

# Agenda

## Cycling Advisory Committee

The 1st Meeting of the Cycling Advisory Committee

December 18, 2019, 4:00 PM

Committee Room #4

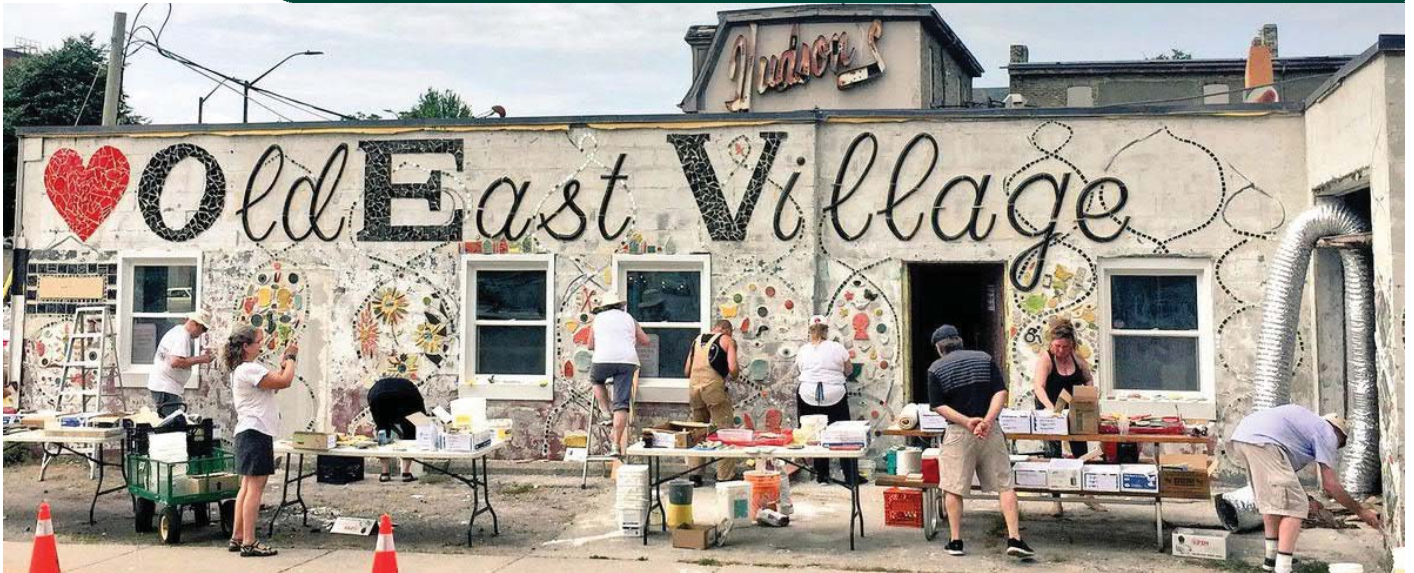
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	Pages
<b>1. Call to Order</b>	
1.1 Disclosures of Pecuniary Interest	
1.2 Election of Chair and Vice-Chair for the term ending November 30, 2020	
<b>2. Scheduled Items</b>	
2.1 4:05 PM M. Pletch, Dillon Consulting – Dundas Street – Old East Village East-West Bikeway Design	2
2.2 4:25 PM J. Zunic and S. Tam, WSP – Dundas Street – Cycle Track Detailed Design	10
<b>3. Consent</b>	
3.1 11th Report of the Cycling Advisory Committee	18
3.2 Notice of Resignation - C. Linton	21
<b>4. Sub-Committees and Working Groups</b>	
4.1 Sport and Leisure Cycling Sub-Committee	22
4.2 Cycling Master Plan Working Group	
4.3 2020 Work Plan Sub-Committee	
<b>5. Items for Discussion</b>	
5.1 Municipal Council resolution from its meeting held on November 26, 2019 with respect to the 10th Report of the Transportation Advisory Committee	23
<b>6. Adjournment</b>	

Next Meeting Date: January 15, 2020



# Dundas Street – Old East Village East West Bikeway Design



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Cycling Advisory Committee - December 18, 2019



## Presentation Overview

- Background and Construction Staging
- Typical Cycle Track Features
- Proposed Layout
- Discussion

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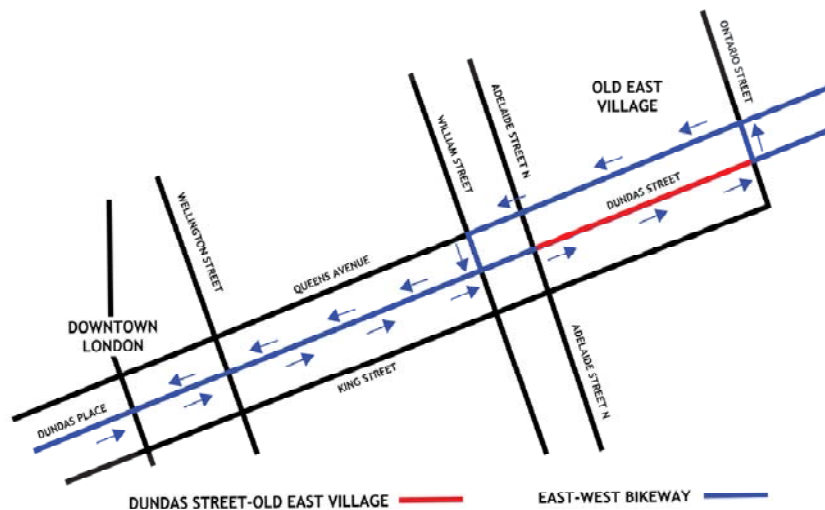
# Background

