

# Transportation Advisory Committee

## Report

The 11th Meeting of the Transportation Advisory Committee  
November 26, 2019  
Committee Room #4

Attendance                   PRESENT: D. Foster (Chair), A. Abiola, G. Bikas, D. Doroshenko, B. Gibson, T. Kerr, T. Khan, P. Moore and M. Rice and J. Bunn (Committee Secretary)

ABSENT: M.D. Ross and S. Wraight

ALSO PRESENT: G. Dales, M. Elmadhoon, K. Grabowski, Sgt. S. Harding, T. Hitchon, P. Kavcic, J. Kostyniuk, T. Macbeth, T. MacDaniel, D. MacRae, M. Metcalfe, A. Miller and A. Sones

The meeting was called to order at 12:15 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

G. Bikas discloses a pecuniary interest in Item 3.5 of the 11th Report of the Transportation Advisory Committee, having to do with the Wenige Expressway Bridge and Highbury Avenue Rehabilitations, by indicating that his employer owns property adjacent to the project.

### 2. Scheduled Items

#### 2.1 Veterans Memorial Parkway Extension – Project Update

That it BE NOTED that the presentation, as appended to the agenda, and a delegation from I. Bartlett, Stantec, with respect to a project update on the Veterans Memorial Parkway Extension, was received.

#### 2.2 Municipal Environmental Assessment Process

That it BE NOTED that the attached presentation from A. Sones, Environmental Services Engineer, with respect to the Municipal Environmental Assessment Process, was received.

#### 2.3 Transportation Demand Management Activities – Introduction and Update

That it BE NOTED that the attached presentation from A. Miller, Co-Ordinator, Transportation Demand Management, with respect to and introduction and update on Transportation Demand Management Activities, was received.

#### 2.4 London's Transportation 2018 Emission Information

That it BE NOTED that the attached presentation, and the communication appended to the agenda, from A. Abiola, with respect to London's Transportation 2018 Emission Information, were received.

### **3. Consent**

#### **3.1 10th Report of the Transportation Advisory Committee**

That it BE NOTED that the 10th Report of the Transportation Advisory Committee, from its meeting held on October 22, 2019, was received.

#### **3.2 Municipal Council Resolution - Procurement of an Advanced Traffic Management System and New Traffic Signal Controllers**

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 29, 2019, with respect to the procurement of an Advanced Traffic Management System and new traffic signal controllers, was received.

#### **3.3 Public Meeting Notice - Official Plan Amendment - Revised Victoria Park Area Secondary Plan**

That it BE NOTED that the Public Meeting Notice, dated November 14, 2019, from M. Knieriem, Planner II, with respect to an Official Plan Amendment related to the Revised Victoria Park Area Secondary Plan, was received.

#### **3.4 Stopping and Parking Restrictions in Bicycle Lanes**

That it BE NOTED that the Memo dated November 12, 2019, from Roads and Transportation, Development and Compliance Services, with respect to stopping and parking restrictions in bicycle lanes, was received.

#### **3.5 Wenige Expressway Bridge and Highbury Avenue Rehabilitations**

That it BE NOTED that the Memo dated November 6, 2019, from T. Hitchon, Technologist II, with respect to the Wenige Expressway Bridge and Highbury Avenue rehabilitations, was received.

#### **3.6 Transportation Advisory Committee 2019 Work Plan**

That it BE NOTED that the 2019 Transportation Advisory Committee Work Plan, as at November 2019, was received.

#### **3.7 (ADDED) Notice of Planning Application - Official Plan Amendment - City-Wide Urban Design Guidelines**

That it BE NOTED that the Notice of Planning Application, dated November 21, 2019, from A. Lockwood, Urban Designer, with respect to an Official Plan Amendment related to the City-Wide Urban Design Guidelines, was received.

### **4. Sub-Committees and Working Groups**

#### **4.1 Street Parking Review Working Group Report**

That the Civic Administration BE REQUESTED to review the attached Street Parking Review Working Group Report, from its meeting held on November 6, 2019, and provide the requested statistics to the above-noted Working Group.

**5. Items for Discussion**

None.

**6. Adjournment**

The meeting adjourned at 2:15 PM.



# Municipal Environmental Assessments



Adrienne Sones P.Eng., Environmental Service Engineer  
Transportation Advisory Committee (TAC)  
November 26, 2019



## Outline

- The Environmental Assessment (EA) Act
- The EA Process
- EA Requirements
- Engagement



## Environmental Assessment Act



Dingman Creek – Spring 2016



## Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

### **Purpose:**

*“Betterment of the people of Ontario by providing for the protection, conservation and wise management of Ontario’s environment”*

### **Overall Objective:**

Ensure environmental effects are minimized and appropriate mitigation is proposed

### **Key Definition:**

Environment includes natural, social, cultural, built and economic environments.



## Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

The EA Act applies to enterprises, activities, proposals, plans or programs by a public body;

**Therefore, Municipal Infrastructure is Subject to Ontario EA Act**

- It is illegal to build municipal infrastructure (roads, transit, water, wastewater,) without EA Act approval
- Regardless who is building it



## Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

### **Who Has to Comply?**

- **Those groups who build municipal infrastructure:**
  - Municipalities
  - Ontario Clean Water Agency
  - Public Utility Commission
  - Private Sector (Certain projects with a high environmental impact)



# Ontario Environmental Assessment Act (EA Act, R.S.O. 1990)

## How Can One Comply?

- **By carrying out:**
  1. An **Individual** Environmental Assessment (subject to formal government review and approval) for each project [Part II of EA Act]; or
  2. A **Class** Environmental Assessment for municipal projects in accordance with approved "Parent" project [Part II.1 of EA Act]



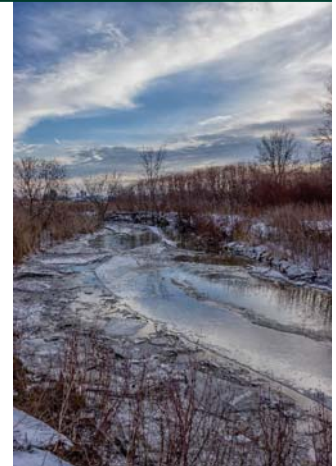
# Municipal Class EA Process

- Municipal Class EA process originally approved in the year 2000.
- Ontario Regulation 334 enables municipalities to follow the approved *Municipal Class EA process* to fulfill EA Act requirements.
- Self assessment process, the proponent is responsible to ensure planning process is followed.
- Typically a consultant is retained by the City to complete the EA requirements.
- Detailed design process follows EA completion.



# Municipal Class EA Process

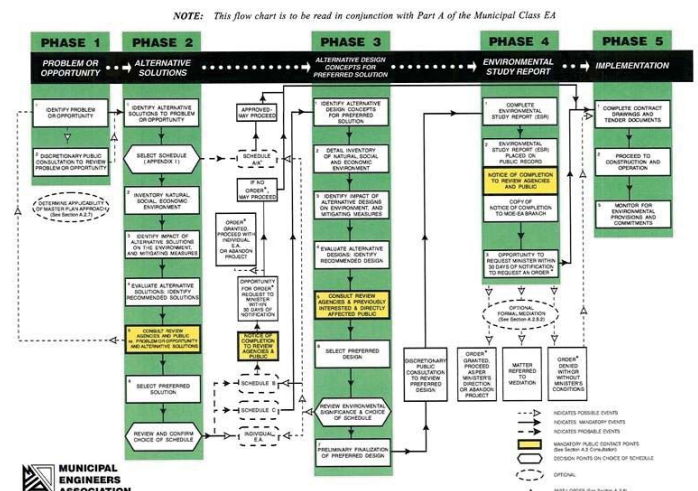
- Key Principles:
  - Public engagement
  - Reasonable range of alternatives
  - Consideration of the effects on all aspects of the environment
  - Systematic evaluation
  - Clear documentation
  - Traceable decision making



# Municipal Class EA Process

Projects are categorized by different schedules: A, A+, B, and C. Based on the project schedule various phases are required.

- Phase 1 - Define problem or opportunity
- Phase 2 - Develop alternative solutions
- Phase 3 - Develop concepts for preferred solution
- Phase 4 - Issue Environmental Study Report
- Phase 5 - Implementation



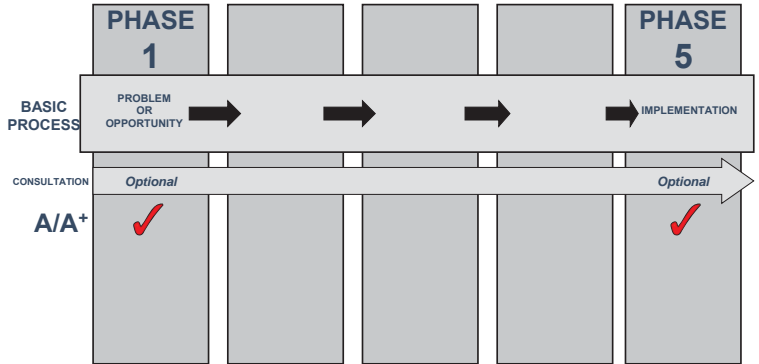




## Schedule A / A+

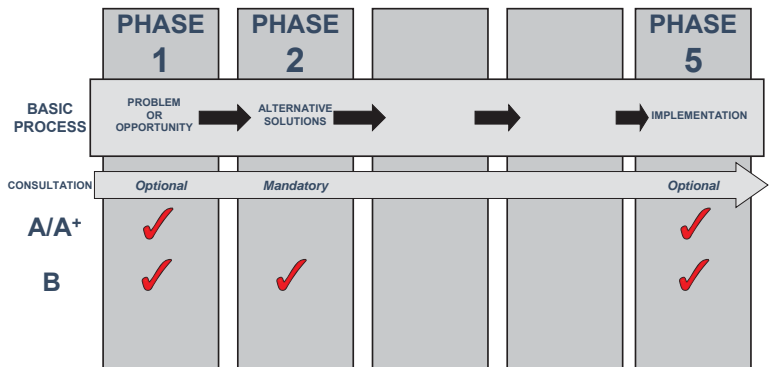
### Schedule A / A+

- Typically limited in scale
- Minimal adverse environmental effects
- Include normal or emergency operational and maintenance activities
- Pre-approved; proponent may proceed without following procedures set-out in the Municipal Class EA
- A+ projects advise the public prior to implementation
- **Example:** Road resurfacing, sewer reconstruction, reconstructing a failed outlet for a stormwater management pond



