

6TH REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on May 18, 2016, commencing at 4:08 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: D. Mitchell, (Chair), J. Jordan, H. Ketelaars, G. Sinclair, A. Stratton, D. Szoller and M. Zunti and J. Martin (Secretary).

ABSENT: W. Pol and C. Quirk.

ALSO PRESENT: J. Bruin, E. Conway, D. Hall, D. MacRae, B. McCall, and A. Miller

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Thames Valley Parkway North Branch Gap Municipal Class Environmental Assessment

That the following actions be taken with respect to the Thames Valley Parkway North Branch Gap Municipal Class Environmental Assessment:

- a) the Municipal Council BE ADVISED that the Cycling Advisory Committee (CAC) strongly supports the City's recommended alignment to design this critical cycling link on the Thames Valley Parkway as the most efficient and cost effective route to promote cycling and walking;
- b) further to part a) above, the Chair of the CAC BE DIRECTED to prepare a letter of support to be submitted to the Community and Protective Services Committee;
- c) the attached status update from J. Bruin, Landscape Architect, BE RECEIVED;

it being noted that the CAC previously identified this project as one of the top five priorities in the London ON Bikes process and that the CAC is satisfied that concerns that were previously identified have been addressed with this update.

3. Hamilton Road/Highbury Avenue Intersection Environmental Assessment

That it BE NOTED that the attached presentation from D. MacRae, Division Manager, Transportation Planning and Design with respect to the Hamilton Road/Highbury Avenue Intersection Environmental Assessment, was received.

III. CONSENT ITEMS

4. 5th Report of the Cycling Advisory Committee

That it BE NOTED that the 5th Report of the Cycling Advisory Committee, from its meeting held April 20, 2016, was received.

5. Notice of Public Participation Meeting and Public Open House for the London Plan

That it BE NOTED that a Notice dated May 4, 2016, from J. Adema, Planner, with respect to a Public Participation Meeting and Public Open House for the London Plan was received.

6. Defining and Applying Diversity: "Gender Lens"

That it BE NOTED that the Municipal Council resolution from its session held on May 3, 2016, with respect to "Defining and Applying Diversity: 'Gender Lens'", with the related communication dated April 26, 2016, from N. Garrison, Western University, were received.

IV. SUB-COMMITTEES & WORKING GROUPS

7. Cycling Advisory Sub-Committee

None.

V. ITEMS FOR DISCUSSION

8. Education/Outreach Joint Discussion of Advisory Committees

That it BE NOTED that the Cycling Advisory Committee appointed D. Mitchell and J. Jordan as their representatives at the education/outreach joint discussion of advisory committees; it being noted that a communication dated April 25, 2016 from S. Ratz Advisory Committee on the Environment and A. Stratton, Transportation Advisory Committee, with respect to this matter, was received.

9. Share the Road Conference Update

That it BE NOTED that the presentation from H. Ketelaars with respect to the Share the Road Conference, was deferred to a future meeting of the Cycling Advisory Committee.

10. City of Hamilton Cycling Presentation Update

That it BE NOTED that a verbal update from D. Szoller with respect to the City of Hamilton cycling presentation, was received.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.


VII. ADJOURNMENT

The meeting adjourned at 6:41 PM.

NEXT MEETING DATE: June 15, 2016

Richmond to Adelaide TVP MCEA


ENVIRONMENTAL & PARKS PLANNING SECTION
MCEA Status Update to CAC
Awareness of Ecological Considerations



Richmond to Adelaide TVP - MCEA

Study Context

- Numerous studies confirm the need to complete gaps in the TVP.
- Richmond to Adelaide = highest priority.




Study Overview

- Project Manager: Jeff Bruin
- Consultant: Dillon Consulting Ltd.
- Study Type: Schedule 'B' MCEA
- Started: September 2014
- Anticipated Completion: Spring 2016
- Status: Finalizing EIS & ESR

Study Objective

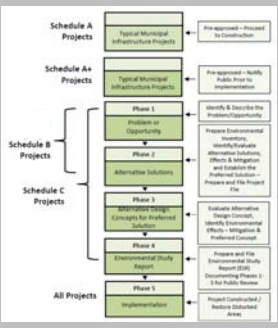
- Identify the preferred alignment for the Thames Valley Parkway (primary pathway system) between Richmond Street and Adelaide Street North, as well as secondary pathway connections to surrounding neighbourhoods.




