

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.

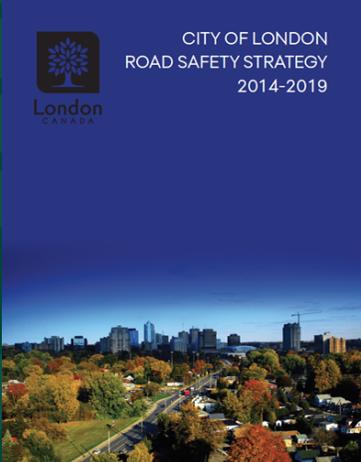
5.4 More Uses for Bicycles in London

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.

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City of London Next Generation Road Safety Strategy-Vision Zero

Presentation to Cycling Advisory Committee (CAC)
November 20, 2019

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London Road Safety Strategy (LRSS)

- **The Context:**
 - ❑ Motor vehicle collisions and associated injury and death
 - ❑ Social cost of transportation incidents in Ontario (over \$18 billion)
 - ❑ **In London – per year:**
 - ❑ 7,000 to 10,000 reported collisions
 - ❑ 1,000 to 1,500 persons injured; up to 100 severely injured
 - ❑ Up to 10 deaths



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Key Steps in Developing the LRSS

- Review road safety status and trends
- Establish two-tiered committee structure
- Develop Mission, Vision & Goal
- Identify target areas from literature, collision data, public consultation
- Develop countermeasures
- Assess the capacity to deliver service
- Finalize program



London Road Safety Strategy

• Project Process:



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- Partners in Road Safety:**
















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London Road Safety Strategy

- Two-Tiered Committee :**




Administrative Committee		
City of London (Engineering)	London Police (Enforcement)	Middlesex- London Health Unit (Education)



Steering Committee		
CHAIR London Middlesex Road Safety Committee	Members London Middlesex Road Safety Committee	New members added for LRSS

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London Road Safety Strategy

- **Vision, Mission, and Goal:**



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



MISSION: To save lives and reduce serious injuries to all transportation users through leadership, innovation, coordination, and program support in partnership with other public and private organizations.



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



London Road Safety Strategy

- **Determining Emphasis Areas:**



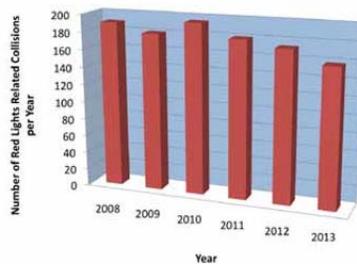
- Collision analysis



- Public opinion



- Strategic and practical considerations

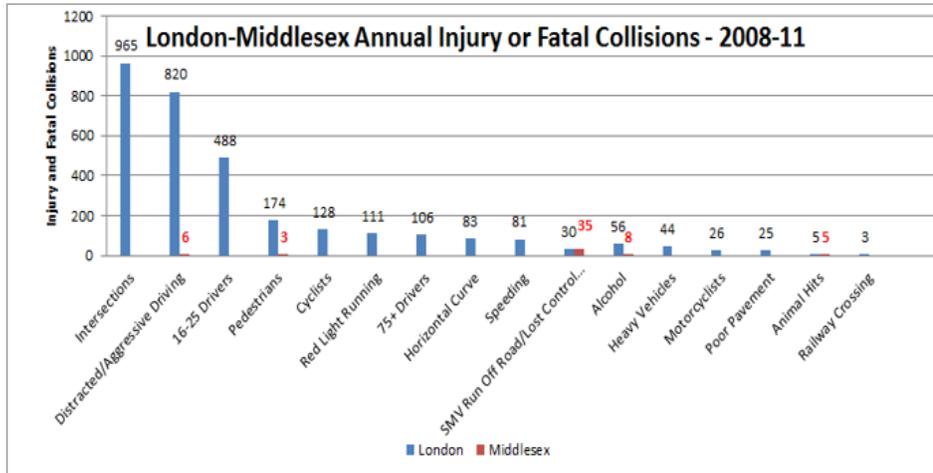


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London Road Safety Strategy

- Collision Analysis:**



London Road Safety Strategy

- Selected Emphasis Areas:**



Cyclists



Distracted & Aggressive Drivers



Young Drivers



Intersections



Pedestrians General



Pedestrians ASRTS & Safe Neighborhoods



Red Light Running

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4 E's of Injury Prevention

- **Countermeasures:**



Engineering

Changes to the physical format of the roadway, traffic control, warning devices, pavement markings, or changes to the regulations.



Education

Change road user behaviors to be more aware of their surroundings and take less risky actions.



Enforcement

Manned police and automated enforcement of rules of the road intended to gain better compliance.

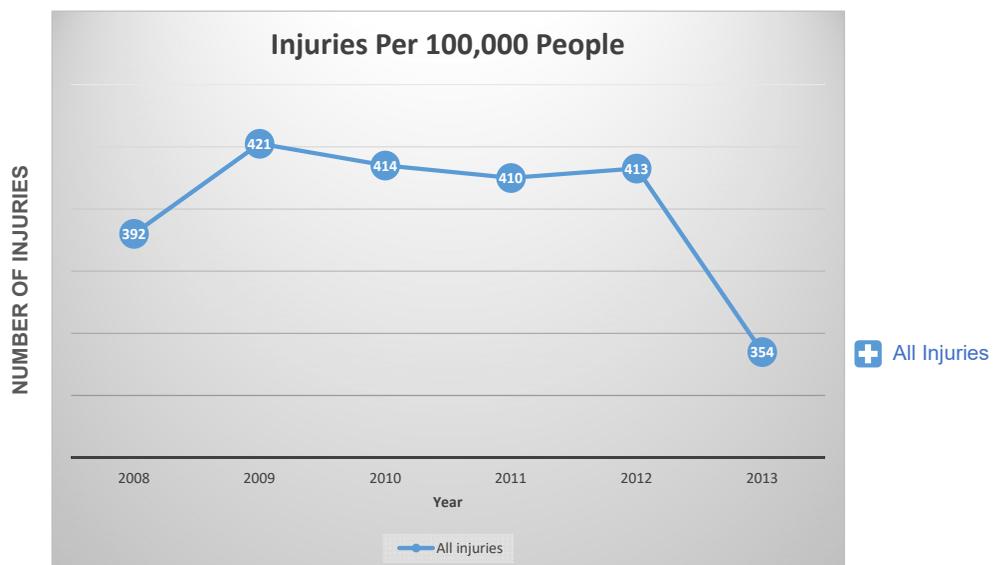


Empathy

Trying to put one road user in the position of another, so that they better understand the consequences of their actions.



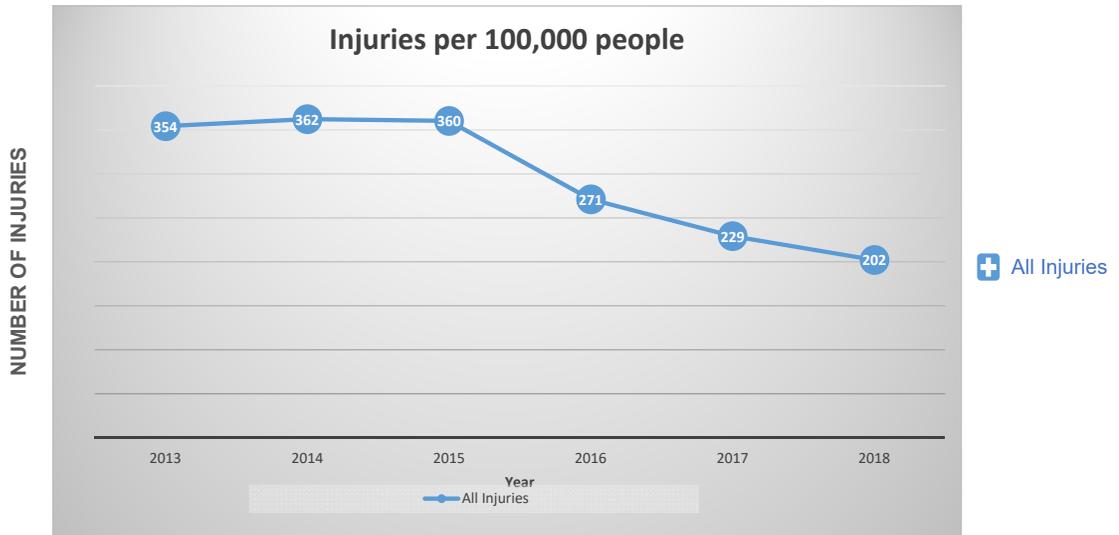
Before Implementation of LRSS!



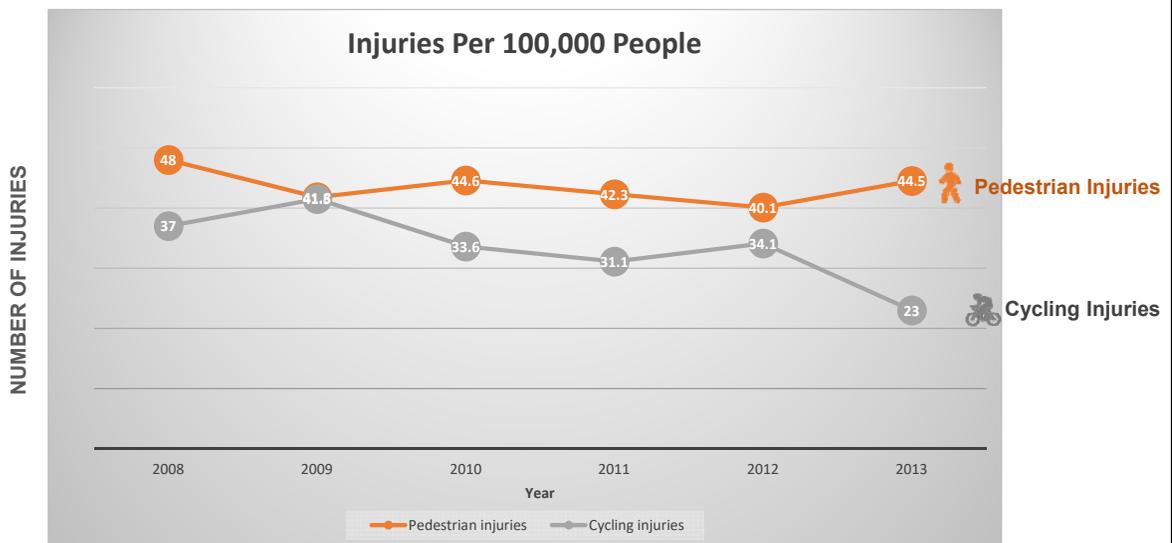
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After Implementation of LRSS!



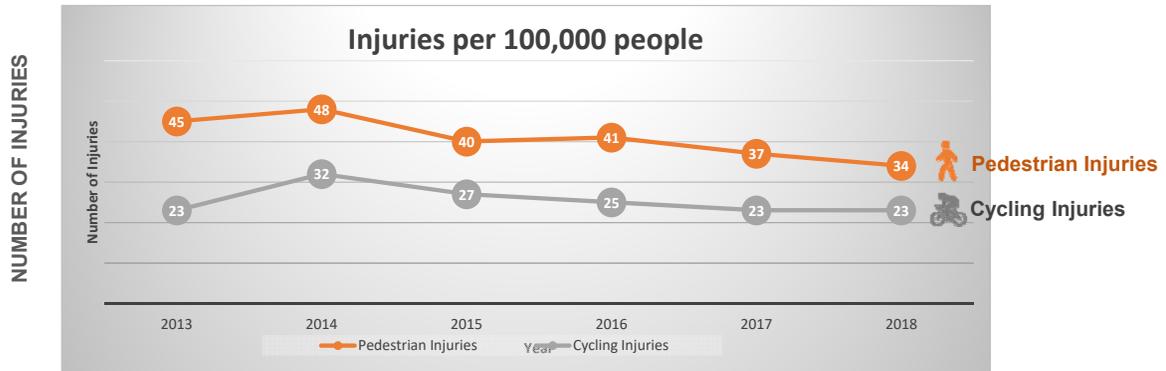
Before Implementation of LRSS!



