

**1ST REPORT OF THE**  
**CYCLING ADVISORY COMMITTEE**

Meeting held on December 16, 2015, commencing at 4:10 PM, in Committee Room #4, Second Floor, London City Hall.

**PRESENT:** D. Mitchell (Chair), J. Jordan, H. Ketelaars, W. Pol, C. Quirk, B. Schulz, G. Sinclair, D. Szoller, M. Zunti and J. Martin (Committee Secretary).

**ABSENT:** A. Farahi and C. Quirk

**ALSO PRESENT:** M. Albanese, J. Bruin, D. MacRae and A. Miller.

---

**I. CALL TO ORDER**

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

**II. ORGANIZATIONAL MATTERS**

2. Election of Chair and Vice-Chair for the term ending November 30, 2016

That it BE NOTED that the Cycling Advisory Committee elected D. Mitchell as its Chair and W. Pol as its Vice Chair for the term ending November 30, 2016.

**III. SCHEDULED ITEMS**

3. MCEA Project Status for the Richmond-Adelaide Thames Valley Parkway Gap

That it BE NOTED that the attached presentation from J. Bruin, Landscape Architect, with respect to the Municipal Class Environmental Assessment Project Status for the Richmond-Adelaide Thames Valley Parkway Gap, was received; it being noted that the Cycling Advisory Committee supports Route A (Ross Park – North London Athletic Field) as the preferred option with respect to this matter.

**IV. CONSENT ITEMS**

4. 9th and 10th Reports of the Cycling Advisory Committee

That it BE NOTED that the 9th and 10th Reports of the Cycling Advisory Committee, from its meetings held on October 22, 2015, and November 17, 2015, respectively, were received.

5. Fanshawe Park Road East Improvements - Adelaide Street North to McLean Drive

That it BE NOTED that the Notice date November 5, 2015, from T. Koza, P. Eng., Transportation Planning and Design, with respect to the Fanshawe Park Road East improvements Adelaide Street North to McLean Drive, was received.

6. Notice of Public Information Centre No. 1 - Glendon Drive Streetscape - Schedule 'C' Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre with respect to Glendon Drive Streetscape – Schedule ‘C’ Municipal Class Environmental Assessment, was received.

7. Rapid Transit Corridors - Environmental Assessment Study - Notice of Public Information Centre #3

That it BE NOTED that the Notice of Public Information Centre #3 with respect to Rapid Transit Corridors - Environmental Assessment, was received; it being noted that the CAC supports SHIFT and the concept of complete streets being integration into street designs.

**V. SUB-COMMITTEES & WORKING GROUPS**

8. Cycling Advisory Sub-Committee Reports

That the following actions be taken with respect to the Cycling Advisory Sub-Committee reports, from its meetings held November 3, 2015 and December 1, 2015:

- a) the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide a presentation with respect to "Idaho Stops" as outlined in the above noted report;
- b) the Mayor BE REQUESTED to contact the Province to consider the adoption of "Idaho Stops"; and,
- c) the sub-committee reports from its meetings held November 3, 2015 and December 1. 2015, BE RECEIVED.

**VI. ITEMS FOR DISCUSSION**

9. Advisory Committee Work Plan

That the attached 2016 Work Plan for the Cycling Advisory Committee BE FORWARDED to the Municipal Council for consideration.

**VII. DEFERRED MATTERS/ADDITIONAL BUSINESS**

None.

**VIII. ADJOURNMENT**

The meeting adjourned at 6:35 PM.

**NEXT MEETING DATE: January 20, 2016**



## Welcome

The Thames Valley Corridor is London's most important natural, cultural, recreational and aesthetic resource. The river corridor is a complex system of sensitive ecological habitats, intensive public recreation areas and developed urban lands which are all interconnected by a municipal pathway system, the Thames Valley Parkway (TVP).

### Today's Objectives

- ✓ **OUTLINE** why the TVP North Branch Connection EA study was initiated by the City
- ✓ **SUMMARIZE** the input received to date
- ✓ **RECEIVE** input on the recommended TVP Route
- ✓ **RECEIVE** input on the neighbourhood connections
- ✓ **OUTLINE** the next steps in the study

## Thames Valley Parkway

The Thames Valley Parkway (TVP) is a 3-4 m wide multi-use recreational pathway that provides a beautiful context for walking, running, roller blading, and cycling. It links many destinations across the City, is free to use and fully accessible to all Londoners. The TVP is designed to protect adjacent natural heritage features.

