

Agenda Including Addeds

Civic Works Committee

The 3rd Meeting of the Civic Works Committee

February 19, 2020, 12:00 PM

Council Chambers

Members

Councillors S. Lehman (Chair), S. Lewis, M. Cassidy, P. Van Meerbergen, E. Pelozo,
Mayor E. Holder

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To make a request specific to this meeting, please contact CWC@london.ca.

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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 19, 2020
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	TRANSPORTATION MANAGEMENT CENTRE FIBRE OPTIC CABLE - SINGLE SOURCE

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer:

- a) Approval **BE GIVEN** to enter into a contract with Lorrion Technologies in the amount of \$96,653.48 excluding H.S.T. to install a Fibre Optic Duct on the Boler Road Bridge in accordance with the 'Procurement of Goods and Services Policy' Section 14.4 Single Source, Clauses e and I and Section 14.5 Clause b;
- b) The financing for this project **BE APPROVED** with the Sources of Financing Report attached hereto as Appendix A;
- c) The Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this contract;
- c) Approval hereby given **BE CONDITIONAL** upon the Corporation negotiating satisfactory prices, terms and conditions with Lorrion Technologies to the satisfaction of the Managing Director, Environmental & Engineering Services and City Engineer or designate; and
- d) Approval hereby given **BE CONDITIONAL** upon the Corporation entering into a formal contract or having a purchase order relating to the subject matter of this approval.

COUNCIL'S 2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of **Building a Sustainable City**. By continuing to improve the traffic signal system for the benefit of all road users and implementing infrastructure improvements and programs this will have the effect of managing congestion and travel times and improving safety for all modes of transportation, including transit.

BACKGROUND

Fibre optic communication network to connect the City's Data Centre to the Transportation Management Centre (TMC) located at the Emergency Operations Centre (EOC) on Boler Road, is part of the Transportation Intelligent Mobility Management System (TIMMS) project.

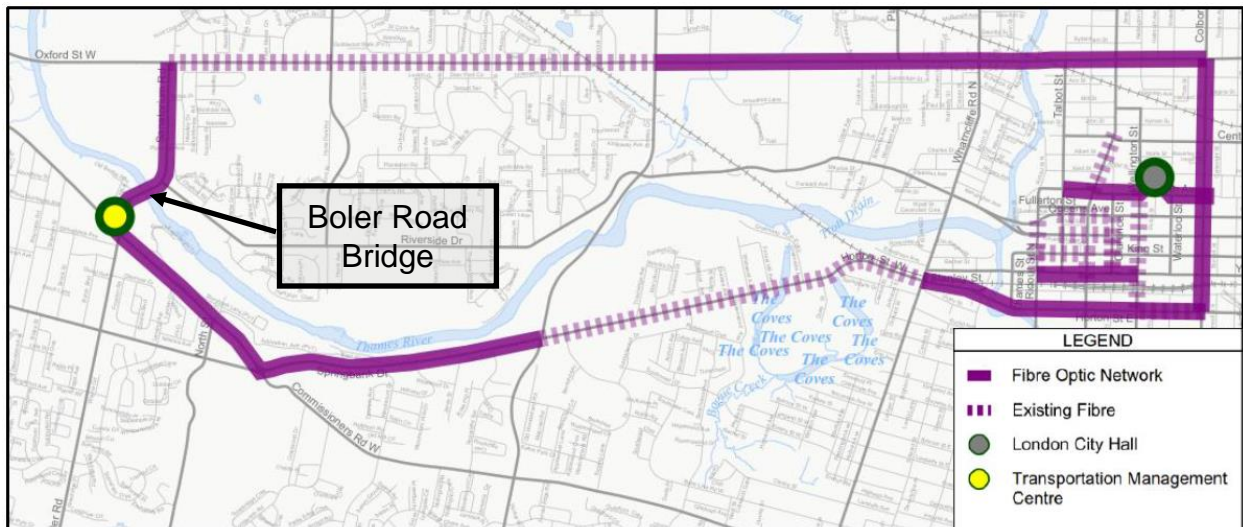


Figure 1: TIMMS Fibre Optic Communication Network

The first phase involves installing fibre optic cable along Boler Road/Sanatorium Road to connect to existing cable on Oxford Street West. Work in the boulevards between the EOC and Oxford Street West has proceeded; however, the existing ducts on the Boler Road Bridge are blocked along the bridge, resulting in the need to install a new duct on the bridge.

Rogers Cable will be installing a duct with fibre optic cable on the east side of the Boler Road Bridge as part of their ongoing infrastructure upgrade in the near future. City staff began negotiations with Rogers Cable and their contractor, Lorrion Technologies to install a new duct on the west side of the bridge as part of their planned work. The installation of the City's duct in conjunction with Rogers Cable's work minimizes the impact to motorists.

The installation of the fibre optic cable in the duct would be undertaken by the City's vendor of record for this type of specialized work. Completing this connect at this time will allow for the connection of 21 signalized intersections to the TMC, thereby avoiding monthly third-party communication expenses.

Installation of the fibre optic network will be done when other projects are undertaken along these routes or as stand-alone projects.

This recommendation is in compliance with the 'Procurement of Goods and Services Policy' Section 14.4 Single Source, Clauses e and I and Section 14.5 Clause b.

PREPARED BY:	REVIEWED AND CONCURRED BY:
SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING AND TRAFFIC CONTROL	DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

[https://cityhub/services/ees/roads/trans-op/CR/2020-02-19/2020-02-19-CWC-RPTwS-Boler Road Bridge Fibre Single Source v2 \(1 of 2\).docx](https://cityhub/services/ees/roads/trans-op/CR/2020-02-19/2020-02-19-CWC-RPTwS-Boler Road Bridge Fibre Single Source v2 (1 of 2).docx)
February 5, 2020/sm

Attach: Appendix A: Source of Financing

APPENDIX 'A'

Chair and Members
Civic Works Committee

#20015
February 19, 2020
(Award Contract)

**RE: Transportation Management Centre Fiber Optic Cable Single Source
(Subledger TF190023)
Capital Project TS180519 - TIMMS-PTIS - Transportation Intelligence Mobility Management System
Lorron Technologies - \$96,653.48 (excluding H.S.T.)**

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget and that, subject to the approval of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

<u>ESTIMATED EXPENDITURES</u>	<u>Approved Budget</u>	<u>Proposed 2020 Budget 2)</u>	<u>Revised Budget</u>	<u>Committed to Date</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
Engineering		\$500,000	\$500,000			\$500,000
Traffic Signals	2,356,200	1,856,200	4,212,400	2,356,202	98,354	1,757,844
NET ESTIMATED EXPENDITURES	<u>\$2,356,200</u>	<u>\$2,356,200</u>	<u>\$4,712,400</u>	<u>\$2,356,202</u>	<u>\$98,354 1)</u>	<u>\$2,257,844</u>

SUMMARY OF FINANCING:

Debenture Quota	4)	\$62,840	\$62,840	\$125,680	\$62,840	\$2,623	\$60,217
Federal ICIP (Investing in Canada Infrast. Plan)		942,480	942,480	1,884,960	942,481	39,342	903,138
Provincial ICIP (Investing in Canada Infrast. Plan)		785,321	785,321	1,570,642	785,322	32,781	752,539
Drawdown from City Services - Roads Reserve Fund (Development Charges)	3)	565,559	565,559	1,131,118	565,559	23,608	541,951

TOTAL FINANCING		<u>\$2,356,200</u>	<u>\$2,356,200</u>	<u>\$4,712,400</u>	<u>\$2,356,202</u>	<u>\$98,354</u>	<u>\$2,257,844</u>
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1) **FINANCIAL NOTE:**

Contract Price	\$96,653
Add: HST @ 13%	12,565
Total Contract Price Including Taxes	109,218
Less: HST Rebate	10,864
Net Contract Price	<u>\$98,354</u>

2) This project is included in the 2020-2023 Multi-Year Budget, subject to final Council approval March 2, 2020.

3) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.

Note to City Clerk:

4) Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary authorizing by-laws.

An authorizing by-law should be drafted to secure debenture financing for project TS180519 - TIMMS-PTIS - Transportation Intelligence Mobility Management System for the net amount to be debentured of \$125,680.00.

lp

Jason Davies
Manager of Financial Planning & Policy

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 19, 2020
FROM:	KELLY SCHERR, P.ENG. MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	2019 DRINKING WATER ANNUAL REPORT AND SUMMARY REPORT FOR THE CITY OF LONDON DISTRIBUTION SYSTEM

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the 2019 Drinking Water Annual Report and Summary Report for the City of London Distribution System **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- [“2018 Drinking Water Annual Report and Summary Report for the City of London Distribution System”](#) presented to CWC on February 20, 2019.

2019 – 2023 STRATEGIC PLAN

The 2019 – 2023 Strategic Plan identifies this objective under *Leading in Public Service: Measure and publicly report on corporate performance.*

BACKGROUND

Ontario Regulation 170/03 (Drinking Water Systems) requires the owner of a municipal drinking water system to ensure that an Annual Report and a Summary Report be prepared, covering the period of January 1 through to December 31 of the previous year.

The Annual Report is to contain:

- A brief description of the drinking water system, including a list of water treatment chemicals used by the system;
- A summary of the results of required tests;
- A summary of any adverse test results reported and corrective actions taken; and
- A description of any major expenses incurred to install, repair or replace required equipment.

O. Reg. 170/03 further stipulates that:

- a) The Owner shall ensure that a copy of the Annual Report is given without charge to every person who requests a copy;
- b) Effective steps are taken to advise users of water from the system that copies of the Annual Report are available, without charge, and of how a copy may be obtained;
- c) The Owner of a large municipal residential system serving more than 10,000 people is required to post a copy of the Annual Report to the municipality’s website; and,
- d) A Summary Report is to be prepared and presented to the members of the Municipal Council by no later than March 31 of the following year.

The Summary Report is to contain:

- A list of any regulatory requirements applicable to the system that were not met at any time during the period covered by the report, the duration of the failure, and the measures that were taken to correct the failure; and,
- A summary of the quantities and flow rates of the water supplied during the period covered by the report, including monthly average and maximum daily flows and compared to the rated capacity of the system.

Due to the large number of pages, the 2019 Drinking Water Summary Report for the City of London Distribution System has been provided to members of Council in electronic format, with the 2019 Annual Report attached as an appendix. The Summary Report (without appendices) is attached as Appendix 'A' to this report.

The Elgin-Middlesex Pumping Station (EMPS) is jointly owned by the City of St. Thomas, the Town of Aylmer, and the City of London, and is operated by the Ontario Clean Water Agency (OCWA). The Annual Report for the EMPS (London portion) was not yet available at the time of writing this report. Therefore, it will be provided to members of Council under separate memo prior to the reporting deadline of February 28, 2020.

SUMMARY

Receipt of Appendix 'A' of this report by members of Council fulfils the reporting requirements of O. Reg. 170/03, Schedule 22. The 2019 Drinking Water Summary Report is available to members of the public by request, and will be posted on the City's website.

PREPARED BY:	REVIEWED & CONCURRED BY:
JOHN SIMON, P.ENG. DIVISION MANAGER, WATER OPERATIONS	SCOTT MATHERS, P.ENG. DIRECTOR – WATER & WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Appendix 'A' – City of London 2019 Drinking Water Summary Report

- c.c. Cathy Saunders - City Clerk
 John Simon – Division Manager – Water Operations
 Aaron Rozentals - Division Manager – Water Engineering
 Andrew Henry – Director – Regional Water Supply
 Scott Koshowski, P. Eng. – Water Operations Engineer

Dan Huggins - Water Quality Manager
Dr. Christopher Mackie, Medical Officer of Health and Chief Executive Officer –
Middlesex-London Health Unit

CITY OF LONDON 2019 DRINKING WATER SUMMARY REPORT

System Name: City of London Distribution System

Mailing Address: Corporation of the City of London
P.O. Box 5035, 300 Dufferin Ave.
London, ON N6A 4L9



System Rating: Water Distribution Subsystem Class IV
Water Treatment Subsystem Class II
Average Day Demand: 128.864 MLD
Peak Day Demand: 158.922 MLD (July 4, 2019)
Population Served: 385,000 (approx.)
Source Water: Surface Water (Lake Huron, Lake Erie)
Drinking Water System Number: 260004917
Municipal Drinking Water Licence: 006-101

CONTACT INFO:
Owner:
Corporation of the City of London
300 Dufferin Avenue, London, Ontario N6A 4L9
Contact: Mr. John Simon, P.Eng. Division Manager Water
Operations
519-661-2489 ext. 4938



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Reporting Requirements

Ontario Regulation 170/03 requires that municipalities prepare a Summary Report for their drinking-water system for the preceding calendar year and submit it to the members of the Municipal Council by March 31 of each year. This report, presented to Municipal Council's Civic Works Committee on February 19, 2020 fulfills that requirement.

O. Reg 170/03 also requires the preparation of an Annual Report on the operation of the drinking-water system to be made available to members of the public.

Before February 28, 2020, a copy of the 2019 Annual Report and Summary Report for the City of London's water works will be provided to the local office of the Ministry of the Environment, Conservation and Parks (MECP) as a courtesy for information purposes.

The Elgin-Middlesex Pumping Station (EMPS) is jointly owned by the St. Thomas Secondary Water Supply System, the Aylmer Secondary Water Supply System, and the City of London. EMPS is operated by the Ontario Clean Water Agency (OCWA). As required, the Annual Report for the EMPS (London portion) is attached as an appendix to this report for members of Council.

Water Budget

The 2020-2023 operating and capital budgets represent financial sustainability for Londoners, whereby annual rate increases are approximately the average of the Consumer Price Index (CPI) and the Non-Residential Building Construction Price Index (NRBCPI). The 2020-2023 water operating and capital budgets support four core business objectives:

- Compliance
- Financial Management
- Customer Service
- Continuous Improvement

The total Water budget for 2019 was \$79.9 million, which includes long term infrastructure improvements. The Water Budget helps maintain London's Advantage of a safe, clean and secure water supply. The Water Service Area remains proactive in initiatives to ensure that this service continues to meet the demands and expectations of customers. Existing infrastructure requires ongoing renewal (replacement and rehabilitation) activities to manage the infrastructure gap, ensuring that future generations are not faced with a water system that is failing, unreliable, and expensive to maintain.

Notable Initiatives

Bulk Water System Replacement

The City of London has 8 bulk water filling station locations that allow commercial, residential, and bulk water contractors to obtain bulk water. These 8 locations are the only authorized locations where bulk filling is allowed in the City, and are situated and designed to help minimize the risk and attempts of theft of water from fire hydrants.

In 2018, these stations were renewed with modern technology, were well received, and have been very successful. Users are able to add value to their account any time of day by logging in, and have numerous reporting abilities to enhance their business functionality, providing the "who, when and where" for water takings.

