

Stunt and Aggressive Driving

These proposals aim to deter aggressive driving behaviours by enhancing the penalty structure under the province's existing street racing / stunt driving law (*Highway Traffic Act* (HTA) section 172 and O. Reg 455//07).

- 1. Increase road-side vehicle impoundment to 14 days and roadside suspension duration to 30 days for violations of HTA section 172 –**
Currently, drivers are subject to an immediate seven day vehicle impoundment and immediate seven day licence suspension at roadside for street racing and stunt driving. This proposal would, if passed, increase the duration of immediate vehicle impoundment to 14 days and roadside suspension to 30 days.
- 2. Introduce escalating post-conviction suspensions for stunt driving in line with impaired driving –** Currently, drivers are subject to an escalating post-conviction licence suspension for stunt driving offences of up to two years for the first conviction and up to 10 years for a second conviction within 10 years. This proposal would, if passed, introduce further escalating post-conviction suspensions for stunt driving to one year minimum and three years maximum for a first offence, three years minimum and 10 years maximum for a second offence, lifetime reducible to 10 years suspension for a third offence and lifetime suspension for a fourth offence.
- 3. Introduce a lower speed threshold for street-racing offenders on municipal roads -** Currently, street racing penalties only apply when drivers travel 50 km/h or more over the speed limit on any road. This proposal would introduce a lower speed threshold for drivers caught travelling 40 km/h or more over the speed limit on roads with speed limits lower than 80 km/h.
- 4. Expand the application of the stunt driving penalty regime to include locations other than on highways (such as in parking lots) -** Currently, the stunt driving penalty regime only applies on public roads/highways. This proposal would expand the application of the rules and penalties of HTA section 172 to off-road areas such as parking lots.
- 5. Require stunt/careless drivers to complete a driver training course –**
This proposal would require drivers convicted of street racing (HTA section 172) or careless driving causing bodily harm or death (HTA section 130 (3)) to be subject to a remedial program consisting of the completion of a driver improvement course.

Speeding and High-Risk Drivers

- 6. Introduce Administrative Monetary Penalties (AMPs) for automated speed enforcement, red-light camera and street car camera infractions –**
This proposal would, if passed, introduce AMPs as an alternative to *Provincial Offences Act* (POA) court prosecutions for vehicle owner liability infractions (such as speed camera and red-light camera infractions), including an appeal or review mechanism.

- 7. Establish default speed limit in unorganized territories** – This proposal will, if passed, ensure there is a default speed limit on all highways in Ontario. The proposal is to establish a default speed limit of 80 km/h for segments of highways located in territories without municipal organization that do not have a default speed limit. The default speed limit is needed to support traffic safety, provide guidance to drivers and enable enforcement by police services.
- 8. Place commercial drivers out of service for hours-of-service violations** – This proposal would, if passed, provide the authority to create an out-of-service (OOS) declaration, to be issued by police or MTO Enforcement Officers, to commercial drivers determined to be in violation of the hours-of-service requirements and impose a legal obligation for a driver to comply and an operator to ensure that a driver operating under their authority complies with the declaration. There are no changes being made to the current hours of service rules. The change will provide officers with the legislative authority to support what they currently do via policy.

Vulnerable Road Users

- 9. Introduce street-car cameras evidence framework** – This proposal would, if passed, permit a vehicle owner-based charge to be laid on the basis of photographic evidence depicting the illegal passing of a street-car.
- 10. Updating collision reporting processes and data systems** – This proposal would, if passed, update the definition of a reportable collision to include collisions where bicyclists collide with an open door of a non-moving vehicle, i.e., ‘dooring’ collisions. Additionally, this proposal would make other amendments to collision reporting processes and the Motor Vehicle Collision Report (MVCR) to ensure that collision information received by the ministry reflects the emergence of new technology, cultural influences on driving behaviours (i.e., drug involvement and handheld device use), and changes in infrastructure.
- 11. Redefine e-Bikes** – This proposal would, if passed, update the definition of e-bikes in response to the repeal of the federal definition. This would include re-classifying current heavier e-bikes, which have the appearance of a moped or motorcycle as two types of power-assisted bicycles.

Consumer Protection

- 12. Create new legislation to regulate the towing sector** - In response to growing violence, corruption and criminal activity in the towing industry, Ontario has committed to strengthening provincial oversight of the towing sector. This legislation would, if passed, be used to address the need for greater oversight, increased consumer protection, increased safety standards, and improved transparency in the sector.
- 13. Incorporate technical standards by reference** - There are technical standards prescribed under the HTA that are developed by expert organizations. These standards are updated from time to time. This proposal would, if passed, automatically reference the updated versions to ensure that the latest standards apply.

Worker Protection

- 14. Permit use of Automated Flagger Assistance Devices** - This proposal would, if passed, enable the use of Automated Flagger Assistance Devices (AFADs) as an additional traffic control tool for use in construction zones. The AFAD is a remotely controlled device that allows the Traffic Control Person (TCP) to position themselves away from the live lane of traffic and thereby avoid the risk of being struck by an errant vehicle. The use of this device enhances safety for the TCP.
- 15. Reversing on the Highway - add construction vehicle exception** – This proposal would, if passed, add an exception to the *Highway Traffic Act* for construction vehicles backing up into construction zones.
- 16. Amend the *Highway Traffic Act* (HTA) to allow Transportation Enforcement Officers to close a road, operate on closed roads and direct traffic** – This proposal would, if passed, grant legislative authorities for Transportation Enforcement Officers (TEOs) to close a road, operate on closed roads and direct traffic during their regular duties. Officers routinely come upon emergency situations or are requested to attend collision investigations (which may require closing a road, driving on a closed road or directing traffic).

We invite you to submit comments on these proposals for MTO's consideration.