated enforcement initiatives be allocated to this reserve fund and be used to implement initiatives under the Road Safety Action Plan (RSAP). Net revenue will be the revenue remaining after costs to operate the ASE program and deliver the RSAP initiatives are funded.

The table below summarizes the revenue, various operating costs associated with the program and the projected annual contribution to the Road Safety Reserve Fund forecast for 2021 and 2022, based on information gathered during the pilot.

Table 1 - 2021 and 2022 Automated Speed Enforcement Revenue and Costs

		Budgeted 2021	Forecast 2021	Forecast 2022
Estimated Revenue	Set Fine Revenue	\$ -	\$ 6,500,000	\$ 14,875,000
	Administrative Revenue	\$ -	\$ -	\$ 901,000
	Total Gross Revenue	\$ 6,000,000	\$ 6,500,000	\$ 15,776,000
Estimated Operating Costs	Purchased Services	\$ 670,000	\$ 783,000	\$ 2,055,000
	Administrative Costs	\$ -	\$ -	\$ 1,377,000
	FTE Compensation	\$ 575,000	\$ 900,000	\$ 3,622,000
	Fleet	\$ -	\$ -	\$ 80,000
	Total Operating Costs	\$ 1,245,000	\$ 1,683,000	\$ 7,134,000
Estimated Net Revenue - Contribution to City-wide Reserve Fund		\$ 4,755,000	\$ 4,817,000	\$ -

Estimated Net Revenue - Contribution to Road Safety Capital Reserve Fund	\$ -	\$ -	\$ 8,642,000
RSAP Capital Spending Request	\$ 4,000,000	\$ 4,324,000	\$ 8,054,000
Estimated Reserve Funding	\$ 755,000	\$ 493,000	\$ 588,000

There are a number of full-time equivalent (FTE) positions required to operate the program and deliver the initiatives under the RSAP. A summary of the FTEs is provided below with more details outlined in the Discussion section of the report.

- Service Ottawa requires six permanent FTEs to process increased *Provincial Offenses Act (POA)* charges from the existing eight speed camera locations and will need 12 temporary FTEs to undertake this work for the 15 new locations.
- Legal Services requires three permanent FTEs to process the increased number of charges, as well as to prosecute the backlog of cases awaiting trial and those for which trials will be requested.
- Revenue Services requires three permanent FTEs for payment inquiry and increased collections resulting from the existing eight speed camera locations and will need an additional four permanent FTEs to undertake this work at the 15 new locations. This will generate an additional \$62,500 in revenue per location.
- IT Services requires one permanent FTE to support the technical solutions and operational support for the program delivery and devices.
- Traffic Services requires:
 - Seven FTEs to deliver the Road Safety Action Plan. Six of these are temporary Council-approved positions that are to be converted to permanent, and the remaining position is an additional permanent.
 - Two FTEs to deliver the Pedestrian Crossover (PXO) Program. These are temporary positions that are to be converted to permanent.
 - Five permanent FTEs for the reinstatement and removal of temporary traffic calming equipment under the Temporary Traffic Calming (TTC) Program.

All the FTEs identified in this report are funded through revenue generated by ASE.

School Zones and Community Safety Zones

Recent changes to [Regulation 615: Signs](#) of the *Highway Traffic Act (HTA)* have made school zones more compatible with ASE. School locations originally identified as potential candidates for ASE but that could not accommodate CSZ signs or were equipped with existing school zone signage, especially within the urban core, are now able to be considered for future ASE implementation.

Due to the release of the new Regulations, Traffic Services completed a review of all existing school zones to determine impacts to existing signage and the criteria used to establish school zones. The outcomes of the review are the following:

- Changes are required at all of the existing signed school zones to come into compliance with the new Regulations and the HTA;
- School zones speed reductions and effective times are inconsistent at the existing school zones; and
- Some of the implementation criteria for school areas and school zone signage are outdated and do not align with the requirements of the HTA.

Staff recommend standardizing school zone times and speed reductions so that they are more consistent across the city, so that drivers know what to expect when entering a school zone. Staff also recommend to review the School Zone Policy and to report back to Transportation Committee (TRC) in Q2 2023.

School Bus Camera Pilot Project Update

The School Bus Camera Pilot Project started in September 2019 with camera systems deployed on six school buses. As a result of various lockdowns and school closures due to the COVID-19 pandemic, the findings of the pilot are not conclusive. Staff recommend working with affected stakeholders, including the school bus consortia and the Ottawa Police Service, to conduct a review of the best delivery model, and to report back to TRC in Q2 2023 with a School Bus Camera Program plan.

FINANCIAL IMPLICATIONS

These are listed in the section above in Table 1 - *2021 and 2022 Automated Speed Enforcement Revenue and Costs* with further details outlined in the Discussion section of the report.

PUBLIC CONSULTATION

A survey on road safety undertaken in May 2021 by the Ottawa research firm The Strategic Counsel, demonstrated that residents, even those having received an ASE ticket, support the use of speed cameras in a variety of settings, and also support that generated revenue be re-invested into road safety initiatives. The survey was completed by 1,550 residents.

RÉSUMÉ

SYNTHÈSE ADMINISTRATIVE

Projet pilote de contrôle automatisé de la vitesse/prochaines étapes

Entre juillet 2020 et juillet 2021, les Services de la circulation ont mené un projet pilote de contrôle automatisé de la vitesse (CAV) dans huit établissements scolaires sur tout le territoire de la Ville. Ce projet pilote a permis de constater l'efficacité des caméras de surveillance de la vitesse pour réduire la vitesse de la circulation automobile, les coûts liés à l'exploitation des caméras de CAV et les ressources nécessaires au déroulement d'un programme.

Le projet pilote de CAV s'est révélé fructueux, puisqu'il a permis de réduire les vitesses de la circulation automobile grâce à une hausse de 200 % de la conformité à la limite de vitesse et à une baisse de 72 % du pourcentage des chauffards dans les sites pilotes. Durant ce projet pilote, la Ville a délivré 101 778 contraventions qui lui ont rapporté des recettes de l'ordre de 5,4 millions de dollars.

