



**Report**  
**Staff Report**  
**The Corporation of the City of Brampton**  
**11/26/2025**

**Date:** 2025-11-14

**Subject:** **Budget Amendment for Traffic Safety Impacts Related to Automated Speed Enforcement (ASE) Transition**

**Contact:** Kevin Minaker, Manager, Traffic Operations and Parking, Roads Maintenance, Operations and Fleet

**Report number:** Public Works & Engineering-2025-897

**RECOMMENDATIONS:**

1. That the report from Kevin Minaker, Manager, Traffic Operations and Parking, Roads Maintenance, Operations and Fleet to the Committee of Council Meeting of November 26, 2025, re: **Budget Amendment for Traffic Safety Impacts Related to Automated Speed Enforcement (ASE) Transition**, be received;
2. That Traffic Operations staff work with Purchasing to procure sign installation services for provincially mandated oversized signs in school zones; to be reimbursed by the Province of Ontario;
3. That traffic calming continue to be implemented in accordance with the Neighbourhood Traffic Management Guide (NTMG) Priority List and input from City Council, and;
4. That Council approve a budget amendment in the amount of \$1,500,000 with funding from the Provincial Road Safety Initiative Fund (RSIF) to establish a new capital project titled “Road Safety Initiative”, for the purpose of funding four (4) temporary Traffic Operations staff until March 31, 2028.

**OVERVIEW:**

- **The removal of ASE cameras will leave a number of priority locations throughout the city without traffic calming in place.**
- **To replace all previous ASE camera locations with more traditional traffic calming measures, such as horizontal (bump-outs, chicanes, road diets etc.) and vertical (speed cushions) deflection techniques, could take several years.**

- Not all previous ASE locations are suitable for traditional traffic calming and would rely solely on enforcement from Peel Regional Police.
- Municipalities are required to install oversized (highway style) signs in school zones where ASE cameras were previously installed.
- Traffic Operations staff are conducting site assessments of the 185 locations where ASE cameras were previously installed to determine if oversized signage or other traffic calming measures can be installed.
- To assist in replacing ASE, the province is providing the City of Brampton with \$6.997 million in initial funding for future traffic calming projects, to be used by March 31, 2028.
- Staff seeks an initial \$1,500,000 budget amendment, fully funded from the Road Safety Initiative Fund (RSIF), to establish a new project titled “Road Safety Initiative” that will support four temporary Traffic Operations positions required for ASE-transition assessments, speed studies, and project planning, and to maintain operational readiness while staff prepare a comprehensive traffic-calming implementation plan.

## BACKGROUND:

Speeding, cut-through traffic, and related road safety concerns have been longstanding issues across Brampton. In 2019, the Province of Ontario passed legislation, known as the Safer School Zone Act, allowing for the use Automated Speed Enforcement (ASE) to further combat speeding infractions within municipalities. In 2020, Brampton installed its first five (5) ASE cameras. The City expanded its ASE program from five (5) cameras in 2020 to fifty (50) cameras in 2021. Due to the success of the program, in 2024, staff were directed to further expand the program to 185 cameras to cover all school areas in the city. This was subsequently completed by September 2025.

On November 3, 2025, the Province passed *Bill 56*, eliminating municipal authority to use ASE under the *Highway Traffic Act*. The legislation took effect November 14, 2025, and required the decommissioning of municipal ASE operations and the installation of oversized signage as directed by the Ministry of Transportation (MTO).

## CURRENT SITUATION:

### ***Traffic Calming Measures to Replace ASE***

At many locations, ASE had been combined with existing traffic calming treatments. In these areas, some measures will remain in place. ASE most commonly supplemented

horizontal deflection features such as bump-outs, chicanes, road diets, urban shoulders, centre median islands, and roundabouts. In other locations, however, ASE was the only deterrent, and all traffic calming has now been removed. Staff's assessment indicates that after the removal of ASE, 151 of the 185 ASE locations will be left with no traffic calming measures in place.

Given the number of sites now without any measures, staff recommend prioritizing these locations using the Neighbourhood Traffic Management Guide (NTMG) and Council input. The NTMG prioritizes locations for traffic calming by reviewing site specific conditions including speed, collisions, non-local traffic, vehicle volume and presence of parks, schools, sidewalks and other pedestrian generators.

Physical traffic calming measures utilizing vertical deflection, like speed cushions, are not an appropriate traffic calming method for wider and higher volume roadways for two main reasons:

1. On wider, higher-speed, and higher-volume roads, motorists must remain highly attentive to traffic conditions. Sudden deceleration caused by speed cushions can lead to rear-end and other collision types. These devices also contribute to congestion, driver frustration, neighbourhood infiltration, transit delays, and increased emissions. In contrast, ASE allowed drivers to gradually reduce speed in school zones, making it an appropriate tool for these road types.
2. Speed cushions are installed in sections, rather than one continuous bump/hump across the roadway, to allow wider-axle emergency vehicles to straddle the device. Roads requiring more than four sections across create unsafe conditions, as motorists weave or cross centre lines to reduce the impact on their vehicle. This behaviour introduces confusion and additional safety risks for motorists, pedestrians, and other road users.

As a result, some former ASE locations cannot accommodate physical traffic calming without significant roadway reconstruction. There may also be other site-specific characteristics on roadways that previously had ASE that would prevent the installation of other traffic calming measures. Staff have conducted an initial assessment of the sites for alternate traffic calming measures, and have determined:

- 104 sites can accommodate speed cushions;
- 51 sites would require more major reconstruction projects; and
- 30 sites cannot accommodate any physical traffic calming measures.