- The TVP stretches over 12 kms along the Thames River and is designed to protect the natural heritage system.
- The TVP incorporates several pedestrian bridges.
- The TVP offers scenic views of the Thames River along much of its corridor.
- The TVP provides linkages to numerous adjacent recreation facilities including parks, sports fields and golf courses.
- The TVP follows all three branches of the Thames River starting at the Forks of the Thames.
- Neighbourhood pathway connections link many neighbourhoods to the TVP.

## Study Process

**PHASE 1: Problem/Opportunity**

- ✓ Confirm the study purpose and justification

**PHASE 2: Alternative Solutions**

- ✓ Identify reasonable alternative solutions to the problem/opportunity
- ✓ Overview of existing conditions
- ✓ Consult review agencies and the public
- ✓ Evaluate alternatives and recommend a solution
- ✓ Select the preferred solution

**Alternative Design Concepts for Preferred Solution**

- ✓ Identify alternative design concepts
- ✓ Evaluate alternatives and select a recommended design
- ✓ Consult review agencies and the public
- ✓ Complete the Environmental Impact Study

**Environmental Assessment Documentation**

- ✓ Document the decision making process in an report, which will be available for public review

**Implementation**

- ✓ Design phase
- ✓ Proceed to design/construction of the project
- ✓ Monitor for environmental provisions and commitments

**PUBLIC INFORMATION CENTRES**  
 Jun 29, 2015  
 Nov 12, 2015

**WE ARE HERE**

The Study will follow the requirements of the Municipal Class Environmental Assessment (EA) (2011).

The Class EA process ensures:

- ✓ All relevant social, environmental and engineering factors are considered in the planning and design process
- ✓ Public and agency input is integrated into the EA process

Based on the level of complexity, projects follow a prescribed project "schedule" from Schedule A (minor improvements) to Schedule C (major improvements)

The project is following the requirements of a Schedule B Class EA.

## Study Focus



The study has two objectives:

### 1. TVP PRIMARY SYSTEM:

- Confirm the most appropriate means of addressing the current 'gap' in the TVP, between **Richmond Street and Adelaide Street**
- Consider opportunities for the TVP alignment to provide permanent operational access on the north side of the Thames River to the existing watermain that crosses the study area

### 2. NEIGHBOURHOOD CONNECTIONS:

- Recommend neighbourhood pathway alignments that link neighbourhoods within the study area to the TVP. Examples include, but are not limited to the Stoney Creek, Old North and Glenora/ Kilally North neighbourhoods

#### Problem/Opportunity Statement:

There is a "gap" in the Thames Valley Parkway, between Richmond Street and Adelaide Street that significantly reduces the ability for the public to access this important recreational amenity in the City. There is an opportunity to address this gap due to recent land/leasehold acquisitions. Improving the continuity of the TVP through the City will provide increased recreational opportunities for Londoners.

## Key Design Criteria

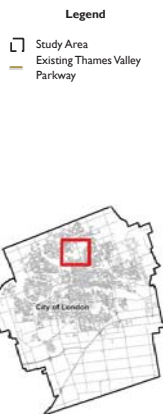


Recognizing the importance of the TVP to the City, the preferred alignment must be:

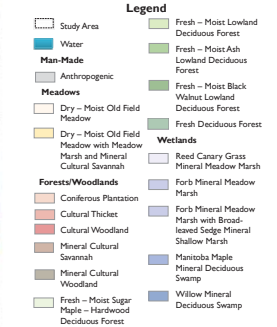
- Functional and safe**, meeting the City's objectives as the outdoor recreational spine of the City, linking multiple origins and destinations
- Environmentally responsible and sustainable**, protecting and enhancing where possible significant ecological features
- Aesthetically pleasing**, providing a beautiful context for recreational activities such as walking, running, roller blading and cycling
- In a park-like setting to **promote active living** and respite from urban life
- Fully accessible** to all Londoners

The neighbourhood pathway connections will provide **community access** to the TVP and will follow similar design criteria outlined above.

