

Community Safety and Crime Prevention Advisory Committee Report

The 1st Meeting of the Community Safety and Crime Prevention Advisory Committee
February 24, 2022

2022 Virtual Meeting - during the COVID-19 Emergency

City Hall is temporarily closed to the public for in-person attendance at Standing
Committees and Council meetings.

Meetings can be viewed via live-streaming on YouTube and the City website.

Attendance PRESENT: T. Khan (Acting Chair), I. Bielaska-Hornblower, J. Campbell, B. Fragis, B. Madigan and J. Slavin
 ABSENT: B. Gibson, L. Krobisch and D. Luthra
 ALSO PRESENT: M. Fontaine, H. Lysynski, D. MacRae and K. Pawelec
 The meeting was called to order at 12:17 PM; it being noted that all Members 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 Mobility Master Plan

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee held a general discussion and heard a verbal update from D. MacRae, Director, Transportation and Mobility and M. Fontaine, Manager, Public Engagement, with respect to the Mobility Master Plan.

2.2 Road Safety/Vision Zero update

That it BE NOTED that the Community Safety and Crime Prevention Advisory Committee held a general discussion and heard a verbal update from D. MacRae, Director, Transportation and Mobility, with respect to a road safety/Vision Zero update.

3. Consent

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

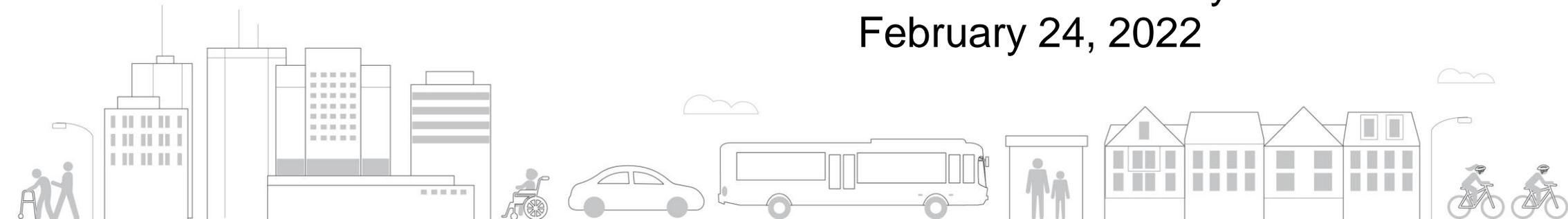
That it BE NOTED that the 6th Report of the Community Safety and Crime Prevention Advisory Committee, from its meeting held on October 28, 2021, was received.

4. Adjournment

The meeting adjourned at 1:20 PM.

Mobility Master Plan

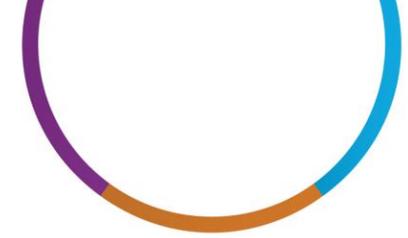
Community Safety and Crime
Prevention Advisory Committee
February 24, 2022



Presentation Overview

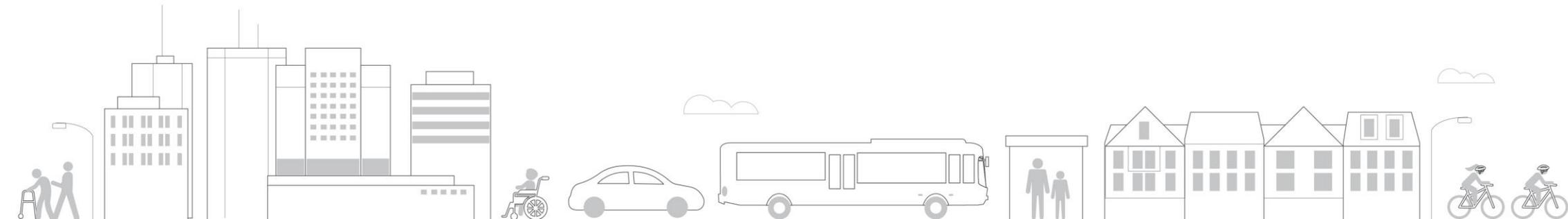
- Scope
- Schedule
- Engagement
- Draft Vision and Guiding Principles





“Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner”

-The London Plan (2016)

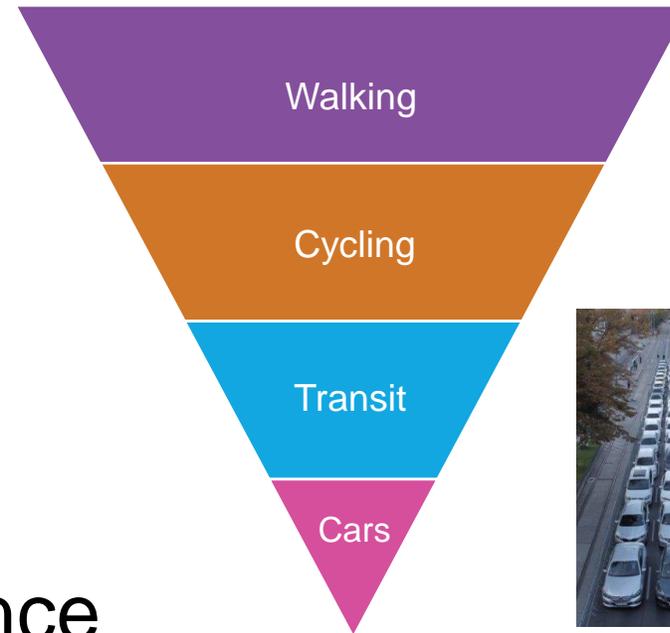


Context

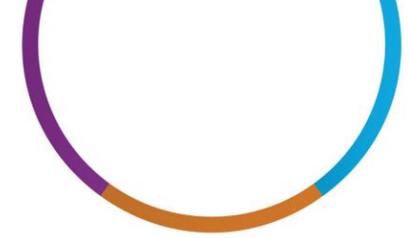
- Smart Moves Transportation Master Plan (2013)
- London Road Safety Strategy (2014)
- The London Plan (2016)
- London ON Bikes Cycling Master Plan (2016)
- Rapid Transit Master Plan (2017)
- Complete Streets Design Manual (2018)
- Council Strategic Plan (2019 – 2023)
- Community Diversity and Inclusion Strategy (2019)
- Safe Cities London Action Plan (2020)
- Multi-Year Accessibility Plan (in development)
- Climate Emergency Action Plan (in development)

Scope Considerations

- Moving people
- Multi-modal level of service
- Climate lens
- Equity and inclusion
- Land use
- Reducing auto-dependency
- Public health
- Operations & winter maintenance



Schedule



Phase 1: Establish shared vision & understand needs

Fall 2021 – Spring 2022

- Establish community connections
- Provide education opportunities
- Consult on vision and guiding principles
- Learn about mobility experiences, goals, and barriers

Phase 2: Explore solutions & make connections

Summer 2022 – Winter 2023

- Identify opportunities and challenges
- Link feedback to existing policies, plans and programs and identify gaps
- Collect people-trip information
- Develop options for future mobility networks
- Identify opportunities for community empowerment