Date	Key Milestones
March 2019	East West Bikeway Approved by City Council
March 2019 to December 2019	Detailed Design
June 26, 2019	Public Information Centre #1
October 2019	Third Party Review by Urban Systems Active Transportation Consultants (Vancouver)
December 5, 2019	Public Information Centre #2
January 2020	Tendering
April 2020 to Fall 2020	Phase 1 Construction
April 2021 to Fall 2021	Phase 2 Construction

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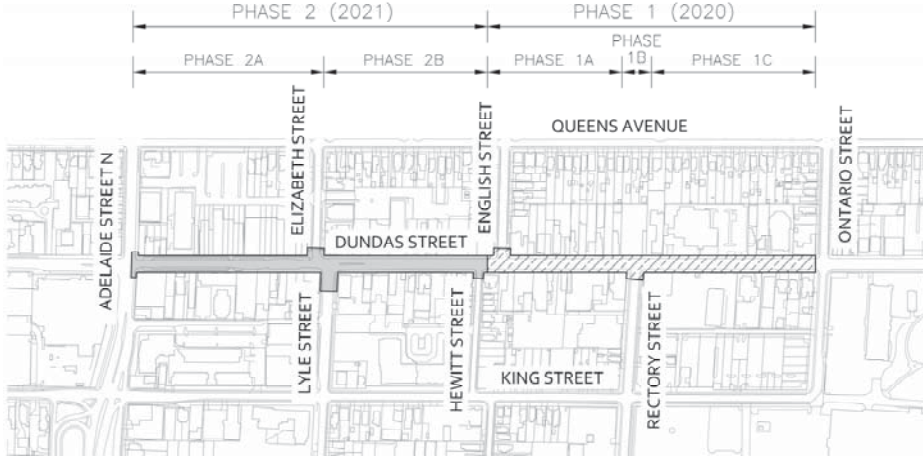
# East West Bikeway Evaluation



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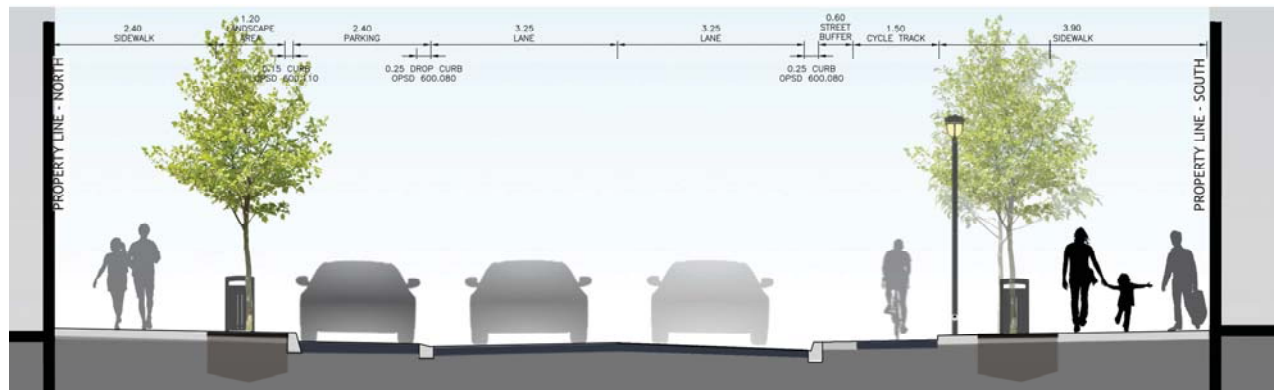
# Construction Staging



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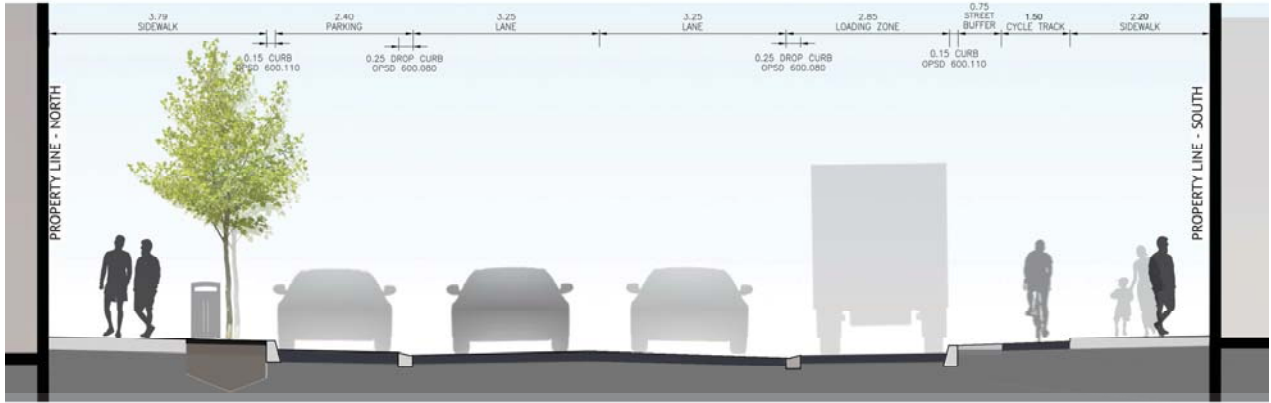
# Typical Cross Section



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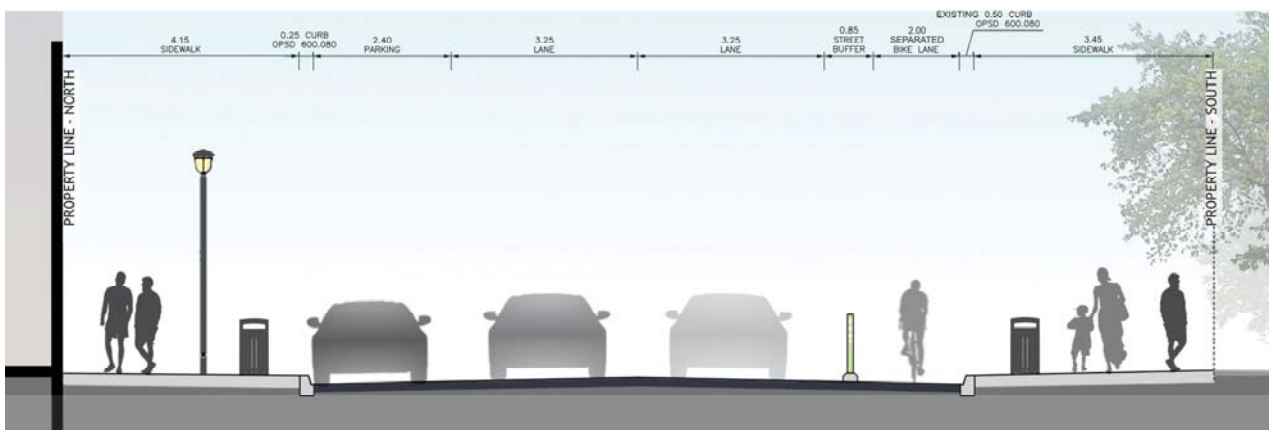
# Typical Section – Loading Zone



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# Typical Section – Approaching Ontario St.



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# Cycle Track – Precedent Images



Typical Layout



Intersection Treatment

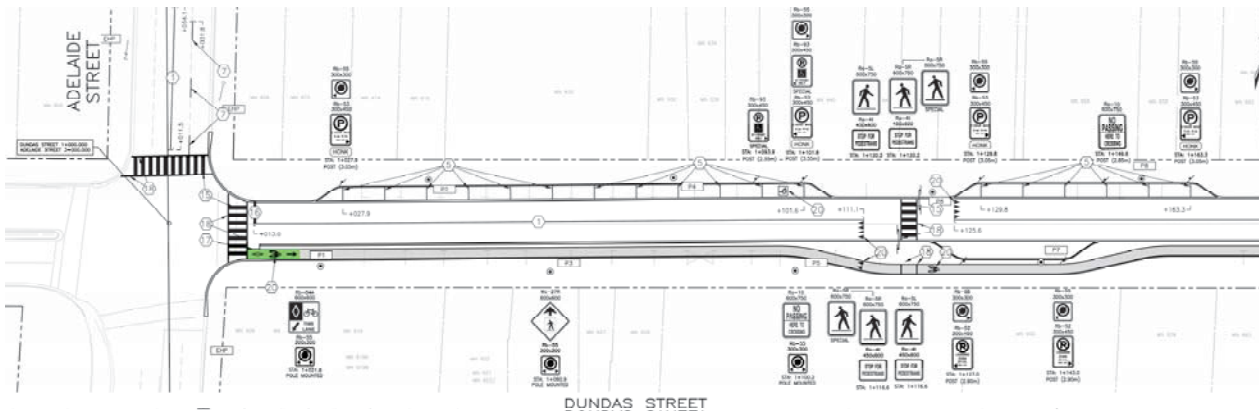


Loading Zone Treatment

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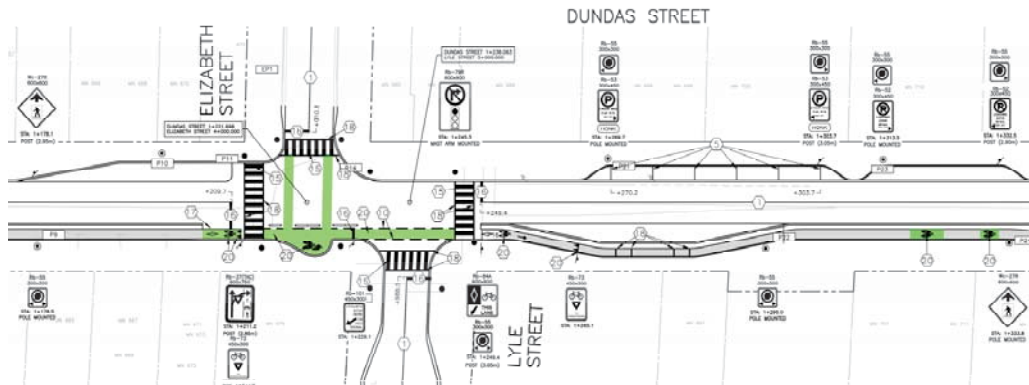
# Proposed Layout



