

Agenda

Cycling Advisory Committee

6th Meeting of the Cycling Advisory Committee

May 16, 2018, 4:00 PM

Committee Room #4

	Pages
1. Call to Order	
1.1 Disclosures of Pecuniary Interest	
2. Scheduled Items	
2.1 4:00 PM M. Elmadhoon, Traffic Planning Engineer and M. Morris, Engineer in Training - Complete Streets Update	
2.2 4:15 PM Ardian Spahiu, Transportation Design Engineer - Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project – Update	
3. Consent	
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5.1	Municipal Council Resolution from its meeting held on March 27, 2018 with respect to Pedestrian safety and keeping bicycles off of City sidewalks	36
5.2	Municipal Council resolution from its meeting held on April 10, 2018 with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee	38
5.3	2018 Work Plan	40
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5.5	Share the Road Conference – R. Henderson	42
6.	Deferred Matters/Additional Business	
7.	Adjournment	

Nest Meeting Date: June 20, 2018

Cycling Advisory Committee

Report

The 4th Meeting of the Cycling Advisory Committee
March 21, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, R. Henderson, J. Jordan, W. Pol, R. Sirois, A. Stratton, D. Szoller and M. Zunti and H. Lysynski (Acting Secretary).
 ALSO PRESENT: E.L. Conway, Sergeant S. Harding, D. MacRae, A. Miller, E. Soldo and J. Stanford.

The meeting was called to order at 4:12 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 3rd Report of the Cycling Advisory Committee

That the 3rd Report of the Cycling Advisory Committee, from its meeting held on February 21, 2018, BE AMENDED in clause 9 by deleting the words "Bike Fest" and by replacing them with the words "London Celebrates Cycling".

3.2 Municipal Council Resolution - Appointment to the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on March 6, 2018, with respect to the appointment of R. Sirois to the Cycling Advisory Committee as a Voting Member, was received.

3.3 Municipal Council Resolution - 1st Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on January 16, 2018, with respect to the 1st Report of the Cycling Advisory Committee from its meeting held on December 20, 2017, was received.

3.4 Municipal Council Resolution - 2nd Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on February 13, 2018, with respect to the 2nd Report of the Cycling Advisory Committee from its meeting held on January 17, 2018, was received.

3.5 2018 Ontario Municipal Commuter Cycling (OMCC) Program

That it BE NOTED that the report dated March 19, 2018, from K. Scherr, Managing Director, Environmental and Engineering Services & City Engineer, with respect to the 2018 Ontario Municipal Commuter Cycling (OMCC) Program, was received.

3.6 Notice of Application - Paramount Developments (London) Inc. - 809 Dundas Street

That it BE NOTED that the Notice dated February 21, 2018 from S. Wise, Planner II, with respect to the application by Paramount Developments (London) Inc., relating to the property located at 809 Dundas Street, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Share the Road Conference - Verbal

That the following actions be taken with respect to Cycling Workshops and Conferences:

- a) a policy BE ESTABLISHED whereby the Cycling Advisory Committee will provide up to seventy-five percent of funding to a maximum of \$300.00 on an annual basis, for any Members wishing to attend a Workshop or Conference; and,
- b) the expenditure of \$300.00 BE PROVIDED to R. Henderson to attend the Share the Road Cycling Coalition 2018 Ontario Bike Summit Conference, being held in Toronto from April 16 to 18, 2018; it being noted that R. Henderson will report back on the Conference at the next Cycling Advisory Committee meeting. (See attached information on the 2018 Ontario Bike Summit Conference.)

5.2 2018 Work Plan

That consideration of the 2018 Work Plan BE POSTPONED to the next Cycling Advisory Committee meeting.

5.3 Accidental Cycling Fatalities in Ontario: A Six-Year Retrospective Chart Review from 2010-2015

That it BE NOTED that the Cycling Advisory Committee heard the attached presentation and reviewed and received the attached Accidental Cycling Fatalities In Ontario: A Six-Year Retrospective Chart Review from 2010 to 2015, from R. Henderson.

6. Deferred Matters/Additional Business

6.1 London Celebrates Cycling

That it BE NOTED that the Cycling Advisory Committee heard a verbal presentation from J. Stanford, Director, Environment Fleet and Solid Waste, with respect to the London Celebrates Cycling events being held in June, 2018.

7. Adjournment

The meeting adjourned at 6:35 PM.

Cycling Advisory Committee Report

5th Meeting of the Cycling Advisory Committee
April 18, 2018
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, J. Jordan, D. Szoller and J. Bunn (Acting Secretary)

ABSENT: R. Henderson, W. Pol, R. Sirois, A. Stratton and M. Zunti

ALSO PRESENT: Sergeant S. Harding, B. McCall and A. Miller

The meeting stood adjourned at 4:31 PM due to lack of quorum.



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

March 28, 2018

K. Scherr
Managing Director, Environmental & Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken with respect to the 2018 Ontario Municipal Commuter Cycling (OMCC) Program:

- a) the draft proposed by-law, as appended to the staff report dated March 19, 2018, BE INTRODUCED at the Municipal Council meeting to be held March 27, 2018 to:
 - i) authorize and approve the Ontario Municipal Commuter Cycling (OMCC) Program 2018 Application Declaration, appended to the above-noted by-law; and;
 - ii) authorize the Mayor and the City Clerk to execute the above-noted Declaration;
- b) the updated list of projects set out in Appendix B to the staff report dated March 19, 2018 BE SUPPORTED for application to the OMCC program; and
- c) the Civic Administration BE DIRECTED to take all necessary steps to submit the City of London application for OMCC funding. (2018-R06) (2.1/5/CWC)

C. Saunders
City Clerk
/kmm

- cc: E. Soldo, Director - Roads and Transportation
J. Stanford, Director - Environment, Fleet and Solid Waste
A. Macpherson, Manager - Environmental & Parks Planning
S. Mathers, Director - Water and Wastewater
D. MacRae, Division Manager, Transportation Planning & Design
A. Dunbar, Manager III, Financial Planning & Policy
G. Gauld, Division Manager, Wastewater & Treatment Operations
P. McClennan, Executive Administration Assistant – Managing Director and City Engineer
J. Verhaeghe, Financial Business Administrator
Chair and Members, Cycling Advisory Committee
Documentation Services Representative

The Corporation of the City of London
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kmyers@london.ca |
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P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

March 28, 2018

J. Stanford
Director - Environment, Fleet and Solid Waste

D. MacRae
Division Manager, Transportation Planning & Design

M. Ridley
Senior. Technologist

I hereby certify that the Municipal Council, at its meeting held on March 27, 2018 resolved:

That the following actions be taken with respect to the 3rd Report of the Cycling Advisory Committee from its meeting held on February 21, 2018:

a) the Division Manager, Transportation, Planning and Design BE ASKED to report back at the next Cycling Advisory Committee meeting with respect to an update on the east-west cycle track environmental assessment; it being noted that the Cycling Advisory Committee heard a verbal presentation from S. Climans, London Cycle Link, with respect to the "Bikes on Dundas" campaign;

b) M. Ridley, Senior Technologist BE REQUESTED to advise what The Corporation of the City of London has undertaken with respect to the Ontario Municipal Commuter Cycling Program and the Safe Cycling Education Fund; it being noted that the CAC reviewed and received a communication dated February 5, 2018, with respect to the CycleON Action Plan 2.0 proposal;

c) the Director, Environment, Fleet and Solid Waste BE REQUESTED to provide information for the next Cycling Advisory Committee meeting with respect to what City funding is available and what the City is already undertaking related to the 2018 Bike Fest; it being noted that the Cycling Advisory Committee held a general discussion with respect to this matter; and,

d) clauses 1, 3, 4, 5, 7 and 8, BE RECEIVED.(4.4/5/CWC)

C. Saunders
City Clerk
/kmm

cc: Chair and Members, Cycling Advisory Committee

The Corporation of the City of London
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NOTICE OF PROJECT COMMENCEMENT

THE STUDY

The Upper Thames River Conservation Authority (UTRCA) and the City of London have initiated a Schedule B Municipal Class Environmental Assessment (EA) Study through its consultant AECOM. The focus of the study is to review alternatives to manage the long-term stability of the Broughdale dyke (see map). The alternatives include regular maintenance, erosion protection, reconstruction of the dyke, increasing the height of the dyke, and extending the dyke upstream.

THE PROCESS

The Class EA Study process will define the problems and opportunities; consider and evaluate alternatives, assess impacts of the preferred solution and identify a preferred strategy for managing the Broughdale dyke that can be implemented over time.