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After Implementation of LRSS!



How did we do it?



Implementation 2014 - 2019

Engineering

- Complete Streets
- Network screening
- Red Light Cameras
- Cycling Master Plan
- Peds' Crossovers / Book 15
- Cycling Facilities / Book 18
- Updated Traffic Calming Guidelines



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Implementation 2014 - 2019

Engineering

- Designated-(Bike/Buffered bike lanes, Paved Shoulders): **82.1 km**
- Protected-(Cycle Tracks): **4.9 Km**
- Installed **116** Pedestrian Crossovers (PXO's)
- Installed Advance Street Name signs at more than **30** intersections



Implementation 2014 - 2019

Engineering

- Installed **10** Red Light Cameras
- Implemented **40 km/h** school zones
- Traffic LED Signals Improvement Program - Middlesex County
- Recently, Council approved the **Automated Speed Enforcement** in school zones



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Implementation 2014 - 2019

☐ Enforcement

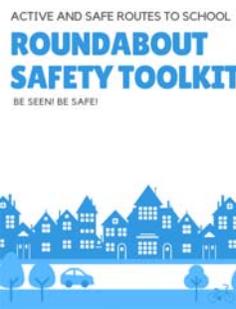
- Pro-active Enforcement Program
- Unmarked Enforcement of Distracted Driving
- PXO enforcement
- Safe Routes to elementary and secondary school program by Middlesex OPP



Implementation 2014 - 2019

☐ Education

- completed **15** neighbourhood audits
- IMPACT for Young Drivers- more than **8,000** high school students reached
- Buckle Up Phone Down Campaign
- Safe Winter Driving Campaign
- Active and Safe Routes to School (ASRTS)



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Implementation 2014 - 2019

Supportive Campaigns: Distracted/Aggressive Drivers

Phase 1: Dec 2014-Feb 2015

Cineplex Evaluation

Invested: \$16,313.25

Nov 28, 2014- Jan 1, 2015 = 35 days

- 3 Locations in Ontario on 31 Screens
- 30 second spot ran 1 time prior to each film on each screen
- The attendance :
- 159,276 at the Cineplex locations.
- 16,285 at the Landmark location.
- 159,276 views of Lobby screens at Cineplex locations

Phase 2: May 2015

Invested : \$9,288.56

- 1 location Silver City Masonville
- 30 second spot within 10 minutes to show-time
- Evaluation Survey conducted after movie



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Implementation 2014 - 2019

Supportive Campaigns: Pedestrians LEGO Pedestrian Crossover Video

Educational video for Crossing safely at PXO!

[http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20\(1\).mp4](http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20(1).mp4)



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Implementation 2014 - 2019

Supportive Campaigns: Cyclists



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VISION ZERO PRINCIPLES

- ✓ No loss of life is acceptable
- ✓ Traffic fatalities and serious injuries are preventable
- ✓ All make mistakes
- ✓ Are physically vulnerable when involved in motor vehicle collisions
- ✓ Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways

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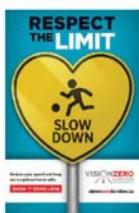
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Implementation 2014 - 2019

Supportive Campaigns: Drivers

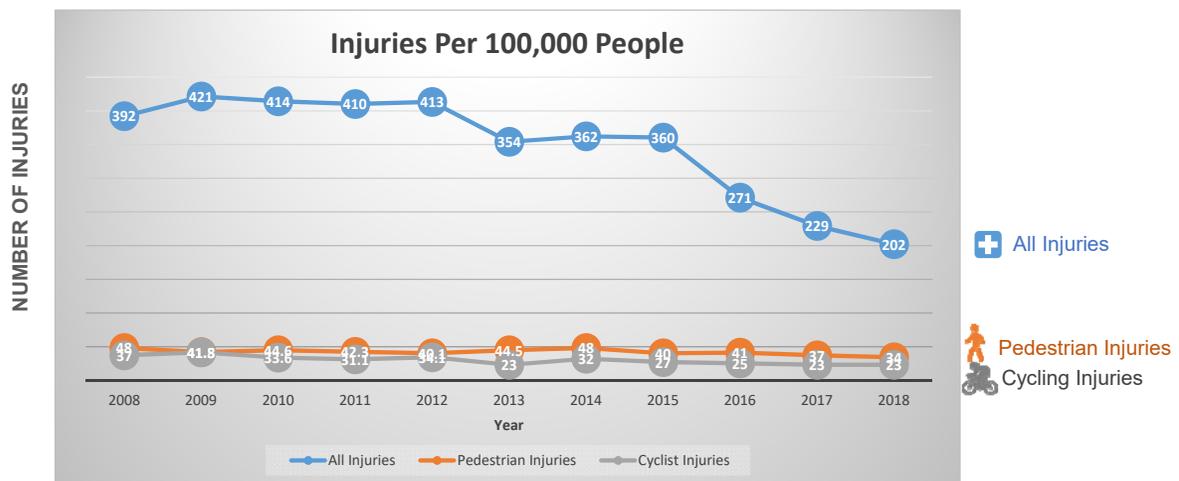


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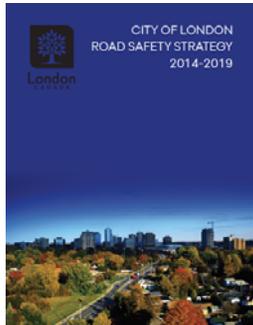
Road Safety Strategy-Vision Zero



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Steps to Next Generation LRSS

- Build on the success of the London Road Safety Strategy 2014-2019
- Explore Vision Zero Canada for best practices to improve road safety for pedestrians and cyclists.
- Develop Mission, Vision & Goal
- Broaden the E's
- Develop countermeasures
- Assess the capacity to deliver service



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Questions!



Cycling Advisory Committee

Report

The 10th Meeting of the Cycling Advisory Committee
October 16, 2019
Committee Room #4

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

ABSENT: K. Brawn, B. Hill and O. Toth

ALSO PRESENT: A. Giesen, Sgt. S. Harding, T. MacDaniel, D. MacRae, L. Maitland, A. Miller, C. Saunders, J. Stanford and S. Wilson

The meeting was called to order at 4:00 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 Transportation Demand Management Cycling Activities – Introduction and Update

That it BE NOTED that the attached presentation from A. Miller, Transportation Demand Management Coordinator and J. Stanford, Director, Environment, Fleet and Solid Waste, with respect to an introduction and update on Transportation Demand Management Cycling Activities, was received.

2.2 Bicycle Parking By-laws and Regulations

That the Civic Administration BE REQUESTED to attend a future meeting of the Cycling Advisory Committee to bring forward information related to the quality of bicycle parking in the City of London as it relates to the planning process; it being noted that the attached presentation, from L. Maitland, Site Development Planner, with respect to this matter, was received.

2.3 Cycling Counts Webpage

That it BE NOTED that the attached presentation from A. Giesen, Senior Transportation Technologist, with respect to the Cycling Counts Webpage, was received.

3. Consent

3.1 9th Report of the Cycling Advisory Committee

That it BE NOTED that the 9th Report of the Cycling Advisory Committee, from its meeting held on September 18, 2019, was received.

3.2 Municipal Council Resolution - Area Speed Limit Program

That the following actions be taken with respect to the Municipal Council Resolution from its meeting held on October 1, 2019, with respect to the Area Speed Limit Program:

- a) the Civic Administration BE REQUESTED to investigate methods and practices that could be undertaken to promote compliance with speed limits; and,
- b) the Civic Administration BE REQUESTED to further review the potential implementation of 30 km/h speed limits on local and connecting streets and a suggested time frame for implementation;

it being noted that the above-noted Municipal Council resolution letter was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 21 Norlan Avenue

That it BE NOTED that the Notice of Planning Application, dated September 18, 2019, from C. Parker, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 21 Norlan Avenue, was received.

3.4 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 84-86 St. George Street and 175-197 Ann Street

That the following actions be taken with respect to the Notice of Planning Application, with respect to Official Plan and Zoning By-law Amendments for the properties located at 84-86 St. George Street and 175-197 Ann Street:

- a) the Civic Administration BE REQUESTED to consider adding additional bicycle parking spots based on a .75 ratio per bedroom rather than per unit, and that these proposed additional bicycle parking spots be secure, indoor and located at ground-level; and,
- b) the above-noted Notice of Application BE RECEIVED.

3.5 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 332 Central Avenue and 601 Waterloo Street

That it BE NOTED that the Notice of Planning Application, dated October 2, 2019, from M. Vivian, Planner I, with respect to Official Plan and Zoning By-law Amendments for the properties located at 332 Central Avenue and 601 Waterloo Street, was received.

4. Sub-Committees and Working Groups

4.1 Sport and Leisure Cycling Sub-Committee Report

That it BE NOTED that the Sport/Leisure Cycling Working Group Report, as appended to the agenda, was received.

4.2 Cycling Master Plan Review Working Group Report

That the revised ~~attached~~ '8.0 - Recommendations' section of the Cycling Master Plan Review Working Group Report BE FORWARDED to the Municipal Council for their consideration; it being noted that the remainder

of the above-noted working group report was received; it being noted that the ~~attached~~ presentation from C. DeGroot with respect to this matter was received.

5. Items for Discussion

5.1 London Road Safety Strategy Review

That the City of London Road Safety Strategy 2014-2019 BE DEFERRED to the next meeting of the Cycling Advisory Committee.

5.2 2019 Work Plan

That the following actions be taken with respect to the 2019 Cycling Advisory Committee (CAC) Work Plan:

- a) the following expenditure from the 2019 CAC budget BE APPROVED to promote community cycling engagement:
 - i) \$500.00 for bicycle safety light kits; and,
 - ii) \$300.00 for bicycle safety bells;
- b) the 2019 CAC Work Plan BE DEFERRED to the next meeting of the CAC.

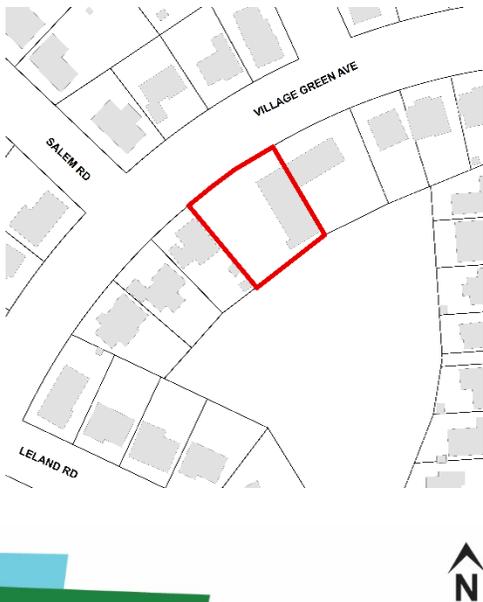
6. Adjournment

The meeting adjourned at 7:02 PM.

NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

699 Village Green Avenue



File: Z-9134

Applicant: 2193302 Ontario Inc.

What is Proposed?

Zoning amendment to allow:

- Clinic, medical/dental office, wellness centre, and studio as additional permitted uses;
- A reduced minimum lot depth of 28.3 metres (whereas 60 metres is required);
- A reduced interior side yard depth of 0 metres (whereas 3 metres is required);
- A reduced minimum rear yard depth of 1.9 metres (whereas 3 metres is required);
- Parking to be located 0 metres from the road allowance (whereas 3 metres is required).