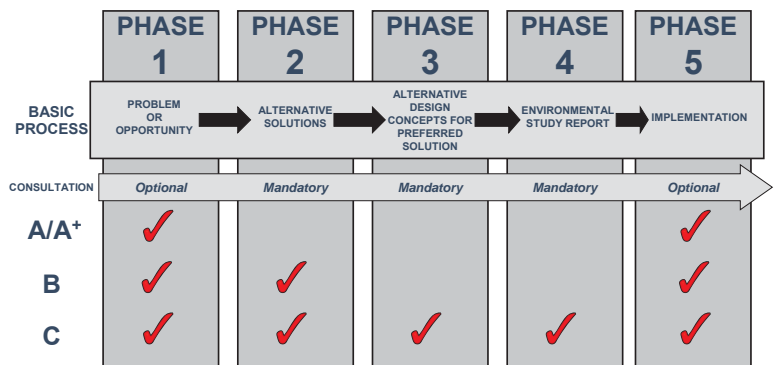
## Schedule B

- Potential for some adverse environmental effects with known mitigation
- Generally include improvements and minor expansions to existing facilities
- Undertake a screening process including mandatory contact with directly affected public and relevant review agencies
- "Project File" is available for a minimum 30 day public review period
- **Example Project:** Road construction or widening <\$2.4m, construct a new stormwater management pond



## Schedule C

- Potential for significant environmental effects
- Generally include the construction of new facilities and major expansions to existing facilities
- Must proceed under the full procedures specified in Class EA process
- File Environmental Study Report (ESR) for minimum 30 day public review
- **Example Project:** Construction of new grade separations >\$9.5m, moving an existing watercourse.



## Schedule A / A+



## Schedule B



## Schedule C



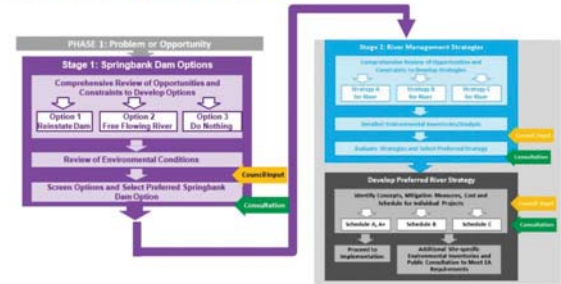
# Master Plans

- Consider systems or groups of related projects.
- Long range infrastructure plans.
- Often integrate existing and future land use planning with EA principles.
- At a minimum address Phases 1 & 2 of the EA process.



# Master Plans – One River

## One River EA Process



# Master Plans

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
<b>BASIC PROCESS</b>	PROBLEM OR OPPORTUNITY	ALTERNATIVE SOLUTIONS	ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION	ENVIRONMENTAL STUDY REPORT	IMPLEMENTATION
<b>Consultation Requirements</b>	Optional	Mandatory	Mandatory	Mandatory	Optional
<b>A/A+</b>	✓				✓
<b>B</b>	✓	✓			✓
<b>C</b>	✓	✓	✓	✓	✓
<b>Master Plans</b>	✓	✓	✓	✓	✓



# Public Engagement

- The proponent develops a consultation plan
- Consultation: is a two-way communications process between the proponent and affected or interested stakeholders
- Mandatory Contact: Phase 2 (alternative solutions), Phase 3 (design concepts or preferred solution), notice of completion
- 30-day review period of EA document



# Appeal Mechanism

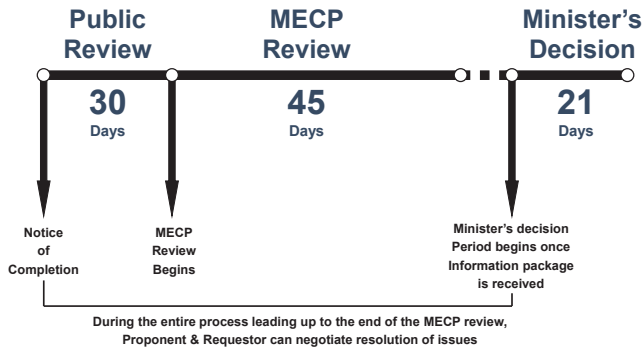
- During the 30 day review period the public can request the Ministry of Environment, Conservation and Parks (MECP) make a **Part II Order Request** to the municipality

### Minister can:

- 1) Deny, with or without Conditions
- 2) Refer matter to mediation
- 3) Order proponent to comply with Part II



## Part II Order – Timeline



## TAC Engagement

- **Role:** to provide recommendations, advice, and information on those specialized matters which relate to the purpose of the advisory committee
- **Mandate:** to advise and support City Council in the implementation of the City's Transportation Master Plan and London Road Safety Strategy by reviewing master planning studies, implementation projects, long term capital plans, land use plans and other planning studies.



