

# Agenda Including Addeds Cycling Advisory Committee

3rd Meeting of the Cycling Advisory Committee

February 16, 2022, 4:00 PM

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

The City of London is committed to making every effort to provide alternate formats and communication supports for Council, Standing or Advisory Committee meetings and information, upon request. To make a request related to this meeting, please contact [advisorycommittee@london.ca](mailto:advisorycommittee@london.ca).

Pages

## 1. Call to Order

1.1. Disclosures of Pecuniary Interest

## 2. Scheduled Items

2.1. 4:00PM - J. Stanford, Director, Climate Change, Environment, and Waste Management - London's Draft Climate Emergency Action Plan (CEAP)

a. *(ADDED) Staff Presentation*

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2.2. 4:15PM - Z. Petch, IBI Group - Queens Avenue Road Resurfacing and Cycling Improvements Project

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## 3. Consent

3.1. 2nd Report of the Cycling Advisory Committee

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## 4. Adjournment

# London's Draft Climate Emergency Action Plan (CEAP)

**Overview Prepared for:  
Cycling Advisory Committee**

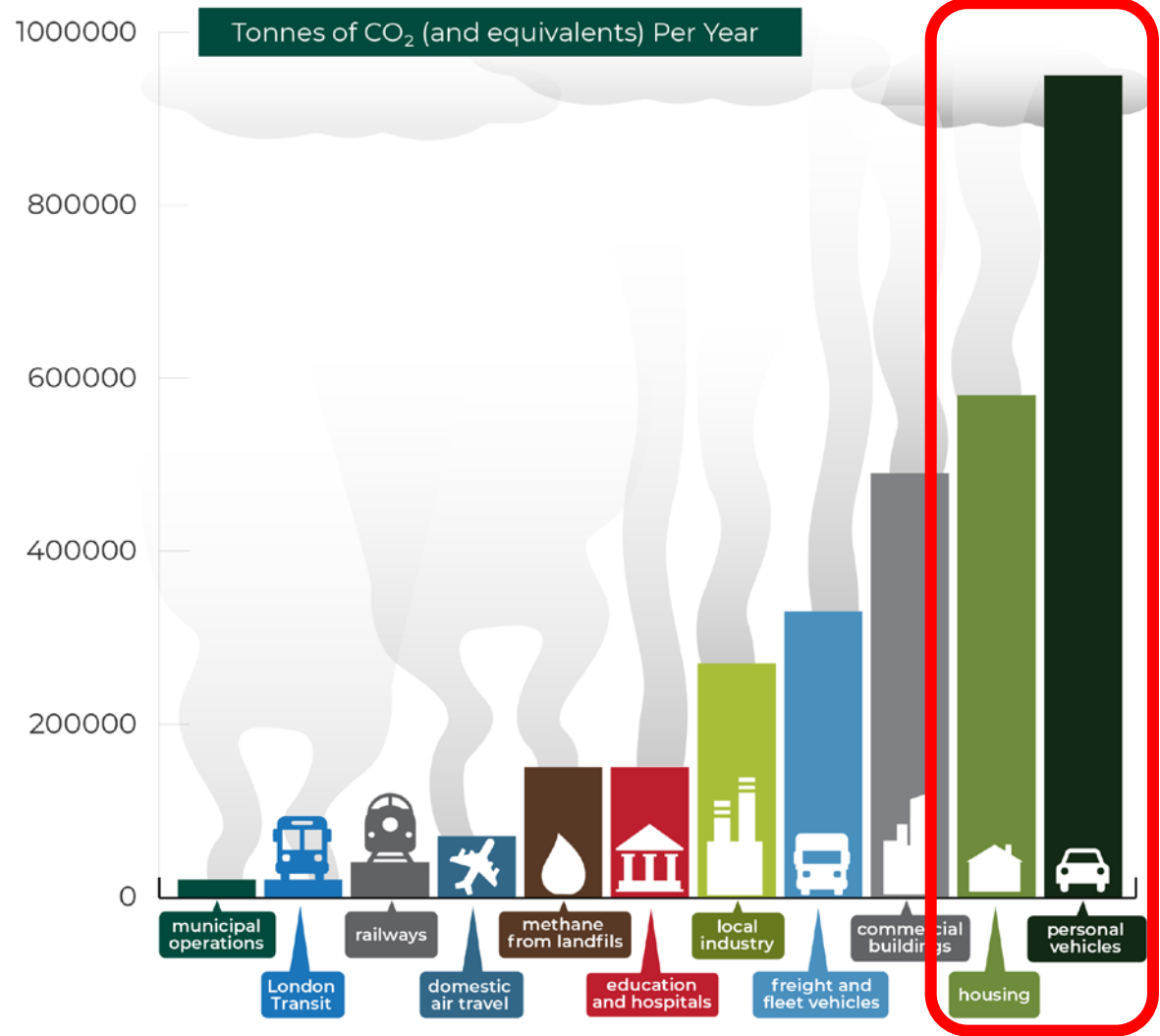
**Meeting on February 16, 2022**



#LdnOnt  
**ClimateAction**

# Community Emissions (2019)

3.0 million  
tonnes  
CO<sub>2</sub>e in  
2019



# Average Household Emissions



Vehicle Gasoline  
**49%**



Natural Gas  
Home Heating  
**31%**



Natural Gas  
Water Heating  
**9%**



Methane From  
Food & Organic  
Waste in Garbage  
**7%**



Propane BBQs etc.  
**1%**



Electricity  
Furnace & Air Conditioner  
**1%**



Electricity  
Appliances & Electronics  
**1%**



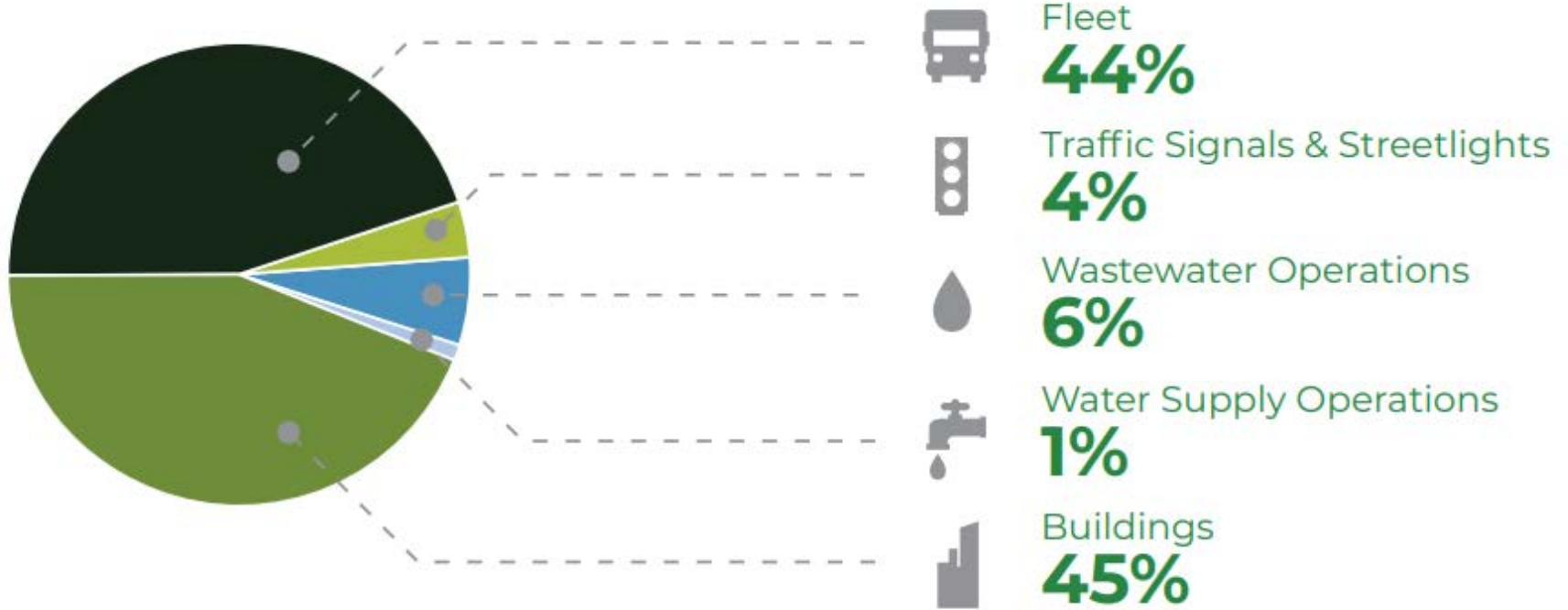
Electricity  
Lighting  
**<1%**

2019 data  
