

Vision Zero Road Safety Update

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Agenda

- Vision Zero Road Safety Program Overview
- Courts Inter-municipal Agreement (IMA)
 - Vision Zero Terms
 - Financial Overview
- Next Steps for Launch

Vision Zero Road Safety Program Overview

Community Safety Zones (CSZs)



- To modify driver behaviour and improve safety on certain sections of road, particularly vulnerable road users like children and seniors

- Implemented at thirteen (13) locations in Niagara Region since September 2019, under Bill 26 - An Act to promote public safety

Automated Speed Enforcement (ASE)

- ASE Launched in December 2019 by the Province
- Four (4) ASE units will be rotated among the thirteen (13) Approved Community Safety Zones
- Revenues collected under any Municipal ASE program are to be used to support local public safety and educational initiatives



Benefits of ASE:

- Increase safety
- Reduce speed
- Positive change in driver behaviour
- Free up police resources
- Increase driver awareness



ASE in Ontario Municipalities

Currently

Municipality	Cameras	Charge Volumes
Toronto	50	280,000
Ottawa	8	90,000
Durham	4	50,000
Brampton	50	30,000
Peel	1	5,000
Hamilton	2	21,000
York	1	15,000
Mississauga	2	15,000
Waterloo	1	5,000
Pickering	2	5,000
London	2	6,000
Total	123	522,000

In process

Municipality	Cameras ordered
Mississauga	15
Ottawa	20
Oakville	14
Hamilton	8

Red Light Camera (RLCs)

- Introduced in the Province in 2000, since then the cameras are proven to reduce right angle collisions by 25%
- The cameras are proven to be an effective means to reduce the incidences of red light infractions making streets safer for all users
- Ten (10) RLCs will be implemented across Niagara Region



Other Vision Zero Initiatives

- Extension of Program:

- Strategically expanding automated enforcement (ASE & RLC)
- Intersection Improvements
- Geometrics/Roads
- Signage and Pavement Markings
- Mid-block Crossings (PXOs)
- Street Lighting
- Complete Street
- Traffic Calming
- Public outreach/education platforms



Proposed Revisions to the Niagara Region Courts Inter-Municipal Agreement (IMA)

Why We are Here Today

- Seeking unanimous support from all 12 LAM Councils for changes to the Niagara Region Courts Inter-Municipal Agreement to:
 - Recognize the Vision Zero Road Safety Initiative
 - To include that the Region will lead the implementation, operation, oversight and ensure legislative compliance of the Vision Zero Initiative as a traffic safety initiative in the Region
 - Allow for funds, net of court program costs, related to the Vision Zero Initiative to cover the upfront and annual investment by the Region for the implementation, operation, oversight, legislative compliance
 - Any revenue above this to be split 50/50 among the Region & LAMs targeting road safety initiatives

Why We are Here Today Cont'd

- Current agreement does not identify Vision Zero
- Current agreement does not contemplate the Province's guidelines for Automated Enforcement
- Risk of Implementation assumed by Region
- Opportunities Underway by Region