## Resources

- Municipal Class Environmental Assessment, YouTube Training Videos (<https://www.youtube.com/user/municipalengineers>)
- Municipal Engineers Association, <http://www.municipalclassea.ca/>







# TDM ACTIVITIES: INTRODUCTION & UPDATE



Transportation Advisory Committee  
November 26, 2019

Jay Stanford, Director,  
Environment, Fleet & Solid Waste  
Allison Miller  
TDM Coordinator



# WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

- Strategies that result in more efficient use of a transportation system
- Encouraging Londoners to use options other than driving alone or . . . . *driving at all!*
- More than just weekday peak trips
- Part of an active lifestyle

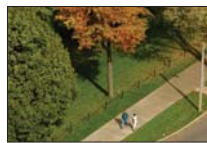
Over the last few years cycling has been a priority and taken up a larger share of time.



# GOALS OF TDM

## ✓ Reduce

- Reliance on single occupancy vehicles (SOV)
- Vehicle kilometres travelled (VKT)
- Capital expenditures
- Maintenance costs
- Traffic congestion
- GHG emissions

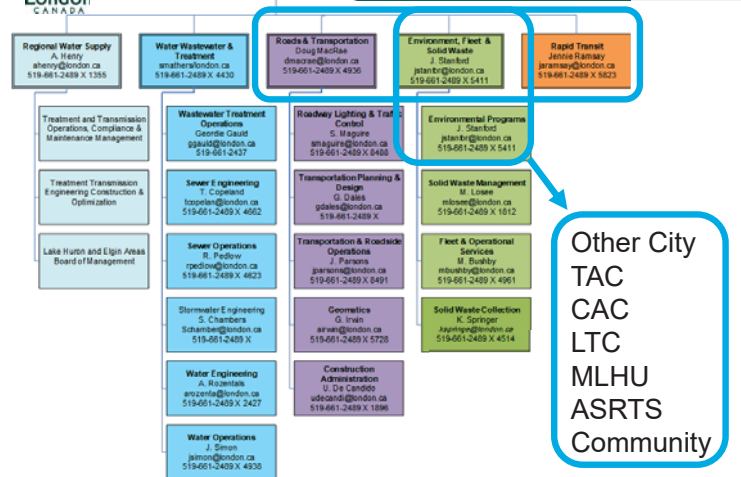


## ✓ Improve

- Traffic safety
- Air quality
- Health



# WHERE DOES TDM FIT INTO THE CITY?



# TDM IN SMART MOVES 2030 TMP (AS OF 2013)

## Priority Action Areas:

- Strengthen Policy Support
- Promote Sustainable Travel for all Time Periods
- Target Commuter Travel
- Target School Travel
- Increase Investment in AT Infrastructure
- Use Parking to Support Transit, AT, and TDM



# PAST TAC TDM WORK EXAMPLES

- Developed list of local workplaces to target with Business Travel Wise Program (early 2000s)
- Struck an AT/TDM Working Group (2015)
- Included TDM projects in committee workplan (2018-present)
- Committee asked to participate in specific TDM projects (ongoing)
- Committee asked generally how they'd like to be involved in TDM activities (ongoing)



# TRANSPORTATION MANAGEMENT ASSOCIATION

## Workplan item 18.11

- TMA is usually a non-profit, member-controlled organization that provides transportation services in a particular area or areas
- Feasibility Study just started; based in part on past work in the Oxford East business area
- Define location(s), governance models, and current context and programming



## Workplan item 18.12

- Ontario Trillium Foundation-funded project
- Lead is SustainMobility – delivers TMA programs in GTA
- 6 other municipalities
- Commuter programs and supports to be Londonized
- Includes a Guaranteed Ride Home Program (stumbling block to more carpooling and cycling)



**BE PART OF THE SOLUTION**  
 ONTARIO'S COMMUNITIES ARE COMING TOGETHER TO REDUCE 20,000,000 KM OF VEHICLE TRAVEL!



# BIKE SHARE BUSINESS CASE

- Supports “1<sup>st</sup>/last mile” transit trips and extends walk-shed
- Background details and preliminary analysis completed
- Implementing a RFP to obtain pricing and a vendor
- Proposed launch Summer 2020



# REGIONAL RIDESHARE

## Background

- Carpool promotion since 2007
- Expanded regionally in 2015
- Share costs based on population as percentage of the whole
- Developed new brand and coordinated marketing
- Continue to seek more partners and participating employers
- CityStudio project evaluating post-secondary student use

