

Photo Speed Enforcement (PSE) Technology

Deployment and Use Guidelines

Preamble

PSE technology is an important tool to enhance traffic safety. The expectation is for PSE technology to be used fairly and with consistency across Saskatchewan.

These guidelines are designed to ensure fairness, transparency and consistency and to make certain PSE is used as a traffic safety tool and not a revenue generator.

These guidelines apply to all eligible organizations that are currently using PSE technology or applying to use the technology.

PSE technology is expected to be deployed on a location-by-location basis with use restricted within area boundaries. Except for work zones, locations on provincial highways will be selected based on speeding, collision and traffic volume data.

A PSE committee will be responsible for the application of the guidelines described in this document and for the assessment, adjudication and recommendation of candidate locations for PSE technology. The committee is made up of representatives from SGI, the Saskatchewan Association of Rural Municipalities, Saskatchewan Urban Municipalities Association, Federated Sovereign Indigenous Nations, Ministry of Highways and Infrastructure (MHI), Ministry of Justice (specifically Court Services and Prosecutions) and the Saskatchewan Association of Chiefs of Police.

Consideration will be given to availability of judicial and court services resources (including fine collections, court offices, court facilities and court security) as well as acceptable arrangements for prosecutions when future deployments are contemplated. If judicial or court services resources and arrangements are not sufficient to avoid what Court Services or Prosecutions considers an unacceptable delay in time to trial for PSE or any other matters, PSE technology will not be considered. If deployment causes such a delay at any time, it will be suspended until the delay is acceptable.

These guidelines include a requirement for ongoing monitoring and evaluation to measure the effectiveness of PSE technology on lowering speeds, reducing speed violations, reducing collisions and other relevant traffic safety indicators.

Guiding principles — for use of PSE technology

Traffic safety criteria (data-driven and evidence-based) that would be considered when determining qualification for PSE as a speed management tool include (but are not limited to):

- High-risk locations – where the public or police officers would be exposed to higher risks through conventional enforcement methods;
- 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.

It is also essential that PSE technology programs continue to be used in conjunction with existing conventional speed enforcement in non high-speed locations and not as a replacement for officer contact. There should be evidence that other speed management solutions have been explored, implemented or will be implemented.

Guidelines

Eligible Organizations

To apply for the PSE program at your location, you must represent one of the following:

- municipality (urban or rural)
- Indigenous land or territory
- Ministry of Highways and Infrastructure (MHI)

Applicants must have their own police service, be policed by RCMP “F” Division under a municipal policing contract, or be policed by the RCMP “F” Division. There is a regulatory requirement for each ticket to be signed off by a peace or police officer before being issued.

Expenses incurred by the applicant (such as “peace officer” staff to process tickets) will be considered program expenses.

Depending on the location of a camera, the applicant will be responsible for maintaining the camera site and keeping it free from snow build-up, grass and weeds (i.e., anything that would encumber the camera, or prevent ready access for daily inspections). It is expected that this would be done within a reasonable amount of time.

Regulations require official signs in each direction of travel indicating that a speed monitoring device is being used to measure and record the speed of vehicles. It will be the responsibility of the applicant to maintain these signs.

Site Selection Criteria

PSE technology sites will not be selected randomly. Locations that may be eligible for PSE technology include, but are not limited to:

- Areas or corridors where conventional enforcement is unsafe or ineffective;
- Areas or corridors (including high-speed or multi-lane roadways) with an identifiable, documented history of speed-related collisions; or
- Areas near schools, and other areas with high vulnerable pedestrian volumes such as school and playground zones.

PSE technology should not be used in transition zones, where the speed drops from a higher speed to a lower speed (i.e., highway speed of 100 km/h, slowing to enter a city to 70 km/h, then to 50 km/h).

Operational Requirements for PSE

PSE technology will be installed stationary, i.e., non-mobile and at pre-determined, fixed locations. If one camera will be circulating through multiple sites, it will be the responsibility of the municipality/Indigenous land or territory/MHI to provide the rotation schedule. The ratio for camera circulation should be one camera to five locations.

Any net revenue received by the municipality from the PSE program must be reinvested in traffic safety initiatives.

A Provincial Traffic Safety Fund, with net revenue from PSE tickets, has been created for this purpose. This Fund will provide access to funding for traffic safety initiatives for municipalities throughout the province, even if there is no PSE.

Projects requesting funding will be adjudicated by the above-mentioned PSE committee. Only approved projects will receive funding.