City staff now have the ability to easily monitor and report water consumption at each station from the office environment, by knowing who has purchased water, when it was purchased, and the volume purchased. The system also provides the ability to transmit

messages to various stations for users to readily see (for example, in the event a station needs to be closed for maintenance); or alternatively, shut down a station remotely so that water taking can be temporarily halted at that location. However, the biggest benefit has been the ability to assist our customers in real time when they encounter difficulties. Full monitoring function is utilized at any given station 24/7 without needing to go onsite. This major customer service improvement has proven invaluable.

The bulk water station enhancements will continue, with additional upgrades for 3 stations slated for 2020 to help improve accessibility, water flow, and demand.

Downtown Leak Detection Fixed Network

The City consists of over 1,600 km of water main and associated hydrants, control valves, water service connections, and other appurtenances. London experiences, on average, 120 water main breaks a year, although the last several years have been below this norm. London's water loss level is relatively low (between 10% to 12%; or an internationally recognized Infrastructure Leakage Index (ILI) factor of around 2.0), placing us amongst the best municipalities in North America.

Permanent leakage monitoring is a practice that has been gaining popularity in North America, and London has been using it for several years. In 2018, the Water Service Area deployed Acoustic Leak Loggers on our metallic water mains in the core downtown area. They log noise levels nightly (during a quiet period), and through automatic software analysis of this data, the system provides the probability of leakage based on the level and consistency of the noise. If a high leak probability is found, the data is correlated and the leak location is pin-pointed. The data is displayed on a map, and colour codes depict the probability and locations of leaks. All of this is done prior to anyone going out to the field to investigate.

To date, this system has pin-pointed with high accuracy 1 watermain break, 16 leaks (on services, hydrants or valves), and 3 leaks that were occurring within customers internal plumbing (toilets, faucets). The early detection of these failures allowed repair efforts to be coordinated as non-emergency events during normal working hours, minimizing both the financial and public impact.

The City continues to investigate leak detection technologies in an effort to enhance our proactive leak monitoring/detection program, striving to bring down our water loss level to an economical and environmentally reasonable amount.

Sampling & Water Quality Monitoring

In 2019, the MECP required large municipal drinking water systems to test for 70 different organic, inorganic and chemical parameters. The City of London's water sampling regime includes monthly testing for microbiological indicators and chlorine residuals from 57 standard locations across the City, as well over 2,400 random grab samples. Analysis is also performed for up to 117 parameters, including organics, inorganics, chemicals, pesticides and metals at 13 standard locations around the City. This level of testing far exceeds the MECP's minimum sampling requirements.

London also has 10 locations throughout the City where continuous in-line sampling of chlorine residual and pH is monitored. Staff also perform approximately 4,000 additional chlorine tests each year related to construction and maintenance activities. All of these efforts help ensure that the water within the distribution system is always of high quality and completely safe to consume.

2019 Water Quality Sampling Summary

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
REGULATED INORGANICS					
Antimony	6	ug/L	0.09	0.12 - 0.15	No
Arsenic	25	ug/L	0.2	0.3 - 0.3	No
Barium	1000	ug/L	0.02	13.7 - 20.3	No
Boron	5000	ug/L	2	15 - 21	No
Cadmium	5	ug/L	0.003	0.003 - 0.005	No
Chromium	50	ug/L	0.08	0.17 - 0.22	No
Fluoride	1.5	mg/L	0.06	0.13 - 0.87	No
Free Chlorine Residual	--	mg/L		0.1 - 3.00	No
Lead	10	ug/L	0.01	0.01 - 0.02	No
Mercury	1	ug/L	0.01	0.01 <MDL	No
Selenium	10	ug/L	0.04	0.12 - 0.13	No
Sodium	*20	mg/L	0.01	9.35 - 16.4	No
Uranium	20	ug/L	0.002	0.028 - 0.068	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
REGULATED ORGANICS					
Atrazine	--	ug/L	0.01	0.02 - 0.04	No
Atrazine + N-dealkylated metabolites	5	ug/L	0.01	0.03 - 0.06	No
De-ethylated Atrazine	--	ug/L	0.01	0.01 - 0.02	No
Azinphos-methyl	20	ug/L	0.05	<MDL	No
Benzene	5	ug/L	0.32	<MDL	No
Benzo(a)pyrene	0.01	ug/L	0.004	<MDL	No
Bromoxynil	5	ug/L	0.33	<MDL	No
Carbaryl	90	ug/L	0.05	<MDL	No
Carbofuran	90	ug/L	0.01	<MDL	No
Carbon tetrachloride	5	ug/L	0.17	<MDL	No
Chlorpyrifos	90	ug/L	0.02	<MDL	No
Diazinon	20	ug/L	0.02	<MDL	No
Dicamba	120	ug/L	0.2	<MDL	No
1,2-Dichlorobenzene	200	ug/L	0.41	<MDL	No
1,4-Dichlorobenzene	5	ug/L	0.36	<MDL	No
1,2-Dichloroethane	5	ug/L	0.35	<MDL	No
Dichloromethane	50	ug/L	0.35	<MDL	No
2,4-dichlorophenol	900	ug/L	0.15	<MDL	No
2,4-dichlorophenoxyacetic acid (2,4-D)	100	ug/L	0.19	<MDL	No
Diclofop-methyl	9	ug/L	0.4	<MDL	No
Dimethoate	20	ug/L	0.06	<MDL	No
Diquat	70	ug/L	1	<MDL	No
Diuron	150	ug/L	0.03	<MDL	No
Glyphosate	280	ug/L	1	<MDL	No
Malathion	190	ug/L	0.02	<MDL	No
MCPA	--	mg/L	0.00012	<MDL	No
Metolachlor	50	ug/L	0.01	0.01 - 0.03	No
Metribuzin	80	ug/L	0.02	<MDL	No
Monochlorobenzene	80	ug/L	0.3	<MDL	No
Paraquat	10	ug/L	1	<MDL	No
Pentachlorophenol	--	ug/L	0.15	<MDL	No
Phorate	2	ug/L	0.01	<MDL	No
Picloram	190	ug/L	1	<MDL	No
Polychlorinated Biphenyls (PCBs)	3	ug/L	0.04	<MDL	No
Prometryne	1	ug/L	0.03	<MDL	No
Simazine	10	ug/L	0.01	<MDL	No
Terbufos	1	ug/L	0.01	<MDL	No
2,3,4,6-tetrachlorophenol	100	ug/L	0.2	<MDL	No
Triallate	230	ug/L	0.01	<MDL	No
Trichloroethylene	50	ug/L	0.44	<MDL	No
2,4,6-trichlorophenol	5	ug/L	0.25	<MDL	No
Trifluralin	45	ug/L	0.02	<MDL	No
Vinyl Chloride	2	ug/L	0.17	<MDL	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
NITRATES					
Nitrate (as nitrogen)	--	mg/L	0.006	0.12 - 0.532	No
Nitrate + Nitrite (as nitrogen)	--	mg/L	0.006	0.12 - 0.532	No
Nitrite (as nitrogen)	--	mg/L	0.003	0.005 - 1.7	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
TRIHALOMETHANES & HALOACETIC ACIDS					
Total Haloacetic Acids	--	ug/L	5.3	5.3 - 20.6	No
Dibromoacetic Acid	--	ug/L	2	2.9 - 4.7	No
Dichloroacetic Acid	--	ug/L	2.6	2.9 - 4.7	No
Monobromoacetic acid	--	ug/L	2.9	3.5 - 11.6	No
Monochloroacetic Acid	--	ug/L	4.7	2 - 2	No
Trichloroacetic Acid	--	ug/L	5.3	5.3 - 9.1	No
Trihalomethanes (total)	--	ug/L	0.37	16 - 48	No
Bromodichloromethane	--	ug/L	0.26	4.2 - 12	No
Bromoform	--	ug/L	0.34	<MDL	No
Chloroform	--	ug/L	0.29	10 - 32	No
Dibromochloromethane	--	ug/L	0.37	1.4 - 4.7	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
MICROBIOLOGICAL					
E. coli	0	cfu/100 mL	0	0 - 1	Yes
Total Coliform	0	cfu/100 mL	0	0 - 195	Yes
Heterotrophic Plate Count	N/A	cfu/1 mL	10	10 - 2000	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
NON-REGULATED INORGANICS/ORGANICS					
Alkalinity	--	mg/L as CaCO ₃	2	84 - 101	No
Aluminum	--	ug/L	1	12 - 38	No
Ammonia+Ammonium (N)	--	mg/L	0.04	0.06 - 0.08	No
Calcium	--	mg/L	0.01	26.7 - 32.6	No
Chloride	--	mg/L	0.04	10 - 19	No
Cobalt	--	ug/L	0.004	0.008 - 0.01	No
Colour	--	TCU	3	<MDL	No
Conductivity	--	uS/cm	2	243 - 316	No
Copper	--	ug/L	0.2	1 - 1.9	No
Cyanide	0.2	mg/L	0.002	<MDL	No
1,1-Dichloroethylene (vinylidene chloride)	14	ug/L	0.33	<MDL	No
Dissolved Organic Carbon	--	mg/L	1	<MDL	No
Ethylbenzene	--	ug/L	0.33	<MDL	No
Hardness	--	mg/L as CaCO ₃	0.05	97.3 - 116	No
Iron	--	ug/L	7	7 - 11	No
Magnesium	--	mg/L	0.001	7.44 - 8.32	No
Manganese	--	ug/L	0.01	0.1 - 0.77	No
Nickel	--	ug/L	0.1	0.4 - 0.6	No
Nitrogen-Kjeldahl (N)	--	mg/L	0.05	0.05 - 0.17	No
Organic Nitrogen	--	mg/L	0.01	0.05 - 0.11	No
pH	--	no unit	0.05	8.04 - 8.14	No
Phosphorus	--	mg/L	0.003	<MDL	No

Parameter	Ontario Maximum Acceptable Concentration (MAC)	Units	Lab's Method Detection Limit (MDL)	Measured Concentrations	MAC Exceedance (Y/N)
				2019	
NON-REGULATED INORGANICS/ORGANICS CONT					
Potassium	--	mg/L	0.009	0.991 - 1.39	No
Silicon; reactive silicate	--	mg/L	0.02	0.43 - 1.4	No
Silver	--	ug/L	0.05	<MDL	No
Solids (Total Dissolved)	--	mg/L	30	134 - 189	No
Sulphate	--	mg/L	0.04	24 - 31	No
Sulphide	--	mg/L	6	<MDL	No
Surr 1,2-Dichloroethane-d4	--	Surr Rec %	--	101 - 102	No
Surr 4-Bromofluorobenzene	--	Surr Rec %	--	90 - 90	No
Surr Decachlorobiphenyl	--	%	--	92 - 100	No
Tetrachloroethylene (perchloroethylene)	30	ug/L	0.35	<MDL	No
Toluene	--	ug/L	0.36	<MDL	No
Total Chlorine-Field	--	mg/L	--	1.05 - 1.17	No
2,4,5-TP (Silvex)	--	ug/L	0.18	<MDL	No
Turbidity	1	NTU	0.1	0.33 - 0.34	No
Xylene (Total)	--	ug/L	0.43	<MDL	No
m/p-xylene	--	ug/L	0.43	<MDL	No
o-xylene	--	ug/L	0.17	<MDL	No
Zinc	--	ug/L	2	<MDL	No

In 2019, there were six (6) adverse microbiological results out of 2,426 samples taken. All involved the detection of Total Coliform bacteria (ranging from 1 to 195 cfu/100 mL). One involve the detection of 1 cfu/100 mL of E. Coli. In each case, staff implemented the mandatory adverse response procedure, which included notifying the MECP and the Middlesex-London Health Unit, and immediately re-sampled at each location. The re-sample results revealed no adverse indicators.

In all instances it is highly unlikely that there were 'actual' water quality issues at these sites, as all adverse samples were identified as having free chlorine residuals which were well above the minimum acceptable level at the time of the sampling (ranging between 0.30 to 0.98 mg/L). E. coli and Coliform bacteria cannot survive in chlorinated water; therefore, it is suspected that post-sampling contamination occurred. The re-sampling results support this conclusion. The microbiological testing procedure is extremely sensitive; accidental sample contamination can occur through operator or laboratory error, despite the specific procedures and precautions being adhered to while processing samples.

System Statistics and Major Events

During the period from January 1, 2019 through to December 31, 2019 a total of 47,103,998,000 litres of water were purchased, at a cost of more than \$26,159,000, from the Joint Water Boards and subsequently pumped into London via the Arva Pumping Station and the London components within the Elgin Middlesex Pumping Station. Average day demand was 128,864,000 litres. Peak day consumption of 158,922,000 litres occurred on July 4, 2019.

A summary of system pumpage can be found in the full version of the Summary Report. The data includes monthly average and maximum daily flows. These values are also compared to the rated flow rate capacities identified in London's Municipal Drinking Water Licence. There were no occurrences of flow rate exceedance during the specified time period.

Listed below are some 2019 statistics for the City of London Distribution System:

Approximate Replacement Value of Drinking Water System	\$5,869,000,000
Number of Pumping Stations	8
Number of Fire Hydrants	9,455
Number of Watermain Valves	13,629
Total Number of Water Services	116,211
Length of Watermain	1,601 km
Number of Watermain Breaks	98
Number of Water Service Leaks	240

Municipalities Receiving London Water

In the Municipality of Middlesex Centre, the villages of Arva, Ballymote, and Delaware continued to receive their drinking water under contract from the City of London during 2019. The Municipality of Middlesex Centre has been provided a copy of the Annual Report as per O. Reg 170/03.

Several residences within Central Elgin also continued to receive drinking water from the transmission watermain that supplies the City of London from the EMPS. For this reason, Central Elgin has also been provided a copy of the report.

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING OF FEBRUARY 19, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	2019 EXTERNAL AUDIT OF LONDON'S DRINKING WATER QUALITY MANAGEMENT SYSTEM AND 2019 MANAGEMENT REVIEW

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following report on the 2019 External Audit of London's Drinking Water Quality Management System, and the subsequent 2019 Management Review meeting, **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

[2017 External Audit of London's Drinking Water Quality Management System and 2017 Management Review, Civic Works Committee, December 4, 2017, Agenda Item #9](#)

[2018 External Audit of London's Drinking Water Quality Management System and 2018 Management Review, Civic Works Committee, February 20, 2019, Agenda Item #2.2](#)

2019 – 2023 STRATEGIC PLAN

The following report supports the 2019 – 2023 Strategic Plan through the strategic focus area of *Leading in Public Service*, by demonstrating leadership and accountability in the management and provision of quality programs and services.

BACKGROUND

Purpose

Ontario's Safe Drinking Water Act, 2002, requires that operators of municipal drinking water systems conduct annual management reviews that evaluate the continuing suitability, adequacy, and effectiveness of their Quality Management System. The results of these reviews are required to be reported to the system owner.

This report satisfies that regulatory requirement and provides a summary of the June, 2019 On-site Verification Audit completed on London's drinking water quality management system.

Context

Quality Management Systems (QMSs) can be defined as sets of interrelated elements (e.g. policies and procedures) that direct and control the way a facility operates with regard to quality. A QMS is a way of formally ensuring that an organization is consistently in control of the quality of the product or services that it supplies.