D'après les résultats de ce projet pilote, le personnel recommande d'instituer un programme de CAV et de l'étoffer en prévoyant 15 caméras supplémentaires d'ici la fin de 2022. Ce programme fera appel, dans les zones de sécurité communautaire, à des caméras fixes qui seront installées non loin des écoles en 2022 et s'étendra, dans les années suivantes, aux terrains de jeux. Durant le prochain mandat du Conseil municipal, le personnel recommande d'envisager de mettre en œuvre, chaque année à partir de 2023, entre 15 et 25 nouveaux points d'installation de caméras de CAV.

Affectation des recettes du CAV et du Fonds de réserve des immobilisations pour la sécurité routière

Conformément à l'approbation délivrée par le Conseil municipal en décembre 2019 dans le [rapport sur la mise à jour du Plan d'action stratégique de sécurité routière \(PASSR\) \(ACS2019-TSD-TRF-0009\)](#), les recettes apportées par toutes les initiatives de

contrôle automatisé, dont le CAV, doivent être consacrées à la sécurité routière. Le personnel recommande d'instituer un fonds de réserve des immobilisations pour la sécurité routière et que les recettes nettes apportées par toutes les initiatives de contrôle automatisé soient affectées à ce fonds de réserve pour servir à mettre en œuvre les initiatives du Plan d'action en matière de sécurité routière (PASR). Les recettes nettes s'entendent du solde des recettes après les frais d'exploitation du programme de CAV et de financement de la réalisation des initiatives du PASR.

Le tableau ci-après donne un aperçu des recettes, des différents frais d'exploitation du programme et de la contribution annuelle projetée au Fonds de réserve pour la sécurité routière prévue pour 2021 et 2022 d'après l'information réunie dans le cadre du projet pilote.

Tableau 2 – Recettes et coûts du contrôle automatisé de la vitesse en 2021 et 2022

		Budget 2021	Prévision 2021	Prévision 2022
Recettes estimatives	Recettes des amendes imposées	- \$	6 500 000 \$	14 875 000 \$
	Recettes administratives	- \$	- \$	901 000 \$
	Total des recettes brutes	6 000 000 \$	6 500 000 \$	15 776 000 \$
Frais d'exploitation estimatifs	Services achetés	670 000 \$	783 000 \$	2 055 000 \$
	Frais d'administration	- \$	- \$	1 377 000 \$
	Rémunération des ETP	575 000 \$	900 000 \$	3 622 000 \$
	Parc automobile	- \$	- \$	80 000 \$
	Total des frais d'exploitation	1 245 000 \$	1 683 000 \$	7 134 000 \$

	Budget 2021	Prévision 2021	Prévision 2022
Recettes nettes estimatives – Contribution au Fonds de réserve de toute la Ville	4 755 000 \$	4 817 000 \$	- \$
Recettes nettes estimatives – Contribution au Fonds de réserve des immobilisations pour la sécurité routière	- \$	- \$	8 642 000 \$
Demande de dépenses en immobilisations du PASR	4 000 000 \$	4 324 000 \$	8 054 000 \$
Financement estimatif de la réserve	755 000 \$	493 000 \$	588 000 \$

Il faut prévoir un certain nombre de postes équivalents temps plein (ETP) pour exploiter ce programme et réaliser les initiatives du PASR. Le lecteur trouvera ci-après la synthèse des ETP; nous donnons plus de détails dans la section Analyse du rapport.

- Service Ottawa a besoin de six ETP permanents pour traiter le nombre supplémentaire d'accusations déposées en vertu de la Loi sur les infractions provinciales (LIP) relativement aux huit points existants d'installations de caméras de surveillance de la vitesse et aura besoin de 12 ETP temporaires pour mener les travaux dans les 15 nouveaux points d'installation.
- Les Services juridiques ont besoin de trois ETP permanents pour traiter le nombre supplémentaire d'accusations, de même que pour s'occuper de l'arriéré de cas en attente de procès et les cas pour lesquels des procès seront demandés.
- Les Services des recettes ont besoin de trois ETP permanents pour traiter les demandes de renseignements sur les paiements et la hausse des sommes perçues dans les huit points d'installation existants de caméras de surveillance de la vitesse et auront besoin de quatre autres ETP permanents afin de mener ces travaux dans les 15 nouveaux points d'installation, ce qui rapportera des recettes supplémentaires de 62 500 \$ par point d'installation.

- Les Services de technologie de l'information ont besoin d'un ETP permanent pour prendre en charge les solutions techniques et le soutien opérationnel de la réalisation du programme et des appareils.
- Les Services de la circulation ont besoin de :
 - Sept ETP pour réaliser le Plan d'action en matière de sécurité routière. Six de ces ETP sont des postes temporaires approuvés par le Conseil municipal, qu'il faut convertir en postes permanents, et l'autre poste correspond à un ETP permanent supplémentaire.
 - Deux ETP pour réaliser le Programme de passage pour piétons (PPP). Il s'agit de postes temporaires à convertir en postes permanents.
 - Cinq ETP permanents pour rétablir et enlever les biens d'équipement temporaires pour la modération de la circulation dans le cadre du Programme de mesures temporaires de modération de la circulation (PMTMC).

Tous les ETP dont fait état ce rapport sont financés grâce aux recettes apportées par le CAV.

Zones scolaires et zones de sécurité communautaire

Grâce aux récentes modifications apportées au [Règlement d'application 615 : panneaux indicateurs](#) du Code de la route (CR), les zones scolaires sont plus compatibles avec le CAV. Les établissements scolaires recensés à l'origine comme candidat potentiel au CAV, mais qui ne pouvaient pas faire installer de panneaux indicateurs pour les zones de sécurité communautaires ou qui étaient déjà équipés de panneaux indicateurs dans les zones scolaires existantes, surtout dans le cœur urbain, peuvent désormais participer à la mise en œuvre du CAV.