## Study Area



## Natural Environment



Select wildlife and plant species observed during field investigations



# Natural Environment



- Legend**
- Study Area
  - Water
  - Man-Made
  - Anthropogenic
  - Meadows
    - Dry - Moist Old Field Meadow
    - Dry - Moist Old Field Meadow with Meadow Marsh and Mineral Cultural Savannah
  - Forests/Woodlands
    - Coniferous Plantation
    - Cultural Thicket
    - Cultural Woodland
    - Mineral Cultural Savannah
    - Mineral Cultural Woodland
    - Fresh - Moist Sugar Maple - Hardwood Deciduous Forest
  - Wetlands
    - Fresh - Moist Lowland Deciduous Forest
    - Fresh - Moist Ash Lowland Deciduous Forest
    - Fresh - Moist Black Walnut Lowland Deciduous Forest
    - Fresh Deciduous Forest
    - Reed Canary Grass Mineral Meadow Marsh
    - Forb Mineral Meadow Marsh
    - Forb Mineral Meadow Marsh with Broad-leaved Sedge Mineral Shallow Marsh
    - Manitoba Maple Mineral Deciduous Swamp
    - Willow Mineral Deciduous Swamp

Select wildlife and plant species observed during field investigations



# Natural Environment

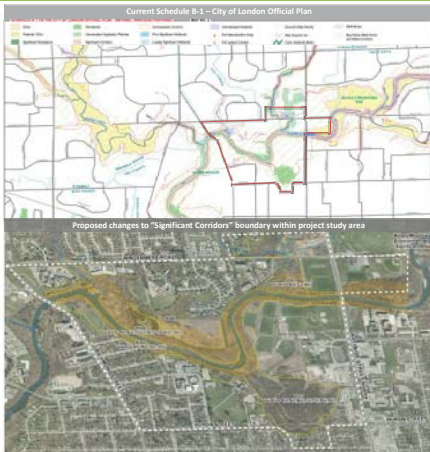


- Legend**
- Study Area
  - Water
  - Man-Made
  - Anthropogenic
  - Meadows
    - Dry - Moist Old Field Meadow
    - Dry - Moist Old Field Meadow with Meadow Marsh and Mineral Cultural Savannah
  - Forests/Woodlands
    - Coniferous Plantation
    - Cultural Thicket
    - Cultural Woodland
    - Mineral Cultural Savannah
    - Mineral Cultural Woodland
    - Fresh - Moist Sugar Maple - Hardwood Deciduous Forest
  - Wetlands
    - Fresh - Moist Lowland Deciduous Forest
    - Fresh - Moist Ash Lowland Deciduous Forest
    - Fresh - Moist Black Walnut Lowland Deciduous Forest
    - Fresh Deciduous Forest
    - Reed Canary Grass Mineral Meadow Marsh
    - Forb Mineral Meadow Marsh
    - Forb Mineral Meadow Marsh with Broad-leaved Sedge Mineral Shallow Marsh
    - Manitoba Maple Mineral Deciduous Swamp
    - Willow Mineral Deciduous Swamp

Select wildlife and plant species observed during field investigations



# Natural Environment



Upper Thames River Conservation (UTRCA) has been involved throughout the study, including in evaluating and selecting the recommended alignment.

Based on feedback provided by UTRCA, the crossing at Ross Park was shifted to the east to minimize the potential impact on sensitive habitats.

UTRCA will be consulted as part of the Environmental Impact Study and detailed design phases.

- Legend**
- Study Area
  - Watercourse
  - Significant Corridors
  - Significant Woodland Boundary
  - Unevaluated Vegetation Patch

# Decision Making Process



The Class EA process requires the full scope of the environment be considered when identifying and evaluating alternative solutions, including all relevant natural environment, socio-economic, cultural and engineering conditions.

### STEP 1

- 7 potential alignments identified (shown on next board)
- Alternatives "screened" based on a number of criteria, including input received at the January 2015 public meeting
- 2 alternatives (Routes F and G) was eliminated since they did not fully address the Problem/Opportunity Statement, study objectives and meet the design criteria

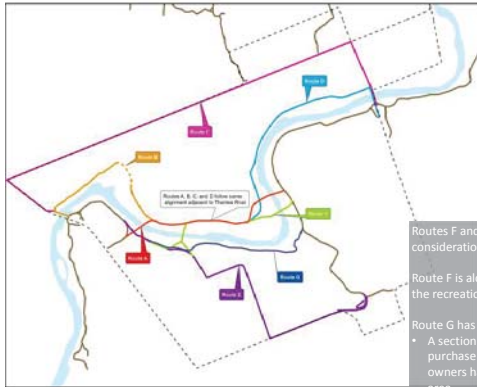
### STEP 2

- 5 alternative alignments were evaluated based on input received at the January 2015 public meeting
- Route A - Ross Park to North London Athletic Fields was identified as the recommended alignment
- We are seeking your input on the recommended alignment. Please complete a comment form or speak to the project team to provide your input