Following the Walkerton tragedy of May 2000, Justice Dennis O'Connor recommended that Ontario "should initiate the development of a drinking water quality management standard for Ontario." A provincial Drinking Water Quality Management Standard (DWQMS) was therefore developed, which combined elements of existing ISO 9001

and HACCP standards. Through the Municipal Drinking Water Licensing Program, the Ontario government requires that municipal drinking water systems be operated by “accredited Operating Authorities”. Accreditation is achieved by implementing Quality Management Systems that meet the requirements of the DWQMS.

The City of London’s Water Engineering and Water Operations Divisions form the accredited Operating Authority for London’s drinking-water system. Accreditation is maintained through successful external audits, which are performed annually by one of two auditing firms approved by the Province of Ontario. These external audits take the form of On-site Verification Audits, which are performed every three years, and Off-site Surveillance Audits which are performed in the intervening years. In June, 2019, an On-site Verification Audit was conducted on London’s Drinking Water Quality Management System by SAI Global Assurance Services.

Section 19 of the *Safe Drinking Water Act, 2012* imposes a statutory standard of care on the “owner of a municipal drinking water system, and every person who, on behalf of the municipality, oversees the accredited operating authority of the system or exercises decision-making authority over the system”. In recommending the Standard of Care provision, Justice O’Connor stated that “*the fact that a municipality has an accredited operating agency will do much to satisfy the standard of care.*”

DISCUSSION

If auditors find instances where the water system is not being operated according to the approved Operational Plan, these are reported as either major or minor non-conformances. When non-conformances are identified in an audit report, the water system operators are required to submit Non-conformance Reports to the auditor, detailing the root cause of the non-conformance, the action taken to correct the incident and contain the problem, and the systemic (long term) corrective action(s) planned or taken to eliminate the root cause to prevent recurrence.

In addition to instances of non-conformance, auditors also draw upon their expertise and experience to report Opportunities for Improvement (OFIs), which are suggestions as to how the Operational Plan might be improved.

There was one incident of a major non-conformance identified in the 2019 audit report as follows:

“Best Management Practices have not been reviewed as part of the DWQMS V2 implementation”

In 2017, the Province of Ontario updated its Drinking Water Quality Management Standard (DWQMS V2), and the City of London updated its Operational Plan to the new Standard in November, 2018.

One of the updated elements of DWQMS V2 reads as follows:

“The Operating Authority shall develop a procedure for tracking and measuring continual improvement of its Quality Management System by:
a) reviewing and considering applicable best management practices, including any published by the Ministry of the Environment and Climate Change and available on www.ontario.ca/drinkingwater, at least once every thirty-six months...”

The required procedure was developed as part of the November, 2018 Operational Plan update, seven months prior to the audit. City staff interpreted the requirement to review

best management practices (BMPs) at least once every thirty-six months to mean at least once in the thirty-six month period following implementation of Version 2, and at least once in each subsequent thirty-six month period. However, it was the auditor's interpretation that a BMP review must be completed prior to the first On-Site Verification Audit conducted after implementation of Version 2. Given that a BMP review had not been conducted prior to the audit, the identified non-conformance was the result.

The City of London was therefore required to conduct a BMP review within sixty days and report back to the auditor. The Ministry of the Environment and Climate Change has not yet published any BMPs, so staff performed a search of industry best practices applicable to London's water system. Following the BMP review meeting, the meeting minutes were provided to the auditor, who responded as follows:

“Corrective actions taken to resolve the non-conformance(s) have been reviewed and found to be fully satisfactory in meeting the requirements of DRINKING WATER QUALITY MANAGEMENT STANDARD VERSION 2 - 2017. As a result, your organization will be recommended for (continued) registration.”

In addition to the single non-conformance, six opportunities for improvement were identified as follows:

- 1) QMS-06 Drinking Water System - There is an opportunity to include within the water system description: i) general characteristics of the raw water, ii) common event-driven fluctuations, and iii) any resulting operational challenges and threats.
- 2) QMS-20 Management Review - Consider including the review of the BMPs into QMS Form 20-01 Management Review Agenda & Meeting Minutes
- 3) QMS-21 Continual Improvement - Consider referencing the Tracking Sheet(s) as QMS Form XX-XX within QMS-21.
- 4) QMS-05 - Document and Records Control - i) There is an opportunity to: a) include a revision date and title on all SOP pages, and b) Ensure internal (e.g. monitoring) and external (e.g. Devine PRV Annual Test Reports) records include the year, ii) Consider clarifying the location of nightly and monthly back-up tapes and back-up of GIS (e.g. to server?).
- 5) QMS-13 Essential Supplies and Services - There is an opportunity to ensure SGS Lakefield Certificate of Accreditation is the most recent (expired 31-May-2019).
- 6) QMS 21 Continual Improvement - There is an opportunity to clarify 'Root Cause' within the Tracking Spreadsheet and clarify completion of nonconformity review of effectiveness (e.g. Tracking Spreadsheet, Internal Audit Report, etc.).

On October 21, 2019, the Top Management team for London's water system (the Director - Water and Wastewater, and the Division Managers of Water Engineering and Water Operations) held the annual Management Review for London's Drinking Water Quality Management System. The results of the Management Review are summarized in Appendix 'A'.

CONCLUSIONS

In June, 2019, an On-site Verification Audit was completed for the quality management system of London's drinking water system. This was London's first audit following adoption of Version 2 of Ontario's Drinking Water Quality Management Standard. The audit report contained one incident of non-conformance with the approved Operational Plan for the City of London Water System. City staff rectified the non-conformance to the satisfaction of the auditor, resulting in the City of London's re-accreditation as the

Operating Authority for its water system.

PREPARED BY:	REVIEWED & CONCURRED BY:
JOHN SIMON, P. ENG. DIVISION MANAGER WATER OPERATIONS	SCOTT MATHERS, P. ENG. MPA DIRECTOR, WATER AND WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Attachment: Appendix 'A' – Report on QMS to Council

CC: Aaron Rozentals – Division Manager, Water Engineering
Dan Huggins – Water Quality Manager

APPENDIX 'A'

Report on QMS to Council

Management Review Meeting of October 21, 2019

RESULTS OF MANAGEMENT REVIEW	
Summary of Management Review	<p>The 2019 Management Review meeting was held between 12:30 pm and 3:00 pm on October 21, 2019. The meeting was attended by Scott Mathers, Director – Water and Wastewater, Aaron Rozentals, Division Manager – Water Engineering, John Simon, Division Manager – Water Operations, and Dan Huggins, Water Quality Manager and QMS Representative. The agenda items discussed were, a) Incidents of regulatory non-compliance, b) Incidents of adverse drinking water tests, c) Deviations from critical control point limits and response actions, d) Efficacy of the risk assessment process, e) Results of audits (internal and external), f) Results of relevant emergency response testing, g) Operational performance, h) Drinking water quality trends, i) Follow-up action items from previous management reviews, j) Status of management action items identified between reviews, k) Changes that could affect the QMS, l) Summary of consumer feedback, m) Resources needed to maintain the QMS, n) Results of the infrastructure review, o) Operational Plan currency, content and updates, p) Summary of staff suggestions, and q) New Business – Review of recommendations made in recent audit of City of Vaughan water system.</p>
Issues Identified	<ol style="list-style-type: none"> 1) The 2018 water system Inspection by the Ministry of the Environment, Conservation and Parks recommended that (1) <i>“the Owner / Operating Authority modify the current vent screens associated with Springbank Reservoir #1 and #2 to conform with the Ten States Standards (2012 Edition) and ensure the size of the vent screen are at least #24 mesh and composed of a non-corrodible material”</i>, and (2) <i>“the Owner / Operating Authority review their documentation as associated with the installation of new watermains and consolidate this information into a form that includes all of the pertinent requirements as presented in the “Watermain Disinfection Procedure, November 2015.”</i> 2) Upgrades have been completed for the rechlorination system at Springbank Meterhouse #4, but full-scale testing remains to be completed. 3) The April, 2019 Internal Audit of the QMS identified two non-conformances and five opportunities for improvement. 4) The June, 2019 On-Site Verification Audit of the QMS identified one non-conformance and six opportunities for improvement.

	<p>5) The need to establish the design Hydraulic Grade Line in the Southeast Pressure Zone through commissioning of the new PRVs and control changes at SERPS was discussed.</p> <p>6) A structured valve maintenance system is to be designed and implemented based on AWWA Best Practices.</p>
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<p>Decisions Made / Action Items</p>	<p>1) Dan Huggins reported that new vent screens have been installed and that the new watermain disinfection form will be completed in Q1, 2020.</p> <p>2) Dan Huggins and Steve Romano to monitor and assess the performance of the upgraded rechlorination system.</p> <p>3) Dan Huggins reported that the internal audit Non-conformances had been corrected and the Opportunities for Improvement were addressed.</p> <p>4) Dan Huggins reported that the external audit Non-conformance had been corrected and the Opportunities for Improvement were in the process of implementation.</p> <p>5) Aaron Rozentals to develop a work plan for full implementation of Southeast Pressure Zone in Fall, 2020.</p> <p>6) Dan Huggins to arrange a meeting with Managers and Supervisors in Water Operations to develop and implement a structured valve maintenance program.</p>
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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 19, 2020
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	SOLE SOURCE AWARD ACOUSTIC FIBRE OPTIC MONITORING CONTRACT

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Acoustic Fibre Optic (AFO) Monitoring Contract:

- (a) The contract value for Pure Technologies Ltd., 3rd Floor, 705-11 Avenue SW, Calgary, Alberta, T2R 0E3, **BE APPROVED**, in accordance with section 14.3 (c) of the Corporation of the City of London’s Procurement of Goods and Services Policy, in the total amount of \$632,441.66 (excluding HST) for a four year period (2020-2023) to continuously monitor 15.86 km of the City’s most critical watermains;
- (b) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (c) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Sole Source: Concrete Pressure Pipe Inspection – Fibre Optic Installation, April 14, 2010, Board of Control
- Sole Source Award: Acoustic Fibre Optic Monitoring Contract, February 21, 2017, Civic Works Committee
- Sole Source Award: Acoustic Fibre Optic Monitoring Contract, February 6, 2018, Civic Works Committee
- Sole Source Award: Acoustic Fibre Optic Monitoring Contract, March 6, 2019, Civic Works Committee

2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
 - Infrastructure is built, maintained and operated to meet the long-term needs of our community; and
 - Growth and development is well planned and sustainable over the long term.
- Leading in Public Service:
 - Exceptional and valued customer service; and
 - Leader in public service as an employer, a steward of public funds, and an innovator of service.

BACKGROUND

Purpose

This report recommends the approval of a four-year acoustic fibre optic (AFO) monitoring contract required to continuously monitor the condition of the City's most critical watermains from the Arva Pumping Station to the Springbank Reservoirs.

Context

In 2010, the City began installing acoustic fibre optic cable, developed by Pure Technologies, inside its most critical large-diameter watermain which links the Arva Pumping Station to the Springbank Reservoirs. To date, approximately 16 km of acoustic fibre optic cable has been installed at an approximate capital cost of \$3M. This proprietary technology allows the City to monitor the condition of this watermain in order to defer capital costs related to replacement and to reduce the social and economic risks of a watermain break.

Pure Technologies provides real-time monitoring of the City's critical water infrastructure. When a problem is detected, Pure Technologies emails City staff with the relevant information on the location and severity of the issue. Should the detected problem constitute an emergency, Pure Technologies will directly call the City's water emergency number. This Pure Technologies monitoring data has allowed the City to proactively replace compromised water pipeline well before a catastrophic failure occurs, reducing both costs and impacts to the public.

DISCUSSION

Monitoring Results

In 2017, this monitoring system identified a number of wire breaks in the Arva-Huron pipeline which links the Arva Pumping Station to the Springbank Reservoirs. This information prompted a more invasive inspection of the critical section. The inspection confirmed the pipe was distressed and at risk of failure. Staff used this information to plan and schedule the pipe's replacement. This proactive planning also allowed staff to operationally plan for the pipe to be out of service during replacement. A sudden break in this large main would have cost significantly more to repair and would have caused more disruption compared to the preventative replacement that was completed. The preventative replacement was a proactive step made possible by the AFO monitoring system.

2020 Monitoring Program Extension

Pure Technologies has proposed a contract to continue to provide monitoring services in accordance with the following fee schedule:

Period	Length (m)	Base (\$)	Unit Rate (\$/m/year)	Warranty (\$)	Total Fee (\$)
2020	15,858	10,000.00	7.456	25,500.00	153,737.25
2021	15,858	10,000.00	7.605	26,010.00	156,610.09
2022	15,858	10,000.00	7.757	26,530.20	159,540.71
2023	15,858	10,000.00	7.913	27,060.80	162,545.15
				Total	632,441.66

The total fee increase each year is 2%. The 2020 fee is 2% higher than the fee paid for this program in 2019. The warranty component of the contract covers all materials associated with the AFO monitoring system. In 2015, a component of the system was replaced under the warranty. Had the warranty not been in place, the cost to replace this component alone would have been \$75,000. There are also cancellation clauses included in the proposed contract which will allow the City to reserve the right, at its absolute sole discretion, to cancel this contract in either of these scenarios:

- With thirty days written notice, without cause and without penalty; and
- With seven days written notice, with cause and without penalty.

Contract Procurement

Section 14.3 (c) of the Procurement of Goods and Services Policy allows a procurement to be conducted using a sole source if the service is unique to one supplier with no alternative or substitution. As the AFO monitoring system owned by the City is proprietary in nature, Pure Technologies is the only firm that is able to provide the required monitoring services.

Due to the operational nature of the work, the AFO Monitoring contract is proposed to be moved from the capital budget to the Water Operating budget in the tabled 2020-2023 multi-year budget. There is no proposed change to the annual budget amount. This will facilitate entering into a multi-year contract, which will ensure continuity in the monitoring program and improve administrative efficiencies as it will reduce staff and Council time spent vetting and approving multiple similar contracts. Pure Technologies has provided monitoring services since the AFO was installed in 2010.

CONCLUSIONS

It is proposed that Pure Technologies be retained, in accordance with Section 14.3 (c) (Sole Source) of the Procurement of Goods and Services Policy, to continue to provide AFO monitoring services of the City’s most critical watermain. The proprietary equipment required to undertake this task is already in place in the water distribution system, and it is Pure Technologies’ unique proprietary system that is needed to provide the City with this monitoring service.

PREPARED BY:	REVIEWED & CONCURRED BY:
AARON ROZENTALS, P. ENG. DIVISION MANAGER, WATER ENGINEERING	SCOTT MATHERS, P. ENG. MPA DIRECTOR, WATER AND WASTEWATER
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER	

February 6, 2020

- CC. John Freeman – City of London
 Gary McDonald – City of London
 Stephen Romano – City of London
 Allison Biggar – Pure Technologies Ltd.

