



Region of Waterloo

Education Session

Municipal Speed Camera and Administrative Penalties Program

October 22, 2024

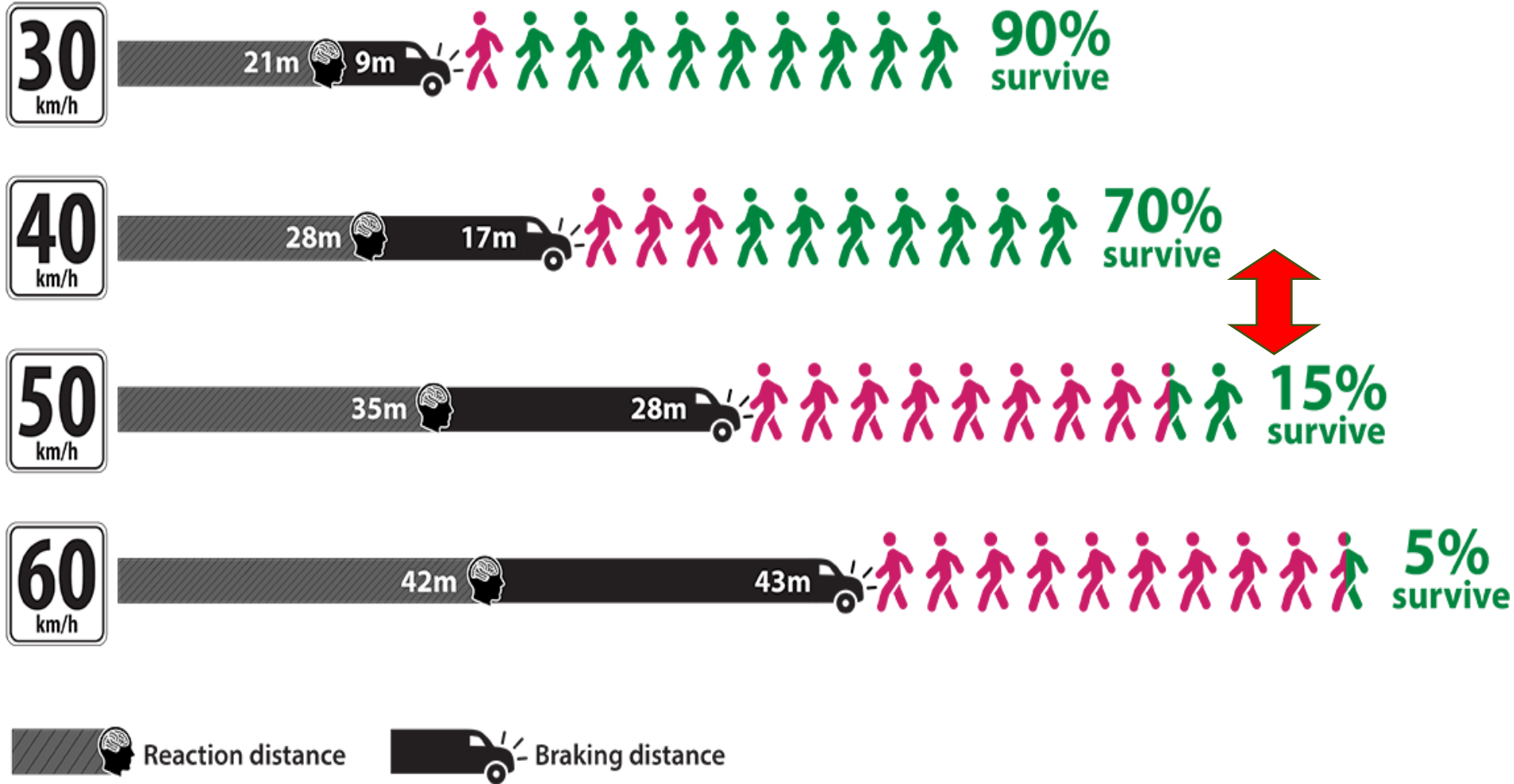
Why are we here today?