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# Proposed Layout



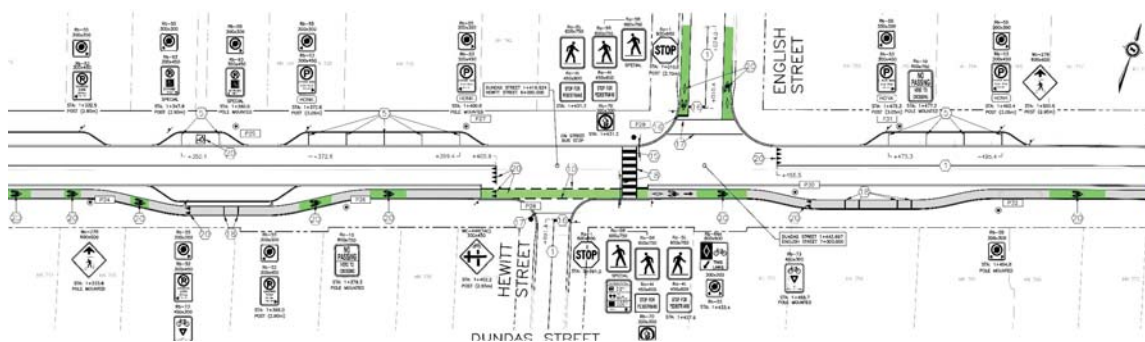
## Lyle/Elizabeth Intersection

- Jughandle left turn queue box with push button for a dedicated traffic signal
- Advanced stop bar for cyclists with concrete curb protection
- Bike lanes to Elizabeth Street
- Cycle Track behind pullout bus stop

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# Proposed Layout



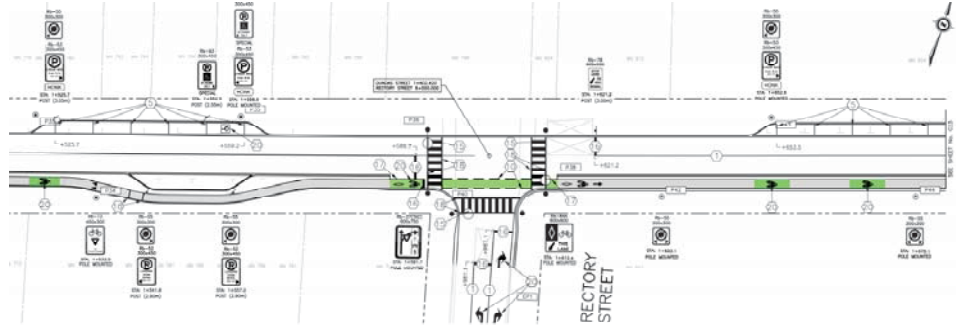
## Hewitt/English Intersection

- Converts to on-street bike lane across Hewitt Street and Pedestrian Crossover
- No left turn facilities to English Street. Intersection is not signalized.
- English Street reconstruction in 2021
- Cycle Track behind on-street bus stop

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# Proposed Layout



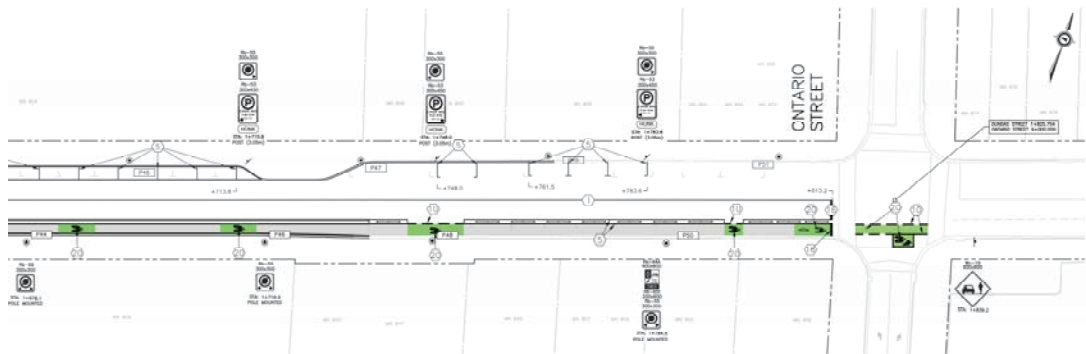
### Rectory Street Intersection

- Converts to on-street bike lane across Rectory Street

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# Proposed Layout



### Ontario Street Intersection

- Cycle track converts to on-street separate bike lane approaching Ontario Street
- Precast curbs and flexible bollard design (similar to King Street & Colborne Street)
- Existing curb and roadway to remain. Future reconstruction as part of BRT Project
- Two stage left turn queue box added at Ontario Street

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# Discussion

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# Dundas Street Cycle Track Detailed Design

Cycling Advisory Committee Update  
Wednesday, December 18<sup>th</sup>, 2019  
John Zunic & Stephen Tam



## Project update agenda

1. Project Overview
2. Project History
3. Key Design Options
  - Design philosophy
  - Mid-block design
  - Intersection design
  - Transit integration
4. Project Timelines & Wrap-up

Image by Stephen Tam/WSP



## Project Overview

Complete detailed design of a separated bikeway on Dundas from Wellington to Adelaide and William from Dundas to Queens

- Approximately 1.4km of new separated bikeway
- Connects Dundas Place and downtown to the west
- Connects to a future separated bikeway on Queens and cycle track on Dundas through the Old East Village to the east



Credit: OpenStreetMaps

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## High level project goals and guiding principles



Build and refine on previous design concept and develop a practical and feasible design for 2020 installation



Provide facilities that emphasize conflict mitigation and that are attractive to users of all ages & abilities



Minimize impacts on on-street parking supply, traffic, transit and curbside operations



Create a vibrant streetscape and enhance the public realm



Coordinate and work collaboratively with key stakeholders such as community groups, advisory committees, LTC, advocates, etc.

