

6TH REPORT OF THE
TRANSPORTATION ADVISORY COMMITTEE

Meeting held on June 7, 2016, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: A. Stratton (Chair), G. Bikas, S. Brooks, G. Debbert, A. Farahi, H. Ketelaars, J. Kostyniuk, L. Norman, and J. Peccia and B. Mercier (Secretary).

ABSENT: M. Elmadhoon, S. Greenly and A. Penney.

ALSO PRESENT: D. Hall, D. MacRae, A. Miller and A. Wilson.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it **BE NOTED** that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Pedestrian Charter

That the matter of a Pedestrian Charter for London **BE REFERRED** to the Review Sub-Committee for consideration with a report back at a future meeting of the Transportation Advisory Committee (TAC); it being noted that the TAC received the attached presentation and a copy of the Toronto Pedestrian Charter from K. Labonte, with respect to this matter.

III. CONSENT ITEMS

3. 5th Report of the Transportation Advisory Committee

That it **BE NOTED** that the 5th Report of the Transportation Advisory Committee from its meeting held on May 3, 2016, was received.

4. Municipal Council Resolution - School Zone Speed Limit Policy

That it **BE NOTED** that the Municipal Council resolution from its session held on May 3, 2016, with respect to the draft School Zone Speed Limit Policy, was received.

5. Municipal Council Resolution - Pedestrian Crossover Program

That it **BE NOTED** that the Municipal Council resolution from its session held on May 3, 2016, with respect to the Pedestrian Crossover Program, was received.

6. Notices

That it **BE NOTED** that the following Notices were received:

- a) the Notice dated May 9, 2016, from C. Smith, Senior Planner, with respect to an application submitted by Kenmore Homes (London) Inc. relating to the property located at 255 South Carriage Road; and,
- b) the Notice dated May 4, 2016, from J. Adema, Planner II, with respect to the London Plan; it being noted that the London Plan, May 2016 was provided to the Advisory Committee on the Environment.

7. Adelaide Street/Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That it **BE NOTED** that a Notice of Public Information Centre, with respect to the Adelaide Street/Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study to be held on June 16, 2016, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

8. Review Subcommittee

That the following actions be taken with respect to the Review Sub-Committee Report:

- a) the attached, revised, School Zone Speed Limit Policy Working Group comments **BE FORWARDED** to the Civic Administration for consideration; and,
- b) it **BE NOTED** that the Review Sub-Committee minutes from its meeting held on May 25, 2016, were received.

V. ITEMS FOR DISCUSSION

9. TAC Work Plan

That the following actions be taken with respect to the Transportation Advisory Committee (TAC) 2016 Work Plan:

- a) it **BE NOTED** that the communication dated April 24, 2016, from J. Kostyniuk, with respect to work plan potential initiatives, was received; and,
- b) it **BE NOTED** that the TAC committee reviewed and updated its 2016 Work Plan.

10. Defining and Applying Diversity: 'Gender Lens'

That it **BE NOTED** that the Municipal Council resolution adopted at its session held on May 3, 2016, with respect to "Defining and Applying Diversity: 'Gender Lens'", was received.

11. Summer Meeting Schedule

That it **BE NOTED** that the Transportation Advisory Committee held a general discussion with respect to its summer meeting schedule and decided to meet in July and not in the month of August.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

12. BIGS Neighbourhood Secondary Plan

That it **BE NOTED** that a Notice of Public Meeting dated June 1, 2016, from L. Maitland, Planner I, with respect to a Secondary Plan application submitted by the City of London relating to the area bounded by Platt's Lane to the west, the Canadian Pacific rail tracks to the south and the Thames River to the north and east; was received.

VII. ADJOURNMENT

The meeting adjourned at 1:54 PM.

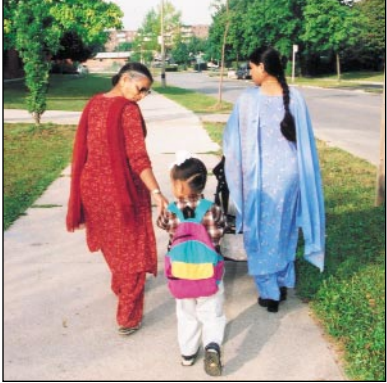
NEXT MEETING DATE: July 5, 2016

Toronto Pedestrian Charter



Walking is the most ancient and universal form of travel. It is also an important form of exercise and recreation. Every personal trip involves walking, alone or in combination with taking public transit, driving or cycling.

A pedestrian is a person moving from place to place, either by foot or by using an assistive mobility device. Pedestrians include residents and visitors to the city of all ages and abilities. In order to travel safely, conveniently, directly and comfortably, they require an urban environment and infrastructure designed to meet their travel needs.