HOW TO GET INVOLVED

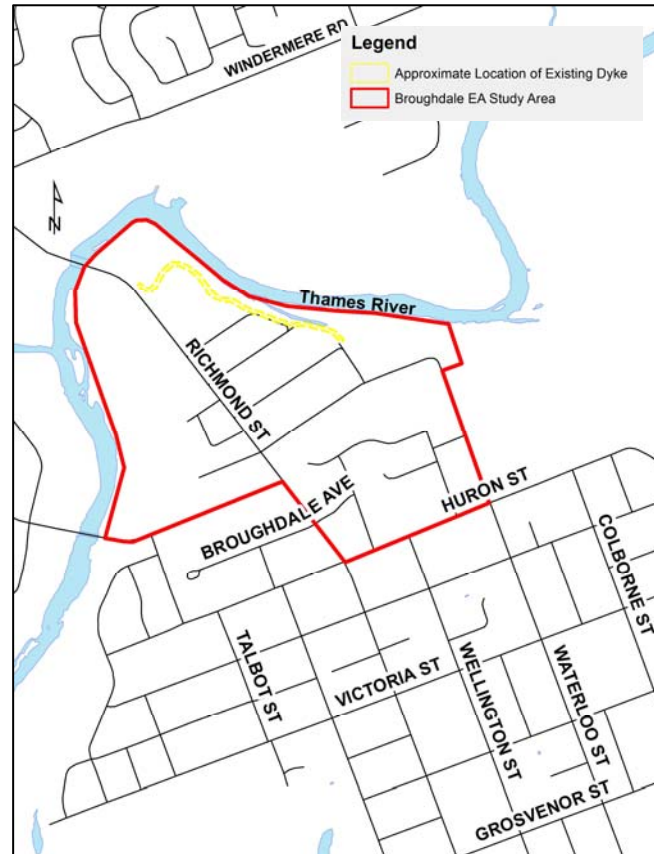
The UTRCA and City of London want anyone with an interest in the study to have an opportunity to provide input, which will help the project team in the decision-making process. A Public Information Centre (PIC) is planned for the Spring of 2018 to present study background information including issues being addressed and recommended solutions and strategies. Prior to the PIC a **Community Site Walk** will be held to allow local residents/property owners an opportunity to understand the current problems in the study area and potential solutions. The Site Walk is tentatively scheduled for the Spring of 2018. More information will be provided to those who register. To register for the Site Walk, please contact Paul Adams at paul.adams2@aecom.com or 519-963-5873. Advance notification of the PIC will be advertised in The Londoner newspaper and mailed to home owners within the study area. Comments from review agencies and members of the public are encouraged now and throughout the study. To submit a comment, request information or to be added to the study mailing list you can contact:

Adam Spargo, B.Sc.

Project Manager
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Phone: 519 963-5921
Email: adam.spargo@aecom.com

Paul Adams, CPT

Environmental Planner
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Fax: 519 963-5873
Email: Paul.adams2@aecom.com



Under the Freedom of Information and Protection of Privacy Act and the Environmental Assessment Act, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and may be released, if requested, to any person.

NOTICE OF PROJECT COMMENCEMENT

THE STUDY

The Upper Thames River Conservation Authority (UTRCA) and the City of London have initiated a Schedule B Municipal Class Environmental Assessment (EA) Study through its consultant AECOM. The focus of the study is to review alternatives to manage the long-term stability of the Riverview Evergreen dyke (see map). The alternatives include regular maintenance, erosion protection, reconstruction of the dyke, increasing the height of the dyke, extending the dyke upstream or long-term property acquisition followed by decommissioning.

THE PROCESS

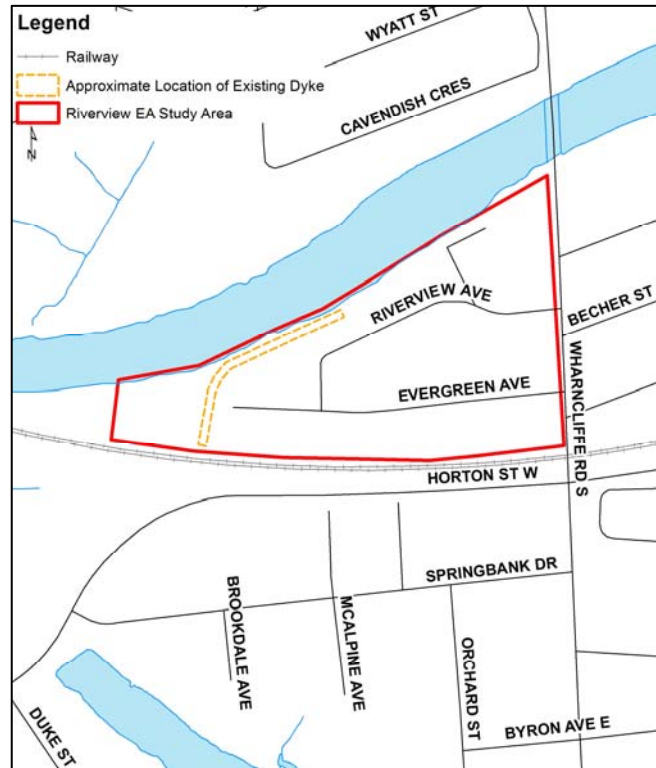
The Class EA Study process will define the problems and opportunities; consider and evaluate alternatives, assess impacts of the preferred solution and identify a preferred strategy for managing the Riverview Evergreen dyke that can be implemented over time.

HOW TO GET INVOLVED

The UTRCA and City of London want anyone with an interest in the study to have an opportunity to provide input, which will help the project team in the decision-making process. A Public Information Centre (PIC) is planned for the Spring of 2018 to present study background information including issues being addressed and recommended solutions and strategies. Prior to the PIC a **Community Site Walk** will be held to allow local residents/property owners an opportunity to understand the current problems in the study area and potential solutions. The Site Walk is tentatively scheduled for the Spring of 2018. More information will be provided to those who register. To register for the Site Walk, please contact Paul Adams at paul.adams2@aecom.com or 519-963-5873. Advance notification of the PIC will be advertised in The Londoner newspaper and mailed to home owners within the study area. Comments from review agencies and members of the public are encouraged now and throughout the study. To submit a comment, request information or to be added to the study mailing list you can contact:

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Notice of Public Information Centre 3
Adelaide Street North / Canadian Pacific Railway Grade Separation
Municipal Class Environmental Assessment Study



The City of London has retained WSP to complete a Municipal Class Environmental Assessment (EA) study for improvements to the Canadian Pacific Railway (CPR) crossing of Adelaide Street North. This project is being carried out under the planning and design process for a Schedule 'C' project as outlined in the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2015).

Proponent: City of London

Location: Adelaide Street North between Oxford Street East and Queens Avenue, including the CPR crossing

Purpose of the Study: The Transportation Development Charges Study (2014) and the London Transportation Master Plan (TMP, 2013) identified the need for a grade separation at the CPR crossing of Adelaide Street North. Currently, trains block the crossing up to 43 times throughout the day, leading to road blockages of up to 126 minutes per day.

Through this Class EA study, the City has considered a range of planning and design alternatives for the grade separation including underpass (rail over road) and overpass (road over rail) and has developed a preliminary design concept that recognizes all users including pedestrians, cyclists, rail, transit vehicles and motorists, and the community setting.

Public Information Centre 3: Three Public Information Centres (PICs) are held during this study. The first PIC was held on June 16, 2016 to review the study scope, existing conditions, need and justification and planning alternatives. PIC 2 was held December 14, 2016 to describe the multi-step design process, review the various design alternatives and obtain public input with respect to urban design components. Since PIC 2 there has been additional technical investigation and review with respect to the design at the CPR crossing.

The purpose to PIC 3 is to present the Preliminary Preferred Design concept that takes into consideration the transportation and technical factors, property impacts, community interests, cultural heritage resources, CPR and public input.

Public Information Centre 3 Details	
Date:	April 26, 2018
Place:	H.B. Beal Secondary School 525 Dundas Street, London ON
Time:	4:00 pm to 7:00 pm (drop-in)

How to Provide Input: Public consultation is a vital component of this study. Learn more about this study on the City's website at <https://getinvolved.london.ca/adelaide-streetcpr-grade-separation>

Please share your thoughts through the study website or by contacting the project team members listed below. Comments will be considered throughout the planning process.

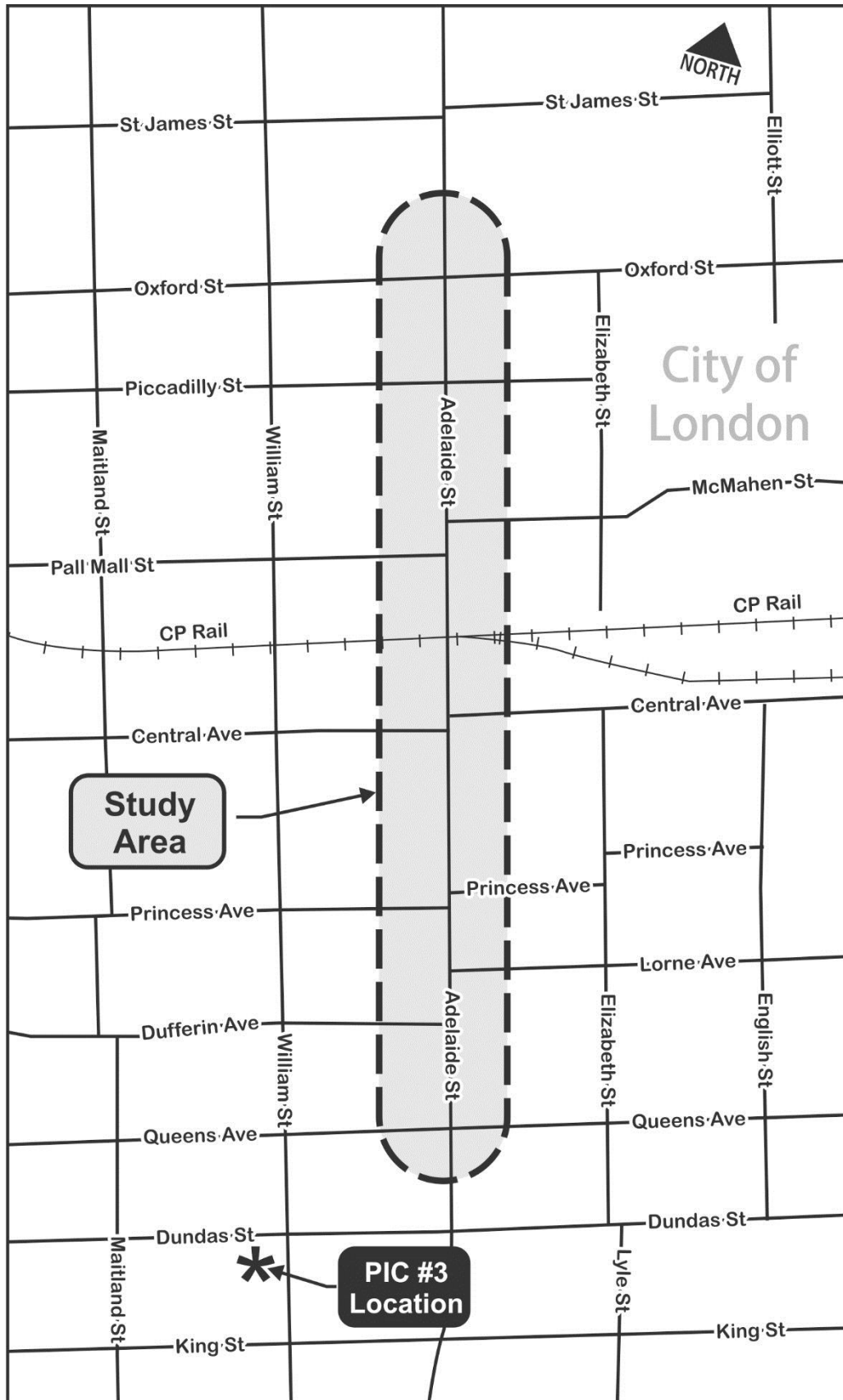
Please note: Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record and may be published in the Reports to Committees and Council Agenda.