LEARN MORE & PROVIDE INPUT

Please provide any comments by **December 4, 2019**

Catherine Lowery

clowery@london.ca

519-661-CITY (2489) ext. 5074

Development Services, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: Z-9134

london.ca/planapps

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

Councillor Paul Van Meerbergen

pvanmeerbergen@london.ca

519-661-CITY (2489) ext. 4010

**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 a Convenience Commercial Special Provision (CC(11)) Zone to a Convenience Commercial Special Provision (CC(__)) 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: Convenience Commercial Special Provision (CC(11)) Zone

Permitted Uses: Convenience service establishments (without a drive-through facility); convenience stores (without a drive-through facility); financial institutions (without a drive-through facility); personal service establishments (without a drive-through facility).

Special Provisions: Additional permitted uses: florist shops within the existing building (without a drive-through facility); restaurants within the existing building (without a drive-through facility); offices within the existing building (without a drive-through facility); day care centres within the existing building (without a drive-through facility). Regulations: existing number of parking spaces.

Requested Zoning

Zone: Convenience Commercial Special Provision (CC(11)) Zone

Permitted Uses: Convenience service establishments (without a drive-through facility); convenience stores (without a drive-through facility); financial institutions (without a drive-through facility); personal service establishments (without a drive-through facility).

Special Provisions: Additional permitted uses: florist shops within the existing building (without a drive-through facility); restaurants within the existing building (without a drive-through facility); offices within the existing building (without a drive-through facility); day care centres within the existing building (without a drive-through facility); clinic; medical/dental office; wellness centre; studio. Regulations: existing number of parking spaces; reduced minimum lot depth of 28.3 metres; reduced interior side yard depth of 0 metres; reduced minimum rear yard depth of 1.9 metres; and parking located 0 metres from the road allowance.

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 Low Density Residential in the Official Plan, which permits a range of low rise residential uses, as well as existing convenience commercial and service station uses, as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of low rise residential 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](https://london.ca/participating-in-the-planning-process) page at london.ca.

See More Information

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

- visiting Development Services at 300 Dufferin Ave, 6th floor, 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 Development 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.

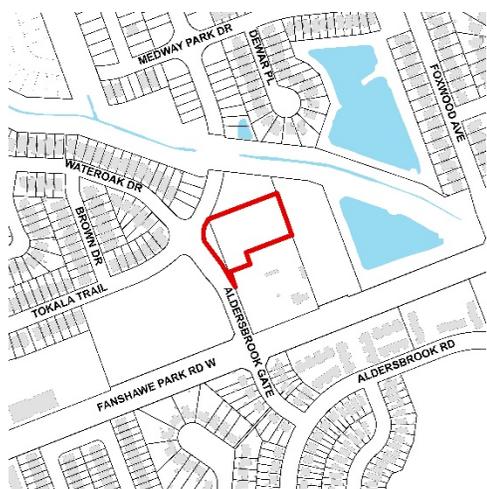
Accessibility – Alternative accessible formats or communication supports are available upon request. Please contact accessibility@london.ca or 519-661-CITY(2489) extension 2425 for more information.



PUBLIC MEETING NOTICE

Zoning By-Law Amendment

943 Fanshawe Park Road West & 1800 Aldersbrook Gate



File: Z-9108

Applicant: Loco Holdings Ltd.

What is Proposed?

Zoning amendment to allow:

- 27 cluster townhouse dwelling units
- A reduced front yard setback of 2.8 metres, whereas 6 metres is required
- A maximum density of 40 units per hectare, whereas a minimum of 45 units per hectare is required



YOU ARE INVITED!

Further to the Notice of Application you received on September 4, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, December 2, 2019, no earlier than 4:30 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Catherine Lowery
clowery@london.ca
519-661-CITY (2489) ext. 5074
Development Services, City of London
300 Dufferin Avenue, 6th Floor,
London ON PO Box 5035 N6A 4L9
File: Z-9108

london.ca/planapps

To speak to 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.

Date of Notice: November 13, 2019

Application Details

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

Requested Zoning By-law Amendment

To change the zoning from a Holding Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (h*h-71*h-95*h-100*h-108*R5-3(16)/R6-5(28)/R7*H15*D75) Zone, Holding Convenience Commercial (h*h-108*CC5) Zone, Convenience Commercial (CC5) Zone, and Urban Reserve (UR3) Zone to a Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(__)/R6-5(__)/R7*H15*D75), Residential R5 Special Provision/Residential R6 Special Provision/Residential R7/Convenience Commercial (R5-3(__)/R6-5(__)/R7*H15*D75/CC5), and Convenience Commercial (CC5) 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: Holding Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (h*h-71*h-95*h-100*h-108*R5-3(16)/R6-5(28)/R7*H15*D75) Zone, Holding Convenience Commercial (h*h-108*CC5) Zone, Convenience Commercial (CC5) Zone, and Urban Reserve (UR3) Zone

Permitted Uses: Cluster townhouse dwellings; cluster stacked townhouse dwellings; single detached dwelling; semi-detached dwelling; duplex dwelling; triplex dwelling; townhouse dwelling; stacked townhouse dwelling; apartment buildings; fourplex dwelling; senior citizen apartment buildings; handicapped persons apartment buildings; nursing homes; retirement lodges; continuum-of-care facilities; emergency care establishments; convenience service establishments without a drive-through facility; convenience stores without a drive-through facility; financial institutions without a drive-through facility; personal service establishments without a drive-through facility; dwelling units, together with any other permitted uses; medical/dental offices; food stores without a drive-through facility; restaurants, takeout, without a drive-through facility; brewing on premises establishment; convenience business service establishments without drive-through facilities; day care centres without drive-through facilities; offices without drive-through facilities; studios without drive-through facilities; existing dwellings; agricultural uses except for mushroom farms, commercial greenhouses, livestock facilities, and manure storage facilities; conservation lands; managed woodlot; wayside pit; passive recreation use; kennels; private outdoor recreation clubs; riding stables.

Special Provision: Minimum density of 45 units per hectare.

Residential Density: Maximum density of 75 units per hectare.

Height: Maximum 15 metres.

Requested Zoning

Zone: Residential R5 Special Provision/Residential R6 Special Provision/Residential R7 (R5-3(__)/R6-5(__)/R7*H15*D75), Residential R5 Special Provision/Residential R6 Special Provision/Residential R7/Convenience Commercial (R5-3(__)/R6-5(__)/R7*H15*D75/CC5) Zone, and Convenience Commercial (CC5) Zone

Permitted Uses: Cluster townhouse dwellings; cluster stacked townhouse dwellings; single detached dwelling; semi-detached dwelling; duplex dwelling; triplex dwelling; townhouse dwelling; stacked townhouse dwelling; apartment buildings; fourplex dwelling; senior citizen apartment buildings; handicapped persons apartment buildings; nursing homes; retirement lodges; continuum-of-care facilities; emergency care establishments; convenience service establishments without a drive-through facility; convenience stores without a drive-through facility; financial institutions without a drive-through facility; personal service establishments without a drive-through facility; dwelling units, together with any other permitted uses; medical/dental offices; food stores without a drive-through facility; restaurants, takeout, without a drive-through facility; brewing on premises establishment; convenience business service establishments without drive-through facilities; day care centres without drive-through facilities; offices without drive-through facilities; studios without drive-through facilities.

Special Provisions: A reduced front yard setback of 2.8 metres and a maximum density of 40 units per hectare.

Residential Density: Maximum density of 75 units per hectare.

Height: Maximum 15 metres.

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 Multi-Family, Medium Density Residential in the Official Plan, which permits multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses;

emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged as the main uses.

The subject lands are in the Neighbourhoods Place Type in *The London Plan*, permitting a range of low-rise residential uses, including townhouses.

How Can You Participate in the Planning Process?

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See More Information

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

- visiting Development Services at 300 Dufferin Ave, 6th floor, 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](#).

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the 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.

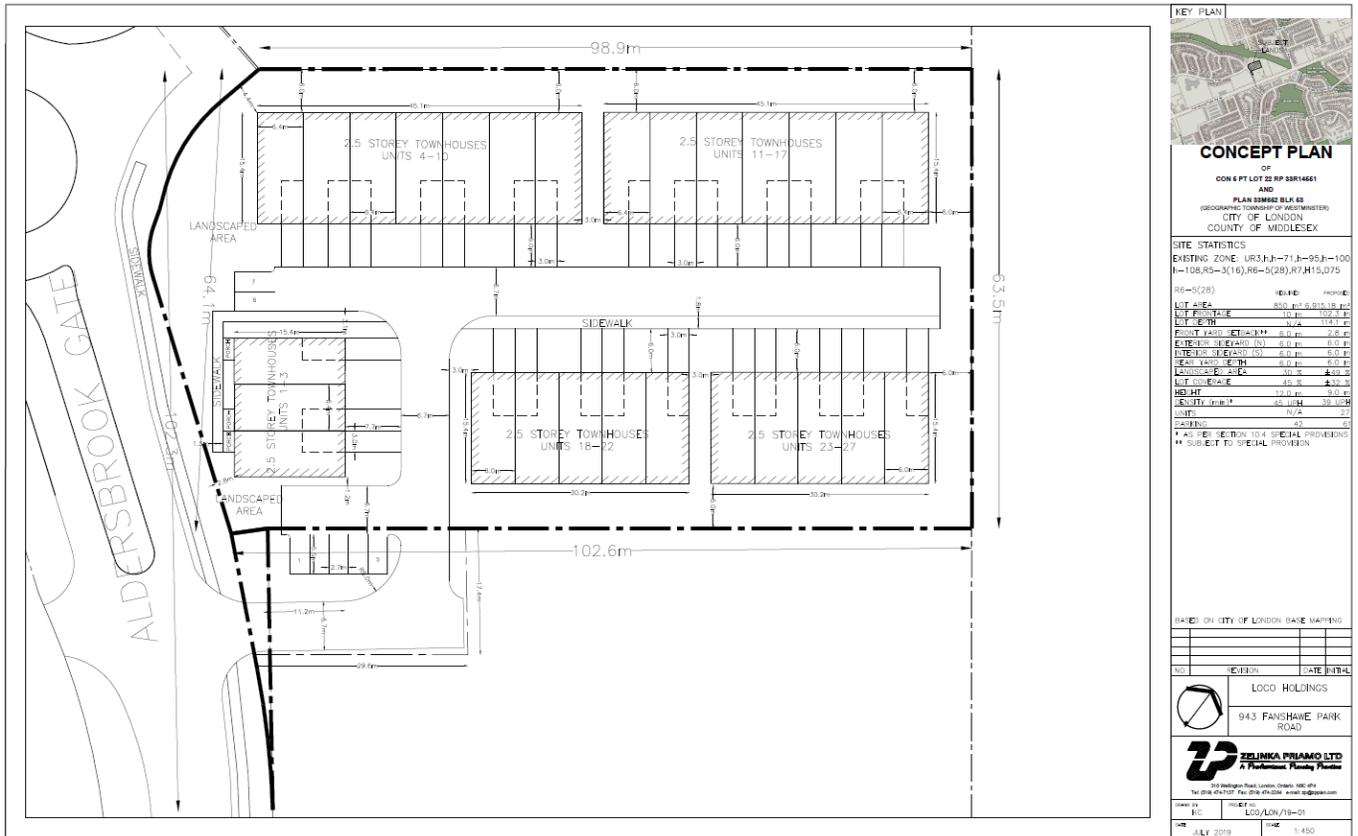
For more information go to <http://elto.gov.on.ca/tribunals/lpat/about-lpat/>.

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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.

Site Concept



Conceptual Site Plan

Building Renderings



Conceptual Rendering

The above images represent the applicant's proposal as submitted and may change.

Zoning By-Law Amendment

21 Norlan Avenue



File: Z-9111
Applicant: City of London

What is Proposed?

Zoning amendment to:

- add “Farm Gate Sales” to the list of permitted uses on a site specific basis through a special provision. A definition of “Farm Gate Sales” was added to Zoning By-law Z-1 recently as part of the implementation of the Urban Agriculture Strategy adopted by Council in November 2017.
- Possible change to Zoning By-law Z.-1 **FROM** an Open Space (OS1) **TO** an Open Space Special Provision (OS1()) Zone to also allow “Farm Gate Sales”.