(pre Covid-19)

The average home in  
London emits  
**10.5**  
tonnes per year.



# Corporate Emissions (2019)



18,600 tonnes CO<sub>2</sub>e in 2019



# Key Reporting Actions to Date

- 2019 - Climate Emergency declaration and report
- Jan. 2020 - launch of community engagement
- Oct. 2020 - release of Discussion Primer
- Dec. 2020 to Apr. 2021 - use of climate action simulator
- 2020/2021 - development of climate lens (ongoing)
- Aug. 2021 - submit several climate change reports to Civic Works Committee
- Feb. 2022 – submit draft Climate Emergency Action Plan to Strategic Priorities & Policy Committee and recommend a community input process followed by Public Participation Meeting



# Action is Ongoing - Some Recent Investments that Address Climate Change

<b>Investment Category</b>	<b>Budgets</b>
Community and household action (e.g., CEAP - annual)	\$160,000
Transportation and mobility (e.g., capital for rapid transit, e-buses, active transportation)	\$345,000,000
Waste management/circular economy (e.g., 60% Waste Diversion Action Plan including Green Bin - annual)	\$6,500,000
City-owned buildings, utilities and fleet (e.g., capital for waste heat recovery, compressed natural gas packers, community housing, e-bikes)	\$40,000,000
Infrastructure adaptation (e.g., West London Dykes)	\$14,000,000

**Over \$400 million invested in the last three years**



# CEAP Engagement (2020 to Sept. 2021)

## Engagement Participation

- 2,700 individual direct submissions
- Some individuals and groups have not yet been adequately reached

## Broader Engagement Reach

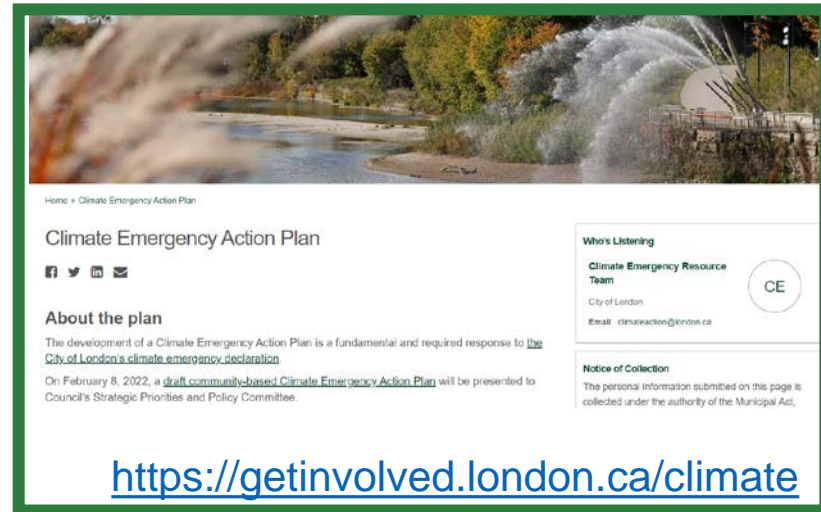
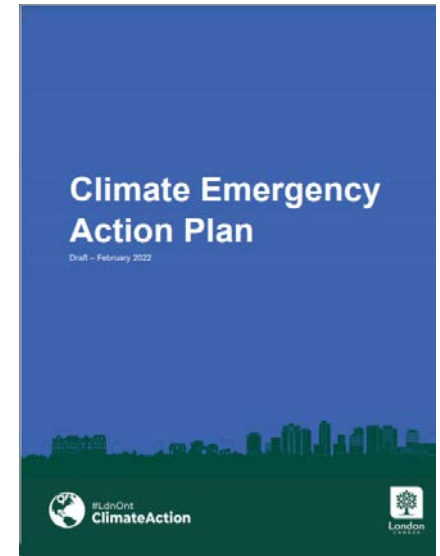
- Over 19,000 views/impressions (GetInvolved and eDemocracy site visits)
- Over 7,000 attendees or online views of City/Library/London environmental Network events