Phase 3: Confirm & refine path forward

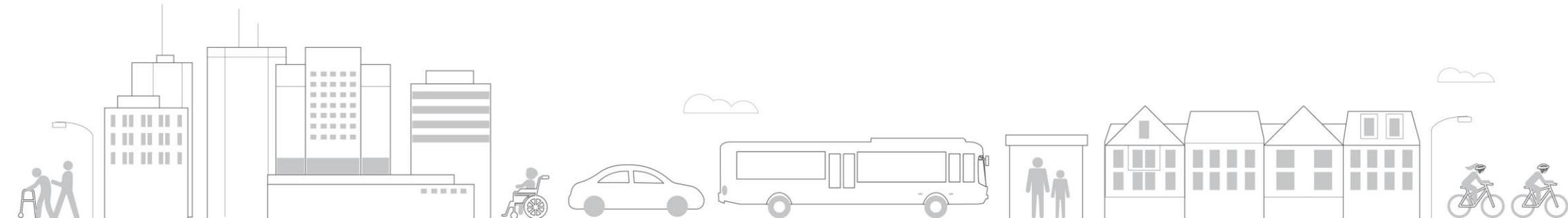
Spring 2023 – Winter 2024

- Begin drafting Mobility Master Plan
- Forecast budgets needed to carry out the plan
- Revisit recommendations with most impacted groups
- Present & publish final plan



Engagement Framework

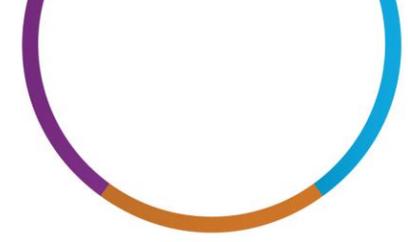
- Follow equitable engagement best practices
- Use IAP2 Spectrum of Public Participation
- Leverage existing networks (e.g., Advisory Committees)
- Form a Community Engagement Panel
- Recruit Community Connectors
- Complete a demographics data analysis
- Ensure representation from Indigenous people, Black people, people of colour and other equity-deserving groups
- Identify and address engagement barriers
- Establish clear feedback loops



Draft Vision Statement

“In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.”





Environmentally sustainable:

Take bold action to address climate change and design and move in ways that protect and enhance the natural environment.

Integrated, connected and efficient:

Strengthen community and the economy with better access to people, places, goods and services as London grows.

Mobility Master Plan Guiding Principles

Financially sustainable:

Ensure mobility and its infrastructure is affordable for current and future generations.

Equitable:

Recognize diverse mobility needs and embed equity into decision making to enable everyone to move through the city.

Healthy and safe:

Promote and protect the physical, mental and social wellbeing of all and encourage active living.



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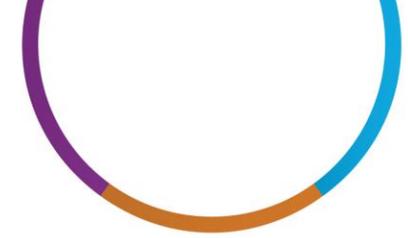
Staying Connected

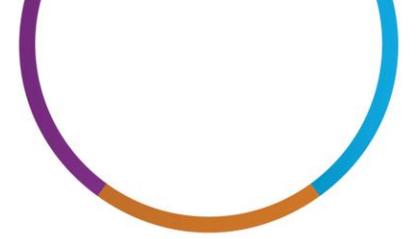
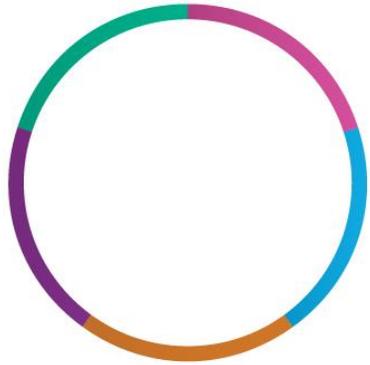
For project information:

- Subscribe to email list
- Visit web page:
getinvolved.london.ca/mobility-master-plan

To contact the team:

- mmp@london.ca
- 519-661-4580



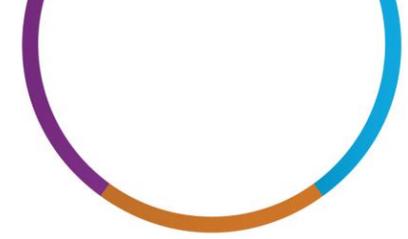


A Better London For All

Mobility Master Plan



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Road Safety/Vision Zero Update

