

Mayor Alex Nuttall
City of Barrie
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OfficeoftheMayor@barrie.ca

Dear Mayor Nuttall,

Thank you for your letter sharing the City of Barrie's recent Automated Speed Enforcement (ASE) implementation and your concerns regarding implementation. Minister Prabmeet Sarkaria has asked me to respond.

On December 1, 2019, the province introduced the regulatory framework for ASE, which gave municipalities the option to use camera technology in designated school zones. Municipalities can use ASE cameras in areas where speeding and road safety are of greatest concern. This allows municipalities to extend the CSZs to cover an entire stretch of road.

There are several signage options that can be used on highways to set and enforce the appropriate posted speed limit. Please note that, following the implementation of ASE, provincial regulations were amended to allow the use of a static time of day, reduced speed school zone sign. This lets municipalities determine the allowable speeds, dependent on the time of day, week or month.

We understand the concerns raised that Automated Speed Enforcement cameras are not able to prove the flashing signal signs were flashing at the time of an offence. To address this, the above-mentioned changes included versions of the static signs, restricting the use of flashing signals.

If a municipality wants to use ASE anywhere within the vicinity of a school, it can make the entire stretch of road into a community safety zone, even if its part of a school zone. School Area warning signs can still be used as required, however where ASE is being proposed in a school zone that is also designated as a CSZ, the school zone signs may not include the use of flashing signals. This helps reduce the risk of individual error and discrepancy between the posted limits and times determined by schools.

The rules for signing need to be applied consistently throughout the province and changing sign requirements for one community does not provide a consistent approach for drivers and other road users. We will continue to monitor the effectiveness of this approach and determine whether changes are needed.

In relation to school bus stop-arm cameras, in 2020, the province created a regulatory framework that allows evidence from stop-arm cameras. This means the camera footage can be used without the requirement for a witness to appear in court. Municipalities that want to set up a school bus stop-arm camera program can more easily process these offences, so long as they abide by provincial regulations.

When it comes to any camera enforcement technology, the province provides municipalities the authority to choose which automated enforcement program may be appropriate for their local

needs. It is the responsibility of the municipality to work with their local school board/school bus associations to develop a program. It is important to note that school bus stop arm cameras continue to be voluntary and are administered/funded solely by municipalities in cooperation with school boards.

As MTO continues to monitor and collect data from municipalities on their ASE programs and the launch of the new Administrative Penalty program model, we will continue to explore whether program changes are needed. MTO is committed to supporting municipalities in their ASE programs by providing guidance where needed. We regularly review our policies to determine if updates are required and continue to encourage feedback about the program.

Thank you for your interest in road safety.

Sincerely,

Anna Liza L.
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