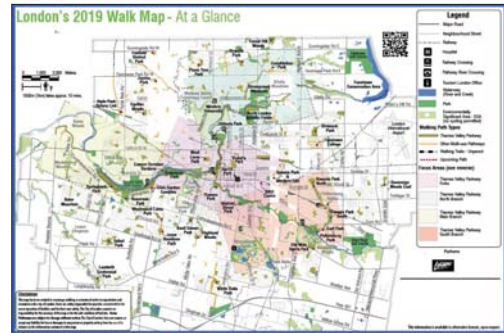


Program is evolving

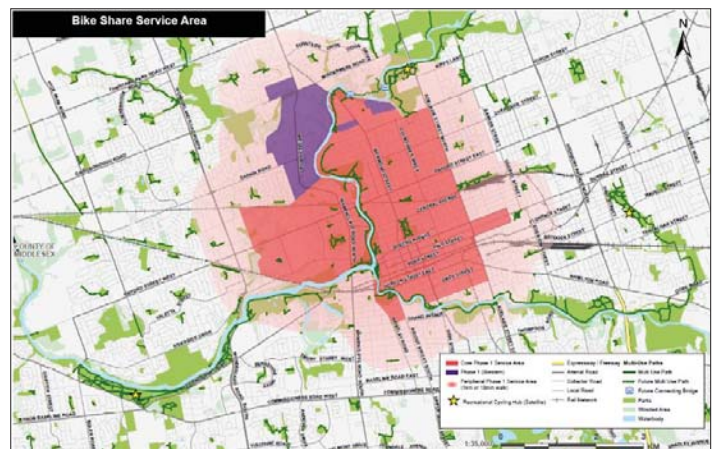


# UPDATED BIKE & WALK MAPS

- Worked with Fanshawe College
- Wide distribution through Libraries, Tourism London, employers and shops



# BIKE SHARE – SERVICE AREA







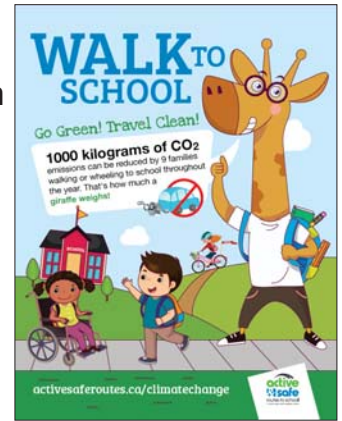
# MEASURING

- For Cycling: Listed in the Strategic Plan - Prepare background methodology, an approach to monitoring and implement
- We need more information in these areas:
  - GHGs
  - # of pedestrians, desire lines, and who is walking/wants to walk
  - More surveys (cycling and introduce walking survey)
  - TMA measurement



# PARTNER SUPPORT - WALKING

ELMO ASRTS active member and support for Climate Change campaign



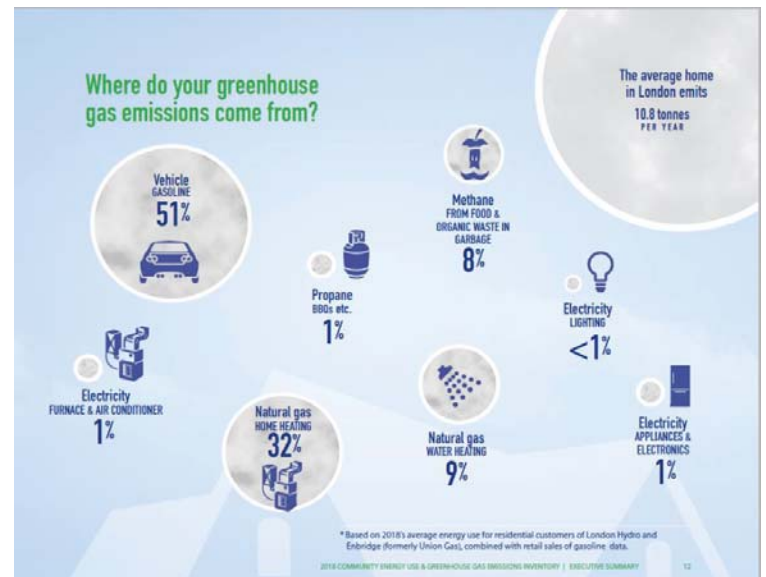
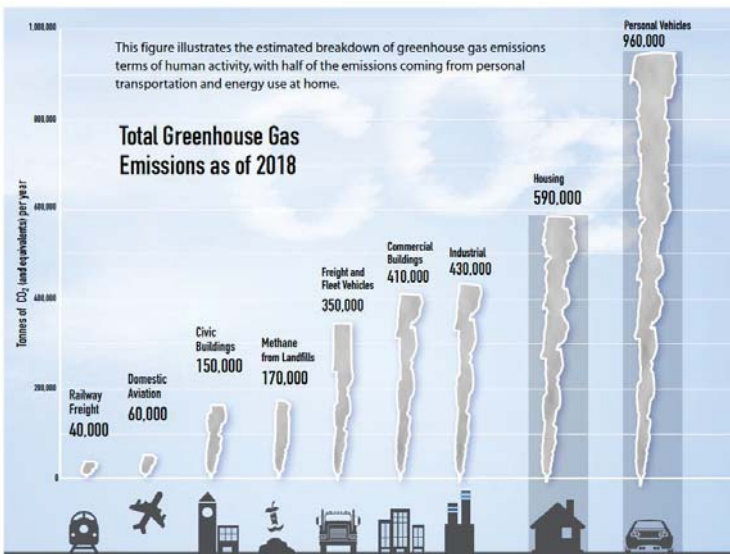
# PARTNER SUPPORT - CYCLING

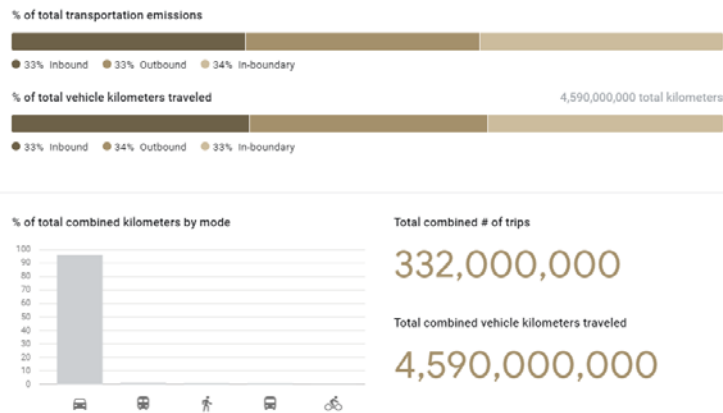
- London Celebrates Cycling
- CAN Bike
- Big Bike Giveaway