USER-PAY CHRISTMAS TREE PICK UP

February 9, 2020

Dear chair and members of the Civic Works Committee,

The free January pickup for Christmas trees was voted down at our budget meetings. I believe our staff should investigate the possibility of reinstating the service on a user-pay basis for the following reasons:

1. There is a demand for it.
2. It will allow the city to generate revenue.
3. It is more convenient for residents than cutting up the tree to include in yard waste.
4. Free collection of the trees as yard waste will not generate offsetting city revenues.
5. The cost to the residents would be nominal (perhaps \$5).

To this end, I ask for your support of the following motion:

That staff investigate the possibility of collecting Christmas trees in January on a user-pay basis.

Sincerely,

Michael van Holst
Councillor, Ward 1

Deleting Curbside Organics Collection

February 9, 2020

Dear chair and members of the Civic Works Committee,

As we have committed to more than necessary in our application for a landfill expansion, I am asking that you direct staff to change the terms of reference as a means of reducing our budgetary pressures.

Delaying a mandatory green bin program until 2025 will both save and delay the investment of many millions of dollars. This is justifiable because the program itself is very cost inefficient in achieving the following desired metrics.

Extending the life of the landfill site

A green bin program running at \$5 million per year for 25 years will increase the life of the landfill site by two years. The same could be accomplished by upsizing it slightly for an extra \$2 million (\$80k/yr). We are investing 62.5 times more than necessary to achieve this metric.

Diverting Greenhouse Gasses

The green bin program will divert approximately 25,000 tonnes of greenhouse gasses per year at the cost of \$5,000,000. This works out to \$200 per tonne, which is ten times that of programs typically used to offset carbon emissions. A half-million-dollar investment in carbon offsets (perhaps for our own more efficient projects) would have the same impact on the environment.

A strategy of enlarging the landfill and investing in carbon offsets would accomplish these same goals at the cost of only \$580k per year, which would produce a \$4,420,000 annual savings.

We can still have a green bin program in operation. Previously, I have described how a self-funding paid green bin service can be provided for \$150 per year if only 15% of residents register. This would also save us wasting millions of dollars on the purchase of bins for residents who are not expected to participate. This program would not hit the tax levy and still meet our 2025 requirement of having a source separation program. As the uptake increases, the cost will go down, making it even more attractive for those who wish to help the environment in this way.

In light of the preceding arguments, I am requesting that you support the following motion:

That staff prepare a new terms of reference which reflects the removal of the mandatory curbside organics collection for the years 2020-2024.

Sincerely,

Michael van Holst
Councillor, Ward 1

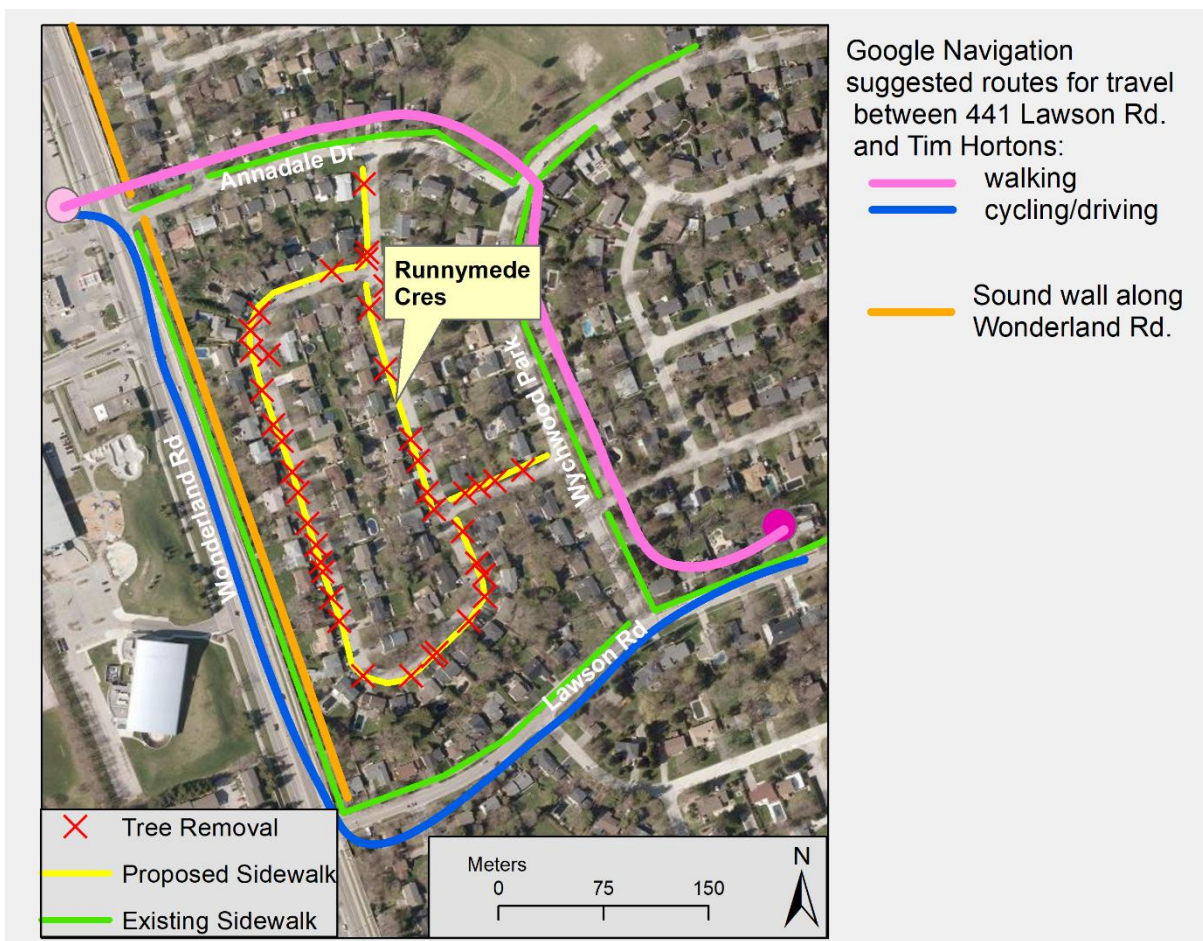
Dear Civic Works Committee,

I respectfully request delegation status to address the Civic Works Committee to share concerns regarding the proposed removal of a minimum of 39 mature trees on Runnymede Crescent.

I am resident of Runnymede Crescent and live here with my partner and our two young children. I, with the help of other concerned residents and parents, have spent the last two weeks gathering information from other residents on our street. In the last two weeks alone, 50 of the 68 houses on Runnymede (as well as some households nearby) have emailed to express their opposition to the removal of these mature trees (see Appendix 1), with emails coming in daily. In general, we oppose the removal of the trees on our street, for the following two key reasons: 1) **the nature of our Crescent – it is a very low traffic area that is not part of a greater sidewalk network** and, 2) **the trees provide substantial benefits to the well-being of those on the street and the wider community.** These points are addressed briefly below.

- 1) Runnymede Crescent is a very low traffic area, it is not a through-route, nor part of a sidewalk network.
 - a. Runnymede Crescent is a destination not a route. The traffic that we see on our street is minimal, and almost exclusively residents. **Figure 1** shows how self-contained our street is. Our crescent does not provide access to any facilities or services. Also, shown on the map is that the proposed sidewalk will not directly connect to an existing sidewalk network.

Figure 1: Map showing the existing and proposed sidewalk and travel routes in the neighbourhood. Note that Runnymede Crescent is not part of the through routes.



- b. Evidence of the low traffic volume is that Runnymede Crescent does not even qualify for a traffic survey. Residents confirm the low traffic volume and the safety of the street, some of whom have lived on Runnymede Crescent for over 40 years.

“Traffic on this street is extremely low and generally limited to its residents and their own personal visitors. We have been known to play many a game of basketball and street hockey for 2 or more hours and be interrupted no more than 2-3 times to make room for a passing car during that entire time. Our children can safely play together Outside of our homes.” – Runnymede Resident

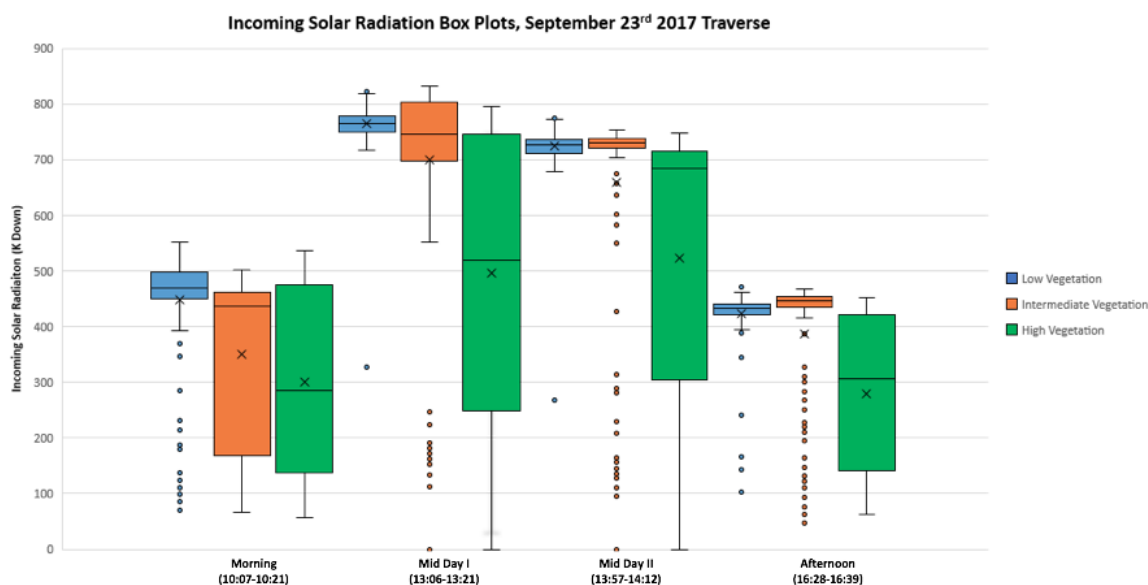
“We have been here for 5 years and have never felt unsafe walking on the roadside. There is such little traffic and what there is, are residents of the street and expect pedestrians. We walk our dog, the kids play basketball, and all vehicles are slow and very respectful.” – Runnymede Resident

- 2) The trees provide substantial benefits to the well-being of those on the street and the wider community.
 - a. The mature trees on our street contribute to a dense canopy (see **Figure 2**). This canopy moderates heat during hot summer months. Reducing the canopy, in the face of increasingly hot summers, puts the well-being of our residents at risk. Recent research by Western University demonstrates the impact of high vs low levels of vegetation on street temperature in London Ontario (**Figures 3-4**). Newly planted trees will *not* provide the same benefit as mature trees.

Figure 2: Photos of the canopy extending Runnymede Crescent

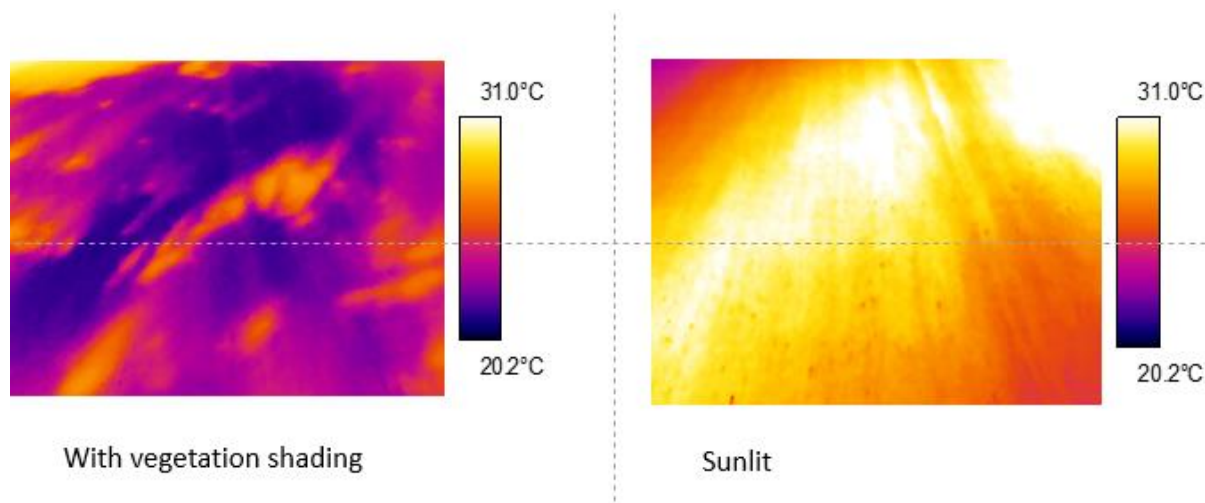


Figure 3: Solar Radiation & Road Surface Temperature Analysis



Note: Median incoming solar radiation is lowest in high vegetation areas; highest variability at solar noon, and highest variability in the high vegetation neighborhood. These numbers correspond with the road surface temperature. This supports that during the day road surface temperatures, as well as incident solar radiation, will be reduced in areas with higher vegetation cover. Figure provided by Prof. Jamie Voogt, Department of Geography, Western University.

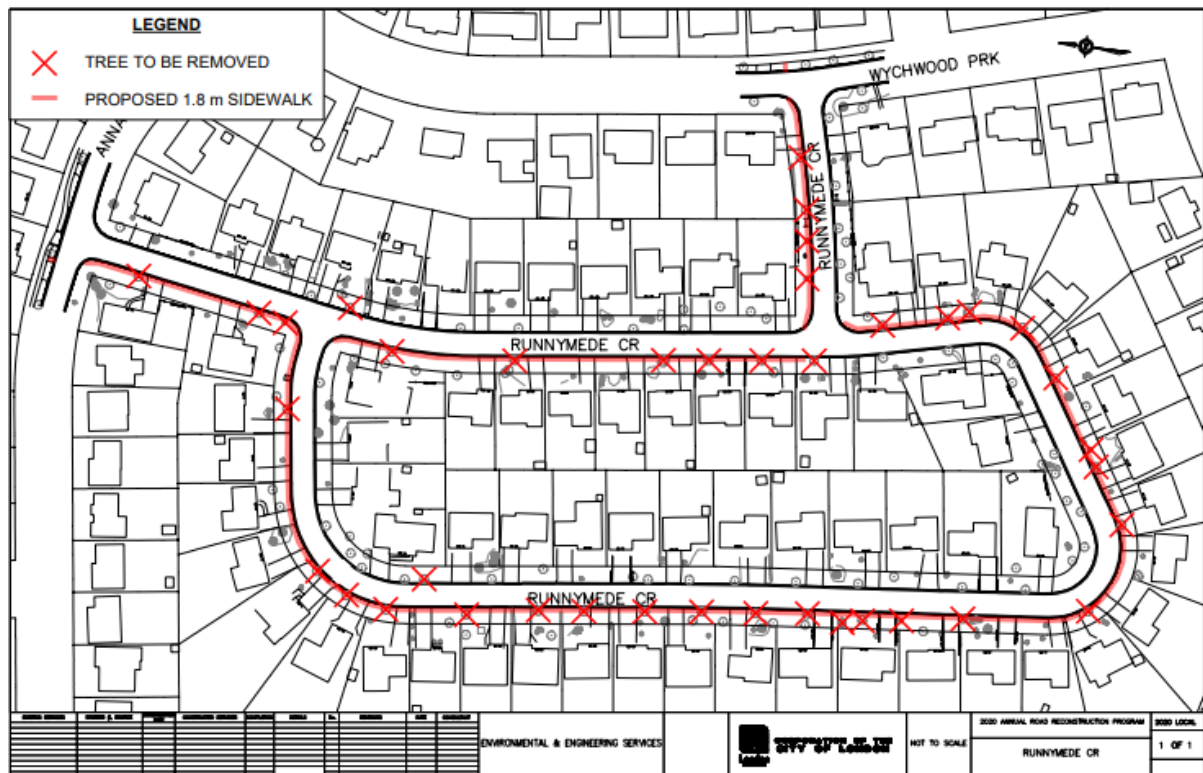
Figure 4: Road Surface Temperatures (NE London)



Note: From this imagery we see that the road surface is substantially cooler with vegetation shading. Figure provided by Prof. Jamie Voogt, Department of Geography, Western University.