Community Safety and Crime Prevention Advisory Committee

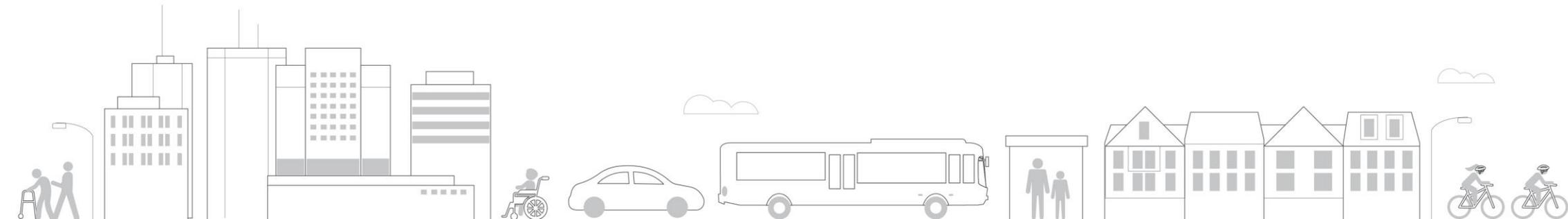
February 2022



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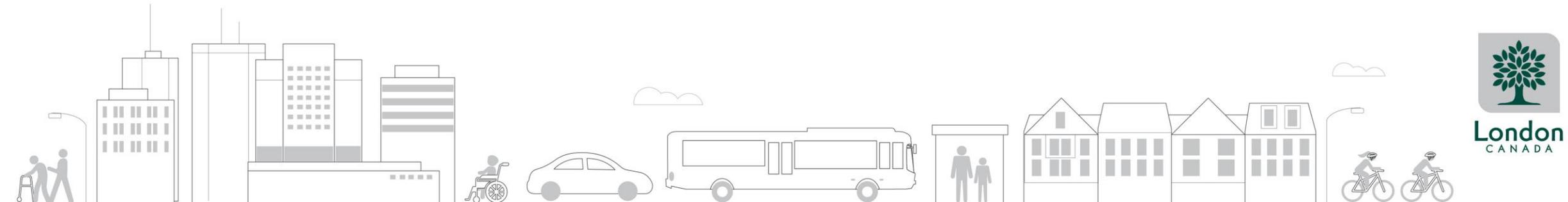
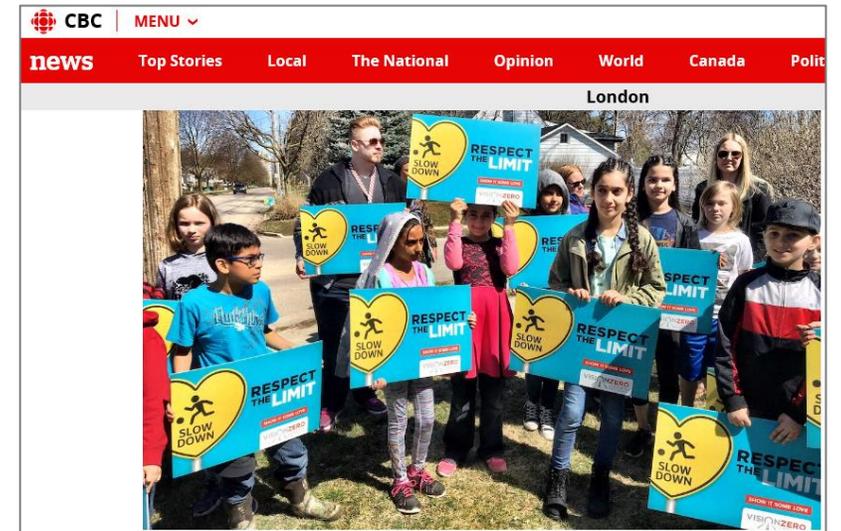
Presentation Outline

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



Background

- London Road Safety Strategy
- London Middlesex Road Safety Committee
- New Mobility Master Plan



