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Town of Aurora
Committee of the Whole Report
No. PDS24-089

Subject: Automated Speed Enforcement Pilot Program and Community Safety Zones

Prepared by: Michael Bat, Traffic and Transportation Analyst

Department: Planning and Development Services

Date: October 1, 2024

Recommendation

1. That Report No. PDS24-089 be received;
2. That a by-law to amend Parking By-law No. 4574-04.T be enacted to designate schools that front onto Town roads as Community Safety Zones; and,
3. That staff be authorized to implement an Automated Speed Enforcement Pilot program and report back to Council with a detailed implementation plan.

Executive Summary

Staff report No. PDS20-050, Implementation of Automated Speed Enforcement Program, was presented to Council at the October 6, 2020, General Committee meeting for consideration. Council requested that staff report back on the findings of the Region's Automated Speed Enforcement program following the completion of their two-year pilot program.

- York Region has completed a two-year, Automated Speed Enforcement (ASE) pilot program. Given its effectiveness to enhance overall road safety, Regional Council has authorized the continuation of the ASE program on Regional roads.
- Staff recommend implementing an ASE pilot program on Town roads, and a follow-up staff report be presented to Council with a detailed implementation plan.

- Staff recommend designating schools that front onto Town roads as Community Safety Zones and that the ASE pilot program be implemented in these Community Safety Zones.

Background

At the October 6, 2020, General Committee meeting, Council passed a motion requesting staff report back on the findings of the Region's Automated Speed Enforcement (ASE) program following the completion of its two-year pilot program.

ASE is an automated system that uses a camera and a speed measurement device to detect and capture images of vehicles travelling above the posted speed limit. The captured images are reviewed by Provincial Offences Officers and tickets are issued to the registered owner of the subject vehicle. Upon conviction, the only penalty is a fine, no demerit points are issued nor will the registered owners driving record be impacted.

In May 2017, the Bill 65, the *Safer School Zones Act, 2017* (Bill 65) which amended the *Highway Traffic Act* to further increase safety for vulnerable road users and improve driver behaviour received Royal Assent. This legislation permits municipalities to implement and operate ASE technology to enforce speeding traffic offences in school and Community Safety Zones (CSZ) on roads with a speed limit under 80 km/h. This legislation was supplemented by O. Reg 398/19 – Automated Speed Enforcement, filed in November 2019, which sett out procedural rules for ASE systems.

In April 2022, the O. Reg 355/22 – Administrative Penalties for Contraventions Detected Using Camera Systems, was filed under the *Highway Traffic Act* to permit municipalities to establish a system of administrative penalties (AMPS) for the enforcement of camera-based contraventions captured by ASE systems.

Analysis

York Region has completed the two-year, ASE pilot program, and given its effectiveness to enhance overall road safety, Regional Council has authorized the continuation of ASE program on Regional roads

In November 2020, the Region initiated a two-year ASE pilot program on select Regional roads. During the first 18 months of the pilot program, the Region saw a 35% increase of road users following the posted speed limit and the average operating speeds reduced by 9 km/h. The enforcement statistics for Regional ASE cameras on Regional roads within Town limits are summarized below:

1. Wellington Street west of Haida Drive:

- Approximately 6,500 tickets were issued by the device during the duration of its installation (February to March 2022), with an average ticketed speed of 58 km/h.
- Compliance with the posted speed limit increased by 5% and operating speeds reduced by 7 km/h.

2. Bloomington Road east of Academy Drive:

- Approximately 1,500 tickets were issued by the device during the duration of its installation (April 2022), with an average ticketed speed of 67 km/h.
- Compliance with the posted speed limit increased by 25% and operating speeds reduced by 13 km/h.

In June 2022, Regional Council authorized the continuation of the ASE program on Regional roads, and approved budget for two additional mobile units in 2023 (for a total of three mobile units) and 60 fixed units to be installed between 2024 to 2026.

The current status of the ASE program for York Region and programs put in place by its local municipalities are summarized below (Table 1).

