Agenda
Integrated Transportation Community Advisory Committee

6th Meeting of the Integrated Transportation Community Advisory Committee
May 15, 2024, 3:00 PM
Committee Room #5

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact advisorycommittee@london.ca.

1. Call to Order
   1.1 Disclosures of Pecuniary Interest

2. Scheduled Items
   2.1 3:00 PM Khalid Alasmar, Engineer in Training, Transportation Planning and Design – 2024 Neighbourhood Connectivity Plan – Fairmont
   2.3 3:30 PM Kirby Oudekerk, Division Manager, Wastewater Treatment Operations – Environment and Infrastructure Services Thames Valley Parkway Closure - Greenway Flood Protection

3. Consent
   3.1 5th Report of the Integrated Transportation Community Advisory Committee

4. Sub-Committees and Working Groups

5. Items for Discussion
   5.1 Request for a Response from the London Transit Commission re Electric Buses

6. Adjournment
2024 Neighbourhood Connectivity Plan - Fairmont

Integrated Transportation Community Advisory Committee
May 15, 2024
Current state

- Council has approved many policies and principles that align with improving connectivity and safety in neighbourhoods.
- All road and underground infrastructure project designs now strive to include sidewalks on both sides of the street.
## Sidewalks discussion

<table>
<thead>
<tr>
<th>Benefits of sidewalks</th>
<th>Concerns we’ve heard</th>
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<tbody>
<tr>
<td>• They support walking and active lifestyles</td>
<td>• They may impact trees or driveway parking</td>
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<tr>
<td>• They improve safety and accessibility</td>
<td>• Some feel streets may not need sidewalks because:</td>
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<tr>
<td>• They are equitable – they benefit all ages, abilities and demographics</td>
<td>• traffic volumes are low</td>
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<tr>
<td></td>
<td>• they are comfortable sharing the road</td>
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Neighbourhoods without sidewalks
Our challenge

Connectivity and accessibility need to be improved in certain neighbourhoods…

but a more deliberate approach that considers the whole neighbourhood is required.
Creating the plan

Neighbourhood Connectivity Plan

- Community input (including from advisory committees)
- City of London data & info
- Input & info from agencies & partners
The process

**STAGE 1: NEIGHBOURHOOD CONSULTATION**
Staff gather input from the community to create a “Neighbourhood Connectivity Plan”

**CITY COUNCIL REVIEWS RECOMMENDATIONS**
Council considers recommendations made in the “Neighbourhood Connectivity Plan”

**STAGE 2: STREET-LEVEL ENGAGEMENT**
Staff consult at a street level in places where sidewalks were recommended
Existing Sidewalks
Your input will help us:

• Establish key community amenities, features & destinations
• Understand how you use your neighbourhood now – and how you want to use it
• Share feedback at: getinvolved.london.ca/HamiltonRoad
Presentation Outline

• Background/Context
• Overview of ongoing initiatives
• Collision Summary
• Next Steps
Background

- London Road Safety Strategy and the London Middlesex Road Safety Committee
London Road Safety Strategy

**VISION:** A path to a safer road environment for all transportation users in London.

**MISSION:** To save lives and reduce serious injuries to all transportation users through leadership, innovation, coordination, and program support in partnership with other public and private organizations.
LRSS Priority Areas

- Cyclists
- Distracted & Aggressive Drivers
- Young Drivers
- Intersections
- Pedestrians General
- Pedestrians ASRTS & Safe Neighborhoods
- Red Light Running
Intersection Improvements

- Network Screening and Safety Reviews
- Protected Intersections for Cyclists
- New Design Standards & Improvements
- Complete Streets Design Manual
- Roundabouts at appropriate locations
- Leading Pedestrian Intervals
- Red Light Cameras
Distracted/Aggressive Driving and Young Drivers

- Educational and information campaigns
- LPS enforcement efforts
- Automated Speed Enforcement
- Partner awareness and educational programs
Pedestrians

- Active and Safe Routes to School Program
- Area Speed Limits
- Pedestrian Crossovers and Pedestrian Signals
- Traffic calming prioritized in school zones
- Automated Speed Enforcement
Cyclists

• Improved Cycling Infrastructure
  • Protected Intersections
  • New separated facilities
  • OTM Book 18 updates
Annual Severe Collisions
Severe Collisions at Intersections
Severe Collisions: Pedestrians and Cyclists

![Graph showing the number of severe collisions involving pedestrians and cyclists from 2012 to 2023. The graph indicates a decrease in the number of collisions over the years.](image)
Severe Collisions: Distracted Driving
Severe Collisions: Drivers Age

![Graph showing severe collisions by drivers' age from 2012 to 2023. The graph indicates a decline in collisions for drivers aged 16-25 and an increase for drivers aged 75 & Up.]
Observations

• Positive Trends but still too many people getting injured and killed on our streets
• Covid influences post March 2020
• Significant reductions for some target areas such as Intersections, Distracted Drivers and Young Drivers
Summary and Next Steps

• Collision Trends are encouraging but effort with partners needs to continue
• Continued implementation of programs and projects identified in the Strategy as well as new Vision Zero initiatives
• Ongoing role of the LMRSC and its partners
• Ongoing review of Vision Zero best practices
• Mobility Master Plan and future data opportunities
Environment & Infrastructure Services
TVP Closure: Greenway Flood Protection

Integrated Transportation Community Advisory Committee
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Why Protect WWTPs From Flooding?