Icons from noun project

12/18/2019

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## Separated bikeway history in London

The Dundas Street Cycle Track Detailed Design assignment builds on momentum from previous London cycling plans and projects



Cycling Master Plan  
2016



Colborne  
2016-2018



King Street  
2018-2019

LondON Bikes Cycling Master Plan, Queens & Colborne from WSP, King Street image by Dave McLaughlin/WSP

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## Dundas cycle track project history

The Dundas Street Cycle Track Detailed Design project is a continuation of the planning and design study from the Downtown OEV East-west Bikeway Corridor Evaluation project undertaken by WSP



Corridor Evaluation  
May 2018 – Jan 2019



Conceptual Design  
Sept 2018 – Jan 2019



Council approval  
Mar 2019



WSP retained to complete detailed design of a cycle track on Dundas Street  
Oct 2019 – May 2020



Cycle tracks to be integrated as part of OEV Streetscape improvement project  
2020-2022

Dundas study materials by WSP, Protected bike lanes on Dundas, King approved by council by CBC

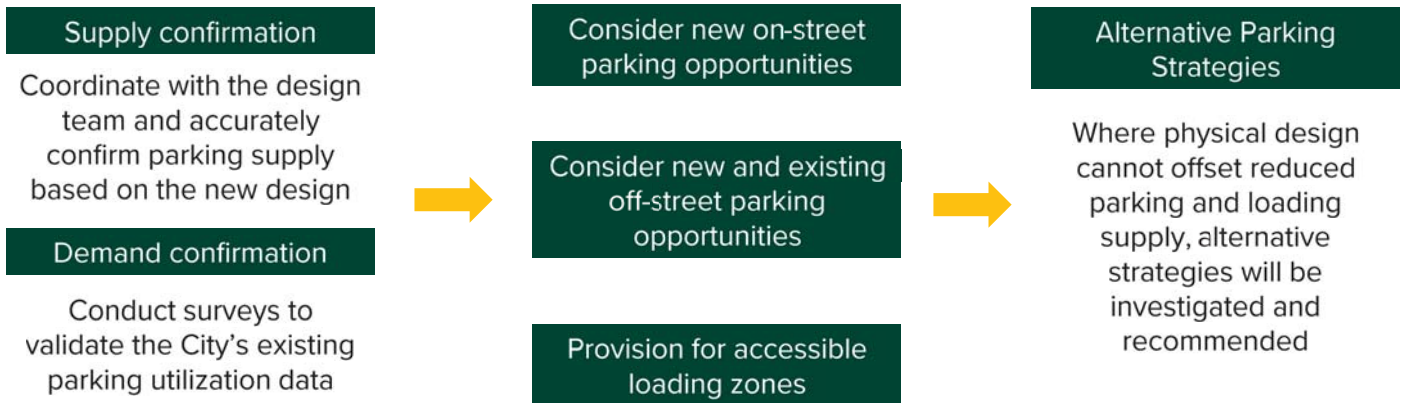
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## Parking supply and demand confirmation

From previous work in the City on cycling and transit projects, our team recognizes the importance of on-street parking in support of the diverse land uses and businesses along Dundas



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## Cycle track design philosophy

### DESIGN CYCLIST

Interested but Concerned  
**51-56% of potential users**

Somewhat Confident  
**5-9%**

Fearless Confident  
**4-7%**



Lower stress tolerance

Higher stress tolerance

Draft OTM Book 18, WSP/Alta

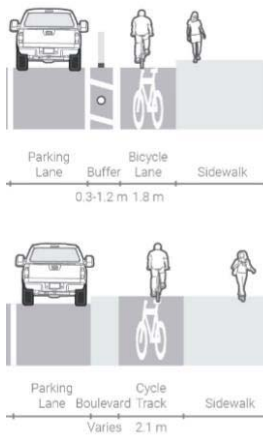
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# Preliminary separation types for consideration

## Precast concrete curb and bollards



## Fully raised cycle track



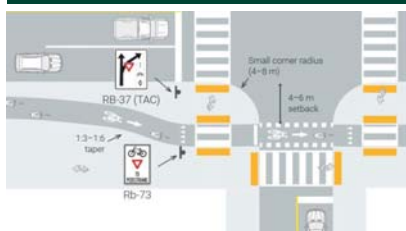
London Colborne separated bikeway by Stephen Tam/WSP, Ottawa Main Street Cycle Track by James Schofield/WSP

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# Intersection design is context specific