Overview of today's session:

- Why lower vehicle speeds?
- Current program overview
- Expansion overview
- Understanding Community Safety Zones
- Communications
- Questions

Speeding is a safety issue across the Region



Speeding is a safety issue across the Region

80 KM/HR IN A 30KM
(50km over)
LAURELWOOD DRIVE, WATERLOO
7:51 AM

94 KM/HR IN A 50KM
(40km over)
GUELPH AVENUE, CAMBRIDGE
10:43 PM

111 KM/HR IN A 40KM
(71km over)
WESTMOUNT ROAD, KITCHENER
4:20 PM

91 KM/HR IN A 40KM
(51km over)
SNYDERS ROAD, WILMOT
11:54 PM

121 KM/HR IN A 60KM
(61km over)
THREE BRIDGES ROAD, WOOLWICH
4:44 AM

Global Research Findings

- Excessive speeding is a contributing factor in 1 out of 4 fatal crashes on roadways.
- Speed cameras successfully reduce vehicle collisions in a camera area by 50%
- Speed cameras reduce serious and fatal injury by up to 44%



Current Program

Current Program Overview

- 4 speed cameras
- Rotating across 16 locations
- Since 2021, speed compliance at these 16 locations has **increased by 63%**

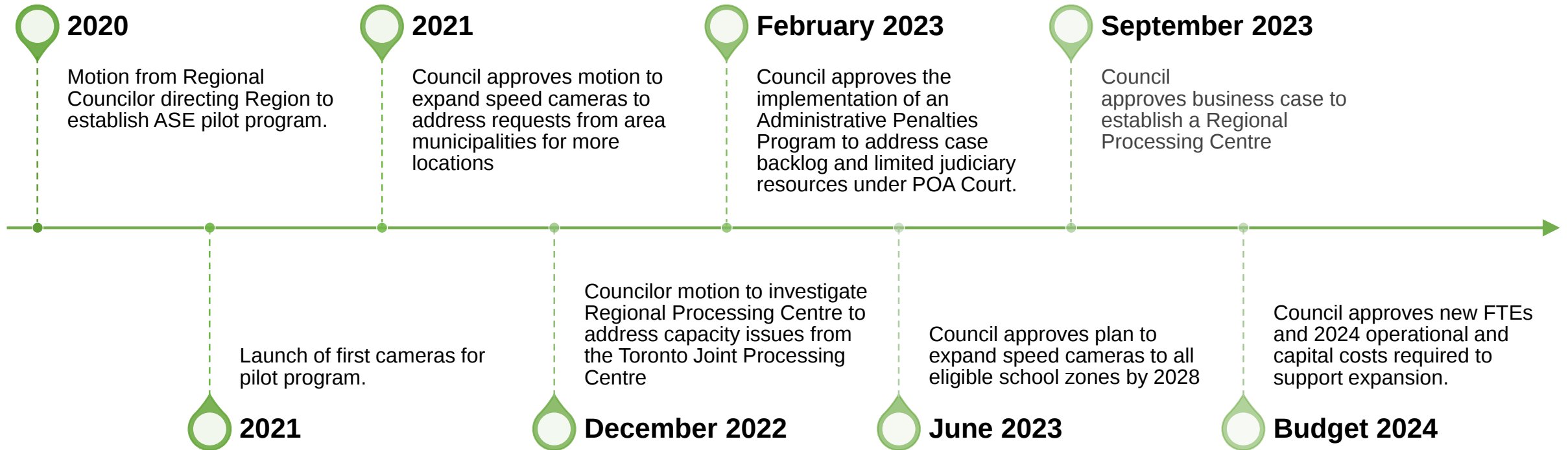
Success in reducing speeds led to Council's 2023 decision to expand speed cameras across all eligible school zones by 2028.



Current Program Learnings

1. A local ticket processing centre would increase efficiency.
2. There are limitations in using the Provincial Offences Act (POA) Court to process camera-based offences.
 - At capacity / backlog of cases
 - Long wait times for resolution meetings & trials
 - Limited ability to reduce or withdraw ticket based on individual circumstances
3. Schools across Waterloo Region would benefit from a program expansion

Milestones – Council Decision Making



Program Administration and Expansion

Planned Roll-out

Milestone	Date
Coming Soon signs installed at 16 new camera locations	August 2024
Local Processing Centre established	August 2024
Launch of Administrative Penalties Program	November 2024
Camera systems installed and activated at up to 16 locations	November 2024
16 legacy locations reconfigured with permanent camera systems	January 2025
36 new camera systems activated	September 2025
36 new camera systems activated	September 2026
36 new camera systems activated	September 2027
35 new camera systems activated	September 2028

Speed Camera Program Administration

A public-facing administrative system is required for the operation and expansion of this program

- Current state: Toronto Processing Centre + Provincial Offences Act (POA) Court.
- Future state: ROW Processing Centre + Administrative Penalty (AP) program
 - Cost-effective and efficient to operate
 - Handles a speeding ticket the same as a parking ticket
 - Locally based – faster to issue tickets
 - Scalable
 - Dispute process is faster, less formal and simplified

Provincial Offences Act Court

- Speeding as a Provincial Offence

VS.

