



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	March 22, 2019
SUBJECT/REPORT NO:	Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative (PW19014a) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Edward Soldo (905) 546-2424 Ext. 4622
SUBMITTED BY:	Edward Soldo Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	

RECOMMENDATION(S)

- (a) That the Lincoln M. Alexander Parkway and Red Hill Valley Parkway Enhanced Enforcement Initiative, as outlined in this report, be funded in the amount of \$150,000 from the Red Light Camera Reserve #112203, with zero net levy impact, be approved; and
- (b) That the Mayor submit a letter to the Attorney General and the Minister of Transportation Ontario, on behalf of City Council, seeking legislative and regulatory amendments to allow the City to implement Automated Speed Enforcement on the Lincoln M. Alexander Parkway and Red Hill Valley Parkways through an administrative monetary penalty system.

EXECUTIVE SUMMARY

At the meeting of February 13, 2019, Hamilton City Council approved Report PW19014 which included the following recommendations:

- 1. That the existing speed limit be reduced to 80 km/h on the Red Hill Valley Parkway from the Greenhill Interchange to the Queen Elizabeth Way; and

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2. That Hamilton Police Services be requested to continue to undertake regular speed and aggressive driving enforcement on both the Lincoln M. Alexander and the Red Hill Valley Parkways, and that the results be reported annually to the Public Works Committee as part of the Hamilton Strategic Road Safety Program Annual Report.
3. That staff be directed to request that Hamilton Police Service provide enhanced and dedicated speed enforcement on the Red Hill Valley Parkway.

In response to the request the Hamilton Police Service (HPS), in consultation with the City, is proposing to implement an interim enhanced enforcement initiative to increase enforcement along the Lincoln M. Alexander Parkway (LINC) and Red Hill Valley Parkways (RHVP). The 12-week program would use Voluntary Paid Duty (VPD) Officers to implement a two-pronged roadway safety approach, combining zero tolerance enforcement with a high visibility police presence to educate the public of the ongoing safety initiatives.

The HPS recommend that a longer-term solution that features a robust and sustainable model of enhanced enforcement on these two roadways be developed. The solution may include the deployment of a dedicated traffic enforcement unit and should be assessed within the context of the City-wide Vision Zero Action Plan as well as the potential implementation of Automated Speed Enforcement (ASE).

Since the use of ASE is currently limited to designated school zones and community safety zones where the prescribed speed limit is less than 80 km/h, and given the LINC and RHVP do not qualify for the ASE program, it is recommended that a request be made to the Province to exercise its authority and implement the necessary legislative changes to authorize the City to utilize ASE on the LINC and the RHVP. This would set a precedence in Ontario for this classification of highway.

Alternatives for Consideration – See Page 6

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The Red Light Camera (RLC) Reserve is funded from the issuance of violations through the Red Light Camera program. As directed by Council, this reserve fund is to be used to address identified road safety issues throughout the City of Hamilton.

Staff is requesting a 2019 Tax Operating Budget amendment with zero net levy impact to be funded by the Red Light Camera Reserve account #112203 for a one-time transfer of \$150,000 (actual costs recovered by HPS will be based on actuals, not to exceed \$150,000) to the HPS to fund increased speed

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enforcement on the LINC and RHVP. Staff have reviewed the RLC Reserve forecast to ensure funding can be supported from this service.

Staffing: There are no staffing implications related to this report.

Legal: Bill 65 amendments to the Highway Traffic Act permit municipalities to use ASE in school zones and in community safety zones where the prescribed rate of speed is less than 80 km/h. The amendment does not allow for ASE on the LINC and RHVP, as those two roadways have speed limits that are higher than the 80 km/h. Additional legislative amendments are required to authorize the enforcement of ASE on the LINC and RHVP and would set a precedence in Ontario for this classification of highway.

HISTORICAL BACKGROUND

The City has been evaluating and assessing the roadway safety of the LINC and RHVP through a number of recent reports, including Bill 65 – Automated Speed Enforcement (PW19002), Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019 (PW19015), City of Hamilton Annual Collision Report – 2017 (PW19012) and Speed Limit Reduction Feasibility Study on the Lincoln M. Alexander and the Red Hill Valley Parkways (PW19014).

Hamilton City Council approved the reduction of the speed limit to 80 km/h on the RHVP from the Greenhill Interchange to the Queen Elizabeth Way on February 13, 2019. The new speed limits were implemented on February 17, 2019. Motorists were made aware of the changes through the installation of oversized speed limit signs, advance advisory information signage, the use of variable message signs, and multiple media releases and posts.

The City has been monitoring speed limit compliance on the RHVP since the reduction and has been identified that the 85th percentile speed, the speed at which 85 percent of motorists are travelling at or below, has been reduced to an average of 85 km/h. This is a reduction of approximately 7-10 km/h since January 2019 and approximately 20-25 km/h lower than speeds gathered in 2015.

