

City of Mississauga
Corporate Report



<p>Date: October 15, 2025</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Sam Rogers, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: October 22, 2025</p>

Subject

Automated Speed Enforcement Update

Recommendation

That the report from the Commissioner of Transportation and Works, dated October 14, 2025, entitled, "Automated Speed Enforcement Update", be received for information.

Executive Summary

- The Automated Speed Enforcement Program has effectively enforced the speed limit at 195 locations since 2021
- The location of every camera is known in advance of enforcement, and all locations are posted publicly on the City's website via a map to ensure fairness and transparency.
- A total of 169,109 charges have been issued by the ASE program since 2001
- The average ticketed speed is 16 km/h over the posted speed limit.
- The average decrease in operating speeds was observed to be 9 km/h, corresponding to an average increase in the speed limit compliance of 178%.
- In September 2025, considering the signaled intent of the Province of Ontario to suspend ASE operations, staff have put on hold all expansion plans including the procurement of additional cameras, the installation of camera hardware, the transition to APS, and the work associated with the establishment of a processing centre.
- All collected revenue is put back into the program to pay for its operation including camera hardware, ticket processing, court costs, signs and more. Any revenue generated by ASE beyond what is needed to operate the program will help fund road safety initiatives and improvements.

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Background

In March 2021, The City of Mississauga entered into an agreement with Redflex Traffic Systems (Canada) Limited for the establishment and operation of an Automated Speed Enforcement (ASE) Program. Mississauga also entered into an agreement with the City of Toronto to process the ASE tickets issued.

In July 2021, the ASE program began enforcing posted speed limits in the City of Mississauga, rotating enforcement cameras within neighbourhood school area community safety zones. By April 2022, 22 Council approved cameras were operational and enforcing posted speed limits throughout the city.

In June 2024, Council endorsed staff's ASE expansion plan which would see the deployment of additional cameras, the installation of semi-permanent pole mounted cameras, and the expansion of enforcement areas to include school zone and community safety zones on major collector and arterial roadways. The expansion plan included the transition of camera tickets from the Provincial Offences Act (POA) to the Administrative Penalty System (APS), and the establishment of a Mississauga run processing centre to support and expand the City's ASE program.

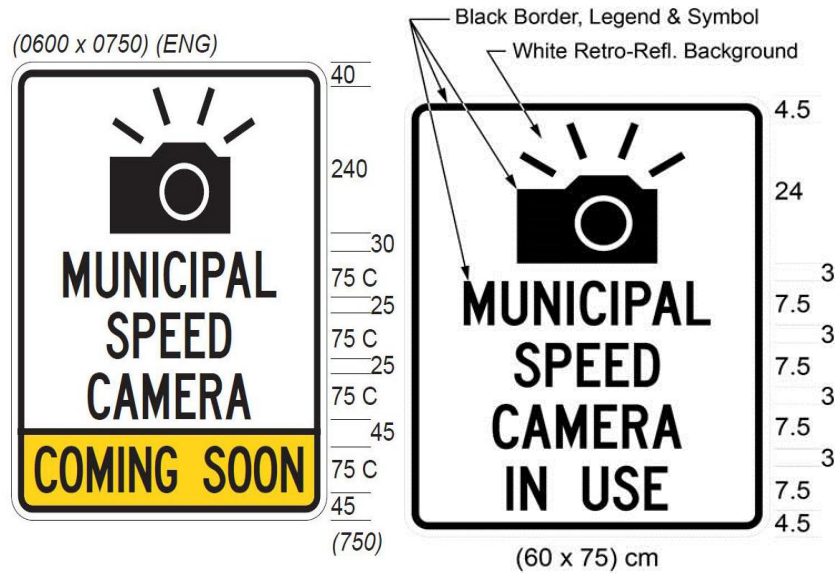
In September 2025, considering the signaled intent of the Province of Ontario to suspend ASE operations, staff have put on hold all expansion plans including the procurement of additional cameras, the installation of camera hardware, the transition to APS, and the work associated with the establishment of a processing centre.

Comments

Automated Speed Enforcement Program

The City's ASE program has operated exclusively in School Zones, which have been designated as Community Safety Zones. Further, enforcement cameras have only been deployed where speeding concerns have been confirmed through study. The location of every camera is known in advance of enforcement, and all locations are posted publicly on the City's website via a map to ensure fairness and transparency.

Provincially mandated 'Coming Soon' advisory signs are installed at each site for a minimum of 90 days prior to enforcement and are replaced with "Municipal Speed Camera in Use" signs once the cameras begin to enforce the posted speed limit.



Education and Engagement

Since 2021, the city has implemented several communication and education campaigns to promote the ASE program, sharing details about the launch of the ASE program, how ASE tickets are paid, where the speeding cameras are located, changes to speed limits in school zones, how speeding cameras help with road safety and the expansion of the ASE program. City staff have also consistently engaged with Councillors, providing them with enforcement updates and camera movements that affect their ward.

The city has also implemented road safety education campaigns about:

- Speeding, as driving fast can increase the risk and severity of collisions.
- Back to school road safety, with reminders to be extra aware in school zones as children head back to school.
- Road safety initiatives implemented on Mississauga roads (e.g. traffic calming, pedestrian crossovers, street bollards etc.) to help increase safety for vulnerable road users and to reduce speeding.