London Road Safety Strategy



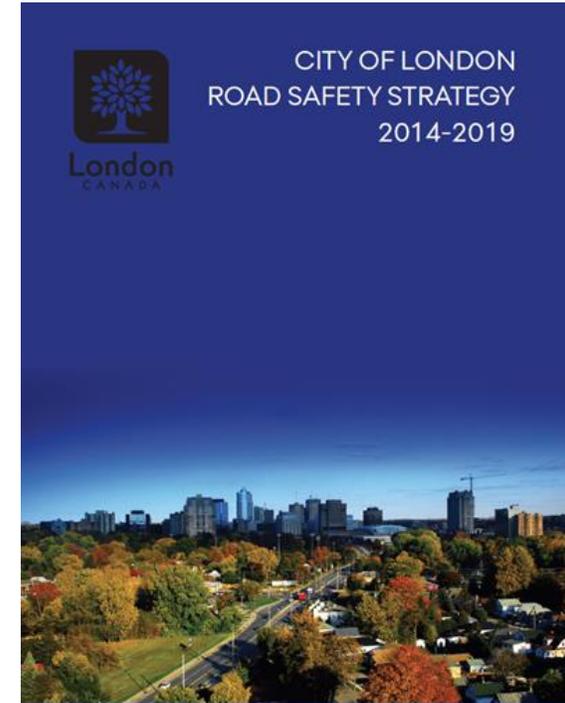
VISION: A path to a safer road environment for all transportation users in London.



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.



GOAL: 10% reduction in fatal and injury traffic collisions within five (5) years (2014 – 2019).



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



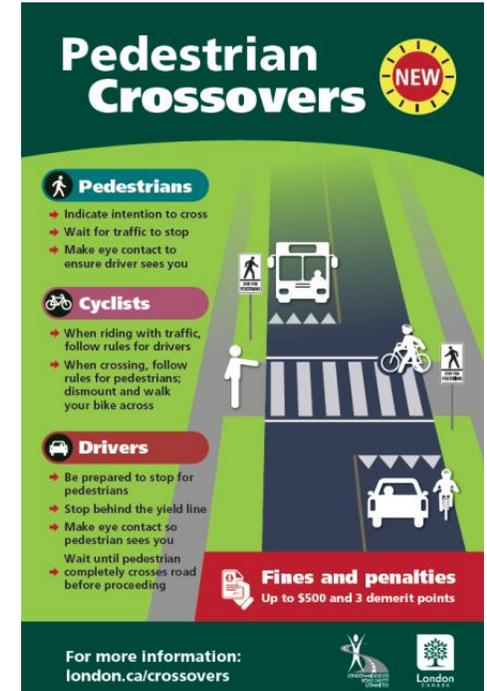
Distracted/Aggressive Driving and Young Drivers

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



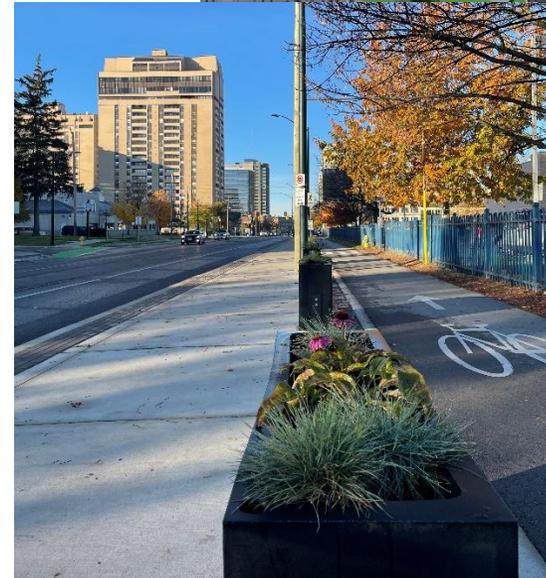
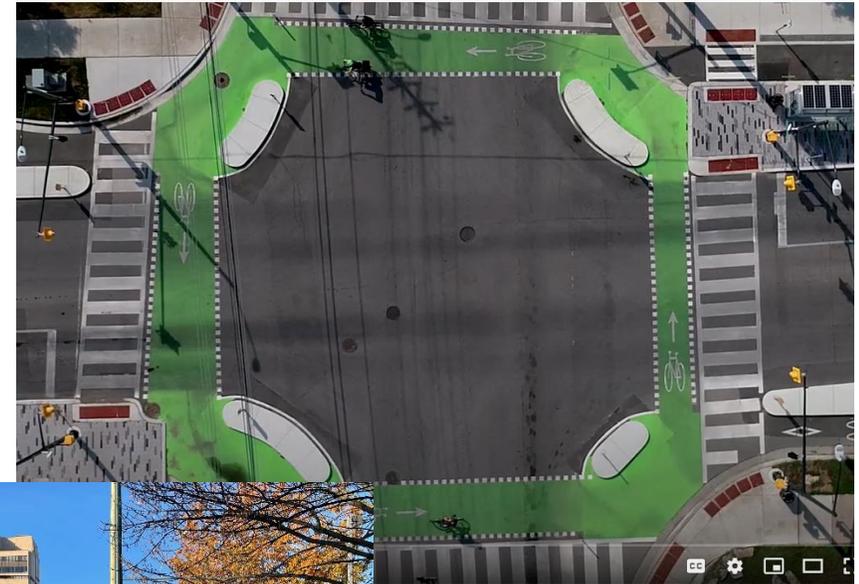
Pedestrians