En raison de la publication des nouveaux règlements d'application, les Services de la circulation ont procédé à un examen de toutes les zones scolaires existantes afin de connaître les incidences produites sur les panneaux indicateurs existants et sur les critères appliqués pour établir les zones scolaires. Voici les résultats de cet examen :

- il faut apporter des changements dans toutes les zones scolaires signalisées existantes pour les mettre en conformité avec les nouveaux règlements d'application et avec le Code de la route;

- la réduction de la vitesse et les heures d'effet de ces mesures dans les zones scolaires sont incohérentes dans les zones scolaires existantes;
- certains critères de la mise en œuvre dans les zones scolaires et dans les panneaux indicateurs des zones scolaires ne sont pas d'actualité et ne cadrent pas avec les exigences du Code de la route.

Le personnel recommande de normaliser les horaires de contrôle dans les zones scolaires et la réduction de la vitesse dans ces zones pour qu'ils soient plus uniformes sur tout le territoire de la Ville et que les automobilistes sachent à quoi s'attendre quand ils entrent dans les zones scolaires. Le personnel recommande aussi de revoir la Politique sur les zones scolaires et d'en rendre compte au Comité des transports (CT) au deuxième trimestre de 2023.

Compte rendu sur le Projet pilote de caméras de surveillance installées sur les autobus scolaires

Le Projet pilote des caméras de surveillance installées sur les autobus scolaires a été lancé en septembre 2019 : des caméras ont été déployées sur six autobus scolaires. En raison des différents confinements et de la fermeture des écoles à cause de la pandémie de COVID-19, les résultats de ce projet pilote ne sont pas concluants. Le personnel recommande de travailler en collaboration avec les intervenants en cause, dont les consortiums d'autobus scolaires et le Service de police d'Ottawa, afin de mener un examen du meilleur modèle de réalisation et d'en rendre compte au CT au deuxième trimestre de 2023 en déposant le plan du Programme de caméras de surveillance à bord des autobus scolaires.

RÉPERCUSSIONS FINANCIÈRES

Ces répercussions font l'objet de la section ci-dessus dans le tableau 1 (Recettes et coûts du contrôle automatisé de la vitesse en 2021 et 2022); nous donnons de plus amples renseignements dans la section Analyse du rapport.

CONSULTATION PUBLIQUE

Un sondage sur la sécurité routière mené en mai 2021 par le cabinet de recherche d'Ottawa The Strategic Counsel a permis de constater que les résidents, même ceux qui ont reçu une contravention dans le cadre de la CAV, sont favorables à l'utilisation des caméras de surveillance de la vitesse dans différents contextes, en plus d'être d'accord pour que les recettes apportées par ces contraventions soient réinvesties dans des initiatives de sécurité routière. Ce sondage a été rempli par 1 550 résidents.

BACKGROUND

On May 11, 2016, City Council approved a pilot of automated speed enforcement (ASE) through the following recommendations arising from the May 4, 2016, Transportation Committee (TRC) report, [Photo Radar on Local Streets \(ACS2016-CMR-TRC-0009\)](#):

- Item 1 - That City Council, through the Mayor, formally request that the Province of Ontario allow the City of Ottawa the option of conducting a pilot project to use photo radar in school zones with the concurrence of and/or at the request of the Ward Councillor; and,
- Item 5 - That should the Province permit the City of Ottawa any options to conduct pilot projects for the use of photo radar and/or speed reduction pilot, staff be directed to provide a report to Committee and Council with options on implementation, including the use of photo radar revenue to further road safety and traffic calming initiatives at the earliest practicable opportunity.

At the May 4th TRC meeting, staff received the following direction:

- That as part of the report to come back, staff include how the City is going to roll it out from an educational and public awareness perspective.

In May 2017, a year following the Photo Radar on Local Streets report, the Government of Ontario (the Province) enacted [Bill 65 – Safer School Zones Act 2017 \(Bill 65\)](#) that amended the *Highway Traffic Act (HTA)* to allow municipalities to implement ASE in school zones and community safety zones where the speed limit is below 80 km/h. In December 2019, the [Ontario Regulation 398/19: Automated Speed Enforcement \(Regulation 398/19\)](#) was enacted, allowing municipalities to use ASE camera systems to enforce speeding offences in locations identified in *Bill 65*.

Following the procurement process and establishment of a joint processing centre, an initiative led by the City of Toronto on behalf of Ontario Municipalities implementing ASE, the enactment of *Regulation 398/18*, and considerations related to school closures due to COVID-19, the City of Ottawa launched its ASE pilot project in July 2020. The pilot project consisted of speed cameras at eight school sites. These locations were approved by Council in November 2019 as part of the [Community Safety Zones Implementation Plan Report \(ACS2019-TSD-TRF-0008\)](#).

As the ASE regulations were being developed, the provincial ASE working group identified issues related to existing signage regulations that posed some barriers to ASE

implementation at certain sites. In August 2020, the Province enacted [Ontario Regulation 468/20: SIGNS](#) (*Regulation 468/20*) which amended [Regulation 615](#) of the *Highway Traffic Act (HTA)*. As a result of the new regulation, issues pertaining to signage for both School Zones and Community Safety Zones have been addressed, providing municipalities with greater options for the implementation of ASE.

The ASE Pilot Project is an important component of the City of Ottawa's 2020 to 2024 Strategic Road Safety Action Plan (RSAP). During deliberations related to the [Strategic RSAP Annual Report \(ACS2021-TSD-TRF-0001\)](#) presented to TRC on March 3, 2021, a direction was issued to staff:

That staff report back to committee regarding the pilot project for automated school bus stop cameras in Q3 2021.

The ASE and School Bus Camera Pilot Projects report will serve to:

- Summarize the results of Traffic Services' ASE Pilot Project, providing recommendations on location selection and next steps.
- Provide recommendations for the allocation of revenue generated by ASE.
- Provide a summary on the impacts of *Regulation 468/20* to School Zone and Community Safety Zone signage requirements and how these changes benefit ASE in Ottawa.
- Provide recommendations related to the implementation of school zones.
- Provide a summary on the School Bus Camera Pilot Project and present an option to determine the best delivery model for implementation and processing of charges.
- Address all directions previously listed related to ASE and the School Bus Camera Pilot Projects.

