



Avenue Road Safety Coalition

Working for Safe Sidewalks on Avenue Road between Bloor St. & St. Clair Ave.

July 21, 2025

Toronto City Council
c/o City Clerk's Office
City Hall, 100 Queen Street West
Toronto, ON
M5H 2N2

Subject: Opposition to Motion MM32.17 - Review of ASE Ticket Appeals Process

Dear Mayor Chow and Members of Toronto City Council,

We are writing on behalf of the Avenue Road Safety Coalition (ARSC). Our Coalition advocates for a road design along Avenue Road between Bloor Street and St Clair that achieves lower speeds and wider, safer sidewalks.

We are writing to respectfully express our opposition to Motion MM32.17, brought forward by Councillor Pasternak and seconded by Councillor Perruzza, which proposes a full review of the Automated Speed Enforcement (ASE) ticket appeals process.

While we fully support the right to due process and administrative fairness, we are concerned that this motion would divert valuable City staff resources toward an internal procedural review with limited public safety return. The motion acknowledges anecdotal issues within the appeals system but offers no verified evidence that these barriers are systemic or widespread enough to justify a costly staff time consuming review.

Instead, we believe that public funds and staff time would be better directed toward strengthening on-the-ground enforcement of road safety violations, including red-light running and excessive speeding - particularly in high-risk areas near schools, parks, and residential zones.

According to City of Toronto ASE monthly charges records from August 2020 through April 2025:

- Over **1.76 million ASE tickets** were issued across the city.
- Cameras were rotated through over **500 distinct enforcement locations** during this period.
- In the first four months of 2025 alone, the City issued over **110,000 ASE charges**, reflecting continued high levels of speeding and enforcement demand.

These figures confirm that the ASE program is operationally effective and broadly utilized. They also underscore the deterrent value of automated enforcement - one of the key pillars of the City's Vision Zero Road Safety Plan.

Moreover, in early 2025, City Council approved the expansion of Toronto's ASE program to 150 active cameras operating in Community Safety Zones. This expansion reflects the program's proven ability to reduce speeding, especially near schools and vulnerable road users.

Further the locations for red light cameras in Toronto are chosen based on a thorough analysis of collision data, focusing on location with a history of serious injuries or fatalities involving pedestrians and cyclists. This targeted approach aims to maximize the safety benefits of the cameras.

We submit that the real threat to public confidence in traffic enforcement is not the occasional administrative delay, but the continued risk posed by drivers who disregard posted limits and evade meaningful consequences.

Rather than launching a formal review process that will consume tax dollars we urge City Council to invest directly in proven deterrents: expanded camera coverage, improved signage, and stronger enforcement of existing traffic laws.

We respectfully recommend that City Council **not support Motion MM32.17** and instead continue prioritizing accident prevention and safety strategies that directly protect Toronto's most vulnerable road users.

Sincerely,

MH Spence and Arlene Dejardins for
The Avenue Road Safety Coalition