





CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Operations and Maintenance Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	August 10, 2022
SUBJECT/REPORT NO:	Main Street and King Street Automated Speed Enforcement (PW22066) (Wards 1, 2, 3)
WARD(S) AFFECTED:	Wards 1, 2 and 3
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SUBMITTED BY:	Mike Field Acting Director, Transportation Operations & Maintenance Public Works Department
SIGNATURE:	
SUBMITTED BY:	Edward Soldo Chief Road Official Public Works Department
SIGNATURE:	

RECOMMENDATIONS

- (a) That the four (4) proposed Automated Speed Enforcement (ASE) Program operating locations on Main Street and King Street, attached to Report (PW22066) as Appendix "A", be approved for implementation in 2023;
- (b) That the five (5) proposed Community Safety Zones (CSZ) on Main Street and King Street be approved for designation and Traffic By-Law 01-215 be amended accordingly, through passage of the amending by-law attached to Report (PW22066) as Appendix "B".

EXECUTIVE SUMMARY

On September 20, 2021, Council approved a report recommending that ASE be implemented as a permanent roadway safety program utilizing two (2) mobile ASE units

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installed at rotating scheduled operation location. Twenty-four (24) locations were approved for implementation in 2022.

On May 11, 2022, Council approved the implementation of immediate safety enhancements on Main Street and King Street, including the conversion of Main Street from a one-way to a two-way roadway. These enhancements, identified in the Communications Update (CRO22022) on July 5, 2022, included a suite of roadway safety tools to improve overall pedestrian safety, reduce collisions and manage excessive speeding. These measures apply a Vision Zero focus on how the roadway is designed, how vehicles are permitted to operate and how speeds are managed. A key speed management tool is the use of ASE to manage excessive speeding.

Transportation Operations & Maintenance will report back in Q1 2023, for the next term of Council, with recommendations for the 2023 and 2024 ASE program operation locations and deployment schedule. Due to regulated requirements for advanced signage at ASE locations (minimum 90 days advanced notice required), the 2023 and 2024 ASE program is not expected to begin until June 2023.

It is recommended that interim locations be approved for January 2023 through to May 2023 on Main Street and King Street to improve road safety for all road users and to ensure continued program operation until the 2023 and 2024 operating locations can be approved and implemented. Community Safety Zones (CSZ) are required through passage of the amending by-law attached as Appendix “B” in order to operate ASE at the recommended interim locations. While currently ASE cannot be used on Main Street and King Street due to technical operating constraints, deployment is enabled based on the planned travel lane configuration changes associated with the undertaking of immediate safety enhancements to Main Street and King Street as previously directed by Council.

Alternatives for Consideration – See Page 4

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

On September 1, 1998, the *Highway Traffic Act*, R.S.O. 1990, c. H.8 (HTA) was amended to permit municipalities to establish community safety zones on public roads

under their jurisdiction. The City of Hamilton is one of the few larger municipalities that does not have designated community safety zones.

Under Section 214.1(1) of the HTA, delegated authority was given to the Council of municipalities to designate, by by-law, a part of a highway under its jurisdiction as a community safety zone if, in the Council's opinion, public safety is of special concern on that part of the highway.

On May 30, 2017, the Province of Ontario passed Bill 65, the Safer School Zones Act, which amended the HTA to facilitate the municipal adoption of ASE technology on roads with speed limits under 80 km/h in designated school zones and community safety zones.

In February 2019, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 through Report PW19015, which identified the use of ASE technology.

In January 2020, Council authorized the use of ASE for a one-year limited use pilot in designated school zones and community safety zones utilizing two mobile automated speed enforcement units.

In September of 2021, Council authorized the implementation of ASE as a permanent roadway safety program with twenty-four (24) ASE locations be approved for implementation in 2022 through Report PW20002(a)/LS21035.