To replace all eligible ASE locations with more traditional traffic calming measures like horizontal and vertical (speed cushions) deflection techniques, it will take several years.

To expedite the work required, Traffic Operations would require additional staff members to conduct speed studies, create designs, layouts, and manage installations.

The required staff members would be temporary, funded by the Provincial Road Safety Initiative Fund (RSIF), ending on March 31, 2028 when the \$6.997 million RSIF concludes.

In addition to physical traffic calming installations, staff will also review and make recommendations on other traffic-related issues, such as:

### ***Community Safety Zones (CSZ)***

Previous studies conducted have shown that CSZ's are ineffective without consistent enforcement; the 211 CSZ's throughout the city may no longer serve any purpose without ASE presence. Staff will conduct an assessment to determine if the removal of CSZ's is recommended.

### ***Reduced Neighbourhood Speed Limits***

For 40 km/h neighbourhood speed limits to be effective, the roadways must already promote lower speeds through natural roadway characteristics or through the implementation of countermeasures. Some of the areas were selected because ASE helped to promote lower operating speeds. With ASE removed, certain streets may no longer be appropriate for 40 km/h limits and should be prioritized for alternative treatments where feasible.

### ***Impacts on Services Levels for Traffic Operations***

Since the implementation of ASE and speed cushions, the number of Traffic Operation service requests has more than tripled. It was anticipated that the City's aggressive approach to installing these devices would result in fewer service requests, however the overwhelming positive response resulted in more requests for these devices as shown in the table below:

**Table 1: Traffic Operations Service Requests 2021 – 2025**

<b>Year</b>	<b>Number</b>
2021	825
2022	1610
2023	1982
2024	2795
2025 (as of Nov. 18)	2210

Each service request requires a multi-step review process, including:

- Prioritization
- Resident engagement
- Data collection
- Field observations
- Assessment
- Implementation

Timelines vary widely depending on the nature of the services request. For example:

- Traffic calming on local roads can be resolved relatively quickly
- Parking restrictions and all-way stop reviews may take several months
- Complex traffic calming assessments may take up to a year

Currently, the Traffic Operations team manages approximately 250-270 service requests per year. In addition to service requests, staff manage:

- Special event road closures
- Warrant analyses for signals, PXOs, and regulatory signage
- Collision database management
- Maintenance of Traffic By-law 93-93

With the removal of ASE, the anticipated increase in the service requests, and loss of funded staffing positions, it is expected that timelines for Service Request responses will increase, which will be compounded by the requirement to immediately address the 185 former ASE locations for traffic calming needs.

### ***New Provincially Mandated School Zone Signs***

In addition to eliminating ASE, the Province now requires municipalities with fixed ASE cameras to install oversized, highway-style school zone signs at previous camera locations (signs depicted in Figure 1):

- Two “**School Zone**” signs installed 150 metres from the school property line
- Two “**School Zone Ahead**” warning signs installed 150–200 metres in advance

PICTORIAL	Km/h #	SIZE
	40	900mm x 2400mm
	40	900mm x 2100mm

**Figure 1 – Provincially Mandated School Zone Signs**

Although Brampton used semi-fixed, relocatable cameras, the Ministry of Transportation classified them as “fixed,” making these installations mandatory.

The MTO will reimburse installation costs, but the City is responsible for lifecycle maintenance. Estimated replacement quantities and costs are shown in Table 2 below:

**Table 2 – Estimated Replacement Cost for School Zone Signs**

Item	Replacement Cost	Maximum #
6" x 6" x 16' Wood Post	\$400	564
Flashing Beacon + Solar Panel	\$2,700	282
Battery for Solar Panel	\$265	282
School Zone Ahead Sign	\$110	282
School Zone Sign	\$110	282

Because oversized signs are not typical in local neighbourhoods, each location must be reviewed to avoid issues such as impeding sightlines, blocking other important signs or encroachment into the road or sidewalk.

The MTO has approved the procurement of sign installation services by a third-party contractor and has committed to reimbursing the City for any expenses incurred. Staff are obtaining quotes and working with Procurement to create a Limited Tender for these services.

## **CORPORATE IMPLICATIONS:**

### **Financial Implications:**

The recommendations in the report seeks an initial \$1,500,000 budget amendment, fully funded from the Road Safety Initiative Fund (RSIF), to establish a new project titled “Road Safety Initiative” that will support four temporary Traffic Operations positions required for ASE-transition assessments, speed studies, and project planning, and to maintain operational readiness while staff prepare a comprehensive traffic-calming implementation plan.

These temporary positions will be RSIF-funded and end March 31, 2028, with no tax base impact.

The Province has allocated up to \$6,997,341 through RSIF to support the transition from Automated Speed Enforcement (ASE) to alternative traffic-calming and safety measures. A separate future report—developed with Legislative Services—will outline capital requirements for traffic-calming, oversized school-zone signage, and other safety measures at former ASE sites, including subsequent RSIF draws and compliance with Provincial eligibility rules.

Any ongoing lifecycle or operating costs for installed infrastructure are not RSIF-eligible and will be managed within existing Traffic Operations budgets.

## **STRATEGIC FOCUS AREA:**

This report supports the Corporate Strategic Plan Transit & Connectivity focus area through the incorporation of the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City’s right-of-way.

## **CONCLUSION:**

Brampton will continue to keep streets safe through neighbourhood traffic calming, school zone safety initiatives, education programs, and police enforcement. The City remains focused on protecting all road users and ensuring safe streets across our community.

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