- b. Mature trees provide substantial ecosystem value in urban environments, intercepting rain and slowing run-off rates, while providing important wildlife habitat. The proposed works will result in a substantial reduction to of the mature forest canopy in our neighbourhood (Figure 5).

Figure 5: Minimum trees proposed to be cut



- c. Finally, the mature trees provide valuable benefits to those residing on this quiet street, young and old. This is evident by many personal accounts, for example:

“To chop down all these thriving beautiful trees would be to cut down what is most representative of our neighbourhood.”- Runnymede Resident

“We commonly see several types of birds, rare hawks and falcons included, that are in and around our front trees that would be cut.”- Runnymede Resident

“Our beautiful trees provide shade in the summer for a quiet walk and for shaded play. We are so happy to have them taking care of the air pollution from nearby heavy traffic areas. Please let us remain a part of the "Forest City".” - Runnymede Resident

In summary, there is a strong opposition among our residents to the removal of a minimum of 39 mature trees to install sidewalks. Runnymede crescent has extremely low traffic. Removing these mature trees will eliminate the substantial benefits they provide to our neighbourhood.

I give written permission for my submission to be placed on the public agenda and on the City of London website, with my email address removed.

My understanding that the next meeting is February 19th, 2020, and I request the opportunity to address this issue on this date. Please advise me if my request will be placed on the agenda.

If you require additional information, please do not hesitate to contact me by email.

Sincerely,

Gina Martin

From: Roberta Cory
To: CWC <cwc@london.ca>
Subject: [EXTERNAL] Request to present a resolution to the Civic Works Committee

Members of the London Civic Works Committee:

London Council of Canadians requests a date to present a resolution to the Civic Works Committee.

The resolution is from the Demand the Right Coalition of Ontario Municipalities giving Ontario Municipalities the “Right to Approve” landfill developments in their own communities. London Council of Canadians seeks to convince London City Council that just as they have the right to approve a cannabis retail outlet, a nuclear waste dump, or a casino, they ought to have the right to say yes or no to a private company outside London demanding to put their landfill within our jurisdiction.

To obtain a copy of the Motion, or to learn more about the campaign, please visit: demandtheright.ca

Roberta

Roberta Cory
London Chapter, Council of Canadians
londoncouncilofcanadians.ca



LONDON CHAPTER

Audrey Pascual, Committee Support Clerk
City Clerk's Office
City of London

February 13, 2020

Dear Audrey,

I am writing on behalf of the Upstream Committee of the London Chapter of The Council of Canadians. Please see the following three additional attached documents.

MOTION for the City of London, Ontario to call on the province to ensure its "Made-In-Ontario Environmental Plan" includes municipal "Right to Approve" landfill developments (Demand the Right City Council Motion.pdf)

BRIEFING NOTE (Demand the Right Briefing Note.pdf)

LETTER TO MAYOR AND COUNCIL (Demand the Right Letter.pdf)

Sincerely,

Roberta Cory
Upstream Committee
London Chapter, Council of Canadians



LONDON CHAPTER

Mayor & Members of Council, City of London
300 Dufferin Avenue
PO Box 5035
London, ON. N6A 4L9

February 13, 2020

RE: Giving municipalities the authority to say yes or no to landfill projects in their communities

Dear Mr. Mayor and Members of Council:

We are writing to request your support for a growing campaign to **give municipalities the right to approve or reject landfill** developments within in their own communities.

While municipalities have authority for a variety of issues, including zoning by-laws and land use planning, municipalities do NOT have the authority to make decisions regarding whether or not they wish to host a private sector landfill. In 2019, we think **that needs to change** – we need council's help to make it happen.

The Demand the Right Coalition is made up of over 150 municipalities that have passed motions in their councils that call upon the provincial government to give municipalities the right to say yes or no to hosting landfill projects in their communities. The OPAL Alliance and other **grassroots groups support this effort**. While some municipalities may want to host these projects, and others may not, the current system put the decision in the hands of bureaucrats in Toronto, rather than our municipal leaders here in London.

As our elected leaders, we are asking that you pass the Demand the Right motion to grant municipalities the right to approve or reject landfill developments. Several municipalities across Ontario have already passed the motion, including Thunder Bay, Ottawa, Peel Region, Durham, Sarnia, in every corner of the Province. London has not yet done so; now is the time.

Having the authority to **make decisions** about hosting or rejecting garbage dumps ensures that these decisions will be local decisions, and **in the best interests of residents and of future generations**.

Thank you for your attention to this important issue.

Sincerely,

Roberta Cory, Upstream Committee, London Chapter, Council of Canadians
193 Duchess Ave. London, Ontario N6C 1P2

BRIEFING NOTE DEMAND THE RIGHT COALITION OF ONTARIO MUNICIPALITIES

GIVING ONTARIO MUNICIPALITIES THE “RIGHT TO APPROVE” LANDFILL DEVELOPMENTS IN THEIR OWN COMMUNITIES

PURPOSE

The purpose of this briefing note is to provide background information on an emerging issue for municipalities, and a campaign to change provincial legislation that would give municipalities the right to approve (or reject) future private sector landfill developments in their communities.

OVERVIEW

Ontario has a garbage problem, and it could soon be coming to your community.

Consider the following:

- Ontario’s landfill capacity (both public and private landfills) will run out of space by 2028-2032, depending on whether U.S. States continue to accept our waste¹;
- Ontario’s overall diversion rate has stalled over the last 15 years, with only 30% of waste diverted to recycling, composting or re-using, and 70% going to landfills²;
- Based on Ontario Ministry of Environment data, Ontario generates over 8 million tonnes of waste annually that goes to landfill³.

To put this into context, 8 million tonnes of garbage would fill Toronto’s Rogers Centre to the roof over 90 times a year.

This garbage has to go somewhere. Based on current waste volumes, and Ontario’s remaining capacity, we estimate that **there will need to be five to ten “mega dumps”** identified, sited and approved in Ontario municipalities in the very near future. Some private sector companies are already targeting potential sites.

THE ISSUE

Under Ontario’s current Environmental Assessment legislation, municipal governments do not have the right to approve (or reject) landfill developments. The current process is in the hands of the Province and favours private sector waste companies over the rights of municipalities. Whether an impacted municipality wants to host a future landfill, or not, makes little difference.

Municipalities DO have the right to approve most developments in their communities. In fact, **municipalities have exclusive authority to approve:**

- Casino gaming facilities, O.Reg 81/12
- Nuclear waste storage, via the federal NWMO’s siting principles
- Hosting cannabis retail

However, when it comes to landfill projects, **municipalities do not have the right to say yes or no** if they are identified by a private sector waste company.

¹ 2019. Ontario Waste management Association. [State of Waste in Ontario: 2018 Report](#), p.34.

² 2019. Ministry of Environment, Conservation & Parks. [Reducing Waste & Litter in Our Communities: Discussion Paper](#).

³ Ibid.

WHICH COMMUNITIES ARE BEING TARGETTED?

Municipalities that have quarry or mining operations (440 sites), or existing landfills (880 sites) are the most likely targets, but **any municipality outside the City of Toronto to the provincial border is a potential host for new landfill developments**, whether they like it or not. Several “mega dumps” will need to be approved in the very near future to accommodate the volume of waste that is coming, with at least five to ten in the near future.

The current system allows private landfill operators to essentially ignore the concerns of local residents and municipal Councils, essentially placating them with consultations, but no real role in the process. The existing system is based on a 1950’s view of municipalities. We believe this needs to change.

ABOUT THE CAMPAIGN: THE DEMAND THE RIGHT COALITION

It is time Ontario passes legislation that gives municipalities the right to approve landfill projects.

The ***Demand the Right Coalition of Ontario Municipalities*** includes municipal leaders across Ontario and is calling on the Province to pass legislation that will give municipalities the right to approve landfill development as part of a modernized EA process. Campaign highlights include:

- Over 140 municipalities have formally approved a motion in their Councils, representing over six million Ontarians, calling on the Province to act (please see our website for the current list: www.demandtheright.ca);
- Support from the Ontario PC Party, and Ontario NDP Party, including a letter from Ontario PC Leader Doug Ford committing to implementation of this policy (please see attached);
- The Ministry of Environment’s Waste Discussion Paper (2019) identifies this issue, and states that the government is considering policy options to give municipalities greater authority when it comes to landfill development.

TAKING ACTION – POLICY RECOMMENDATIONS

This campaign is NOT opposed to landfill development, as landfills will be part of Ontario’s future. It is aimed at levelling the playing field, and ensuring impacted municipalities have the right to say yes or no to these projects, and that these decisions be respected.

We believe municipalities should have the right to approve or reject landfill projects and assess whether the potential economic benefits outweigh environmental concerns. A new process must ensure that both a comprehensive EA process is completed, **AND** that impacted municipalities have the right to choose whether to accept these projects, or not.

The Campaign’s submission to the Ministry (January 2019) provides a detailed policy proposal that addresses three issues:

1. Defining “impacted municipalities”: within 5km of project site, and/or municipalities that shares the same watershed (within 15km of project site);
2. Two-tier municipalities: both upper-tier, and impacted lower tiers required;
3. Policy framework: Amendments to the *Environmental Assessment Act* and the *Environmental Protection Act*.

 **LANDFILL APPROVAL**
 **We Demand the Right**
demandtheright.ca

**MOTION
COUNCIL FOR THE CITY OF LONDON, ONTARIO**

**MUNICIPALITIES CALL ON PROVINCE TO ENSURE ITS “MADE-IN-ONTARIO ENVIRONMENT PLAN”
INCLUDES MUNICIPAL “RIGHT TO APPROVE” LANDFILL DEVELOPMENTS**

WHEREAS municipal governments in Ontario do not have the right to approve landfill projects in their communities, but have authority for making decisions on all other types of development;

AND WHEREAS this out-dated policy allows private landfill operators to consult with local residents and municipal Councils, but essentially ignore them;

AND WHEREAS Ontario’s proposed “Made-in-Ontario Environment Plan” states that the province will grant municipalities a “greater say in siting of landfills”;

AND WHEREAS municipalities already have exclusive rights for approving casinos and nuclear waste facilities within their communities, whether to host cannabis retail in their communities, AND FURTHER that the province has recognized the value of municipal approval for the siting of power generation facilities;

AND WHEREAS the recent report from Ontario’s Environmental Commissioner has found that Ontario has a garbage problem, particularly from Industrial, Commercial and Institutional (ICI) waste generated within the City of Toronto, where diversion rates are as low as 15%;

AND UNLESS significant efforts are made to increase recycling and diversion rates, a new home for this Toronto garbage will need to be found, as landfill space is filling up quickly;

AND WHEREAS municipalities across Ontario are quietly being identified and targeted as potential landfill sites for future Toronto garbage by private landfill operators;

AND WHEREAS other communities should not be forced to take Toronto waste, as landfills can contaminate local watersheds, air quality, dramatically increase heavy truck traffic on community roads, and reduce the quality of life for local residents;

AND WHEREAS municipalities should be considered experts in waste management, as they are responsible for this within their own communities, and often have decades’ worth of in-house expertise in managing waste, recycling, and diversion programs;

AND WHEREAS municipalities should have the exclusive right to approve or reject these projects, and assess whether the potential economic benefits are of sufficient value to offset any negative impacts and environmental concerns;

THEREFORE BE IT RESOLVED THAT the **CITY OF LONDON, ONTARIO** calls upon the Government of Ontario, as part of its “Made-in- Ontario Environment Plan” to formally entrench the right of municipalities to approve or reject landfill projects in or adjacent to their communities;

AND THAT in the case of a two-tier municipality, the approval be required at both the upper-tier and affected lower-tier municipalities;

AND FURTHER THAT the **CITY OF LONDON, ONTARIO** call other municipalities in Ontario to consider this motion calling for immediate provincial action;

AND THAT the **MOTION** adopted by Council be forwarded to the **DEMAND THE RIGHT COALITION OF ONTARIO MUNICIPALITIES**.

**TRANSPORTATION ADVISORY COMMITTEE
2020 WORK PLAN (FINAL DRAFT)
as at January 2020**

Recommended Priority Initiatives: BO

Updated: Jan 28, 2019 (Changes highlighted in RED)

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 18.5	Connected And Autonomous Vehicles (CAV) & 5G Network (formerly TAC 19.11)	While discussions on the potential benefits of driverless vehicles have increased, it is not well understood what the adoption of the technology will mean for London. It is time for policymakers and transportation professionals to proactively evaluate, assess and plan for the onset of vehicle automation.	John Kostyniuk Mike Rice	Q3-2020		<u>Building A Sustainable City</u> 1A, 2B, 5B <u>Growing Our Economy</u> 3A, 4B, 4C	CAVWG has been established by CWC to develop a strategy by mid-2020. Draft may be ready for review by Q2 2020. Jon K to present at Jan 28 th TAC. A WG lead by Mike Rice has been established to respond to Staff request for TAC Input.
TAC 18.11	Transportation Management Association (TMA)	The City has received funding from the Public Transit Infrastructure Fund (PTIF) to develop a feasibility study and business case for developing a Transportation Management Association (TMA) which would be a 1 st for London. TAC will be consulted for recommendations for invitees for a TDM Primer session and input on governance model and geographic area for TMA.	Allison Miller TDM Coordinator Dan Doroshenko	Ongoing		<u>Strengthening Our Community</u> <u>Building A Sustainable City</u> <u>Growing Our Economy</u>	TDM Primer is tied to Rapid Transit. A WG lead by Dan Doroshenko has been established to respond to Staff request for TAC Input.
TAC 18.12	Business Travel Wise Program Expansion	City Staff plans to engage local employers to participate in the program which encourages commuting Londoners to use options other than driving alone through programs and incentives. The <i>Commute Ontario</i> project will include actions such as: expanded carpooling; <i>ActiveSwitch</i> walking and cycling rewards program; <i>Emergency Ride Home</i> program; ongoing campaigns, incentives and rewards and - tracking tools to measure ROI.	Allison Miller TDM Coordinator Dan Doroshenko	Ongoing		<u>Strengthening Our Community</u> <u>Building A Sustainable City</u> <u>Growing Our Economy</u>	Commute Ontario has had a local soft launch. Staff request all TAC members to suggest companies to participate in the program, or Allison can provide info to forward to contacts. Input from TAC will be sought in Q1 2020. A WG lead by Dan Doroshenko has been established to respond to Staff request for TAC Input.
TAC18.16	City Clerk Comprehensive Review of Advisory Committees	In preparation for the City Clerk pending Review of Advisory Committees, a Working Group lead by Tariq Khan has been established to review the TAC Terms of Reference.	City Clerk Tariq Khan	Q1-2019		<u>Leading in Public Service</u>	Final WG report tabled and discussed at April 23rd TAC meeting. WG Activity Complete. Awaiting consultation date from City Clerk.

