

# Automated Speed Enforcement (ASE) Implementation Plan



# Objective



**Update on Automated Speed Enforcement (ASE)**



**Council approval required to implement ASE**



**Delegated Authority for the necessary agreements**



**Community Safety Zone Policy**



**Milestones and path ahead**





## ASE And AMPS Definitions

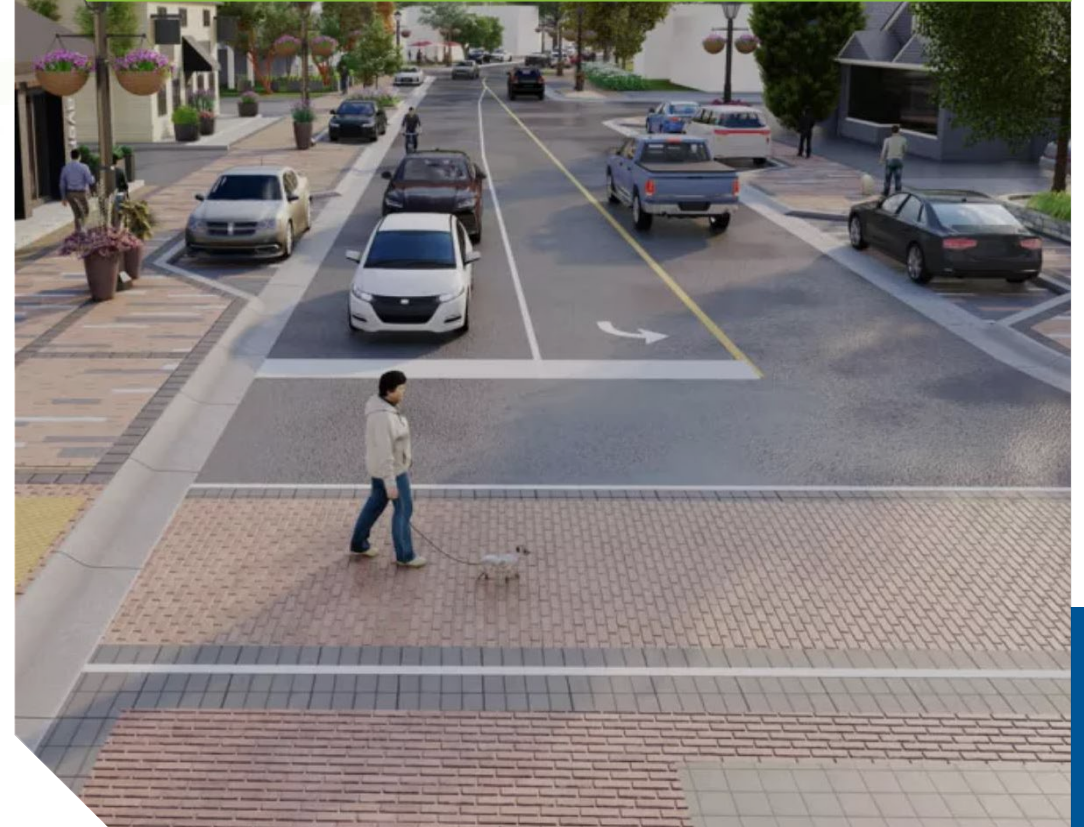
- **Automated Speed Enforcement (ASE)** - automated system that uses a camera and speed measurement device to enforce speed limits in identified areas of focus.
- **Administrative Monetary Penalty System (AMPS)** - allows municipalities to develop an in-house program for ticket adjudication and ticket processing.



## Local & Provincial Regulations

- **Ontario: 2017, Bill 65** – the *Safer School Zones Act* amended the Highway Traffic Act to introduce the use of ASE in School Zones and Community Safety Zones across the Province of Ontario.