Financial Overview

- Total Cost of the Program
- Impact on the Tax Levy
- Risks/Opportunities

Financial Costs – 2020 Operating Business Case

Based on First Full Year of Operation

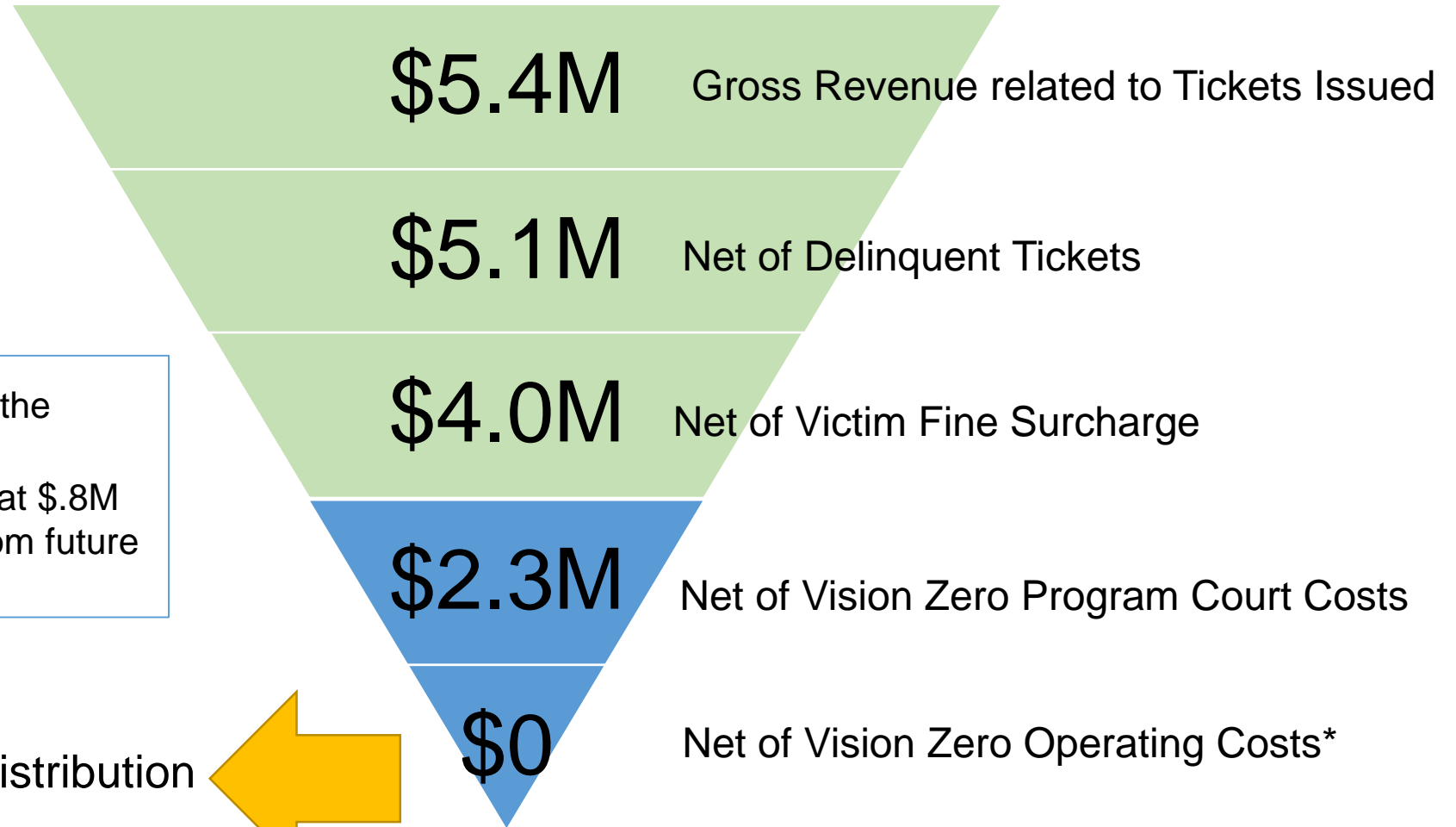
<i>in millions</i>	Estimated Revenue (Expense)
Revenue	5.40
Less: Delinquent Fines	(0.30)
Less: VFS	(1.10)
VZ Revenue	4.00
Less: Courts VZ Program Costs	(1.70)
Net Revenue after Courts VZ Program Costs	2.30
Less: Regional VZ Costs*	(2.30)
Net Revenue	-

*Includes Transportation & Business Licensing

Assumptions	Red Light Cameras	Automated Speed Enforcement	Total
# of Cameras	10	4	14
# of Charges annually to breakeven	5,000	27,507	32,507

Total Costs estimated to be \$4M in the First Full Year of Operations

First Full Year – Operating Breakeven of 32,500 Tickets Issued



*in addition to operating costs the Region estimates Vision Zero implementation (capital) costs at \$.8M which will need to be repaid from future years VZ revenue

No funds remaining for distribution

Risks & Opportunities

- Risks

- Unknowns around number of tickets that will be issued, challenged and/or not paid (requiring collection efforts)
- Court trial time capacity
- If less ticket revenue collected than expenditures incurred
 - Regional funding to be used to offset in year and repaid from future years VZ net revenue prior to future years VZ revenue distribution
 - No impact to LAM non-VZ revenue distribution

- Opportunities

- Improves Road Safety
- Regional staff will phase court services staffing levels based on ticket volume experience
- If more ticket revenue collected than expenditures incurred
 - Net VZ revenue will be distributed based on assessment - 50% to Region/50% to LAMs

Next Steps

- LAM Council Approvals for revisions to Amending IMA
 - December 2021 – January 2022
- Regional Council update on finalized amending IMA (pending approval by all LAMS) – February 2022
- Regional Council update on execution of vendor agreements (pending approval and execution of amending IMA by all LAMS) – February / March 2022
- Go Live – Q2 2022

Questions?