

Update on Vision Zero Speed Management Strategy and Related Initiatives

Date: December 20, 2021

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

Higher speeds contribute to a higher risk of serious injuries and fatalities by reducing driver reaction time, increasing the vehicle stopping distance, and inflicting more severe blunt force trauma on victims upon impact. Through the Vision Zero Road Safety Plan, a Speed Management Strategy is being implemented comprised of seven integrated speed reduction tools aimed at mitigating risks associated with high speeds. These include revised speed limit setting practices, road design improvements, enhanced police enforcement, proactive deployment of Watch Your Speed signs, speed limit reductions, automated enforcement and public education.

The priority of the Speed Management Strategy is arterial roadways. Analysis of collision data has shown that over 80% of serious injury and fatal collisions happen on arterial roadways, where traffic volumes and travel speeds are higher. Monitoring completed to date has found evidence that the reductions have had a positive impact on reductions in operating speeds of vehicles, compared to similar control segments. The effectiveness of all speed management measures combined will continue to be evaluated through monitoring long-term changes in the number, rate and type of traffic collisions, either specific to a corridor or city-wide.

The purpose of this report is to respond to a number of requests from City Council regarding the Vision Zero Road Safety Plan Speed Management Strategy and related programs such as Automated Speed Enforcement (ASE) and Red Light Camera (RLC), including information on expanding these programs, as well as updates on heavy truck safety initiatives and safety for people cycling during construction activity.

This report also requests Council authority to amend the existing ASE Municipal Processing Centre agreement between Toronto and Partnering Municipalities to add new municipalities to the program, and to enter into operational agreements with the

necessary license plate registrars in the Province of Quebec in order to lay ASE charges against vehicles bearing Province of Quebec license plates.

In addition, Transportation Services is also recommending amendments to Community Safety Zones near schools to support school safety and the ASE program.

Finally, this report recommends that Council authorize the City Manager, in consultation with divisional partners, to take the necessary steps required to implement an Administrative Penalty System (APS) for the RLC and ASE programs once the enabling regulatory framework is provided by the Province. Staff will report back to the Infrastructure and Environment Committee on any necessary recommendations to give effect to the operation of APS for the RLC and ASE programs.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the General Manager, Transportation Services to amend the Automated Speed Enforcement Municipal Processing Centre agreement each time a new municipality is added to such agreement for the duration of the contract between Toronto and Redflex Traffic Systems (Canada) Incorporated for the provision of Automated Speed Enforcement services, all on terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor, and include all necessary budget and staff changes required to support other municipalities as part of the annual budget submission.
2. City Council authorize the General Manager, Transportation Services to negotiate, enter into and execute an operational agreement(s) with Société de l'assurance automobile du Québec for the access and use of certified license plate registration information from the Province of Quebec, on terms and conditions generally as set out in the report (January 11, 2022) from the General Manager, Transportation Services, and on such other terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor.
3. City Council authorize the General Manager, Transportation Services to negotiate, enter into and execute an operational agreement(s) with the Canadian Council of Motor Transport Administrators, for the access and use of license plate registration information from select provinces outside of Ontario, on terms and conditions generally as set out in the report (January 11, 2022) from the General Manager, Transportation Services, and on such other terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor.
4. City Council authorize the amendments to existing Community Safety Zones as set out in Attachment 1 to the report (January 11, 2022) from the General Manager, Transportation Services.

5. City Council designate as Community Safety Zones the school locations and authorize the amendments as set out in Attachment 2 to the report (January 11, 2022) from the General Manager, Transportation Services.

6. City Council direct the General Manager, Transportation Services, Director, Court Services, and the City Solicitor, to include for consideration as part of the 2023 Budget Process all budget and staff anticipated to be required in order to accommodate the 25 additional Automated Speed Enforcement Cameras to the Automated Speed Enforcement Program in accordance with the City's existing contract relating to RFP 9148-19-0048 (for the provision of Automated Speed Enforcement services).

7. City Council authorize the City Manager, the General Manager, Transportation Services, Director, Court Services, Director, Revenue Services and the City Solicitor, once the enabling regulatory framework is provided by the Province, to take steps to implement an Administrative Penalty System (APS) for the Red Light Camera and Automated Speed Enforcement programs, and direct the City Manager, the General Manager, Transportation Services, Director, Court Services, Director, Revenue Services and the City Solicitor to report back to the Infrastructure and Environment Committee with an update and any necessary recommendations to give effect to the operation of APS for the Red Light Camera and Automated Speed Enforcement programs.

FINANCIAL IMPACT

Funding and staff required to implement and operate 25 additional mobile cameras starting in 2023 will be included for consideration as part of the 2023 Operating Budget submission for the affected divisions (Transportation Services, Court Services, and Legal Services). The start date for the 25 additional ASE cameras will align with the start date for expanded Administrative Penalty System operations that include automated offences. The expanded APS program is expected to be implemented by 2023.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting on December 15, 2021, City Council requested the General Manager, Transportation Services to consider installing a Red Light Camera at Dundas Street East and Sherbourne Street and to report back to the January meeting of the Infrastructure and Environment Committee on the feasibility of this installation. City Council also requested the General Manager, Transportation Services to consider placing an Automated Speed Enforcement device at the corner of Dundas Street East

and Sherbourne Street and to report back to the January meeting of the Infrastructure and Environment Committee on the feasibility of this installation. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM38.5>

At its meeting on December 15, 2021, City Council requested the General Manager, Transportation Services to report back on best practices and policies for the safe accommodation of bicycles through or around work zones, including evaluating the potential for a "mobility squad" as used in Montreal, and make any recommendations for enhancements to the City's Guiding Principles for Cycling Safety in Work Zones and/or implementation of new policies. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM38.20>

At its meeting on November 12, 2021, City Council directed staff to amend the Automated Speed Enforcement program to include all Community Safety Zones approved by the City prior to 2017; and amend the current contract for Automated Speed Enforcement cameras with the current vendor to accommodate coverage of additional zones. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.1>