On May 11, 2022, Council passed a motion focused on the development of safety enhancements on major arterial roads, including the conversion of Main Street from a one-way to a two-way roadway and direction to undertake immediate short-term roadway safety enhancements for Main Street and King Street.

On July 5, 2022 a Communication Update was provided to Council outlining short-term safety enhancements to Main Street and King Street. The feasibility of installing ASE locations and Community Safety Zones (CSZ's) on Main Street and King Street was included.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

In accordance with Subsections 214.1 of the Highway Traffic Act (HTA), provides authority to the Council of a municipality to by-law designate a part of a highway under its jurisdiction as a CSZ if, public safety is of special concern on that part of the highway.

RELEVANT CONSULTATION

The following key stakeholders have been consulted with respect to the development and content of this report:

- Legal Services; and
- Corporate Services.

ANALYSIS AND RATIONALE FOR RECOMMENDATIONS

In 2021, Council approved establishing a permanent ASE roadway safety program utilizing two (2) mobile ASE units installed at rotating scheduled operation locations for 2022 via Report PW20002(a)/LS21035.

Transportation Operations and Maintenance will be reporting back in Q1 2023, for the next term of Council, that will provide recommendations for continuation of the ASE program in 2023/2024. Advanced signage, indicating 'ASE coming soon' is required to be posted at operating locations a minimum of 90 days in advanced. Since the recommendation report for the 2023/2024 ASE program will not be presented to Public Works Committee until early 2023 and due to the advanced signage requirements, there would be a projected ASE operating gap from January to June 2023.

The short-term roadway safety enhancements to Main Street and King utilize a suite of tools to improve overall pedestrian safety, reduce collisions and manage excessive speeding. The feasibility of deploying ASE and designation of Community Safety Zones (CSZs) on both Main Street and King Street was reviewed in conjunction with the other safety enhancement measures.

The use of ASE camera technology is limited to roadways that are more than two to three lanes wide due to technical capabilities. This constraint had previously excluded their use on King Street and Main Street.

The immediate safety enhancements on Main Street and King Street will reduce the number of travel lanes and there will be some sections where there will only be 3 operating lanes (typically 4 travel lanes with one lane available for on-street parking). Main Street between Dundurn Street and Sherman Avenue will be reconfigured from five lanes down to four lanes to provide standard 3.3 m lane widths, deal with the predominant side swipe collision patterns associated with narrow lanes and provide a pedestrian buffer along the south side of the corridor. Further lane restrictions will be implemented strategically at signalized intersections through designated turn lanes and the installation of temporary bump outs. The section of Main Street from Sherman Avenue to the Delta will also be restriped to provide a consistent 3.3 lane width but remain at four lanes.

The safety enhancements along Main Street and King Street will enable the deployment of ASE as it removes the technical operating constraints that currently exist. Therefore, it is recommended that in order to continue to utilize the roadway safety benefits of the ASE program, that interim locations on Main Street and King Street be approved for operation January through May 2023 as detailed in Appendix A to Report PW22066.

As required by regulations needed to operate ASE, it is also recommended that complimentary CSZ's be approved for designation on portions of Main Street and King Street. There are four (4) proposed ASE operating locations, however five (5) CSZ locations are recommended to be designated. The fifth location, King Street East – Emerald Street to Wellington Street North, is proposed as a CSZ only and without ASE operation. This location is proposed because as it includes both the Wellington Street North and Victoria Avenue North intersections, which are noted as having elevated collision frequency, and proximity to the First Place Hamilton Seniors Residence, Saint Patrick's Roman Catholic Church and the new St. Patrick's Elementary School. Under the regulations of the HTA, traffic infractions that occur within a CSZ are subject to the doubling of the fines.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

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.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report (PW22066) – Automated Speed Enforcement (ASE) 2023
Interim Operating Locations

Appendix “B” to Report (PW22066) – Amending By-law to City of Hamilton By-law 01-
215, being a By-law to Regulate Traffic, to
designate Community Safety Zones