# Agenda
# Community Safety and Crime Prevention Advisory Committee

The 1st Meeting of the Community Safety and Crime Prevention Advisory Committee
January 23, 2020, 12:15 PM
Committee Room #3

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Pages

## 1. Call to Order

1.1 Disclosures of Pecuniary Interest

1.2 Election of Chair and Vice Chair for term ending November 30, 2020

## 2. Scheduled Items

2.1 12:15 PM Melanie Stone, Accessibility Specialist – Accessibility for Ontarians with Disabilities Act Training

2.2 12:45 PM Jon Kostyniuk, Traffic & Transportation Engineer, Roadway Lighting & Traffic Control – Connected and Automated Vehicle Strategic Plan 2

2.3 1:00 PM Chris Carne, London Police Services – London Police Services Orientation

## 3. Consent

3.1 7th Report of the Community Safety and Crime Prevention Advisory Committee 18

## 4. Sub-Committees and Working Groups

## 5. Items for Discussion

5.1 Proposed Crime Prevention Program 20

## 6. Adjournment

# Connected and Automated Vehicles

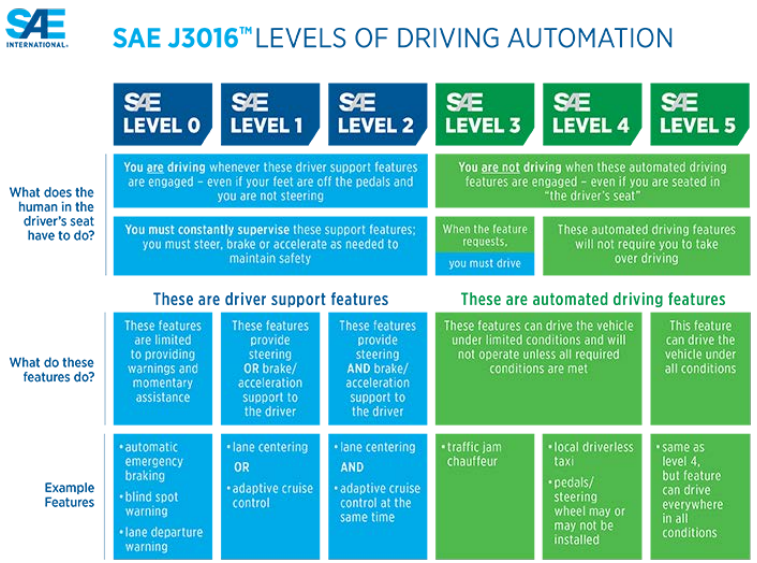
## Preparing a Strategic Plan for London

# CAVs in the Province of Ontario

- **Pilot Project – Automated Vehicles** (Ontario Regulation 306/15)
  - Originally took effect January 1, 2016
  - Last consolidation January 1, 2019 (O.Reg. 517/18)
  - Pilot regulation is due to be revoked on January 1, 2026
- Ontario was **first province in Canada** to establish on-road pilot test program for CAVs.
- Ontario Pilot Project applies to **SAE Automation Levels 3, 4, and 5**.

# Other Key Initiatives and Resources

- Autonomous Vehicle innovation Network (AVIN) in Ontario
- City of Toronto Automated Vehicle Tactical Plan
- SAE International J3016 Levels of Driving Automation
- Transportation Association of Canada (TAC) Lexicon of Terms for CAVs



# City of London's CAV Progress

- Staff began **monitoring and researching CAV developments** in 2016 in response to the Ontario Pilot Project.
- Developed a **CAV Staff Report and Technical Background** (CWC, May 28, 2018)
- Received **Municipal Council resolutions and direction** on June 12, 2018
- RTIWG **CAV Expert Panel** on February 21, 2019