For More Information Please Contact:

City of London Contact:
 Ardian Spahiu, P.Eng.
 Transportation Planning and Design
 300 Dufferin Ave, P.O. Box 5035
 London ON N6A 4L9
 Tel: 519-661-2489 ext. 4738
 Email: aspahiu@london.ca

Consultant Contact:
 Jay Goldberg, P.Eng., PMP
 Project Coordinator, WSP
 610 Chartwell Road, Suite 300
 Oakville ON L6J 4A9
 Toll Free: 1-877-562-7947
 Email: jay.goldberg@wsp.com

**ADELAIDE STREET NORTH / CANADIAN PACIFIC RAILWAY GRADE SEPARATION
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
STUDY AREA KEY MAP**





O-8876
Planner: Chuck Parker
Telephone: 519-661-2489 extension 4648
Fax: 519-661-5397
Email: cparker@london.ca
Website: www.london.ca

April 11, 2018

**NOTICE OF PUBLIC MEETING
BEFORE THE PLANNING & ENVIRONMENT COMMITTEE
for OFFICIAL PLAN AMENDMENT APPLICATION**

**OFFICIAL PLAN, THE LONDON PLAN AND DOWNTOWN PLAN
CRITERIA FOR DOWNTOWN TEMPORARY SURFACE
COMMERCIAL PARKING LOTS**

APPLICANT:

The Corporation of the City of London

LOCATION:

Downtown - see attached map

PURPOSE AND EFFECT:

The purpose and effect of this Official Plan and The London Plan amendment and change to the “Our Move Forward – London’s Downtown Plan” Guideline Document is to adopt criteria for considering applications for renewal of existing Downtown Temporary Surface Commercial Parking Lots. This City application is being initiated in response to the 2017 review of Downtown Temporary Surface Commercial Parking Lots requested by Council and the subsequent Council resolution on December 12, 2017.

POSSIBLE AMENDMENT:

Possible amendments to the Official Plan (Sections 4.1.6 viii and/or Section 4.1.10 iv), The London Plan (Policy 800_5) and the “Our Move Forward” London’s Downtown Plan Guideline Document.

PUBLIC MEETING:

By Londoner notice dated March 8, 2018, you were informed of the possible amendment described above.

You are now advised that the Planning & Environment Committee will consider this application at its meeting on **Monday, April 30, 2018 no earlier than 4:30 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

Please Note: Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representative on City Council, Ward 13 Councillor Tanya Park (office – 519-661-2489 – ext. 4013, email tpark@london.ca) would be pleased to discuss any concerns you may have with this application.

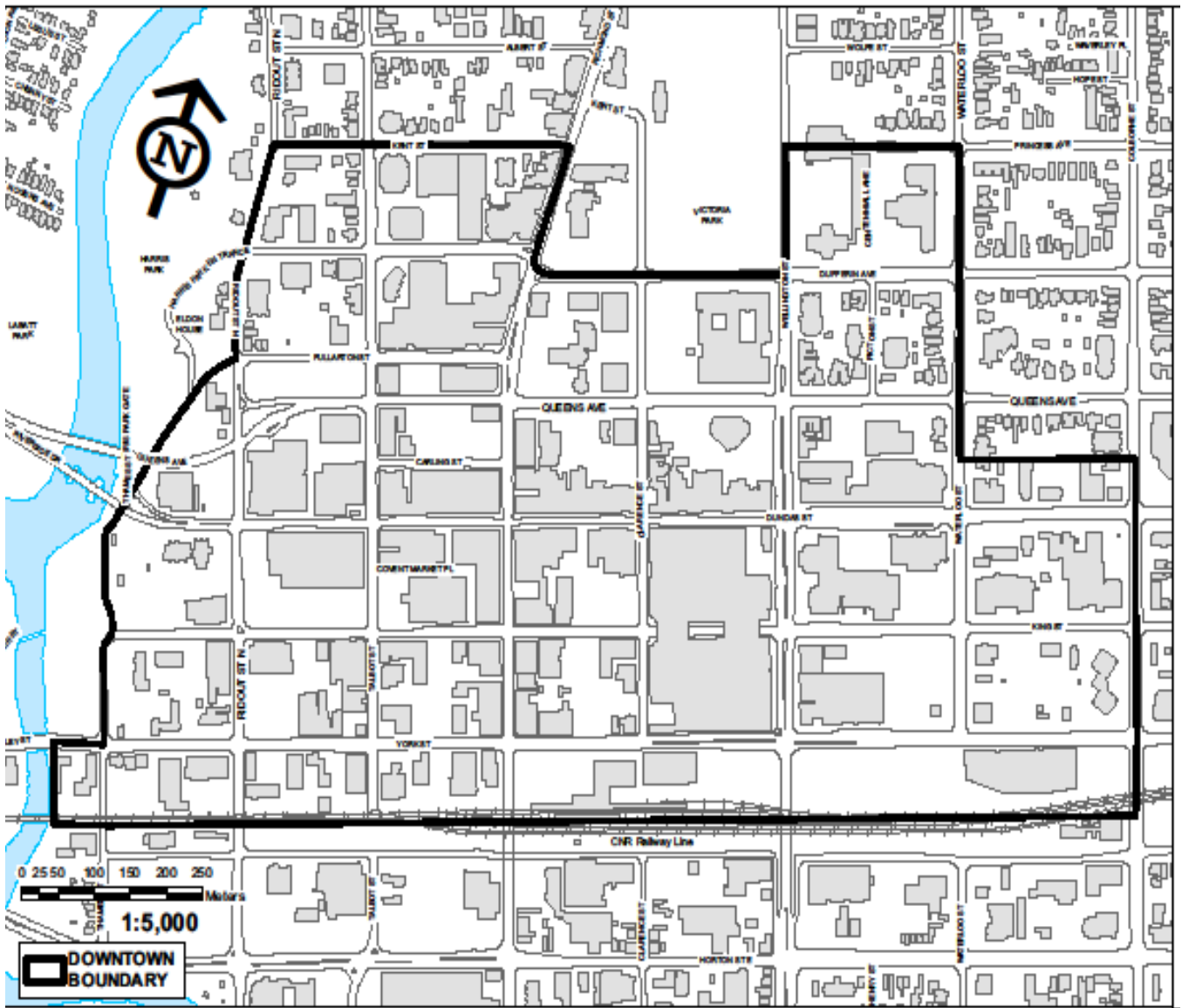
FOR MORE INFORMATION:

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Official Plan amendment, it is available to the public for viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

For more information, please call Chuck Parker at 519-661-2489 extension 4648, referring to “O-8876”.

TO BE NOTIFIED:

If you wish to be notified of the adoption or refusal of a request to amend the Official Plan Amendment, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.





O-8879
Planner: Chuck Parker
Telephone: 519-661-2489 extension 4648
Fax: 519-661-5397
Email: cparker@london.ca
Website: www.london.ca

April 11, 2018

NOTICE OF PUBLIC MEETING BEFORE THE PLANNING & ENVIRONMENT COMMITTEE

OFFICIAL PLAN AMENDMENT APPLICATION

TERMS OF REFERENCE FOR OLD EAST VILLAGE DUNDAS STREET CORRIDOR SECONDARY PLAN

APPLICANT:

City of London

LOCATION:

Old East Village - see attached map

PURPOSE AND EFFECT:

The need for an Old East Village Dundas Street Corridor Secondary Plan was identified through discussions on the implementation of the Bus Rapid Transit System. The east-west bus rapid transit route is proposed to run eastward from the Downtown along King Street onto Ontario Street and then eastward along Dundas Street within the study area (see attached Map).

The purpose of the Secondary Plan is to establish a long term vision for the area and guide the future character of development through more specific policies than those contained in the Rapid Transit and Urban Corridors Section of the London Plan. The Secondary Plan can also be used to implement a vision or design concept, specifically, an urban design framework to connect the King Street rapid transit corridor and the Old East Village business district to the north. The Plan will provide a framework for the evaluation of future planning applications and public and private investment in the area.