DISCUSSION

Automated Speed Enforcement (ASE) Pilot Project

The City of Ottawa's Automated Speed Enforcement (ASE) pilot project was set to start in mid-March 2020, following a mandatory 90-day warning period, as required under *Regulation 398/19* which was enacted in December 2019. The start of the pilot was delayed due to the closure of schools to in-person learning as a result of the COVID-19

Pandemic. The pilot project started in July 2020, as speeds were observed to have increased in the vicinity of schools during the first pandemic-related stay at home order.

Prior to the start of the pilot, staff evaluated the camera options available through the vendor, which included:

- Fixed units consisting of a permanent housing unit with a camera installed at all times;
- Rotational units consisting of a permanent housing unit with a camera that is removed and rotated to other sites; and,
- Mobile units that are self-contained and can be placed on the side of the road and transported from location to location as needed.

Of the three options, staff chose to pilot both fixed and rotational units. The mobile units were not pursued as a practical option given their shape and size, which made them more susceptible to being buried in snowbanks or knocked over by snowplows. Additionally, fixed and rotational units would ensure more reliable enforcement throughout the pilot project. Finally, jurisdictions in Southern Ontario which implemented mobile units, experienced greater incidence of vandalism at this type of site compared to other types.

The pilot initially started with two fixed cameras and two cameras that rotated between six sites every 90 days. The rotational schedule was established to accommodate the 90-day advanced notice period required by the province while maximizing the use of the two rotational cameras. The use of rotational cameras caused confusion, particularly for vehicle owners receiving tickets towards the end of the enforcement periods. After receiving a ticket, the recipient would often drive by the site, after the camera was rotated to another site, and “Speed Camera Coming Soon” signs had been re-installed in advance of the next rotation. As a result, the pilot was modified to establish fixed cameras at all eight locations in late 2020 through early 2021 and the rotational cameras were no longer used.

Pilot Project Evaluation

In order to adequately evaluate the use of ASE in Ottawa, staff determined that the pilot project would have to be in place for at least one full calendar year. As such, following one year (July 2020 to July 2021) of ASE data collection, staff completed an assessment of the ASE Pilot Project, which included the following components:

- Effectiveness - the degree to which speed cameras reduced traffic speeds at each of the sites.
- Operational Considerations - the number of FTEs required to administer the program, process charges and collect revenues.
- Public Opinion - the degree to which the public supports the use of various automated enforcement measures, including speed cameras.

Effectiveness

The goal of automated speed enforcement is to reduce traffic speeds where the cameras are installed. Lower speeds decrease the potential for collisions and reduces the severity of collisions if they do occur. Following the pilot project, the degree to which speeds were reduced through the use of speed cameras was evaluated based on the following measures of effectiveness:

- Compliance: The percentage of traffic travelling at or below the speed limit of the roadway. If cameras are effective, this percentage increases.
- 85th Percentile Speed: Typically referred to as the operating speed, it is the speed at which 85 per cent of the traffic is travelling at or below the posted speed limit. If cameras are effective, this value decreases.
- Percentage of High-end Speeders: The percentage of traffic travelling 15 km/h or more over the speed limit of the roadway. If cameras are effective, this percentage also decreases.

Key Findings

The ASE pilot project issued 101,778 tickets during the first year of operation from mid-July 2020 to mid-July 2021 and collected approximately \$5.4 million in revenue.

ASE cameras were effective at reducing traffic speeds. Based on the review of data collected during the pilot project, speed reductions were observed at all sites. On average, sites experienced:

- 200 per cent increase in compliance with the speed limit;
- 11 per cent decrease in 85th percentile speed; and,
- 72 per cent decrease in percentage of high-end speeders.

A summary of the findings of the assessment of the effectiveness of automated speed cameras can be found in Document 1: Automated Speed Enforcement Pilot – Technical Memo.

Operational Considerations

Various internal partners are impacted by an increase in traffic violations requiring processing and payment generated by new automated enforcement technologies such as ASE. Currently, ASE violations are issued as *Provincial Offenses Act (POA)* charges and are processed through the POA Courts. ServiceOttawa and Legal Services, in the Innovative Client Services Department (ICS), are responsible for POA Courts administration and prosecutions, as well as receiving and routing 3-1-1 calls related to ASE inquiries. Information Technology (IT) Services also within ICS is responsible to implement the portfolio of solutions and provide ongoing operational support as required for the ASE program. Revenue Services is responsible for processing payments, handling payment inquiries and collecting fines issued for ASE violations. These groups saw a significant increase in workload related to the processing of ASE charges during the pilot.

Key Findings

As part of the evaluation of the pilot program, the following conclusions have been established related to operational considerations:

- The number of speeding incidents were high when a speed camera was initially installed at a site, but the number of charges typically decreased, month-over-month, as drivers became aware of the cameras and speeds started to reduce, levelling off after approximately five months.
- Under the current POA regime, six permanent full-time equivalent (FTE) positions were required by ServiceOttawa to process ASE charges for the eight pilot sites and an additional 0.82 FTE per new speed camera is required going forward.
- Additional administrative costs in the amount of \$81,000 per camera are required by ServiceOttawa to process charges.
- Legal Services requires three permanent FTE positions, being one Legal Assistant and two Prosecutors to process the increased number of charges, as

well as to prosecute the backlog of cases awaiting trial and those for which trials will be requested.

- Revenue Services requires three permanent FTEs to undertake collections for the eight pilot sites and an additional one FTE per every four new speed cameras going forward. These FTEs will increase the amount of revenue collected by approximately \$250,000 per FTE. This revenue would remain uncollected without these FTEs and eventually written off.
- As part of the ASE Pilot, Information Technology Services was able to dedicate one permanent position to support the design, implementation and operations of the automation and technical solutions. IT Services was able to accommodate this pressure within existing operational budgets given that it was a short-term and fixed pilot period. With the proposed scaling of this program to include 15 new sites in 2022 and between 15-25 sites in the next Term of Council, IT Services will require one (1) full-time permanent FTE to deliver the ongoing technical requirements and provide operational support.