YOU ARE INVITED!

Further to the Notice of Application you received on September 18, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, December 2, 2019, no earlier than 4:30 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Chuck Parker
cparker@london.ca
519-661-CITY (2489) ext.4648
City Planning, City of London, 206 Dundas St.,
London ON N6A 1G7

File: Z-9111
www.london.ca

To speak to your Ward Councillor:

Michael van Holst
mvanholst@london.ca
519-661-CITY (2489) ext. 4001

**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.

Requested Zoning By-law Amendment

Possible change to Zoning By-law Z.-1 **FROM** an Open Space (OS1) **TO** an Open Space Special Provision (OS1(__)) Zone to also allow "Farm Gate Sales". Changes to the currently permitted land uses are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Open Space (OS1) Zone

Permitted Uses: Conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground and managed forests.

Requested Zoning

Zone: Open Space Special Provision (OS1(__)) Zone

Permitted Uses: Same as above except;

Special Provision(s): Adds Farm Gate Sales as an additional permitted use. Farm Gate Sales is defined as "Farm Gate Sales" means the use of land, buildings or structures for the purpose of selling agricultural products grown on the property to the general public. This small-scale farm market may or may not have structures in which to sell the products. For the purposes of this definition, Farm Gate Sales does not include a Farm Market or a Farm Food and Products Market.;

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 Open Space in the Official Plan, which permits non-intensive open space uses as parks space or in their natural state as the main uses. Agriculture and horticulture are permitted uses.

The subject lands are in the Green Space Place Type in *The London Plan*, permitting a range of open space uses. Agriculture, horticulture and urban gardens are permitted.

How Can You Participate in the Planning Process?

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See More Information

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

- visiting City Planning 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.

Attend This Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes at this meeting, which is required by the *Planning Act*. You will be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the 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

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Official Plan Amendment

Revised Victoria Park Area Secondary Plan



File: O-8978

Applicant: The Corporation of the City of London

What is Proposed?

A revised Victoria Park Area Secondary Plan will be presented for feedback. Revisions were made based on feedback from the Draft Secondary Plan. The Secondary Plan contains:

- A long term vision for the Secondary Plan area
- Detailed policies to guide future development including building heights, setbacks, land use, public realm, connections, and views

Staff will also be seeking direction to undertake a Zoning By-law Amendment process to implement the Secondary Plan.

The Secondary Plan and implementing Official Plan and Zoning By-law Amendments will be considered for adoption at a future Public Meeting of the Planning and Environment Committee in Q1, 2020.

YOU ARE INVITED!

Further to the Notice of Application you received on January 3, 2019, you are invited to a public meeting of the Planning and Environment Committee to be held:

Meeting Date and Time: Monday, December 2, 2019, no earlier than 5:45 p.m.

Meeting Location: City Hall, 300 Dufferin Avenue, 3rd Floor

For more information contact:

Michelle Knieriem
mknieriem@london.ca
519-661-CITY (2489) ext. 4549
City Planning, City of London,
206 Dundas Street, London ON N6A 1G7
File: O-8978
www.getinvolved.london.ca/victoriapark

To speak to your Ward Councillor:

Councillor Arielle Kayabaga
akayabaga@london.ca
519-661-CITY (2489) ext. 4013

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 Amendment to the Current Official Plan

To add the Victoria Park Secondary Plan to the list of adopted Secondary Plans in Section 20.2 and 20.3 of the Official Plan. To add the Victoria Park Secondary Plan to Schedule D of the Official Plan. Modifications may also be required to Policy 3.5.4 that provides guidance for the Woodfield Neighbourhood.

Requested Amendment to The London Plan (New Official Plan)

To add the Victoria Park Secondary Plan to the list of adopted Secondary Plans in Policy 1565 of The London Plan. To add the Victoria Park Secondary Plan to Map 7. Modifications may also be required to Policies 1033-1038 for the Woodfield Neighbourhood Specific Policy Area.

How Can You Participate in the Planning Process?

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What Are Your Legal Rights?

Notification of Council Decision

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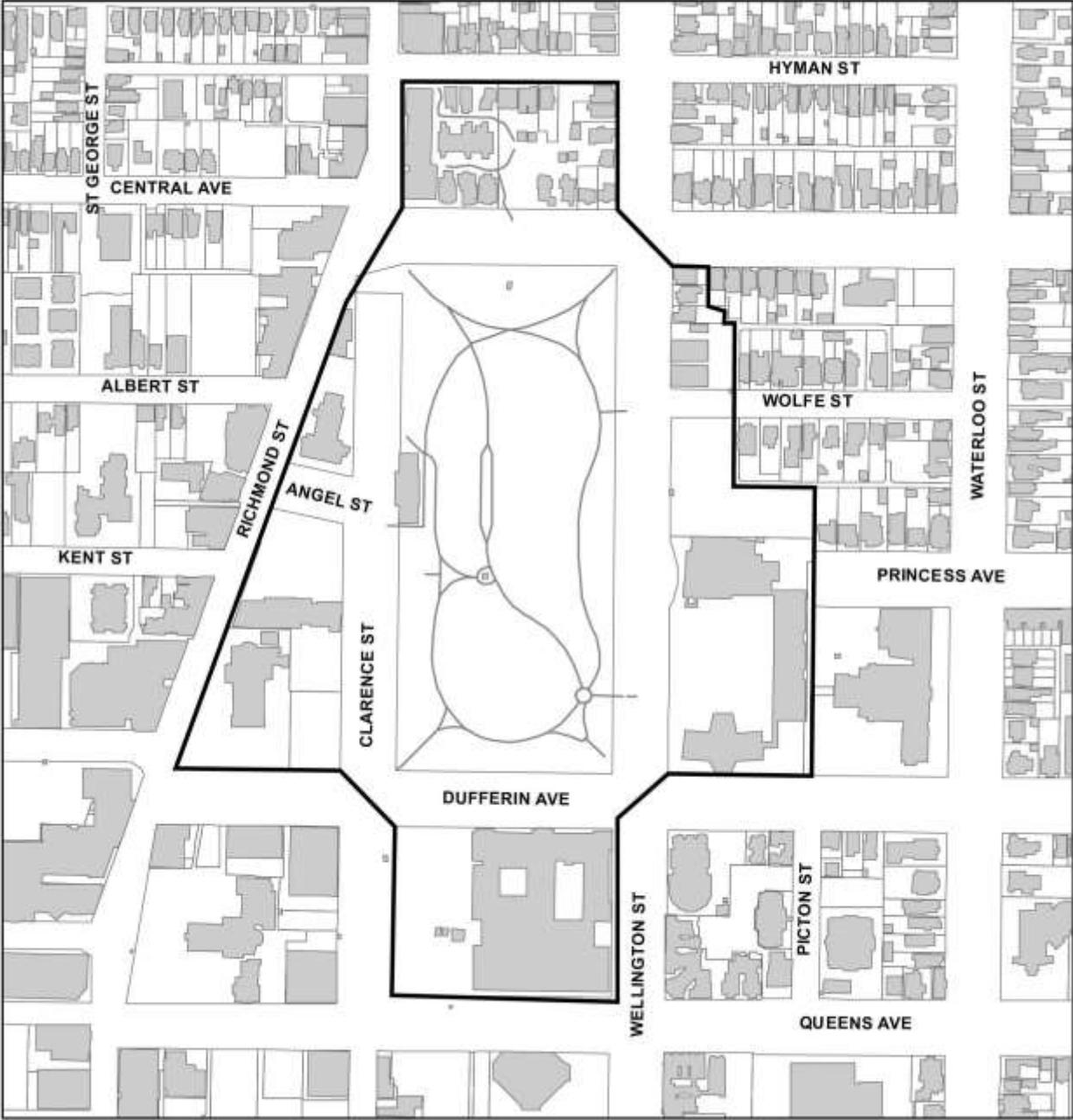
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Secondary Plan Area Boundary





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

MEMO

To: Cycling Advisory Committee
Transportation Advisory Committee

From: Roads & Transportation
Development and Compliance Services

Date: November 12, 2019

Subject: Stopping and Parking Restrictions in Bicycle Lanes

On March 26, 2019, Municipal Council passed the following resolution:

That the following actions be taken with respect to stopping and parking in dedicated bicycles lanes:

- a) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to improved enforcement options related to the prohibition of stopping and parking in bicycle lanes;
- b) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to the status of dedicated cycling lanes where there are no stopping zones, no parking zones and which cycling lanes have neither restrictions. (4.1/6/CWC)

There are currently 154 lane-kilometers of designated on-road bicycle lanes in the city. Other bicycle routes are comprised of boulevard paths and park pathways. A review of enforcement options and restrictions is underway.

Current Restrictions

Section 10 (1) k) of the Traffic and Parking By-law states that parking is prohibited in bicycle lanes when signs are present so that vehicles are not obstructing the bicycle lane. Approximately, 60% of the bicycle lanes are signed as 'no stopping' and/or 'no parking'. The remaining 40% of lanes that are not signed are typically areas with adjacent land uses that do not result in motor vehicles stopping on a frequent basis. An example of this is where the bike lane is adjacent to a noise wall or the rear of residential properties, as illustrated in Figure 1.

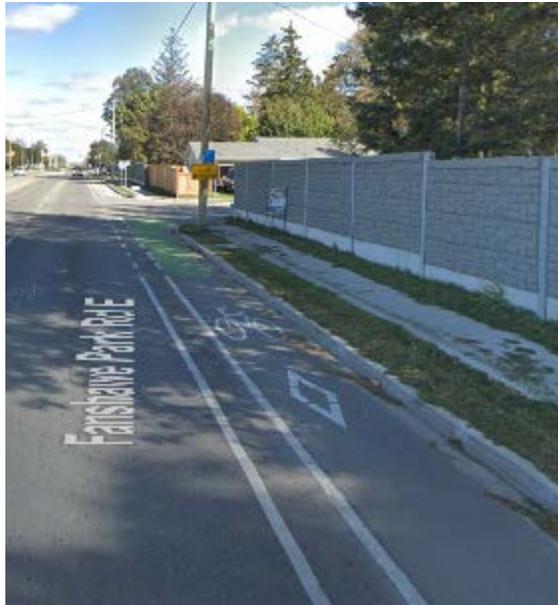


Figure 1: Adjacent Noise Wall Example

It is recognized that there are concerns when cyclists must enter mixed traffic to maneuver around a vehicle that is stopped in a reserved bicycle lane. Where bike lanes are signed, the 'no parking' and 'no stopping' signage has generally been applied based on an assessment of:

- bicycle volumes and design priority of cycling route;
- motor vehicle volumes and speed; and,
- adjacent property impacts and delivery opportunities, noting that wherever possible, off-street loading areas (e.g. laneways, parking lots, etc.) are considered or alternative on-street loading zones are facilitated on nearby streets.

'No stopping' provides the strictest motor vehicle restriction for bike lanes and is typically utilized on high volume roads (bicycles or motor vehicles), high speed roads and high priority bicycle lanes. 'No stopping' is defined as "the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal". In some situations, 'no stopping' may be restricted by time of day.

'No parking' is less restrictive as it allows for temporary stopping "for the purpose of and while actually engaged in loading or unloading merchandise or passengers". 'No parking' zones sometimes exist in situations where there is no reasonable alternative for deliveries such as streets with long distances between side streets. Delivery services often have policies restricting driveway use, particularly when using larger vehicles such as those required for furniture and appliances. Many couriers, such as those used for delivery of online purchases, also restrict their drivers from parking on private driveways. Therefore, long blocks with widely spaced side streets can create occasional challenges for property owners in 'no stopping' zones.

Enforcement

Enforcement is required in order to achieve compliance with vehicles that stop in bicycle lanes while not "actually engaged in loading or unloading merchandise or passengers". Abuse of 'no parking' and 'no stopping' zones is a recognized challenge.