The first step in the process is the preparation of a Terms of Reference to guide the Secondary Plan process. A future public meeting will held to adopt the Secondary Plan.

POSSIBLE AMENDMENT:

The purpose of this meeting is to adopt a Terms of Reference for the Secondary Plan study. Future possible amendments to Sections 20.2 and 20.3 and Schedule D of the existing Official Plan and Policy 1565 and Map 7 of the London Plan to add the Old East Village Dundas Street Corridor Secondary Plan as a new Secondary Plan will be considered at a later date.

PUBLIC MEETING:

By letter dated March 12, 2018, you were informed of the initiation of the Secondary Plan study and the future possible amendments described above.

You are now advised that the Planning & Environment Committee will consider this Terms of Reference at its meeting on **Monday, April 30, 2018 no earlier than 4:30 p.m.** Meetings are held in the Council Chambers of City Hall, located at 300 Dufferin Avenue (north-east corner of Wellington Street). Each application is allocated a time for public delegations. It should be recognized however, that the Planning & Environment Committee may find it necessary to exceed the limit. Your co-operation is appreciated in the event that you have to wait for your application to be considered.

Please Note: Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 extension 4937.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representatives on City Council, Ward 4 and 13 Councillors Jesse Helmer (Office -519 - 661-2489 Ext. 4004 or jhelmer@london.ca) and Tanya Park (Office-519-661-2489 Ext. 4013 or tpark@london.ca), respectively, would be pleased to discuss any concerns you may have with this application.

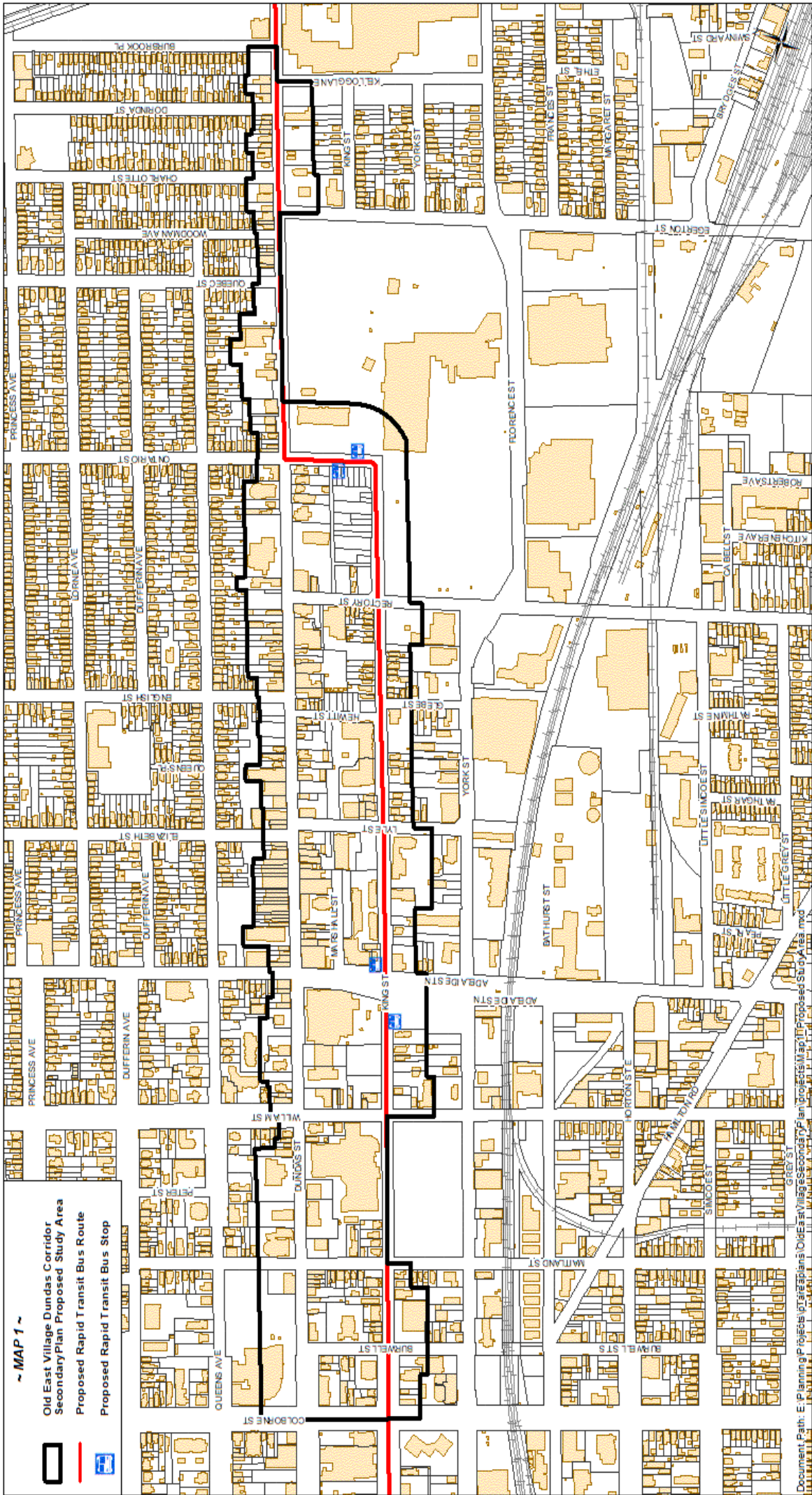
FOR MORE INFORMATION:

Copies of this report are available from Planning Services and will be available at the Planning & Environment Committee meeting. If you wish to view additional information or material about the requested Official Plan amendment, it is available to the public for viewing at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

For more information, please call Chuck Parker at 519-661-2489 extension 4648, referring to "O-8879".

TO BE NOTIFIED:

If you wish to be notified of the adoption or refusal of a request to amend the Official Plan Amendment, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.





**Southdale Road West Improvements –
Pine Valley Boulevard to Colonel Talbot Road
Municipal Class Environmental Assessment**

NOTICE OF PUBLIC INFORMATION CENTRE #2

The City of London is undertaking a Municipal Class Environmental Assessment (EA) study to determine road improvements for Southdale Road West between Pine Valley Boulevard and Colonel Talbot Road, and Bostwick Road, north of Pack Road. This project will address future growth requirements and will determine how best to accommodate all roadway users including vehicles, cyclists and pedestrians.

Public Information Centre

The second and final Public Information Centre (PIC) will be held for this project to present the preliminary recommended design for the Southdale Road West and Bostwick Road corridors including alternatives considered and impacts to be addressed. Project team members will be available to discuss the project and to receive your input. This PIC will be a drop-in event and no formal presentation will be made.

You are invited to attend the PIC to be held:

Date: Thursday May 3, 2018

Time: 5pm to 7pm

Location: Westview Baptist Church – 1000 Wonderland Road South, London

Display materials will be available on the City of London website.

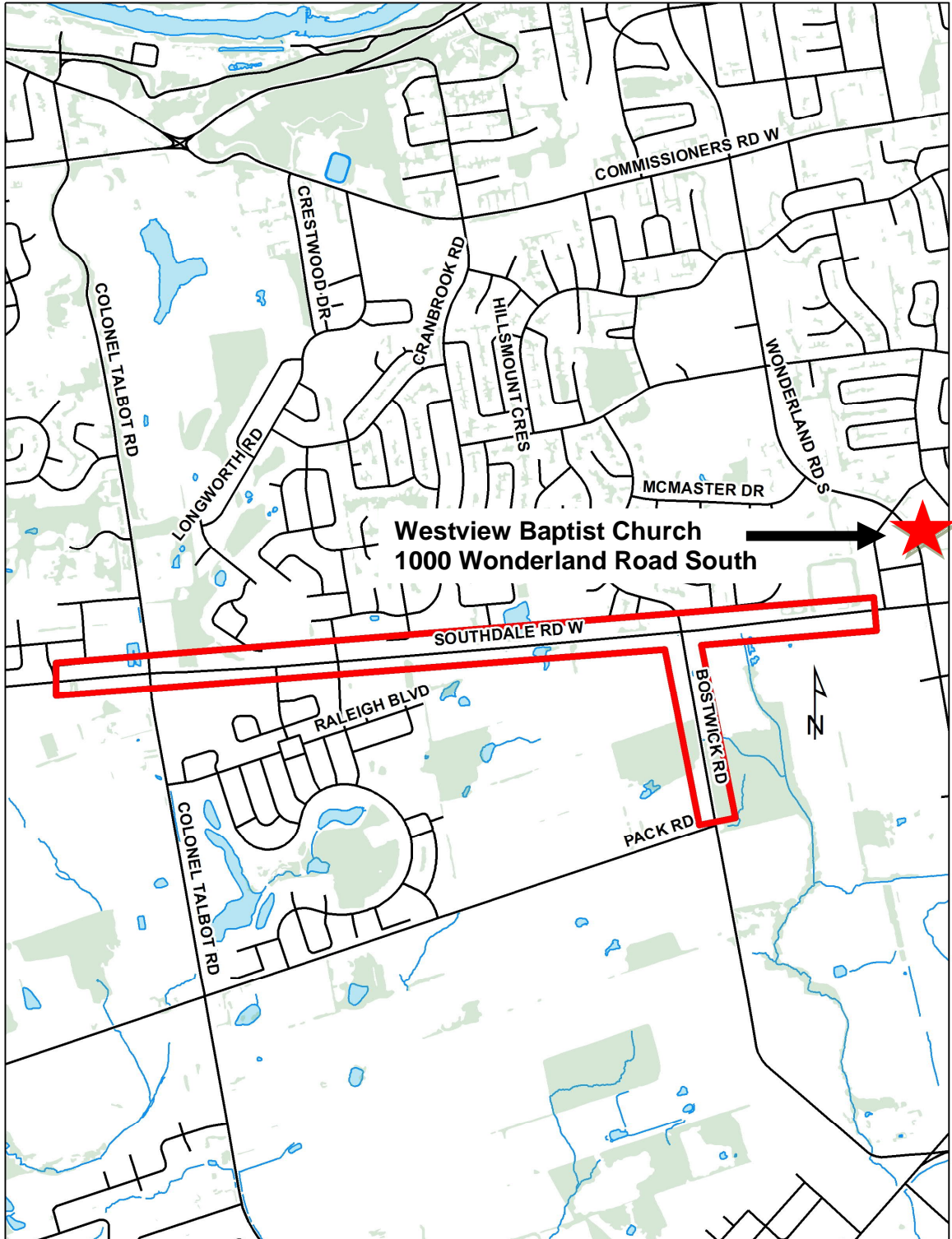
To provide comments, receive additional information or be added to the study mailing list, please visit www.london.ca or contact either of the following team members below:

Ted Koza, P. Eng.,
Project Manager,
Corporation of the City of London
300 Dufferin Avenue
London ON, N6A 4L9
Tel: 519-661-CITY (2489) x. 5806
Email: tkoza@london.ca

Peter McAllister, P. Eng., PMP,
Project Manager,
AECOM Canada
250 York Street, Suite 410
London ON, N6A 6K2
Tel: 519-963-5865
Email: peter.mcallister@aecom.com

With the exception of personal information, all comments will become part of the public record of the study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

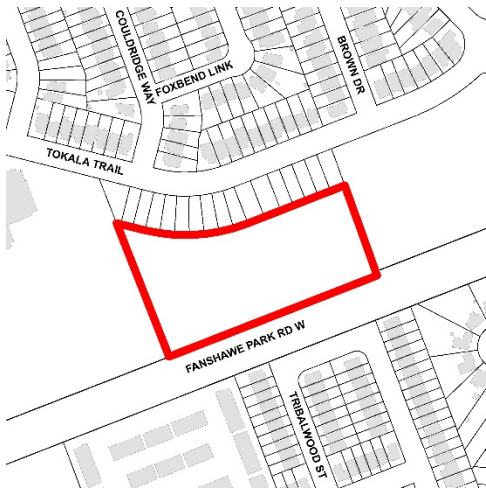
STUDY AREA



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

1055-1075 Fanshawe Park Road West



File: Z-8903

Applicant: North London Medical Centre

What is Proposed?

Zoning amendment to allow:

- clinics, medical/dental laboratories, and pharmacies in association with a medical/dental office use, in addition to the medical/dental office use already permitted on the site

LEARN MORE & PROVIDE INPUT

Please provide any comments by **May 15, 2018**

Michelle Knieriem

mknieriem@london.ca

519-661-CITY (2489) ext. 4549

Planning Services, City of London, 206 Dundas St., London ON N6A 1G7

File: Z-8903

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Councillor Josh Morgan

joshmorgan@london.ca

519-661-CITY (2489) ext. 4007

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Application Details

Commonly Used Planning Terms are available at london.ca/planapps.

Requested Zoning By-law Amendment

To change the zoning from one Office Special Provision Zone to another Office Special Provision Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Office Special Provision (OF5(5)) Zone

Permitted Uses: medical/dental offices (up to 5,000 square metres)

Special Provision(s): maximum front yard depth, Fanshawe Park Road West interpreted to be the front lot line, exemption from Section 4.19.6 d) of Z-1 Zoning By-law which prohibits the use of a gate to restrict access to parking

Height: 15 metres

Requested Zoning

Zone: Office Special Provision (OF5(_)) Zone

Permitted Uses: medical/dental offices (up to 5,000 square metres), clinics, medical/dental laboratories, and pharmacies in association with a medical/dental office use

Special Provision(s): no change requested

Height: no change requested

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London's long-range planning document. These lands are currently designated as Office Area in the Official Plan, which permits small and medium-scale offices as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of residential uses and also limited retail, service and office uses.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied to change the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the *Planning Act*. The ways you can participate in the City's planning review and decision making process are summarized below. For more detailed information about the public process, go to the [Participating in the Planning Process](http://london.ca/planapps) page at london.ca.

See More Information

You can review additional information and material about this application by:

- visiting Planning Services at 206 Dundas Street, Monday to Friday between 8:30am and 4:30pm;
- contacting the City's Planner listed on the first page of this Notice; or
- viewing the application-specific page at london.ca/planapps.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning Services staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the *Planning Act*. You will also be invited to provide your comments at this public participation meeting. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.

Right to Appeal to the Local Planning Appeal Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

Notice of Collection of Personal Information

Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the *Municipal Act*, 2001, as amended, and the *Planning Act*, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-CITY(2489) ext. 4937.

Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.



300 Dufferin Avenue
P. O. Box 5035
London, ON
N6A 4L9

MEMO

To: Cycling Advisory Committee

From: Doug MacRae, P.Eng.
Division Manager
Transportation Planning & Design

c: Jay Stanford
Jeff Bruin
Andrew Giesen

Date: April 10, 2018

Re: **Ontario Municipal Commuter Cycling
Program
Project Information**

This memo with attached table is provided in response to the Cycling Advisory Committee request for additional information on the projects identified for the Ontario Municipal Commuter Cycling (OMCC) Program application. The attached table provides supplementary information to the table included in the March 19, 2018 Civic Works Committee report which was copied to the Cycling Advisory Committee March agenda.

The OMCC presents an opportunity to assist the City of London implementation of the Cycling Master Plan. The list is a long list of projects to illustrate the City of London's ability to utilize provincial OMCC funding if available. Implementation of projects will depend upon actual program funding levels. The dates are a preliminary indication and often reflect required project coordination efforts and other complexities. Coordinating the implementation of cycling infrastructure as part of larger preplanned construction projects to mitigate construction disruptions and realize benefits from economies of scale enable the City cycling funding to be leveraged as efficiently as possible.

<u>Project Name</u>	<u>Project Description</u>	<u>Project Location</u>	<u>Potential Start Date</u>	<u>Estimated OMCC Eligible Costs</u>
Adelaide Street South Bike Lanes	Extension of new buffered bike lanes.	From Southdale Road East to Osgoode Drive	1-Jun-18	\$225,000
	This project is a continuation of the existing cycling facilities on Adelaide Street South. The work is being completed in conjunction with planned traffic signal upgrades to reduce construction disruption and benefit from economies of scale.			
Thames Valley Parkway, North Branch Gap	New Multiuse path with two bridges across the Thames River.	Richmond Street to Adelaide Street	10-Nov-18	\$6,500,000
	This project as identified in the March 19, 2018 CWC report will be using all of the allocated 2017 OMCC funding.			
Lambeth Centennial Park Bridge & Pathway Rehabilitation	Bridge rehabilitation	Centennial Park	30-May-18	\$775,000
	This is a life cycle renewal project for an existing wooden boardwalk. The boardwalk will be replaced with a steel structure with concrete deck. This is a critical connection along the Dingman Creek corridor.			

Thames Valley Parkway Rehabilitation	Pavement rehabilitation on North Branch	2A Grosvenor Street to 1250 Richmond Street North	7-May-18	\$500,000
	This is a life cycle renewal project to upgrade the existing Thames Valley Parkway (TVP) along the north branch. Priority locations to be determined.			
Adelaide Street North Boulevard Path Improvements	Renewal & upgrades of in boulevard facilities and intersection crossings.	South of Kipps Lane to Windermere Road	1-Jun-18	\$800,000
	This project is a continuation of the Adelaide Street North improvements completed in 2017, and is being completed in conjunction with traffic signal upgrades to reduce construction disruption and benefit from economies of scale			
Cheapside Street Bike Lanes	Construction of new bike lanes	Richmond Street to Adelaide Street	1-Jun-19	\$2,000,000
	This project would connect to lanes east of Adelaide Street. This work is tentatively identified for 2019 to benefit from pre-planned traffic signal upgrades along Cheapside Street, reducing construction disruptions and benefiting from economies of scale. Challenges include the presence of ROW trees and on-street parking.			
Improvements to bicycle detection at traffic signals and permanent bike counters	Traffic signal upgrades and cyclist counters	Various signalized intersections within the City of London	1-Jun-18	\$400,000

	Coordination of these works with various scheduled signal rehabilitations benefitting from economies of scale and reducing construction disruptions			
Egerton Street Bike Lanes	Construction of new bike lanes	From Dundas Street to Pond Mills Road	1-Jun-18	\$3,000,000
	This work is being undertaken in phases and in tandem with pre-planned works being initiated by waste water and storm water need, minimizing construction disruptions and benefiting from economies of scale			
Downtown West Bike Parking Facility	Addition of new commuter bicycle parking	West side of downtown London (near Covent Garden Market & Budweiser Gardens)	1-Sep-18	\$500,000
	This project would initiate the completion of a needs assessment and site selection process to locate a modern bike parking facility (standalone or combined with other business activities) to accommodate commuter cyclists working on the west side of the downtown core.			
North Commuter Area Bike Parking	Addition of new commuter bicycle parking	One or two locations to serve cyclists combined with major transit stations	1-Sep-18	\$100,000
	This project would focus on bicycle parking locations that would allow the commuter to ride to one or more Bus Rapid Transit stops, park the bicycle and board a bus for the remaining commute to work.			