Public Opinion

A survey was undertaken in May 2021 to evaluate public opinion on speeding and the use of ASE for different applications.

The survey was undertaken by the Ottawa research firm The Strategic Counsel, on behalf of the City, and completed by 1,550 residents. Responses demonstrated that residents, even those who have received an ASE ticket, support the use of speed cameras in a variety of settings with revenue generated being re-invested into road safety initiatives. More specifically, survey responses concluded:

- 87 per cent of respondents support the use of ASE near schools (85 per cent for those who have received ASE tickets).
- 85 per cent of respondents support the use of ASE near playgrounds (84 per cent from those who have received ASE tickets).
- Among those few who have received ASE tickets, 79 per cent indicated that the ticket had prompted them to modify their behaviour, primarily by reducing their speed both in general and when passing cameras.
- 84 per cent of respondents support re-investing funds generated from the use of ASE into road safety initiatives.

Public Education

Public Information and Media Relations (PIMR) participated in a provincial working group to develop key messages and communications materials for municipalities to use for the ASE program. These materials were incorporated into the City's communications strategy to raise public awareness of the ASE Pilot Project. Communication mechanisms included:

- News release;
- [Web content](#);
- [YouTube video](#);
- Multiple feature stories;
- Bus exterior ads and bus shelter ads;
- Facebook ads; and,
- Organic twitter messaging.

A question to help gauge the success of the City's ASE communications strategy was included as part of the May 2021 public survey on Road Safety. According to responses received to this question, 63 per cent of respondents identified that they are aware that the City of Ottawa is using speed cameras to enforce speeding near some schools. This level of awareness indicates that the communications tactics were effective.

Proposed ASE Program

Based on the findings of the various components evaluated during the ASE pilot project, staff recommend that the ASE Program be operationalized and made permanent. The following approach is being proposed:

- Continue to focus on school areas with speed camera site selection based on a data driven approach, taking into consideration compliance with the speed limit, number of high-end speeders (those travelling 15 km/h or more over speed limit), number of students not being bused to school, collisions, and the school's participation in a safe and active routes to school program.

- Continue to implement Community Safety Zone (CSZ) signage in all areas where speed cameras will be implemented near schools to provide consistent fines at all locations and to act as a higher deterrent to speeding.
- Expand site selection to include areas adjacent to playgrounds as future ASE sites.
- Continue the use of fixed cameras only, with a camera installed at each location at all times.
- Continue with similar communication strategies to educate the public and increase awareness on the use of speed cameras.
- Continue to work with the vendor, the Joint Processing Centre, and the Province to explore opportunities to streamline and digitize key processes required to deliver the program.

Next Steps

Traffic Services staff recommend that an additional 15 cameras be installed in school areas at the rate of three cameras per quarter from Q4 2021 to the end of 2022. This installation timing strategy will help provide a more consistent flow of charges being processed by the Joint Processing Centre and POA Courts.

The 15 new ASE locations were selected based on prioritized school area locations identified as part of the 2019 review for the pilot project's site selection. A list of the 15 new sites and the 8 existing sites is provided in Document 2: Automated Speed Enforcement New and Existing Locations. All sites have been further reviewed and have been found to meet vendor technical and design specifications, available hydro, sufficient space for the device, and the corresponding signage.

To ensure data used for future site selection (beyond 2022) is reflective of current traffic/travel patterns and recently posted speed limit changes to 30 km/h in many areas of the urban core, data will be collected and re-evaluated at all schools between fall 2021 and spring 2022. Certain school areas initially reviewed in the urban area prior to the pilot project are likely to move higher in the priority list for ASE installations due to changes in posted speed limits in these areas.

Playground sites will also be considered for future ASE locations. The site selection criteria previously used for school areas cannot be used for these sites as some of the required data, such as number of students not being bused, is not applicable.

Playground site selection criteria will be developed to ensure a data driven, consistent approach for implementation in future years. Once an evaluation process has been determined, staff will ensure required data are collected in spring 2022 so that any potential sites can be identified for implementation starting in 2023.

To ensure that residents and visitors are aware of the 15 new ASE speed camera locations, a communications plan will be developed. The plan will utilize elements of the pilot program's communication plan and will be developed in collaboration with PIMR. Communication strategies will be rolled out as the new sites are implemented.

Staff recommend that between 15 and 25 new ASE locations be considered for implementation in the next term of Council, each year, over the four-year period, starting in 2023. The number of yearly ASE locations for installation will be approved as part of the annual City Budget process. Traffic Services will send a memo to Council by the end of each year noting the proposed locations for the following year.

Allocation of ASE Revenue

In December 2019, Council approved a recommendation brought forward in the [Strategic Road Safety Action Plan \(RSAP\) Update report \(ACS2019-TSD-TRF-0009\)](#) that revenue from all automated enforcement initiatives, including ASE, be allocated to Road Safety.

According to Finance Services estimates, the eight pilot speed cameras will generate approximately \$6.5 million in gross revenue from the set fines portion of the payable ticket amount, or \$812,500 per location in 2021. Each ASE ticket also includes a regulated fee as part of the payable amount which is meant to offset the costs of administration that the municipality incurs related to processing the ticket, this is estimated at \$53,000 per camera. Operational costs related to purchased services, which include the cost to lease the ASE units from the vendor, the Joint Processing Centre costs, license plate look ups, and cheque processing services are estimated at approximately \$121,000 per site. Internal administrative costs incurred by ServiceOttawa to process charges is estimated at \$81,000 per camera. The capital cost to build the eight pilot sites and to implement the required signage averaged approximately \$54,000 per site.

