
Photo Speed Enforcement and Provincial Traffic Safety Fund

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the expansion strategy of Photo Speed Enforcement be endorsed; and
2. That the projects submitted to the Provincial Traffic Safety Fund be endorsed.

Topic and Purpose

The purpose of this report is to provide information on the Photo Speed Enforcement (PSE) program, and receive City Council endorsement on the PSE expansion strategy and projects to be submitted to the Provincial Traffic Safety Fund.

Report Highlights

1. A review of the PSE pilot program is provided.
2. On September 17, 2018, the Government of Saskatchewan announced that the PSE program would continue.
3. A Provincial Traffic Safety Fund has been created.
4. A recommended strategy to expand PSE in Saskatoon is provided.
5. A recommended list of projects to be submitted for the Provincial Traffic Safety Fund is included.
6. Financial implications to the changes in the PSE program are outlined.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing for safer roads for all road users, and optimizing the flow of people and goods in and around the city.

Background

The background on the provincial pilot program is provided in Attachment 1.

Report

Pilot Program Review

In December 2014, the PSE pilot program began in Saskatoon at the following locations:

- Circle Drive locations: Airport Drive, Circle Drive South Bridge, Preston Avenue, Taylor Street, and 108th Street
- School Zone locations: St. Michael Community School, École Henry Kelsey School, Brownell School, École Canadienne-Francaise, Mother Teresa School and Silverspring School

According to Saskatchewan Government Insurance (SGI),

“The primary objectives of the ASE pilot program were to deter speeding, and to reduce speed-related collisions and resulting injuries and deaths. The overarching goal was “zero speeding tickets, zero crashes.” An evaluation of

the PSE pilot shows that the number of speeding violations went down in both high-speed locations and school zones, resulting in fewer collisions and injuries. Survey results also showed public support for the program.”

SGI completed an evaluation of the photo speed enforcement pilot project over the period of March 2015 to March 2017, and published the results on their website in September 2018. Excerpts of this report are provided in Attachment 2.

Photo Speed Enforcement Program

On September 17, 2018, the Government of Saskatchewan announced the Automated Speed Enforcement program would continue under the name “Photo Speed Enforcement” (PSE) and would be expanded. A new Provincial Traffic Safety Fund was also created, to be funded through a portion of the revenues from the program.

The PSE Technology Deployment and Use Guidelines provided by SGI are provided in Attachment 3. Highlights include:

- A PSE Committee will be responsible for the application of the guidelines, and for the assessment, adjudication, and recommendation of candidate locations for PSE.
- The PSE Committee will consist of representatives from: SGI, Saskatchewan Association of Rural Municipalities, Saskatchewan Urban Municipalities Association, Federated Sovereign Indigenous Nations, Ministry of Highways and Infrastructure (MHI), Ministry of Justice and the Saskatchewan Association of Chiefs of Police.
- Guiding principles for the use of PSE include: high-risk locations where the public or police officers would be exposed to higher risks; high-collision locations where data indicates a greater frequency of property damage, or people injured or killed; or high-volume vulnerable pedestrian locations where data indicates a high volume of vulnerable pedestrian traffic such as school zones or playground zones.
- Eligible organizations include: rural or urban municipality, indigenous land or territory, and MHI.
- Operational requirements include:
 - PSE technology must be stationary;
 - Any net revenue received by the municipality from the PSE program must be reinvested in traffic safety initiatives;
 - Offenses issued through PSE will be *The Traffic Safety Act* offenses, not municipal bylaw offenses; and
 - Cameras will stay at the site location for a period of three years, and may be moved once an evaluation is completed.
- There are two intakes a year for PSE technology applications, March 30 and September 30.

Provincial Traffic Safety Fund

The Provincial Traffic Safety Fund Grant Program Guidelines provided by SGI are included in Attachment 4. Highlights include:

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- The PSE Committee will oversee allocation of money from the Provincial Traffic Safety Fund.
- Municipalities throughout the province, even if there is no PSE in their community, will be able to apply for a grant.
- Traffic safety initiatives, including projects, equipment, programs and public awareness must focus on one or more of the priority areas: impaired driving, distracted driving, occupant protection (seatbelts), intersection safety, roadway based solutions, speed management, aggressive driving, vulnerable road users (pedestrians, cyclists), and medically-at-risk drivers.
- Grant funding will provide up to \$100,000 per project.
- Eligible applicants include a municipality (urban or rural), law enforcement, and indigenous land or territory.
- Eligible expenses include: direct project costs, capital equipment costs, personnel (contract), and final report. Expenses that are not eligible include salaries or overtime funding for law enforcement.
- The following criteria will be considered when assessing an application: traffic safety focus, cost-effective and cost-shared (in kind), potential to be repeated or expanded in the future, could serve as a potential model for other municipalities, conflicts of interest, address a demonstrated need in the community, does not duplicate existing municipal or provincial programs or resources.
- There are two deadlines a year for grant applications, March 30 and September 30.

