

From: [Alison Stewart](#)
To: [Infrastructure and Environment](#)
Cc: [Michael Longfield](#)
Subject: [External Sender] My comments for 2024.IE10.1 on January 9, 2024 Infrastructure and Environment Committee
Date: January 8, 2024 4:03:52 PM
Attachments: [IE10.1 - Administrative Penalty System for Red Light Camera and Automated Speed Enforcement Violations \(Ward All\) Cycle Toronto Jan 5 2024.pdf](#)

To the City Clerk:

Please add my comments to the agenda for the January 9, 2024 Infrastructure and Environment Committee meeting on item 2024.IE10.1, Administrative Penalty System for Red Light Camera and Automated Speed Enforcement Violations.

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Please confirm the receipt of this email as well as its addition to the public record once it is added to the agenda.

Warm regards,

Alison



Alison Stewart (she/they)

Director, Advocacy & Public Policy / Directrice, Sensibilisation et politique publique

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January 8, 2024
Deputy Mayor McKelvie and members of IEC
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

RE: IE10.1 - Administrative Penalty System for Red Light Camera and Automated Speed Enforcement Violations (Ward All)

Dear Deputy Mayor and IEC Chair McKelvie and members of IEC,

Cycle Toronto supports the collective recommendations set out by the City Solicitor, the Chief Technology Officer, the General Manager, Transportation Services, Director, Court Services, and Controller that will improve the efficiency in how traffic offences are handled by leveraging the existing administrative penalty system used for parking tickets. This represents a great opportunity for the city and province to reduce the volume of disputed ticket cases clogging up provincial courts. More importantly, **the new administrative penalty system will pave the way for the city to expand automated enforcement for a myriad of traffic offenses that make our streets dangerous** without requiring additional resources for on the ground enforcement.

Updating the Administrative Penalty System for the Red Light Camera and Automated Speed Enforcement (ASE) programs is an important step to providing effective and consistent enforcement that is critical to improving public safety and achieving Vision Zero. This will also better reflect the proportionality between the offence and the penalty.

Increasing public safety must be the sole priority of ASE, and not viewed as a source of revenue generation. Additionally, ASE must be implemented with an equity impact lens. Cycle Toronto is calling for the city to develop a strategy and plan for the use and roll out of ASE that is tied to achieving the Vision Zero Road Safety Plan by considering these three recommendations:

1. **Implement a sliding scale of fines** for repeat offenders, and which are geared to income or vehicle type.
2. **All revenue generated should exclusively go towards implementing Vision Zero road safety improvements** such as redesigning roads within Complete Streets guidelines.

3. **Transparent reporting on program performance** for traffic safety concerns, and using data collected to inform policy solutions.

Toronto is grappling with debilitating traffic congestion, a budget shortfall, economic uncertainty, a decline in public health outcomes, and the increasing impacts of the climate crisis.

Incentivizing the use of active modes of transportation requires protecting people from speeding and dangerous driving.

Thank you for your consideration in this matter.

Sincerely,



Alison Stewart
Director, Advocacy and Public Policy

Cycle Toronto is a member-supported non-profit organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.