Offences issued through PSE will be *The Traffic Safety Act* offences, not municipal bylaw offences.

Cameras will stay at the site location for a period of three years, to gather data for an evaluation. If the site location has realized traffic safety improvements to mitigate the speed problem, the camera may be moved to a new site that meets these guidelines and is approved through the application process.

Public Awareness

The following public awareness tools shall be used in association with the deployment of PSE technology at new locations.

Any media announcements or events should be undertaken in co-ordination with SGI.

Signage at PSE locations

- All locations with PSE technology shall have multiple highly-visible permanent signs, along the route/ camera locations advising that speed is monitored by PSE technology. Sign specifications are standardized depending on site location.
- There must be regulatory speed limit signs.
- Regulations require official signs in each direction of travel indicating that a speed monitoring device is being used to measure and record the speed of vehicles. Therefore, all signs must be displayed in both directions.
- Electronic signs shall be used to complement the static signs where necessary.

New PSE Program Publicity

Any new PSE deployment shall:

- Use local public awareness tools, which should include paid or public service announcements where local media outlets exist, as well as community social media channels (such as a community Facebook page), community bulletin boards, changeable message signs, posters in

the Post Office, etc., for a period of three months prior to enforcement taking place. The date tickets will start to be issued should be clearly noted.

- Include a four-week familiarization period that would see the equipment in regular use but only issue 'warning notices' to motorists prior to full implementation. Again, the date tickets will be issued should be clearly noted.

Transparency - Monthly Statistical Posting

- In the interest of public transparency, monthly PSE statistics shall be posted by SGI to the SGI website in a timely manner.

Acquisition of New PSE Technology and PSE Service Provider Management

- SGI will be responsible for issuing requests for proposal, reviewing proposals and making decisions on any new PSE technology.
- SGI will be responsible for ongoing PSE service provider management including but not limited to site management, problem solving, communication with the PSE service provider, and maintaining a memorandum of understanding regarding access to registered vehicle owner information.

Monitoring and Evaluation

The applicant must provide a minimum of six months of baseline data before applying for PSE technology at the proposed location(s):

- Average speed; and
- 85th percentile speed (the speed that drivers tend to adopt according to the road environment, which indicates degree of compliance with the posted speed limit, and hence the degree of traffic calming attained); and
- Traffic volume data.

Once the technology is in place, the PSE service provider will continue to provide SGI with the average and 85th percentile speeds on a monthly basis. Additionally, the PSE service provider will provide monthly data on hours of operation, the number of times the cameras are rotated, traffic volume, violations such as the number issued, rejected and reasons for non-issuance.

The baseline data and the subsequent data to be collected by the applicant and, post deployment, by the PSE service provider, along with collision data, will serve as inputs for monitoring and evaluating the project.

The long-term evaluation, which is conducted by SGI, will cover different aspects of the program using a series of analyses to provide insight into the effectiveness of the program. There will be two major evaluation processes:

- Trends in Vehicular Speed Metrics at the Locations of PSE Deployment
 - Vehicular speed data will be tracked monthly, by the PSE service provider, for at least three years post-implementation of the PSE program at the proposed locations. A simple before-and-after speed study or an interrupted time series analysis will be conducted by using the monthly average speed and 85th percentile speed data from inception through two years post implementation. The trends in daily average speed/85th percentile speed would indicate whether the program has any significant effect in impacting speeding behavior. The percentage of vehicles exceeding a threshold posted speed limit will also be monitored.
- Impact on Speeding Collision Experience
 - This task will involve analyses to detect if the PSE program has significantly reduced collisions overall as well as speed-related collisions among drivers. The rationale is that the reduction in average speed among drivers should lead to reductions in collisions. The analyses will also investigate the potential impact of the program on casualties (injury and death) resulting from speeding collisions. The collision data will come from SGI's Traffic Accident Information System (TAIS) database over a three-year period post implementation.

Evaluation of the PSE program will include the assessment of short-term and ultimate outcomes of the program.

- Short-term outcomes will be reported on an annual basis since most of the data elements can be accessed on a monthly basis.
- Ultimate outcomes require speed and collision experience data over a series of years in order to identify a significant effect. It is estimated that data will be collected over a three-year period post-implementation to allow for a meaningful analysis of program effect.

The results of the ultimate outcome evaluation will be used to decide whether the program at that site location should be revamped, continued or discontinued.

Application Process

To request a PSE technology application form, email the Traffic Safety Program Administrator at trafficsafety@sgi.sk.ca or call 1-844-TLK-2SGI (1-844-855- 2744) extension 6042.