Cheapside Street Bike Lanes	Construction of new bike lanes	From Sandford Street to Clarke Road	1-Jun-18	\$900,000
	This work is tentatively identified for 2019 to benefit from pre-planned road rehabilitation of the eastern section of Cheapside Street, reducing construction disruptions and benefiting from economies of scale			
Oxford Street West Boulevard Path Improvements	Renewal & upgrades of in boulevard facilities and intersection crossings.	Hyde Park Road to Wonderland Road North	1-Jun-19	\$1,000,000
	This project design will be coordinated with the finalized preliminary Rapid Transit Corridor designs and station locations to minimize throw away and ensure project integration			
Sarnia Road Bike Lanes	Construction of new linear cycling facility	Sleightholme Avenue to Coombs Avenue	1-Jun-19	\$750,000
	This project includes grading challenges along the corridor (possible retaining walls) and utility relocations which will require coordination with other service areas and utilities. Property acquisition could be a schedule constraint.			
Colborne Street Bike Lanes	Construction of new bike lanes	Horton Street to Grey Street	1-Jun-19	\$400,000
	Coordination of these works with required planned traffic signal upgrades to minimize construction disruptions and benefit from economies of scale. Project intricacies include on-street parking impacts, ROW trees and driveway connections.			

Ridout Street Bike Lane	Bike lanes	Commissioners Road	1-Jun-19	\$700,000
	This intersection has limited ROW and slopes so will be challenging to fit cycling infrastructure into the existing available property. The design process will better inform the project needs. Property acquisition may be required so the implementation date is subject to change.			
Trafalgar Street Bike Lanes	Bike lanes	From Hale Street to Highbury Ave	1-Jun-19	\$350,000
	This is a constrained corridor with limited ROW. Reconstruction of the Highbury Ave and Trafalgar Street intersection may be required requiring coordination with traffic signals reconstruction to ensure a continuous and connected cycling network.			
Highbury Avenue North	Paved Shoulders	Blackwell Boulevard to Sunningdale Road	1-Jun-19	\$350,000
	Reconfiguration of the intersections of Highbury Ave & Blackwell Boulevard is likely required. Coordination with future installation of traffic signals will be required which will limit the construction disruption.			
South Commuter Area Bike Parking	Addition of new commuter bicycle parking	One or two locations to serve cyclists combined with major transit stations	1-Sep-19	\$100,000

	This project would focus on bicycle parking locations that would allow the commuter to ride to one or more Bus Rapid Transit stops, park the bicycle and board a bus for the remaining commute to work.			
Downtown East Bike Parking Facility	Addition of new commuter bicycle parking	East side of downtown London (Wellington & King)	1-Sep-19	\$500,000
	This project would initiate the completion of a needs assessment and site selection process to locate a modern bike parking facility (standalone or combined with other business activities) to accommodate commuter cyclists working on the east side of the downtown core.			
Colborne Street Bike Lanes	Bike lanes	Dufferin Ave to Oxford Street	1-Jun-20	\$800,000
	This is an extension of 2017 constructed separated lanes. Coordination with a complete road rehabilitation project will be required because the pavement along this corridor is in very poor condition. This project will also require coordination with London District Energy underground works.			
Fanshawe Park Road Boulevard Path Improvements	Renewal and upgrades of in boulevard facilities and intersection crossings.	East of Wonderland Street North to Adelaide Street North	1-Jun-20	\$2,000,000

	This project will require coordination with LTC and adjacent property owners to fit within existing ROW infrastructure. Coordination is also required with planned improvements in the area of the Richmond Street intersection. Finalization of the preliminary rapid transit corridor and station designs will reduce the amount of throw away and ensure project integration			
Hale Street Bike Lanes	Bike lanes	From Trafalgar Street to Dundas Street	1-Jun-20	\$900,000
	Coordination with traffic signal upgrades is required to minimize construction impacts and to benefit from economies of scale			
Kilally Road	Paved Shoulders	Webster to Sanford Street	1-Jun-20	\$250,000
	Coordination of this project with the future reconstruction of Kilally Road will be necessary. Integration of the two projects could adjust the implementation timeline.			
Adelaide Street North	Boulevard Cycling Facility	Kipps Lane to Huron Street	1-Jun-20	\$900,000
	Coordination with traffic signal upgrades is required to minimise construction disruptions.			
Sandford Street	Bike Lanes	Huron Street to Kilally Road	1-Jun-20	\$400,000
	Coordination of this work with planned road rehabilitation project is required, minimizing construction impacts and resulting in economies of scale.			

Wavell Street	Bike Lanes	Hale Street to Spruce Street	1-Jun-20	\$300,000
	Coordination of this work with pre-planned underground servicing upgrades reduces the construction impact while benefitting from economies of scale.			

* projects in bold font denote a new entry in 2018



300 Dufferin Avenue
P. O. Box 5035
London, ON
N6A 4L9

MEMO

To: Cycling Advisory Committee

From: Doug MacRae, P.Eng.
Division Manager
Transportation Planning & Design

c: Andrew Giesen, Peter Kavcic, Chuck Parker

Date: May 9, 2018

Re: **Downtown - OEV
Bikeway Corridor Evaluation**

The purpose of this memo is to advise the Cycling Advisory Committee that WSP Consultants is being retained to conduct an evaluation for a future east-west bikeway in the area of Downtown and Old East Village.

Phase 1 will identify the benefits and impacts of a separated bikeway facility on several corridors, determine high level feasibility and select a preferred corridor. Phase 2 will determine a suitable configuration for a separated bikeway and the development of the conceptual design.

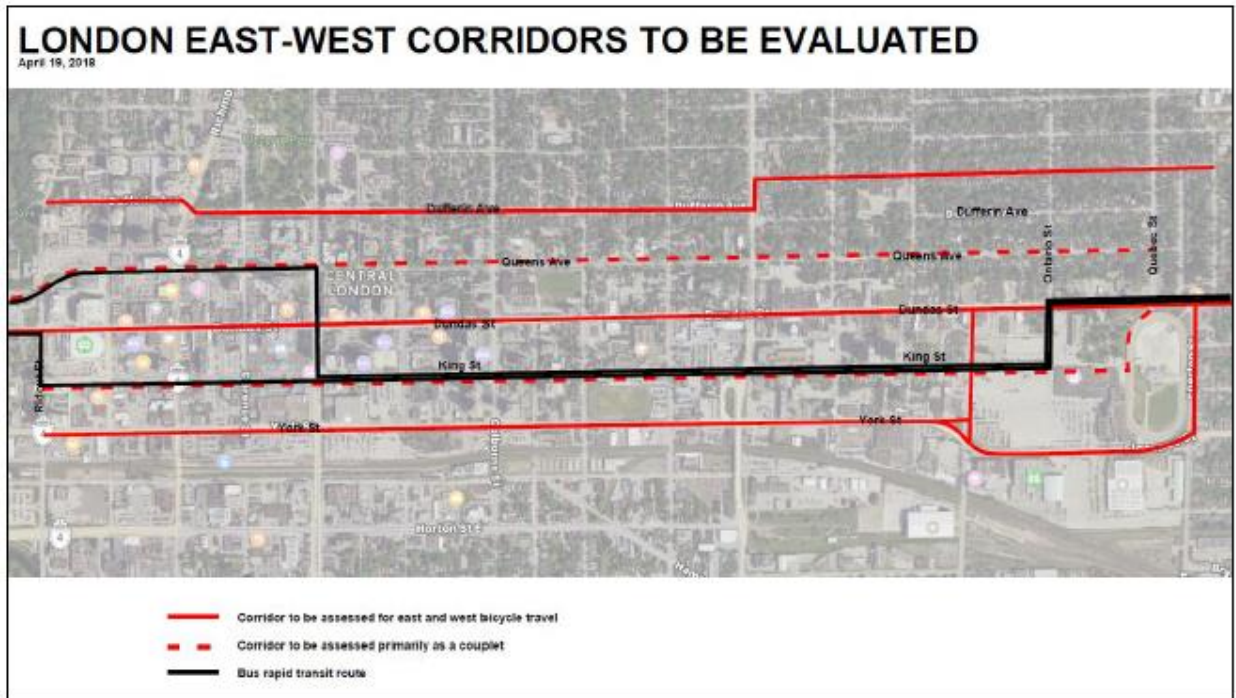
The corridors that are to be evaluated in Phase 1 are:

1. Dufferin Avenue from Ridout Street to Adelaide Street North then Lorne Avenue from Adelaide Street North to Charlotte Street;
2. Dundas Street from Ridout Street to Egerton Street;
3. York Street from Ridout Street to Rectory Street;
 - a. Option A: Connect to Dundas Street via Rectory Street, then Dundas Street from Rectory Street to Egerton Street

b. Option B: Florence Street from Rectory Street North to Egerton Street, and connect to Dundas Street via Egerton Street

4. Queens Avenue and King Street Couplet from Ridout Street to Egerton Street.
Note: The couplet could merge together at Dundas Street if it is deemed a suitable connection.

Note: Combinations of the above could also be considered if preliminary analysis suggest there is a strong benefit associated with a combination route.



This analysis will be coordinated with the pending Old East Village Secondary Plan.

The Cycling Advisory Committee will be further consulted during the study. The purpose of this memo is to advise of the pending initiation of the study and to solicit initial feedback on the identified corridors.



30 Orkney Cres
London, ON N5X 3R7

Doug MacRae - Division Manager, Transportation Planning & Design
Jay Stanford - Director, Environment, Fleet & Solid Waste, Environment & Engineering Services
City of London
300 Dufferin Avenue, London, ON N6A 4L9

April 8th, 2018

Dear Doug, Jay, and the City of London,

London Cycle Link would like to apologize for an article published in the London Free Press this week that misrepresented our organization. We are committed to our partnership with the City and our mutual goals guided by Vision Zero.

