

**From:** Dan Foster  
**Sent:** October 15, 2019 9:22 AM  
**To:** Bunn, Jerri-Joanne <[jbunn@London.ca](mailto:jbunn@London.ca)>  
**Subject:** Fw: Automated Speed Enforcement - Semi Fixed vs Mobile Option - TAC Recommendation

Please include this email chain with attachments in the Consent section of the Oct 22nd TAC Agenda.

Thanks Dan

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**From:** Dan Foster  
**Sent:** September 27, 2019 9:16 AM  
**To:** Hillier, Steven <[shillier@london.ca](mailto:shillier@london.ca)>; Salih, Mo Mohamed <[msalih@london.ca](mailto:msalih@london.ca)>; Hopkins, Anna <[ahopkins@london.ca](mailto:ahopkins@london.ca)>; Turner, Stephen <[sturner@london.ca](mailto:sturner@london.ca)>; Van Meerbergen, Paul <[pvanmeerbergen@london.ca](mailto:pvanmeerbergen@london.ca)>; Cassidy, Maureen <[mcassidy@london.ca](mailto:mcassidy@london.ca)>; Helmer, Jesse <[jhelmer@london.ca](mailto:jhelmer@london.ca)>; Kayabaga, Arielle <[akayabaga@london.ca](mailto:akayabaga@london.ca)>; Cc: Morgan, Josh <[joshmorgan@london.ca](mailto:joshmorgan@london.ca)>  
**Subject:** Automated Speed Enforcement - Semi Fixed vs Mobile Option - TAC Recommendation

I have now reviewed Tuesday's Civic Works Committee meeting video and the attached recommendation by City Staff on the above subject (Consent Item 2.6):

<https://pub-london.escribemeetings.com/Meeting.aspx?Id=36c1aa68-d46b-4957-8a3d-63e4b46dcc7e&Agenda=Merged&lang=English>

I feel that City Staff's evaluation of the Semi-Fixed (as recommended by TAC ) vs. Mobile option on page 6 of their report is flawed in that they assumed the same number of cameras and then concluded the additional \$3-6 M in fit-up costs to be unsupported by the revenue model.

I would just like to point out that in the Greater Toronto Area (see attached Toronto Star article), increasing the the number of cameras has not only reduced fatal and other collisions, as per the Vision Zero objectives, but has at the same time more than paid for the additional capital and operating costs exponentially. They're seeing a payback of less than 2 years on their initial capital investment, which is a phenomenal rate of return in my experience as a Project Management Professional.

Furthermore, the Semi-Fixed approach is much more flexible because when you've already built the infrastructure required to house the cameras and signage to warn drivers you achieve maximum enforcement capability much faster and with more reach as compared to Mobile option. Is this not the main objective of Vision Zero?

**Futhermore, Londoners living in and around around the 131 school zones want enforcement now and 2 cameras will not be seen as a significant response to their concerns.**

I have recently made our views known to CWC members, including Mayor Holder. As this recommendation moves forward to Council, I hope you will consider these arguments and vote in favour of amending the recommendation by proposing the Semi-Fixed option as proposed by TAC.

I would also like to point out that TAC's recommendation was presented independently and that as of this date we are still waiting to be formally consulted by City Staff in this matter as directed by Council at it's meeting of May 21, 2019 (see below)

Dan Foster PMP  
Chair - Transportation Advisory Committee

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4L9

May 22, 2019

K. Scherr Managing Director, Environmental and Engineering Services  
and City Engineer D. MacRae Director, Roads and Transportation I hereby certify that the  
Municipal Council, at its meeting held on May 21, 2019 resolved: That the following  
actions be taken with respect to the Area Speed Limits: a) the Civic Administration BE  
DIRECTED to consult with the Transportation Advisory Committee, the Community  
Safety and Crime Prevention Advisory Committee and others with respect to the  
development of an Area Speed Limit Policy; b) a public participation meeting BE HELD  
before the Civic Works Committee, after the above-noted input has been received;  
and, c) the Civic Administration BE REQUESTED to also report back at a future meeting  
of the Civic Works Committee, no later than the end of Q3 of 2019, with respect to  
enacting tools now provided by the Province through Bill 65, specifically: i) reducing the  
speed limit in community safety zones in order to improve pedestrian safety; ii)  
increasing fines for speeding in school zones and community safety zones; iii)  
implementing Automated Speed Enforcement systems in school zones and community  
safety zones; it being noted a submission from Councillor M. Cassidy, with respect to  
this matter, was received. (2019-T07/T08) (2.6/9/CWC) C. Saunders City Clerk/dtcc: S.  
Maguire, Division Manager, Roadway Lighting and Traffic Control K. Lee, Administrative  
Assistant II, Environmental and Engineering Services P. McClennan, Executive  
Administration Assistant to the Managing Director, Environmental and Engineering  
Services and City Engineer Chair and Members, Transportation Advisory  
Committee Chair and M