### STEP 3

- Neighbourhood connection options were identified to connect the TVP to the Old North, Glenora and Tetherwood neighbourhoods
- We are seeking your input on the recommended connections. Please complete a comment form or speak to the project team to provide your input

# TVP Routes Considered



- Legend**
- Study Area
  - Route A – Recommended Route
  - Route B
  - Route C
  - Route D
  - Route E
  - Route F
  - Route G
  - Existing Thames Valley Parkway

Routes F and G were not carried forward for further consideration.

Route F is along arterial roads, which is not consistent with the recreational intent of the TVP.

Route G has several challenges, including:

- A section of the route is on private property. Property purchase or an easement would be required. Property owners have advised they do not want the TVP in this area.
- Significant construction challenges due to the slope stability along the south bank of the Thames River.

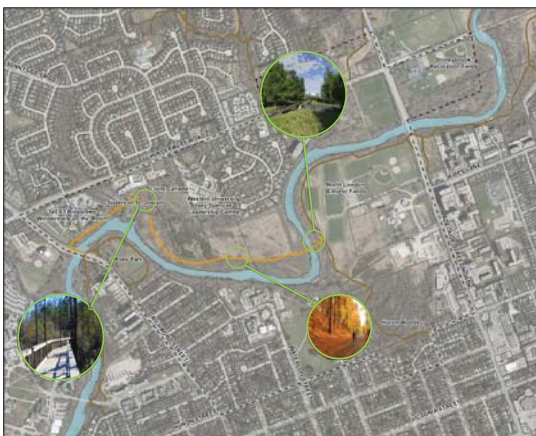
# Recommended: Route A Ross Park – North London Athletic Field



- Legend**
- Study Area
  - Route A
  - Existing Thames Valley Parkway
- Key Features and Design Refinements**

- Bridge piers will be located on the bank, above the normal water level.
- Based on discussions with the Upper Thames River Conservation Authority, the bridge at Ross Park was shifted to the southeast edge of the park to protect sensitive habitat along the river.
- Bridge at North London Athletic Fields shifted north to better align with existing Thames Valley Parkway and surrounding sport fields.

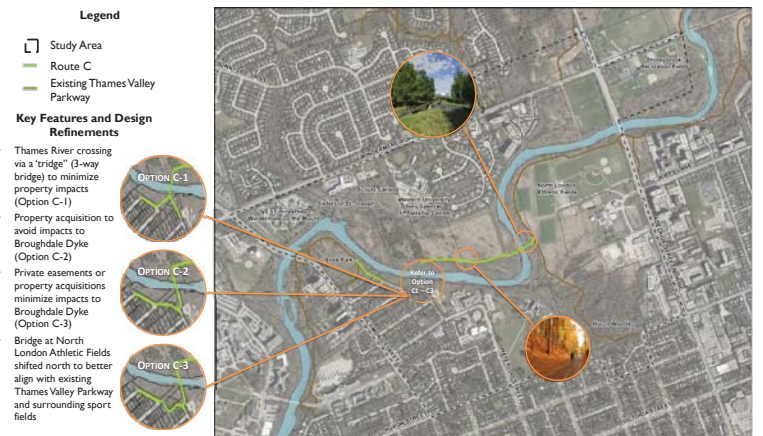
# Route B: Richmond – North London Athletic Field



- Legend**
- Study Area
  - Route B
  - Existing Thames Valley Parkway
- Key Features and Design Refinements**

- Elevated walkway through wetland in the northwest section of pathway
- Bridge at North London Athletic Fields shifted north to better align with existing Thames Valley Parkway and surrounding sport fields