On April 3, 2018, Megan Stacey, London Free Press, published an article with an inflammatory headline regarding London Cycle Link's position on the City's bike share plan. This is not London Cycle Link's position, and a correction was issued by the London Free Press the next day.

The correction states:

"[Member] was not speaking on behalf of London Cycle Link when she raised concerns about a city plan to launch a bike share program. Incorrect information appeared in Tuesday's Free Press. The Free Press regrets the error."

We recognize that our members are not a monolithic group, and we support our members to express their personal opinions in the media and community.

However, we acknowledge the harm that was caused, and in the future will take a more proactive approach when communicating to the media, community, and City.

We look forward to advising and collaborating on current and future bike friendly projects.

Sincerely,

Bonnie Lee
Chair of the Board
London Cycle Link

cc: (via email) Cycling Advisory Committee



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

London
CANADA

April 11, 2018

Chair and Members
Cycling Advisory Committee

I hereby certify that the Municipal Council, at its meeting held on April 10, 2018 resolved:

That the communication from R. Millard and M. Ratcliffe with respect to pedestrian safety and keeping bicycles off of City sidewalks BE REFERRED to the Cycling Advisory Committee for review and comment. (4.2/6/CWC)

A handwritten signature in black ink, appearing to read 'C. Saunders'.

C. Saunders
City Clerk
/kmm

cc: List of external cc's on file in the Clerk's Office

The Corporation of the City of London
300 Dufferin Ave N6A 4L9
P: 519.661.CITY (2489) x 0969 | Fax: 519.661.4892
kmyers@london.ca |
www.london.ca

Dear Committee Members:

Getting bicycles off city sidewalks is the first step towards ensuring pedestrian safety in London.

Cyclists pose a danger to all pedestrians, especially the disabled, elderly and parents with small children.

This problem will get worse in some areas when, for example, Richmond north of Oxford is reduced to two vehicle lanes to accommodate the BRT, thereby forcing more bikes onto sidewalks.

Apart from creating more bicycle lanes, the city should paint **No-Biking** decals on sidewalks at all intersections. Next, it should mount a public education campaign warning of the dangers of, and prohibitions against riding bicycles on sidewalks. Finally, after a grace period warning cyclists off sidewalks, the police should enforce the law by ticketing offenders.

Yours respectfully

Rod Millard and Marjorie Ratcliffe

193 Regent St.

Rodney Millard Professor Emeritus Department of History The University of Western Ontario London
Ontario Canada



P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

April 11, 2018

S. Muscat
AECOM
250 York Street
London, ON N6A 6K2

P. Yeoman
Manager, Development Services

S. Shannon
Technologist II

I hereby certify that the Municipal Council, at its meeting held on April 10, 2018 resolved:

That, the following actions be taken with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee from its meeting held on March 15, 2018:

- a) the following actions be taken with respect to the Victoria Bridge Environmental Assessment:
 - i) the detailed design BE REVIEWED by one of the City of London's Ecologist Planners; and,
 - ii) an Environmental Study Report BE REQUIRED in the Request for Proposal;

it being noted that the Environmental and Ecological Planning Advisory Committee received a presentation appended to the 4th Report of the Environmental and Ecological Planning Advisory Committee from S. Shannon, Technologist II, Transportation Planning and Design and S. Muscat, AECOM, with respect to this matter;

- b) the revised You, Your Dog and Environmentally Significant Areas brochure BE REFERRED back to the Working Group for further amendments and to report back at the next Environmental and Ecological Planning Advisory Committee meeting;
- c) clause 4.2 of the 4th Report BE AMENDED by deleting the clause in its entirety and replacing it with the following:

“the fourth draft of the Green Standards for Light Pollution and Bird-Friendly Development BE REFERRED to the Manager, Development Services, to review and to prepare a version for the Municipal Council's consideration; it being noted that three Advisory Committees have made this recommendation; it being further noted that Section 4.1 of the Guidelines contemplates a light curfew for London; the specific times have been left blank; a suggested light curfew would be from 1:00 AM to 7:00 AM.”;

- d) the fourth draft of the Green Standards for Light Pollution and Bird-Friendly Development BE REFERRED to all City of London Advisory Committees for their consideration; and,

The Corporation of the City of London
Office 519.661.2500 x4856
Fax 519.661.4892
hlysynsk@london.ca
www.london.ca

e) clauses 1.1, 2.1, 3.1, 3.2, 3.3 and 6.1 BE RECEIVED. (3.1/6/PEC)



C. Saunders
City Clerk
/lm

- cc. Chair and Members, Accessibility Advisory Committee
Chair and Members, Animal Welfare Advisory Committee
Chair and Members, Diversity Inclusion and Anti-Oppression Advisory Committee
Chair and Members, Community Safety and Crime Prevention Advisory Committee
Chair and Members, London Housing Advisory Committee
Chair and Members, Advisory Committee on the Environment
Chair and Members, Transportation Advisory Committee
Chair and Members, Agriculture Advisory Committee
Chair and Members, London Advisory Committee on Heritage
Chair and Members, Trees and Forests Advisory Committee
Chair and Members, Environmental and Ecological Planning Advisory Committee
Chair and Members, Cycling Advisory Committee
Chair and Members, Childcare Advisory Committee
J. Bunn, Committee Secretary
K. M. Myers, Committee Support Clerk

Cycling Advisory Committee Work Plan – 2017

Date, April 19, 2017

Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Strategic Plan Alignment
Assist the City in enhancing cycling connections throughout the City to the Provincial cycling network.	<ul style="list-style-type: none"> • To be provided through Cycling Master Plan, EA input 	CAC	2017		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Provide recommendations for better integration of the recreational and commuter cycling networks	<ul style="list-style-type: none"> • To be provided through Cycling Master Plan, EA input. • Research what London needs to be able to provide sound recommendations on cycling. 	CAC	2017		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Promote safe cycling through education and improved facilities and infrastructure	<ul style="list-style-type: none"> • Need to support / initiate City, business and other community partner initiatives relating to mapping, bicycle parking, cycling lanes, etc. • Promotional Outreach for Cycling • Promotion of the Cycling Master Plan 	CAC	2017		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Provide input and recommendations to Environmental Assessments relating to road and cycling infrastructure to assist in managing and upgrading transportation infrastructure.	<ul style="list-style-type: none"> • EA’s provide a primary opportunity to ensure cycling priorities are taken into consideration for new roadworks and infrastructure projects. 	CAC	2017		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Provide recommendations on operational requirements / improvements which will facilitate cycling	<ul style="list-style-type: none"> • Operational priorities (i.e. – street cleaning, snow plowing) need to be established and/or coordinated to ensure key cycling routes are maintained appropriately and that operational activities are not ‘out of sync’ (i.e. – cleaning streets before sidewalks, then putting all the sand from the sidewalks onto the street & cycling lanes that had just been cleaned....) 	CAC	2017		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Continue to identify / assess specific routes (to be mapped and signed) for key destinations and loops.	<ul style="list-style-type: none"> • Continue to support cycling infrastructure at the municipal, provincial and federal levels. • Monitor implementation of initiatives identified in the cycling master plan including potential stand- alone initiatives. 	CAC	2017		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b

Educational Initiatives and Recognition	<ul style="list-style-type: none"> • Educational Opportunities • Cycling based Conferences • Cycling Awards 	CAC	2017		
Promote a Cycling Culture in the City of London	<ul style="list-style-type: none"> • Establishment of an event to promote a cycling culture connected to the 150 celebrations and with the intent to make it an annual event. • Work with the educational institutes to assist in building the cycling culture, 	CAC	2017		

Motion by Wil Second Diane

2018 Ontario Bike Summit Report

April 16 – 18, 2018, Toronto

Prepared for: Cycling Advisory Committee
Date: April 9, 2018
Prepared by: Rebecca Henderson

1.0 Cycling Education Workshop – Ministry of Tourism, Culture and Sport

- Hon. Minister Daiene Vernile, Minister of Tourism, Culture and Sport, and Susan Golets, Director, Policy Branch, Ministry of Tourism, Culture and Sport, Recreation and Community Programs Division Director <Susan.Golets@ontario.ca>
- **Program Standards for Cycling Education** will be a provincially consistent and comprehensive cycling education program. Will be released later this year.
- Ontario strategy informed by **Bikeability UK**. Presentation by Nick Truran, Cycling Lead Officer <Nick.Truran@hertfordshire.gov.uk>

Currently in Ontario, cycling education is decentralized. A standardized program is one component of the Cycle ON 2.0 strategy (Ontario curriculum and active routes to school), and will focus on curriculum standards, program delivery, and cycling education programming.

Three Drafts:

1. **Program Standards for Cycling Education.** The Cycling Education Program Standards include a set of learning outcomes that describe the essential skills and knowledge a cycling participant must reliably demonstrate in order to graduate.
2. **Program Standards for Cycling Instructor Certification.** The Program Standards for Cycling Instructor Certification include a set of learning outcomes designed to equip cycling instructors with a strong knowledge of safe road cycling practices as well as with the ability to effectively share safe road cycling information to a diverse audience of cycling participants.
3. **Cycling Instructor Training Curriculum.**

Considerations:

What would drive and motivate people to use these standards? What is the best approach to implementing these standards? How can CAN-BIKE instructors be integrated into a provincially recognized instructor framework? What would be the key attributes of a third-party organization delivering the program? Opportunities/challenges in rural, remote and Northern communities?

