




CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Transportation Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	April 2, 2024
SUBJECT/REPORT NO:	Roadway Safety Team Expansion (PW24019) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Mike Field (905) 546-2424 Ext. 4576
SUBMITTED BY:	Carolyn Ryall Director, Transportation Division Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That six new permanent Full-Time Equivalents in the Transportation Division, Transportation Operations Section, Roadway Safety Team be approved to support the realization of the City's Vision Zero objectives;
- (b) That the six new Roadway Safety Team permanent Full-Time Equivalents be comprised of:
 - (i) 1 x Project Manager, Automated Traffic Enforcement
 - (ii) 1 x Project Manager, Roadway Safety Initiatives
 - (iii) 3 x Roadway Safety Technologist
 - (iv) 1 x Community Outreach & Education Coordinator
- (c) That the six new Roadway Safety Team Permanent Full-Time Equivalents be funded from the Automated Traffic Enforcement Reserve #112203 at an approximate annual cost of \$665K, with no impact to the tax levy in 2024, and in future years;
- (d) That the Automated Speed Enforcement program be expanded through the addition of two Automated Speed Enforcement cameras, funded from the Automated Traffic Enforcement Reserve #112203, and that staff analyze,

select, and seek Council approval for new operating locations for 2024 & 2025 including amendments to Traffic By-law 01-215 as required;

- (e) That the General Manager, Public Works, or designate, be authorized, and directed to extend, if required, the appropriate agreements with the Ministry of Transportation, City of Toronto Joint Processing Centre and Redflex Traffic Systems (Canada) Limited for the expansion of the Automated Speed Enforcement program through the addition of two Automated Speed Enforcement cameras; and
- (f) That a 24-month Temporary Senior Project Manager, Administrative Penalty Program, position be funded from the Automated Traffic Enforcement Reserve #112203 at an approximate annual cost of \$154K, with no impact to the tax levy in 2024/2025.

EXECUTIVE SUMMARY

The City implemented its Vision Zero Action Plan in 2019, aiming to collaborate across disciplines to enhance road safety for all road users and eliminate fatal and serious collisions. The plan encompasses policymakers, engineers, planners, and everyday road users, recognizing that while collisions may occur, they should not result in fatalities or injuries. Key performance indicators, such as a reduction in fatal and injury collisions, gauge the plan's effectiveness.

The 2022 Annual Collision Report indicates positive outcomes, with decreases in total collisions, injury collisions, pedestrian collisions, and cyclist collisions compared to previous years. The Transportation Operations Section oversees the Vision Zero program, managing various aspects such as public inquiries, traffic enforcement programs, safety studies, and collaboration with Hamilton Police Services.

To continue with positive progress, the Roadway Safety Team faces capacity constraints hindering the plan's objectives. To address this, it is recommended to expand the team by adding six new permanent Full-Time Equivalents.

Since starting the Automated Traffic Enforcement with two camera units in 2020, which is a crucial component of Vision Zero, the program lacks dedicated project management resources. The addition of two new Project Manager positions are proposed to ensure compliance and effective administration of this program. Similarly, increasing demands for roadway safety initiatives necessitate more project management capacity to investigate and address concerns effectively.

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The Roadway Safety Team requires three additional Technologists to support Vision Zero initiatives and address growing requests from the public and policymakers. Furthermore, a dedicated Community Outreach and Education Coordinator would enhance public awareness and engagement in road safety efforts.

Automated Speed Enforcement is identified as an effective measure for managing vehicle speeds and improving safety. Expanding this program by adding two additional Automated Speed Enforcement camera units is recommended, due to the high volume of speeding inquiries received by the Transportation Division.

Overall, enhancing the Roadway Safety Team's capabilities and expanding key programs like Automated Speed Enforcement are vital steps towards achieving the Vision Zero Action Plan's goals of safer streets for all.

Alternatives for Consideration – N/A

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The recommendations in Report PW24019 are proposed to be funded by the Automated Traffic Enforcement Reserve #112203 and therefore do not impact the tax levy.