At its meeting on November 12, 2021, City Council directed the General Manager, Transportation Services to report back to the Infrastructure and Environment Committee in the first quarter of 2022 on how vehicle speed data is collected, managed and actioned in the City of Toronto, as well as the key performance indicators and metrics around speed management. City Council also directed the General Manager, Transportation Services to develop options to accelerate the implementation of Vision Zero for consideration through the 2022 budget process. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.12>

At its meeting on November 12, 2021, City Council requested the General Manager, Transportation Services to consider installing a Red Light Camera at Pape Avenue and O'Connor Drive and to report back to the January meeting of the Infrastructure and Environment Committee on the feasibility of this installation. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.15>

At its meeting on November 12, 2021, City Council requested the General Manager, Transportation Services to consider placing an Automated Speed Enforcement device on O'Connor Drive between Pape Avenue and Greenwood Avenue and to report back to the January meeting of the Infrastructure and Environment Committee on the feasibility of this installation. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.15>

At its meeting on November 12, 2021, City Council requested the General Manager, Transportation Services to include options for increasing the number of Automated Speed Enforcement Cameras in the upcoming report in the first quarter of 2022 on

Automated Speed Enforcement, and to bring this forward through the 2022 budget process. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.18>

At its meeting on November 12, 2021, City Council requested the General Manager, Transportation Services to include information in the report to the Infrastructure and Environment Committee in the first quarter of 2022 on the current selection system for Automated Speed Enforcement locations, how those sites are selected and by whom, and what role the Toronto Police Service's Vision Zero staff play in site selection, as well as updated statistics on tickets issued. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.18>

At its meeting on October 1, 2021, City Council requested the General Manager, Transportation Services to review how the City's Automated Speed Enforcement program may be expanded, including how it might be implemented on collector and arterial roadways where traffic is accessing or egressing highways but where Provincial regulations currently do not allow it, and City Council request the General Manager, Transportation Services to report to the December 2, 2021 meeting of the Infrastructure and Environment Committee on the review and on the Provincial Government's response to City Council's request to revise the Highway Traffic Act to allow the use of Automated Speed Enforcement on all roads including those with speed limits of 80 kilometres per hour and over. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM36.9>

At its meeting on October 1, 2021, City Council requested the General Manager, Transportation Services to report to the Infrastructure and Environment Committee on an implementation plan to expand the areas eligible for placing Automated Speed Enforcement cameras in conjunction with reports on expanding the number of cameras in use, and addressing measures such as designating all Senior Safety Zones as Community Safety Zones, making them eligible for Automated Speed Enforcement deployment. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM36.15>

At its meeting on October 1, 2021, City Council requested the General Manager Transportation Services to ensure the scope of work for the Avenue Road Study North of Bloor Street West evaluates the Avenue Road Safety Coalition's complete streets concept and explore options to expedite implementation, including a pilot. City Council also requested the General Manager, Transportation Services to provide an update to the December 2, 2021 meeting of Infrastructure and Environment Committee on: a broad based, systemic, street-by-street approach to proactively address dangerous roads (6+ lane arterial roadways with high speed limits); implementation of greater safety measures for cyclists during construction activity; and implementation of safety mandates for heavy trucks and downsizing fleets. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM36.18>

At its meeting on September 14, 2021, the Infrastructure and Environment Committee requested the General Manager, Transportation Services to report back to the October 26, 2021 meeting of the Infrastructure and Environment Committee with the cost of an

immediate budget allocation to increase the number of automated speed enforcement cameras. The Committee decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE24.16>

At its meeting on September 14, 2021, the Infrastructure and Environment Committee requested the General Manager, Transportation Services to report to the December 2, 2021 meeting of the Infrastructure and Environment Committee on the potential to increase the number of red light cameras at intersections across Toronto, with the report to include costing of the increase in locations. The Committee decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE24.6>

At its meeting on June 8, 2021, the Infrastructure and Environment Committee requested the General Manager, Transportation Services to report to the September 14, 2021 meeting of the Infrastructure and Environment Committee on how Bill 282, Moving Ontarians More Safely Act, 2021 might make Toronto's roads safer; and to include in that report what authority would be required to conduct automated enforcement of dangerous street racing. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM34.38>

At its meeting on July 16, 2019, City Council authorized the General Manager, Transportation Services, to negotiate, enter into, and execute a new agreement(s) between the City of Toronto and one or more of The Corporation of the City of Mississauga, The Corporation of the City of Burlington, The Regional Municipality of Peel, The Regional Municipality of Durham, the City of Ottawa, The Regional Municipality of Waterloo, the Town of Ajax, the City of London, The Corporation of the City of Brampton, the City of Hamilton, and the County of Oxford for Automated Speed Enforcement record processing and for their cost-sharing of the expenses of the joint municipal processing centre and to amend such agreement(s) to add additional partnering municipalities within the first year of the program, all on terms and conditions generally as set out in the body of the report (June 26, 2019) from the General Manager, Transportation Services and the Chief Purchasing Officer, and upon such further terms and conditions satisfactory to the General Manager, Transportation Services and in a form satisfactory to the City Solicitor. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.10>

At its meeting on July 16, 2019, City Council authorized the General Manager, Transportation Services to negotiate, enter into and execute new agreement(s) with Her Majesty the Queen in Right of Ontario, as represented by the Minister of Transportation, for the access and use of license plate registration information on terms and conditions generally as set out in the report (June 26, 2019) from the General Manager, Transportation Services and the Chief Purchasing Officer, and on such other terms and conditions satisfactory to the General Manager, Transportation Services and in a form satisfactory to the City Solicitor. The council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.10>

At its meeting on July 16, 2019, City Council requested the Province to amend the Highway Traffic Act, develop regulations under the Highway Traffic Act, potentially amend the Provincial Offences Act, and make any requisite amendments to any existing regulations to the City of Toronto Act, 2006, to permit the City of Toronto to use an Administrative Penalty System for offences enforced through the use of an Automated Speed Enforcement system and Red Light Camera system and to ensure revenue from these offences administered through an Administrative Penalty System be payable to the City of Toronto to recover program costs. The council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.9>

