I. CALL TO ORDER
   1. Disclosures of Pecuniary Interest
      That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS
   2. London ON Bikes – Cycling Master Plan
      That it BE NOTED that the attached presentation from C. Basinski and J. Cranston, MMM Group, with respect to London ON Bikes – Cycling Master Plan, was received.

III. CONSENT ITEMS
   3. 7th Report of the Cycling Advisory Committee
      That it BE NOTED that the 7th Report of the Cycling Advisory Committee, from its meeting held on August 19, 2015 was received.

IV. SUB-COMMITTEES & WORKING GROUPS
   4. London ON Bikes – Cycling Master Plan
      That it BE NOTED that the Cycling Advisory Committee (CAC) held a general discussion with respect to London ON Bikes - Cycling Master Plan and ensuring it incorporates an interconnected cycling system utilizing all cycling pathways, including the current recreational pathways; it being noted that the CAC will continue to work on developing recommendations with respect to this matter.
   5. The London Plan – Second Draft
      That it BE NOTED that consideration with respect to comments related to the London Plan – Second Draft, was deferred to a future meeting of the Cycling Advisory Committee.
      That it BE NOTED that consideration of the Urban Design and Downtown Design Manual was deferred to a future meeting of the Cycling Advisory Committee.

V. ITEMS FOR DISCUSSION
   7. 2015 Meeting Dates
      That it BE NOTED that the following meeting dates of the Cycling Advisory Committee were changed:
      a) Wednesday, October 21, 2015 to Thursday, October 22, 2015; and,
b) Wednesday, November 18, 2015 to Tuesday, November 17, 2015.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

8. London ON Bikes – Cycling Master Plan - Let’s Talk Cycling - Sidewalks

That it BE NOTED that the Notice from MMM Group and the City of London, with respect to London ON Bikes – Cycling Master Plan, Let’s Talk Cycling, Sidewalks, was received; it being noted that the Cycling Advisory Committee Working Group will report back at the next meeting with respect to this matter.

9. Notice of Public Information Centre #2 - "London ON Bikes" - City of London Cycling Master Plan

That it BE NOTED that the Notice from D. MacRae, Division Manager, Transportation and D. McLaughlin, MMM, with respect to the Public Information Centre #2 – London ON Bikes - Cycling Master Plan, was received; it being noted that the Cycling Advisory Committee Working Group will report back at the next meeting with respect to this matter.

10. My Dundas – Dundas Place Environmental Assessment Study

That it BE NOTED that the Notice of Commencement and Public Engagement from D. MacRae, Division Manager, Transportation and D. McLaughlin, MMM, with respect to My Dundas – Dundas Place Environmental Assessment Study, was received; it being noted that the Cycling Advisory Committee Working Group will report back at the next meeting with respect to this matter.

VII. ADJOURNMENT

The meeting adjourned at 6:15 PM.

NEXT MEETING DATE: October 22, 2015
1. Why develop the plan?

2. Where are we now & what have we done?

3. How are we gathering input?

4. What have we heard?

5. Developing the cycling network
   a) The process
   b) Existing conditions
   c) Selecting the routes
   d) Candidate routes
   e) Field investigation
   f) Selecting the facilities

6. What could facilities look like?

7. Applying the Process

8. Next steps
1. Why develop the plan?

2. Where are we now & what have we done?

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**Where are we now?**

**1. Project initiation**
- Develop master plan vision
- Prepare consultation strategy
- Best practices review

**2. Process, policies & infrastructure**
- Review existing policies
- Identify potential improvements

**3. Network implementation**
- Prioritize improvements by phase
- Determine implementation process

**4. Documenting & launching**
- Develop master plan
- Present to Council
- Present to committee
- Develop final report

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**How are we gathering input?**

1. Project webpage
   - Promotional materials
   - TAC meeting
   - Cycling advisory committee meeting
   - London Cycle Link
   - Newsletter

2. Project Webpage
   - Online survey
   - Route tracking

3. Interactive Mapping Exercise
   - Workshop sessions
   - Public information centre #1
   - Public information centre #2
   - TAC meeting #2
   - Cycling Advisory Committee meeting #2
   - Workshop sessions

4. Each stage of the study provides the public with opportunities to provide input. Future consultation opportunities allow for online and in-person input.