- ▶ Automated Speed Enforcement (ASE)
- ▶ Administrative Monetary Penalty System (AMPS)
- ▶ Community Safety Zones Policy



# Internal Working Group

Transportation & Fleet  
Management Services

Legal Services

Financial Planning &  
Development Finance

Corporate & Strategic  
Communications

Office of the Chief  
Information Officer



By-law & Compliance,  
Licensing & Permit Services

Procurement Services

Financial  
Services

Office of the City  
Clerk

# External Stakeholders

## Required Partnerships



Ministry of  
Transportation



Ministry of the  
Attorney General



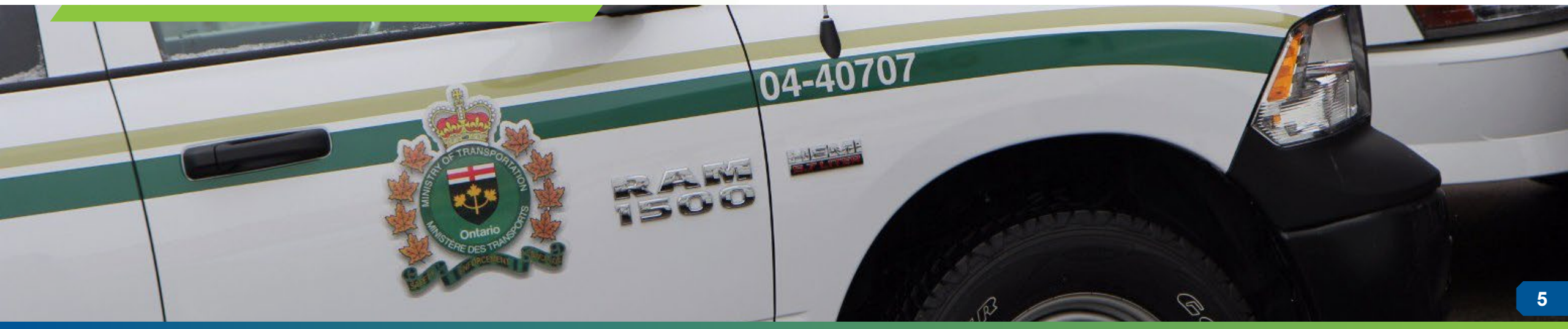
Joint Processing  
Centre (JPC)



Camera Vendor



City of Vaughan's  
Existing AMPS Vendor



# Critical Path

**October 23, 2023**

The Community Safety Zone (CSZ) Policy was delivered to Policy Committee



**Q1/Q2 2024**

Executing the necessary agreements with the Province of Ontario



**Q3/Q4 2024**

Launch ASE with ten (10) cameras – identifying two (2) locations per ward rotated quarterly