2.0 Cycling Skills: Ontario's Guide to Safe Cycling (April 2018)

- Tips, techniques for cyclists, how to cycle through the newest roads and infrastructure (i.e. good education on roundabouts), road signs, and signals. Guide to e-bikes and laws (i.e. e-bike riders aged 16+ must wear a helmet). Also outlines penalties.
- To [order](#) free copies: Service Canada Publications> Cycling Skills

3.0 #Cycle ON Action Plan 2.0

- Cycling portfolio is held under two ministries: Ministry of Transportation and Ministry of Tourism, Culture and Sport
- Outlines change in penalties (i.e. dooring \$60 - \$500 to \$300 - \$1000 and increased demerit points from 2 to 3)
- Can't order hard copies, but can find them online.

4.0 Pilot project – Bloor Street

- Presented by Nancy Smith Lea, Director, Toronto Centre for Active Transportation and Shawn Dillon, Manager, Cycling Infrastructure and Programs, City of Toronto
- One of the most extensively studied bike lanes in North America
- Takeaway is the investment in stakeholder feedback

4.1 Key Findings of Economic Impact Study

Customer Counts

- The number of businesses that reported 100 customers or more per day increased in the study area on both streets. Reported spending increased on Bloor and Danforth at a similar rate.
- Both before and after the bike lane, customers who arrive by foot or on bike reported higher levels of spending on Bloor Street compared to those arriving by car or transit.
- On both streets, locals (those living or working in the area) were 2.6 times more likely than those coming from further away to spend more than \$100 per month.

Customer Frequency and Vacancy Rates

- After accounting for other contributing factors such as age, gender and proximity, visitors reported coming to Bloor three days more per month after the bike lane was installed, while on Danforth visit frequency was unchanged.
- People who arrived on foot or on bike visited Bloor the most often, and people who drove or took transit visited nearly four days less per month.
- Vacancy rates held steady at 6% in Bloor Annex and Korea Town. On Danforth, they declined from 10% to 7%.

Shifts in Travel Patterns and Parking

- The percentage of customers cycling to Bloor nearly tripled (from 7% to 20%), a substantially higher increase than on Danforth Avenue, which has no bike lane.

- Walking remained the most popular travel choice, used by nearly half (48%) of visitors on Bloor, and driving is now the least (10%).
- Merchants on Bloor Street preferred to drive (49%) and there was no increase in cycling, which remained the least preferred travel choice (6%).
- The majority of merchants believed that at least 25% of their customers are driving to Bloor; however fewer than 10% of customers reported arriving by car.
- Parking difficulty increased on both streets for visitors who drove, growing by four times on Bloor (from 8% to 33%) and nearly doubling on Danforth (from 14% to 25%), though this street did not have any on-street parking removed.
- When looking at all visitors, the percentage who needed to find car parking and experienced difficulty remained small: 3% of all visitors on Bloor and 4% on Danforth.

Perceptions of Safety and Feedback on Bike Lane

- After the installation of the bike lane, the proportion of visitors who perceived Bloor Street as safe for cycling more than tripled (from 17% to 61%), and doubled among merchants (from 13% to 27%), while perceptions of safety on Danforth dropped (22% to 10%).
- The percentage of women who reported they now feel safe cycling on Bloor increased significantly more than men, from 12% to 58%.
- The majority of visitors (86%) and merchants (90%) provided feedback in response to an open-ended question soliciting thoughts or comments about the bike lane.
- While visitor comments were generally positive, the most common feedback related to the bike lane's configuration and safety. Merchants raised more concerns than visitors, especially over impacts to business, but safety, parking, and traffic were also important issues.

5.0 Bike Sharing Systems in North America

Title: The ups and downs of bike -sharing systems in north America: understanding the successes and struggles (Master's thesis)

- Presented by Marie-Ève Assunção-Denis, McGill University, Montreal
- She looked at four case studies: BIXI (Montreal, Canada), Citi Bike (New York City, USA), DECOBIKE (San Diego, USA)), Pronto! and dockless systems (Seattle, USA)

BIXI (Montreal)

- Launched in May 2009 with 3,000 bikes at 200 stations (6250 and 540)
- Rapid expansion and continuous service every year (from April 15 till November15)
- Financial struggles, administrative and ownership issues (bankruptcy), problems with software and with customers
- Receives a lot of money from City of Montreal and has sponsors
- System very popular and with high level of use
- Led to changes in behavior and habits, improved the visibility of cycling in the city
- Montreal has good cycling culture, flat terrain, and good population density

- Strategies to attract users (BIXI Sundays, social networks, well defined target audiences)
Improvement of cycling infrastructure and network, density of stations, multimodality

PRONTO! Seattle:

- Population (2014): 659,000
- Launched in October 2014 with 500 bikes at 50 stations (shut down in March 2017)
- Great cycling and sports culture, but hilly terrain (65% of trips going down) and rainy weather
- Number of users and revenues much lower than expected
- A third party in charge of the operation: increase in costs and debts
- Inefficient business strategy, fundraising and administration (few sponsors, company stopped raising funds)
- The City bought the system in a very bad financial situation
- No grant from the federal government to expand the system
- Attempts to increase use, designation of a new operator, contract for new electric bicycles
- Setback: shut down of the system to use funds for active transportation infrastructure and programs
- System very small, with no density or connectivity between stations, poor integration with other transportation networks
- Lack of cycling infrastructure
- Conflicts of interest, political tensions, loss of political support, poor media coverage, negative public perception
- Mandatory helmet law: lack of spontaneity, fewer cyclists in the streets, lower perception of security

Recommendations for introducing a bike share system in a city:

- Adopt an approach focused on public interest and not profitability
- Get City's political/administrative support and involvement
- Hire a bike-sharing company with expertise and a strong reputation
- Do not establish a completely privately funded program, unless it receives lucrative sponsorships allowing for low user fees and a good level of services
- Set clear and attainable program goals, and realistic ridership forecasts
- Maintain a certain degree of control or influence over aspects of the project
- Define the target audiences and adapt the system to their needs
- Offer many rates and payment options for users to attract new customers
- Do not adopt an hourly rental rate pricing structure so as to not compete with local bike rental shops
- Launch system with a sufficiently-large size of fleet, stations and area (around 20 to 28 stations por 2.6 square km)
- Create a cohesive and dense network of stations located near transportation hubs, popular destinations and residential zones
- Expand the system as the demand grows
- Locate stations in low-income areas where people would greatly benefit from additional transportation options

- Evaluate geographical and climatic conditions and consider options to counterbalance negative factors
- Use technologies to improve systems (intermodality, dockless/hybrid systems)
- For dockless and hybrid systems, regulate bike parking options
- Monitor trips and use data to improve the system's efficiency
- Ensure the operator's management practices, structural rules and operations are efficient
- Include citizens throughout the project and in decision-making processes
- Be transparent and share data
- Offer discounts for vulnerable populations (low-income communities, seniors) to increase accessibility
- Promote the system amongst different target audiences and customize the marketing approach
- Create partnerships with transportation related agencies and companies
- Invest in the city's cycling infrastructure
- Do not implement a mandatory-helmet law, and if one already exists, repeal it or do not enforce it

6.0 Advisory Lanes

The City of Ottawa is using Advisory Lanes - a new type of cycling facility on low volume, low speed streets. Advisory bicycle lanes are used on narrow, low-volume streets and are marked with dashed lines. These markings give cyclists riding space, but are also available to motorists if needed to pass oncoming traffic.

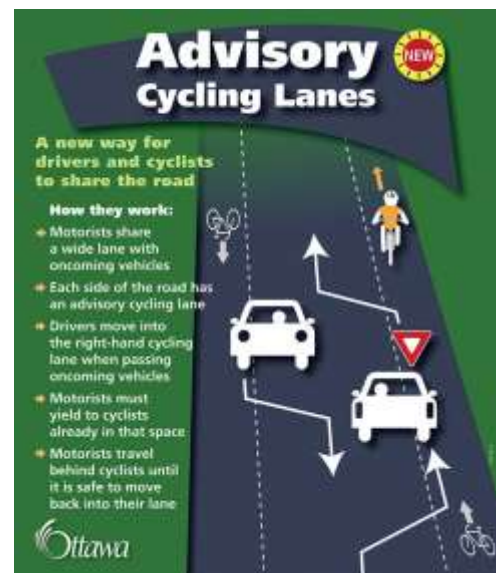
- First one rolled out in 2016

How they work:

- Advisory cycling lanes – a new way for drivers and cyclists to share the road.
- Motorists share a wide lane with oncoming vehicles.
- Each side of the road has an advisory cycling lane.
- Drivers move into the right-hand cycling lane when passing oncoming vehicles.
- Motorists must yield to cyclists already in that space.
- Motorists travel behind cyclists until it is safe to move back into their lane.

Advisory Cycling Lanes in Ottawa video:

<https://youtu.be/0zdDlvKXMxY>



KEYNOTE ADDRESS – Dale Bracewell, Manager, Transportation Planning at City of Vancouver

- Keynote address about achieving a major bike shift in Canada
- Measurement: health, safety, accessibility, affordability, economy, public life, environment, resilience
- Implementation principles: think big picture, be opportunistic, work together, invest wisely, innovate, learn and adapt
- Bold moves: Burrard-Cornwall improvements. A congested roadway that they closed and opened it to bikes (bold move 12,000-15,000 cars daily)
- Cycling must be included in all new developments
- Include measurements plans in their 2040 strategic long term plans

Leveraging Google Traffic Data

- Emailed Adam Drackley