# CEAP – What does it look like?

- SPPC report (policy and approval process document including 17 foundational actions in Appendix B)
- Draft CEAP which includes 10 Areas of Focus and workplans
- 13 Background (Supporting) Documents
- Key Questions and Answers document

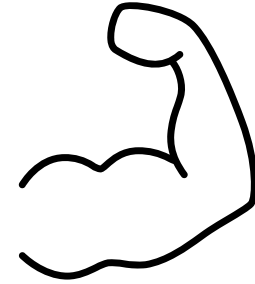


# CEAP Goals

**1. Net Zero Emissions  
by 2050**



**2. Improved Resilience**



**3. Bring Everyone Along**



# Proposed Science-based Milestone Targets (Community and Corporate)

Target Applied to:	Progress at the End of 2020 (reduction from baseline year)	Existing Approved Targets (reduction from baseline year)	Proposed Milestone Targets (reduction from baseline year)
Community (2005 baseline year)	30%	43% by 2030	55% by 2030
			65% by 2035
			75% by 2040
		Net-Zero by 2050	Net-Zero by 2050
Corporate (2007 baseline year)	61%	60% by 2023	65% by 2030
			75% by 2035
			90% by 2040
		Net-Zero by 2050 or sooner	Net-Zero by 2045

For 2030, this would require a city-wide reduction in annual emissions of about 1 million tonnes from 2020 or 1.25 million tonnes from pre-pandemic levels.



# Expected Results with 2030 Milestone Outcomes

<ul style="list-style-type: none"><li>• Walkable, Complete Neighbourhoods</li></ul>	<ul style="list-style-type: none"><li>• More Resilient Buildings and Infrastructure</li></ul>
<ul style="list-style-type: none"><li>• Increased Active Transportation and Transit</li></ul>	<ul style="list-style-type: none"><li>• More Carbon Capture</li></ul>
<ul style="list-style-type: none"><li>• More Zero Emission Vehicles</li></ul>	<ul style="list-style-type: none"><li>• Move Towards a Circular Economy</li></ul>
<ul style="list-style-type: none"><li>• More Net-zero Buildings</li></ul>	<ul style="list-style-type: none"><li>• Increased Community Resilience</li></ul>
<ul style="list-style-type: none"><li>• Lower Carbon Construction</li></ul>	<ul style="list-style-type: none"><li>• Increased Engagement on Climate Action</li></ul>



# Areas of Focus and Workplans

1. Engaging, Inspiring and Learning from People
2. Taking Action Now (Household Actions)
3. Transforming Buildings and Development
4. Transforming Transportation and Mobility
5. Transforming Consumption and Waste as Part of the Circular Economy



# Areas of Focus and Workplans

6. Implementing Natural and Engineered Climate Solutions and Carbon Capture
7. Demonstrating Leadership in Municipal Processes and Collaborations
8. Adapting and Making London More Resilient
9. Advancing Knowledge, Research and Innovation
10. Measuring, Monitoring and Providing Feedback



# Threaded Through Workplans

## 1. Community Engagement

- Need to be broader, deeper and more reflective of London

## 2. The Strength of Alignment

- Moving in the similar/same direction
- Multiple actions by many, at the same time
- Reduces duplication



# Threaded Through Workplans

## 3. Business and Economic Opportunities; Research and Innovation

- Focus on people - local job creation
- Shifting and/or new business models
- Emerging and new technologies and solutions
- Working with academia on a focused plan for research, testing and action (living laboratory concept)





# Threaded Through Workplans

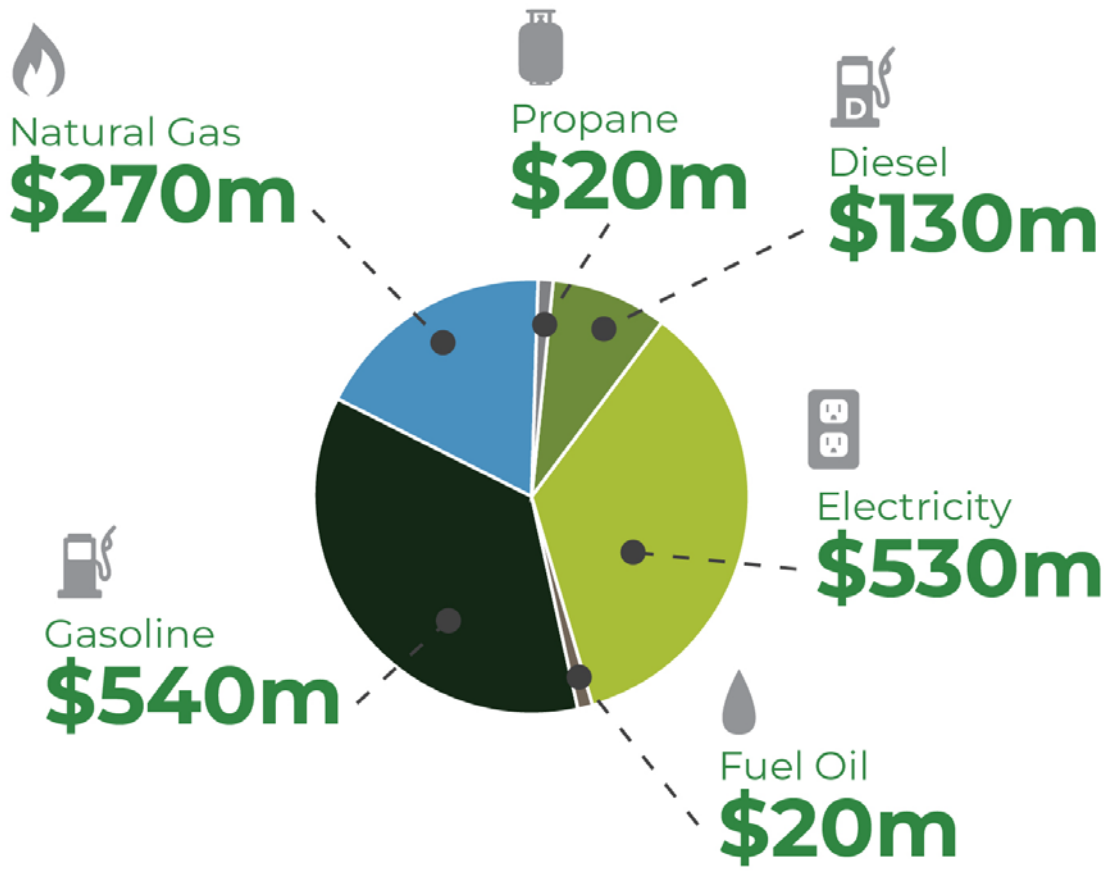
## 4. Leveraging Approved Budgets and Programs