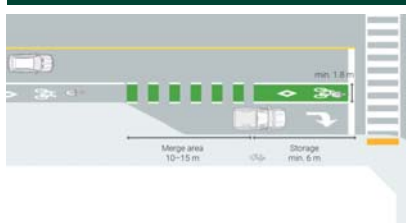
## Setback Crossing



## Adjacent Crossing



## Middle Bicycle Lane



## Shared Crossing

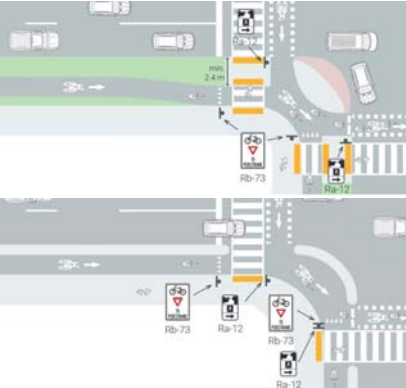
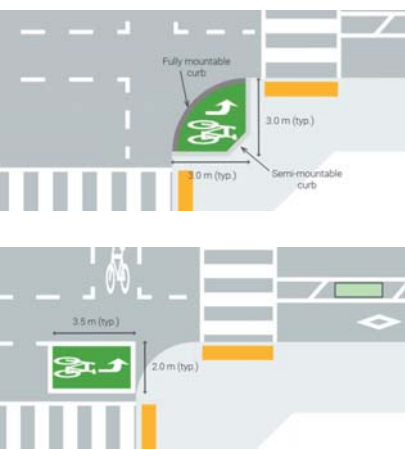



Important for all ages and abilities facility design

Context specific: Each design will consider the intersection's unique characteristics such as current traffic volumes, potential cyclist movements, existing phasing, geometry, etc.


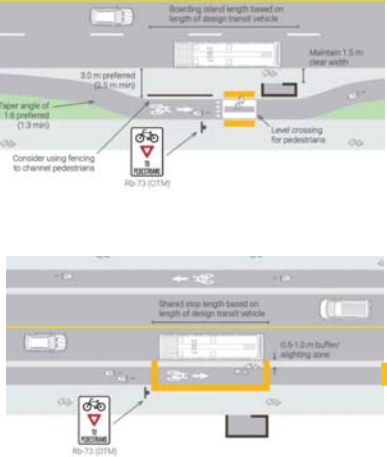

# Supporting cycling turning movements

Key intersections such as Colborne/Dundas and William/Dundas will need to facilitate cyclists turning movements at cross-streets

Protected intersection	Two-stage queue box	Bike box
<p>Conceptual design included a protected intersection at Colborne</p> 		
<p>Draft OTM Book 18, WSP/Alta, London Colborne separated bikeway by Stephen Tam/WSP</p>		<p>12/18/2019 11</p>

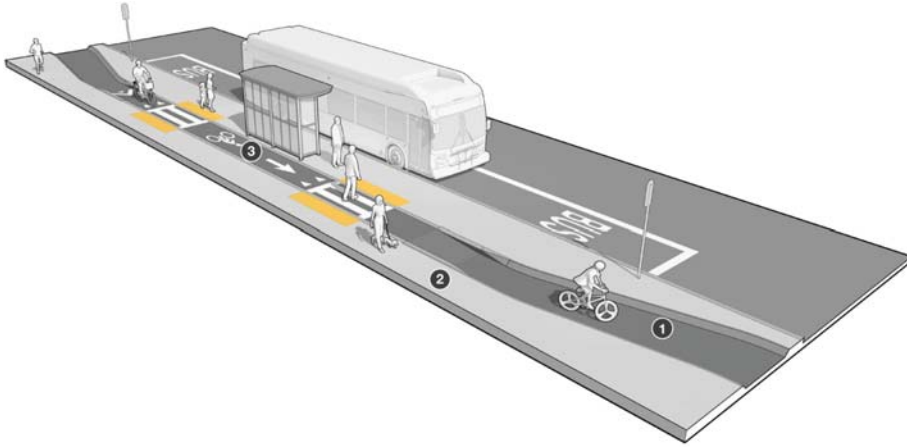
# Integration with transit and LTC

Dundas is a major transit route through London today and into the future. With an anticipated increased sustainable mode share in London, it is important to leverage good design to manage cyclist interactions

Island bus stop	Shared bus stop	Shared bus stop
<p>Preferred configuration in conceptual design</p> 		<p>Typically used in constrained locations</p> 
<p>London King Street &amp; Toronto Roncesvalles from OTM Book 18, WSP/Alta</p>		<p>12/18/2019 12</p>

## Raised cycle track bus stop design

Based on conversations with LTC regarding operating experience on King Street, raising the cycle track on approach to the bus stop may help reduce cyclist speed and reinforce yielding behaviour.