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 19.3	Highbury Ave South Rehabilitation	The City is planning some rehabilitation work on Highbury Avenue S from Power Street to near Highway 401. This section of Highbury includes the Wenige Bridge and a section of concrete roadway which is over 40 years old.	Karl Grabowski	Q3 - 2021		Building A Sustainable City	Phase 1 consultation complete. WG established for Phase 2 review disbanded due to resignation of Lead.
TAC 19.10	Parking Review	At the request of TAC member Brian Gibson a Working Group has been established to review the possibilities and effects of increasing the timeframe of overnight parking, street parking time limits and increasing overnight winter parking pass allowance.	Brian Gibson	Phase 1 - Q1 2020 Phase 2 TBD		Strengthening Our Community Building A Sustainable City	1st WG meeting held Nov 6 th & minutes tabled along with motion to request stats from City Staff which will be tabled at next CWC meeting in January 2020. Request for data granted by Council Jan 14th and next WG meeting will be planned pending receipt of data.
TAC 20.1	2020 TAC Work Plan	The Work Plan Working Group to review 2019 Carry-Over Items and suggestions by CWC, City Staff and TAC Members for the 2020 Work Plan.	Dan Foster	Q1-2020		TAC Terms of Reference - Planning	Draft Plan was tabled at Jan 2020 TAC meeting. Final Draft approved. Will be forwarded to CWC for approval along with our request for endorsement by CWC of our "Top 6" priority items for 2020.
TAC 20.2	2019 Vision Zero London Road Safety Strategy	Monitor progress and provide suggestions on London Road Safety Strategy action items.	LMRSC City Staff Rep TBD	Ongoing		Leading in Public Service	Awaiting LMRSC 2020 Work Plan and appointment of replacement for Maged E.
TAC 20.3	Hyde Park & Sunningdale Roundabout	Design of the Hyde Park & Sunningdale roundabout that is anticipated to be constructed in 2021.	Peter Kavcic	TBD		Building A Sustainable City	
TAC 20.4	Dundas Street Cycle Track Project	Design of cycling facilities on Dundas Street from Wellington to Adelaide, including William Street from Queens to Dundas. This project will connect Dundas Place to the cycling facility in the Old East Village. Construction anticipated for 2020.	Peter Kavcic	TBD		Building A Sustainable City	
TAC 20.5	Dundas TVP Connection	Design of cycling facilities on Dundas Street from Kensington Bridge to Ridout Street. Construction schedule to be coordinated with the downtown loop project.	Peter Kavcic	TBD		Building A Sustainable City	

	Project/Initiative	Background	Lead/ Responsible	Proposed Timeline	Proposed Budget	Link to Strategic Plan	Status
TAC 20.6	2020 New Sidewalk Program	Design of sidewalks on various streets within the City that are anticipated to be constructed in 2020	Peter Kavcic	TBD		<u>Building A Sustainable City</u>	
TAC 20.7	Implementation of Rapid Transit Projects	<p>With Council approval and senior government funding in place, staff has begun progressing detailed design and construction for the first three priority rapid transit projects: Downtown Loop, East London Link, and Wellington Gateway.</p> <p>Detailed design has started for the Downtown Loop with construction planned for 2021-2023. Construction is scheduled for the East London Link in 2022-2024 and the Wellington Gateway in 2023-2026.</p>	City Staff Dan Doroshenko	Q1-2020 to Q4-2028		<u>Building A Sustainable City</u>	As the PTIS projects move into their Final Design and Execution Phases, the Rapid Transit Implementation Work Group (RTIWG) has been re-engaged and plans to meet regularly. As a major stakeholder, TAC has appointed Dan Doroshenko to act as an "Interested Observer" at all RTIWG public meetings and will report back to TAC as required. TAC 18.10 and 19.5 have been closed and rolled into this item.
TAC 20.8	Managing Transport-Related GHG Emissions	Based on a presentation to the November 2019 TAC meeting by Ayo Abiola: City Council has declared a climate emergency and it has been proposed that London become net-zero by 2050. A TAC Work Group would be established to determine what level of reduction in transportation-related emissions best meets the city's overall targets under the Climate Emergency, and how does the next transportation master plan help achieve this?	Ayo Abiola	Starting Q1 2020 until next TMP is sent to Council		<u>Strengthening Our Community</u> <u>Building A Sustainable City</u> <u>Leading in Public Service</u>	A WG lead by Ayo Abiola has been established. Pending CWC direction, the scope could be further expanded to include collaboration with: ACE, CAC and LTC.

Cycling Advisory Committee Work Plan – 2020

	Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Cycling Master Plan Alignment	Alignment with 2019-2023 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 Identify 8 egress routes from London to provincial routes 	CAC Parks and Rec Planning Andrew Macpherson Andrew Giesen Chris Pollett	Q1 2020 for CAC to define egress routes Q2 2020 for City response		<ul style="list-style-type: none"> Action #3 Identifying Touring Loop Routes Action 10: Signage & Safety Standards Consistency 	STRENGTHENING OUR COMMUNITY <ul style="list-style-type: none"> Provide access to planned and managed pathway systems; Remove barriers to access recreation, sport, and leisure opportunities; Increase the number of recreation, sport, and leisure opportunities; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY <ul style="list-style-type: none"> Build more infrastructure for bicycling; 	Discussion with St.Thomas and Elgin county are currently on hold pending completion of a rail segment. 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. Heat maps have been presented to CAC.

							<ul style="list-style-type: none"> Continue to expand options to increase mobility; 	
CAC 18.2	Assist the City in defining criteria for good “cycling hubs” and identify potential locations	<ul style="list-style-type: none"> To be provided through Cycling Master Plan, EA input. 	CAC Transportation Doug MacRae	Q2 2020		<ul style="list-style-type: none"> Action #7 Identifying & Enhancing Local Cycling Hubs Action #8 Enhancing Bicycle Parking Action #9 Establishing Performance Measures Action #10 Designing & Implementing Crossings & Transitions 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; Continue to improve the traffic signal system for the benefits of all road users 	
CAC 18.3	Provide recommendations for design and better	<ul style="list-style-type: none"> Dundas/Queens couplet has been selected as route for east-west 	CAC Transportation Peter Kavcic	Q4 2019 presentation by consultants.		<ul style="list-style-type: none"> Action #8 Enhancing Bicycle Parking 	STRENGTHENING OUR COMMUNITY	Couplet is in preliminary design phase

	integration of the Dundas/Queens couplet with recreational and commuter cycling networks	bikeway and design is underway	Dillon Consulting (Dundas Street – Old East Village) WSP (Dundas Street Cycle Track)	Q1 2020 to receive response from consultants		<ul style="list-style-type: none"> • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions 	<ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users 	Response to CAC feedback requested from consultants for Q1
CAC 18.4	Assist the City in assessing the effectiveness of the King St cycle track through appropriate metrics and promoting these to the public	<ul style="list-style-type: none"> • Eastbound King St cycle track constructed from Talbot to Colborne • Bicycle count data is being collected but is not integrated with Bike Data website 	CAC Transportation Peter Kavcic	2020Q2 (June) and & 2020Q4 (Nov) for cycle count data update		<ul style="list-style-type: none"> • Action #8 Enhancing Bicycle Parking • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p>	<p>Construction completed summer 2019</p> <p>Metrics update will be requested for Q2 and Q4</p>

							<ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Continue to improve the traffic signal system for the benefits of all road users 	
CAC 18.12	Provide recommendations for addressing secure bicycle parking and theft prevention	<ul style="list-style-type: none"> ● Promotion of best practices in bicycle security ● Shelley Carr is working on this initiative; CAC will work to support her efforts rather than work separately 	CAC Bike Environmental Programs: Jay Stanford and Allison Miller Shelley Carr	Q1 2020 for presentation from Shelley Carr		<ul style="list-style-type: none"> ● Action #8 Enhancing Bicycle Parking 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Support neighborhood festivals, cultural events, and activities across the city; ● Implement programs and services that respond to neighborhood recreation needs; ● Invest in community building projects; ● Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> ● Renew, expand, and develop parks and 	Shelley will be invited to a CAC meeting in Q1

							<p>recreation facilities to address existing gaps;</p> <ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Respond to changing participation patterns and emerging activities by adapting public spaces; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p> <ul style="list-style-type: none"> ● Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them 	
CAC 18.18	Identify specific routes for key destinations with routing that utilizes safer infrastructure and improved wayfinding	<ul style="list-style-type: none"> ● Provide improved wayfinding on identified routes ● Facilitate mapping being converted from paper map to online and interactive format 	CAC Chris Pollett Transportation Doug MacRae	Q1 2020 Update to CAC on wayfinding research and decisions for (a) TVP, (b) On-road, (c) touring (as		<ul style="list-style-type: none"> ● Action #1 Developing a wayfinding & signage strategy ● Cycling facilities and trips require other amenities 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Provide access to planned and managed pathway systems; ● Remove barriers to access recreation, 	CMP status unchanged: discussions and research in progress

		<ul style="list-style-type: none"> Consider interactive bike maps https://bikeottawa.ca/ Street cleaning and snow removal could be prioritized on identified routes 		<p>outlined in the CMP)</p> <p>Q3 2020 to fully identify recommended routes</p>		<p>and programs to encourage people to cycle throughout London</p> <ul style="list-style-type: none"> Action #10 Designing & Implementing Crossings & Transitions 	<p>sport, and leisure opportunities;</p> <ul style="list-style-type: none"> Increase the number of recreation, sport, and leisure opportunities; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
CAC 19.1	Analyze bicycle count data for Dundas/Queens couplet before and after implementation	<ul style="list-style-type: none"> This route provides a unique opportunity to collect cycle count data before and after construction 	CAC Environmental Programs (Jay Stanford)	<p>Q1 2020 & Q2 2020 for initial data collation</p> <p>Ongoing in 2021</p>		<ul style="list-style-type: none"> Action #9 Establishing Performance Measures Cycling projects>Cycling Count Data 	<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making <p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines 	A count should be taken as soon as possible in the spring before construction begins

CAC 19.7	Assist City in implementing enhanced Neighbourhood Bike Parking tied to Transit	<ul style="list-style-type: none"> City developing designs and locations for bike parking tied to transit routes outside of downtown 	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 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 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Implement programs and services that respond to neighborhood recreation needs; Invest in community building projects; Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Renew, expand, and develop parks and recreation facilities to address existing gaps; Build more infrastructure for bicycling; Continue to expand options to increase mobility; Respond to changing participation patterns and emerging activities by adapting public spaces; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p>	CAC to be engaged in Q1 2020.
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							<ul style="list-style-type: none"> • Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them 	
CAC 19.8	Assist City in implementing Downtown Enhanced Bike Parking for Residents and Employees	<ul style="list-style-type: none"> • City reviewing options to provide higher order, secure bike parking downtown. Options include bike lockers to a bike station 	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 2020		<ul style="list-style-type: none"> • Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation needs; • Invest in community building projects; • Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Renew, expand and develop parks and recreation facilities to address existing gaps; 	CAC will be asked to provide feedback as project moves forward (Q1 2020)

							<ul style="list-style-type: none"> • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Respond to changing participation patterns and emerging activities by adapting public spaces <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Revitalize London's Downtown and urban areas; • Increase employers' access to resources to help achieve best practices in talent recruitment and retention; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p> <ul style="list-style-type: none"> • Ensure women and girls with lived experience are included in the development of policies, by-laws, and 	
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							programs that affect them	
CAC 20.1	Request response to motion regarding London Police ticketing blitz	<ul style="list-style-type: none"> Further information was requested in Sept 2019 regarding the Sept 2019 ticketing blitz and no response was provided 	CAC Sgt. Harding	Q1 2020		<ul style="list-style-type: none"> Action #11 Enhancing Enforcement 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Reduce collision-related injuries and fatalities through public education and enhanced traffic enforcement; Promote road user safety and active transportation 	
CAC 20.2	Assist the City in quantifying the benefits of increased cycling modal share as it relates to the Climate Emergency Action Plan	<ul style="list-style-type: none"> CAC working group has completed a detailed report that shows the modal share targets embedded in the TMP are incompatible with Climate Emergency targets CAC has unique expertise in its membership to quantify impact of shifting modal share on carbon budget 	CAC Jay Stanford Jamie Skimming Chris DeGroot Ben Cowie	Q2 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making; Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; <p>STRENGTHENING OUR COMMUNITY</p>	CAC has submitted initial report and received feedback from Jamie Skimming

							<ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users 	
20.4	Advocate for the addition to City staff of a full-time dedicated Active Transportation Manager	This was a priority identified in the CAC working group Oct 2019 report.		Ongoing 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; 	

						to increased cycling (p. 10)	<ul style="list-style-type: none"> Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Continue to expand options and programs to increase mobility; 	
20.5	Provide the City with feedback on the role of cycling and active transit within the interim Climate Emergency Evaluation Tool (CEET) and assist City staff in the creation of CEET as needed, and as it relates to the budget	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	-Dunbar, Finance -Stanford, Cycling -MacRae, Transportation	Q1 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making; Create new and/or enhance opportunities for residents and neighborhood groups 	

							to engage on program and service needs;	
20.6	Assist City staff in the creation of the City's new Climate Emergency area(s) on the City's web site by providing cycling and active transportation related content and information.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Promote road user safety and active transportation; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Continue to expand options and programs to increase mobility; 	
20.7	Assist City staff in the initial screen of current major transportation projects using CEET from the perspective of cycling and active transportation	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q2-3 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Work with multi-sectors to develop and implement the next 	

							<p>Community Energy Action Plan (CEAP); LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.8	<p>Assist City staff in the review of proposed major City projects and master plans impacting cycling and active transportation within the 10 year capital plan through CEET screening</p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); 	

							<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.9	<p>Assist City staff with developing clear strategies and specific actions related to cycling and active transportation to achieve the goal of a city-wide net zero community GHG emissions target (no later than 2050).</p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); 	

							<ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.10	Assist City staff with the prioritization and expedization of active transportation and transit infrastructure and services.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1 2020 Transportation Doug MacRae		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling</p> <p>CMP: Complete streets principles should continue to be integrated into future transportation related</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p>	

						<p>planning and design assignments.</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.11	Promote Vision Zero, pedestrian and cycling safety, and active transportation	Supports the adoption of Vision Zero principles adopted by Council in May 2017		Ongoing 2020		<p>Vision 8: Improve cycling safety and comfort Action 26: Active & Safe Routes to School (ASRTS)</p> <p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; 	