# Council's Strategic Plan 2019-2023

## BUILDING a Sustainable City

**Londoners can move around the city safely and easily in a manner that meets their needs.**

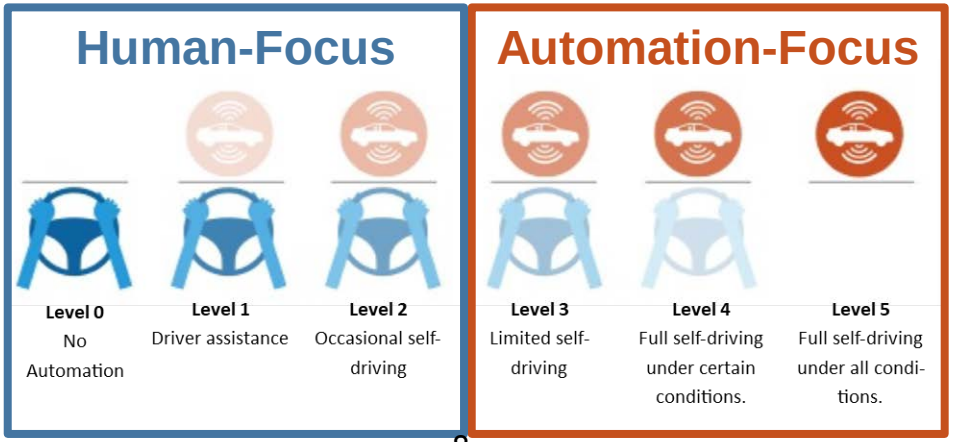
| EXPECTED RESULT | STRATEGY |
| --- | --- |
| Increase access to transportation options. | • Build more infrastructure for walking and bicycling.<br>• Continue to expand options and programs to increase mobility.<br>• Develop a strategic plan for a future with connected and autonomous vehicles.<br>• Support Londoners to access affordable public transit where they live and work.<br>• Implement the London Transit Commission (LTC) 5 Year Specialized Service Plan.<br>• Implement the LTC Ridership Growth Strategy.<br>• Implement a rapid transit system to improve the reliability and capacity of existing transit service and support London Plan city building.<br>• Implement the LTC 5 Year Conventional Service Plan. |

# Automated Vehicles

- Ideally, **Automated Vehicles (AVs)**:
  - Are capable of **"sensing" the surrounding environment**;
  - Use AI, sensors, and GPS to **successfully and safely navigate a transportation system**;
  - Provide **major improvements to road safety** by eliminating human driver error and distraction; and
  - Will likely be widely available and market-ready between **now and 2040 (i.e. 10-20 years)**.

# Automation Levels Defined

- The **Society of Automotive Engineers (SAE)** international standard that classifies vehicles automated driving systems from:
  - **Level 0 = No Automation** to **Level 5 = Full Automation**

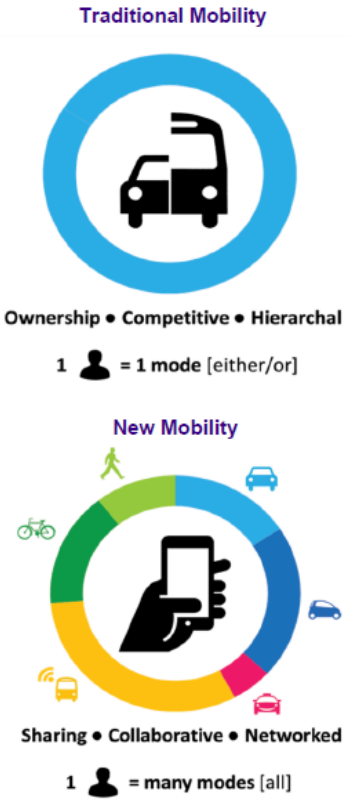


# Connected Vehicles

- Interrelated with AVs, **Connected Vehicle (CV)** technology provides up-to-date information to vehicles through a **variety of communications channels**.
- Types of CV technology include:
  - **Vehicle-to-Vehicle (V2V)**
  - **Vehicle-to-Infrastructure (V2I)**
  - **Vehicle-to-Everything (V2X)**

# New Mobility and Potential

- AVs have the potential to **benefit the environment, society, and safety**.
- Two primary **ownership models** are anticipated:
  - **Individual Ownership** of widespread vehicles, similar to today; or
  - **Shared Ownership** similar to car-sharing, ride-sharing, or Mobility-as-a-Service (MaaS).



# CAV Strategic Plan – Purpose

To better understand and prepare for the introduction of connected and automated vehicles in our community in order to improve the lives of our citizens and minimize the environmental impact of this impactful technology as it becomes more commonplace.

# CAV Strategic Plan – Vision

A sustainable community that integrates connected and automated vehicles into city-building and daily activities by pursuing improved safety, environmental stewardship, and travel mobility options.

# CAV Strategic Plan – Mission

To engage internal and external stakeholders, identify potential implications of connected and automated vehicles, and provide a strategic plan and actions that will proactively prepare for the introduction of connected and automated vehicles.