Staff are recommending that ASE revenues fund, via an internal chargeback from ServiceOttawa, Legal Services, Information Technology Services and Revenue Services, the FTEs and administrative costs required by those services to support the ASE Program. To operate the eight pilot sites, six temporary ServiceOttawa FTEs were

created to process increased POA charge volumes. Staff recommend that these positions be converted from temporary to permanent and the 2021 Budget be adjusted to annualize these positions, to be offset by an increase in projected 2021 ASE revenue. Three permanent Revenue Services FTEs are also required for payment inquiry and collection purposes to continue operating the eight pilot sites.

If the proposed ASE Program is approved by Council and is expanded to include 15 new cameras by the end of 2022, an additional 12 temporary FTEs are required by ServiceOttawa, three permanent FTEs by Legal Services and four permanent FTEs by Revenue Services to support this initiative. IT Services will also require one permanent FTE to support the technical solutions and operational support for the program delivery and devices. ASE revenues collected are expected to increase by approximately \$62,500 per location as a result of the additional Revenue Services FTEs. This would bring total estimated gross revenue from set fines per ASE site in 2022 to \$875,000. As the program expands in future years, Service Ottawa and Revenue Services will bring forward FTE requirements for the additional locations through the budget process.

Staff are also recommending that the allocation of ASE revenue should be directed towards funding the positions required to deliver the Road Safety Action Plan. Council approved temporary funding in 2020 for six full-time equivalent (FTE) positions as part of the December 2019 RSAP Update Report, which includes:

- One Analyst, Automated Enforcement Measures;
- One Road Safety Engineer;
- One Data Analyst, Road Safety;
- Two Safer Roads Ottawa Officers; and,
- One Pedestrian and Cycling Traffic Signal Engineer.

The 2021 Operating Budget included \$575,000 for these temporary positions, representing funding up to the end of September 2021. Staff are recommending that these six FTEs be converted from temporary to permanent and that adjustments be made to the 2021 budget to annualize these positions.

Since the 2019 report, staff have determined that in addition to these six RSAP positions, another permanent FTE (Traffic Signal Plant Inspector), with permanent funding, is required. This FTE would support additional construction pressures, assist with standing offer contract inspections related to the implementation of ASE locations

in addition to those for a number of the road safety initiatives included in the annual RSAP Implementation Plan. Annual funding required for this resource is \$118,500.

In addition, staff are recommending that the allocation of ASE revenue be directed to provide permanent funding towards two FTE positions required to deliver the Pedestrian Crossover (PXO) Program. These two temporary PXO program positions, consisting of a Coordinator, Traffic Management and a Signal Design Technician, are currently in place and are being funded from the PXO capital program, which in 2021 has a budget of \$512,000. By creating two permanent positions funded through the ASE revenue stream, it will free up funds for the PXO program to install more PXOs throughout the city. As of August 2021, there are currently 61 warranted locations that have not been installed. These two positions were identified in the [2019 Update - Pedestrian Crossover \(PXO\) Program in Ottawa Report \(ACS2019-TSD-TRF-0003\)](#) to Council, which was approved in June of 2019. The total yearly compensation cost for these positions is \$210,000.

The Temporary Traffic Calming (TTC) Program has grown significantly since its inception in 2014 and, as of summer 2021, there were 895 flexible stake locations, 3,063 pavement marking locations, 346 signage location and 697 speed boards. The majority of these TTC measures must be reinstated or refreshed (in the case of pavement markings), on a yearly basis. As the number of traffic calming measures grow, the time it takes to reinstate/refresh the seasonal measures each year also grows. The increase in time to complete reinstatements within existing resources has resulted in a shorter TTC season each year as numbers of locations increase.

Staff are recommending that ASE revenue be allocated to create and permanently fund five FTEs in the Signs and Pavement Markings unit and to their associated Fleet requirements in order to operationalize the reinstatement of Temporary Traffic Calming (TTC) measures year-over-year. The total compensation required for these five positions is \$454,000.

These five additional staff will permit the TTC measures to be installed earlier in the spring and to be removed later in the fall season than is currently possible with existing staffing resources. This will also forgo the need to charge Councillor's TTC budgets for the removal and reinstatement of the TTC measures year after year. Going forward, Councillors will only be required to fund the following from their TTC accounts:

- Purchase of the material and the staff costs for initial installation;
- Replacement of any device that has been damaged or reached end of life; and,

- Refresh of pavement markings.

Fleet equipment will be required to support the additional staff in Traffic Services. This includes five new vehicles with a total capital cost of \$368,000 and an annual operating cost of \$80,130. These amounts will be reflected in the 2022 Budget.

Road Safety Capital Reserve Fund

Staff recommend that a Road Safety Capital Reserve Fund be established in the 2022 Budget year, and that net revenue from all automated enforcement initiatives be allocated to this reserve fund and be used to implement initiatives under the Road Safety Action Plan. Automated enforcement revenue sources include ASE, school bus cameras, future red light running cameras, and other future automated enforcement technologies. Net revenue will be considered the revenue remaining after the following costs, previously detailed in the report, are removed from the gross revenue:

- costs to operate and expand the automated speed enforcement program; and,
- operational costs related to staffing requirements to deliver the Road Safety Action Plan, Temporary Traffic Calming Program, and PXO program as noted above.

Table 2 below summarizes the revenue, various operating costs associated with the program and the projected annual contribution to the Road Safety Reserve Fund. The table includes amounts originally budgeted in 2021, the updated projected values for 2021 and those for 2022. These figures are calculated based on the updated 2021 numbers and consider estimated revenues and costs associated to the addition of the proposed 15 new cameras to be installed by the end of 2022. These numbers will be reflected in the Draft 2022 Budget.