Administrative Penalties Program

- Speeding handled like a parking ticket

Provincial Offences Act Court

- Speeding as a Provincial Offence
- **8-14 months to complete resolution meeting or trial**

VS.

Administrative Penalties Program

- Speeding handled like a parking ticket
- **7-14 days for screening review to be completed**

Provincial Offences Act Court

VS.

Administrative Penalties Program

- Speeding as a Provincial Offence
- 8-14 months to complete resolution meeting or trial
- **Limited ability to withdraw or reduce ticket**

- Speeding handled like a parking ticket
- 7-14 days for screening review to be completed
- **Ability to cancel or vary ticket based on individual circumstances**

Provincial Offences Act Court

- Speeding as a Provincial Offence
- 8-14 months to complete resolution meeting or trial
- Limited ability to withdraw or reduce ticket
- **In-person service option available at 1 location in the region**

VS.

Administrative Penalties Program

- Speeding handled like a parking ticket
- 7-14 days for screening review to be completed
- Ability to cancel or vary ticket based on individual circumstances,
- **In-person service option available at all CSA desks across ROW buildings**

Provincial Offences Act Court

- Speeding as a Provincial Offence
- 8-14 months to complete resolution meeting or trial
- Limited ability to withdraw or reduce ticket
- In-person service option available at 1 location in the region
- **At capacity + backlog of cases**

VS.

Administrative Penalties Program

- Speeding handled like a parking ticket
- 7-14 days for screening review to be completed
- Ability to cancel or vary ticket based on individual circumstances,
- In-person service option available at all CSA desks across ROW buildings
- **Scalable**
 - Ability to add other charges, such as red light camera, school bus stop arm, etc.
 - Ability to add additional staff in event of higher volumes

Understanding Fines

Fines are intended to be a deterrent to unsafe behaviour.

Common Speeding Fines (POA vs APP) as set by the Highway Traffic Act:

Speed over Limit	Current Fine (POA)	Fines Under APP (Nov' 24)
15 km/hr	\$52.50	\$98.25
20 km/hr	\$95.00	\$183.25
25 km/hr	\$118.75	\$230.75
30 km/hr	\$220.00	\$453.25