							<ul style="list-style-type: none"> Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
20.12	Support City staff in building more infrastructure for cycling and walking.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	Transportation Doug MacRae	Ongoing 2020		Business case for the CMP directly references economic benefits of cycling infrastructure: "The capital cost to implement most cycling infrastructure is far less than widening a road and more trips can be accommodated in less space." (p.10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
20.13	Business recognition program within CoL to acknowledge and	To encourage and recognize businesses that	CAC Support with CoL staff/council partners	Q2 2020 design		<ul style="list-style-type: none"> Action #12 Establishing 	STRENGTHENING OUR COMMUNITY	Ideation

	highlight supporters of Cycling for community or their staff	promote and support cycling. Some have made significant investments Link to 19.8		parameters and awards Q3 2020 Nominations Q1 2021 1st winners		High-Profile Events Work with local partners and [...] businesses to celebrate cycling related successes achieved within the City of London	<ul style="list-style-type: none"> Support neighborhood festivals, cultural events, and activities across the city; Promote road user safety and active transportation; <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> Increase employers' access to resources to help achieve best practices in talent recruitment and retention; 	
20.14	Develop a cycling event partnering with Tourism London and support of CoL	Currently no competitive cycling events in the city for cycling. This has been a tourism activity for several communities that drive value to the community The city has few recreation events for cycling as well	Chris Pollett & Sport in Cycling sub committee Parks and Rec Transportation	Q2 2020		Business case for the CMP directly references tourism benefits of cycling, specifically tourism spending. (p.10) Vision #6: Build upon programs and initiatives developed by different departments, the health unit and tourism organizations to increase	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Support neighborhood festivals, cultural events, and activities across the city; Remove barriers to access recreation, sport, and leisure opportunities; Increase the number of recreation, sport, and leisure opportunities; Work with community partners to create a 	Ideation

						awareness and interest in cycling	<p>leading sustainable sport development model;</p> <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Grow tourism revenues through initiatives that build awareness and interest in London; • Continue to engage the community to attract conventions, conferences, and multi-day events to London contributing to the community's economic prosperity; • Increase partnership funding, sponsorships, and donations to recreation services and amenities; 	
20.15	Provide recommendations on the 2020 Road Safety Strategic Plan	The London Middlesex Road Safety Committee is currently developing the 2020 Strategic plan	Middlesex Health Unit Tara MacDaniel	Ongoing		<p>Vision 8: Improve cycling safety and comfort</p> <p>Action 26: Active & Safe Routes to School (ASRTS)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, 	

							<p>sport, and leisure opportunities;</p> <ul style="list-style-type: none"> ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model; 	
20.16	Provide recommendations to City staff and Consultant related to implementation of Bike Share in London	The City of London is currently completing a business case to determine the feasibility of bringing bike share to London	Environmental Programs: Jay Stanford and Allison Miller	Q2 2020		<ul style="list-style-type: none"> ● Action #4 Exploring a Bike Share System 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Support neighborhood festivals, cultural events, and activities across the city; ● Remove barriers to access recreation, sport, and leisure opportunities; ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model; 	

							<p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Grow tourism revenues through initiatives that build awareness and interest in London; • Continue to engage the community to attract conventions, conferences, and multi-day events to London contributing to the community's economic prosperity; • Increase partnership funding, sponsorships, and donations to recreation services and amenities 	
20.17	Identify community events to engage members of the public	The CAC spent \$700 of its 2019 budget on bicycle lights. Lights will be distributed during community events (ie Bike Month, Winter Bike to Work Day)	CAC	Ongoing		Education and encouragement	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, sport, and leisure opportunities; 	

							<ul style="list-style-type: none"> • Increase the number of recreation, sport, and leisure opportunities; • Work with community partners to create a leading sustainable sport development model; 	
20.18	Build rapport with Cycling Without Age organization	<ul style="list-style-type: none"> • Promotion of cycling for all ages and abilities 	CAC	Q1 2020 for presentation from Cycling Without Age		<ul style="list-style-type: none"> • Guiding principle: London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities. 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities.needs; • Invest in community building projects; 	Cycling Without Age will be invited to a CAC meeting in Q1

							<ul style="list-style-type: none"> Promote pedestrian safety and active transport 	
20.20	Lead the City of London on developing e-bike guidelines, including definitions	The provincial government lacks guidelines. These are interim guidelines for the CoL in absence of prov regulation	CAC, Cowie	Q1 2020				
20.21	Provide feedback on the Automated Vehicles Strategic Plan	The City is developing a strategic plan as it relates to automated vehicles	-Kostyniuk, Traffic and Transportation Engineer CAC, Pollett, Roberts	Q2 2020				
20.22	Send a CAC delegate to the 2020 Share the Road conference in April and 2020 Velo Canada conference in October			Q1 2020	\$750 \$750			
20.23	Bring forward a delegation to the budget review process		CAC, Roberts	Q1 2020				

Cycling Advisory Committee Work Plan – 2020

	Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Cycling Master Plan Alignment	Alignment with 2019-2023 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 Identify 8 egress routes from London to provincial routes 	CAC Parks and Rec Planning Andrew Macpherson Andrew Giesen Chris Pollett	Q1 2020 for CAC to define egress routes Q2 2020 for City response		<ul style="list-style-type: none"> Action #3 Identifying Touring Loop Routes Action 10: Signage & Safety Standards Consistency 	STRENGTHENING OUR COMMUNITY <ul style="list-style-type: none"> Provide access to planned and managed pathway systems; Remove barriers to access recreation, sport, and leisure opportunities; Increase the number of recreation, sport, and leisure opportunities; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY <ul style="list-style-type: none"> Build more infrastructure for bicycling; 	Discussion with St. Thomas and Elgin county are currently on hold pending completion of a rail segment. 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. Heat maps have been presented to CAC.

							<ul style="list-style-type: none"> Continue to expand options to increase mobility; 	
CAC 18.2	Assist the City in defining criteria for good “cycling hubs” and identify potential locations	<ul style="list-style-type: none"> To be provided through Cycling Master Plan, EA input. 	<p>CAC Transportation Doug MacRae</p> <p><u>Environmental Programs:</u></p> <p><u>Jay Stanford and Allison Miller</u></p>	<u>Q2-Q3-Q4</u> 2020		<ul style="list-style-type: none"> Action #7 Identifying & Enhancing Local Cycling Hubs Action #8 Enhancing Bicycle Parking Action #9 Establishing Performance Measures Action #10 Designing & Implementing Crossings & Transitions 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; Continue to improve the traffic signal system for the benefits of all road users 	
CAC 18.3	Provide recommendations for design and better	<ul style="list-style-type: none"> Dundas/Queens couplet has been selected as route for east-west 	CAC Transportation Peter Kavcic	Q4 2019 presentation by consultants.		<ul style="list-style-type: none"> Action #8 Enhancing Bicycle Parking 	STRENGTHENING OUR COMMUNITY	Couplet is in preliminary design phase

	integration of the Dundas/Queens couplet with recreational and commuter cycling networks	bikeway and design is underway	Dillon Consulting (Dundas Street – Old East Village) WSP (Dundas Street Cycle Track)	Q1 2020 to receive response from consultants		<ul style="list-style-type: none"> • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions 	<ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users 	Response to CAC feedback requested from consultants for Q1
CAC 18.4	Assist the City in assessing the effectiveness of the King St cycle track through appropriate metrics and promoting these to the public	<ul style="list-style-type: none"> • Eastbound King St cycle track constructed from Talbot to Colborne • Bicycle count data is being collected but is not integrated with Bike Data website 	CAC Transportation Peter Kavcic	2020Q2 (June) and & 2020Q4 (Nov) for cycle count data update		<ul style="list-style-type: none"> • Action #8 Enhancing Bicycle Parking • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p>	Construction completed summer 2019 Metrics update will be requested for Q2 and Q4

							<ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Continue to improve the traffic signal system for the benefits of all road users 	
CAC 18.12	Provide recommendations for addressing secure bicycle parking and theft prevention	<ul style="list-style-type: none"> ● Promotion of best practices in bicycle security ● Shelley Carr is working on this initiative; CAC will work to support her efforts rather than work separately 	CAC Bike Environmental Programs: Jay Stanford and Allison Miller Shelley Carr	Q1 2020 for presentation from Shelley Carr Q2-Q3 2020 to receive update from City		<ul style="list-style-type: none"> ● Action #8 Enhancing Bicycle Parking 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Support neighborhood festivals, cultural events, and activities across the city; ● Implement programs and services that respond to neighborhood recreation needs; ● Invest in community building projects; ● Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> ● Renew, expand, and develop parks and 	Shelley will be invited to a CAC meeting in Q1

							<p>recreation facilities to address existing gaps;</p> <ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Respond to changing participation patterns and emerging activities by adapting public spaces; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p> <ul style="list-style-type: none"> ● Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them 	
CAC 18.18	Identify specific routes for key destinations with routing that utilizes safer infrastructure and improved wayfinding	<ul style="list-style-type: none"> ● Provide improved wayfinding on identified routes ● Facilitate mapping being converted from paper map to online and interactive format 	CAC Chris Pollett Transportation Doug MacRae	<u>Q1-Q2 – Q3</u> Update to CAC on wayfinding research and decisions for (a) TVP, (b) On-road, (c) touring (as		<ul style="list-style-type: none"> ● Action #1 Developing a wayfinding & signage strategy ● Cycling facilities and trips require other amenities 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Provide access to planned and managed pathway systems; ● Remove barriers to access recreation, 	CMP status unchanged: discussions and research in progress

		<ul style="list-style-type: none"> Consider interactive bike maps https://bikeottawa.ca/ Street cleaning and snow removal could be prioritized on identified routes 	<u>Environmental Programs:</u> <u>Jay Stanford and Allison Miller</u>	outlined in the CMP) <u>Q3-Q4</u> 2020 to fully identify recommended routes		and programs to encourage people to cycle throughout London <ul style="list-style-type: none"> Action #10 Designing & Implementing Crossings & Transitions 	sport, and leisure opportunities; <ul style="list-style-type: none"> Increase the number of recreation, sport, and leisure opportunities; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
CAC 19.1	Analyze bicycle count data for Dundas/Queens couplet before and after implementation	<ul style="list-style-type: none"> This route provides a unique opportunity to collect cycle count data before and after construction 	<u>CAC Environmental Programs (Jay Stanford)</u> <u>Transportation Peter Kavcic</u>	Q1 2020 & Q2 2020 for initial data collation Ongoing in 2021		<ul style="list-style-type: none"> Action #9 Establishing Performance Measures Cycling projects>Cycling Count Data 	LEADING IN PUBLIC SERVICE <ul style="list-style-type: none"> Increase access to information to support community decision making STRENGTHENING OUR COMMUNITY <ul style="list-style-type: none"> Prepare and implement urban design guidelines 	A count should be taken as soon as possible in the spring before construction begins

CAC 19.7	Assist City in implementing enhanced Neighbourhood Bike Parking tied to Transit	<ul style="list-style-type: none"> City developing designs and locations for bike parking tied to transit routes outside of downtown 	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 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 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Implement programs and services that respond to neighborhood recreation needs; Invest in community building projects; Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Renew, expand, and develop parks and recreation facilities to address existing gaps; Build more infrastructure for bicycling; Continue to expand options to increase mobility; Respond to changing participation patterns and emerging activities by adapting public spaces; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p>	CAC to be engaged in Q1 2020.
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							<ul style="list-style-type: none"> • Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them 	
CAC 19.8	Assist City in implementing Downtown Enhanced Bike Parking for Residents and Employees	<ul style="list-style-type: none"> • City reviewing options to provide higher order, secure bike parking downtown. Options include bike lockers to a bike station 	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 2020		<ul style="list-style-type: none"> • Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation needs; • Invest in community building projects; • Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Renew, expand and develop parks and recreation facilities to address existing gaps; 	CAC will be asked to provide feedback as project moves forward (Q1 2020)

							<ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Respond to changing participation patterns and emerging activities by adapting public spaces <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> ● Revitalize London's Downtown and urban areas; ● Increase employers' access to resources to help achieve best practices in talent recruitment and retention; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p> <ul style="list-style-type: none"> ● Ensure women and girls with lived experience are included in the development of policies, by-laws, and 	
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							programs that affect them	
CAC 20.1	Request response to motion regarding London Police ticketing blitz	<ul style="list-style-type: none"> Further information was requested in Sept 2019 regarding the Sept 2019 ticketing blitz and no response was provided 	CAC Sgt. Harding <u>Civic Works Committee to determine if this item should stay or be deleted</u>	Q1 2020		<ul style="list-style-type: none"> Action #11 Enhancing Enforcement 	STRENGTHENING OUR COMMUNITY <ul style="list-style-type: none"> Reduce collision-related injuries and fatalities through public education and enhanced traffic enforcement; Promote road user safety and active transportation 	
CAC 20.2	Assist the City in quantifying the benefits of increased cycling modal share as it relates to the Climate Emergency Action Plan	<ul style="list-style-type: none"> CAC working group has completed a detailed report that shows the modal share targets embedded in the TMP are incompatible with Climate Emergency targets CAC has unique expertise in its membership to quantify impact of shifting modal share on carbon budget 	CAC Jay Stanford Jamie Skimming Chris DeGroot Ben Cowie	<u>Q2-2020</u> <u>Q1-Q4 2020</u>		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	LEADING IN PUBLIC SERVICE <ul style="list-style-type: none"> Increase access to information to support community decision making; Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; STRENGTHENING OUR COMMUNITY	CAC has submitted initial report and received feedback from Jamie Skimming

							<ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users 	
20.4	Advocate for the addition to City staff of a full-time dedicated Active Transportation Manager	This was a priority identified in the CAC working group Oct 2019 report.		Ongoing 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; 	

						to increased cycling (p. 10)	<ul style="list-style-type: none"> Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Continue to expand options and programs to increase mobility; 	
20.5	Provide the City with feedback on the role of cycling and active transit within the interim Climate Emergency Evaluation Tool (CEET) and assist City staff in the creation of CEET as needed, and as it relates to the budget	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	Dunbar, Finance -Stanford, Cycling -MacRae, Transportation	Q1 2020 <u>Q2-Q4 2020</u>		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making; Create new and/or enhance opportunities for residents and neighborhood groups 	

							to engage on program and service needs;	
20.6	Assist City staff in the creation of the City's new Climate Emergency area(s) on the City's web site by providing cycling and active transportation related content and information.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	City staff recommend removing this item	Q1-2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Promote road user safety and active transportation; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Continue to expand options and programs to increase mobility; 	<p>Reconfiguration and consolidation of the cycling page on the website has been recently undertaken with CAC input.</p> <p>Climate Emergency landing page has been created.</p> <p>Climate Emergency Action Plan Get Involved site has been created.</p> <p>London.ca is undergoing a comprehensive review.</p> <p>No additional work planned in 2020.</p>