Table 3 - 2021 and 2022 Automated Speed Enforcement Revenue and Costs

		Budgeted 2021	Forecast 2021	Forecast 2022
Estimated Revenue	Set Fine Revenue	\$ -	\$ 6,500,000	\$ 14,875,000
	Administrative Revenue	\$ -	\$ -	\$ 901,000
	Total Gross Revenue	\$ 6,000,000	\$ 6,500,000	\$ 15,776,000

Estimated Operating Costs	Purchased Services	\$ 670,000	\$ 783,000	\$ 2,055,000
	Administrative Costs	\$ -	\$ -	\$ 1,377,000
	FTE Compensation	\$ 575,000	\$ 900,000	\$ 3,622,000
	Fleet	\$ -	\$ -	\$ 80,000
	Total Operating Costs	\$ 1,245,000	\$ 1,683,000	\$ 7,134,000
Estimated Net Revenue - Contribution to City-wide Reserve Fund		\$ 4,755,000	\$ 4,817,000	\$ -
Estimated Net Revenue - Contribution to Road Safety Capital Reserve Fund		\$ -	\$ -	\$ 8,642,000
RSAP Capital Spending Request		\$ 4,000,000	\$ 4,324,000	\$ 8,054,000
Estimated Reserve Funding		\$ 755,000	\$ 493,000	\$ 588,000

As listed in Table 2, the 2021 Budget included \$6 million in revenue, \$1.245 million in operating to cover purchased services and RSAP staffing, in addition to a one-time \$4 million capital project to implement measures under the 2021 Road Safety Action Plan. The remaining \$755,000 in revenue was allocated to the City-wide Reserve in 2021.

Actual costs to operate the program were higher in 2021 due to the need for ServiceOttawa to hire six staff to process charges and the increased costs for purchased services related to the switch from rotational to fixed cameras at all locations. Revenue for 2021 is projected to be higher than budgeted by \$500,000 which will cover the overages expected in 2021.

Capital authority for the Road Safety Action Plan was \$4,000,000 in the 2021 Budget. Additional spending authority of \$324,000 is required to complete construction of additional ASE sites for Q4 2021 and Q1 2022, funding which is available from the \$755,000 allocated to City-wide reserves in the 2021 Budget.

SCHOOL ZONES AND COMMUNITY SAFETY ZONES

In 2019, as municipalities started to develop ASE programs or pilot projects, members of the provincial ASE working group noted signage issues that impacted site selection. Regulations required English and French signs to be placed side-by-side which could not be accommodated at a number of sites due right-of-way constraints. In Ottawa, these issues restricted use of ASE to locations signed with school area signs and locations where there was sufficient space within the right-of-way to accommodate bilingual Community Safety Zone signs.

In August 2020, the Province enacted *Regulation 468/20* which amended [Regulation 615](#) of the *Highway Traffic Act (HTA)* pertaining to signage for both School Zones and Community Safety Zones. The changes to *Regulation 615* allow for implementation of reduced school speed zones using designated signs without the use of flashing beacons, making school zones compatible with ASE. Furthermore, the changes permit the installation of required English and French Community Safety Zones signs to be installed one on top of the other instead of side-by-side. The amendments to the regulation allowed the City to re-assess the list of priority school locations and identify some higher-ranking sites for ASE implementation in 2021 and 2022.

School Zones

The changes to *Regulation 615* led Traffic Services to undertake a review of all existing School Zones. The goal of the review was to verify whether signed school zones were in compliance with the amended provincial regulations and to initiate any work required to ensure compliance. The review found that in certain locations, to meet the regulations, signs must be relocated or removed. Findings of the review are summarized in Document 3: Memo – 2021 School Zone Review Update.

Through the review, it was also noted that some of the criteria used to decide where school areas and school zone signage should be implemented was based on an outdated procedure originally developed for Alberta and does not align with the requirements of the *Highway Traffic Act*. It is therefore recommended that staff undertake a review of best practices used to identify locations for school zone signage and provide a recommended update to the School Zone Policy by Q2 2023.

It was also found that the time of day and the speed reductions were not consistent in existing school zones across the city. Consistency is an important factor in helping road users understand what is expected of them without requiring them to read and interpret

signs at each new location. Staff are therefore recommending standardized times and reduced speed limits be put into effect at all existing school zones city-wide.

It is recommended that school zones operate between the hours of 7:00 a.m. to 6:00 p.m., Monday to Friday, September to June. Staff are aware that there are a limited number of schools that operate during the months of July and August. In such cases, reference to months will be adjusted on applicable signage. Table 2 summarizes the recommended speed reductions.

Table 4 - Reduced Speed Limits for School Zones

Posted Speed Limit (km/h)	School Zone (km/h)
30	Not Applicable
40	30
50 – 60	40
70 – 80	60

Staff continue to recommend that City Council request that the Provincial Government to consider doubling speeding fines in School Zones to align with the fine structure currently in place for Community Safety Zones (CSZ). All locations allowing for automated enforcement using speed cameras should have consistent penalties for an offence.

Community Safety Zones

As per Council-approval via the [Community Safety Zones Implementation Plan Report \(ACS2019-TSD-TRF-0008\)](#) presented to TRC in November 2019, speed cameras in Ottawa are currently installed in proximity to certain schools that have been designated as Community Safety Zones (CSZ). The size of the CSZ signs, along with the requirement that these be placed side-by-side, at both the start and end locations of the zones on both sides of the street posed constraints for site selection.

The changes to *Regulation 615* allow for CSZ signs to be placed one on top of another as opposed to side-by-side allowing for fewer physical constraints on implementation, especially within the urban core. School locations originally identified as potential candidates for ASE but that could not accommodate CSZ signs may now be considered for future ASE implementation.

SCHOOL BUS CAMERA PILOT PROJECT UPDATE

The School Bus Camera Pilot Project started in September 2019 with the installation of six cameras on school bus arms. The cameras had limited operation due to various lockdowns and school closures to in-person learning as a result of COVID-19. The findings of the pilot are not conclusive due to the limited operation of the cameras, however, at a high level:

- The number of infractions per camera varied significantly based on school bus routes. Of all charges, 95 per cent were of offenders passing an on-coming bus. Slightly more than half of all tickets issued were along one route at a location where the bus stop is located on a four-lane undivided roadway.
- The school bus consortia have indicated a strong desire to implement school bus cameras on all of their buses.
- According to the public survey conducted in May 2021, 87 per cent of respondents showed support for this type of automated enforcement (school bus cameras).
- The Ontario Traffic Council (OTC) has established a working group to help operationalize the use of cameras on school buses.