At its meeting on July 16, 2019, City Council authorized the General Manager, Transportation Services to negotiate, enter into and execute an agreement with Reflex Traffic Systems (Canada) Limited, being the highest overall scoring proponent meeting the requirements of RFP 9148-19-0048, for the provision of Automated Speed Enforcement (ASE) services for five (5) years from date of award to July 15, 2024 in the amount of \$12,300,323 net of all taxes and charges (\$12,516,809 net of HST recoveries) with an option to renew on the sole discretion of the General Manager, Transportation Services, and subject to budget approval, for one additional term of five (5) years in the amount of \$12,338,303 (\$12,555,457 net of all HST recoveries). The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.10>

COMMENTS

Higher speeds contribute to a higher risk of serious injuries and fatalities by reducing driver reaction time, increasing the vehicle stopping distance, and inflicting more severe blunt force trauma on victims upon impact. Therefore, Transportation Services, through the Vision Zero Road Safety Plan has developed a Speed Management Strategy comprised of seven integrated speed reduction tools aimed at mitigating risks associated with high speeds. These include revised speed limit setting practices, road design improvements, enhanced police enforcement, proactive deployment of Watch Your Speed signs, speed limit reductions, automated enforcement and public education.

Collection, Management and Utilization of Speed Data

The collection and management of speed data is a core function to traffic and road safety investigations across the City. Transportation Services' Data & Analytics unit oversees a data collection program to collect a range of types of traffic data to support the City's transportation studies. Speed data is collected both as short-term studies to support various investigations as well as permanently to support the analysis of trends and for screening programs across all City streets.

For short term studies and routine traffic investigations, the City collects traffic speed and volume data using Automated Traffic Recorders (ATR). ATR counters are

pneumatic tubes that are placed across roadways to measure the direction of flow, traffic speed and classification of vehicles crossing the sensors. ATR counts are conducted to support a number of routine investigations including requests for traffic calming, operating speed or speed limit reductions, pedestrian crossing protection, school zone investigations, intersection safety reviews, new traffic control signals and pedestrian crossovers (PXOs), one way street evaluations, traffic infiltration studies, signal retiming and coordination studies, road safety audits and in-service safety reviews.

The City typically completes between 500 and 1000 speed and volume ATR counts in most years, and have counted at approximately 4800 locations over the past five years. These studies are completed for a range of periods, but are typically either 24, 48 or 72 hour durations. ATR counters are considered to be an accurate and reliable speed measurement tool, however they do have some limitations including that they cannot be placed on streets with streetcar tracks, cannot be deployed when there is winter weather and only provide short term snapshots of vehicle speeds.

Transportation Services staff use some additional data sources for monitoring high-level trends in order to study vehicle speeds more holistically at a city-wide level, or permanently at specific locations to monitor changing trends across years and seasons:

- **Watch Your Speed Signs:** Approximately 700 speed display signs are currently deployed around School Safety Zones across the city. While the primary purpose of these devices are to reduce traffic speeds by alerting drivers when they are travelling above the posted speed limit, they are also a source of data for monitoring speed trends.
- **HERE Technologies:** The City receives historical speed data from HERE technologies, a mapping and navigation company through an agreement with Transport Canada. This data provides a valuable city-wide screening capability across all collector and arterial streets and is used by Transportation Services staff for monitoring changes in vehicle speeds and travel times year over year.

Speed Management Strategy and Application of Proactive Analytics to Identify and Target Priority Streets

The Vision Zero 2.0 - Road Safety Plan Update report highlighted how higher speeds contribute to higher risk of serious injuries and fatalities by reducing driver reaction time, increasing the vehicle stopping distance, and inflicting more severe blunt force trauma on victims upon impact. The Speed Management Strategy embedded into Vision Zero 2.0 is comprised of seven integrated speed reduction tools aimed at mitigating risks associated with high speeds. These include:

- revised speed limit setting practices;
- road design improvements;
- enhanced police enforcement;
- proactive deployment of Watch Your Speed signs;
- speed limit reductions;

- automated speed enforcement; and,
- public education.

In addition to request-based channels through public feedback and 311, speed data and other complementary data sources such as collision records are used by the City to proactively identify the highest priority locations to apply appropriate countermeasures. A strong focus of the Vision Zero 2.0 Plan update was a renewed emphasis on data-driven decision making and prioritization. Some key data initiatives include:

- **Predictive analytics** projects to be able to identify the highest priority mid-block road segments in the city and the systemic factors underlying these segments. This work has developed a risk scoring tool to be able to inform midblock countermeasures and safety programs to address high risk locations based on collision history, street, demographic and land use characteristics.
- **Improving access to data and exploring new sources** has been a strong focus under Vision Zero 2.0. This has included making use of new data sources such as Watch Your Sped Sign data and data from HERE technologies.
- **An improved data platform** was deployed in December 2020, for staff to manage, request and access traffic collision and volume data. The MOVE platform was developed in partnership with Technology Services and Code 4 Canada and replaced out-of-date programs that had limited functionality.
- **Equity-based prioritization** has been a focus of the Transportation Services capital budget planning process with the development of a Transportation Equity Lens framework. This framework has been added to all capital budget requests to understand the impacts of programs on equity-deserving groups, including vulnerable road users.

Implementation of the Speed Management Strategy

The priority of the Speed Management Strategy is arterial roadways. Analysis of collision data has shown that over 80% of serious injury and fatal collisions happen on arterial roadways, where traffic volumes and travel speeds are higher. Furthermore, vulnerable road users have a 95% likelihood of death in a collision at 60 km/h, while at 40 km/h the likelihood of death is reduced to 30%.

As part of the 2019 and 2020 Speed Management Strategy, a 10 km/h speed limit reduction was considered for every segment of arterial roadway with a speed limit of 60 km/h or greater and every segment of collector roadway with a speed limit of 50 km/h or greater, with some exceptions of roads around highways and industrial areas to account for the existing road environment and to avoid creating significant speed differentials, which would be a safety concern.