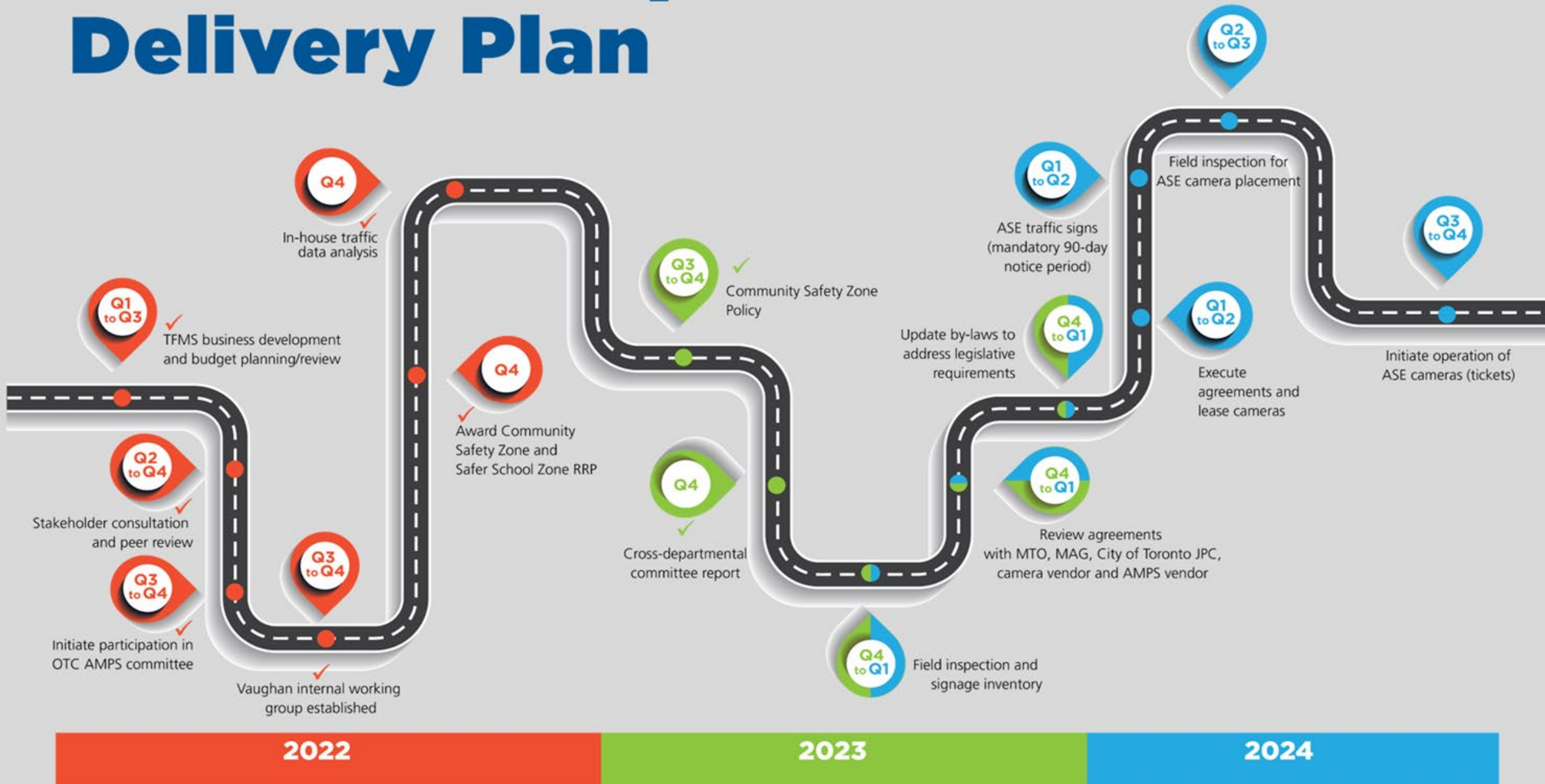
**November 29, 2023**

CW(WS): ASE Implementation Plan seeking Council approval

**Q3 2024**


Securing a partnership with a the JPC to launch the ASE program

# Automated Speed Enforcement Delivery Plan



# Current Status

**PROVINCIAL GOVERNMENT**



**JOINT PROCESSING CENTRE (JPC)**  
Camera Data & Image Processing

**ASE & AMPS**

**SPEED CAMERA VENDOR**

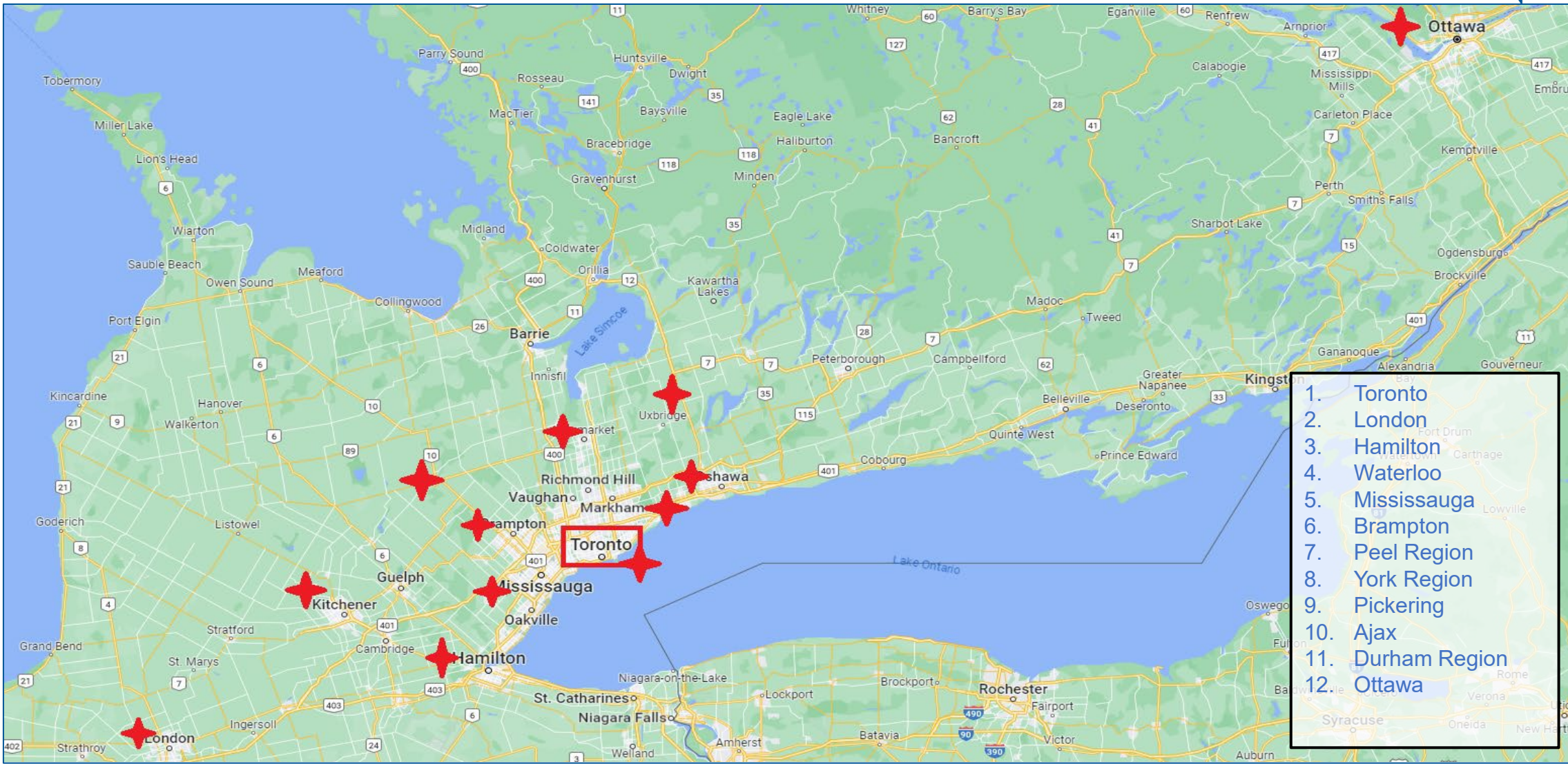


**CURRENT AMPS VENDOR (PARKING TICKETS)**





# Toronto Joint Processing Centre



**Toronto JPC currently only one in operation**

**AMPS authority is required**

**Ticket processing capacity restrictions**

# Administrative Monetary Penalty System (AMPS)



Disputes for ASE tickets will be handled under AMPS by the local municipal governments.



Disputes are reviewed and decided by a screening officer and if appealed, require the escalation to a hearing officer.



ASE will employ the same architecture and current vendor used for the existing AMPS parking ticket model.



# Defining A Community Safety Zone



Community Safety Zones are sections of roadway where public safety is of special concern including roadways near schools, playgrounds, parks, hospitals, places of worship, and senior's residences.