- Alignment with 2022/2023 approved budgets
- Prepare detailed Climate Change Investment and Implementation Plan (for future City projects and programs)
- Multi-year Budget processes
- Prepare and design for future provincial and federal investments and opportunities



# Community Energy Costs (2019)

**\$1.5 Billion Spent**



**Choices and Opportunities:**  
85 to 90% of this amount leaves the local economy – need to shift!



# Value and GHG Impact of Food Waste in London's Garbage



- \$450 to \$600 per household (\$80 to \$100 million/year) in avoidable food waste placed in the garbage

## Choices and Opportunities:

- 10% reduction = \$8 to \$10 million saved locally
- GHG reduction potential local and global ~30,000 tonnes/year



# Every household has a “menu of choices” to do their fair share by 2030



High income household of three in older single-family house, two vehicles

Current GHG emissions:  
6.3 tonnes per person

Choices/actions include:

- 25% reduction in heat loss (e.g., more insulation)
- Cold-climate heat pump with gas back-up
- 1st vehicle 20% reduction in distance travelled
- 2nd vehicle switched to electric vehicle
- Reduction in organic waste

**Based on today’s choices, this household can reduce their emissions by 70% to do their fair share**



# Every household has a “menu of choices” to do their fair share by 2030



Low income, single-parent household of two in townhouse, transit user

Current GHG emissions:  
2.7 tonnes per person

Choices/actions include:

- 20% reduction in heat loss (free from Enbridge Gas)
- Reduction in organic waste
- 72-hour emergency preparedness kit

**Based on today's choices, this household can reduce their emissions by 26% to do their fair share**



# Next Steps

Timeframe	Item
February - March 2022	<ul style="list-style-type: none"><li>• Undertake draft CEAP awareness campaign</li><li>• Hold presentations, where possible</li><li>• Receive written comments on the Get Involved website, via email, via mail, until March 20, 2022</li></ul>
February - March 2022	<p>Comments from Advisory Committees for CEAP:</p> <ul style="list-style-type: none"><li>• use normal submission process through Standing Committee, where possible</li><li>• Advisory Committees can also submit comments directly to SPPC by March 28 at 9:00am for inclusion on the April 5 SPPC agenda (noting it is possible to submit as late as April 4 at 9:00am)</li></ul>
April 5	SPPC meeting including holding a public participation meeting (PPM)





