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Ontario Traffic Council

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Ministry of Transportation

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ASE Program Steering Committee



The highlight of the April 23 meeting of the OTC Automated Speed Enforcement Working Group was the introduction of the Automated Speed Enforcement Project Steering Committee. Guided by the vision statement of improving road user safety through greater speed limit compliance, the Steering Committee will act as a governing council for the ASE program.

The existing working groups will all report to the steering committee, based on a model used for the original red light camera program. Steering committee membership is open to all municipalities that intend to fully participate in the ASE program and the pilot development. Currently, 17 municipalities have committed to participate, and the committee terms of reference are now [available through OTC \[PDF\]](#).

City of Brampton
Town of Caledon
Durham Region
City of Greater Sudbury
City of Hamilton
City of Kingston

City of London
City of Mississauga
Town of Oakville
City of Oshawa
City of Ottawa

Oxford County
Peel Region
Waterloo Region
Town of Whitby
City of Vaughan
York Region

Provincial Offences Act & Administrative Monetary Penalty



Provincial Offences Act versus Administrative Monetary Penalty - the question of which system to process ASE violations is one that many stakeholders are interested in. So, what is the difference and what is the status for ASE?

ASE charges administered under the Provincial Offences Act (POA) carry penalties and subject to a less complex court procedure compared

to criminal offences. Resolution of POA offences are managed by municipally operated courts. If the accused pleads 'not guilty' the matter is heard by a Justice of the Peace in the municipally operated court. If found guilty, the accused is responsible for the fine.

Under the Administrative Monetary Penalty (AMP) system, a violation is an administrative matter similar to a by-law violation. The recipient of a penalty notice has the right to a screening review meeting within a limited timeframe. Screening review meetings are overseen by a Screening Officer who has the authority to

uphold, cancel or reduce the penalty. Appeals may be made to a hearing review meeting. Following a hearing review meeting, the hearing officer's decision is final.

Like other moving vehicle violations, ASE offences will be administered by the POA in the initial phase of the program. There is however municipal interest in moving ASE and red light camera offences to AMP in order to allow municipal courts to apply finite resources to more serious offences. OTC will continue to assist municipalities with this initiative once ASE has been fully implemented. Consequently municipalities interested in ASE will be required to match ASE deployments to POA court resources initially. The joint ASE processing centre will be designed to prepare ASE charging documents which are compatible with both the POA and AMP system.

ASE Feature Interview - Mike Barnet

Mike Barnet, P.Eng., PMP, is the City of Toronto's Senior Project Manager responsible for Traffic Safety Delivery. He sat down with ASE Update to talk about his role with the City of Toronto, about ASE, about the Joint Processing Centre, and about why becoming a municipal partner is so important.

ASE Update: 'Senior Project Manager, Traffic Safety Delivery' is a new position at the City of Toronto. Can you explain what your mandate will be?

M. Barnet: A large portion of my role is implementing the Vision Zero Road Safety Plan, and we're piloting many new technologies and countermeasures in school safety zones and senior safety zones as part of the five-year plan. Since council approved the use of automated speed enforcement earlier this year, the mandate is to develop a project plan that implements ASE successfully for the City of Toronto and other partner municipalities.

ASE Update: Before coming to the City you were at MTO as head of Intelligent Transportation Systems Operations and Emergency Planning. How will your ITS experience help you as the City of Toronto's ASE project manager?

M. Barnet: Automated speed enforcement will be a technology-based solution similar to many ITS systems, and I spent many years at MTO in ITS and in road-user safety evaluating new technologies to ensure they operated accurately and reliably. That system development knowledge and background will be very important as we go forward with ASE. The next layer on top of that is making sure the technology will meet the requirements from a legal perspective.

ASE Update: What initial steps are taking place to establish the ASE Joint Processing Centre?

M. Barnet: Our red light camera JPC has taught us a lot in terms of staffing and physical footprint required, and we are hoping to take as many of those lessons forward as we can. What we are looking at now is how the ASE JPC will differ. What will be the training requirements for the provincial offenses officers? How will evidence handling and documentation differ? What connections will we need between us and MTO? While there will be similarities, the two systems will be standalone and we will need to make sure there is no unnecessary overlap.

ASE Update: What advice would you give to municipalities who are on the fence about participating in the ASE program?

M. Barnet: Participating at this point will allow you to give input in the process as we build it from the ground up. Joining a steering committee doesn't commit you to procuring in the future, but it does allow you to participate in the process that will select the technologies and solutions that will eventually be implemented. Some of the advice we've received say that if we move too quickly then we'll end up taking steps backwards later, so we want to make sure that we get consideration from all municipalities and sort out the issues that are common to us all. That being said, there still we be opportunities to participate down the road.

Look Ahead



The OTC's [2018 Annual Conference and Supplier Showcase](#) is taking place May 6-8 at the Four Points by Sheraton in historic Kingston, Ontario. This year's program is filled with seminars, technical tours and social events you won't want to miss – including an ASE panel discussion on May 7!

Please save the date:

ASE Legal Working Group will meet on Monday, May 14, 2018 from 9:30 a.m. to 12:00 noon in Training Room 5 at the Centre for Health & Safety Innovation.

The Full ASE Working Group will meet on Monday, May 28, 2018 from 10:00 a.m. to 2:00 p.m. in Conference Centre West at the Centre for Health & Safety Innovation.

The Centre for Health & Safety Innovation (CHSI) is located at 5110 Creekbank Road in Mississauga. Please contact [Marco D'Angelo](#) for more details if you wish to attend.