To ensure walking is a safe, comfortable and convenient mode of urban travel, the City of Toronto respects the following principles:

Accessibility

Walking is a free and direct means of accessing local goods, services, community amenities and public transit.

Environmental Sustainability

Walking relies on human power and has negligible environmental impact.

Equity

Walking is the only mode of travel that is universally affordable, and allows children and youth, and people with specific medical conditions to travel independently.

Personal and Community Safety

An environment in which people feel safe and comfortable walking increases community safety for all.

Health and Well-Being

Walking is a proven method of promoting personal health and well-being.

Community Cohesion and Vitality

A pedestrian-friendly environment encourages and facilitates social interaction and local economic vitality.

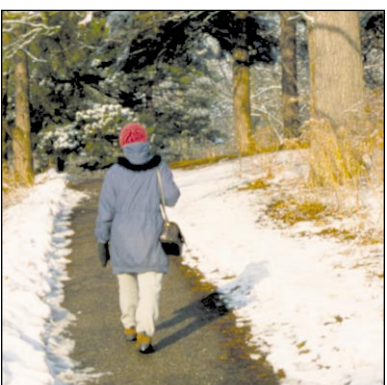


To create an urban environment in all parts of the city that encourages and supports walking, the City of Toronto:

- upholds the right of pedestrians of all ages and abilities to safe, convenient, direct and comfortable walking conditions;
- provides a walking environment within the public right-of-way and in public parks that encourages people to walk for travel, exercise and recreation;
- supports and encourages the planning, design and development of a walking environment in public and private spaces (both exterior and interior) that meets the travel needs of pedestrians;
- provides and maintains infrastructure that gives pedestrians safe and convenient passage while walking along and crossing streets;
- ensures that residents' access to basic community amenities and services does not depend on car ownership or public transit use;
- sets policies that reduce conflict between pedestrians and other users of the public right-of-way;
- creates walkable communities by giving high planning priority to compact, human-scale and mixed land use;
- encourages research and education on the social, economic, environmental and health benefits of walking as a form of travel, exercise and recreation;
- promotes laws and regulations that respect pedestrians' particular needs;
- advocates for improving the provincial and federal regulatory and funding frameworks that affect the City's ability to improve the pedestrian environment; and
- works with individual citizens, community groups and agencies, businesses and other levels of government to achieve these goals.

An urban environment that encourages and facilitates walking supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between vehicles and pedestrians; lead to cleaner air; green public space; and support green tourism. Such an environment creates opportunities for the informal social interaction that is one of the main attributes of a vibrant, liveable city.

Adopted by Toronto City Council, May 21, 2002





Why?

- To increase use of public transit;
- Decrease car dependence;
- Reduce car/ pedestrian conflicts;
- Reduce pollution;
- Support green tourism; and
- Create an environment that fosters informal social interaction

Purpose.

- To serve as a reminder to decision-makers within the City and the community at large that walking is a valued and sustainable form of travel.
- A measuring point for how effective the City acts to create an environment that respects and promotes travel by foot or assistive mobility device.

How?

- Outline what pedestrians have a right to expect from the City in terms of meeting their travel needs;
- Establish principles to guide the development of all policies and practices that affect pedestrians; and
- Identify the features of an urban environment and infrastructure that will encourage and support walking.

The Pedestrian Charter identifies:

- Rights, Principles, Attributes and actions to make London a city in which residents and visitors of all ages and abilities can enjoy walking in a safe, convenient and comfortable urban environment.

Who Else?

- Kitchener;
- Burlington;
- Toronto;
- Halton Hills;
- Milton;
- Sudbury
- Equimalt; and
- Montreal

Six Principles of Toronto's Pedestrian Charter

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June 7, 2016

To the Civic Works Committee,

RE: SCHOOL ZONE SPEED LIMIT POLICY

The Transportation Advisory Committee is supportive of introducing a school zone speed limit policy that would reduce the speed limit in school zones as outlined in the staff report, with the following comments:

1. Evidence shows that a reduced speed limit most effectively reduces actual driving speeds when paired with physical traffic calming procedures. The TAC therefore recommends that such traffic calming be undertaken in the same zones where the reduced speed limit is applied.
2. Should the city pursue a 24/7 speed limit reduction, the TAC recommends that a beacon be used only in high risk areas during high risk periods, so as not to create an unnecessary disturbance to neighbourhoods or drivers during other times.
3. The TAC recognizes that the education and enforcement aspects of this recommendation are as important as engineering decisions to reduce the driving speed and improve safety in school zones, and we recommend that adequate resources be provided to effectively pursue those components of an overall plan.

We request that these comments be forwarded to staff for inclusion in the public input on this issue, and we welcome further involvement in the discussion.

Thank you,
Transportation Advisory Committee

(Submitted by the TAC chair, as adopted at the TAC meeting of June 7, 2016)