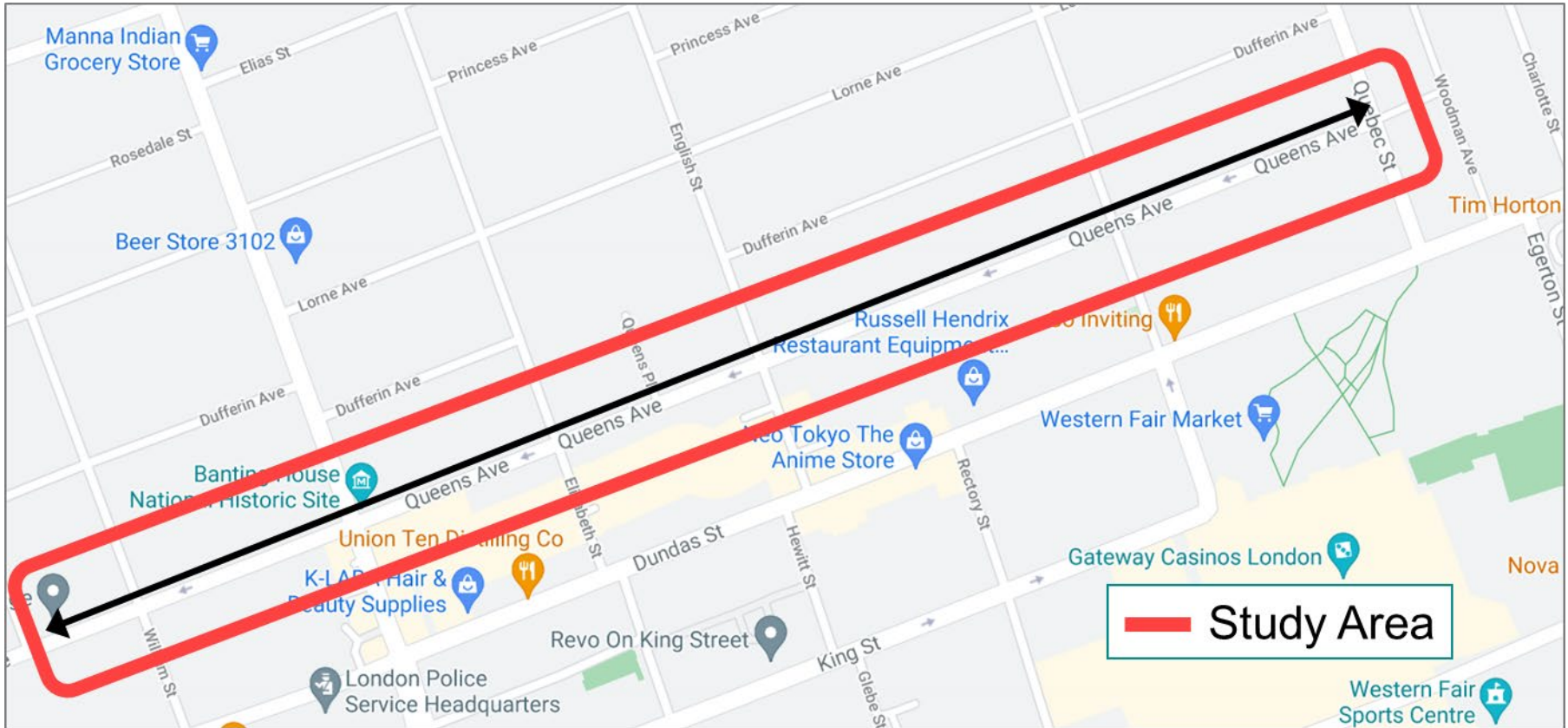
London  
CANADA

# Queens Avenue Road Resurfacing & Cycling Improvements Project



Cycling Advisory Committee Meeting  
Online Meeting  
February 16, 2022

# Project Limits



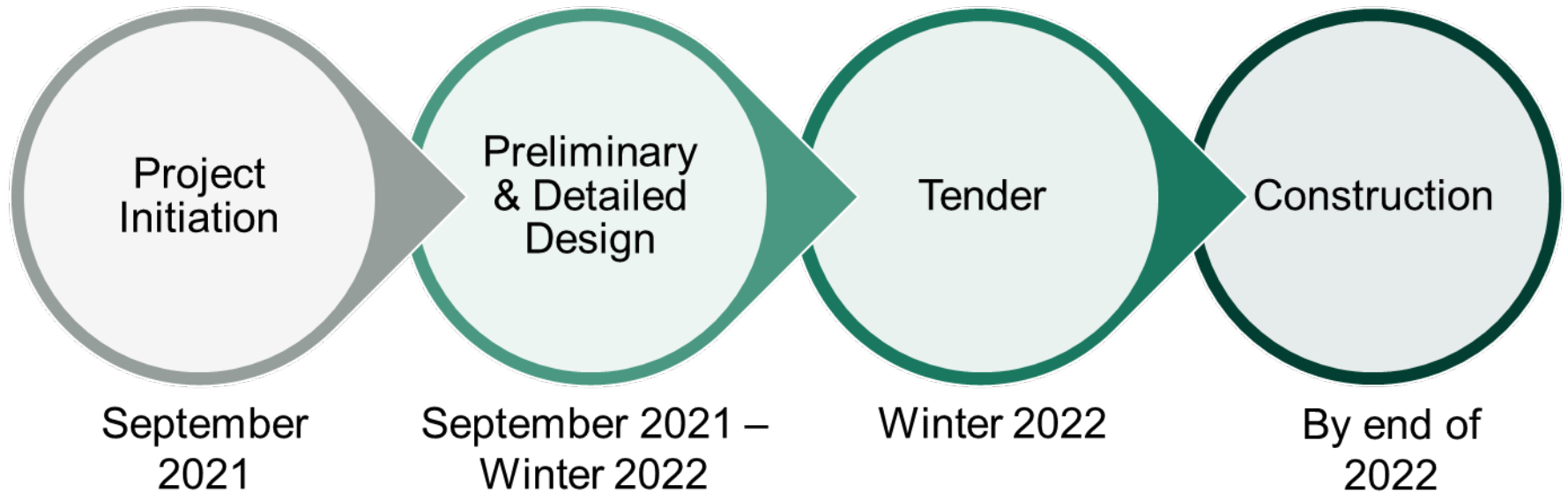


# Project Objectives

- ▶ Upgrade and expand the cycling network through rapid implementation projects
- ▶ Incorporate a complete streets approach to address speeding and safety concerns
- ▶ Coordinate cycling improvements with road resurfacing