The City and HPS also launched a new education campaign targeting speeding drivers as part of the Vision Zero Action Plan. Over the month of March, the education campaign focuses on promoting safe speeds, reminding motorists that “There’s no such thing as speeding a little – speeding is speeding”. The campaign is being promoted using print media, radio ads, online advertising, billboards, bus ads and social media.

Speeding in excess of the posted speed limit is responsible for a high percentage of injuries and fatalities resulting from motor vehicle collisions. Controlling vehicle speed can

prevent collisions from occurring and can reduce the severity of injury when they do occur, especially when vulnerable road users such as pedestrians and cyclists are involved. Appropriate vehicle speeds allow motorists more time to stop, reduce stopping distances and lessen the likelihood of a collision.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

Once Provincial regulations for the implementation of ASE are established, and the program is operational, in order to implement ASE in the City of Hamilton, amendments to the existing Traffic By-law will be required to designate certain areas as Community Safety Zones.

Additional legislative amendments are required to authorize the use of ASE technology on the LINC and RHVP as the prescribed posted speed limit on those roadways are not less than 80 km/r. A special provision would need to be written directly into the Provincial Legislation stating that the City of Hamilton has the authority to utilize ASE on the LINC and RHVP and it would set a precedence in Ontario for this classification of highway.

RELEVANT CONSULTATION

This report has been written in consultation with staff from Legal Services, Finance and Hamilton Police Services.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

On February 20, 2019, through Report PW19014, Council directed staff to request additional support from HPS, particularly as it relates to a targeted enforcement campaign for speed, aggressive driving and distracted driving on both the LINC and the RHVP. HPS and City staff met on a number of occasions to develop an implementation plan.

HPS continues to develop strategies that will aid in educating and enforcing road safety on the LINC and RHVP. The goal of these initiatives is to reduce aggressive driving, speeding, collisions and to ensure compliance with newly implemented speed limits.

HPS currently patrols the LINC and RHVP as a component of its annual Traffic Safety Strategy. This deployment uses officers from the Central Breathalyzer & Drug Recognition Evaluator Unit, when they are not engaged in impaired driving related investigations. In addition, Divisional Patrol Officers and Divisional Safety Officers may conduct enforcement when they are not engaged in priority calls for service, or other community related traffic complaints.

As an interim enhancement option to the current deployment model, HPS is proposing to implement a VPD initiative for a 12-week timeframe until the resurfacing project of the

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RHVP begins. The VPD initiative would be subject to potential staffing complications based on the voluntary nature of the assignment.

The enhanced enforcement model would consist of two additional officers per day, working two subsequent shifts a day, seven days per week. These officers will be strictly dedicated speed enforcement on the RHVP and the LINC, resulting in a marked uniformed presence.

The initiative would have a two-pronged approach, combining zero tolerance enforcement, with a high visibility police presence, to educate the public of the ongoing safety initiatives. All related statistics will be tracked and shared with the City.

The total cost of the enhanced enforcement initiative, for the duration of 12 weeks, is approximately \$150,000.

It should be noted that the recommended staffing and projected costs above, are subject to the voluntary nature of the VPD program. As such, the HPS may not be able to fill every available paid duty, and the total costing may be lower than projected. As spring and summer months arrive, there will be increasing demands on the VPD program, inevitably diminishing the potential to staff this initiative.

HPS recommends the need for a longer-term solution featuring a robust and sustainable model of enhanced enforcement for the City as outlined in the Vision Zero Action Plan. This may include the deployment of a dedicated traffic enforcement unit that would undertake enforcement on both parkways as well as direct enforcement resources to locations throughout the City as identified through the Hamilton Strategic Road Safety Program and Vision Zero. HPS does not have the capacity to staff a dedicated enforcement unit without additional funding.

In 2017, the Ontario Legislature passed Bill 65, the Safer School Zones Act, which amended the Ontario Highway Traffic Act (HTA) to among, other things, authorize the municipalities to use ASE technology (known as photo radar) as a tool to address vehicle speed concerns and collision patterns involving speeding.

As identified through Report PW19002, the ASE amendments to the HTA will allow municipalities to use ASE in designated school zones and community safety zones where the prescribed rate of speed is less than 80 km/h. The LINC and RHVP fail to meet the Provincial criteria for community safety zone designation given that those roads have a prescribed rate of speed that is not less than 80 km/h, and therefore do not qualify for the use of the ASE program.

It is recommended that a request be made to the Province to exercise its authority and implement the necessary provincial legislative changes to authorize the City to use ASE

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on the LINC and the RHVP through an administrative monetary penalty system. This would set a precedence in Ontario for this classification of highway.

The development of the long-term enforcement solution should be assessed within the context of the Vision Zero Action Plan and potential ASE initiative. City staff will report back to Council with options for consideration.

ALTERNATIVES FOR CONSIDERATION

In order for the speed limit reduction on the Red Hill Valley Parkway to be effective, an enhanced enforcement initiative is required. While City staff will be working with the HPS to determine a long term solution, the alternative for Council is to not implement the enhanced enforcement initiative and rely on the existing Traffic Safety Strategy.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government.

APPENDICES AND SCHEDULES ATTACHED

None.