

April 16, 2025, 9:00am

PW Administration Building- CP Boardroom

Participants

Councillor Jane Torrance, MM
Councillor John Matheson, DNE
Councillor Greg Hallam, TVT
Councillor Gary Waterfield, PERTH
Deputy Reeve Jeff Carroll, MON
Reeve Richard Kidd, BCK
Councillor Dena Comley, CP
Councillor Ron Closs, LH
Sgt Rob Croth, OPP

Staff

Sean Derouin, PW Manager
Sam Poole, PW Senior Technologist
Jasmin Ralph, Clerk

Regrets

MEETING OUTLINE

1. Roll Call
2. Presentations
N/A
3. Review Previous Meeting Minutes
 - a. February 18th, 2025, Meeting Minutes

Minutes Accepted as Distributed

4. Old Business
 - a. Automated Speed Enforcement.
 - i. Review finalized list of CSZ's and School Zones throughout the County
 - a. Confirmed, there is not a CSZ on Cemetery Side Road near Queensway West Subdivision
 - b. Confirmed, there are 3 additional CSZ within Tay Valley TWP.
 - Glen Tay Road, From HWY 7 South to Christie Lake Road
 - Glen Tay Road, From Christie Lake Road to 200m East of Miller Lane
 - Christie Lake North Shore Road, From Christie Lake Road westerly for 2.44km.
 - Tay Valley has provided updated AADT and Speed Limits for each location.
 - Updated speed data to be collected and assessed.

5. New Business

i. Automated Speed enforcement.

a. Review of EORN Costing and implementation Timeline

- Review Costing information
- EORN is moving to vendor agreement approval and subsequently pursue MTO and MAG agreements
- EORN is gauging interest from Eastern Ontario Municipalities and collecting data
- Planned late 2025 program deployment
- EORN is hoping to offer a turn-key program for participating municipalities at minimal to no upfront costs
- EORN is still finalizing administration details.
- Review data annually to determine areas of highest concern especially in areas of high levels of growth.

b. Review draft ASE Program structure

- 4 cameras (2 per site) 6-month rotation 4 sites could be covered per year; program would be assessed after 1-year and determine if additional enforcement locations would be added.
- Program would only operate on county roads for a minimum of a 1-year period before allowing for municipalities to opt in. (Municipalities may opt in in the future in a case-by-case basis) after operational efficiency is reached.
- Program revenues, (if there is a surplus) would only be used for roadside safety improvements and traffic calming efforts in areas of highest concern, based on T.A.W.G recommendation and council approval.

ii. **Decision moving forward with ASE provider. (LAS program vs. EORN program)**

- EORN has lower Processing, installation and certification costs.
- EORN looking into options for hearing officers and offer remote appeals or in person within each municipality.
- EORN program plans to operate as a non-profit so fees may change once program suppliers are made public.
- Appeals: screening can be processed anywhere in the county. Hearings must be conducted in the municipality they are issued.
- Appeals must go to a screening officer with a location in the county to perform in person meetings.

- Would the program be scalable with EORN?
 - Supplier uses a consortium agreement with Ontario JPC's, there is capacity in Toronto / Ottawa.
 - If a JPC was opened in the future other services could be offered through the same program.
 - EORN has interest from multiple other Eastern Ontario Municipalities, there is potential for a more local JPC in the future once the program is established.
- Use data to determine breakdown of infractions (location based, time based)

T.A.W.G agrees to proceed with recommending EORN as a program partner.

- ii. Review Requests for Speed Management
 - Hamlet of Elphin Speeding (Reviewing traffic data).
 - Intersection Assessment River Road at Appleton Side Road (Reviewing traffic Data).
- a. Review Resident Request for Active Transportation Facilities along South St and Scotch Line Road (Paved Shoulder, Sidewalk PXO etc.)
- b. Speed Management Requests
 - b. County webpage has been updated with a fillable form for speed management requests, requests can be submitted and tracked digitally.
 - c. Waiting on website update before implementing mapping tool.
- d. Speed Limit Increase CR10 Drummond Con. 2 from 60km/h to 80km/h
 - Town of Perth does not support proposed speed zone changes due to speed concerns at Perthmore St. and the CPKC rail crossing.
 - Assess further options for speed zone changes
 - Confirm with town of Perth / property ownership details.

6. Round Table Discussion

a. Review draft council report on ASE (To be presented at PW committee April 23rd)

- If group agrees on proposed recommendation, report could be presented on April 23rd meeting.
- Could be ratified on May 09th council meeting
- Implementation plan would be presented separately at an upcoming council meeting.
- Council approval will permit further investigation and development of necessary policies and by-laws.
- Staff could then proceed with consultation with lower tier municipalities and a communications plan.
- Highlight County Roads only and eligible locations with projected infractions based on the traffic data review.
- Highlight that Roadside safety and speeding were identified as a key Priority of this term of County Council.
- Highlight all the work and information assessed, staff time, presentations
- Identify the keys to a successful program.
- Show list of participating organizations and groups who were consulted
- Show a brief overview / review of costing information
- Articulate reasoning for proceeding with EORN vs. LAS and why not use a private sector vendor.
- ASE is a new method of traffic calming that is proven and now being offered for smaller municipalities.
- Revenue is only able to be used for roadside safety improvements and traffic calming efforts.
- Program costs should be covered by the projected revenues and not require large amounts of budgeted funds.
- The OPP and Province are in support of using ASE as a traffic calming tool.
- Confirm if there are Impacts to CVOR licensing
- Use results and data to enforce further motivation for municipal implementation
- T.A.W.G recommending that ASE only be used on county roads.
- ASE is becoming more accepted due to programs in local urban areas
- Communication strategies through the municipalities and public
- Recommend funds only be used for roadside safety improvements and traffic calming
- Council would ultimately decide where funds are spent based on research and recommendation from the T.A.W.G., OPP and Municipal Input.

- Target implementation in spring 2026.

First proposed locations for implementation:

1. CR29 Pakenham (1st term)
2. CR7B Townline Road (1st term)
3. CR10 South St. (2nd term)
4. Martin St. North (2nd term)

OPP perspective

- a. School zones are always a priority zone for enforcement in priority areas with vulnerable populations.
- b. People are still out at night in these locations (Children playing, People walking dogs, elderly etc.).
- c. OPP would be accepting of deployment in these priority locations.

Recommendation: Approval to proceed with developing necessary policies and by-laws that outline the ASE program and proceeding with EORN as a partner program supplier, create a reserve to hold program funds for the sole purpose of roadside safety improvements.

7. Next Meeting Date: June 04th, 2025 at 9:00am
Following meeting: August 13th, 2025, at 9:00am

- a. Proposed Agenda Items:

- *Continue discussion into next steps for ASE program and response from council*
- *On-going Speed Management Requests*

8. Action Items:

- a. County to extend CSZ on CR23 to include new Montague recreation park
- b. Confirm whether threshold speed can be altered depending on time of day or location
- c. Investigate rates of vandalism for ASE equipment in rural areas, confirm supplier responsibility to repair any damages.
- d. Check with EORN on proposed admin fees.
- e. Assess other options for North Street CR10 speed limit Increase, confirm that it was not already approved.

Meeting Adjourned: 10:49am