# PARTNER SUPPORT - TDM

- MLHU
- LTC
- Businesses





## GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

### What can London's Businesses & Employers do immediately?

- Invest in energy efficiency measures for buildings and processes
- Apply green procurement strategies to the supply chain
- Invest in **green fleet measures**
- Reduce business travel, especially by air, through webinars and video conferences. If business travel is required, consider carbon offsetting
- Reduce employee commuting – promote cycling, **transit, carpooling, telework (Commute Ontario)**



## GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

From 2018 Community Energy Use & GHG Inventory Report to CWC, October 22/19

### What can Londoners do immediately?

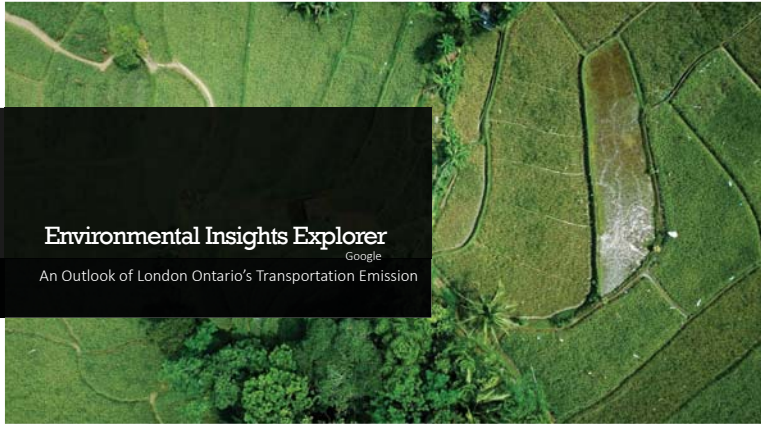
- **Drive less (or not at all)** – make more trips by **walking, cycling, transit, carpooling (Commute Ontario)**
- If you must own a vehicle, own an electric or hybrid vehicle, or a very fuel efficient one
- Make your home more energy efficient – and work towards net-zero energy
- Reduce food waste, especially for high-impact foods such as red meat and dairy
- Go local – for food, for products, for vacations



## QUESTIONS

- Now
- January TAC Meeting
- At a Sub-committee or Working Group meeting





## Outline

- 2018 GHG Measurements strategies
- London's Climate Emergency
- EIE Data for London
- How We Compare & Recommendation



Ayo Daniel Abiola, P.Eng



City of London GHG Inventory Report  
Environmental Insights Explorer

Ayo Daniel Abiola, P.Eng

## Strategies for 2018 data

### GHG Inventory Report

- London 2018 Inventory Report Reference (released Oct. 2019)
- Sums emissions based on:
  - Fuel sold at gas stations
  - Road freight transport
  - Corporate fleets
  - London Transit
  - Railway freight transport
  - Domestic aviation

### Environmental Insights Explorer

- Trips across 4 modes that are locally and continuously measured by Google
  - Taken within a city boundary
  - Crossing the city boundary,
- Then applies the CURB tool's regional estimate for fuel use to measure emissions.
- Zero (0) emissions for walking and cycling
- Car and Transit trips have emission numbers

Ayo Daniel Abiola, P.Eng

## Emission Values for 2018

GHG Inventory Report

**1380** KtCO<sub>2</sub>e

- Includes fuel sold at gas stations, that may be burned outside city boundaries
- Domestic aviation included

Environmental Insights Explorer

**1200** ktCO<sub>2</sub>e

- Trips within boundary only
- Domestic aviation not measured

Ayo Daniel Abiola, P.Eng

## Environmental Insights Explorer



- We can be comfortable with the EIE emission report values
- The EIE data validated well with Ground Truth Road Sensors sampling 120,000 vehicles in Boulder, CO and Mountain View, CA (0.91 – 0.99 Correlation)
- More cities are getting added – a great basis for comparison

Ayo Daniel Abiola, P.Eng





## Climate Emergency

London, Ontario is one of over 1,200 jurisdictions across the world that have declared a climate emergency

The Climate Emergency declaration  
The Climate Emergency aligns with the TAC Mandate

## The Climate Emergency



- “WHEREAS climate change is currently contributing to billions of dollars in property and infrastructure damage...
- BE DECLARED by the City of London for the purposes of naming, framing, and **deepening our commitment to protecting** our economy, our eco systems, and our community from climate change.

## Climate Emergency Declaration Aligned with TAC Mandate



- Mandate is to advise and support City Council in the implementation of the City's Transportation Master Plan (TMP)
- The 5 TMP smart moves:
  - **Rethinking Growth** to Support the Transportation Master Plan
  - Taking **Transit** to the Next Level
  - Actively **Managing Transportation Demand**
  - Greater **Investment in Cycling and Walking Infrastructure**
  - More **Strategic Program of Road Network Improvements**
- The 5 Smart Moves provides overall environmental benefits towards our Climate Emergency Declaration Goals

# CO<sub>2</sub>



## The EIE Data for London

London, Ontario is the first city in Ontario and one of few in Canada to have emission estimates on the Environmental Insights Explorer.