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London Bikes - City of London Cycling Master Plan | CAC Meeting #2 | September 16th, 2015
1. Why develop the plan?
2. Where are we now & what have we done?
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What have we heard?

ENGAGING PLANS: SURVEY RESULTS

- Total Responses: 519
- Average of respondents = 61 years

1. Are you a resident of the City of London?
2. What is your age?
3. How far is it to your place of work or school London?
4. What is your main mode of transportation?

ENGAGING PLANS: NETWORK INPUT

Comments received:
- Like or dislike the routes
- Alternate routes
- Barriers
- Facility type examples

- Great multi-use trail, consider extending to conservation area
- Consider encouraging more cycling from west campus to downtown
- Wonderland Road is never maintained and narrow. Repave and clean.
- Oxford Street In-boulevard Trail are beside sidewalks and unusable because of poor sightlines
- Richmond without a facility is too "unsafe" for cyclists
- Prioritize connecting the paths between Ross Park & Huron Street Woods
- Intersection of Bathurst and Maitland needs improvements for cyclists
- Cheapside bike lane needs to be connected or provide sufficient transition
- Viscount Drive – narrow lanes provide constrained corridor for cyclists
- Cycling connection along Wonderland should be completed
- Connect to businesses along Oxford Street for commuters

ENGAGING PLANS: OPEN QUESTIONS

- What are the top 3 barriers to cycling in London?
- What are your top 3 locations to cycle in the City?

- Maintenance
- Enforcement

- Not enough separation
- Disconnected facilities
- Inconsistent facilities
- Number of cyclists on the road
- Seasonal Cycling options
- Cycling amenities e.g. parking
- Conflict of utilities and facilities
- Education for cyclists and motorists

Neighbourhoods

- TVP
- Around the University
- Kiwanis Park
- Multi-use paths along roads
- White Oaks
- Westmount and Old South
- Roads with Bike Lanes
- Fanshawe Lake
- Low Volume Roads
What have we heard?

**PUBLIC INPUT CENTRE #1**

What do kids think of cycling?
(Woodland Heights)

- Bicycle Festival
- Gathering on the Green
- Dundas Street Festival

**Key Comments:**

- More cycling facilities downtown
- Safety
- Connectivity
- Connect parks and open spaces
- End of trip facilities
- Conflicts between pedestrians and cyclists on TVP
- On-road alternatives that have separation
- Design for transition points

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The process

1. PREPARE MAP OF EXISTING CYCLING CONDITIONS
2. IDENTIFY ROUTE SELECTION CRITERIA
3. IDENTIFY CANDIDATE ROUTES
4. UNDERTAKE FIELD INVESTIGATION
5. PREPARE DRAFT NETWORK CONCEPT
6. DETERMINE FACILITY TYPES
7. DETERMINE ROUTE PRIORITIES
8. DEVELOP IMPLEMENTATION COSTING

What is on the ground now?

- Bike Lanes
- Boulevard Multi-use Pathway
- Signed Bicycle Route
- 90km
- 40km
- 160km
- 10km
- 20+km

There are a total of 320+ km of cycling facilities in London NOW!
Selecting the routes

- Developed based on the criteria identified in the 2005 Bicycle Master Plan & the London Plan as well as other planning / policy documents.
- No pathways are planned through ESAs.
- Further defined by project objectives and key principles
- Application and interpretation vary for the on- and off-road system

<table>
<thead>
<tr>
<th>Accessibility &amp; Potential Use</th>
<th>Connectivity</th>
<th>Environmental protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety &amp; comfort</td>
<td>Environmental sustainability</td>
<td>Consideration of future use</td>
</tr>
<tr>
<td>Tourism</td>
<td>Cost</td>
<td>Attractiveness or aesthetics</td>
</tr>
</tbody>
</table>

Identifying candidate routes

Selecting candidate routes:
- Missing links in the system / gaps in the network
- Direct north / south and east / west connections
- Urban and rural linkages
- Connections to surrounding municipalities
- Points of transition between on and off-road routes

How to read the map:
- Existing facility types
- Potential routes within the road right of way
- 2015 Planned Bike Lanes
- Potential routes outside of the road right of way
- Desired connections – outside the growth boundary or known plans of subdivision where no formal process has occurred