In phase one, City Council approved speed limit reductions from 60 km/h to 50 km/h on nearly 250 kilometres (km) of major arterial roadways across the City. A large portion of these roadways were 6+ lane arterials. Implementation of these speed limit reductions was completed in 2019, except for a few segments where implementation was delayed due to active construction.

As part of the second phase of the Speed Management Strategy, speed limit reductions on approximately 250 km of minor arterial and collector roadways were approved by Community Councils in December 2019 and January 2020. The implementation of these speed limit reductions was completed in 2020, except for a few segments where implementation was delayed due to active construction.

The third phase of the Speed Management Strategy consists of a program for reducing speed limits on local roads, as defined in the City's Road Classification System, and on public lanes or public alleys (also commonly referred to as laneways), to 30 km/h on a neighbourhood basis. This large-scale reduction in speed limits on public lanes and local roads will be a multi-year program with significant amount of by-law amendments and new signage installations. Implementation began in June 2021. The reductions will be rolled out on a systemic, ward-by-ward basis using a data driven approach, informed by a combination of data on speed as well as historical collisions, particularly those involving vulnerable road users.

Further street-specific speed limit reductions continue to be investigated by staff upon request using speed and volume data.

Speed limit reductions are just one part of the Speed Management Strategy and are most effective when combined with a number of other safety countermeasures as described below. The analytics tools noted earlier combine data on speed, historical collision characteristics, built environment and several other factors to prioritize and program these countermeasures across the road network. This ensures that the full set of countermeasures are targeted towards areas in greatest need of safety improvements.

- **Road design modifications** – Modifying the design of the road is one of the most effective ways of getting drivers to travel at the intended speed for the area and improve road user behaviour. Modifications to the geometry of the road are costly and take several years to plan, design, coordinate and deliver. The most effective opportunity to modify the design of a road is during road reconstruction. As a part of the multi-year capital programming process, staff are working towards application of analytic tools in determining the highest priority corridors for capital works from a road safety perspective. In addition, analytics tools that combine a number of risk determinants for mid-block crossings, including speed data, are used to identify priority road segments for further investigation of protected crossing needs.
- **Automated speed enforcement** – As outlined in the next section of this report, a complex set of data, which includes speed and collision data, goes into the site selection process for this program.

- **Speed enforcement through Toronto Police Services** – In 2020 and 2021, Transportation Services provided \$1 million and \$3.5 million, respectively, towards deployment of a dedicated traffic enforcement team in Toronto Police Services. The unit focuses on enforcement of “The Big Four” driver behaviours resulting in fatal and serious injury collisions: aggressive driving, distracted driving, impaired driving and speeding. This program is expected to continue in future years. Between January and November of 2021 the unit issued about 40,000 tickets, about 26,000 of which were for speeding offenses. As a component of this, Transportation Services also supplies verified data on speed, volume and collision history to inform effective deployment of limited enforcement resources.
- **Mobile Watch Your Speed Signs** – This program involves the deployment of mobile radar speed display signs which are used to measure and display the speed of oncoming vehicles. Evaluation by Transportation Services as well as industry wide evaluations have shown that these devices are effective in reducing the speed of traffic and reducing excessive speeding (over 10 km/h above the speed limit) over a long-term application. Analytics tools that combined a number of risk determinants, including speed data, are used to identify priority locations for deployment of mobile Watch Your Speed signs.
- **Public education** - Broadly-reaching public education campaigns are launched annually to increase public awareness of speeding as a traffic safety issue and change driver attitudes towards this risk. Furthermore, in order to change driver behaviour most effectively, speed limit reductions are coupled with targeted education campaigns.

Speed Management Metrics and Evaluation

The goal of the Speed Management Strategy is to mitigate the risk of injuries and fatalities as a result of collisions on Toronto's roads by reducing the speed of vehicles.

Monitoring change in operating speed before and after countermeasures are implemented is the most direct metric for measuring the effectiveness of speed management countermeasures. To that end, at the City Council meeting in December 2020, staff presented evaluation results of speed limit reductions on nearly 250 kilometres of major arterial roadways across the city. The study found that there is evidence that the reductions have had a positive impact on reductions in operating speeds of vehicles, compared to similar control segments. The results supported a continued pursuance of the Speed Management Strategy.

Changes in collision rates is another approach for measuring the effect of speed management techniques. Researchers from The Hospital for Sick Children conducted an evaluation of speed limit reductions from 40 km/h to 30 km/h in 2015/2016 in Toronto & East York. They found a 28% decrease in the rate of pedestrian motor vehicle collisions and a 67% decrease in fatalities and major injuries on the roads with a

reduced speed limit after implementation. In comparison, roads with unchanged 40 km/h speed limits did not have any significant reduction in pedestrian motor vehicle collision rates.

Direct performance indicators (e.g. changes in average speed or prevalence of speeding) and indirect indicators (changes in collision or conflict rates) are measured by Transportation Services during the pilot phase of any new countermeasure. Some examples of past and current pilots where these indicators are measured include the speed cushion pilot, left-turn calming pilot, in-road flexi-post speed signage pilot, curb radius reductions, and the Automated Speed Enforcement program, as outlined in a later sub-section of this report.

Lastly, the effectiveness of all speed management measures combined is accomplished by monitoring long-term changes in the number, rate and type of traffic collisions, either specific to a corridor or city-wide.

Truck Safety Initiatives within City Jurisdiction

Safety mandates for heavy trucks are not under municipal jurisdiction, however the City has control over the City fleet and in pursuing the creation of partnerships with industry to affect change. A few key initiatives are as follows:

- **City Fleet Pilots.** Transportation Services, Fleet Services and Solid Waste Management Services are in various stages of investigating and piloting sideguards, 360 degree cameras, routing solutions and other driver assistance technologies (i.e. lane departure warning, collision avoidance, backup alarms and lighting).
- **The Fleet safety and accountability program** was recently launched by Fleet Services. This program includes the new Keele Valley Driver Training Facility, a new onboarding program and safety ads, including Vision Zero branding, on trucks. Other safety campaigns include blind spot awareness and driver awareness.
- **Construction Hub safety programs:** Working closely with the construction industry via Construction Hub Coordination including safety campaigns, route planning, enforcement and education activities.
- **Local safety enhancements within Construction Hubs** such as parking amendments, creating one-way streets to increase road users safety and improve sight lines, as well as utilizing Traffic Agents to provide additional safety for pedestrians and vehicle turn movements.
- **Adoption of the Freight and Goods Movement Strategy**, including strategies such as enhancing commercial vehicle enforcement and inspections, a public education program to enhance the understanding of safety issues around freight mobility, establishment of a Strategic Truck Network (STN) and developing truck street design guidelines that reflect the needs of freight vehicles.