The City's Bylaw Enforcement team has recently implemented an Administrative Monetary Penalties (AMP) process for parking and stopping infractions. The AMP program was implemented on November 1, 2019. From an enforcement perspective, the AMP process is preferable to the process of issuing parking offences (tickets) under the *Provincial Offences Act*. Under AMPs, tickets can be issued by way of mail, email, fax or by placing the ticket on the vehicle. Violations of vehicles parking in bike lanes will be far easier to enforce under the AMP protocol. Officers have already begun addressing parking issues in school zones and numerous charges have been issued by mail. Parking Administration has previously blitzed bike lane areas in the downtown to address parking issues and will continue to address this issue under the AMP model of enforcement.

Other Municipalities

A survey of several other Ontario municipalities was conducted and identified that they all address parking/stopping in bicycle lanes in a similar manner to London's current practice by applying restrictions on a corridor specific basis. Some municipalities rely on the reserved bicycle lane sign for enforcement while others include 'no stopping' and/or 'no parking' signs. All of the municipalities stated that compliance with the signage requires enforcement.

Conclusion

The advisory committees' input is requested on this topic to inform future bylaw and enforcement approaches.

Item 4.2

Report of the Cycling Master Plan Working Group

We would like to provide an update with regards to the status of the report that was presented at last month's meeting. At the October CAC meeting, the working group tabled the Cycling Master Plan report by the working group, and we would like to read the results of that report into the official record.

1. At the Civic Works Committee meeting on October 22, 2019, the following motion was passed: "CAC report BE REFERRED to the Civic Administration for consideration and action, as appropriate."
2. At the Council meeting on October 29, 2019, the following motion was passed: "That Item 2.9 of the 14th Report of the Civic Works Committee BE AMENDED to add the following new part c):
'c) the initial staff report related to the Climate Emergency Declaration BE DIRECTED to the Strategic Priorities and Policy Committee.'"

We would like to point out that the amendment referenced by Council was not related to our report, but another report from staff. The portion of the Civic Works report relating to our report was passed as submitted. In the Council meeting, our report received overwhelmingly positive feedback from both staff and Councillors, specifically with comments thanking us for our work. The working group did take note of the feedback offered by Councillor Morgan regarding the implementation of a work plan for this committee. This advice is received and will be taken into account in future work of the working group.

In addition to the public support that the report received, a letter was sent by Vélo Canada Bikes to Mayor Holder, copied to the Civic Works Committee. While they noted that they do not normally take the time to weigh in on local-level policy decisions, they felt that our report deserved "a second look for national significance". While the full content of the letter is attached, we want to highlight one short passage from the letter:

"The Cycling Advisory Committee's work is indeed a shining example. We intend to share the report across Canada with like-minded groups and committees as an inspiration. We know that there are numerous cities like yours and groups like theirs that will get a head start by reviewing its structure, methodology and recommendations. The people of London must consider themselves extremely lucky to have such a body able to contribute so meaningfully on what is likely very limited if any resources."

The working group is completely satisfied with the actions taken by the Civic Works Committee and Council with regards to this report. The report has been received by staff and we look forward to hearing their feedback, and providing any further input as requested. We expect that staff is going to further engage with us on the basis of this report, which will provide a real opportunity for consultation with regards to the Climate Emergency declaration and Vision Zero policy, as they relate to cycling.

We plan to have another working group meeting where we will invite city staff and other committees that may be impacted by this report. We plan to schedule this for the New Year.

We also have received a verbal invite from Dan Foster, Chair, Transportation Advisory Committee, to give a presentation. Mr. Foster read the report and has questions. He has put those wheels in motion and will wait for TAC's formal request.

Item 4.2



October 29, 2019

His Worship Mayor Ed Holder,

On behalf of Velo Canada Bikes, a nationally incorporated member organization committed to seeing best practices in cycling adopted everywhere in Canada and Canada's voice for recreational and transportation-focused cycling at the federal level, we would like to offer an unusually strong endorsement of the report and work put forward by London's Cycling Advisory Committee on October 16th 2019.

This important and unique piece of policy development is a remarkable example of citizen involvement, evidence-based decision-making and clear determination. It demonstrates how the City of London must take action if it wants to achieve key climate change goals shared not just by its citizens, but by all Canadians and people all over the planet.

London is not alone. Like many cities and provinces across Canada, the status quo in transportation planning is insufficient and has been for decades. Like many cities, the current path being taken will not be enough for London to meet its own climate targets, let alone be seen as a leader across Canada. We think this is an opportunity.

Normally, Velo Canada Bikes does not take the time to weigh in on local-level policy decisions, but we are a nation in search of leadership. These are unusual times. Importantly, a few of our directors and members felt strongly that this report was special and prompted us to take a second look for national significance. They felt we should view not just as the work of another passionate group, but as a message of hope and something of a first.

We agree.

Item 4.2

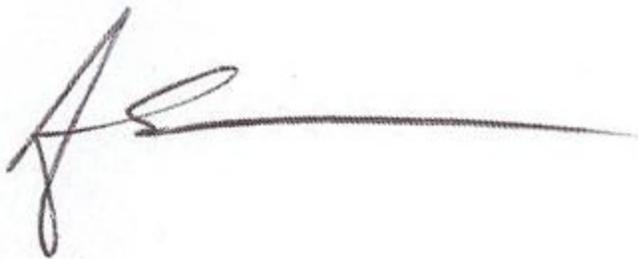
The Cycling Advisory Committee's work is indeed a shining example. We intend to share the report across Canada with like-minded groups and committees as inspiration. We know that there are numerous cities like yours and groups like theirs that will get a head start by reviewing its structure, methodology and recommendations. The people of London must consider themselves extremely lucky to have such a body able to contribute so meaningfully on what is likely very limited if any resources.

What they are demanding is no longer groundbreaking. Creating a network of cycling infrastructure suitable for all ages and abilities with a sense of urgency is indeed quite possible. Around the world, whether it is Seville, Spain, or Montreal, Quebec or Calgary, Alberta you will find examples where a motivated government body has been able to lead the way. Each time, the average person has always responded, leading to drastic increases in ridership. This should no longer surprise anyone. No matter where you are in Canada, the latent demand for safe cycling is high and always the same.

We strongly urge you to implement the recommendations of the report and, further, to build on its spirit. Something special is clearly happening in London. We urge you to take advantage of this opportunity to leverage your advisors and set London apart as a leader. Give other cities across Canada hope that we can, when we need to, act quickly and decisively to create, in the words of your local advocacy organization, "a world worth living in" where safe streets are the norm, where more money is spent locally and where you - and people across Canada - can look forward to a future of improve our health and well-being, forever.

Please consider Velo Canada Bikes as your ally in this struggle. We see our role as helping all municipalities, provinces, first nations, and federal government departments and agencies find ways to work together to make a Bike Friendly Canada happen for us all.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anders Swanson', with a long horizontal flourish extending to the right.

Anders Swanson, Chair

Cc:

Councillor P. Squire (Chair, Civic Works Standing Committee)

Councillor S. Lehman

Councillor S. Lewis

Councilor E. Pelosa

Councillor M. van Holst

Ben Cowie, City of London Cycling Advisory Committee

Cycling Advisory Committee Work Plan – 2019

Updated 2019-05-07

	Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Cycling Master Plan Alignment	Link to Strategic Plan	Status
CAC 18.1	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 Explore potential of rail corridor to St Thomas Help define preferred route to attach to Trans Canada Trail in St Thomas 	Parks and Rec Planning Andrew Macpherson	CMP does not ID a Timeline		Action #3 Identifying Touring Loop Routes	<p>CITY BUILDING POLICIES Elevate London's Profile as a Regional Cultural Centre 534 Advance the eco-tourism, agri-tourism, and cultural tourism opportunities available in the city and support linkage links to surrounding regional cultural facilities.</p> <p>OUR STRATEGY 60 Direction #6 10. As opportunities arise, utilize rail corridors as mobility links for transit, cycling, and walking.</p>	<p>Discussion with St.Thomas and Elgin county are currently on hold pending completion of a rail segment.</p> <p>Update:The cycling master plan identifies this route as a desired line. The Cycling Master Plan doesn't identify a timeline. This would be through Parks Planning, as the cycling facility is a multi-use path.</p>
CAC 18.3	Provide recommendations for better integration of the recreational and commuter cycling networks	<ul style="list-style-type: none"> Participate in analysis Dundas/Queens couplet 	CAC Transportation Peter Kavcic -CAC lead for this item required Garfield Dales Andrew Giesen	Ongoing Q3-2019				<p>Ongoing.</p> <p>Update:Currently the Dundas section from Adelaide to Ontario is in design. Can present Q3 2019. The remaining links to the east-west bikeway are planned for design in 2020.</p>
CAC 18.10	Education	Promotion of user friendly version of Cycling Master Plan	CAC Environmental Programs: Jay Stanford and Allison Miller	Ongoing 2019				No update since first mentioned
CAC 18.11	Education	Cycling map	Environmental Programs: Jay Stanford CAC Fanshawe Wil Pol	Q2-2019				Expected by June 2019

CAC 18.17	Safe cycling education and enforcement	Multiple requests to council recommending 14 and over cycling on sidewalks indicating a need for a campaign	CAC CAN-Bike Environmental Programs: Jay Stanford and Allison Miller	Q2-2019		• Action #5 Identifying & Implementing CAN-Bike Program • Action #11 Enhancing Enforcement		Related: Enviro Programs and CAN-Bike developed promotion material geared to seniors Planned sessions geared to adults in May and during London Celebrates Cycling
CAC 19.1	Cordon Counts of Dundas and Queens couplet before and after count data	Re: CAC cordon counts for the couplet, here's the type of research questions that I think about: • How is progress in our community's bike network measured? • What are the biggest challenges facing collection and communication of bike data? • What role does count data play in realizing and supporting this project?	CAC Environmental Programs: Jay Stanford Rebecca Henderson Peter Kavcic	Q3-2019				Recommended a fall cordon count to compare for 2020 couplet work. If we can answer these questions at CAC, we'll know whether to recommend cordon counts in our work plan CAC requests city to formalize schedule for a Fall '19 cordon count
CAC 19.2	East-West Cycle Track	Provide an official recommendation to City Staff	CAC WG Peter Kavcic	Q3-2019				Council endorsed plan already. Next steps for committee are to provide feedback when staff come forward with design and presentation. Next step: expecting to review Adeliade to Ontario St

CAC 19.3	Analysis of Colborne Cycle track, data collection and parking in the lane	<ul style="list-style-type: none"> • Acknowledge benefits • Provide recommendations • Comment on the consultation process with CAC (What were the recommendations from CAC, and how did it influence the outcome?) • City Staff commit to reviewing the data collection and design objectives and sharing Program Participation Data on an ongoing basis with CAC • See also CAC 19.1 	CAC - Dave Mitchell	Q2-2019			<p>Parks & Recreation Master Plan - Physical Activity, Active Living, and Active Aging</p> <p>6. Continue to review program participation data to make informed decisions about program development by age group and location through the establishment of participation targets.</p> <p>7. Work together with other service providers and stakeholders to understand and address overall participation rates and gaps in parks, recreation, and sport pursuits in London.</p>	
CAC 19.4	Assist in the annual London Celebrates Cycling event	Work with city staff and stakeholders to provide a signature event that promotes all components of cycling culture	London Celebrates Cycling Subcommittee Allison Miller Dan Doroschenko Dave Mitchell William Pol Rebecca Henderson Jason Jordan Dan Foster	Mar-Jun 2019		<ul style="list-style-type: none"> • Action #5 Identifying & Implementing CAN-Bike Program • Action #12 Establishing High-Profile Events • Action #9 Establishing Performance Measures 	<p>CITY BUILDING POLICIES</p> <p>Support cultural and innovative programming to create a city that exudes innovation, vibrancy, creativity and entrepreneurialism 535 - 539</p>	Update: Schedule to be finalized by May 10th. Will circulate when complete. Posters & Posters to be printed by May 17th. URL link to City website: www.london.ca/CelebratesCycling will be ready May 17th.
CAC 19.5	Improved Facilities & Infrastructure	Main Branch TVP Extension Environmental Assessment	Parks & Rec Andrew Macpherson	Q2-2019				Contract for council approval May 2019