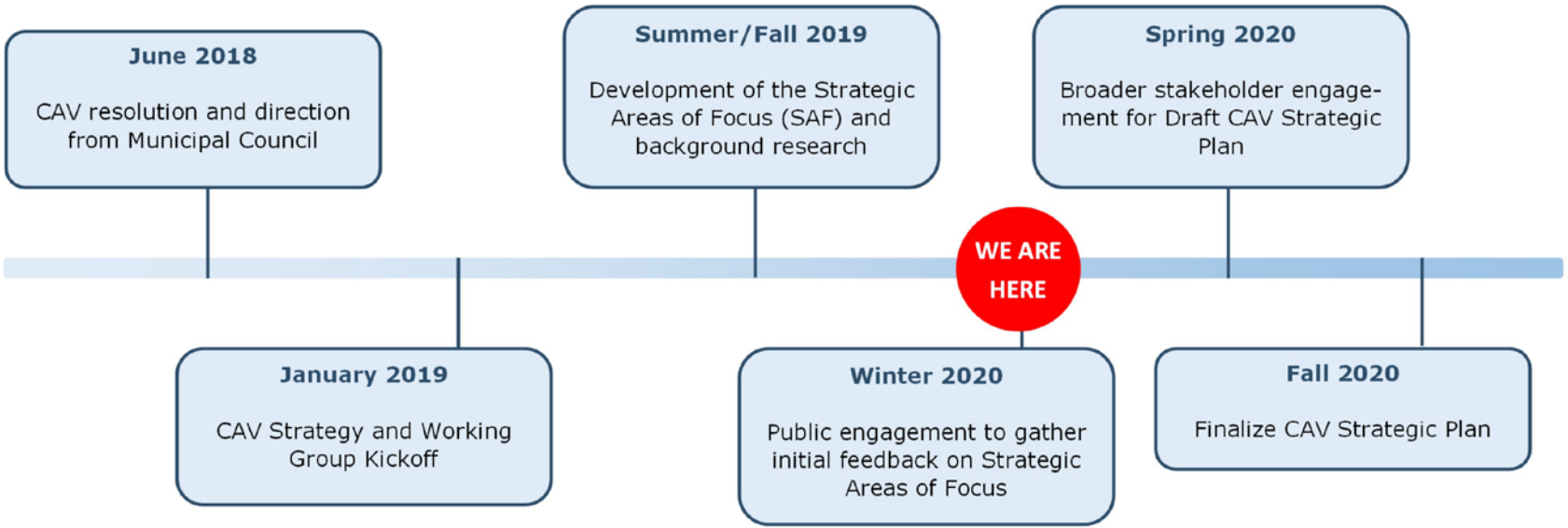
# CAV Strategic Plan – Values

- Alignment with the London Plan
- Driven by community
- Environmental and climate sustainability
- Responsible governance
- Human health and community safety
- Information security and privacy
- Integrated mobility
- Supporting innovation
- Proactive leadership
- Stakeholder collaboration

# Strategic Areas of Focus

1. Social Equity and Health
2. Environmental Sustainability
3. Economic Sustainability
4. Data Privacy, Security, and Governance
5. Urban Form
6. Road Safety and Security
7. Integrated Mobility
8. Transportation System Efficiency
9. City Fleet and Services

# CAV Strategic Plan Timeline



# Initial Engagement

Gather initial public feedback for development of the upcoming Connected and Automated Vehicles Strategic Plan for London until **February 21**.

https://getinvolved.london.ca/automated-vehicles

Advisory committee initial feedback/resolutions provide by **April 28**.

# Community Safety and Crime Prevention Advisory Committee

# Report

The 7th Meeting of the Community Safety and Crime Prevention Advisory Committee
November 28, 2019
Committee Room #3

Attendance

PRESENT: B. Gibson (Chair), J. Campbell, M. Hackett, T. Khan, L. Krosbisch, D. MacRae, B. Madigan, B. Rankin and J. Slavin and H. Lysynski (Clerk)

ALSO PRESENT: D. Lebold and K. Oldham

ABSENT: I. Bielaska-Hornblower, L. Fay, B. Fragis and D. Luthra

The meeting was called to order at 12:15 PM

## 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 Fire Prevention Office Roles and Responsibilities

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee heard the ~~attached~~ presentation from D. Lebold, Chief Fire Prevention Officer, London Fire Services, with respect to the Fire Prevention Office roles and responsibilities.