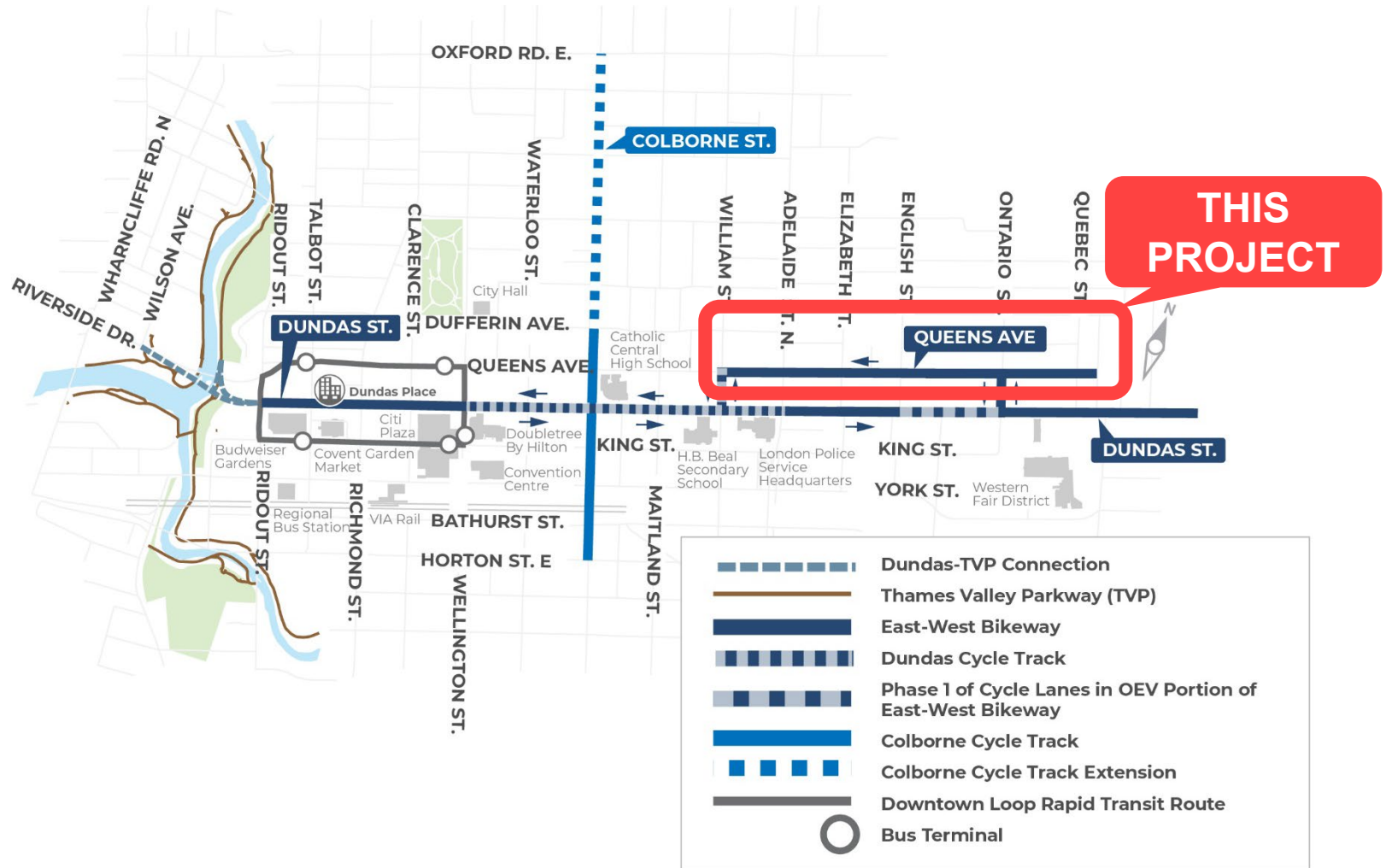
# Project Timelines

We are  
here

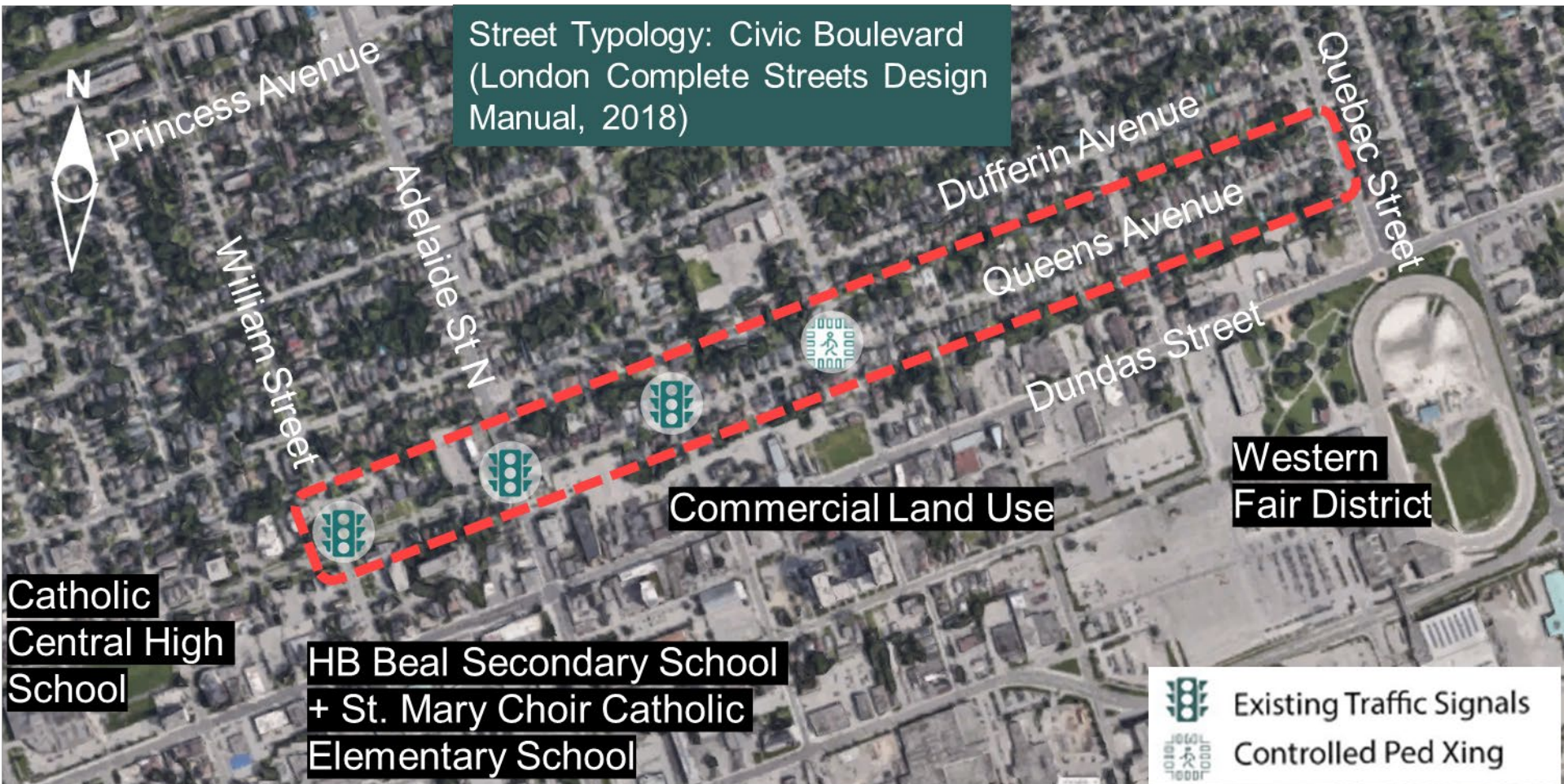


Public & Stakeholder Consultation

# Network Planning Context: Core Cycling Projects



# Corridor Context: Queens Avenue



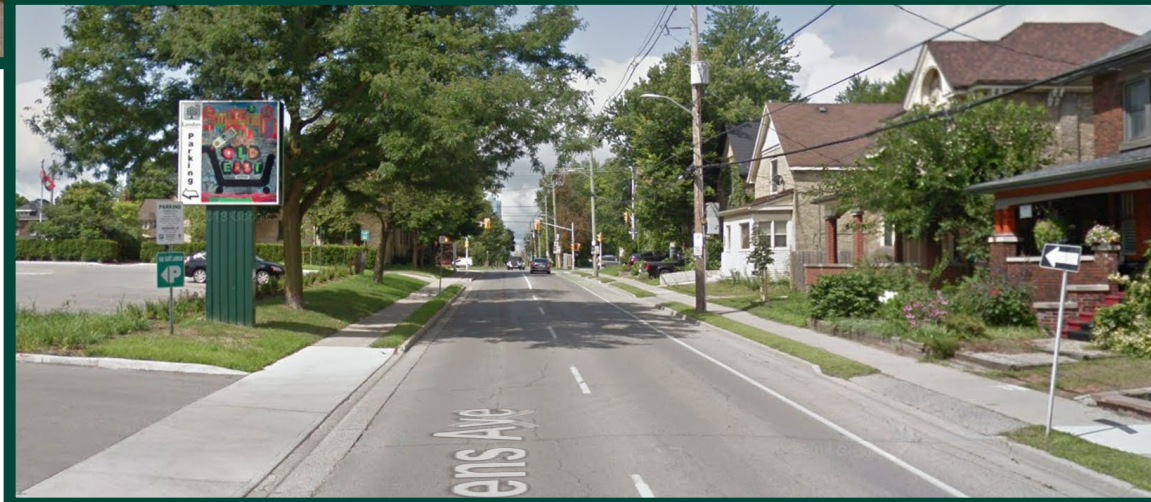


# Typical Conditions

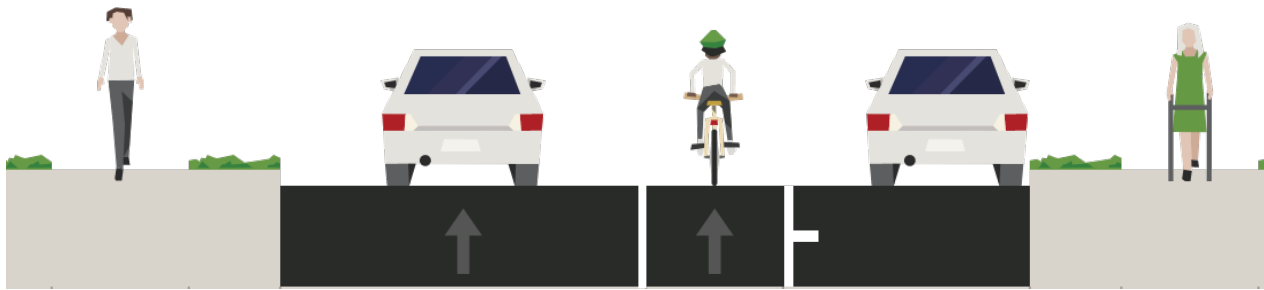
Quebec Street to Elizabeth Street



Elizabeth Street to William Street

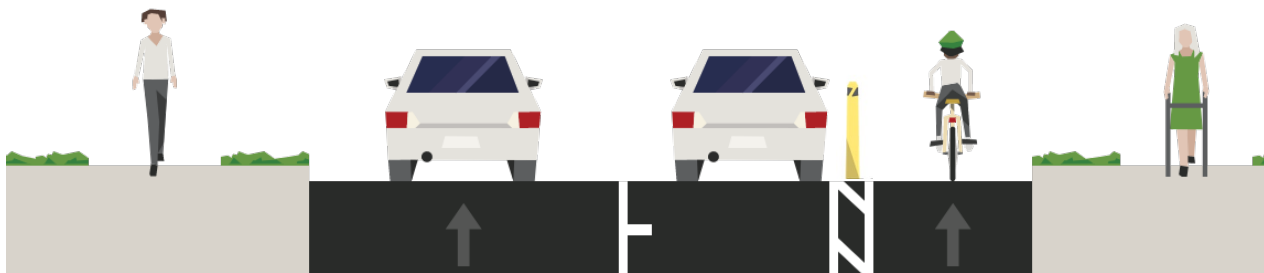


# Typical Cross-Section: Quebec Street to Elizabeth Street



## Existing Conditions:

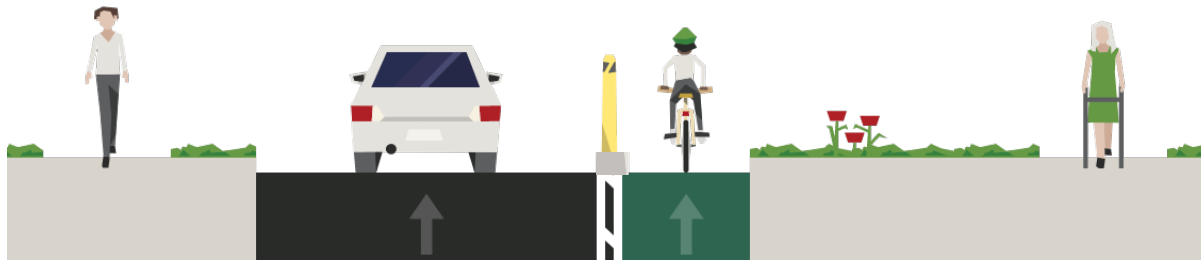
