



STAFF REPORT ACTION REQUIRED

Automated Camera Enforcement for Transit Only Lanes and Vehicles Improperly Passing Stopped Streetcars

Date:	December 11, 2017
To:	TTC Board
From:	Chief Executive Officer

Summary

This report is in response to board directions to staff from May 2013 to September 2017. The Board directed staff under different, but related motions to explore the feasibility of using video cameras for automated enforcement to minimize unauthorized use of transit only lanes and illegal parking and turning manoeuvres that delay transit operations. Staff was also directed to explore the feasibility to use cameras for enforcement to help deter vehicles from illegally passing stopped streetcars.

The TTC currently operates 15 streetcar routes, including four Blue Night routes and 11 conventional routes. Of the 11 conventional routes, eight routes operate in mixed traffic along most of the route in the middle of the road where customers are required to cross the traffic lane adjacent to the curb in order to board or when alighting from these streetcars. In order to ensure that customers are safe when doing so, motorists and cyclists are required by law to stop behind the streetcar once its doors are open. The use of cameras for monitoring and enforcement of traffic violations to improve surface transit operations will require amendments to the *Highway Traffic Act* (HTA).

By letter dated October 3, 2017, the Chair of the TTC requested the Ontario Minister of Transportation, Steven Del Duca, to request the appropriate Provincial legislation be amended to allow the TTC to use cameras for traffic enforcement. See attached. As of December 1, 2017, the TTC has not received a response.

To advance the initiative and the request for legislative change, a working group will be established comprising of staff from the TTC, City of Toronto Transportation Department, Ministry of Transportation, Toronto Police Services and Ministry of Attorney General. The specific focus of the working group is to consider the enforcement of unauthorized use of transit lanes, illegal parking and turning manoeuvres that impact transit operations, and the illegal passing of streetcars that are stopped to serve customers. The working group will consider the requirements for a legislative change, capital and operating costs and protocols.

Recommendations

It is recommended that the Board:

- Direct staff to report back to the Board in Q2 2018 on the progress of the working group.

Financial Summary

The recommendations of this report have no financial impact.

There is potential financial impact if there is legislative change to the HTA. For example, funding may be required to install and maintain technology including cameras. Staff will report any potential financial impacts as they are known in its report to the Board in Q2 2018.

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

Accessibility/Equity Matters

The TTC has made significant progress in moving towards providing barrier-free, accessible transit services. Presently, all TTC bus services are operated using accessible, low-floor buses. The new low-floor accessible streetcars are currently being deployed and all streetcar routes will have accessible streetcars by 2019. All subway stations will be accessible by 2025.

Decision History

From 2007 to 2017, four motions were passed regarding the use of cameras to enforce Section 166 (1) of the HTA:

1. Community Council Decision

The Toronto and East York Community Council directed City staff in its September and October 2007 meetings to take further action on issue of camera enforcement. Council directed Appropriate City and Toronto Transit Commission (TTC) staff to work with the Province to investigate the feasibility of a pilot project to explore automated camera technology to minimize private auto violations to improve transit services.

It does not appear that a pilot was initiated. In 2012, the TTC and City staff did conduct a review assessment of a camera enforcement system used in San Francisco to determine if a similar system could be applied for the City of Toronto. Through the review, it was determined camera enforcement of the Bay Street clearway would not be feasible.

2. Board Motion

At its May 24, 2013, the TTC board adopted Photo Monitoring and Enforcement on Bay Street Clearway and King Street East Streetcar Transit Priority Lane and directed staff to explore feasibility of automated camera enforcement system.

https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2013/May_24/Reports/Notice_of_Motion.pdf

3. Board Motion

At its June 22, 2015, the TTC board adopted – Feasibility of assessing and quantifying Traffic violations by vehicles improperly passing stopped streetcars

https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2015/June_22/Reports/20_New_Business_traffic_violations_by_motorists_who_pass_st.pdf

4. Motion without Notice

At its September 15, 2017 meeting the TTC board adopted motion without notice - TTC to affirm support for using camera enforcement for the King Street Pilot and Transit Priority Lanes, the Bay Street Clearway, and for streetcar doors.

http://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2017/September_5/Reports/14_Motion_Without_Notice_Photo_Monitoring.pdf

Comments

The TTC and City staff have begun discussions on the possible use and implementation of camera enforcement if the HTA is amended accordingly. These discussions will continue within the framework of the working group. The following issues will be part of the consideration of the working group:

- Process for legislative change and related timelines
- Technology requirements for TTC vehicles
- Requirement for processing centre or Provincial Offense Officer to process charges
- Implications to court and related services for prosecution

- Implementing demonstration project during King Street Pilot
- Review of TTC initiated video surveys to determine prevalence of vehicles passing streetcars.

Contact

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Attachment



**Josh
Colle**



Chair, Toronto Transit Commission
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Councillor Josh Colle
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October 3, 2017

Hon. Steven Del Duca
Minister of Transportation
3rd floor, Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 1Z8

Dear Minister Del Duca,

I am writing to request the appropriate Provincial legislation is amended to allow the TTC to use camera enforcement.

The greater use of cameras to improve traffic flow and TTC surface transit operations could have a significant positive impact on our customers with the potential for faster travel times and reduced delays with greater enforcement of existing traffic regulations by cameras. The Bay Street Clearway and the King Street East Transit Priority Lanes are critical to the efficient and timely operation of TTC vehicles in these surface transit corridors. However, enforcement has not been sufficient to deter motorists from entering the transit priority lanes.

The King Street Pilot Study, which was recently approved by City Council, will limit vehicle traffic and prioritize transit between Bathurst Street and Jarvis Street. The Pilot is set to begin in Fall 2017, and enforcement of vehicles along the entire length of the pilot would help ensure its success.

The ability to use cameras for enforcement at the TTC could also help deter motorists from illegally passing streetcars when stopped.

I would welcome the opportunity to discuss this further, and I look forward to your response.

Sincerely,

Josh Colle
Chair of the Board
TTC