Inclusive of speeding fine, victim surcharge and administrative cost

Road Safety Reserve Fund

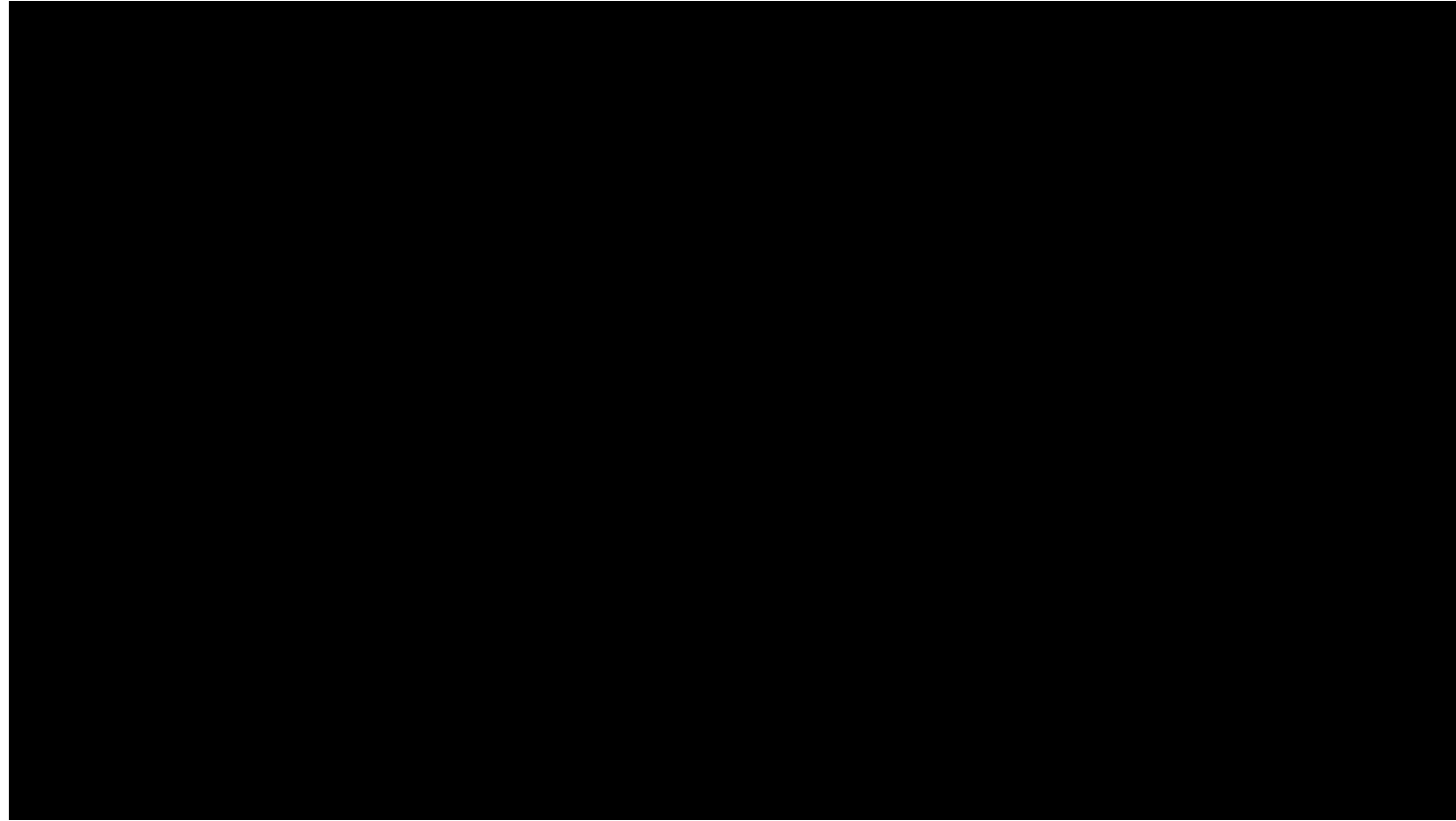
- Funded through the surplus generated (over and above program costs) from the speed camera program.
- Used to fund road safety initiatives in collaboration with Area Municipalities:
 - Township Traffic Calming Initiative
 - Round-about pilot programs
 - Roadway re-design



While the number of tickets is expected to increase during the expansion years, the number of annual tickets issued will decline over time as driver behaviour changes.

Community Safety Zones

What is a Community Safety Zone?



Assessment process for Community Safety Zones

Assessment for Community Safety Zone status would involve a two-step process, in collaboration with Area Municipalities:



Step 1: Eligibility Assessment



Step 2: Points-Based Risk Factor Assessment

Why add Community Safety Zones to School Zones?

- A CSZ designation would allow for a Municipal Speed Camera to be installed at priority locations identified by the respective Area Municipality that do not fit the HTA definition of a school zone.
- High volume of pedestrians travel near or along the Regional Road, but school access is offset from the Regional Road.

Examples:

- Manser Road near Linwood District Public School (Wellesley)
- § Fairway Road near Chicopee Hills Public School (Kitchener).
- Myers Road near Holy Spirit Catholic Elementary School (Cambridge)