- ▶ One wide travel lane and narrow painted bike lane
- ▶ One wide parking lane



## Proposed Conditions:

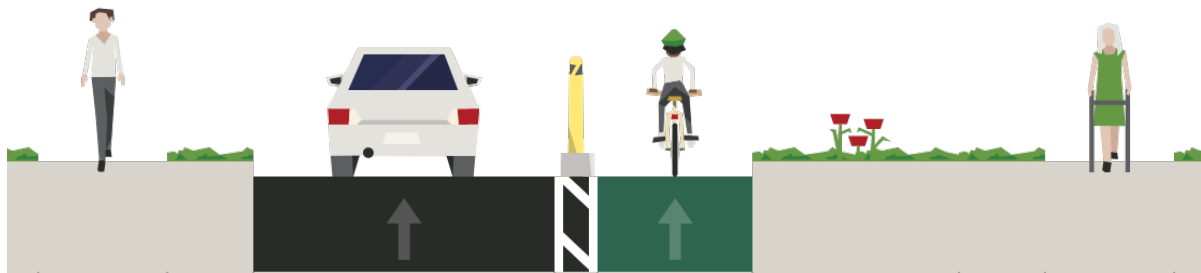
- ▶ Narrower travel lane
- ▶ Parking lane
- ▶ Parking protected bike lane

# Typical Cross-Section: Quebec Street to Elizabeth Street (at Curb Extensions)



## Existing Conditions:

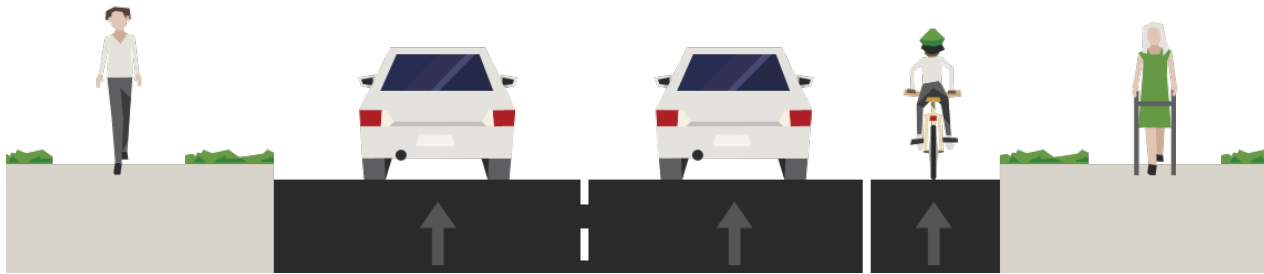
- ▶ One wide travel lane
- ▶ Narrow buffered bike lane
- ▶ No parking lane due to curb extension



## Proposed Conditions:

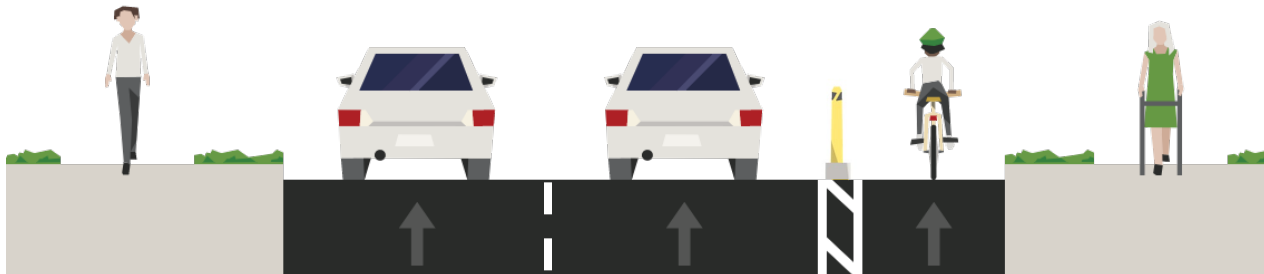
- ▶ Narrower travel lane
- ▶ Wider buffered bike lane
- ▶ No parking lane due to curb extension

# Typical Cross-Section: Elizabeth Street to William Street



## Existing Conditions:

- ▶ Two wide travel lanes
- ▶ Conventional bike lane



## Proposed Conditions:

- ▶ Narrower travel lanes
- ▶ Protected bike lane



# Project Benefits

Roadside conditions improve for pedestrians as traffic is calmed. Parking lane and wider bike lane create a wider buffer between motor vehicle traffic and sidewalks.

Painted buffer and location of parking lane reduces risk of cyclists and motorist conflicts (i.e. dooring)



Resurfacing improves road surface for all users

Enhanced cycling facilities provide a more comfortable environment for people who would like to cycle

# Parking Impacts



# Construction Impacts

- ▶ Project will be coordinated with nearby construction activities
- ▶ Options for cyclist detours during construction under review



# Next Steps

## After this meeting, we will:

- ▶ Review comments and suggestions from the Cycling Advisory Committee
- ▶ Host a public meeting (March 2022)
- ▶ Finalize detailed design plans (March 2022)
- ▶ Initiate construction in late Spring 2022 (City of London to provide preconstruction letter ahead of construction)

## Stay Connected:

- ▶ We will provide updates on project progress via the Get Involved Page

# Thank you! Questions?



# Cycling Advisory Committee

## Report

2nd Meeting of the Cycling Advisory Committee

January 19, 2022

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

Attendance                      PRESENT: J. Roberts (Chair), I. Chulkova, D. Doroshenko, J. Jordan, M. Mur, and T. Wade; A. Pascual (Committee Clerk)

ABSENT: C. DeGroot, B. Hill, and E. Raftis

ALSO PRESENT: S. Akhtar, G. Dales, N. Gopalakrishnan, D. Hall, K. Killen, E. Li, L. Maitland, D. MacRae, A. Miller, O. Nethersole, and M. Pletch

The meeting was called to order at 4:03 PM; it being noted that the following Members were in remote attendance: I. Chulkova, D. Doroshenko, J. Jordan, M. Mur, J. Roberts, and T. Wade.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 Proposed Downtown Wayfinding Concepts

That it BE NOTED that the presentation, as appended to the agenda, from K. Killen, Senior Planner and N. Gopalakrishnan, E. Li, S. Akhtar, Entro Consultants, with respect to the Proposed Downtown Wayfinding Concepts, was received.

#### 2.2 Road Safety/Vision Zero Update

That it BE NOTED that the presentation, as appended to the added agenda, from G. Dales, Division Manager, Transportation Planning and Design, with respect to a Road Safety/Vision Zero Update, was received.

### 3. Consent

#### 3.1 1st Report of the Cycling Advisory Committee

That it BE NOTED that the 1st Report of the Cycling Advisory Committee, from its meeting held on December 15, 2021, was received.

#### 3.2 Public Meeting Notice - Zoning By-law Amendment - 150 King Edward Avenue

That it BE NOTED that the Public Meeting Notice dated December 23, 2021, from G. Bailey, Senior Planner, related to a Zoning By-law Amendment for the property located at 150 King Edward Avenue, was received.

3.3 Public Meeting Notice - Zoning By-law Amendment - 100 Kellogg Lane  
That it BE NOTED that the Public Meeting Notice dated December 23, 2021, from B. Debbert, Senior Planner, related to a Zoning By-law Amendment for the property located at 100 Kellogg Lane, was received.

3.4 Investing in Canada Infrastructure Program: Public Transit Stream Intake 3  
That it BE NOTED that the staff report dated January 11, 2022, from K. Scherr, Deputy City Manager, Environment and Infrastructure, with respect to the Investing in Canada Infrastructure Program: Public Transit Stream Intake 3, was received.

**4. Items for Discussion**

4.1 Improving Comfort on Existing Bike Lanes  
That it BE NOTED that the memo, as appended to the added agenda, from D. Hall, Program Manager, Active Transportation, with respect to Improving Comfort on Existing Bicycle Lanes, was received.

**5. (ADDED) Deferred Matters/Additional Business**

5.1 (ADDED) Victoria Bridge Replacement Public Update Meeting  
That it BE NOTED that the communication, as appended to the added agenda, from K. Grabowski, Transportation Design Engineer, with respect to the Victoria Bridge Replacement Public Update Meeting, was received.

**6. Adjournment**

The meeting adjourned at 6:21 PM.