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These campaigns may have included website updates, media stories, social media, newsletter stories, videos, digital screens and mobile road signs.

Automated Speed Enforcement Program Results

ASE cameras have enforced the speed limit at 195 locations since the program began in July 2021. Staff are continuously collecting traffic and speed data before, during and after ASE deployments to determine the effectiveness of the program. Data shows that ASE has proven to be an effective tool at reducing motor vehicle speeds and increasing speed limit compliance. The average decrease in operating speeds was observed to be 9 km/h, corresponding to an average increase in the speed limit compliance of 178%.

Furthermore, the program has shown residual safety benefits after cameras have been relocated to new locations. The average reduction in operating speed post-enforcement was observed to be 4 km/h.

From June 2021 to August 2025, a total of 169,109 charges were issued under the ASE program:

- An annual average of approximately 40,553 charges (1,843 per camera)
- A monthly average of 3,382 charges (153 per camera)
- The average ticketed speed is 16 km/h over the posted speed limit
- 448 Part III offences issued for vehicles travelling over 50 km/h over the posted speed limit
- Vehicles were observed travelling over 100 km/h over the posted speed limit at 29 different locations

The highest number of tickets were issued on Hillcrest Avenue south of Pearwood Place (8,469). The highest ticketed speed was 147 km/h, nearly 120 km/h over the posted speed limit, on Speakman Drive, north of Flavelle Boulevard.

Between July 2021 and August 2025, the total number of vehicles travelling by an ASE camera was observed to be 19,638,724. The total number of vehicles that received an ASE ticket for speeding during that time was 169,109, which equates to just 0.86% of the total number of motorists charged.

The annual charges issued by ASE are as follows:

Year	2021*	2022	2023	2024	2025**
Charges	5,303	29,786	40,144	54,909	38,967

*July-December

** January-August

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Detailed statistics for all locations is attached as Appendix 1 for reference.

Vandalism

Vandalism of ASE is consistent with vandalism of other City infrastructure. Reports of vandalism have been decreasing since their peak in 2023 where there were 245 incidents reported. There were 173 incidents reported in 2024, and we are on pace to have less incidents in 2025. It should be noted that it is the vendor's responsibility to ensure that ASE units are in operating order, which means repairing vandalism. There is no cost incurred by The City.

Year	2021*	2022	2023	2024	2025**
Reports of Vandalism	30	161	245	173	102

* July-December

** January-August

School Zone Changes

In October 2024, Mississauga City Council approved a report with amendments to change the regulatory posted speed limits in school zones from 30 km/h to time of day 30 km/h (6am-6pm, Mon-Fri). Staff have been making those changes on an ongoing basis over the last year. To date, approximately 60% of the work has been completed.

In addition, each of the thirty-one school zones on major roads have been updated to include community safety zones and in some cases changes to the speed limit.

Provincial Legislation Changes and Data Request

On September 25, 2025, Premier Ford announced the government's intention to introduce legislation that would, if passed, repeal municipalities' authority to operate speed cameras. The announcement also highlighted plans to introduce new signage for installation in school zones where municipal speed cameras are currently in place.

To that end, the Ministry of Transportation requested information on school zones in Mississauga where speed cameras have been used to allow ministry officials and municipal staff to coordinate effectively. The requested information was provided and attached as Appendix 2.

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Financial Impact

The program costs to operate the ASE program are offset by fine revenue collected from charges issued during the operation of the program. The Operating Budget costs for the duration of the program are detailed in Table below:

	2021 (Jul-Dec)	2022 (Jan-Dec)	2023 (Jan-Dec)	2024 (Jan-Dec)	2025 (Jan-Aug)
Expenses:					
Labour	223,262	622,645	973,178	1,162,923	756,856
Operating	112,723	744,198	981,687	1,087,970	313,114
Total	345,985	1,366,842	1,954,865	2,250,894	1,069,969
Revenue	(151,698)	(1,291,143)	(2,064,714)	(2,962,843)	(1,645,940)
Gross Total	194,287	75,699	(109,849)	(711,950)	(575,970)
Transfers to/from Reserve	(194,287)	(75,699)	110,614	711,960	575,970
Net	-	-	765	10	-

The program revenue has only started exceeding costs in 2023. Any surplus has been transferred to the Automated Enforcement Reserve Fund (RRF# 35580) to help fund capital projects related to Vision Zero.

Automated Enforcement Reserve Fund currently has a negative balance of \$3.4M to fund the APS Program – 950 Burnhamthorpe Expansion (PN 25188). To date, the project has approximately \$3.4M funds remaining. Should the project no longer be required, the uncommitted funds can be returned to the reserve leaving it in a net neutral position.

In the absence of ASE, alternative traffic calming techniques would be warranted in approximately 200 school zones throughout City. A conservative estimate of \$20 million would be required to address the school zones using a combination of speed awareness signs and physical traffic calming techniques (speed cushions).

Conclusion

Through the deployment of ASE in school zone community safety zones in the City of Mississauga, the ASE program has been an effective speed deterrent reducing the overall operating speeds at these locations during and after enforcement.

Attachments

Appendix 1: ASE Statistics

Appendix 2: Response – Ministry of Transportation Data Request



Sam Rogers, MBA, Commissioner of Transportation and Works

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Parking