2.2 Safety Audits

That B. Madigan BE APPOINTED as the Community Safety and Crime Prevention Advisory Committee representative to the Safety Audit; it being noted that the Community Safety and Crime Prevention Advisory Committee heard the ~~attached~~ presentation from K. Oldham, Manager, Neighbourhood Development and Support, with respect to this matter.

## 3. Consent

3.1 6th Report of the Community Safety and Crime Prevention Advisory Committee

That the 6th Report of the Community Safety and Crime Prevention Advisory Committee from its meeting held on September 26, 2019, BE AMENDED in clause 5.1 by deleting the words "Advisory Committee on the Environment" and replace them with "Community Safety and Crime Prevention Advisory Committee".

3.2 Municipal Council Resolution - Automated Speed Enforcement Program

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee reviewed and received a Municipal Council resolution adopted at its meeting held on October 1, 2019, with respect to the Automated Speed Enforcement Program.

3.3 Municipal Council Resolution - Area Speed Limit Program

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee reviewed and received a Municipal Council resolution adopted at its meeting held on October 1, 2019, with respect to the Area Speed Limit program.

3.4 Municipal Council Resolution - 6th Report of the Community Safety and Crime Prevention Advisory Committee

That a Working Group BE ESTABLISHED to review statistics and crime patterns in city parks and city-owned facilities and to report back at the January 23, 2020 Community Safety and Crime Prevention Advisory Committee (CSCP) meeting; it being noted that the CSCP reviewed and received a Municipal Council resolution adopted at its meeting held on October 15, 2019, with respect to the 6th Report of the Community Safety and Crime Prevention Advisory Committee.

3.5 (ADDED) Notice of Withdrawal from Appointments to City of London Advisory Committees - Z. Gorski

That it BE NOTED that the resignation for Z. Gorski from the Community Safety and Crime Prevention Advisory Committee was received with regret.

## 4. Sub-Committees and Working Groups

None.

## 5. Items for Discussion

None.

## 6. Adjournment

The meeting adjourned at 1:20 PM.

November 30, 2019

# Community Safety and Crime Prevention Advisory Committee

Response to Request received at the 7th Meeting of the Community Safety and Crime Prevention Advisory Committee, November 28, 2019, 12:15 PM for more information on the Crime Prevention Program to reduce the causes of violence and possible violence at Facilities owned by the City of London such as facilities, parks and parking lots.

## Mission Statement

A Crime Prevention Program is developed that ensures the City of London Facilities are maintained at a safe level for all the employees and everyone that works at and attend those facilities.

## Overall Goal of the Program

The overall goal is through crime analyses to identify the most vulnerable facilities that are susceptible to violent crimes in the City of London and develop a pro-active program(s) to eradicate the causes of that violence or possible violence.

## Objectives of the Program

1. Gather information (complaints investigated and outcome of the investigations) and data from London City Police and Corporate Security about crimes that were committed in 2019 in the categories of homicide, attempted murder, assaults, sexual assault, disturbances and robbery.
2. Identify the facilities most susceptible to violent crime in the City of London and the causes of those crimes.
3. Develop a Crime Prevention Program that eliminates the causes of violent crimes in the most susceptible facilities in the City of London.

## Tasks of the Program

1. **Obtain information from the London City Police and Corporate Security on incidents of violence or potential violence that were reported within parks, parking lots, and facilities that are owned by the City of London. Also, the outcome of those incidents that occurred in 2019.**
   **The information needed is in the categories:**
   - **Homicide**
   - **attempted murder**
   - **assaults**

- **sexual assault**
- **disturbances**
- **robbery.**

**Information required about the incidents reported is the following:**

- **date and time of all incidents**
- **locations of all incidents i.e. name of facilities, parks and parking lots**
- **any cause known for the incident to occur**

**Outcome of the investigations for all of the above incidents:**

- **charges laid, convictions received, penalty received, warnings given, determined unfounded.**

2. Identify the most susceptible facilities to violent crimes and the causes of those crimes
3. Establish the number of unreported crimes in the identified area and the fear factor in that area.
4. Develop a program to eliminate the causes of violent crimes in the identified area.

Report of John Slavin, Member of the Community Safety and Crime Prevention Advisory Committee in response to a request for information from Corporate Security and London City Police at the November 28th Meeting of the CSCP Advisory Committee.