PSE technology application dates:

Call for Applications	Application Deadline	Application Assessment	Decision
January 1	March 30	May 30	June 30
July 1	Sept 30	Nov 30	Dec 30

Each applicant will be notified in writing by the Traffic Safety Program Administrator on the outcome of their application.

Send PSE technology applications by mail or email:

PSE Program – Technology Application SGI Traffic Safety Promotion

5104 Donnelly Cres.
P.O. Box 1580
Regina, SK
S4X 4C9
trafficsafety@sgi.sk.ca

Photo Speed Enforcement (PSE) Technology Application

For SGI use:

Date received: _____

Please refer to the Photo Speed Enforcement Technology Deployment and Use Guidelines before completing this application.

Section 1: Applicant information	
a. Organization applying for PSE technology (this organization must meet the eligibility criteria, and if approved, assumes responsibility for the deployment and use of PSE technology)	
Location	
Organization name	
Mailing address	Street address (if different)
Phone number	Email address
b. Principal applicant (person who signs the application on behalf of the organization and will be actively involved in managing the PSE technology)	
Name	Title/department
Organization name	Mailing address
Phone number	Email address
c. Secondary contact	
Name	Title/department
Organization name	Mailing address
Phone number	Email address
d. Eligibility (check the type of location)	
<input type="checkbox"/> Municipality <input type="checkbox"/> Indigenous land or territory <input type="checkbox"/> Ministry of Highways and Infrastructure	

Section 2: Police service / RCMP "F" Division / RCMP municipal contract
 (identify local law enforcement that will provide support and include a letter of confirmation from them)

Enforcement group	Representative	Phone number

Section 3: Site selection criteria

a. Site selection – check all that apply below. Note: PSE technology should not be used in transition zones, where the speed drops from a higher speed to a lower speed (i.e., highway speed of 100 km/h, to slowing to enter a city to 70 km/h, then to 50 km/h).

- Area or corridor where conventional enforcement is unsafe or ineffective
- Area or corridor with an identifiable, documented history of speed-related collisions
- Area near schools and other areas with high vulnerable pedestrian volumes

b. Situation/issue – explain the situation or issue PSE technology will address. Provide statistics and other information that demonstrates the extent of the problem and why it needs to be addressed. Have any other speed management solutions been explored? Do **not** include information in this section about how you plan to address the issue.

c. PSE technology goals and objectives – describe the objectives and expected results of the project. Objective and benefits should be quantitative (measurable) and/or qualitative. What is the degree of confidence that these goals will be achieved?

d. PSE technology description – explain how you plan to address the situation/issue identified and what you will actually do (tasks/ activities). Provide a schedule of timelines and tasks related to planning and implementation and who is responsible for each task. Also, describe where there may be uncertainty related to this idea and the assumptions being made which need to be validated during planning.

e. Project risks – describe any known risks which will need to be managed effectively for the technology to succeed.

Risk description	Mitigation plan

Section 4: Budget and public awareness

a. Proposed budget – provide a proposed budget and information about any financial or in-kind support being sought or already committed to the project.

Budget item	Total
1.	
2.	
3.	
4.	
5.	
TOTAL	\$ 0.00

b. Public awareness – explain the various public awareness tools including but not limited to PSE technology publicity in relation to the program activities. Specify any contributions, whether financial or in-kind, made by the applicant or any other contributor.

1. Social media
2. Community bulletin boards
3. Message signs
4. Posters
5. Public service announcements (PSA)
6. Paid media
7. Other

c. Signage at PSE locations – provide the speed limit and GPS sign location for each proposed PSE camera location.
Note: electronic signs may be included.

Section 5: Baseline data and evaluation

Provide six months of baseline data prior to the PSE application at each proposed camera location, including:

- 1. Average speed
- 2. 85th percentile speed (the speed that drivers tend to adopt according to the road environment, which indicates degree of compliance with the posted speed limit, and as a result the degree of traffic calming attained)
- 3. Traffic volume data

Section 6: Declaration and signature

I declare that I am submitting this proposal with the full authority necessary to make such an application; that I am making this application with the full knowledge, consent and support of the organization I represent as named in Section 1a of this application; and that all the information I have submitted in this application is accurate and complete.

Name and title of principal applicant (must match principal applicant named in Section 1b)

Sponsoring organization (must match sponsoring organization in Section 1a)

Signature

Witness

Date

To assist with evaluating your application, the Traffic Safety Program Administrator or the PSE Committee retains the right to request additional information.