2018 Transportation Emission Data from the EIE

## 2018 Transportation Emissions

### Transportation emissions

1,200,000  
Total CO<sub>2</sub>e per year

Total combined # of trips  
332,000,000

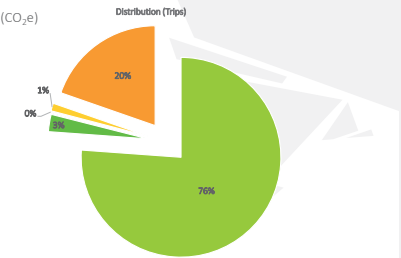
Total combined vehicle kilometers travelled  
4,590,000,000

In-boundary emissions			
Google estimate			
412,000 Total CO <sub>2</sub> e per year			
Mode	Total distance travelled* Total km	Average vehicle efficiency km/L	Average city emissions factor CO <sub>2</sub> e/L
Automobile	142000000	8.8	0.002
Bus	4530000	2.2	0.002
Cycling	1220000	-	0
On foot	1930000	-	0

## 2018 EIE Data - Trips and Emissions

Breakdown of trips across modes and associated emission (CO<sub>2</sub>e)

	Number of trips	Emission CO <sub>2</sub> e	% of Emissions
Automobile	252,175,533	1,135,444.14	95%
Transit	9,278,506	47,086.03	4%
Rail*	388,581	14,952.72	< 1%
Cycling	4,168,745	0	0%
Walking	65,140,316	0	0%



70% of trips (Automobile) responsible for 95% of Transportation emissions.  
 • Make fewer automobile trips  
 • Increase share of zero or lower emission modes  
 • Adopt greener automobile options

\* Freight only



## What else?

A look at opportunities from the EIE data and my recommendations for this TAC

How we compare Recommendation



## Victoria, BC, Calgary, AB and Saskatoon, SK

London 2018 Emission Data compared to select Canadian Cities

	All Trips (All Modes)			In-boundary Trips			
	Trips	Emissions kCO <sub>2</sub> e	Largest Emission Mode/%/Value	Trips (All modes)	Emissions kCO <sub>2</sub> e	Automobile Emission / %	% Emissions
London ON	332,000,000	1,200	Auto / <b>95%</b> / 1,135	283,000,000	412	365 / 89%	34%
Victoria BC	150,000,000	4,900	Ferry / <b>95%</b> / 4,662	86,200,000	32.7	25 / 77%	< 1%
Calgary AB	1,150,000,000	3,410	Auto / <b>95%</b> / 3,240	1,040,000,000	2,040	1,870 / 92%	60%
Saskatoon SK	241,000,000	800	Auto / <b>98%</b> / 784	204,000,000	295	278 / 94%	37%

## Boulder, USA, Dublin, Ireland, and Melbourne, Australia

London 2018 Emission Data compared to select US and International Cities

	All Trips (All Modes)			In-boundary Trips			
	Trips	Emissions kCO <sub>2</sub> e	Largest Emission Mode/%/Value	Trips (All modes) /%	Emissions kCO <sub>2</sub> e	Automobile Emission / %	% of Total Emissions
London ON	332,000,000	1,200	Auto / <b>95%</b> / 1,135	283,000,000	412	365 / 89%	34%
Boulder, USA	199,000,000	741	Auto / <b>97%</b> / 721	118,000,000	91	86.5 / 96%	12%
Dublin, Ireland	859,000,000	1,480	Auto / <b>59%</b> / 877	614,000,000	240	150 / <b>63%</b>	16%
Melbourne, Australia	538,000,000	1,010	Auto / <b>64%</b> / 651	281,000,000	38	38 / 100%	4%

## London, Ontario v Melbourne, Australia

	Trips	Emissions kCO <sub>2</sub> e	Largest Emission Mode/%/Value	Automobile Emission / %	Population	Area (sq. miles)	Density
London ON	332,000,000	1,200	Auto / <b>95%</b> / 1,135	365 / 89%	380,000	803	6,180/sq mi
Melbourne, Australia	538,000,000	1,010	Auto / <b>64%</b> / 651	38 / 100%	4,970,000	162	2,365/sq mi

Other Transport Modes in Melbourne:

- In-Tram: 0% Direct Emissions
- Rail: 35% of Emissions
- Bus: 4% of emissions

## Emerging Questions

1. What level of reduction in transportation related emissions best meets the city's overall targets under the Climate Emergency?
2. What mix of transportation modes best help to meet the objectives of current and future transportation master plans?
3. How can the Transportation Advisory Committee aid Council and the city to answer the first two questions?