Strategy to Expand PSE in Saskatoon

Given the criteria outlined by SGI, the recommended strategy to expand PSE in Saskatoon is as follows:

Priority	Location of PSE Expansion	Comments	Timeframe
1	At existing school zone locations	Currently one camera is rotated amongst the 5 school locations, and another is rotated amongst the 5 high-speed locations.	Mar 30, 2019
2	At existing high-speed locations (Circle Drive)	Application will be made to add 2 additional cameras at existing locations, one in the school locations and another in the high-speed locations.	Mar 30, 2019
3	At additional school zone locations	Application will be made to add 8 locations, and 2 cameras to rotate between. The preliminary list of locations is shown in Attachment 5. Note that consultation is required with the Saskatoon Police Service (SPS) on the locations prior to submitting the application.	Sept 30, 2019
4	At additional high-speed locations	An assessment of potential PSE locations considering SGI's site selection criteria will be completed throughout 2019, and in consultation with SPS.	Mar 30, 2020
5	At arterial street locations		

Provincial Traffic Safety Fund Recommended Projects

It is recommended that an application be made to the Provincial Traffic Safety Fund to install one or more pedestrian crossing improvement projects listed in Attachment 6.

These projects have all been presented to City Council and have previously received funding approvals, supporting traffic data is on hand, and the projects meet SGI's priority areas. If the projects are approved for provincial grants, the previously approved City funding will be reallocated to other traffic safety initiatives. One such initiative is the SPS's impaired driving check-stop campaign, which last year was a project funded by PSE, but under the new guidelines this campaign would not be eligible.

Throughout 2019, a list of additional projects will be developed in consultation with SPS. Data collection required to support the funding applications will be completed prior to the application deadlines.

Options to the Recommendation

An option available to City Council is to not participate in the PSE program, or not make application to expand the PSE program. This is not recommended as the traffic safety benefits are evident and have been well documented.

An option available to City Council is to not make application to the Provincial Traffic Safety Fund. This is not recommended as there is a back-log of traffic safety capital projects and additional funding will assist in addressing it.

Public and/or Stakeholder Involvement

Preliminary consultation has occurred with the SPS, and more will be required if applications are made to expand the PSE program and/or to the Provincial Traffic Safety Fund. The Administration and SPS will continue to work with SGI to ensure the PSE program is successful.

Communication Plan

SGI is continuing to lead the program and will be coordinating province wide communications. The attached Excerpts from Traffic Safety Program Evaluation, SGI includes details on raising public awareness if PSE is installed at new locations. At a minimum, there will be signage at PSE locations, publicity using public service announcements, social media, community associations, variable message boards for a period of three months prior to enforcement taking place, and a four-week familiarization period that would only issue warning tickets.

Financial Implications

In 2015 through 2017, the City has received on average \$613,000 per year from the PSE program, which has been allocated to traffic safety initiatives. As the revenues from the pilot project are variable, the Administration accumulates the PSE program revenues in the Traffic Safety Reserve, then provides City Council with a recommended list of project requests based on the reserve's annual sufficiency.

The PSE program includes a revised revenue sharing formula, which is compared below to the formula used throughout the pilot program:

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Item	During Pilot	Moving Forward
Provincial General Revenue Fund	25%	25%
SGI (for program expenses)	41%	55%
Provincial Traffic Safety Fund	n/a	10%
City of Saskatoon	34%	10%
Total	100%	100%

Moving forward, SGI will reconcile actual expenses against the 55% taken periodically during the year, and variances will be shared evenly between the Provincial Traffic Safety Fund and the City of Saskatoon.

Assuming no further PSE locations are added, it is expected that revenue to the City of Saskatoon will drop by 70%, from an average of \$613,000 annually, dropping to an estimated \$183,900 annually with the existing locations. If additional PSE locations are added, it is unknown how quickly these locations can be installed and move through the familiarization period before revenue, if any, is generated. It is also unknown how many PSE locations will receive approval for installation. Therefore, it is recommended that the current practice of waiting for PSE revenues to accrue in the Traffic Safety Reserve, and then recommending specific projects to City Council based on the reserve's annual sufficiency be maintained.

Other Considerations/Implications

There are no other policy, environmental, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A follow up report on the outcome of the anticipated application for additional PSE cameras and locations, and the application to the Provincial Traffic Safety Fund is anticipated in the third quarter of 2019.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Background
2. Excerpts from Traffic Safety Program Evaluation, SGI
3. Photo Speed Enforcement (PSE) Technology – Deployment and Use Guidelines
4. Provincial Traffic Safety Fund – Grant Program Guidelines
5. Proposed Additional PSE School Zone Locations
6. Recommended Provincial Traffic Safety Fund Application Projects

Report Approval

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