Richmond to Adelaide TVP - MCEA

What is a MCEA:

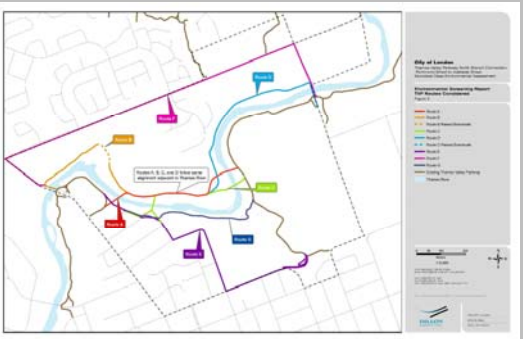

- The Class EA process is a five phase planning process which:
 - Identifies reasonable solutions to the problem;
 - Considers advantages and disadvantages including net environmental effects;
 - Requires public consultation; and
 - Provides clear documentation that describes the decision making process
- Phase 1: problem or opportunity
- Phase 2: alternative solutions
- Phase 3: alternative design concepts for preferred solution
- Phase 4: environmental study report**
- Phase 5: implementation





Richmond to Adelaide TVP - MCEA

TVP Options Assessed

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- TVP Recommended Route

This map displays the recommended route for the Richmond to Adelaide TVP. The route is highlighted in orange and red, starting from Richmond and heading south towards Adelaide. The map includes a legend for 'City of London' and 'Environmental Sensitivity Areas', as well as 'Key Design Features' and a scale bar.

Richmond to Adelaide TVP - MCEA

- TVP Alignment & ELC Codes

This map shows the TVP alignment and associated ELC (Ecological Land Classification) codes. The alignment is shown in green, with various colored areas representing different ELC codes. The map includes a legend for 'City of London' and 'Environmental Sensitivity Areas', as well as 'Key Design Features' and a scale bar.

Richmond to Adelaide TVP - MCEA

- TVP Alignment & Significant Ecological Features/Functions

This map illustrates the TVP alignment and identifies significant ecological features and functions. The alignment is shown in green, with various colored areas representing different ecological features. The map includes a legend for 'City of London' and 'Environmental Sensitivity Areas', as well as 'Key Design Features' and a scale bar.


Richmond to Adelaide TVP - MCEA


- Ross Park Pedestrian Bridge

This technical drawing provides detailed plans and sections for the Ross Park Pedestrian Bridge. It includes a plan view, a cross-section, and a detailed view of the bridge structure. The drawing includes a legend for 'City of London' and 'Environmental Sensitivity Areas', as well as 'Key Design Features' and a scale bar.

Richmond to Adelaide TVP - MCEA

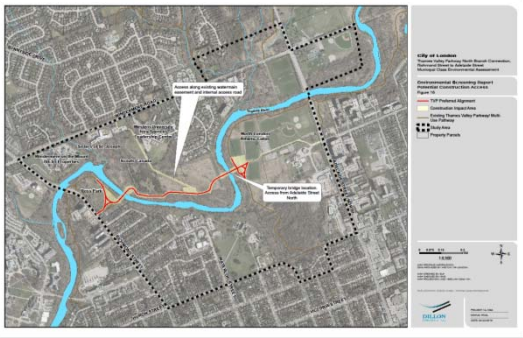
- **Ross Park Pedestrian Bridge Abutments**






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- **Preliminary Construction Footprint**