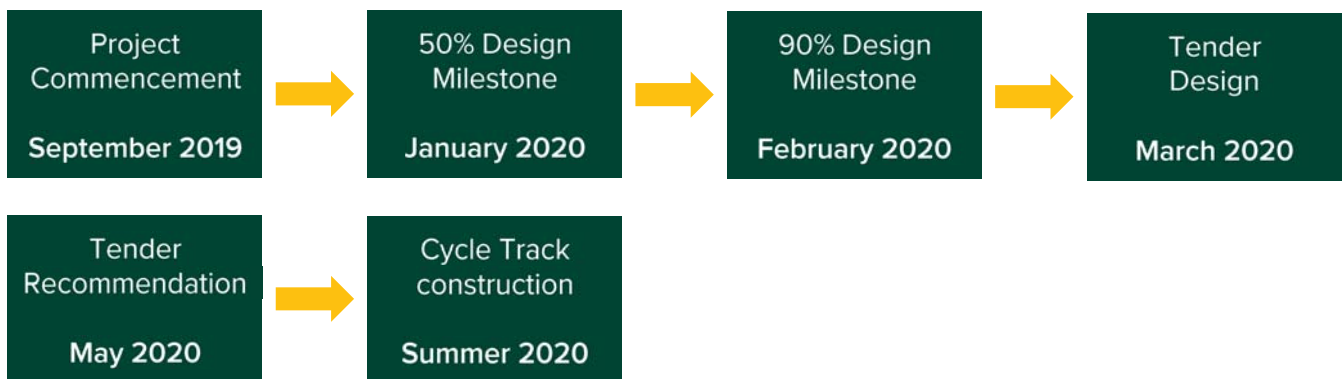
MassDOT Separated Bike Lane Guide Chapter 5, Twitter: Will Norman/Tfi, James Schofield/WSP



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## Project timeframe



Public engagement  
Throughout the entire design phase of the project

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## We're asking for your input

Our team is currently evaluating these design options with City staff in preparation for the 50% design. We are requesting the Cycling Advisory Committee's feedback throughout the design process.

- Are there lessons learned you would like to share from Colborne, King Street or other London cycling projects?
- Are there specific sections of Dundas or William that may present significant technical challenges?
- Are there other reference designs outside London that could be considered?
- Are there other project issues the team should be aware about?

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## Thank you!

### London Transportation Planning & Design

**Peter Kavcic, P.Eng.**

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Transportation Planning & Design  
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Planning and Advisory, Transportation  
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# Cycling Advisory Committee

## Report

The 11th Meeting of the Cycling Advisory Committee  
November 20, 2019  
Committee Room #4

Attendance PRESENT: C. Linton (Chair), B. Cowie, C. DeGroot, R. Henderson, B. Hill, J. Jordan, C. Pollett, E. Raftis, J. Roberts, O. Toth and D. Turner (Committee Clerk)

NOT PRESENT: K. Brawn

ALSO PRESENT: M. Elmadhoon, O. Katolyk, P. Kavcic, T. MacDaniel, D. MacRae, L. Maitland, A. Miller, M. Schulthess, J. Stanford and B. Westlake-Power

The meeting was called to order at 4:03 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 City of London Vision Zero Next Generation Road Safety Strategy

That it BE NOTED that the attached presentation from M. Elmadhoon, Manager, Transportation Planning and Design and T. MacDaniel, Co-Chair, London Middlesex Road Safety Committee, with respect to the City's next generation 'Vision Zero' Road Safety Strategy, was received.

### 3. Consent

#### 3.1 10th Report of the Cycling Advisory Committee

That it BE NOTED that the 10th Report of the Cycling Advisory Committee, from its meeting held on October 16, 2019, was received.

#### 3.2 Notice of Planning Application - Zoning By-law Amendment - 699 Village Green Avenue

That the Civic Administration BE REQUESTED to ask the applicant to consider adding adequate secure, covered bicycle parking in the proposed development located at 699 Village Green Avenue; it being noted that the Notice of Planning Application, dated November 14, 2019, from C. Lowery, Planner II, Development Services, with respect to a Zoning By-law Amendment for this property, was received.

#### 3.3 Public Meeting Notice - Zoning By-law Amendment - 943 Fanshawe Park Road West and 1800 Aldersbrook Gate

That it BE NOTED that the Public Meeting Notice, dated November 13, 2019, from C. Lowery, Planner II, Development Services, with respect to a Zoning By-law Amendment for the properties located at 943 Fanshawe Park Road West and 1800 Aldersbrook Gate, was received.



3.4 Public Meeting Notice - Zoning By-law Amendment - 21 Norlan Avenue  
That it BE NOTED that the Public Meeting Notice, dated November 13, 2019, from C. Parker, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 21 Norlan Avenue, was received.

3.5 Public Meeting Notice - Official Plan Amendment - Revised Victoria Park Area Secondary Plan

That the following actions be taken with respect to the Public Meeting Notice for the Revised Victoria Park Area Secondary Plan (the 'Plan'), dated November 14, 2019, from M. Knieriem, Planner II:

a) that the Civic Administration, in the course of the Secondary Plan process, BE REQUESTED to consider the active transportation portion of the Plan as it relates to existing and proposed transportation infrastructure connections; and,

b) that the Civic Administration BE REQUESTED to consider adding adequate secure, covered bicycle parking to Victoria Park and the immediate vicinity;

it being noted that the above-noted Public Meeting Notice was received.

3.6 Memo - Stopping and Parking Restrictions in Bicycle Lanes

That the Civic Administration BE REQUESTED to review all current no-parking restricted areas through the 'Vision Zero' lens that no road deaths are acceptable and, pursuant to this goal, that adjacent property impacts be de-prioritized where possible in order to increase the total bicycle lane kilometers designated as 'no stopping'; it being noted that the Memo dated November 12, 2019 from D. MacRae, Director, Roads and Transportation, with respect to stopping and parking restrictions in bicycle lanes, was received.