The six new Roadway Safety Team permanent Full-Time Equivalents would require an approximate annual investment of \$665K. Costs associated with each proposed position are as follows:

- One Project Manager, Automated Traffic Enforcement, Full-Time Equivalent (\$123K)
- One Project Manager, Roadway Safety Initiatives, Full-Time Equivalent (\$123K)
- Three Roadway Safety Technologist Full-Time Equivalents (\$333K)
- One Community Outreach & Education Coordinator Full-Time Equivalent (\$85K)

Adding two additional Automated Speed Enforcement cameras would require an approximate annual investment of \$580K from the Automated Traffic Enforcement Reserve. Net operational costs of automated speed enforcement exceed ticket fees recovered through violations. The following are the approximate annual operating costs for two additional Automated Speed Enforcement cameras:

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Automated Speed Enforcement (ASE) Equipment Contract	\$ 300,000
Automated Speed Enforcement (ASE) Infraction Processing (City of Toronto)	\$ 400,000
Vehicle License Information Ministry of Transportation of Ontario (MTO)	\$ 30,000
Provincial Offences Act (POA) Administration	\$ 1,250,000
Regulatory Signage and Internal Operations	\$ 200,000
Gross Total estimated operating cost (without HST)	\$ 2,180,000
Estimated Recovery Costs of Violations (20,000 @ \$80/ticket)	\$ 1,600,000
Net Projected Annual Operating Cost	\$ 580,000

The 24-month Temporary Senior Project Manager, Administrative Penalty Program position would require an approximate annual investment of \$154K. This position will assist with the expansion of the Automated Penalty System (APS) for the City; in particular the processing of Red Light Camera and Automated Speed Enforcement Infractions.

The Automated Traffic Enforcement Reserve #112203 has sufficient funds to support the six new Roadway Safety Team permanent Full-Time Equivalents, 24-month Temporary Senior Project Manager position, and two additional Automated Speed Enforcement cameras.

Staffing: Current staffing resources in the Transportation Operations Section are insufficient to reasonably support the increasing needs of the City's Vision Zero program. It is proposed that six new Roadway Safety Team Permanent Full-Time Equivalents be hired to increase internal capabilities as well as the addition of one 24-month Temporary Senior Project Manager. Adding two Automated Speed Enforcement cameras would require staffing resources to support this expansion.

Legal: N/A

HISTORICAL BACKGROUND

On August 15, 2014, Council approved report PW14090 to re-establish the Hamilton Strategic Road Safety Program.

On February 13, 2019, Council approved the Hamilton Strategic Road Safety Program and Vision Zero Action Plan 2019-2025 (Report PW19015).

On September 29, 2021, Council approved the establishment of a permanent Automated Speed Enforcement Program (Report PW20002(a)/LS21035), consisting of

two Automated Speed Enforcement Cameras that rotate across 24 approved operating locations distributed City-Wide.

On May 10, 2023, Council approved 24 Automated Speed Enforcement operating locations to be implemented from August 2023 to August 2025 and approved the renaming of the Red-Light Camera Reserve #112203 to the Automated Traffic Enforcement Reserve #112203 (Report PW23080).

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

The proposed recommendations comply with and support Ontario Regulation 398/19 Highway Traffic Act, Hamilton Council Strategic Plan 2016-2025, Hamilton Transportation Master Plan and the City of Hamilton Vision Zero Action Plan 2019-2025.

RELEVANT CONSULTATION

The City of Hamilton Financial Planning Administration & Policy Division and Customer Service Provincial Offences Administration & Financial Integration Division in the Corporate Services Department were consulted in the development of this report.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

The City implemented its Vision Zero Action Plan in 2019. The action plan is a multidisciplinary approach that requires the collaboration of policymakers, engineers, planners, and everyday road users to ensure a holistic approach is applied when considering how we can make streets safer for motorists, pedestrians, and cyclists. The goal of Vision Zero is to eliminate fatal and serious collisions and it recognizes that collisions will occur but should not result in fatalities or injuries. A reduction in fatal and injury collisions is an important key performance indicator related to the effectiveness of the City's Vision Zero Action Plan.

The 2022 Annual Collision Report (PW23062) detailed that roadway safety initiatives, measures, and the application of Vision Zero principles are making a positive difference as total collisions decreased by 1.69%, injury collisions decreased by 8.3%, pedestrian collisions decreased by 3.3% and cyclists collisions decreased by 7.9% when compared to the 2021 Annual Collision Report statistics.

The Transportation Operations Section in the Transportation Division is responsible for administering the City's Vision Zero program. The Transportation Operations Section has a Roadway Safety Team which is comprised of 14 staff; a Superintendent of Roadway Safety, three Project Managers, seven technologists, and three co-op students. The Roadway Safety Team receives upwards of 2,000 public/Councillor

inquiries annually, manages the Automated Traffic Enforcement Program (52 red light cameras and two automated speed enforcement cameras), administers the Hamilton Strategic Roadway Safety Committee, investigates fatal and serious traffic collisions, undertakes 20-35 intensive traffic safety studies annually, routinely collaborates with Hamilton Police Services, maintains the City's collision database (including preparing the Annual Collision Report), oversees the completion of in-service roadway safety audits and provides expert stakeholder input into City initiatives such as scope on capital projects.