- **Upcoming partnership with the Smart Freight Centre** to use truck driving simulators and eye tracking technology for testing, research and driver training in complex urban environments around vulnerable road users.

Implementation of Greater Safety Measures for Cyclists during Construction Activity

From 2019 to 2021, 65 centreline km of new bikeways were installed, and approximately 47 centreline km of upgrades and enhancements to existing cycling routes were installed. At the same time as the City's cycling network has expanded, the overall demands on temporary use of curb space for construction activity are increasing, due to growth in private development, major transit projects, as well as state-of good-repair utility and roadwork capital projects.

Provincial Guidance

The Ontario Traffic Manual (OTM) Book 7 - Temporary Conditions provides basic uniform requirements for traffic control in work zones required for roadway or utility construction and maintenance operations on or adjacent to public highways including municipal streets. When a temporary work or construction zone is planned, contractors are required to develop a Traffic Control Plan for construction sites which are reviewed by staff and, once works are underway, worksites are inspected to ensure their compliance with the approved plan.

In 2014, the OTM Book 7-Temporary Conditions was updated to include "Cycling Safety Considerations." This recognized that specific traffic control and accommodation is required within work zones for cyclists and that under the Highway Traffic Act, people cycling have the same rights to safe passage as motor vehicles and should only be required to dismount and travel as pedestrians where absolutely necessary. When dedicated cycling facilities are affected or road conditions necessitate, special direction can be required for people cycling around the construction zone.

Section 2.6.3 of OTM Book 7 includes the following key points:

- Cyclists should be directed through the work zone where practicable.
- When a cyclist is directed through the work zone, consideration must be given to the surface conditions.
- Vertical discontinuities should be minimized.
- Where cyclists approach a work zone in a bicycle lane, it is preferable to maintain those facilities within the work zone, especially if cyclist volumes are high.
- Where cyclists approach the work zone in a shared curb lane, care should be taken to preserve an acceptable shared lane width through the work zone.
- In work zones where an alternating one-way traffic flow is controlled by a traffic control person or temporary signals, lower speeds should be considered to enable the cyclists to safely clear the work zone.
- Detours do not require special signage for cyclists unless it is a bicycle specific detour.

- In some circumstances it may be the only option to require cyclists who are diverted onto a sidewalk to dismount and travel through the work zone as pedestrians, walking beside their bicycles.

Municipal Code Provisions

Applicants with a street work or temporary occupancy permit issued by Transportation Services are required to comply with the conditions as specified in the City of Toronto Municipal Code - Appendix A of Chapter 743 (Use of Streets and Sidewalks) as well as any other conditions that are specified by the General Manager, Transportation Services or the City Solicitor.

Elements of Appendix A of Chapter 743 (Use of Streets and Sidewalks) that are relevant to temporary conditions and cyclist safety through construction or work zones includes but is not limited to:

- All street work shall be performed in a manner that safeguards and protects all other equipment, facilities and improvements of any kind present in, on, over, under, across, or along the street and the environment (item 5);
- The applicant will take whatever steps are necessary to ensure the protection of the public (item 6);
- The applicant shall not unduly interfere with the use of the street for free passage by the public (item 7);
- The applicant shall make all necessary arrangements with traffic, police and fire authorities for the placing of barricades, notices, warning lights and signs and that all such barricades, notices, warning lights and signs shall conform with applicable law (item 8); and
- After completing any street work, the applicant shall restore and/or leave the street in substantially the same condition in which it was before such street work was undertaken by the applicant (item 13).

Guiding Principles for Cyclist Safety in Work Zones

The above provincial guidelines and Municipal Code provisions provide the cornerstone for the City of Toronto's Guiding Principles for Cyclist Safety in Work Zones which were developed and brought forward to Public Works and Infrastructure Committee in 2017 ([PW 19.4](#)).

While improvements have been made for accommodation of cyclists during construction activity since the Guiding Principles were developed in 2017, improvements have been inconsistent, generally addressed on a project-by-project basis. In order to achieve more consistent measures for greater safety for people cycling in areas where there is construction activity, Transportation Services is planning an update to the Guiding Principles document to clarify and strengthen the requirements, and include additional training for Transportation Services Work Zone Construction Coordination staff on cycling infrastructure.

Automated Enforcement Programs

Red Light Camera and Automated Speed Enforcement Program Backgrounds

Red Light Camera (RLC) and Automated Speed Enforcement (ASE) are important safety measures in the City's Vision Zero Road Safety Plan and are aimed at improving aggressive driving behaviours. The RLC program has been in operation for over 20 years and has been effective in reducing the number of collisions at signalized intersections that often result in a fatality or serious injury. The ASE program began in 2020 and preliminary data shows that the program has been effective in reducing vehicle speeds and increasing compliance with the posted speed limits where the cameras are deployed.

The ASE and RLC programs aim to improve road safety, reduce speeding and red light running, and raise public awareness about the need to slow down and obey the traffic laws. It is designed to work in tandem with other Vision Zero methods and strategies, including engineering measures, education initiatives and traditional police enforcement.

Eligible Locations for ASE

ASE is a critical school safety initiative in the City's Vision Zero Road Safety Plan. The legislative authority to operate ASE was introduced under Bill 65, the Safer School Zones Act, 2017, which allows municipalities to use ASE in School Zones and Community Safety Zones where the speed limit is less than 80 km/h.

