

From: [REDACTED]
To: Clerks@vaughan.ca
Subject: [External] Citizen Rober Okamoto comments on speed cameras for Sept 15, 2005 Committee of the Whole Meeting
Date: Saturday, September 13, 2025 11:59:55 AM

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This is Robert Okamoto, proud citizen of the city of Vaughan for 20 years. I am sending this e-mail for inclusion in the Special Committee of the Whole meeting on Monday, September 15, 2025 at 1:00 pm to discuss the ASE automated speed enforcement cameras.

I am in support of the removal and permanent termination of the ASE program in the city of Vaughan. Here are my reasons;

1. The automated speed cameras are too dystopian, echoing the books 1984 and Brave New World. While some might think this is an emotional reason, citizens in Brampton expressing outrage with the ASE system there, speed cameras being physically cut down in the city of Toronto, and public outcry in Vaughan leading to the city putting a moratorium on the system, would indicate otherwise.
2. There is no leniency. It does not matter how fast you are exceeding the posted speed limit, you can still get a ticket for being just a few kmh over. I have a friend in another jurisdiction who got a ticket for going 2 kmh over, at 3:00 in the morning with the streets deserted.
3. You can get a ticket 24/7. Even though all the cameras in Vaughan were placed in school zones, you can still get a ticket after hours, in the middle of the night, and on days and months when school is out.
4. There is no limit to the number of tickets you can be issued. I have friends who have received multiple tickets in a short period of time.
5. Speed camera zones are ill-signaged. The speed camera sign itself is small, monotone, and gets lost in the shuffle of other traffic signage, as per the attached photo 4. So, it is easy not to notice the speed camera sign and then get a sneaky surprise when you get a ticket.
6. Unlike slow down signage around school zones such as the attached photos 6a, 6b, and 6c on Springside, speed camera zones have no marked beginning and end.

7. I do not believe Vaughan's intent in installing speed cameras was a cash grab, for the revenue. But let's look at the flip side of the coin, the citizen who got the ticket and is paying the revenue. The cost of the speed camera ticket is significant, well over \$100 per ticket. It's a tough enough go in today's economy, inflation, tariffs, interest rates, job cuts, etc. without adding speed camera tickets to the mix.
8. Unlike typical speeding tickets, there is little recourse to contest a speed camera ticket. And this also raises the question, whose jurisdiction is it anyway? The speed cameras are on city streets, the city gets the revenue from the tickets, but the province reviews and issues the tickets.
9. I think a more effective way of slowing down cars is speed bumps, like the ones scattered throughout Vaughan. Virtually all cars slow down for the bumps, and speed bumps don't need signage or cameras to elicit this driving behaviour.
10. The York Region's Zero Traveller Safety Plan Year 1 that was presented to council on September 11, 2025, does NOT prove the effectiveness of the speed camera program. Other than a reference in slide 2 of the plan, to increased pedestrian and cyclist safety, and slide 3 where speed cameras are noted as one of the 20 types of countermeasures implemented at 225 locations in Vaughan, there is no further direct reference to speed cameras or their effectiveness. And there is an emphasis on vehicle collisions, whereas I would think safety cameras and where they are placed, would be more so for pedestrian or cyclist injuries. And slide 6 with statistics on speeding, impaired driving, stunt driving, distracted driving, not wearing a seatbelt and move over, has no relevance at all to speed cameras other than speed camera tickets perhaps being included as part of the 21,572 speeding. I think better metrics for assessing the effectiveness of speed cameras would be to have a baseline before cameras for a given location, of how many cars were speeding and how many were not, and at what hours. And then have counters measure the same criteria after the installation of the cameras.

Respectfully, Robert Okamoto. Bellaria Towers.



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MAXIMUM
40
km/h
AREA
BEGINS





MAPLE
HIGH SCHOOL
50 SPRINGSIDE ROAD

WELCOME THE GUTFE
A 25 CH 9 DAY
U 26 CH 10-12 DAY
G 28 PHOTO DAY
SEPT 1 LABOUR DAY

STAFF AND VISITOR
PARKING
LOT A

MAXIMUM
40
km/h
AREA
ENDS