Since September 2019, there have been 209 Automated School Bus Camera tickets issued. During this same period, patrol officers issued 26 tickets for motorist passing a school bus.

Given the limited data collected as part of the School Bus Camera Pilot Project, the support of the public and interest expressed by the school bus consortia, staff are recommending that further work take place to conduct a review of the best delivery model for school bus camera implementation and processing. Staff will work with the school bus consortia and stakeholders identified through the project planning stage to develop the School Bus Camera Program. The goal is to report back to TRC in Q2 2023 with an implementation plan for the program. Additional information can be found in Document 4: School Bus Camera Pilot Memo.

FINANCIAL IMPLICATIONS

This report has no tax implications as the ASE Program is fully self-funded as all program costs will be funded from the revenues generated from the Program as outlined in the report. The Road Safety Capital Reserve Fund will be established effective 2022 and reflected in the 2022 Draft Traffic Services Operating and Capital

Budget to be tabled with Council on November 3.

LEGAL IMPLICATIONS

There are no legal impediments in approving the recommendations in this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Not applicable.

ADVISORY COMMITTEE(S) COMMENTS

Not applicable.

CONSULTATION

The implementation of Community Safety Zones, School Zones, and Automated Speed Camera locations is based on a data-driven approach which ensures a transparent, fair and consistent process city-wide. Their implementation also aligns with existing Provincial regulations and Council direction.

INTERNAL CONSULTATION:

Traffic Services has consulted with many internal stakeholders on the development of this report. Legal Services has been engaged to ensure all Provincial regulations are appropriately interpreted and that automated enforcement program coordination aligns with these regulations. In addition, the Transportation Services Department has also consulted with Finance Services, Revenue Services and ServiceOttawa stakeholders to ensure respective resource needs are highlighted as part of this report. The proposed allocation of revenue generated by ASE in support of various road safety initiatives and traffic calming measures aligns with stakeholder needs as presented in this report. Meeting the needs of stakeholders will ensure the success of the program, without compromising their existing business lines and services.

EXTERNAL CONSULTATION:

Transportation Services hired The Strategic Counsel to conduct a public survey on Road Safety. There was a total of 1,550 respondents to the online survey which took place from May 7 to May 19, 2021. On average, the survey took 10 minutes to complete.

The survey was meant to:

- Establish baseline measures (e.g., awareness, attitudes, etc.) which can then be tracked in future to assess the effectiveness of the City's communications activities;
- Assess residents' attitudes regarding road safety;
- Gauge residents' understanding and knowledge of current and planned road safety measures;
- Assess residents' attitudes towards road safety; and,
- Evaluate how respondents' level of understanding and attitudes varies across key demographic groups (e.g., gender, age, education, household income, urban/suburban/rural, driver/cyclist/pedestrian status, etc.).

A sampling plan was developed to ensure a representative cross-section of residents of Ottawa by area, based on population data provided by the City of Ottawa. Further quotas were set by age and gender. The data was weighted by region and age to reflect City of Ottawa population data.

Specific to automated enforcement, the survey served to gauge public views on the use of speed cameras in various settings, perceived impacts to driving behaviours, public awareness of speed camera use, and support of allocating speed camera ticket revenues towards road safety initiatives. Survey findings are included in under the heading Public Opinion in the Discussion section of the report.

ACCESSIBILITY IMPACTS

The implementation of Automated Speed Enforcement and School Zones are initiatives to help improve the safety of all pedestrians, cyclists, motorcyclists, and drivers by helping reduce the instances of collisions resulting in serious injury or fatality.

The installation of signage and speed camera infrastructure meets provincial regulations which align with *Accessibility for Ontarians with Disabilities Act (AODA)*.

ASSET MANAGEMENT IMPLICATIONS

Not applicable.

CLIMATE IMPLICATIONS

Not applicable.

ECONOMIC IMPLICATIONS

Not applicable.

ENVIRONMENTAL IMPLICATIONS

Not applicable.

INDIGENOUS GENDER AND EQUITY IMPLICATIONS

Not applicable.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

RURAL IMPLICATIONS

The Automated Speed Enforcement Program, the School Bus Camera Pilot Project, the School Zone Policy are applicable city-wide. The location selection criteria for Community Safety Zones, School Zones, and the installation of Automated Speed Cameras and School Bus Cameras allows for their implementation in locations within urban, suburban and rural areas within the boundaries of Ottawa.

TECHNOLOGY IMPLICATIONS

Automated Speed Enforcement Program

IT Services will work with Traffic Services, Service Ottawa, Legal Services, and Revenue Services to implement the portfolio of solutions and provide ongoing operational support as required for the Automated Speed Enforcement program outlined in this report.

School Bus Camera Program

IT Services was integral in implementing the technology for the School Bus Camera Pilot project and has been providing ongoing hardware and software technical support on an interim basis during the pilot period. IT Services is prepared to provide technical advice and considerations as part of the review of the delivery model and subsequent report back to Committee.

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority in the City of Ottawa's 2019-2022 Strategic Plan.

SUPPORTING DOCUMENTATION

- Document 1: Automated Speed Enforcement Pilot – Technical Memo
- Document 2: Automated Speed Enforcement New and Existing Locations
- Document 3: Memo – 2021 School Zone Review Update
- Document 4: School Bus Camera Pilot Memo

DISPOSITION

Traffic Services will administer the Automated Speed Enforcement Program, the allocation of ASE funding, the implementation of school zones and take the necessary steps to determine the best delivery model for School Bus Camera implementation and processing, as outlined in this report.

Finance Services will process the necessary 2021 budget adjustments for Traffic Services and ServiceOttawa as well as establish the new Road Safety Capital Reserve Fund to come into effect with the 2022 budget/calendar year. Finance Services will also work with Legal for the necessary by-law required for the reserve fund.