

Ontario Traffic Council

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December 10, 2019

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Geoff Wilkinson

Honourable Caroline Mulroney
Minister of Transportation and
Minister of Francophone Affairs
77 Wellesley Street West
Ferguson Block, 3rd Floor
Toronto, ON M7A 1Z8

Dear Minister Mulroney,

The Ontario Traffic Council, after reviewing the ASE Regulation, Guidelines and MTO Agreement, would like to be in a position to publicly support the Government's framework for municipally - run Automated Speed Enforcement programs. Prior to doing this we are seeking some clarification and proposing changes so that every municipality in Ontario has unimpeded consideration to implement ASE as a road user safety tool.

As I communicated this week to Rob Elliott, your Policy Advisor, as the program stands now with the Regulation, Guidelines and MTO Agreement, it is inefficient and cost prohibitive and therefore will not be an enforcement tool that all municipalities, regardless of size, will be able to use to curb the issue of speeding, injuries and deaths in school and community safety zones.

Specifically, there are elements within the ASE guidelines that cause legal and other interpretative concerns. While we have been assured by staff that the Guidelines are advisory only, the language in the Guidelines does not reflect this intent. This must be clarified and reflected in the language in order to move forward. Of particular concern is the apparent requirement to engage in an infinite cycle of warning letters as the ASE system moves from site-to-site including returning to original or initial sites. Such letters are cost prohibitive and there is no road safety research or evidence to substantiate infinite use.

On behalf of the participating municipalities as well as municipalities considering using the program, it is requested that the MTO Agreement be amended to add: "A set of guidelines have been provided by the MTO to support municipalities in developing responsible and safety-oriented ASE programs in their communities. These supportive guidelines are suggestions for the purpose of ASE program development, promoting transparency and public trust." In addition, this same wording is requested to replace the introductory statement in the Guideline. These two changes will serve to eliminate the cost prohibitive aspects of the program and will clarify the intent to have the Guidelines as advisory and not compulsory.



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Without laying blame, there has recently been a disconnect between the Government, MTO staff and the OTC in creating a consistent, sustainable, accessible, transparent ASE program. In order to resolve this issue, the OTC requests a meeting with your staff, the Assistant Deputy Minister, Road User Safety and the Parliamentary Assistant to the Minister of Transportation to discuss a framework for a collaborative relationship going forward to ensure municipal voices are heard and respected by all levels of policy makers. Key stakeholders need to return to working together towards a common goal of protecting Ontario's vulnerable road users encouraged and supported by program evaluations, including the ASE program review, that are fair and transparent.

In order to support and facilitate the Governments' commitment to a 180-day review of the program, the changes requested herein, which do not involve the Regulation, require immediate implementation.

Sincerely,

Geoff Wilkinson
Executive Director