

C14. (Revised)

Communication

Sp. CW – September 15, 2025

Item No. 1

The City's Automated Speed Enforcement Program

Special Committee of the Whole
September 15, 2025



Agenda



1. Recent Council Direction
2. Program Efficacy
3. Traffic Calming
4. Bill 24 – Plan to Protect Ontario
5. Recent Provincial Context
6. Status of the City’s Program

Recent Council Direction

Recent Council Direction

- ▶ On June 4, 2025, Council directed staff to immediately temporarily pause the City's Automated Speed Enforcement program
- ▶ Effective June 4, 2025 at 5 p.m., new fines associated with the City's Automated Speed Enforcement program were paused
- ▶ On September 9, 2025, Committee of the Whole recommended that a Special Committee of the Whole meeting be convened at 1 p.m. on Monday September 15, 2025, followed by a Special Council meeting immediately thereafter, to discuss Automated Speed Enforcement cameras in the City of Vaughan

Program Efficacy

Program Impacts on Speeding

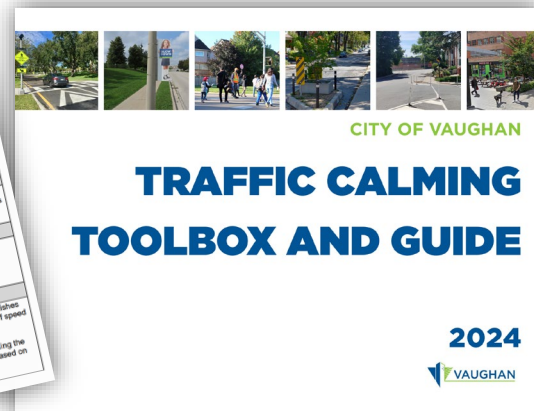
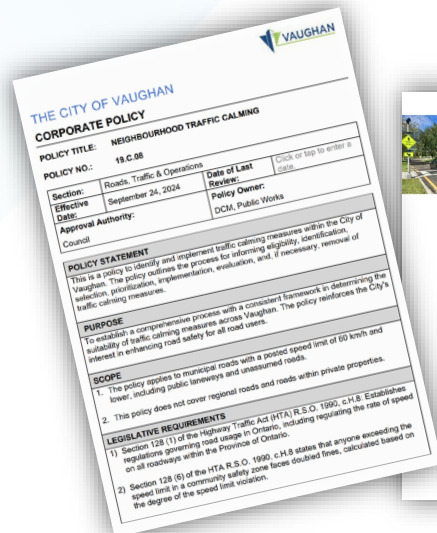
- ▶ Data collected during the original launch of the program and following the program pause show that Automated Speed Enforcement is effective in reducing vehicle speeds on community roads

	Before the Enforcement Period		During the Last Week of the Enforcement Period		During the Last Week of July 2025 After the Program Pause
Average Number of Speeding Vehicles per Day Across All 10 Automated Speed Enforcement Locations	5,000	67% ↓	1,657	↑ 59%	2,635
Average Speed Across All 10 Automated Speed Enforcement Locations (Posted Speed Limit is 40 km/h)	48 km/h	23% ↓	37 km/h	↑ 8%	40 km/h

Traffic Calming

Neighbourhood Traffic Calming Policy

- ▶ Establishes a consistent, evidence-based framework for identifying and implementing traffic calming measures
- ▶ Sets out measurable criteria, including traffic volumes, operating speeds and collision history to ensure that locations are assessed fairly and objectively, aligned with national and industry best practices
- ▶ The City's approach to traffic calming aligns with the Transport Association of Canada/Institute of Transportation Canada engineering and design guidelines



Traffic Calming Measures

Type	Description	Examples of Measures*
Level 1 Measures	<ul style="list-style-type: none"> Passive, use interim materials, and/or allow for quicker implementation 	<ul style="list-style-type: none"> Flexible signs (seasonal) Temporary speed cushions (seasonal) Planters (seasonal) Specialized pavement markings



Flexible signs (seasonal)



Temporary Speed Cushions (seasonal)



Planters (seasonal)



Pavement Markings

*Applicability, efficacy, implementation considerations, and limitations are site specific

Traffic Calming Measures

Type	Description	Examples of Measures
Level 2 Measures	<ul style="list-style-type: none"> Physical measures resulting in changes to streets Typically have a higher cost compared to Level 1 measures Potential for a quicker timeframe for planning, design, and installation compared to Level 3 measures 	<ul style="list-style-type: none"> Asphalt speed cushions
Level 3 Measures	<ul style="list-style-type: none"> Physical measures resulting in permanent physical changes to streets Typically have higher costs compared to Level 2 measures Require a longer timeframe to plan, design, and construct compared to Level 2 measures 	<ul style="list-style-type: none"> Curb extensions and roundabouts



Asphalt Speed Cushions



Curb Extensions



Roundabout

*Applicability, efficacy, implementation considerations, and limitations are site specific

Traffic Calming Measures

Type	Description	Examples of Measures
Education	<ul style="list-style-type: none">Supportive education tools and programs that reinforce desired driver behaviourCan be applied as standalone or combined with Level 1 to 3 measures	<ul style="list-style-type: none">Radar message boardsBoulevard signage including silhouettesEducation campaigns



Radar Message Board



Silhouettes



Education Campaign

*Applicability, efficacy, implementation considerations, and limitations are site specific

