

To: COUNCIL

Meeting Date: 11/28/2023

Subject: Automated Speed Enforcement Site Selection

Submitted By: Leah Walter, Director of Engineering

Prepared By: Shannon Noonan, Manager of Transportation

Report No.: 23-321-CD

File No.: N/A

Wards Affected: All Wards

RECOMMENDATION(S):

THAT Report 23-321-CD Automated Speed Enforcement Site Selection be received;
AND THAT; Council endorse the potential locations for Automated Speed Enforcement as outlined in report 23-321-CD.

EXECUTIVE SUMMARY:

Purpose

The purpose of this report is to provide Council with an update on the Automated Speed Enforcement (ASE) program in Waterloo Region and to receive Council endorsement for potential ASE locations in Cambridge.

Key Findings

- Automated Speed Enforcement has been used in School Zones in Waterloo Region since 2021 with the program being led by the Region of Waterloo
- Earlier this year Regional Council endorsed the expansion of ASE to all School Zones by 2028
- Automated Speed Enforcement is currently operating at 2 locations in the City on Guelph Avenue and Elgin Street North.
- The City has been requested to provide the Region of Waterloo with 4 potential additional ASE site locations.
- The locations have been selected based on the ASE Location Selection Methodology.

- City staff recommend Myers Road, Holiday Inn Drive, Saginaw Parkway, and Avenue Road as the 4 new ASE sites and that these locations be provided to the Region of Waterloo for implementation.

Financial Implications

- There are no financial implications with the recommendations of this report. All Capital and Operating costs for the ASE program will be funded by the Region of Waterloo.
- All revenue from the program is retained by the Region.

STRATEGIC ALIGNMENT:

☐ Strategic Action

Objective(s): Choose an Objective

Strategic Action: Choose a Strategic Action

OR

☒ Core Service

Program: Transportation Management

Core Service: Traffic Operations

The implementation and delivery of the ASE program demonstrates a collaborative effort to reduce vehicle speeds within school zones on City and Regional roadways in an efficient manner.

BACKGROUND:

The Region of Waterloo in collaboration with area municipalities has been implementing Automated Speed Enforcement (ASE) since 2021 in School Zones. The primary objective of ASE is to lower vehicle operating speeds near schools to be more in line with posted speed limits and reduce the risk (and severity) of collisions with the most vulnerable road users. The use of ASE in school zones is also intended to provide a more comfortable walking, rolling and cycling environment at and near schools.

Currently, 16 School Zones within the Region of Waterloo are equipped with ASE, with 2 locations in Cambridge, namely Guelph Avenue and Elgin Street North. In May 2023,

Regional Council endorsed a plan to further expand the existing ASE program to 32 School Zones by the end of 2023 and subsequently approved the rapid expansion of ASE to all School Zones by 2028.

ANALYSIS:

As part of the initial expansion of the ASE program to 32 School Zones, 4 additional locations will be implemented in Cambridge. All 50 school sites, including those on Regional roads, have been assessed by City staff using the ASE Location Selection Methodology developed by the Region and area municipalities and endorsed by Regional Council. The selection model is based on various considerations such as speed compliance, presence of sidewalk or shoulder, medians or pedestrian crossovers, number of lanes, pedestrian and cyclist activity, school type, collisions, and roadway volume. The top 10 sites were further reviewed to incorporate anecdotal information based on staff's historic understanding of the areas and their unique challenges.

The following 4 sites have been selected by City staff and are recommended for implementation:

- Myers Road (between Holy Spirit Catholic Elementary School and Moffat Creek Public Elementary School)
- Holiday Inn Drive (at Jacob Hespeler Public Highschool)
- Saginaw Parkway (at Clemens Mills Public School)
- Avenue Road (at St. Peters Catholic Elementary School)

A complete list of the top 10 locations can be found in Appendix A.

Although these sites are recommended for implementation of ASE, it should be noted that the feasibility of ASE at an individual site relies on clear sightlines for the camera equipment to operate, and it may not be possible to implement ASE at sites with horizontal curves, vertical curves, physical obstructions, or insufficient boulevard space. As part of the project, staff will work with the Region of Waterloo and ASE vendor to confirm the feasibility of each location.

EXISTING POLICY / BY-LAW(S):

There is no existing policy/by-law.

FINANCIAL IMPACT:

- There are no financial implications with the recommendations of this report.
- All Capital and Operating costs for the ASE program are funded by the Region of Waterloo.

- All revenue from the program is retained by the Region.

PUBLIC VALUE:

Collaboration:

Demonstrates the City's continuous approach to creating a safe and efficient transportation network for all road users that encourages safe and healthy neighbourhoods.

ADVISORY COMMITTEE INPUT:

Not Applicable

PUBLIC INPUT:

Posted publicly as part of the report process.

INTERNAL / EXTERNAL CONSULTATION:

There was no internal consultation undertaken.

Throughout the development of the ASE program, Regional staff consulted with area municipal staff and provided updates on this topic through regular meetings of the Regional Traffic Coordinating Committee. The Traffic Coordinating Committee consists of transportation staff from the Region and all area municipalities, as well as a representative from Waterloo Region Police Services.

CONCLUSION:

Based on the information within this report, it is recommended that Council endorse Myers Road, Holiday Inn Drive, Saginaw Parkway, and Avenue Road as the four Automated Speed Enforcement site locations for Cambridge and that these locations be provided to the Region of Waterloo for implementation. If a location is deemed not feasible through the implementation process, Council will receive an update which will include a new proposed location.

REPORT IMPACTS:

Agreement: **No**

By-law: **No**

Budget Amendment: **No**

Policy: **No**

APPROVALS:

This report has gone through the appropriate workflow and has been reviewed and or approved by the following as required:

Director

Deputy City Manager

Chief Financial Officer

City Solicitor

City Manager

ATTACHMENTS:

1. 23-321-CD Appendix A - Top Ten Locations