A Community Safety Zone indicates to the motorist that they are within a zone where penalty fines associated with moving violations are increased as prescribed by the *Highway Traffic Act*:

- ◆ Speeding
- ◆ Aggressive / Inattentive driving
- ◆ Non-compliance with traffic control and school buses



Signage advising motorists of a Community Safety Zone

# Community Safety Zone Policy



All school zones will be designated CSZ



2-Step Warrant Process



Selection of locations supported by evidence-based data



Traffic bylaw amendments to implement new CSZ locations will be submitted to Council with yearly updates, as required



Signage plan as per the Ontario Traffic Manuals



A section of road that is deemed a CSZ cannot be removed unless the land use changes



Signage posted advising where  
a Community Safety Zone Begins And Ends

# ASE Site Selection At Launch



## Ten (10) Cameras – two (2) per ward

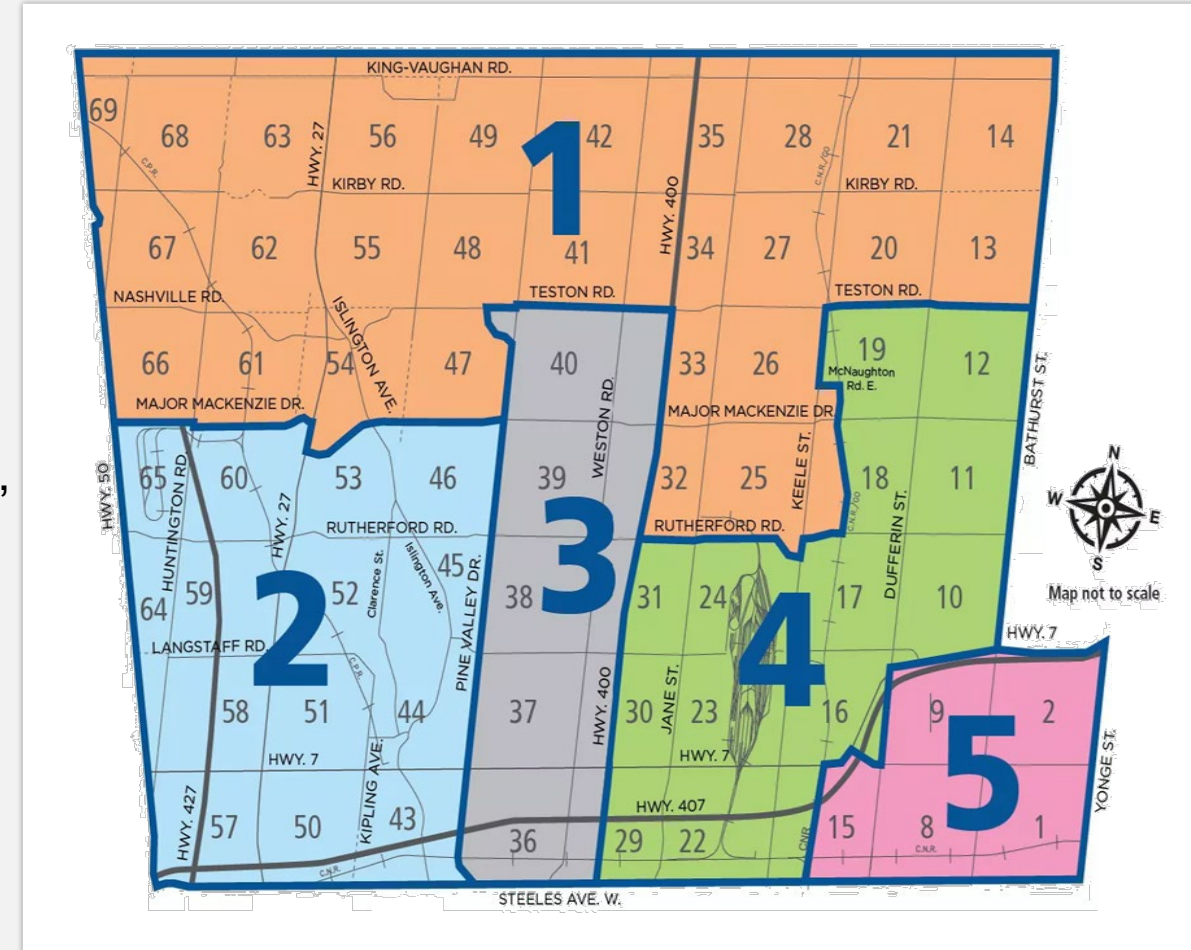
Locations prioritized by staff and supported by evidence-based data and CSZ priority ranking.