Bill 24 – Plan to Protect Ontario Act

Future Legislative Impacts

- ▶ Bill 24 recently received Royal Assent:
 - Amendments introduced new requirements related to Automated Speed Enforcement camera vendor compensation, expanded oversight authority for the Minister of Transportation, increased transparency obligations, and enhanced provincial regulatory powers
 - Although Bill 24 received Royal Assent, some of the Automated Speed Enforcement amendments have not yet come into effect
- ▶ The amendments, however, allow the Province to enact regulation to address various matters, such as the establishment of uniform criteria for Community Safety Zone designations and signage standards
- ▶ The City's existing agreements and public-facing disclosure practices are already aligned with the new requirements that have been set out in the legislation

Recent Provincial Context

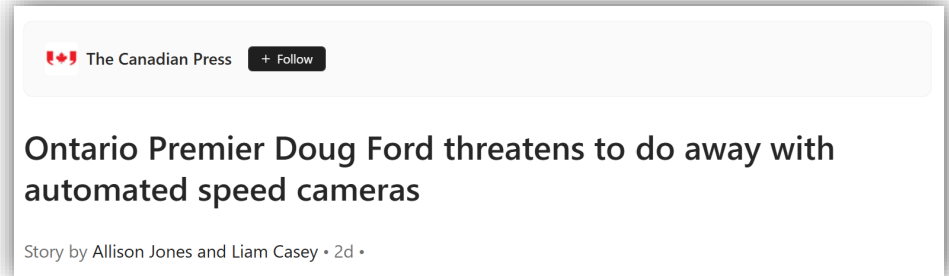
Remarks on September 9, 2025

▶ Premier Doug Ford was quoted as telling reporters:

- “Get rid of the speed cameras or I'm going to do it”
- “If you want to slow down traffic at school, you put the big huge signs, big flashing lights, ‘Crossing Area’”
- “Hopefully the cities will get rid of them like Mayor (Steven) Del Duca did in Vaughan, or I'm going to help them get rid of them very shortly”

▶ A spokesperson for Ontario Transportation Minister Prabmeet Sarkaria provided a statement to the CBC:

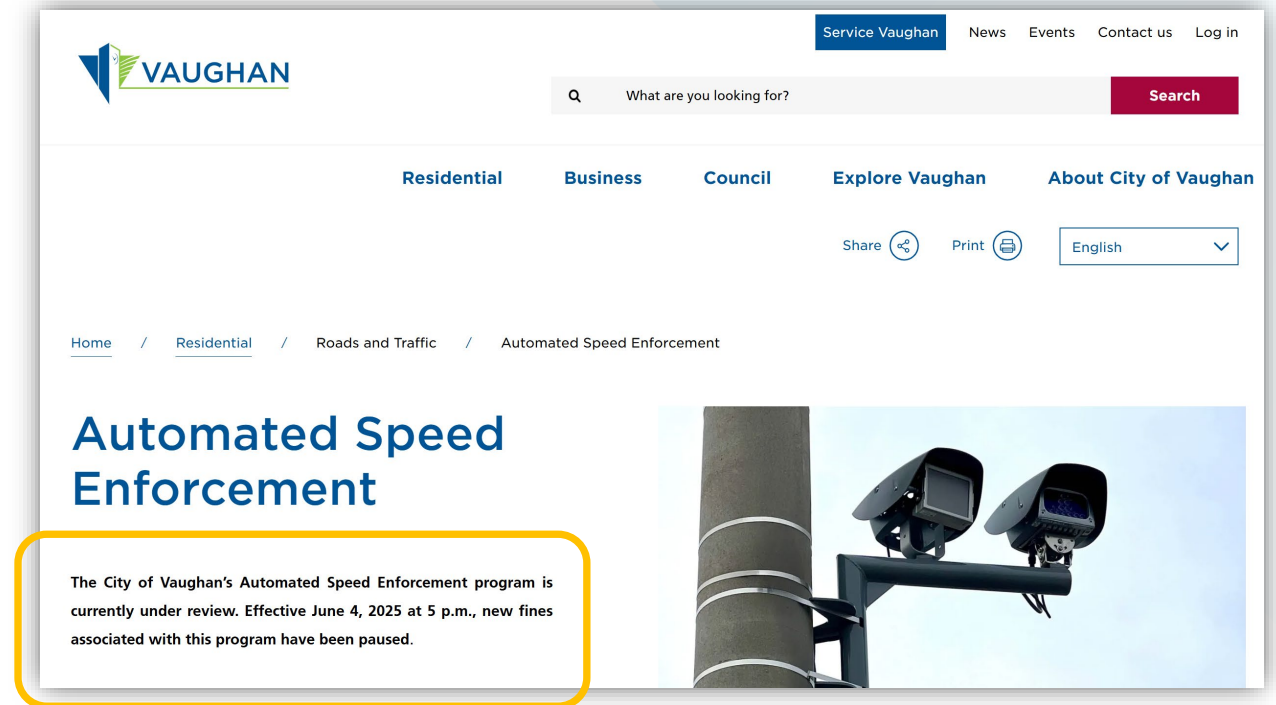
- “We are exploring alternative tools to enhance traffic safety without the use of automatic speed cameras that are nothing but a cash grab. We want to see cities take steps to remove them, otherwise we are prepared to help get rid of them when the House returns in the Fall.”



Status of the City's Program

Current Status

- ▶ The legislative authority for Automated Speed Enforcement came into effect in 2019 and, in 2022, the Province of Ontario amended the Highway Traffic Act to allow Automated Speed Enforcement to become enforceable under Administrative Penalties
- ▶ The City's Automated Speed Enforcement program is currently paused following the June 4, 2025 Council approved motion and the above-mentioned legislative authorities remain in effect





Thank you!

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