• Significant investment - $500M
• Critical role in protecting human health and the environment
• Gravity sewers require treatment plants be built as low as possible
Thames Valley Parkway Closure

- Unavoidable due to space required for large equipment.
- Closure limited to 2 months during the winter
  - Start after November 1
  - Complete by March 6
- Terry Fox Parkway
  - Closure could be 3 months
- Contract structured to incentivize early completion and penalize late
Proposed Detour Route

• Primarily effected through wayfinding signs
• Combination of on-road and shared sidewalk
• Details of implementation still to be confirmed
• Opportunity for comment
Informal Detour Options

- Other routes available but not selected as primary for various reasons
- Still available based on personal preference or need
- Recreational users are recommended to explore new areas of City during 2-month closure
Questions

Get Involved
Your ideas and feedback help shape the future of our city.

london.ca
Integrated Transportation Community Advisory Committee
Report

5th Meeting of the Integrated Transportation Community Advisory Committee
April 17, 2024

Attendance
T. Kerr (Acting Chair), R. Buchal, E. Eady, D. Foster, A. Husain, T. Khan, S. Leitch, V. Lubrano, A. Santiago, J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: A. Issa, D. Luthra, A. Pfeffer and E. Poirier

ALSO PRESENT: J. Bos, G. Dales, S. Grady, D. Hall, D. MacRae, A. Miller, N. Moffat, J. Raycroft and S. Wilson

The meeting was called to order at 3:01 PM; it being noted that R. Buchal, E. Eady, D. Foster, A. Husain, T. Khan, S. Leitch and A. Santiago were in remote attendance.

1. Call to Order
1.1 Disclosures of Pecuniary Interest
That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items
2.1 Stoney Creek Pathway Connection to the Thames Valley Parkway (TVP)
That it BE NOTED that the presentation, dated April 17, 2024, from D. Hall, Program Manager, Active Transportation, with respect to the Stoney Creek Pathway Connection to the Thames Valley Parkway (TVP), was received.

3. Consent
3.1 4th Report of the Integrated Transportation Community Advisory Committee
That it BE NOTED that the 4th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on March 20, 2024, was received.

3.2 Municipal Council Resolution - 3rd Report of the Integrated Transportation Community Advisory Committee
That delegation status BE REQUESTED for the Chair of the Integrated Transportation Community Advisory Committee (ITCAC) when the matter of the recommendations contained within the ITCAC Last Term (2022-2023) Report is considered by the Governance Working Group; it being noted that the Municipal Council resolution, from the meeting held on April 2, 2024, with respect to the 3rd Report of the ITCAC, was received.

That it BE NOTED that the Municipal Council resolution, from the meeting held on April 2, 2024, with respect to the 2024 Renew London Infrastructure Construction Program and 2023 Review, was received.
3.4 Municipal Council Resolution - Mobility Master Plan
   That it BE NOTED that the Municipal Council resolution, from the meeting held on April 2, 2024, with respect to the Mobility Master Plan, was received.

3.5 Notice of Planning Application and Notice of Public Meeting - Official Plan and Zoning By-law Amendments - 1105 Wellington Road
   That it BE NOTED that the Notice of Planning Application and Notice of Public Meeting, dated April 10, 2024, from C. Maton, Senior Planner, with respect to Official Plan and Zoning By-law Amendments related to the property located at 1105 Wellington Road, was received.

4. Sub-Committees and Working Groups
   None.

5. Items for Discussion
   None.

6. Adjournment
   The meeting adjourned at 4:11 PM.
April 24, 2024

D. MacRae  
Director, Transportation and Mobility

I hereby certify that the Municipal Council, at its meeting held on April 23, 2024, resolved:

That the following actions be taken with respect to the 4th Report of the Integrated Transportation Community Advisory Committee, from the meeting held on March 20, 2024:

a) permission BE GRANTED by Municipal Council for the members of the Integrated Transportation Community Advisory Committee to tour the Transportation Management Centre; and,

b) clauses 1.1, 2.1, 3.1 and 6.1 BE RECEIVED. (2.1/6/CWC)

M. Schulthess  
City Clerk  
/sk

cc: T. Koza, Division Manager, Major Projects  
P. McClennan, Executive Assistant to the Deputy City Manager, Environment and Infrastructure  
Chair and Members, Integrated Transportation Community Advisory Committee