Priority given to locations with observed speeding, collisions, and vulnerable road users.



ASE warning signs implemented **ninety (90)** days in advance of a camera's activation.



# Cost Neutral ASE Program



The primary goal of ASE is to ensure road safety for vulnerable road users and to reduce speeding.



The Province of Ontario has suggested that revenue that exceeds the cost of an ASE program be reinvested into road safety and education.



The ASE program is intended to be cost-neutral.



A report on the ASE program will occur after a full year of operation.

# ASE Safety Impacts – It Works!

A study conducted by researchers from The Hospital for Sick Children (SickKids) in collaboration with the Toronto Metropolitan University (TMU – formerly Ryerson University) showed:



Drivers exceeding the speed limit **decreased at 80%** of the locations with an ASE device.



Vehicle operating speeds in 30, 40, and 50 km/h speed limit zones **dropped by 7 km/h** on average.



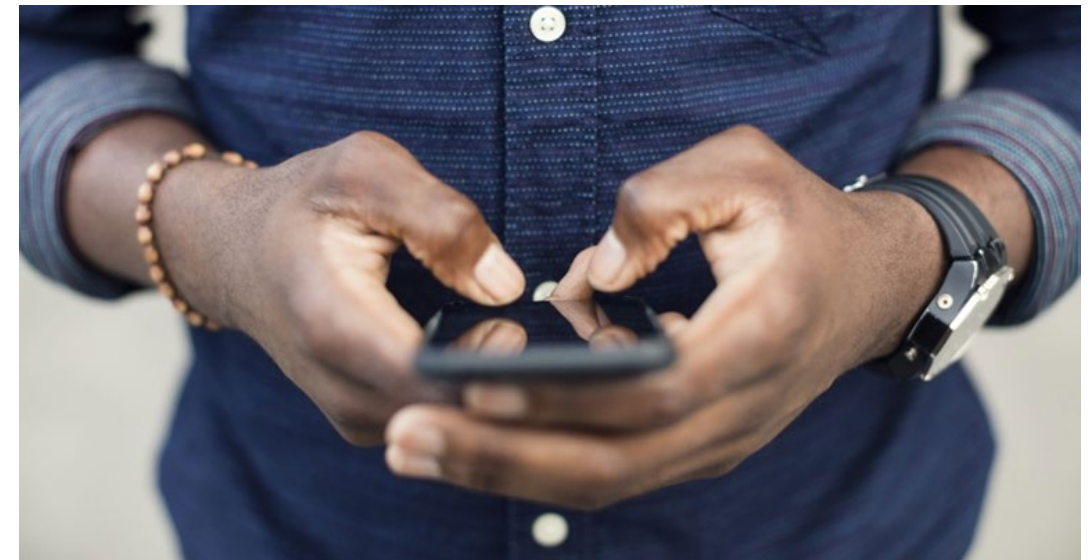
**87% drop** observed amongst drivers exceeding the speed limit by 20 km/h or more during ASE deployment.

**Dr. Andrew Howard, Sick Kids Hospital**

“I am very pleased to see the substantial reductions in motor vehicle speeds in school zones as a direct result of the City of Toronto’s Automated Speed Enforcement program.”



The Corporate and Strategic Communications Department will leverage all its channels to educate the public about the City's new Community Safety Zones and ASE program.





# Thank you



## Special Thanks to the ASE Working Group

By-Law and  
Compliance,  
Licensing and  
Permit Services

Legal  
Services  
Procurement  
Services

Corporate and  
Strategic  
Communications

Financial  
Planning and  
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