As a result of these requirements, City staff received Council approval to lift a moratorium on the creation of new Community Safety Zones (CSZs) and designated the frontages of all schools in Toronto as CSZs. Doing so made all schools eligible to receive ASE and unlike school zones where the limit has to be within 150 metres from the school boundary, CSZs provided more flexibility in determining those limits. Additionally, if convicted of a speeding offence in a CSZ, the applicable fine is doubled as set out in Section 214.1(6) of the Highway Traffic Act (HTA).

Prior to the moratorium being enacted in 2000, there were twelve CSZs created in the City, five of which are not associated with a school and therefore were not initially considered for ASE. However, given the ongoing public safety concerns in these important community areas, staff will evaluate these legacy CSZs for future deployments of ASE.

On October 15, 2021, City Council requested the Province of Ontario to revise the HTA to allow the use of ASE on all roads, including roads with a speed limit greater than 80 km/h. At the time of writing this report, the Province has not yet responded to this request.

The Province requires that participating municipalities be responsible for ensuring that their ASE systems are deployed transparently and for the express purpose of promoting road safety, while maintaining public trust. The Province will be conducting a review to ensure that the ASE program is operating as intended and will determine if further

legislative, regulatory or policy changes are required to ensure municipal ASE programs are meeting provincial objectives. Due to the ongoing COVID-19 pandemic, the provincial review has been delayed until further notice.

Once the provincial review has been completed, staff will review the existing criteria for establishing CSZs and consider including other sensitive community areas such as Senior Safety Zones and locations near parks, community centres etc., in order to make these heavily traveled areas eligible for ASE.

ASE Site Selection

The ASE systems are mobile and rotate every three to six months. ASE sites are selected by Transportation Services based on a data-driven approach. The selection of sites consists of the following two-staged process:

Stage 1: An initial screening which identifies and prioritizes all CSZ locations based on the following data:

- Collisions involving children;
- Collisions where a vulnerable road user (pedestrian, senior, cyclist etc.) was killed or seriously injured;
- Vehicle speed data;
- 24-hour traffic volume;
- Percent of students within walking distance; and
- Requests from Police and the public.

Stage 2: Once the sites are prioritized, a manual review of the site is conducted to ensure that the site conditions support accurate data collection. A site review includes the following considerations:

- No obstructions or impediments to the equipment;
- Adequate boulevard space to accommodate the equipment;
- No planned road work, as construction can impact the ASE system due to reduced space to accommodate the camera unit and potential lane reductions or realignments that will affect the system's operation;
- No sharp curves or extreme grading changes that may reduce the range of operation for the speed measurement device;
- No planned speed limit reductions in order to give motorists enough time to adjust to the change;
- Adequate distance from speed limit transitions in order to give motorists enough time to adjust to the change; and
- Cannot have the presence of a flashing 40km/h speed limit reduction sign, as the speed limit change is in effect only when the sign is flashing and the system is unable to see or detect whether the sign is flashing.

Once the sites are assessed, operational considerations may result in minor adjustments to the Stage 1 prioritization.

Warning signs are installed prior to enforcement to advise motorists that the cameras will be coming soon. Once enforcement begins, the warning signs are removed and regulatory signs are installed to advise motorists that the cameras are in use.

More information about the program including how sites are selected and how to submit a request for ASE can be found at www.toronto.ca/ase.

ASE Program Evaluation

In jurisdictions around the world where ASE is used, it has been proven effective in reducing vehicle speeds, collisions and injuries. Although ASE is operated differently across Canada and internationally, ASE contributes to tremendous success in achieving road safety improvements if designed and implemented effectively.

The City regularly releases the number of ASE tickets issued, however this is not a true indication on the effectiveness of the program for a number of reasons. First, there are many variables that can impact whether or not a charge has been laid. For example, vandalism or system issues that render the units offline for a period of time, processing centre capacity, variations in traffic volumes, obstructions such as illegally parked vehicles that block the view of the camera, obstructed/blocked license plates, etc. Second, the number of ASE tickets issued does not provide an indication of whether driving behaviours have been positively impacted by the presence of ASE cameras. Therefore, the most accurate indication on how effective the ASE cameras are is to measure the impact on vehicle speeds and collisions.

For this reason, the City has retained The Hospital for Sick Children (Sick Kids) to conduct an evaluation on the effectiveness of the ASE program in Toronto. The primary objective of the evaluation is to determine whether ASE is effective in reducing vehicle speeds in community safety zones around schools. The secondary objective is to determine whether ASE is effective in reducing pedestrian-motor vehicle collisions in community safety zones.

Preliminary findings from the first round of locations saw the percentage of speeding vehicles in 40 km/h zones reduced, from 49% prior to ASE, to 28% at the end of the ticketing period. Similarly, the percentage of speeding vehicles in 30 km/h zones also dropped, from 55% prior to ASE, to 44% at the end of the ticketing period.

The preliminary data also indicated that the average excess speed over the limit was reduced from 18 km/h to 6 km/h in 40 km/h speed limit zones; and from 12 km/h to 9 km/h in 30 km/h zones.

Sick Kids will be preparing an interim report on the short-term effectiveness of the ASE program. The interim report is expected to be completed in January 2022.

Due to the COVID-19 pandemic, schools were closed for significant periods of time when the program began, and for part of 2021. As a result, traffic patterns were irregular and traffic volumes were lower than usual. Therefore, the evaluation will be extended to

include the 2021/2022 school year, where many students have returned to school and COVID-related restrictions are slowly being lifted. The additional time will allow for a more complete and robust analysis on both speeds and collisions by integrating data from more site rotations. Since pedestrian collisions are a relatively rare event, the extended time period will also allow for a more accurate evaluation on the effectiveness of ASE at preventing collisions. The final report is expected to be completed in December 2022.

Impacts of Bill 282, Moving Ontarians More Safely (MOMS) Act, 2021 on ASE

On June 3, 2021, Bill 282 the Moving Ontarians More Safely (MOMS) Act, 2021 received Royal Assent. The MOMS Act made a number of amendments to the HTA with the intention of improving road safety and included measures to combat street racing and stunt driving including:

- Immediate 30-day licence suspensions and 14-day vehicle impoundments at the roadside
- Post-conviction fines of up to \$10,000
- Mandatory post-conviction licence suspensions
- Up to six months of jail time

Since Automated Enforcement charges are owner liability charges - meaning that the ticket is issued to the registered owner of the vehicle and not to the driver- the changes from the MOMS Act does not impact the ASE program. ASE convictions are not subject to driver licence suspensions, vehicle impoundment or imprisonment. The changes from the MOMS Act are intended for drivers who are stopped by police at roadside.