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



Cyclists

- New AT Program Manager and Planning and Design Resources
- Improved Cycling Infrastructure
 - Protected Intersections
 - New separated facilities
 - OTM Book 18

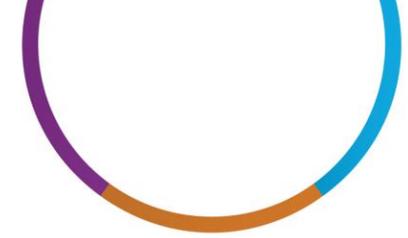


Red Light Running

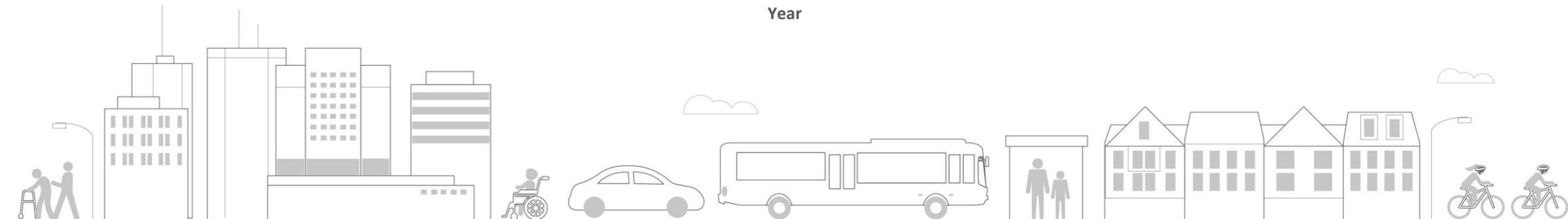
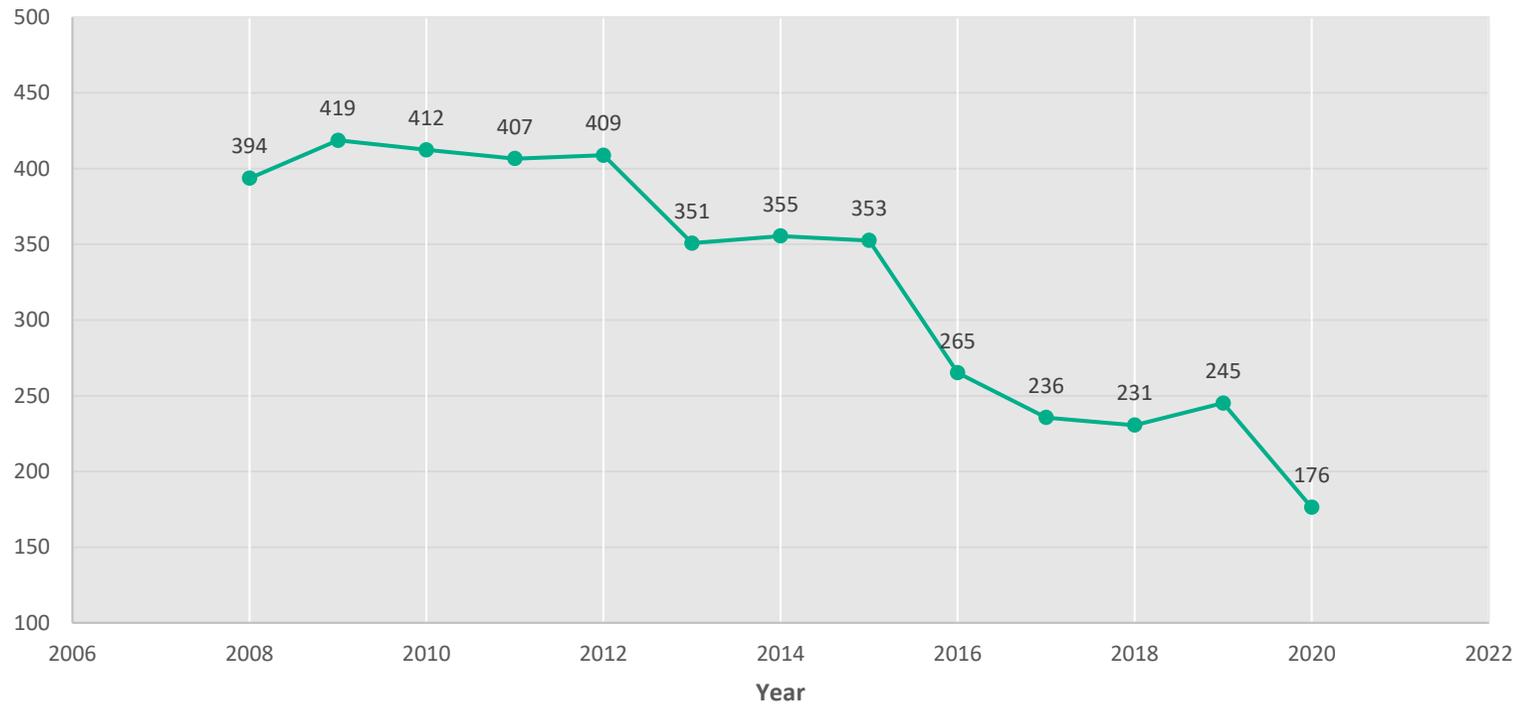
- Red light camera program
- Public education and communication programs