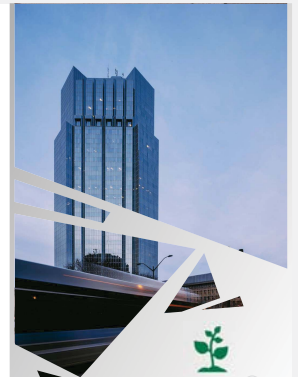


## Recommendation

Establish a **collaborative working group** together with the other committee(s) having direct/indirect interests on transportation-related greenhouse gas emissions



- **Timeframe**  
Current time until the next TMP
- **Strategic Alignment**  
Building a Sustainable City



## **Transportation Advisory Committee Working Group 19.10**

1<sup>st</sup> Meeting of Working Group 19.10 – Street Parking Review

November 6<sup>th</sup>, 2019

12:15pm

Committee Room #1

**Attended:** Brian Gibson – Member TAC

Cat Dunne – Vice-President University Students Council

Dan Foster – Chair TAC

Shawn Lewis – Councillor Ward 2

### **Discussion of Issues Presented:**

- S. Lewis discussed the proposal he put forward to London City Council's Civic Works Committee and the goals that were included in the proposal.
- It was noted that the City hosts a parking ban on streets City Wide from 3am-5am year-round; but only issues overnight parking passes from Labour Day – Victoria Day each year.
- It was mentioned that the 12-hour maximum of consecutive street parking in the same space (within the same block) is too short.
- It was mentioned that the maximum allotment of overnight parking passes from September – May (15 passes) is not enough.
  - o It was proposed about entertaining the possibilities of introducing additional passes on a cost-recovery basis.
- It was discussed about the neighbourhood roads in the immediate Western University area where street parking is prohibited in its entirety or during peak hours.
- It was presented that the Labour Day – Victoria Day overnight street parking ban is too long of a time frame.

### **Scope of Working Group**

Working Group 19.10 determined that the scope of this sub-committee will focus on:

- o Reviewing and providing advice on expanding the 12-hour street parking maximum on streets where permitted.
- o Reviewing restricted street-parking on the following streets in the immediate Western University Area:
  - Beaufort Street
  - Bernard Avenue
  - Brescia Lane
  - Canterbury Road
  - Cedar Avenue
  - Coombs Avenue
  - Corley Drive
  - Edgar Drive
  - Essex Street
  - Fox Avenue
  - Gunn Street

- Hollywood Crescent
- Irwin Street
- Kininvie Drive
- Neville Drive
- McDonald Avenue
- Parkdale Crescent
- Ramsay Road
- Raymond Avenue
- Saunby Street
- Stirrup Court
- Tamblyn Drive
- The Parkway
- Trott Drive
- Westchester Drive
- Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- Reviewing and providing advice on providing overnight parking passes year-round instead of during the Overnight Parking Ban period.
- Reviewing and providing advice on providing additional overnight parking passes (beyond the allotted 15) on a cost-recovery basis.
- Reviewing and providing advice on shorting the overnight parking ban period from Labour Day-Victoria Day.

**Motion:**

Through the Chair of the Transportation Advisory Committee, TAC Working Group 19.10 requests for a motion that the following statistics be provided by City Staff to the Transportation Advisory Committee (and ultimately TAC Working Group 19.10) through the Civic Works Committee.

TAC Working Group 19.10 requests for the following statistics on:

- How many Parking Tickets have been issued each year from 2015 to the current day in 2019 for exceeding the maximum 12-hour parking timeframe within city limits.
- How many Parking Tickets have been issued AND complaints have been filed each year from 2015 to the current day in 2019 for parking where prohibited on the following streets:
  - Beaufort Street
  - Bernard Avenue
  - Brescia Lane
  - Canterbury Road
  - Cedar Avenue
  - Coombs Avenue
  - Corley Drive
  - Edgar Drive
  - Essex Street
  - Fox Avenue

- Gunn Street
  - Hollywood Crescent
  - Irwin Street
  - Kininvie Drive
  - Neville Drive
  - McDonald Avenue
  - Parkdale Crescent
  - Ramsay Road
  - Raymond Avenue
  - Saunby Street
  - Stirrup Court
  - Tamblyn Drive
  - The Parkway
  - Trott Drive
  - Westchester Drive
  - Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- How many Parking Tickets have been issued AND complaints have been filed each year from 2015 to the current day in 2019 for parked motor vehicles on both Front Yards and City Boulevards (as defined in the Residential Front Yard and Boulevard Parking Policy) on the following streets:
- Beaufort Street
  - Bernard Avenue
  - Brescia Lane
  - Canterbury Road
  - Cedar Avenue
  - Coombs Avenue
  - Corley Drive
  - Edgar Drive
  - Essex Street
  - Fox Avenue
  - Gunn Street
  - Hollywood Crescent
  - Irwin Street
  - Kininvie Drive
  - Neville Drive
  - McDonald Avenue
  - Parkdale Crescent
  - Ramsay Road
  - Raymond Avenue
  - Saunby Street
  - Stirrup Court
  - Tamblyn Drive
  - The Parkway
  - Trott Drive
  - Westchester Drive



- Wharncliffe Road North (Extension off of Western Road to Cedar Avenue)
- How many individual License Plates have registered for an overnight parking pass each year from 2015 to the current day in 2019 AND
  - How many of these individual license plates maxed out at 15 passes each year from 2015 to the current day in 2019.
  - How many passes have been issued in total each year from 2015 to the current day in 2019.
- How much each overnight parking pass costs the City of London to be issued.