Field investigation

How did we investigate?:
- Review candidate routes
- Document existing surrounding conditions
- Measure width of roadway
- Identify utilities and other context sensitive characteristics
- Document GPS waypoints and photos (over 500)
- Develop KMZ overlay into GoogleEarth

Selecting the facilities

PROPOSED ROUTE

ON-Road
- Shared
- Designated
- Separated

OFF-Road
- Primary
- Secondary

STEP 1:
- Identification of Existing Facilities / Characteristics
- Function of the roadway
- Vehicle mix
- Collision history
- Available space
- Cost
- Anticipated use
- Type of improvement
- On-street parking
- Intersection frequency

STEP 2:
- Recommended Facility Type & Designation
- Connectivity
- Environmental protection
- Safety
- Potential use
- User experience
- Topography
- Barriers
- Cost
- Maintenance

STEP 3:
- Summary of results
1. Why develop the plan?
2. Where are we now & what have we done?
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What could facilities look like?

**SHARED SPACE**
Generally Low Volume & Low Speed

**DESIGNATED SPACE**

**SEPARATED FACILITIES (on & off-road)**
Generally High Volume & High Speed

Case #1: Bradley Avenue

Location: Wellington Rd. to Adelaide St. S
AADT: 19,500
Posted Speed: 60 km/h

Key Considerations:
- Mixed land use – commercial, industrial and reverse residential frontage
- Roadway width – approximately 8 metres (this location, road increases to multiple lanes heading west)

London Bikes - City of London Cycling Master Plan | CAC Meeting #2 | September 16th, 2015
Case #1: Bradley Avenue

Location: Wellington Rd. to Adelaide St. S

Preliminary Proposed Facility Type: Buffered Bike Lane

Design Description:
- 1.5m to 1.8m bike lane
- 0.5m to 1.2m painted buffer to separate the vehicle lane from the bike lane.

Location: Toronto, ON

Case #2: Aldersbrook Road

Location: Fanshawe Park Rd. and Gainsborough Rd.

AADT: 2,000 to 5,000
Posted Speed: 40 km/h

Key Considerations:
- Roadway width approximately 9.6 metres
- Residential land use, on street parking
- Low speed, local roadway
- Local transit route

Case #2: Aldersbrook Road

Location: Fanshawe Park Rd. to Gainsborough Rd.

Preliminary Proposed Facility Type: Signed Bike Route with Sharrow

Design Description:
- Signed bike route with application of sharrow markings
- Centre of the sharrow should be placed 0.75 to 1.0 metres from the face of the curb, or in centre of lane (depending on where the most appropriate place for cyclists to travel is)

Location: Quebec St. north of Dundas St. London, ON

Case #3: Deer Park Circle / Juniper St.

Location: Oxford St. W to Valette St.

AADT: 2,000 to 2,500
Posted Speed: 50 km/h

Key Considerations:
- Roadway width approximately 10.5 metres
- Residential land use
- Low speed, local roadway
- On-street parking permitted

Location: Quebec St. north of Dundas St. London, ON
Case #3: Deer Park Circle / Juniper St.

Location: Oxford St. W to Valette St.

Preliminary Proposed Facility Type: Urban Shoulder / Signed Bike Route with Edgeline

Design Description:
• Along wide shared roadways, a white edgeline can be applied to designate an urban shoulder.
• If 2.0 metres in width or greater, the urban shoulder may also help to define space for on-street parking.

Case #4: Wonderland Road

Location: Commissioners Rd. West to Southdale Rd. West

AADT: > 15,000
Posted Speed: 60 km/h

Preliminary Proposed Facility Type: In-Boulevard Facility

Key Considerations:
• Mostly commercial land use, some residential
• Boulevard width (edge of right-of-way/property line to back of road curb) ~ 7.0 to 7.5 metres
• Roadway width approximately 20 metres
• Existing in-boulevard path north of Commissioners

Design Description:
• In-boulevard facility in place of a sidewalk
• 3.0m to 4.0m boulevard width
• Bi-directional travel, one side of roadway, sidewalk on other side of road

Case #5: Hamilton Road

Location: Egerton Street Area

AADT: 18,000 - 20,000 +
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What’s next?

- Refine potential facility types and select draft facility types
- Undertake PIC #2
- Initiate MetroQuest Consultation Tool
- Refine proposed facility types
- Identify potential phasing, priorities & costing