With regards to the automated enforcement of dangerous street racing, the HTA requires a separate process for laying charges for speeding of 50 km/h or more above the speed limit (excessive speeding). There is currently no Set Fine or out-of-court settlement for charges related to excessive speeding, therefore tickets under Part I of the Provincial Offences Act cannot be issued. Instead, these charges are addressed under Part III of the Provincial Offences Act where a summons is served to the registered vehicle owner to appear before the Court.

Feasibility of ASE and RLC on O'Connor Drive

A recent pedestrian fatality on O'Connor Drive near Pepler Avenue has raised concerns in the local community about the dangers of speeding in this area along O'Connor Drive. As a result, City Council has requested Transportation Services to review the intersections and corridor for the implementation of ASE and RLC.

The Community Safety Zone located on O'Connor Drive between Pape Avenue and Woodbine Avenue was previously reviewed for ASE and is scheduled for the next rotation planned for spring 2022. In addition, during the recent RLC expansion project, the intersection of O'Connor Drive and Pape Avenue was reviewed and approved for the installation of a RLC. Construction of the new RLC site is underway and expected to be completed in January 2022.

Feasibility of ASE and RLC at Dundas Street East and Sherbourne Street

As a result of a recent traffic fatality at the intersection of Dundas Street East and Sherbourne Street, City Council has requested Transportation Services to review the intersection and consider implementation of ASE and RLC.

The area near Dundas Street East and Sherbourne Street is not a designated CSZ. As previously mentioned, the Province only permits the use of ASE in designated CSZs and School Zones, therefore Dundas Street East and Sherbourne St is not eligible for ASE. With regards to the feasibility of installing a RLC at Dundas Street East and Sherbourne St, the location was reviewed as part of the recent RLC expansion project, however the evaluation concluded that the intersection is not suitable for construction of a RLC system due to the presence of overhead wires that will interfere with servicing the equipment safely, as well as the presence of utility poles that will obstruct the view of the camera.

A traffic safety review will be conducted in this area and will evaluate all possible measures.

ASE and RLC Program Expansion

The ASE and RLC programs' 2022 budget was developed based on the resources required (including staff, office space, ticket administration, etc.) to support a projected number of charges. An increase in the number of cameras will result in a higher volume of charges and therefore additional resources will be required in order to process the charges within the 30-day limitation period legislated by the Province.

The current ASE vendor contract, as approved by City Council in 2019, allows for the installation of 25 additional camera systems (1 additional ASE camera per ward).

Recognizing the benefits of ASE and based on the positive feedback and support received from many members of Council and the public, Transportation Services will work with the vendor to add the additional 25 cameras over the course of 2022 with the intention to have all devices in operation and actively enforcing once the expanded Administrative Penalty System for automated offences is ready for implementation. APS implementation relies on a regulatory framework and approval from the Province of Ontario. The anticipated timeline for launching the expanded APS program is 2023.

Once the ASE program evaluation has been completed and the Province has completed their review, staff will investigate the feasibility of further expanding the program, including options for permanent or long-term sites. Any further increases to the number of ASE camera systems will be accomplished through a competitive procurement process.

At its meeting of June 26, 2018, City Council requested the General Manager, Transportation Services to double the number of RLCs as part of the Vision Zero Road

Safety Plan. An RLC Expansion Contract was awarded on April 30, 2020 and the installation of the new sites is expected to be completed Q3 2022, which will increase the total number of active RLCs in Toronto to 300.

Further expansion of both Automated Enforcement programs will be contingent on the lifting of current COVID-19 restrictions and safety measures. Although Transportation Services staff have implemented an additional shift, the capacity for staff at the Joint Processing Centres (JPCs) has been reduced significantly as a result of physical distancing requirements. Due to security and privacy, the software used to process and lay charges is on a segregated network with no outside connections and therefore remote work options are not available.

Furthermore, as per provincial regulations, all ASE and RLC charges must be processed by Provincial Offences Officers. Any future expansion of ASE and RLC will result in a substantial increase in the number of charges and therefore, additional resources will be required in all program areas. This includes Provincial Offences Officers, and supporting staff in Legal Services, Court Services, and Revenue Services. As a result, larger facilities/offices may be required to accommodate the increased staffing levels.

In addition, the expansion of the ASE or RLC program will require the development and implementation of an APS case management system. The new system will replace the City's existing Parking Ticket Management System (PTMS) and allow for APS program expansion. The system has already been approved for capital funding and will provide additional capacity for Court Services, Legal Services and Revenue Services to process the additional charges resulting from the expansion of the Automated Enforcement programs.

Impact on Expansion for Court Services and Legal Services

Both Court Services' and Legal Services' 2022 Budgets were forecasted based on the staff and other resources required to support ASE and RLC based on a projected number of charges. Any increases to the volume of charges would require additional resources by both divisions.

The implementation of an Administrative Penalty System (APS) is a requirement for expanded RLC and ASE operations. This report recommends that City Council authorize the City Manager, the General Manager, Transportation Services, Director, Court Services, Director, Revenue Services and the City Solicitor, once the enabling regulatory framework is provided by the Province, to take steps to implement an APS for the Red Light Camera and Automated Speed Enforcement programs, and direct the City Manager, the General Manager, Transportation Services, Director, Court Services, Director, Revenue Services and the City Solicitor to report back to the Infrastructure and Environment Committee with an update and any necessary recommendations to give effect to the operation of APS for the RLC and ASE programs. A further report will come forward to Council requesting any necessary authorities.

City Council expressed its support for an expanded APS program through the adoption of IE16.9. On July 30, 2019, City Council requested the Province to make legislative amendments to permit the City to administer ASE and RLC offences through an APS and to ensure revenue from those offences are payable to the City of Toronto to cover program costs. ASE and RLC offences are suitable candidates for APS dispute resolution. They are monetary in nature, do not lead to demerit points, do not result in driver's licence suspensions, do not result in vehicle seizures, and there is no possibility of incarceration.

