



OLIVIA CHOW MAYOR

September 25, 2025

Dear Members of Infrastructure and Environment Committee,

RE: Optimizing the Automated Speed Enforcement Program to Stop Speeding

Speed kills. Since 2024, 250 Torontonians have died or been seriously injured on our roads. We must do everything we can to eliminate these tragedies, including optimizing our use of tools like automated speed enforcement (ASE).

Earlier this year, 15-year-old Christina Huang was killed on a neighbourhood street near Finch Ave. E. and McCowan Rd. in Scarborough. Neighbours say cars regularly drive well over the speed limit in that area even though there were multiple schools nearby. This risk to life is never worth saving a few seconds here or there.

We know that speed is a major factor in whether a pedestrian lives or dies. A collision at 30 km/h has a 90% survival rate for pedestrians. At 45 km/h the survival rate drops to 50% and at 80 km/h survival is near zero.

Fortunately, we have a tool that is proven to reduce speeding. ASE cameras have been used in Toronto since 2020. Toronto only places cameras in designated community safety zones and operates ASE in accordance with provincial law. A recent study by SickKids and Toronto Metropolitan University researchers found that ASE reduced speeding by 45% in Toronto. These cameras are making our streets safer and saving lives.

While I acknowledge that ASE is not universally supported, it is regularly requested by communities and endorsed by a wide range of road safety experts, including the Ontario Association of Chiefs of Police. Based on what I hear from Torontonians, the most common criticisms of ASE are from those who have received tickets through this program and those who feel ASE is a “cash grab.” To those critics, I suggest following the speed limit to avoid ever paying a fine. I also point out that Toronto’s annual Vision Zero budget — initiatives dedicated to road safety — is twice as high as the revenue generated by ASE tickets. Additionally, millions of dollars of ASE revenue is dedicated to supporting Victim Services. We prefer to not collect a single fine, but instead that drivers follow the rules of the road.

Though I strongly believe in ASE, it must be fair and focused on changing behaviours to reduce speeding. One criticism of the current ASE system that has merit is that a driver may be ticketed many times by the same camera if they are unaware of its presence. To address this valid concern, I am recommending that following the first time a driver is fined for speeding, they cannot be fined again for seven (7) days to provide an opportunity for that driver to receive their fine in the mail and therefore be aware of a given ASE camera. I also recommend adding more and larger to notify drivers of any ASE cameras to provide for fair warning.

Automated speed enforcement works and is an important part of keeping our communities safe. As the discussion on the future of ASE continues, I am also recommending that City Council formally state its support for the continuation of ASE.

These actions are intended to signal to the Provincial Government that we are open to making changes, but to do away with the ASE would be a mistake that will hurt communities in Toronto and across Ontario.

RECOMMENDATION

1. City Council direct the General Manager, Transportation Services to make necessary operational adjustments to the Automated Speed Enforcement (ASE) program to prevent a driver from receiving a second ticket from a given ASE camera until at least seven days after their first ticket to provide an opportunity for the driver to be notified of their first ticket prior to receiving additional tickets.
2. City Council direct the General Manager, Transportation Services to install additional and larger signs near ASE cameras, as requested in 2025.IE22.4, by October 31, 2025 to better inform drivers of ASE enforcement.
3. City Council request the General Manager Transportation Services provide the Province and local Members of Provincial Parliament a map of every ASE location and all the schools, child care centres, playgrounds, long-term care and seniors homes within 500 meters of an ASE location in their riding.
4. City Council request the General Manager Transportation Services provide notification to the local MPP and local Councillor when a road death or injury occurs and the vehicle was speeding, including a summary of these tragedies over the past 5 years.
5. City Council request the City Manager send notification to every household within 500 meters of an ASE location advising of the potential loss of this road safety measure in their community, including relevant data on road injuries in the area from the past 5 years, the number of offences issued and average speed, and the contact information for their local MPP and City Councillor for more information

6. City Council request the Government of Ontario provide the rationale for removing ASE, beyond media comments, with the supporting road safety data to understand why removing ASE is a preferable option to improve road safety from the perspective of the Government of Ontario.
7. City Council informs the Government of Ontario of its continued support for automated speed enforcement as an important tool to reduce deaths and serious injuries from motor vehicle collisions in our communities.

Sincerely,

Mayor Olivia Chow