CAC 19.7	Enhanced Neighbourhood Bike Parking tied to Transit	City developing designs and locations for bike parking tied to transit routes outside of downtown	Environmental Programs: Jay Stanford and Allison Miller	2019-2020		<ul style="list-style-type: none"> • Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking • Action #13: Encouraging Integration with other Modes 		CAC to be engaged in Q1 2020.
CAC 19.8	Downtown Enhanced Bike Parking for Residents and Employees	City reviewing options to provide higher order, secure bike parking downtown. Options include bike lockers to a bike station	Environmental Programs: Jay Stanford and Allison Miller	2019-2020		<ul style="list-style-type: none"> • Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking 		CAC will be asked to provide feedback as project moves forward (Q1 2020)
CAC 19.9	Bike Share Business Case	CAC to provide input as requested on bike share business case	Environmental Programs: Jay Stanford and Allison Miller	April-July 2019		• Action #4: Exploring a Bike Share System		Introductory presentation made to CAC January 2019
CAC 19.10	Engagement of business community with Ontario by Bike	Work through City, Tourism London, and local BIAs to engage London businesses to target cyclists as customers	Environmental Programs: Jay Stanford and Allison Miller Tourism London Downtown London & other BIAs	Ongoing		<ul style="list-style-type: none"> • Action #3 Identifying Touring Route Loops • Action #7 Identifying & Enhancing Local Cycling Hubs 		Ontario By Bike London webinar held April 2019. CAC will be engaged as needed (tbd)
CAC 19.11	Guide for Cyclists Booklet translated into priority languages (Arabic, Spanish, English, French) Educational support for the Bikes for Newcomers Program	Educational support for the Bikes for Newcomers program, which is provided by London Cycle Link and Squeaky Wheel in collaboration with Cross Cultural Learners' Centre Program	London Cycle Link Squeaky Wheel	April 2019	\$400		Parks & Recreation Master Plan - Inclusion and Access 4. Expand our reach to newcomer populations by: Translating promotional materials into predominant languages.	Motion passed and expense request submitted to City Staff.
CAC 19.12	Cyclist-motorist post-crash education for motorists and cyclists	Educational initiative for motorists and cyclists in the event of a crash	London Police Services Sgt Sean Harding	Q4-2019				LPS representative will be requested to follow up

CAC 19.13	Send a member of the CAC to the annual Share the Road conference in May		Rebecca Henderson	Q2-2019	\$300 (2019) \$200 (2018)			Motion passed and expense request approved by City Staff
CAC 19.14	Increase resident awareness and marketing of parks, recreation, and sport opportunities.	Leveraging new and emerging technologies that enhance the customer service experience Enhance and update current 2015 PDF version of the London Pathway Map by leveraging open source approaches such as Open Street Map. https://www.openstreetmap.org/	Allison Miller CAC	Q3-2019			Connecting People and Neighbourhoods Support efforts to expand active transportation networks, including trails and pathways within and connecting to parks and open spaces.	Waiting to see if this is an initiative to be undertaken by city staff
CAC 19.15	Form a CAC Work Group on Bicycle Theft	Reference 18.12	CAC WG London Police Services Jay and Alison	Q4-2019				
CAC 19.16	Post implementation analysis of King St. (Ref. 18.4)		CAC WG Peter Kavcic	Q4-2019				Look for at full quarter of use before completeling review
CAC 19.17	Promote new website, there is a website overhaul		CAC					Awaiting more detail on conmpletion
CAC 19.18	Annual audit of Street and MUP cleaning... (risk mitigation strategy)		Doug MacRae John Parsons Jay Stanford Andrew MacPhearson	Q4-2019				
CAC 19.19	Recognition Program for a year-round cyclist (see CAC 18.15)	Recommend this ties into London Celebrates Cycling	Cycling Award Sub-Committee Jason Jordan (strikeout) Allison Miller Jay Stanford	Q4-2019				Address in the London Celebrates Cycling 2019 review
20.1	Analysis of cycling map for next printing/revision		Allison Miller CAC	Q1-2020				
CAC 19.20	Integration of Parks and Rec plans for MUPs and city planning process for site plans	Z-9020 at site plan stage would have a recommnedation of a connection to existings MUP	Parks and Rec Planning Andrew Macpherson Stephanie Wilson	Q3-2019 (for confirmation)		TBD		TBD



TDM CYCLING ACTIVITIES: INTRODUCTION & UPDATE



**Cycling Advisory
Committee
October 16, 2019**

**Jay Stanford, Director,
Environment, Fleet & Solid Waste**

**Allison Miller
TDM Coordinator**



WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

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

Cycling is just one part of this. Over the last few years it has taken up a lot of time.



GOALS OF TDM

✓ Reduce

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



✓ Improve

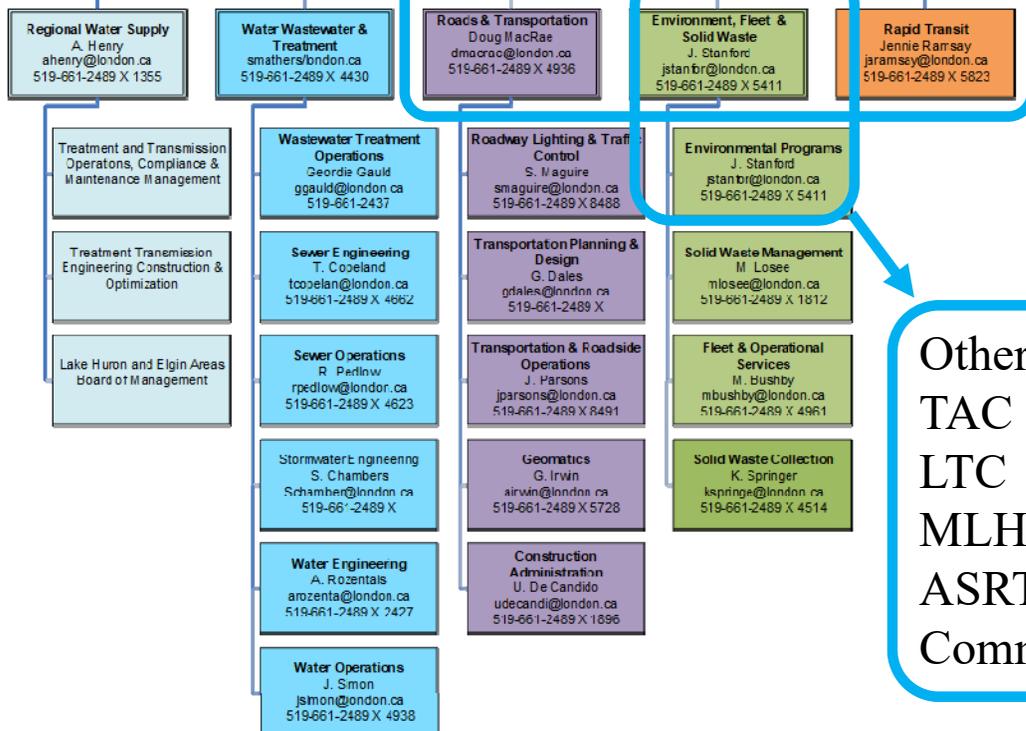
- Traffic safety
- Air quality
- Health



Executive Admin. Asst
P. McClellan
pmcclellan@london.ca
519-661-2489 X 7310

City Engineer
Kelly Scherr
kscherr@london.ca
519-661-2489 X 2391

WHERE DOES TDM FIT INTO THE CITY?





WHERE DOES TDM FIT INTO CAC?

Mandate: The CAC will advise and support City Council in the implementation of the cycling component of Active Transportation and Transportation Demand Management by:

- publicizing the benefits and importance of the initiatives designed to achieve the objectives of the BMP, TMP and LRSS;
- assisting in the development of new cycling policies, strategies and programs;
- encouraging public participation in the initiatives. ;
- advising on measures required to implement the City's commitment to cycling;
- recommending and advising on new cycling initiatives in the context of available approved budgets and under future potential budget allocations; and
- assisting in monitoring the effectiveness of cycling facilities and support programs.



TDM PROJECTS – CYCLING FOCUS

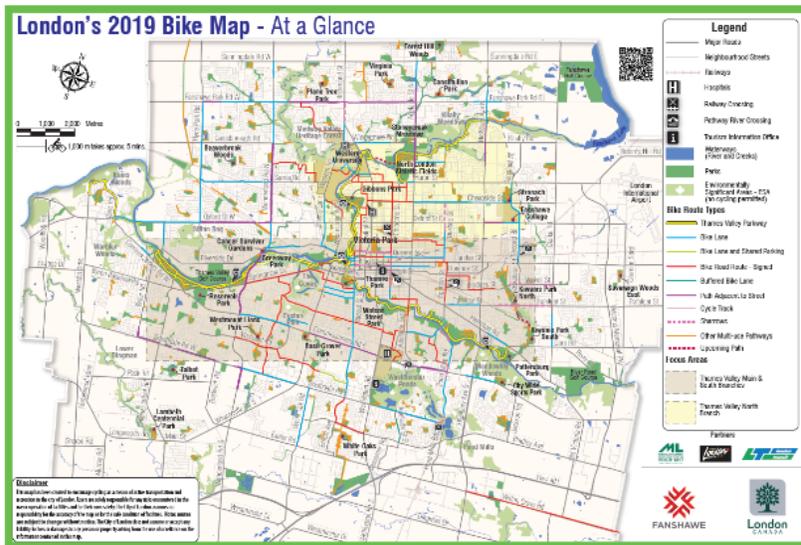
- Updates on 7 of 14 Actions from 2016 Cycling Master Plan
- Feasibility Study for a Transportation Management Association & Commute Ontario
- Greenhouse gas emissions from burning fossil fuel





UPDATED BIKE MAP

CMP Action #3 - Identifying Touring Loop Routes



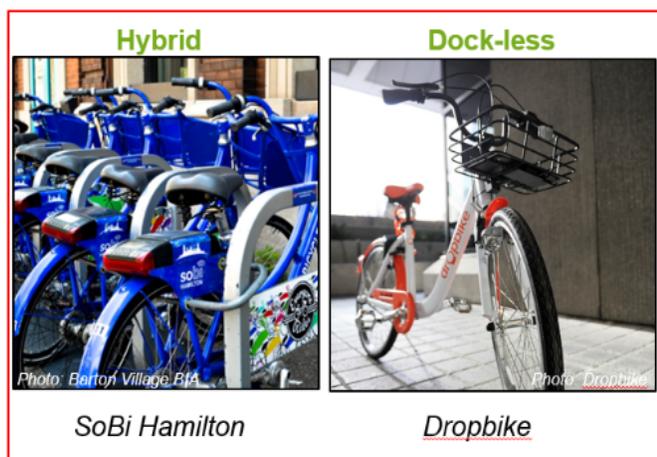
- In progress
- Focus has been TVP routes
- More routes identified for spring 2020