Richmond to Adelaide TVP - MCEA

<ul style="list-style-type: none"> ▪ Key Issues: EEPAC ▪ That the public consultation process used to choose the alternative was flawed; ▪ That there are species at risk (SARs); ▪ Ecological inventory/data requirements were not complete; ▪ Concerns raised by the UTRCA; ▪ The future Broughdale connection, and ▪ The net effects assessment 	<ul style="list-style-type: none"> ▪ Key Issues: UTRCA ▪ Protecting SAR <ul style="list-style-type: none"> – Pre/during/post construction & construction timing. – Avoiding in-water construction. – Managing increased human presence. – Short & long term monitoring. ▪ Clarifications regarding Significant Wildlife Habitat (SWH) assessments. ▪ Clarifications regarding potential impacts to FOD7-4 habitat within the study area. ▪ Clarifications regarding hydraulic modeling and the need to convey 1:250 year storm event.
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Richmond to Adelaide TVP - MCEA

- **Project Refinements Being Considered:**
- The draft EIS will be updated to address UTRCA & EEPAC recommendations where feasible. The EIS will influence future detailed design processes.
- Eliminate the need for in water work at the Ross Park Bridge.
- Consider cost/benefit scenarios and feasibility for potentially eliminating the earth fill ramp/retaining walls at the north approach to the Ross Park pedestrian bridge.
- Is there value in incorporating open box culverts below the pathway on the Scouts property to accommodate reptile/amphibian passage?
- Consider the potential for winter construction of bridge & implementation of wildlife exclusionary fence in certain locations.
- Eliminate the old north pedestrian connection from the EIS (to be studied in the future).
- Approach landowners to try and acquire floodplain lands so long term monitoring, ecological enhancements/restoration and bylaw enforcement can be more effectively managed.
- Others?




Richmond to Adelaide TVP - MCEA

■ Next Steps

- Receive updated comments from EEPAC and UTRCA.
- Finalize EIS and MCEA Environmental Study Report.
- Report to Council and seek endorsement to commence the 30-day public review period. Report to CPSC tentatively scheduled for June 21, 2016 (this will need to be verified and is subject to feedback from the UTRCA).







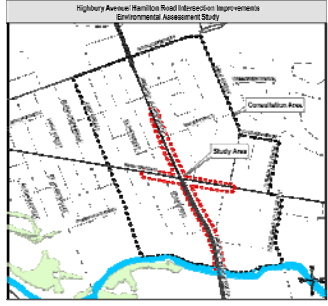
Highbury Avenue & Hamilton Road Intersection Improvements Environmental Assessment




Cycling Advisory Committee
May 18, 2016
Transportation Planning & Design

Study Area



2





Background

- London 2030 Smart Moves Transportation Master Plan
- The 2014 Development Charges Background Study identifies the intersection for construction in 2019 subject to approvals and funding
- The intersection operations currently fail during the afternoon peak period with significant delays and traffic backups
- Improvements to the intersection are required to accommodate traffic volumes, safety, pedestrian and cyclist needs




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Public and Agency Consultation

- A Notice of Study Commencement - January 2015
- Public Information Centre (PIC) 1 - May 14, 2015
- Meetings with representatives of the Esso, Petro-Canada, and Shell service stations located at the corners of the intersection
- Staff met individually with five property owners who are potentially impacted most significantly
- Technical Agencies Committee
- **PIC 2 was on March 9, 2016**

Over 150 contacts made!




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Alternative Evaluation

- Four Alternatives with varying degrees of intersection improvements
- Evaluated on:
 - Future traffic operations
 - Property impacts
 - Pedestrian and Cyclist Safety
 - Potential to reduce traffic infiltration
 - Transit operations
 - Costs



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Cycling Master Plan Context



- Buffered Bike Lane
- Bike Lane
- Buffered Paved Shoulder
- Paved Shoulder
- Signed Route with E
- Signed Bike Route w
- Signed Bike Route
- Desired Connection¹


Key Destinations

- Community Destinati
- Potential Rapid Trans
- Hospital

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The Preferred Alternative



a balanced approach between improvements in traffic operations, property impacts and costs

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Included Key Road Improvements

- Entrance modifications in proximity to the intersection
- Raised median islands on Hamilton Road and Highbury Avenue
- Hamilton Road cycling lanes



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