Table 1: Current ASE Program Status for York Region and its Local Municipalities

York Region and Municipalities	Current ASE Program Status
York Region	Regional Council approved the continuation of ASE program. By 2026, the Region will have three mobile units (rotation basis) and 60 fixed units.
Town of East Gwillimbury	In the process of developing an ASE program.
Town of Georgina	In the process of developing an ASE program.
Township of King	In the process of developing an ASE program and amending their CSZ By-law.
City of Markham	Feasibility of ASE program to be assessed as part of the development of their Road Safety Plan.
Town of Newmarket	ASE program will be operational (14 cameras) as of September 2024. The Town also established a Joint Processing Centre to manage data collected by ASE cameras, process violations, facilitate the payment of fines, and assist with disputes.
City of Richmond Hill	In the process of developing an ASE program.
City of Vaughan	In the process of developing an ASE program.
Town of Whitchurch-Stouffville	In the process of developing an ASE program. The Town will be partnering with the Town of Newmarket to utilize their Joint Processing Centre.

Staff recommend implementing an ASE pilot program on Town roads, and a follow-up staff report be presented to Council with a detailed implementation plan

The use of ASE has been demonstrated to be an effective countermeasure to improve road safety by reducing vehicle travel speeds in targeted areas such as school zones and Community Safety Zones.

Community Safety Zones

Community Safety Zones (CSZ) are designated stretch of roadways, recognized under provincial legislation, marked with CSZ signs allowing for the doubling of fines if road users are caught speeding. Through Bill 65, the use of an ASE system can be implemented in these designated areas.

The following streets are currently designated as CSZs under Town Parking By-law No. 4574-04.T – Schedule XVIII:

- Orchard Heights Boulevard: from Laurentide Avenue to Yonge Street

- McClellan Way: from Henderson Drive to Bathurst Street
- Murray Drive: from Wellington Street West to Kennedy Street West
- Stone Road: from Bayview Avenue (north leg) to Bayview Avenue (south leg)

By adding CSZs to the remaining schools within the Town boundary that front onto Town roads, there would be a total of 17 Town managed CSZs (Attachment 1). Schools within the Town boundary that front onto Regional roads are currently being captured as part of the Region's ASE program.

As outlined in the *Safer School Zones Act, 2017*, the use of an ASE program can only be implemented within School Zones and CSZs. As part of the ASE pilot program implementation, these CSZs will be used as areas for installation. A follow-up staff report will be presented to Council with a detailed ASE implementation plan that will include further details such as logistics, financial considerations, camera types to be used and ticketing processing options. This program will be developed in collaboration with By-Law Enforcement.

Advisory Committee Review

A technical memorandum (Report No. PDS23-123) was presented at the Active Transportation and Traffic Safety Advisory Committee (ATTSAC) meeting on September 25, 2024.

Legal Considerations

The *Safer School Zones Act, 2017* amended the *Highway Traffic Act* to allow the use of an ASE system in a community safety zone or school zone that is designated as such in a municipal by-law. At the time of its passing, regulations to allow the operation of ASE were not yet in force. O. Reg 398/19 is now in effect and sets out the evidentiary and procedural rules for the ASE system, including requirements to post municipal speed camera signs as prescribed in the regulation. In addition, the province issued guidelines to support municipalities in developing responsible and safe ASE programs and which encourage an education and 90-day warning period prior to the use of the cameras and devices in a specific zone.

Financial Implications

The estimated cost for the installation of the CSZ signs is approximately \$10,000. This can be funded from the Town's Operational Services Operating Budget.

Communications Considerations

This report will be posted to the Town's website. If the Town were to proceed with an ASE Pilot Program, Communications will develop a communications plan to inform the public via channels such as the Town website, e-newsletters, social media.

Climate Change Considerations

None.

Link to Strategic Plan

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

Alternative(s) to the Recommendation

None.

Conclusions

ASE is a system that uses a camera and a speed measurement device to enforce speed limits. The program offers many tangible benefits to communities, including reduction of vehicle travel speeds and improvement of overall traffic safety for all road users.

Through this report, staff recommends:

- Designating schools that front onto Town roads as Community Safety Zones
- Moving forward with preparing a detailed implementation plan for a two-year ASE pilot program to be presented to Council at a future meeting.

Attachments

Attachment 1: Map of Existing and Proposed Community Safety Zones

Previous Reports

CAC20-006, Implementation of Automated Speed Enforcement Program, September 17, 2020;

PDS20-050, Implementation of Automated Speed Enforcement Program, October 6, 2020; and,

PDS23-123, Automated Speed Enforcement Pilot Program, September 25, 2024.

Pre-submission Review

Agenda Management Team review on September 12, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer