



Date: 2026-04-24

Subject: **Automated Speed Enforcement Transition Update (RM61/2025, RM11/2026, RM12/2026, RM13/2026)**

From: Peter Pilateris, M.A.Sc., P.Eng., Commissioner, Public Works and Engineering

Report number: Public Works & Engineering-2026-361

Strategic Focus Area: Transit & Connectivity

Recommendations

1. That the report prepared by Kevin Minaker, Manager, Traffic Operations and Parking, Road Maintenance, Operations and Fleet to the Committee of Council Meeting of April 29, 2026, **re: Automated Speed Enforcement Transition Update (RM61/2025, RM11/2026, RM12/2026, RM13/2026)** be received.

Report Summary

The Province has allocated up to \$6.99 million in initial funding through the Road Safety Initiative Fund (RSIF) to support the transition from Automated Speed Enforcement (ASE) to alternative traffic calming measures.

This report responds to Council direction by providing updates on signage installation and associated maintenance costs, staffing resources, and a proposed workplan for traffic calming at eligible sites. Staff have assessed the 141 school zone locations; initiating signage installation, speed cushion design and implementation. Staff are also pursuing additional RSIF funding in the amount of \$27.96 million by evaluating locations for other traffic calming implementations, including pilot opportunities for emerging school-zone safety technologies.

Background

In November 2025, the Province allocated up to \$6,997,341 through the Road Safety Initiative Fund (RSIF) to support municipalities transitioning away from Automated Speed Enforcement (ASE) toward alternative traffic calming and safety measures. On

January 9, 2026, the City confirmed receipt of their portion of the initial round of RSIF funding, which is available to reimburse eligible school zone traffic calming initiatives.

At the November 26, 2025, Committee of Council meeting, the report “*Budget Amendment for Traffic Safety Impacts Related to ASE Transition*” was approved, with direction for staff to report back on the following:

1. An update on the installation of provincially mandated oversized signage in school zones, including anticipated annual operating and maintenance costs.
2. A workplan for implementing traffic calming measures at locations that previously used ASE.
3. An update on ASE transition assessments, studies, project planning, and operational readiness.

At the same meeting, the DNG Group (Smart Crossing LED) delegated to Council to present their school zone traffic calming technology. Subsequently, at the March 11, 2026, Council meeting, staff were directed to report back no later than the end of April 2026 with recommended pilot locations for emerging traffic safety devices including, but not limited to in ground LED products, implementation timelines, and cost estimates.

Current Situation

Provincially Mandated School Zone Signage

In addition to eliminating ASE, the Province requires municipalities with former fixed ASE camera locations to install enhanced school zone signage, as follows:

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

Staff have completed assessments at all 141 eligible sites to determine appropriate sign sizes and placements. A list of locations unable to safely accommodate oversized signs and flashing beacons was submitted to the Ministry of Transportation (MTO). The MTO has acknowledged these constraints and approved the use of standard-sized signs where required. Thirty-six (36) of the 141 locations will have oversized signage installed. Installation began in March 2026 using internal staff resources; a contractor has since been retained to complete the remaining work. To date, 30 of approximately 400 signs have been installed.

The Province has fully funded the initial installation of this signage; however, this funding is separate from the RSIF.

Ongoing Maintenance Costs

The City is responsible for all costs associated with the ongoing maintenance of the new signage following installation. Estimated annual maintenance costs are outlined below.

Table 1 – Estimated Maintenance Cost for School Zone Signs

Item	Per Unit Cost	Total Units	Estimated Replacement Rate	Estimated Annual Cost
6" x 6" x 16' Wood Post	\$400	159	5%	\$6,000*
Standard Post	\$45	84	5%	\$200
School Zone Ahead Sign	\$110	200	5%	\$1,100
School Zone Sign	\$110	200	5%	\$1,100
Testing	\$10	400	Annual	\$4,000
Total (Annual)				\$12,400

*Included estimated replacement cost of flashing beacon replacement.

It should be noted that the retro-reflectivity of traffic signs typically begins to fail after approximately 10 years. As all signs are being installed in the same year, the majority will require replacement around the same time in the future.

Road Safety Initiative Fund (RSIF)

To support ongoing road safety following the repeal of ASE, the Ministry of Transportation established the RSIF, a time-limited funding program with two components:

1. Immediate Interim Funding

Provided to eligible municipalities in November 2025 to address immediate road safety needs. These funds were received by the City on January 9, 2026.

2. Application-Based Funding

Municipalities may apply for additional RSIF funding to support further road safety initiatives. Provincial approval is required prior to spending these funds. The City was approved to apply for up to an additional \$27.96 million in supplemental RSIF funding and will have a consultant make recommendations for additional traffic calming and assistance in preparing its application to the Province for these funds.

All RSIF-funded initiatives must be completed and expensed by March 31, 2028. Any unused or unreconciled funds must be returned to the Province. Recognizing the

challenge of delivering projects within two construction seasons, City staff are working through the Ontario Traffic Council (OTC) with other municipalities to request an extension to this deadline.

Eligible Expenditures

RSIF funding may be used at or near former ASE locations and includes, but is not limited to:

- Vertical and horizontal traffic calming measures
- Pavement markings and signage
- Roundabouts and traffic control devices
- Flexible bollards and speed display boards
- Crossing guards and targeted enforcement
- Consulting services and temporary staffing

Ineligible Expenditures

Ineligible costs include:

- Measures outside approved ASE locations
- Initiatives unrelated to road safety
- Camera-based enforcement (e.g., red-light cameras)
- Repurposing ASE systems
- Public education and outreach
- Data collection, legal, or insurance fees
- Routine road maintenance (e.g., line repainting, pothole repairs)

Recruitment of the four (4) additional Traffic Operations positions funded through the RSIF is underway and expected to be completed by Q2 2026.

To support timely delivery of RSIF projects, staff are also retaining consultants and contractors to assist with data collection, site assessments, work orders, and detailed design.

Traffic Calming Measures to Replace ASE

Staff completed an initial review of all 141 RSIF-eligible sites for interim funding and categorized them by the anticipated primary traffic calming measure:

Table 2: Anticipated Traffic Calming Measures

Primary Measure	Number of Sites
Speed Cushions	78
Horizontal Deflection	43
Road Diet	6

Enforcement	14
Total	141

Some locations may also be supplemented with additional measures such as enhanced pavement markings, flexible bollards, dynamic speed signs, and/or signage. A complete list of eligible sites and proposed measures is provided in Attachment A.

Traffic Control Devices

Traffic control devices such as pedestrian crossovers, mid-block pedestrian signals, and traffic signals also qualify for RSIF funding where applicable warrants are met. Given that mid-block school crossings were a focus of the former ASE program, staff are reviewing eligible sites to determine potential upgrades to pedestrian crossovers (PXOs). Unlike school crossings that operate only when crossing guards are present, PXOs require motorists to yield to pedestrians at all times and include enhanced signage, pavement markings, lighting, and, in some cases, push-button-activated overhead beacons.

Of the approximately 200 school crossings citywide, 55 mid-block locations are currently under review. Depending on site complexity, PXO installations are estimated to cost \$80,000–\$100,000 per location.

Higher-order traffic control devices will be considered where warranted:

- **Mid-block pedestrian signals:** cost varies based on configuration and site conditions.
 - **Full traffic signals:** estimated at \$285,000–\$350,000 per location.
-

Workplan (2026–2028)

Staff have met with all Councillors to review and prioritize traffic calming sites within each ward. The proposed workplan is as follows:

- **Speed Cushions (2026 Focus)**
Staff have significant experience implementing speed cushions, having installed them on over 150 streets citywide. Detailed design and work orders are underway. Of the 78 proposed locations, designs have been completed for 27 sites to date.
- **Horizontal Deflection (2027 Construction)**
Horizontal deflection measures, including curb extensions, chicanes, and raised islands, are more complex and require detailed site-specific analysis. A

consultant will be retained to complete assessments, recommendations, and detailed design, with construction planned for 2027.

- **Road Diets (2026–2027)**

Road diets involve reconfiguring lane markings, typically converting four-lane roads to two vehicle lanes with space reallocated for parking or cycling. These projects are relatively straightforward and will be scheduled across 2026 and 2027.

- **Enforcement-Only Locations**

Sites identified for enforcement are generally wider collector or arterial roadways with higher traffic volumes where physical calming is not appropriate. Staff will share relevant data with Peel Regional Police to support requests for enhanced enforcement at these locations.

Pilot of New Technology

At the November 26, 2025, Committee of Council meeting, the DNG Group (Smart Crossing LED) delegated to present their school zone traffic calming measures involving in-ground LED technology.

Subject to provincial approval and RSIF eligibility, staff will work with area Councillors to identify one (1) pilot location per ward pairing to pilot new technologies, including but not limited to, LED In Ground Lighting. A finalized list will be shared with area Councillors once the consultant's report is complete and reviewed by staff to ensure selected locations are compatible with the plan for the roadway.

Costs associated with the in-ground LED lighting solution is estimated between \$95,000 – \$105,000 per site. With potential add-ons like speed display boards, the cost per site would range between \$140,000-\$160,000 per site.

Non-RSIF Safety Initiatives

In parallel, staff will continue advancing other road safety initiatives not funded through the RSIF, including:

- Red-light camera implementation
- Neighbourhood speed limit changes
- Additional traffic calming programs
- Pedestrian crossover installations

Financial Implications

There are no immediate financial implications resulting from the recommendations in this report.

The City is eligible to receive up to \$34.95 million through the Province's Road Safety Initiatives Fund (RSIF), including approximately \$6.99 million in initial funding and up to \$27.96 million in additional application-based funding for eligible expenditures, subject to approval.

The costs associated with the Provincially Mandated School Zone Signage will be fully reimbursed by the Ministry of Transportation (MTO). The remaining workplan outlined in this report will be funded from the Road Safety Initiative Fund (RSIF), and future ongoing maintenance costs related to the implementation of this workplan will be requested through subsequent budget submissions as required and presented to the Mayor for consideration.

Conclusion

The City is making steady progress in transitioning from ASE to a comprehensive traffic calming approach focused on sustaining safety in school zones and community safety zones. Provincially mandated signage installation is underway, staffing capacity is being enhanced, and a phased implementation plan has been established through 2028.

Staff will continue to work with Council, the Province, and policing partners to advance priority projects, manage RSIF funding requirements, and explore innovative safety solutions. Further updates will be provided as projects progress and additional funding approvals are secured.

Peter Pilateris, M.A.Sc., P.Eng., Commissioner, Public Works and Engineering

Marlon Kallideen, Chief Administrative Officer

Prepared by: Kevin Minaker, Manager, Traffic Operations and Parking, Road Maintenance, Operations and Fleet

Attachment 1 - List of eligible sites and proposed measures