Annual Serious Collisions

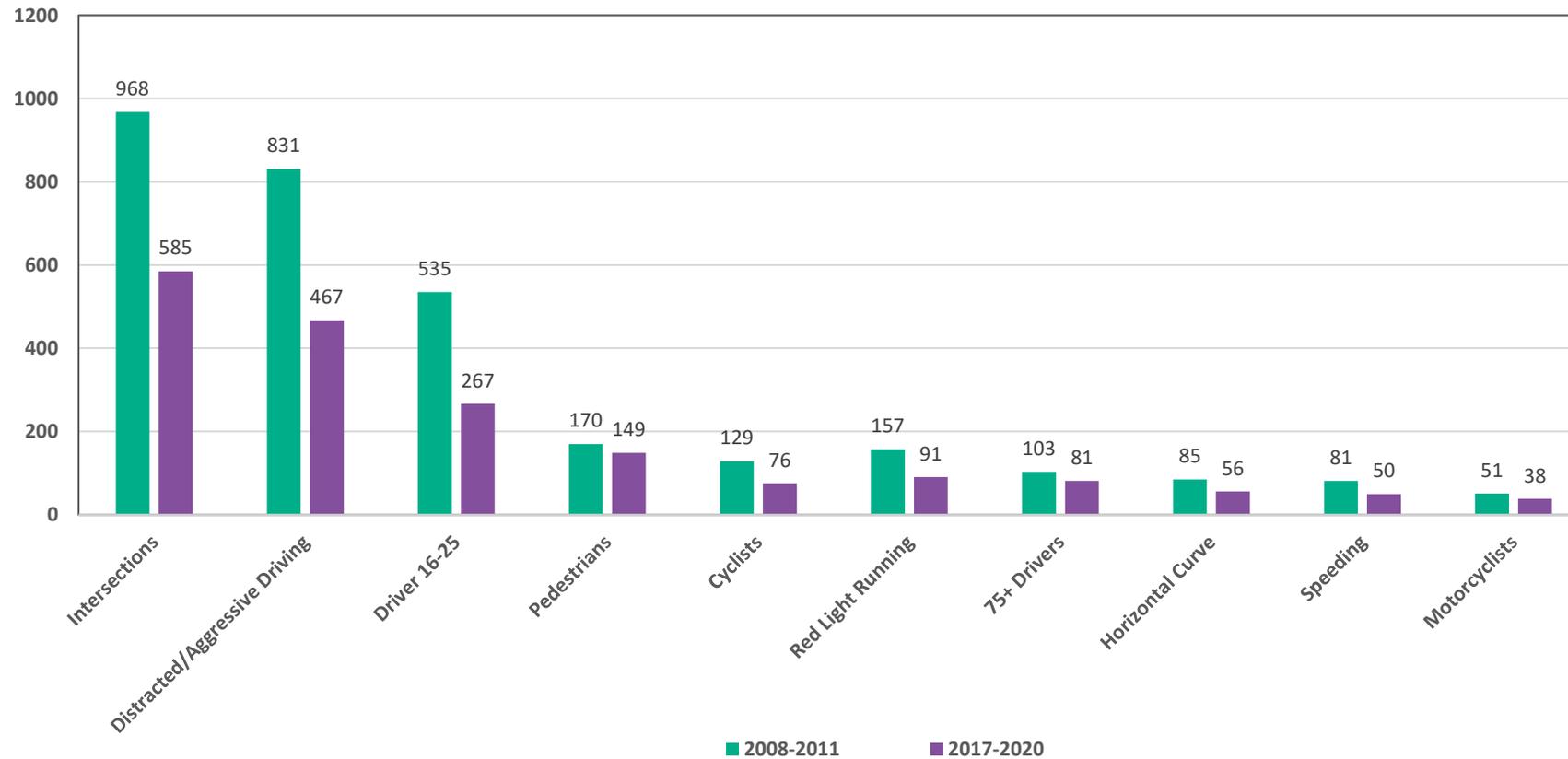


Number of Serious Collisions Per 100,000 People



Priority Areas

Number of Annual Serious Collisions



Observations

- Positive Trends
- Covid influences post March 2020
- Significant reductions for some target areas such as Intersections, Distracted Drivers and Young Drivers
- More modest reductions for target areas such as Pedestrians and Older Drivers

Summary and Next Steps

- Collision Trends are encouraging but effort 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
- New Mobility Master Plan and future data opportunities

Community Safety and Crime Prevention Advisory Committee Report

The 6th Meeting of the Community Safety and Crime Prevention Advisory Committee
October 28, 2021
2021 Meeting - Virtual Meeting during the COVID-19 Emergency

Attendance PRESENT: B. Gibson (Chair), J. Campbell, T. Khan, B. Madigan
and J. Slavin

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

ALSO PRESENT: H. Lysynski, K. Pawelec and M. Schulthess

The meeting was called to order at 12:24 PM; it being noted that
all Members 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. Consent

2.1 5th Report of the Community Safety and Crime Prevention Advisory Committee

That it BE NOTED that the 5th Report of the Community Safety and Crime
Prevention Advisory Committee, from its meeting held on September 13,
2021, was received.

3. Items for Discussion

3.1 Community Safety and Well-Being Plan - Verbal Update

That it BE NOTED that the Community Safety and Crime Prevention
Advisory Committee held a general discussion and heard a verbal update
from K. Pawelec, Director, Community Development and Grants, with
respect to the Community Safety and Well-Being Plan.

4. Adjournment

The meeting adjourned at 12:49 PM.