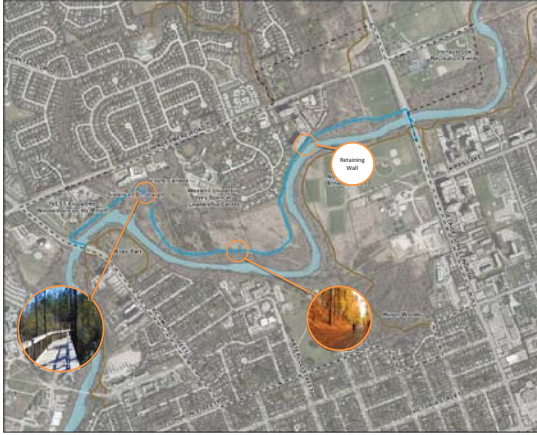
# Route C: Meadowdown – North London Athletic Field



- Legend**
- Study Area
  - Route C
  - Existing Thames Valley Parkway
- Key Features and Design Refinements**

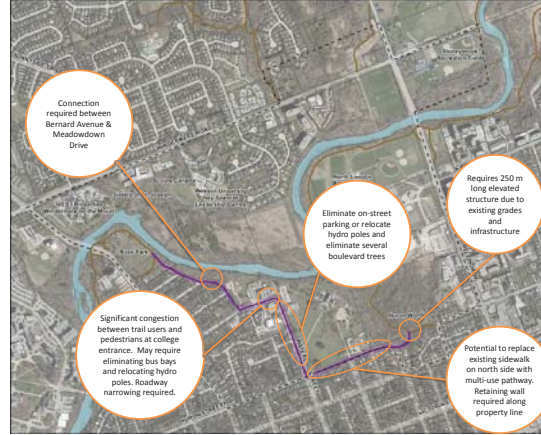
- Thames River crossing via a "bridge" (3-way bridge) to minimize property impacts (Option C-1)
- Property acquisition to avoid impacts to Broughdale Dyke (Option C-2)
- Private easements or property acquisitions minimize impacts to Broughdale Dyke (Option C-3)
- Bridge at North London Athletic Fields shifted north to better align with existing Thames Valley Parkway and surrounding sport fields

## Route D: North of the Thames River



- Legend**
- Study Area
  - Route D
  - Existing Thames Valley Parkway
- Key Features**
- Elevated walkway through wetland in the northwest section of pathway
  - Retaining wall required along east end of pathway due to steep slope

## Route E: On-Street With Right-Of-Way Improvements



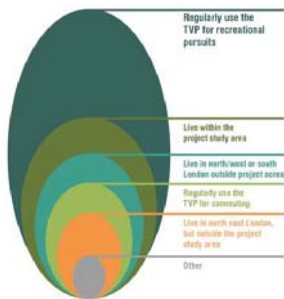
- Legend**
- Study Area
  - Route E
  - Existing Thames Valley Parkway
- Key Features and Design Refinements**
- Route was revised based on public and agency feedback:
  - Route removed from Richmond Street
  - Extensive improvements required along route to provide a fully separated multi-use pathway

## What We Heard From You

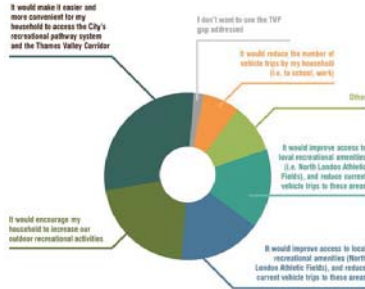


Over 140 people attended the January 2015 information centre and provided input on the route options and evaluation criteria.

### I currently use the TVP...



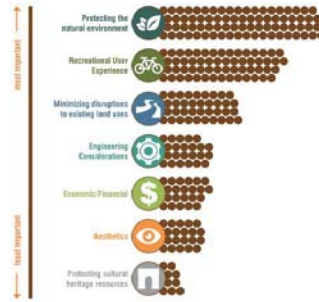
### I want to see the TVP gap addressed because...



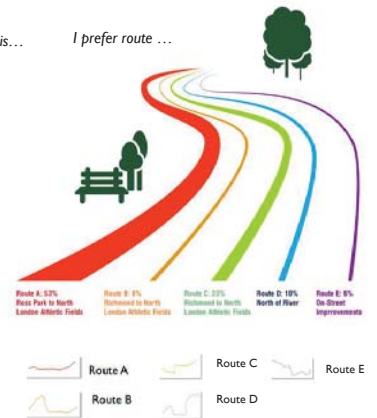
## What We Heard From You



### The most important criteria in selecting the TVP alignment is...



### I prefer route ...



## Route Evaluation Criteria



Based on feedback received at the January 29, 2015 public meeting as well as input from the design team, the following criteria were used to assess the alternatives and select the preferred route.

Evaluation Criteria	Weighting in Decision	Key Factors Considered
Protect the natural environment	30%	<ul style="list-style-type: none"> <li>Extent of impacts to:                             <ul style="list-style-type: none"> <li>terrestrial resources (vegetation, wildlife, habitat)</li> <li>Species at Risk and their habitat</li> <li>Aquatic resources</li> <li>Wetlands</li> </ul> </li> <li>How well does the route:                             <ul style="list-style-type: none"> <li>Provide opportunities for ecological enhancements</li> <li>Highlight unique natural areas/features in a sustainable way</li> </ul> </li> </ul>
Positive recreational user experience	20%	<ul style="list-style-type: none"> <li>How well does the route:                             <ul style="list-style-type: none"> <li>Integrate with the existing TVP?</li> <li>Allow for neighbourhood pathway connections to area neighborhoods, promoting an active lifestyle?</li> <li>Meet safety design principles?</li> </ul> </li> </ul>
Economic/financial considerations	15%	<ul style="list-style-type: none"> <li>What is the relative infrastructure capital cost and ongoing operating and maintenance costs?</li> <li>How much property is required?</li> </ul>

## Route Evaluation Criteria Cont'd



Evaluation Criteria	Weighting in Decision	Key Factors Considered
Minimize disruptions to existing land uses	10%	<ul style="list-style-type: none"> <li>What are the potential positive and negative impacts on adjacent land uses due to pathway use, including private property, surrounding houses and adjacent neighborhoods?</li> </ul>
Aesthetics	10%	<ul style="list-style-type: none"> <li>How well does the route provide                             <ul style="list-style-type: none"> <li>diverse views of the Thames River?</li> <li>views from the pathway for users?</li> </ul> </li> </ul>
Engineering considerations	10%	<ul style="list-style-type: none"> <li>Is the alternative compatible with existing infrastructure in the study area?</li> <li>What is the extent and complexity of new infrastructure required?</li> <li>What are anticipated construction impacts?</li> <li>Are there concerns related to slope stability, erosion or potential contamination?</li> <li>Does the route provide operational access north of the Thames River to the existing watermain?</li> </ul>
Cultural heritage resources	5%	<ul style="list-style-type: none"> <li>What is the impact to archaeological resources?</li> <li>What is the impact to heritage resources, including the Thames River Cultural Heritage River designation?</li> </ul>

## Route Evaluation



Based on the input received from the public, agencies and the study team, the evaluation of alternatives was completed. **Route 'A' is recommended.**

Evaluation Criteria	Route A	Route B	Route C			Route D	Route E
			C-1	C-2	C-3		
Protect the natural environment	✓	✗	✓	✓	✓	✗	✓
Positive recreational user experience	✓	✓	✓	✓	✓	✓	✗
Economic/financial considerations	✓	✓	✓	✗	✗	✓	✗
Minimize disruptions to existing land uses	✓	✓	✓	✗	✗	✓	✗
Positive aesthetics	✓	✓	✓	✓	✓	✓	✗
Engineering considerations	✓	✓	✓	✓	✓	✗	✗
Protecting and enhancing cultural heritage resources	✓	✓	✓	✓	✓	✓	✓

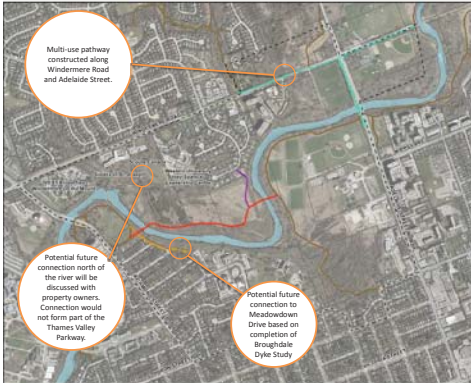
Legend:   
 ✓ = Comparatively positive effects based on evaluation criteria   
 ✓ = Comparatively, effects neither positive nor negative based on evaluation criteria   
 ✗ = Comparatively negative effects based on evaluation criteria

## Pedestrian Bridges





## Neighbourhood Connections



### Legend

- Existing Thames Valley Parkway
- TVP Preferred Alignment (Route A)
- Glenora Neighbourhood Connection
- Emergency Access/Tetherwood Neighbourhood Connection
- Broughdale Neighbourhood Connection

### Key Features and Design Refinements

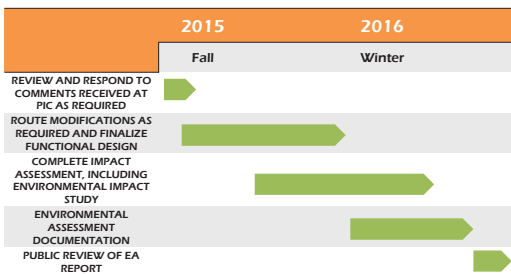
- Glenora and Tetherwood connections will be integrated into parkland and the existing right-of-way

## WE WANT YOUR INPUT



Question	Agree	Disagree
Please place a "dot" to reflect your choice.		
I support the preferred alignment (Route A) for the Thames Valley Parkway North Branch Connection		
I support the Glenora neighbourhood connection		
I support the emergency access/Tetherwood neighbourhood connection		
I support the Broughdale neighbourhood connection once the UTRCA dyke study progresses		

## Next Steps



### THANK YOU FOR ATTENDING

Your input is important to the outcome of this project.

Please complete a comment form and return it by

**November 28, 2015**

Personal information collected and recorded at the Public Information Centre or submitted in writing on this subject is collected under the authority of the Municipal Act, 2011 and will be used by members of Council and City of London staff in their review of this matter. With the exception of personal information, all comments will become part of the public record. Questions about this collection should be referred to Cathy Saunders, City Clerk, at 519-661-2500 ext. 4937.

## ACCESSIBILITY



Under the *Integrated Accessibility Standards Regulation (2011)*, the City of London is committed to ensuring the Class Environmental Assessment (EA) process is accessible to all participants. This Public Information Centre incorporates the following accessibility features:

- Accessible venue location for persons with disabilities, including wheelchair ramps, accessible washrooms and parking
- For persons requiring assistance:
  - Project team members will verbally explain presentation board content
  - Project team members will assist with the written submission of comment forms
  - Service animals are welcome
- Presentation boards and consultation materials are printed in large legible font. Reading aids (such as magnifying glasses) are available

### Cycling Advisory Committee Work Plan – 2016

Date, December 16, 2015

Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Strategic Plan Alignment
Assist the City in enhancing cycling connections throughout the City.	<ul style="list-style-type: none"> <li>• To be provided through Bicycle Master Plan update, EA input.</li> </ul>	CAC	2016		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Provide recommendations for better integration of the recreational and commuter cycling networks.	<ul style="list-style-type: none"> <li>• To be provided through Bicycle Master Plan update, EA input.</li> </ul>	CAC	2016		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Promote safe cycling through education, wayfinding and improved facilities and infrastructure.	<ul style="list-style-type: none"> <li>• Need to support / initiate City, business and other community partner initiatives relating to mapping, signage, bicycle parking, cycling lanes, etc.</li> </ul>	CAC	2016		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Provide input and recommendations to Environmental Assessments relating to road and cycling infrastructure to assist in managing and upgrading transportation infrastructure.	<ul style="list-style-type: none"> <li>• EA's provide a primary opportunity to ensure cycling priorities are taken into consideration for new roadworks and infrastructure projects.</li> </ul>	CAC	2016		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Provide recommendations on operational requirements / improvements which will facilitate cycling.	<ul style="list-style-type: none"> <li>• Operational priorities (i.e. – street cleaning, snow plowing) need to be established and/or coordinated to ensure key cycling routes are maintained appropriately and that operational activities are not 'out of sync' (i.e. – cleaning streets before sidewalks, then putting all the sand from the sidewalks onto the street &amp; cycling lanes that had just been cleaned....)</li> </ul>	CAC	2016		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Consider developing specific routes (to be mapped and signed) for key destinations and loops.	<ul style="list-style-type: none"> <li>• There are insufficient routes identified in the City to assist people in finding their way to primary destinations from various areas of the City (recreational and entertainment venues, UWO, Fanshawe, downtown, markets). To be provided through Bicycle Master Plan update and potential 'stand-alone' initiatives.</li> </ul>	CAC	2016		Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b
Educational Initiatives and Recognition	<ul style="list-style-type: none"> <li>• Educational Opportunities</li> <li>• Cycling based Conferences</li> <li>• Promotional Events for Cycling</li> <li>• Cycling Awards</li> </ul>	CAC	2016		