20.7	<p>Assist City staff in the initial screen of current major transportation projects using CEET from the perspective of cycling and active transportation</p> <p><u>(City Staff Note: the process for feedback has not been determined as of February 17, 2020)</u></p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q2- 3 -Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Work with multi-sectors to develop and implement the next 	
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							<p>Community Energy Action Plan (CEAP); LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.8	<p>Assist City staff in the review of proposed major City projects and master plans impacting cycling and active transportation within the 10 year capital plan through CEET screening</p> <p><u>(City Staff Note: the process for feedback has not been determined as of February 17, 2020)</u></p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); 	

							<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.9	<p>Assist City staff with developing clear strategies and specific actions related to cycling and active transportation to achieve the goal of a city-wide net zero community GHG emissions target (no later than 2050).</p> <p><u>(City Staff Note: the process for feedback has not been determined as of February 17, 2020)</u></p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); 	

							<ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.10	Assist City staff with the prioritization and expedization of active transportation and transit infrastructure and services.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1-Q4 2020 Transportation Doug MacRae		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling</p> <p>CMP: Complete streets principles should continue to be integrated into future transportation related</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p>	<p><u>The cycling capital plan was very recently presented to CAC in Q4 2019. No further staff presentations are planned in the Q1 2020 timeframe of the work plan item.</u></p>

						<p>planning and design assignments.</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.11	Promote Vision Zero, pedestrian and cycling safety, and active transportation	Supports the adoption of Vision Zero principles adopted by Council in May 2017		Ongoing 2020		<p>Vision 8: Improve cycling safety and comfort Action 26: Active & Safe Routes to School (ASRTS)</p> <p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; 	

							<ul style="list-style-type: none"> Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
20.12	Support City staff in building more infrastructure for cycling and walking.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	Transportation Doug MacRae	Ongoing 2020		Business case for the CMP directly references economic benefits of cycling infrastructure: "The capital cost to implement most cycling infrastructure is far less than widening a road and more trips can be accommodated in less space." (p.10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
20.13	Business recognition program within CoL to acknowledge and	To encourage and recognize businesses that	CAC Support with CoL-staff /council partners	Q2 2020 design		<ul style="list-style-type: none"> Action #12 Establishing 	STRENGTHENING OUR COMMUNITY	Ideation

	highlight supporters of Cycling for community or their staff	promote and support cycling. Some have made significant investments Link to 19.8		parameters and awards Q3 2020 Nominations Q1 2021 1st winners		High-Profile Events Work with local partners and [...] businesses to celebrate cycling related successes achieved within the City of London	<ul style="list-style-type: none"> Support neighborhood festivals, cultural events, and activities across the city; Promote road user safety and active transportation; <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> Increase employers' access to resources to help achieve best practices in talent recruitment and retention; 	CoL staff in Transportation and Environmental Program do not have time to support this initiative in 2020. Suggest this can be revisited in 2021.
20.14	Develop a cycling event partnering with Tourism London and support of CoL	Currently no competitive cycling events in the city for cycling. This has been a tourism activity for several communities that drive value to the community The city has few recreation events for cycling as well	Chris Pollett & Sport in Cycling sub committee Parks and Rec Transportation	Q2 2020		Business case for the CMP directly references tourism benefits of cycling, specifically tourism spending. (p.10) Vision #6: Build upon programs and initiatives developed by different departments, the health unit and tourism organizations	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Support neighborhood festivals, cultural events, and activities across the city; Remove barriers to access recreation, sport, and leisure opportunities; Increase the number of recreation, sport, and leisure opportunities; Work with community partners to create a 	Ideation CoL staff in Transportation and Environmental Program are already assisting activities as part of year 4 of London Celebrates Cycling 2020.



						awareness and interest in cycling	<p>leading sustainable sport development model;</p> <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Grow tourism revenues through initiatives that build awareness and interest in London; • Continue to engage the community to attract conventions, conferences, and multi-day events to London contributing to the community's economic prosperity; • Increase partnership funding, sponsorships, and donations to recreation services and amenities; 	
20.15	Provide recommendations on the 2020 Road Safety Strategic Plan	The London Middlesex Road Safety Committee is currently developing the 2020 Strategic plan	Middlesex Health Unit Tara MacDaniel	Ongoing		<p>Vision 8: Improve cycling safety and comfort</p> <p>Action 26: Active & Safe Routes to School (ASRTS)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, 	

							<p>sport, and leisure opportunities;</p> <ul style="list-style-type: none"> ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model; 	
20.16	Provide recommendations to City staff and Consultant related to implementation of Bike Share in London	The City of London is currently completing a business case to determine the feasibility of bringing bike share to London	Environmental Programs: Jay Stanford and Allison Miller	Q2 <u>to Q3</u> 2020		<ul style="list-style-type: none"> ● Action #4 Exploring a Bike Share System 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Support neighborhood festivals, cultural events, and activities across the city; ● Remove barriers to access recreation, sport, and leisure opportunities; ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model; 	

							<p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Grow tourism revenues through initiatives that build awareness and interest in London; • Continue to engage the community to attract conventions, conferences, and multi-day events to London contributing to the community's economic prosperity; • Increase partnership funding, sponsorships, and donations to recreation services and amenities 	
20.17	Identify community events to engage members of the public	The CAC spent \$700 of its 2019 budget on bicycle lights. Lights will be distributed during community events (ie Bike Month, Winter Bike to Work Day)	CAC	Ongoing		Education and encouragement	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, sport, and leisure opportunities; 	

							<ul style="list-style-type: none"> • Increase the number of recreation, sport, and leisure opportunities; • Work with community partners to create a leading sustainable sport development model; 	
20.18	Build rapport with Cycling Without Age organization	<ul style="list-style-type: none"> • Promotion of cycling for all ages and abilities 	CAC	Q1 2020 for presentation from Cycling Without Age		<ul style="list-style-type: none"> • Guiding principle: London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities. 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities. needs; • Invest in community building projects; 	Cycling Without Age will be invited to a CAC meeting in Q1

							<ul style="list-style-type: none"> Promote pedestrian safety and active transport 	
20.20	Lead the City of London on developing e-bike guidelines, including definitions	The provincial government lacks guidelines. These are interim guidelines for the CoL in absence of prov Regulation	CAC, Cowie	Q1 2020				<u>This activity is not currently part of CoL staff's 2020 workplan. This should be delayed until 2021.</u>
20.21	Provide feedback on the Automated Vehicles Strategic Plan	The City is developing a strategic plan as it relates to automated vehicles	-Kostyniuk, Traffic and Transportation Engineer CAC, Pollett, Roberts	Q2 2020				
20.22	Send a CAC delegate to the 2020 Share the Road conference in April and 2020 Velo Canada conference in October			Q1 2020	\$750 \$750			
20.23	Bring forward a delegation to the budget review process		CAC, Roberts	Q1 2020				

Cycling Advisory Committee

Report

3rd Special Meeting of the Cycling Advisory Committee
February 12, 2020
Committee Room #4

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

NOT PRESENT: None

ALSO PRESENT: None

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

None.

3. Consent

None.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 2020-2023 Multi-Year Budget

That the attached letter from the Cycling Advisory Committee (CAC) BE FORWARDED to Council for its consideration;

it being noted that the CAC's communication articulates the committee's support for the 'London Cycle Link' and the 'Western Active Transportation Society' budget-related campaigns to promote cycling in London, and encourages the citizen body in London to be engaged in future/upcoming budget, cycling and active transportation related discussions.

6. Adjournment

The meeting adjourned at 4:37 PM.

Item 5.1

Mayor Holder, Councilors, and members of the Civic Works Committee

Budget time is an incredibly stressful time, which is readily apparent to everyone that participates. One thing that is consistently apparent is that staff and council are working hard to create a vision for the city for the next few years that is reflective of future needs of the city.

It was heartening to see so many individuals and groups taking part in the budget process at the public participation meetings (PPM). Some had more specific requests, others with more general comments. The Cycling Advisory Committee (CAC), unlike other groups, had no specific business case or line item that was being addressed, and as such and out of respect to councils and staff's time, we opted to not speak at the second PPM.

As stated at the first PPM however; the CAC still has doubts, given the evidence from other municipalities, that the budget being spent on cycling will not result in meaningful steps towards the Cycling Master Plan (CMP). As well, whether its execution and evaluation will be accurate and efficient without a city staff member whose primary responsibility is to active transportation.

One thing that was clear at the PPM's was that there is a rapidly growing community calling for more investment in quantity and quality of cycling infrastructure in the city. Both London Cycle Link (LCL) and Western Active Transportation Society (WATS) put forward a bold plan to take what is in the CMP and to amplify it with a much shorter timeline. They have correctly identified that the biggest hurdle to more people cycling in this city is a lack of citywide contiguous network that is protected and safe for all cyclists aged eight to eighty year round.

What is being suggested is in line with numerous council directives, while also being in line with the overall aims of the CMP. The CAC looks forward to continued conversations with LCL and WATS, and hopes that council and staff will take a deep look into their ideas to help advance cycling and perhaps even supercede the goals of the CMP.

Lastly, to the citizens of London: It is your voice that empowers council and staff to create and execute a vision of the future of London. You have started to speak out about the needs of cyclists in London and the powerful reasons why cycling can be a tremendous tool for the city both economically and environmentally. Yes, the budget is a natural annual cadence of the city; but it is important to continue to remind not just today, but at every step of the way in the future the importance of cycling in all its form in creating a vibrant city for all those that call London home. The hardest and most important thing you can do is to continue to respectfully show up and remind and work with all involved, the needs and hopes that you want to see reflected in your city.

Sincerely,
Jamieson Roberts
Chair, City of London Cycling Advisory Committee

DEFERRED MATTERS

**CIVIC WORKS COMMITTEE
(as of February 18, 2020)**

Item No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1.	<p><u>Rapid Transit Corridor Traffic Flow</u> That the Civic Administration BE DIRECTED to report back on the feasibility of implementing specific pick-up and drop-off times for services, such as deliveries and curbside pick-up of recycling and waste collection to local businesses in the downtown area and in particular, along the proposed rapid transit corridors.</p>	Dec 12/16	Q2 2020	K. Scherr J. Dann	
2.	<p><u>Garbage and Recycling Collection and Next Steps</u> That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, with the support of the Director, Environment, Fleet and Solid Waste, the following actions be taken with respect to the garbage and recycling collection and next steps: b) the Civic Administration BE DIRECTED to report back to Civic Works Committee by December 2017 with: i) a Business Case including a detailed feasibility study of options and potential next steps to change the City's fleet of garbage packers from diesel to compressed natural gas (CNG); and, ii) an Options Report for the introduction of a semi or fully automated garbage collection system including considerations for customers and operational impacts.</p>	Jan 10/17	Q3 2019	K. Scherr J. Stanford	Q2 2020
3.	<p><u>Environmental Assessment</u> That the Managing Director, Environmental and Engineering Services & City Engineer BE REQUESTED to report on the outstanding items that are not addressed during the Environmental Assessment response be followed up through the detailed design phase in its report to the Civic Works Committee.</p>	July 25, 2018	Q2 2019	S. Mathers P. Yeoman	Q2 2020

4.	<p><u>Bike Share System for London - Update and Next Steps</u></p> <p>That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the potential introduction of bike share to London:</p> <p>that Civic Administration BE DIRECTED to finalize the bike share business case and prepare a draft implementation plan for a bike share system in London, including identifying potential partners, an operations plan, a marketing plan and financing strategies, and submit to Civic Works Committee by January 2020; it being noted that a communication from C. Butler, dated August 8, 2019, with respect to the above matter was received.</p>	August 12, 2019	January 2020	K. Scherr	Q2/Q3 2020
5.	<p><u>Area Speed Limit Program</u></p> <p>That the staff report dated September 24, 2019, with respect to an Area Speed Limit Program, BE REFERRED back to the Civic Administration in order to consult with the London Transit Commission and report back at a future meeting of the Civic Works Committee regarding the effect a change to speed limits would have on transit service;</p> <p>it being noted that the <u>attached</u> presentation from S. Maguire, Division Manager, Roadway Lighting and Traffic Control, with respect to this matter, was received; it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the <u>attached</u> public participation meeting record made oral submissions regarding this matter.</p>	September 24, 2019	TBD	K. Scherr S. Maguire	
6.	<p><u>Parking Changes</u></p> <p>That the Civic Administration BE DIRECTED to bring forward a report to a future meeting of the Civic Works Committee with details on potential impacts and recommendations on implementing the following changes to parking restrictions:</p> <p>a) the overnight parking ban program be amended to be in force from November 1st until April 30th annually;</p> <p>b) the issuing of overnight parking permits during the ban period be expanded to allow residents to purchase additional passes beyond the current 15 free uses for a fee; and,</p> <p>c) the current 12hr limit on occupying a specific on street non metered parking location be amended to 18hrs;</p> <p>it being noted that a communication, dated September 12, 2019, from Councillor S. Lewis, was received with respect to this matter.</p>	September 24, 2019	Q1 2020	K. Scherr	

7.	<p><u>745-747 Waterloo Street</u></p> <p>That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Y Group Investments and Management Inc., relating to the property located at 745-747 Waterloo Street:</p> <p>b) the Civic Administration BE REQUESTED to review, in consultation with the neighbourhood, the traffic and parking congestion concerns raised by the neighbourhood and to report back at a future Planning and Environment Committee meeting;</p> <p>it being further noted that the Planning and Environment Committee reviewed and received the following communications with respect to this matter:</p> <ul style="list-style-type: none"> • a communication from B. and J. Baskerville, by e-mail; • a communication from C. Butler, 863 Waterloo Street; and, • a communication from L. Neumann and D. Cummings, Co-Chairs, Piccadilly Area Neighbourhood Association; <p>it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters;</p>	Oct 2, 2018	Q2 2020	K. Scherr	
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	<p>it being further noted that the Municipal Council approves this application for the following reasons:</p> <ul style="list-style-type: none"> the recommended Zoning By-law Amendment would allow for the reuse of the existing buildings with an expanded range of office conversion uses that are complementary to the continued development of Oxford Street as an Urban Corridor, consistent with The London Plan policies for the subject site. Limiting the requested Zoning By-law Amendment to the existing buildings helps to ensure compatibility with the surrounding heritage resources and also that the requested parking and landscaped area deficiencies would not be perpetuated should the site be redeveloped in the future. While the requested parking deficiency is less than the minimum required by zoning, it is reflective of the existing conditions. By restricting the office conversion uses to the ground floor of the existing building at 745 Waterloo Street and the entirety of the existing building at 747 Waterloo Street (rather than the entirety of both buildings, as requested by the applicant), the parking requirements for the site would be less than the parking requirements for the existing permitted uses. The applicant has indicated a willingness to accept the special provisions limiting the permitted uses to the ground floor of the existing building at 745 Waterloo Street and to the entirety of the existing building at 747 Waterloo Street. 				
8.	<p><u>Best Practices for Investing in Energy Efficiency and GHG Reduction</u></p> <p>That Civic Administration BE REQUESTED to develop a set of guidelines to evaluate efficiency and Greenhouse Gas reduction investments and provide some suggested best practices.</p>	June 18, 2019	Q4 2020	K. Scherr	