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Date: September 28, 2021

To: Mayor Davis and Members of Council

From: Inderjit Hans, P. Eng., PMP
General Manager, Public Works Commission

Re: Questions of COW-OA Items Vision Zero Road Safety
Committee Report and Trail Safety Audit Resolution

This memo is in response to questions that were asked during the September 7, 2021 Committee of the Whole – Operations and Administration meeting.

1.0 Vision Zero Road Safety Committee Report #2021-08-25: Red Light Camera Feasibility Study Update

The following information is regarding Vision Zero Road Safety Committee Report #2021-08-25: Red Light Camera Feasibility Study Update. The sections below provide answers to the questions that were raised.

How many municipalities operate both the Red Light Camera (RLC) and Automated Speed Enforcement (ASE) programs?

There are currently 14 municipalities participating in or in the process of joining the RLC program. Of these 14 municipalities, 8 also participate in the ASE program.

What is the all red clearance time in the City of Brantford?

The minimum requirement set by the Province for all red clearance time is 1.0 seconds. The City of Brantford operates an all red clearance time of between 2.0 to 2.5 seconds, depending on the geometrics of the intersection such as the width of the roadway, speed limits, etc.

Can the RLC be moved once it is installed?

Each location where the RLC is installed is permanent. If a municipality chooses to move a camera, there is a cost associated with decommissioning the location and a cost to install at a new location.

How many cameras are required at each intersection?

The number of RLCs a municipality chooses to install is at its own discretion as there is no minimum requirement set by the vendor or the Province. If there are multiple approaches at a single intersection that experience a high number of angle collisions or collisions resulting in injuries or fatalities, the municipality may choose to install multiple in one location. The information obtained during the municipal scan suggests that while municipalities mainly choose to install RLCs at one single approach of the intersection, signage is installed at each approach that does not indicate the direction in which the RLC will be operational. For this reason, it is recommended that a single camera be installed at an intersection and this will have a spillover effect of discouraging drivers from red light running at each approach of the intersection.

What action is the City taking to improve the safety of the Clarence St. and Dalhousie St. intersection, and other than installing RLC what can be done?

During the Committee of the Whole – Operations and Administration meeting on September 7th, there were concerns raised over the safety of the Clarence Street and Dalhousie Street intersection. While the comparison to other intersections and approaches in the City shows Clarence Street and Dalhousie Street to have significantly higher accident rates, it is important to understand the use of this data. To put this intersection in perspective and in relation to Vision Zero Principles, of the 22 northbound collisions that occurred over a six year period, 30% or 6.6 collisions resulted in an injury. For the westbound/eastbound directions, of the 10 collision that occurred over a 6 year period, 30% or 3 collision resulted in an injury. In comparison, Clarence Street at Icomm Drive has a total of 7 southbound collisions over a 6 year period, of which 67% or 4.69 collisions resulted in an injury.

For municipalities that have adopted Vision Zero as their Road Safety Action Plan, focus is put on the total number of injuries rather than total number of collisions. Vision Zero recognizes that individuals make mistakes and that collisions occur, however the focus is required to be on injury type collisions rather than total number of collisions. Going forward, the plan will be to evaluate the Road Network based on these principles and ranking the top injury locations throughout the City of Brantford, this is part of the software upgrade that has been identified and recommended in the RLC report. Once this information is

available, staff would arrange to undertake road safety audits to identify patterns and engineering changes that can improve roadway safety conditions at these locations. To complete a Video Analytics review and safety report at a signal intersection, the cost is approximately \$20,000.

With regard to what measures can be and have already been taken to address concerns at the Clarence Street and Dalhousie Street intersection, the intersection is reviewed on a yearly basis as part of the corridor signal timing reviews that are completed by staff. Through this process, signal timings are updated to meet the operational needs of the intersection. In 2014 a left turn phase was added for the northbound direction, however there are geometric constraints related to expanding this intersection and the ability to improve the overall level of service of the intersection.

The Downtown Brantford Streetscaping Environmental Assessment that is currently underway will include the Clarence Street and Dalhousie Street intersection in its study to determine potential compositions of the roadway to ensure safety for all users, along with the other intersections involved in the study area. The feasibility of potentially widening the roadway, adding turning lanes, reducing speeds, etc. will all be examined through this process and a report will be provided to Council and the public on the recommendations.

2.0 Resolution 7.2 Trail Safety Audit

The following information is in response to questions regarding Resolution 7.2 *Trail Safety Audit* brought forward by Councillor McCreary.

What is the funding required to complete the backlog of sidewalk repairs that exists throughout the City? After completing these necessary repairs, how much funding will be required annually going forward?

The City's sidewalks are inspected annually in accordance with the Ontario Minimum Maintenance Standards. The 2020 inspection identified approximately 20,000 deficiencies organized in order of priority where approximately 10% were highest priority for repair, 25% were priority #2, and 65% priority #3.

The total budget for addressing sidewalk deficiencies in 2021 was \$1.4 million, including approximately \$300,000 in funds from 2020 that were unused due to complications from the COVID-19 pandemic. Staff anticipates that the full \$1.4 million budget will be spent in 2021 to repair 10,000 deficiencies.

In order to address all of the priority #1 and priority #2 deficiencies identified, staff estimate approximately \$500,000 would be required each year for the next two years, after which the staff will maintain the sidewalk program with the funds presented to Council during the budget process.