Community Awareness

Communication Goals

EDUCATE



WHY THE SPEED CAMERA PROGRAM
EXISTS AND THE BENEFITS TO THE
COMMUNITY

RAISE AWARENESS



AWARENESS OF THE INCREASE IN THE
NUMBER OF SPEED CAMERA SITES
ACROSS WATERLOO REGION

INFORM



HELP THOSE WHO GET A SPEEDING
TICKET TO PAY IT AS EASILY AS
POSSIBLE

PARTNER

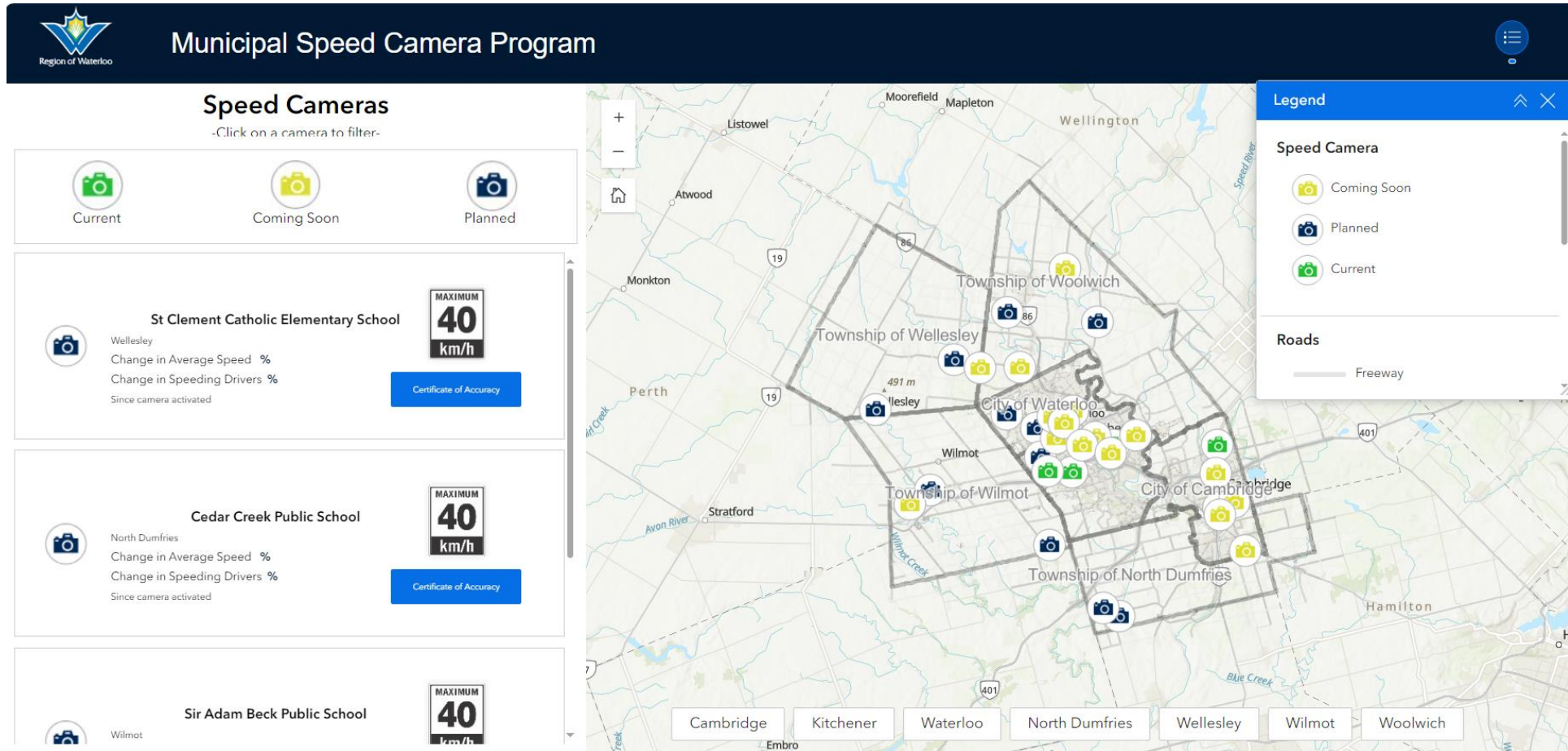


WORK COLLABORATIVELY WITH AREA
MUNICIPALITIES, SCHOOL BOARDS
AND COMMUNITY GROUPS

Communications Plan

- Multi-pronged approach to raising awareness:
 - Targeted - neighbourhood residents, school populations
 - Broad - drivers, cyclist, transit passengers and the community as a whole
- An equity focus on reaching all of our community
 - Many ages, neighbourhoods, materials in multiple languages
 - Traditional, digital and grassroots tactics
- Pre-launch and Post-launch awareness building

Region of Waterloo Website Updates



QUESTIONS

A faint, stylized blue geometric pattern is visible in the background, consisting of various shapes like triangles and lines that form a larger, abstract design.