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

4.1 Sport and Leisure Cycling Sub-Committee

That an update from the Sport and Leisure Cycling Sub-Committee BE DEFERRED to the next meeting of the Cycling Advisory Committee.

4.2 Cycling Master Plan Working Group

That it BE NOTED that the committee heard a verbal update from C. DeGroot with respect to the Cycling Master Plan Working Group and its CMP Review, dated October 16, 2019; it being further noted that the attached working group minutes were received.

#### **5. Items for Discussion**

5.1 2019/2020 Work Plans

That the following actions be taken with respect to the Cycling Advisory Committee work plan:

a) that the 2019 Cycling Advisory Committee work plan BE FORWARDED to the Municipal Council for consideration/approval; and,

b) that a sub-committee/working group BE CREATED to commence work on the 2020 work plan.

5.2 Transportation Demand Management Cycling Activities

That it BE NOTED that the committee held a general discussion with respect to Transportation Demand Management as it relates to cycling activities in the City.

5.3 Committee Process, Scope, and Respect for Council/Staff

That the following actions be taken with respect to the letter from C. Linton, Chair, dated November 20, 2019, as appended to the agenda:

a) that the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide training and education on Work Plan policies/procedures; and,

b) that the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide training and education on general advisory committee policies/procedures;

it being noted that the above-noted letter was received, recognizing that not all committee members approve of or support the letter's full content.

5.4 More Uses for Bicycles in London

That it BE NOTED that the committee held a general discussion with respect to the communication from J. Kogelheide, as appended to the agenda; it being further noted that the above-noted communication was received.

**6. Adjournment**

The meeting adjourned at 6:48 PM.

December 6, 2019

VIA EMAIL ONLY

The City of London  
300 Dufferin Avenue  
London, ON  
N6A 4L9

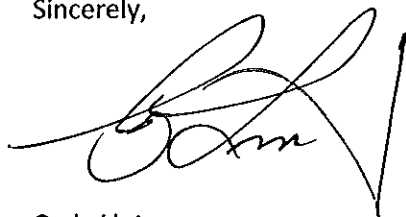
Attention: Mr. Daniel Turner, Committee Clerk, Cycling Advisory Committee

Dear Mr. Turner:

***Re: Cycling Advisory Committee***

This letter is to advise you that I am resigning from the Cycling Advisory Committee effective immediately.

Sincerely,

A handwritten signature in black ink, appearing to read 'Craig Linton', with a large, stylized flourish extending upwards and to the right.

Craig Linton

## CAC – Sport in Cycling Sub-Committee

### October Meeting

#### Review of London Cycling map with Sport focus

- Identify Egress routes to get outside the city 2/direction is ideal
- Referring to image the preferred routes are
  - N: Adelaide, Hyde Park
  - E: Gore Road, Robins Hill
  - S: White Oak, Old Victoria
  - W: Gainsborough, Byron Baseline
- Each has its own challenges to increase safety of cyclists exiting the city to safer country roads
  - Adelaide – Sunningdale to Medway. No shoulder, high speed.
  - Gore Road – Sovereign east ~200m, no shoulder
  - Robins Hill – VMP on Huron to Rebecca – High speed, no shoulder, bad road condition
  - White Oak – Pinch point at Exeter
  - Old Victoria – No shoulder, road condition
  - Byron Baseline – <100m on Westdel Bourne
- Would recommend designation and recognition of these as primary egress points from the city

#### Proposed destinations for sport cyclists

- Key destinations with ‘towns’ in mind
- Riders seem most likely to go to:
  - Delaware, St Thomas, St Mary’s, Port Stanley, Lucan, Grand Bend and Stratford (see Image)
- Would recommend ideation of routes varying from 40-160km
  - CAC members would be interested in supporting route creation with collaboration with staff
- CAC members believe the City of London would see value in reciprocal discussions with destinations

We also reviewed the 2019 work plan and will be looking to participate in several of the items.

18.1 – Natural alignment with focus of connecting for longer cycling rides

19.4 – Add a destination/tour ride. Connect with and highlight local clubs. Leverage FCV

Is there opportunity to align with a race? Are there race opportunities for cycling in London?

19.14 – Highlight egress points. Highlight Boler, Fanshawe and FCV

19.17 – Cycling is currently under Transportation only. Opportunity to create and separate/duplicate copy from there and align with recreation

19.20 – Parks Plan – Are there facilities in the works?



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

**London**  
CANADA

November 27, 2019

Chair and Members  
Transportation Advisory Committee

I hereby certify that the Municipal Council, at its meeting held on November 26, 2019 resolved:

That the following actions be taken with respect to the 10th Report of the Transportation Advisory Committee, from its meeting held on October 22, 2019:

- a) a member of the Cycling Advisory Committee (CAC) BE INVITED to attend a future meeting of the Transportation Advisory Committee to present the Transportation Master Plan implications of the Cycling Master Plan Review document, dated October 16, 2019, from the CAC Master Plan Review Working Group; and,
- b) clauses 1.1, 2.1, 2.2, 3.1 to 3.7, and 4.1 BE RECEIVED. (2.1/15/CWC)

C. Saunders  
City Clerk  
/ap

cc. Chair and Members, Cycling Advisory Committee