There are numerous benefits to administrative dispute resolution under the regulatory framework for parking matters. These include faster processing timelines, online service delivery, and building capacity in the court system for more serious offences. The City's APS for parking violations demonstrates the customer service and operational value of removing matters from the provincial court system.

ASE Processing Centre Agreement(s) with the Partnering Municipalities

The City operates a Joint Processing Centre (JPC) on behalf of Toronto and partnering Ontario Municipalities. The JPC is staffed with Provincial Offences Officers, who have been designated by the Province, to issue ASE charges captured by the cameras, as well as additional support staff for site selection, investigation, contract management and record management.

The City has entered into Agreement(s) with Partnering Municipalities which details the services and functions undertaken by the JPC. The Agreement also details the responsibilities of the Partnering Municipalities and the City, including liability and indemnity provisions, and includes the formula used to determine the distribution of cost sharing.

The City's JPC reviews all photographs captured by the ASE devices, processes evidence, issues tickets and prepares evidence to be used in court proceedings for ASE matters.

The operating costs of the JPC paid to the City of Toronto are shared by the partnering municipalities based on a cost-sharing formula. The cost sharing and distribution model for the JPC considers the following:

- Proportional cost sharing for certain items such as staffing and consumables based on images processed and charges laid;
- Fixed cost sharing for items such as office space rental; and
- One-time "start-up" costs that covers program setup items such as MTO System costs, consultant costs, staff costs and other fees.

Additional municipalities have the ability to join the Partnering Municipalities agreement anytime during the duration of the contract between Redflex Traffic Systems and the City of Toronto for the provision of ASE services, so long as the City has the capacity to accommodate the additional charges. Each potential new municipal partner is required to formally request that the City enter into an ASE Processing Services and Cost

Sharing Agreement with them. Transportation Services will include the necessary budget and staff changes required to support new partnering municipalities as part of the annual budget submission.

Operational Agreement(s) with Société de l'assurance automobile du Québec and Canadian Council of Motor Transport Administrators

The City of Toronto has an agreement with Her Majesty the Queen in Right of Ontario, as represented by the Minister of Transportation (the "MTO"), for the access and use of licence plate registration information for vehicle owners with licence plates registered in Ontario. The City currently does not have an agreement for access and use of licence plate registration information for vehicle owners with licence plates registered outside of Ontario.

Section 7(4) of Ontario Regulation 398/19, Automated Speed Enforcement under the HTA, provides that, where the provincial offences officer who issued the certificate of offence believes that the person charged resides or, in the case of a corporation, has its principal place of business outside Ontario, the address outside Ontario at which the officer believes the person resides or has its principal place of business shall be used, and proof of ownership of the motor vehicle and of the owner's address shall be provided in accordance with section 210.1 of the HTA.

In the first year of operating ASE, 1,560 motor vehicles bearing Québec plates were captured by the ASE cameras in Toronto. These vehicles were detected during the COVID-19 pandemic, which included interprovincial travel restrictions. It is anticipated that this number will be higher as restrictions continue to be lifted. In order to lay ASE charges against vehicle owners with license plates registered in Québec or other select provinces outside of Ontario, operational agreements are required with Société de l'assurance automobile du Québec (SAAQ) and the Canadian Council of Motor Transport Administrators (CCMTA) to obtain access to license plate registration information for the Province of Quebec and other provinces outside of Ontario who have an agreement with CCMTA and authorize them to provide such information to the City.

The terms of the Operational Agreement(s) are generally the same as those contained in the existing agreement with MTO. They outline a licensed information and transmission protocol and specify the responsibilities and requirements of each party. In exchange for licence plate ownership information, the City is required, among other things, to:

- use licence plate registration information through the joint municipal processing centre for only the purposes authorized in the agreement;
- maintain staff and system security provisions to protect confidential information
- comply with privacy laws;
- ensure employees who handle confidential information undergo training;
- make fee payments to the SAAQ and CCMTA for information

Other terms of the Operational Agreement(s) include:

- SAAQ and CCMTA has the right to amend which licence plate registration information it provides to the City and the right to stop providing licence plate registration information to the City at any time;
- SAAQ and CCMTA has the right to amend the City's authorized uses for the licence plate registration information at any time;
- the City will be in default if the City, among other things, is in default under any other agreement with SAAQ and CCMTA relating to access or use of any confidential information;
- in the event of default by the City, SAAQ and CCMTA can, without notice to the City, terminate the agreement; suspend, cancel, or revoke the City's accounts or privileges under the agreement, or pursue other legal remedies;
- either Party may terminate the agreement with appropriate written notice given;
- the City is responsible for any breaches of the non-disclosure agreement or a failure to comply with audit requirements;
- the City must provide the SAAQ and CCMTA with a very broad indemnity and a limitation of liability;
- SAAQ and CCMTA has the right to adjust its fees in order to cover all costs to the ASE Systems;
- SAAQ and CCMTA does not provide any warranty with respect to the licensed information provided;
- SAAQ and CCMTA denies any liability of any kind to the City; and
- SAAQ and CCMTA has the right to audit the City for compliance with the agreement from time to time.

Amendments to Community Safety Zones to Support School Safety and Automated Speed Enforcement

In 2018, City Council lifted the moratorium on the creation of new Community Safety Zones (CSZs) and designated the frontages of all elementary (kindergarten to grade 8) Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) schools as CSZs. In 2019, Council approved the designation of CSZs at all private elementary schools in the City as well as TDSB and TCDSB secondary schools. Subsequently, in 2020, Council approved the designation of additional CSZs to include private high schools as well.

In order to continue to support the School Safety Zone program, as well as ASE, the CSZ amendments in Attachment 1 and new CSZ designations in Attachment 2 are required.

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SIGNATURE

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ATTACHMENTS

Attachment 1 - Community Safety Zone Amendments
Attachment 2 - Community Safety Zone Designations