BIKE SHARE BUSINESS CASE

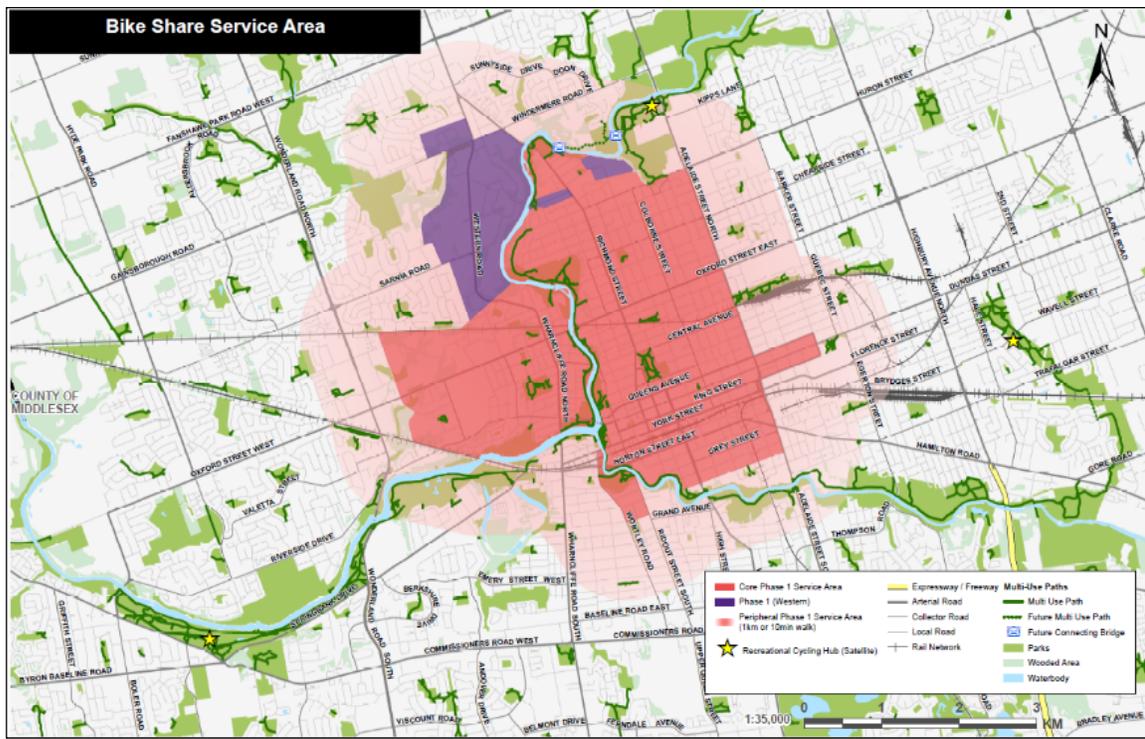
CMP Action #4 - Exploring a Bike Share System

- Background details and preliminary analysis completed
- Implementing a RFP to obtain pricing and a vendor
- Proposed launch Spring/Summer 2020





BIKE SHARE – SERVICE AREA



AWARENESS AND EDUCATION

CMP Action #6 - Creating a Cycling Specific Web Presence

- In progress
- Updated cycling information on City website
- Produced how-to/safety videos



<https://www.youtube.com/watch?v=qA0J3lZ-iC8&feature=youtu.be>



BICYCLE PARKING

CMP Action #8 - Enhancing Bicycle Parking

- Adding short-term bike racks in spring 2020
- Doubling number of bike corrals
- Festival bike parking system for events
- Developing Business Bike Rack Program



BICYCLE PARKING

- Secure Public Bike Parking Downtown Pilot
- Neighbourhood Bike Parking Concepts
- Listed in Strat Plan - Undertake background details and community engagement on bike parking challenges, opportunities, priorities and implementation plans.



City of Portland



City of Toronto



MEASURING

CMP Action #9 – Establishing Performance Measures

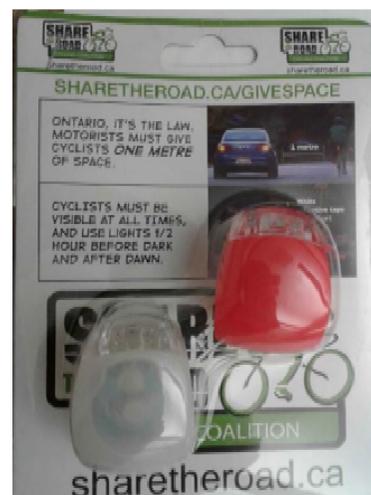
- **In progress.** Measures include:
 - Counts
 - Facility length
 - New measures (connectivity, safety, travel time, etc.)
- Listed in the Strategic Plan - Prepare background methodology, an approach to monitoring and implement



AWARENESS AND EDUCATION

CMP Action #11 Enhancing Enforcement

- In progress
- Working with LPS, Fanshawe, Western Police on promotions (**upcoming**)





SPECIAL EVENTS AND PARTNERS

CMP Action #12 - Establishing High Profile Events

1. London Celebrates Cycling:

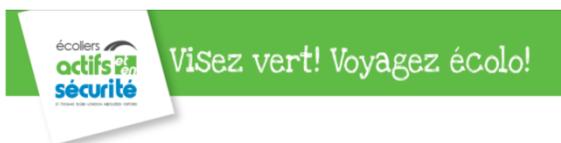
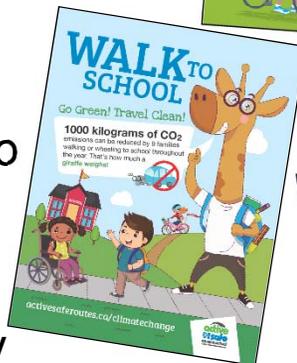
- Every June (last 3 years)
- Partnership event
- Goal to celebrate those who ride and reach new cycling audiences (to encourage to ride)
- Event is evolving and growing



SPECIAL EVENTS AND PARTNERS

2. Partner Event Support

- CAN Bike
- ELMO ASRTS: Climate Change campaign & Bike to School Week support
- Big Bike Giveaway





CYCLING IN LONDON SURVEY

Tied to all CMP actions and Promoting Sustainable Travel for All Time Periods

- Part of Western University Doctoral research
- First dedicated, comprehensive cycling survey in London
- Supported by EES
- Results on the facilitators and barriers to further uptake of cycling will be used when considering future infrastructure and programs



TRANSPORTATION MANAGEMENT ASSOCIATION

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



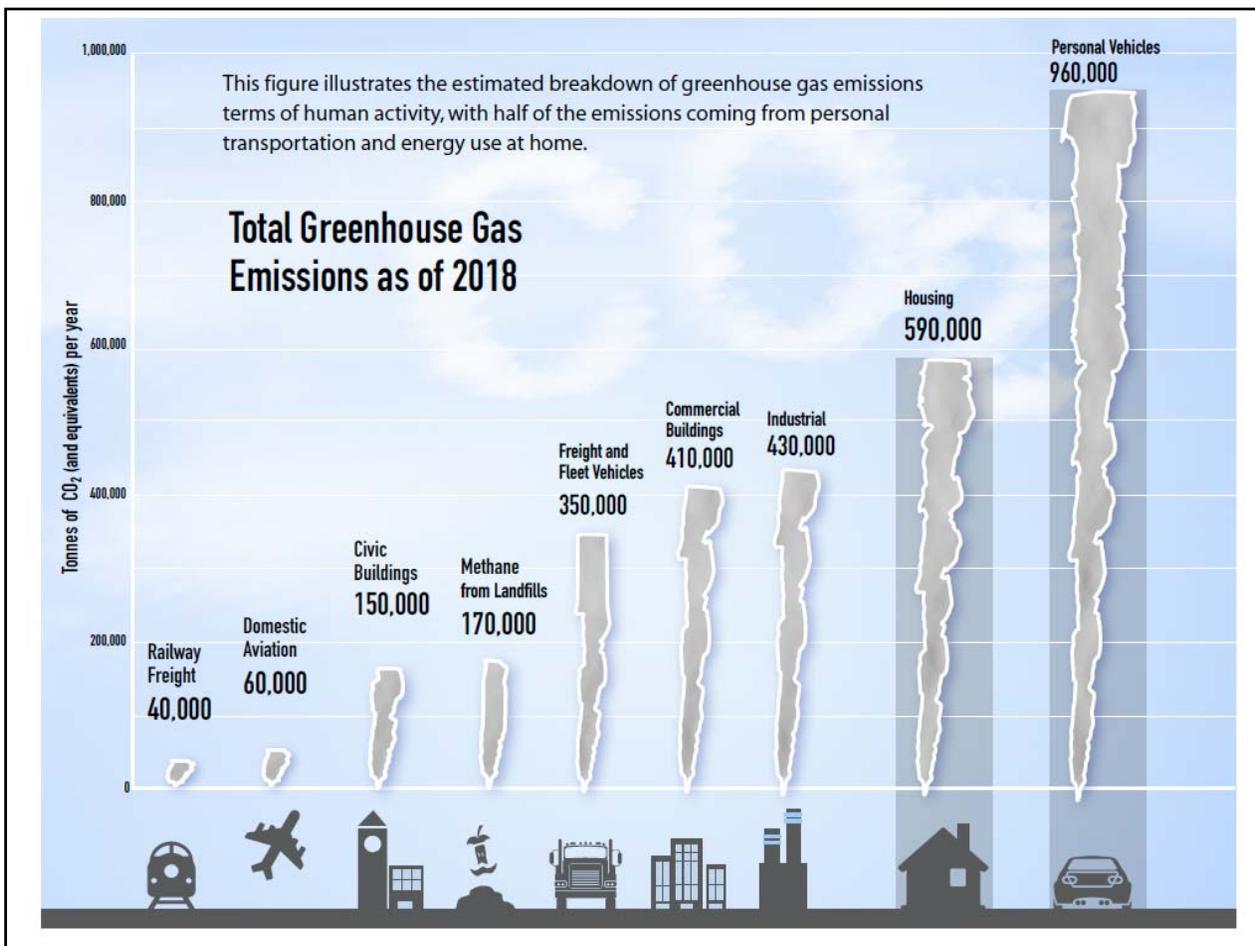


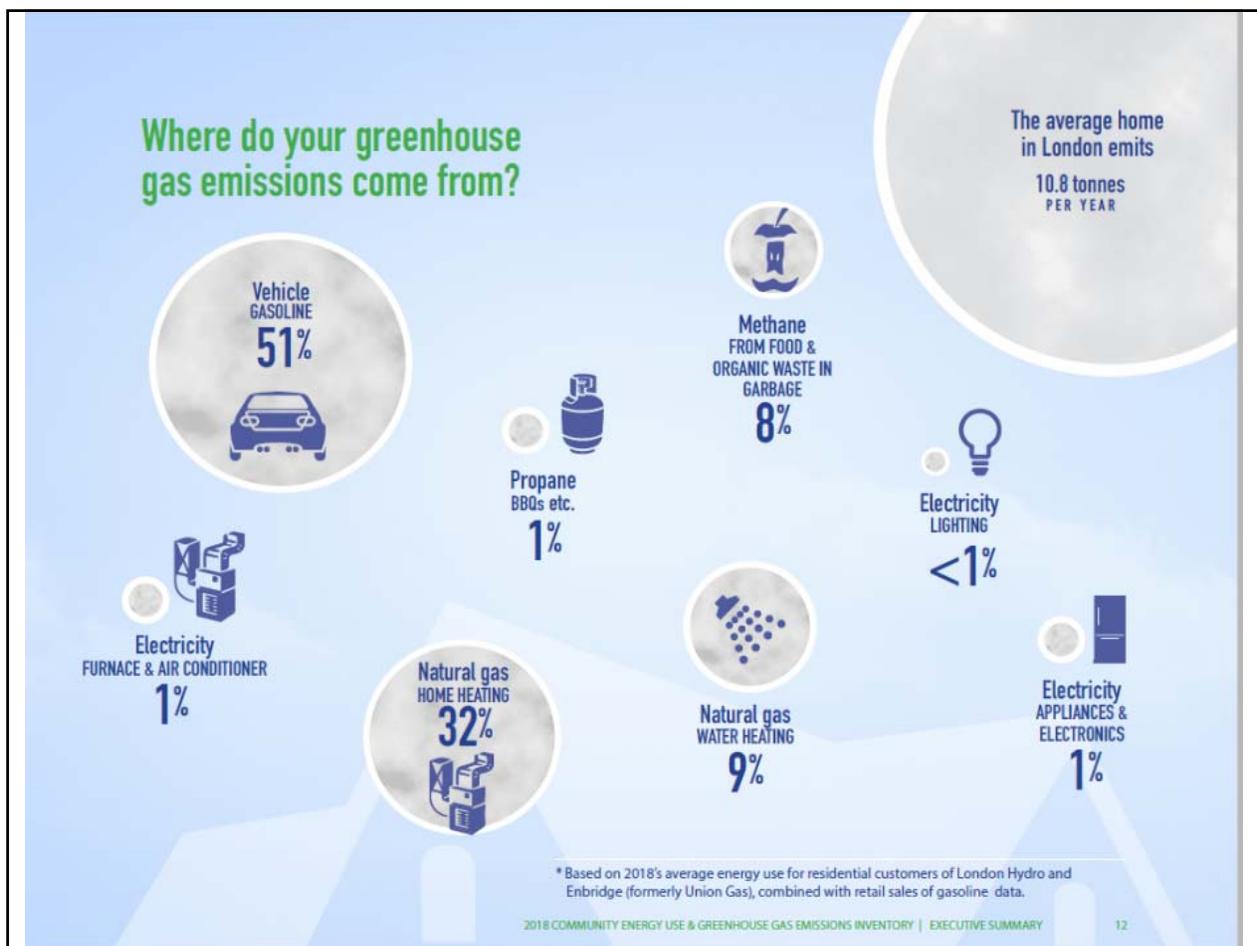
- Ontario Trillium Foundation-funded project
- Lead is SustainMobility – delivers TMA programs in GTA
- 6 other municipalities
- Commuter programs and supports to be Londonized
- Includes a Guaranteed Ride Home Program (stumbling block to more commuter cycling)



BE PART OF THE SOLUTION

ONTARIO'S COMMUNITIES ARE COMING TOGETHER TO REDUCE 20,000,000 KM OF VEHICLE TRAVEL!





GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

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

What can Londoners do immediately?

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



GHG REDUCTION ACTIONS - CLIMATE EMERGENCY

What can London's Businesses & Employers do immediately?

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



QUESTIONS

- Now
- Next CAC
- At a Sub-committee or Working Group meeting



Cycling Advisory Committee
November 20, 2019

Agenda Item: Committee process, scope and respect for Council and Staff

At the September 18, 2019 Cycling Advisory Committee meeting, staff from the City of London Transportation Planning and Design division presented a technical amendment to the Cycling Master Plan. Specifically, the presentation outlined various updates that were being made to the existing CMP, reflecting proposed changes to the mapping and charts to ensure consistency with the new EA's and studies (such as the BRT, east-west bike way, Adelaide Street CPR overpass etc.). Staff invited the CAC to provide comments on the technical amendments.

In response to the presentation by staff, CAC formed a working group to review and respond to the presentation. The last meeting of the CAC (The 10th meeting, October 16, 2019) saw a report generated by the Cycling Master Plan Review Working Group (CMPG). The report was not a review of the technical amendment by staff, but rather an extensive paper looking at both the city's Transportation Master Plan (TMP), and CMP through the lens of the Declaration of Climate Emergency and Vision Zero (both Council approved). CAC moved that the report of the CMPG be sent to Council. CAC made no delegation request. It should be noted that I as the Chair of CAC was not present at the conclusion of the presentation and the passing of the related motion.

Staff proceeded to take the 10th meeting of the CAC to the Civic Works Committee (CWC) a month early as there was a budget item for an expenditure of \$800 from the CAC annual budget. It was brought forward a month earlier than usual because it facilitated the expenditure prior to the end of the fiscal year. Having the 10th report of CAC on the November CWC agenda would have complicated the expenditure. It is noted that the 10th report was an added agenda item for the CWC, and was added approximately 24 hours prior to the CWC meeting on October 22, 2019.

Several CAC members assumed the reason for the CAC report coming a month early was to present the CMPG report to CWC with little fanfare, and also prevent CAC from speaking to the report. As previously noted, **CAC did not request a delegation to speak to the 10th report of the CAC**, and as such, gave up the opportunity to speak regardless of which month the report was taken to CWC. At this time, several members of the CAC took it upon themselves to commence a social media flurry of activity in response to the 10th CAC report coming before CWC a month earlier than otherwise would have happened.

The social media activity sparked by several CAC members resulted in many tweets and re-tweets of comments about staff and council members which were less than respectful. Accusations of staff wanting to hide the report and comments directed at Councilors who were perceived as pushing back against the report were made and/or re-tweeted by various CAC members.

I, as the Chair of the CAC became aware of the social media activity on the day after the CWC meeting (Oct 23). I requested a meeting with the City Clerk's office to confirm the reason why the 10th report of the CAC was brought forward a month early. I then emailed the CMPG advising them of the rationale. I made it clear in that communication to the CMPG that had CAC members waited until they were aware of the truth of the situation, the social media frenzy of mis-information could have been prevented.

CWC members who expressed concern about the scope of the CMPG report were entirely within their rights to do so. All Advisory Committees sit at the pleasure of Council, and the work that all Advisory

Committees are to engage in are contained within the Work Plans. The Work Plan is the “contract” between Council and the Advisory Committee. The 2019 CAC work plan (currently still in draft format) specifically lists defined activities, provides background, lists city staff members connected to the activity and most importantly, each activity has a connection to the CMP which is in turn linked to the City’s Strategic Plan. The strategic plan is set by Council, and therefore the CMP is set by Council.

It is not the purview of the CAC to seek to amend the CMP, nor is it to make sweeping commentary on the Transportation Master Plan (except in the case of the cycling component of the TMP). Rather, it is our mandate to (among other things) advise and support Council in the **implementation of the existing CMP**. To that end, the report put forth by the CMPG was an over-reach, and by extension, all of the related social media posts which were spawned by various CAC members were unwarranted.

As noted previously, our Work Plan is still in DRAFT format. We have elected to twice defer the approval of our Work Plan, and as Chair of the CAC, I take full responsibility for that. By not ensuring the contract between Council and the CAC is approved, I have failed to ensure that our work is consistent with the direction we take from Council as outlined in our Terms of Reference. **I strongly encourage the CAC to approve the 2019 Work Plan as presented in the October CAC agenda package.** If we wish to seek an amendment to the work plan, we can do so at a later point in time. We will also have to approve a work plan for the 2020 year which is fast approaching.

Notwithstanding the inconsistency of the CAC’s recent actions with respect to the Terms of Reference, the CMPG report was recommended by CWC to have Council refer the report to staff for review. Council has since made the referral. This is entirely consistent with the motions made by CAC. For this, the CAC should be grateful to staff and Council.

Our behavior has been inconsistent with the policies set by Municipal Council and Council Procedure By-Law which both govern our conduct. As the Chair of the CAC, I would like to extend on behalf of myself and all CAC members an apology to all City of London Staff and Council members who were the target of the negative social media commentary.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Craig Linton', written over a horizontal dotted line.

Craig Linton
Chair, Cycling Advisory Committee

More Uses For Bicycles In London

It is now completely apparent that our Industrialized lifestyles are destroying our planet and therefore threatening all that we are and all that we do! In the spring of 2019, London City Council declared a 'State of Emergency' in response to climate change. At last count, over 60 Canadian municipalities had made this same declaration, as well as thousands of other communities around the world.

Now, it's time to do something about it!

In order to negate our impact on local and global environments and ecosystems, it is imperative that we evolve the way we are living on this Earth... and that begins in our community! We must look for new ways to get around our communities, that have a net zero outcome! Below, I offer two suggestions that I feel will offer a new and refreshing approach to urban transportation...

1) Cycling For The Elderly and Disabled

This summer, while I was waiting to pick up a passenger (I am a driver for London's Paratransit program) at the Dearness Home (located at Southdale Road and Wellington Road) I was delighted to see something that I had never seen before. There was a university student volunteer sitting on a bicycle that was designed with a passenger sitting area at the front end of the bike!

I asked about the bicycle and the program and learned that (in a nutshell), The Dearness Home had several volunteers who took residents from the home on bicycle rides throughout the property of the home. I asked the female resident (after she had been assisted out of the passenger seat) if she enjoyed the program and she was all smiles. The volunteer cyclist told me that this simple, yet effective program was the highlight for the day for many residents of the Dearness Home... and I can clearly understand why!

I posted the about this program on my Facebook site and I tagged several City Councillors and recommended that the City of London embrace this idea and expand this kind of program. Steve Hillier responded and (although I can't remember exactly what he said) I got the impression that this program at the Dearness Home was already sponsored by the City of London... or that the City of London was somehow involved in this wonderful effort!

So, to this point I can speculate that, many City staff workers may already be aware of this program and budgets, manufacturing of this style of bicycle, and program details, including administrative details may already be in place, offering a foundation upon which to grow. I was again delighted to learn this information.

My wanted results are as follows:

- 1) I want the CAC to gather more information on this program, to find out more about how it is operated, how much it costs to run, etc.
- 2) I want this information to be used to set up a sub-committee in the CAC to further explore the feasibility to expand on this program throughout the City – to include hospitals, retirement centres, Respite housing for the disabled, etc. I would suggest that programs offer transportation to London's elderly and disabled to other locations than just around the properties of the care facilities – like local supermarkets, restaurants, parks, etc.
- 3) I would hope that steps 1) and 2) would prove that a program of this nature would be of great benefit for the City of London and its residents and that the CAC will move a motion forward to present their findings to the appropriate City departments in order to expand upon this initial initiative or to create another program similar in concept.

End

2) New Cycling Transportation System for London's Core

Most Londoners are very familiar with the many seater bicycle that is used only a few times each summer. I would guess that it can transport around 40 people at one time (I'm not sure about the exact numbers). As this bicycle makes its way through London's core, bystanders smile and wave and are much delighted with this effort.

The idea that I want to bring to the attention of the CAC, is to create a number of these styles of bicycles to offer residents an alternative to City bus riding and automotive transportation through the core of London. I can envision a simple plan, now, and I believe that if this simple plan becomes a reality, then an expansion of this program would be the next likely outcome...

Imagine, if you will, two bicycle routes in London's core that would offer pick-up and drop-off locations for residents along two downtown streets. I imagine one route taking residents up and down Richmond Street – with route end loops around or near UWO (for the north end point) and somewhere just south of Horton Street (for the south end point). I imagine the second route traveling east and west along Dundas Street (or another parallel road) with west end point loops around Wharncliffe Road and east end point loops around or near Quebec or Egerton Street.

The 40 passenger seating bike would have designated pick up locations (just like the City buses do), that would allow passengers to get on and off the bicycle.

Paying bus tickets or other types of fares would cause a little confusion, as the bike's main operator is at the front or possibly the back of the bike (I'm not sure exactly how they operate), so I suggest waiving all fares and having this program run completely on tax dollars.

There are cities around the world that use tax dollars to offer a free ride on all their urban transportation systems, to citizens, and I'm confident that this would be the best approach to this new system of transportation.

My wanted results are as follows:

- 1) I want the CAC to gather more information to support the creation of this program, to find out more about how it would be operated, how much it costs to run, etc.
- 2) I want this information to be used to set up a sub-committee in the CAC to further explore the feasibility to create this program throughout the City's core regions.
- 3) I would hope that steps 1) and 2) would prove that a program of this nature would be of great benefit for the City of London and its residents and that the CAC will move a motion forward to present their findings to the appropriate City departments in order to develop a program of this nature.

As humanity evolves into a Post-Industrial civilization, it is imperative that we use the tools we have already created in new and unique ways that will allow us to change how we live on this Earth, so that we can enhance our lifestyles as well as enhance local environments and ecosystems. I have presented the CAC with two ideas that will do just that!

Change is an ever-evolving series of small adjustments. These two ideas are small in concept and design and I believe that with their implementation that they will continue to evolve in ways that we can not quite imagine, at this point in time... but I'm confident that these two ideas will begin a significant lifestyle change for residents within London, that will benefit us now and into our united future.

End

Thank you for your time and interest,

Jim Kogelheide