Roadway safety-related needs exceed the capacity of the Roadway Safety Team which reduces the progress of achieving the goals and objectives of the Vision Zero Action Plan. Based on this, the capabilities of the team were examined, and it is recommended that it be expanded by adding six new permanent full-time equivalents. The following provides details about each proposed position.

Project Manager, Automated Traffic Enforcement

There is currently no dedicated Project Management resource for the administration of the Automated Traffic Enforcement program. The administration of Red Light Camera and Automated Speed Enforcement technology is complex and must be legislatively compliant, this position is required to maintain appropriate oversight and compliance for the Automated Traffic Enforcement Program. Red Light Camera and Automated Speed Enforcement technology are important components of the Vision Zero program via the Council approved Vision Zero 2019-2025 Action Plan.

Project Manager, Roadway Safety Initiatives

There is limited capacity in the Roadway Safety team at the Project Manager level. Requests from Council and the public to examine roadway safety concerns increases year over year. Additionally, Council has expanded interest in undertaking larger neighbourhood studies which are complex and resource intensive. An additional Project Manager is required to maintain appropriate capacity to address roadway safety matters, particularly the continued investigation of fatal and serious injury collisions.

Roadway Safety Technologist

There are currently six Roadway Safety Technologists within the Roadway Safety team. Currently, Roadway Safety does not have sufficient dedicated resources to support Vision Zero and related initiatives, as well as address the number of day-to-day requests received. Requests from Council and the public to examine roadway safety concerns increases year over year. These positions are required to maintain appropriate capacity to address roadway safety matters and would support the processing of service requests, completing studies, and implementing initiatives.

Community Outreach & Education Coordinator

There are currently no dedicated resources for community outreach, engagement, and education. These are critical elements of the Vision Zero Action Plan. This position would support the Transportation Operations Section regarding by promoting and educating on roadway safety initiatives and actions to the public, including helping the public to understand their role as it relates to a safe systems approach.

The Annual Collision Reports consistently identify that speeding and aggressive driving are contributing factors for approximately 50% of all collisions City-wide. Since first introduced in 2020, the Automated Speed Enforcement program has proven to be a highly effective method for managing vehicle speeds and changing driver behaviour. Expanding the program from two camera units to four would double the program's effectiveness and enable the addition of more operating locations City-Wide. Requests for Automated Speed Enforcement cameras are regularly received by the Public and Councillor's offices. Wider-scale expansion of the program would be best suited to occur after the City has transitioned to the Administrative Penalty System for Automated Speed Enforcement. In the meantime, adding two units is a reasonable method to further enhance roadway safety in a financially sustainable manner.

Currently, Automated Speed Enforcement and Red-Light Camera infractions are processed at the Joint Operating Centre operated by the City of Toronto, and charges are made under the Provincial Offences Administration. The Province of Ontario has implemented the framework, effective July 1, 2022, under the Highway Traffic Act, to allow Red Light Camera and Automated Speed Enforcement charges to be processed through an Administrative Penalty System. Administrative Penalty System may be a more efficient way to process these offences to the benefit on the Provincial Offences Administration Court judicial resource requirements. It may also reduce operational costs and permit potential Automated Speed Enforcement program expansion as under the current model.

Administrative Penalty System is currently utilized by the Planning and Economic Development Department for minor by-law infractions and in 2022, a capital request was approved to review and propose recommendations for the incorporation of Red Light Camera and Automated Speed Enforcement into the Administrative Penalty System process. In 2023, the Planning and Economic Development Department, Transportation Planning and Parking Division, engaged a consultant to determine the considerations and impacts and make recommendations pertaining to transitioning Red Light Camera and Automated Speed Enforcement to Administrative Penalty System.

The Legal and Risk Management Division in Corporate Services have recruited a 12-month temporary Senior Project Manager, Administrative Penalties Program position who will be responsible for planning, designing, organizing, executing, controlling and

reporting on the Administrative Penalty Program. This is a key position needed to transition the Red Light Camera and Automated Speed Enforcement into the Administrative Penalty System process, which has been previously identified as a important component of the City's Vision Zero program. It is recommended that the funding for this position be allocated to the Automated Traffic Enforcement Reserve #112203 to a maximum of 24 months as to avoid any impacts to the tax levy.

ALTERNATIVES FOR CONSIDERATION

N/A

APPENDICES AND SCHEDULES ATTACHED

N/A