

9TH REPORT OF THE
TRANSPORTATION ADVISORY COMMITTEE

Meeting held on October 4, 2016, commencing at 12:23 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: J. Kostyniuk (Acting Chair), G. Bikas, S. Brooks, G. Debbert, A. Farahi, S. Greenly, H. Ketelaars, and J. Madden and H. Lysynski (Acting Secretary).

ABSENT: L. Norman, J. Peccia, A. Penney and A. Stratton.

ALSO PRESENT: P. Dubniak, T. MacBeth and D. MacRae.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that J. Kostyniuk disclosed a pecuniary interest in clause 2 of this Report, having to do with Dundas Place, by indicating that his firm worked on the project.

II. SCHEDULED ITEMS

2. Dundas Place

That it BE NOTED that the attached presentation from D. MacRae, Division Manager, Transportation Planning and Design, with respect to Dundas Place, was received.

III. CONSENT ITEMS

3. 8th Report of the Transportation Advisory Committee

That it BE NOTED that the 8th Report of the Transportation Advisory Committee from its meeting held on September 6, 2016, was received.

4. Notices

That it BE NOTED that the following Notices were received:

- a) the Notice from L. Maitland, Planner I, dated September 8, 2016, with respect to the application by Old Oak Properties Inc., relating to lands within the Southwest Area Secondary Plan; and,
- b) the Notice from L. Mottram, Senior Planner, dated September 20, 2016, with respect to the application by Sifton Properties Limited, relating to the properties located at 1509 Ed Ervasti Lane and a portion of 1295 Sandy Somerville Drive.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

5. Draft Coloured Crosswalk Policy

That the Civic Administration BE ADVISED that the Transportation Advisory Committee (TAC) supports the draft Coloured Crosswalk Policy as outlined in the staff report dated August 22, 2016 from the Managing Director, Environmental & Engineering Services and City Engineer; it being noted that the TAC considers the proposed policy to be fair, reasonable and comprehensive; and, it being further noted that the TAC reviewed and received a Municipal Council resolution from its session held on August 30, 2016 with respect to this matter.

6. Intercommunity Bus Policy

That the Civic Administration BE REQUESTED to advise the Ministry of Transportation of the following comments with respect to the Ontario Intercommunity Bus Policy proposal:

- a) the Transportation Advisory Committee (TAC) supports a reduction in transportation barriers; and,
- b) the Ministry be asked to consider new and emerging technologies which may be appropriate for intercommunity passenger travel;

it being noted that the TAC reviewed and received the following with respect to this matter:

- a communication from H. Valentine entitled “The Intercity Bus in Ontario - Long Term Trends and Future Options”; and,
- a News Release from the Ministry of Transportation entitled “Ontario Intercommunity Bus Policy Proposal”.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

7. London ON Bikes

That it BE NOTED that the attached communication from D. MacRae, Division Manager, Transportation Planning and Design and D. McLaughlin, Senior Project Manager, with respect to London ON Bikes, was received.


8. E-Bikes

That it BE NOTED that the attached communication from H. Ketelaars, with respect to e-bikes, was received.


VII. ADJOURNMENT

The meeting adjourned at 1:25 PM.

NEXT MEETING DATE: November 1, 2016




Dundas Place



My Dundas Event

October 4, 2016
Transportation Advisory Committee



“...make Dundas the most exciting street in London...”



OUR MOVE FORWARD
LONDON'S DOWNTOWN PLAN

Transformational Project #1
Dundas Place


Council adopted April 14, 2015

Scoping Study

MY DUNDAS

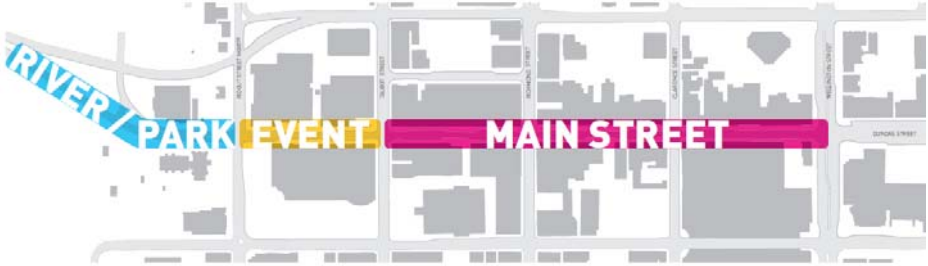







Block Character Areas

The EVENT and MAIN STREET blocks could be closed to traffic for events throughout the year. The RIVER/PARK block would need to remain open to transit.




<p>RIVER/PARK WITH TRANSIT WAY</p> <ul style="list-style-type: none"> • Recreational and cultural activities on the riverfront • Integrate with SHIFT transit planning over Kensington Bridge to Ridout 	<p>EVENT</p> <ul style="list-style-type: none"> • Programming and event spaces on street act as extension of Budweiser Gardens and Riverfront parks 	<p>MAIN STREET</p> <ul style="list-style-type: none"> • Main blocks for everyday life and gathering spaces with active ground floor uses
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Public Meeting Displays

- [June Public Meeting Displays on www.mydundas.ca](http://www.mydundas.ca)

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NOTICE OF STUDY COMPLETION

“London ON Bikes”

CITY OF LONDON CYCLING MASTER PLAN

The City of London has completed London ON Bikes, the City’s Cycling Master Plan. The master plan study was developed through a four stage process that included extensive public and stakeholder consultation and is based on the most current Ontario provincial cycling planning and design guidelines, and best practices from North America. The study was conducted in accordance with the master planning process following the requirements of Phases 1 and 2 of the *Municipal Class Environmental Assessment* process (October 2000, as amended in 2007 and 2011), which is an approved process under the *Ontario Environmental Assessment Act*.

<p>The Recommended Plan</p>	<p>A long-range (10+ year) cycling master plan has been developed for the City of London. Called “London ON Bikes”, it supports the objectives identified in the City’s Strategic Plan, contributes to Building a Sustainable City and will play an important role in Strengthening Our Community and providing improved travel choices for residents and visitors.</p> <p>London ON Bikes identifies a network of cycling facilities that builds on the 331 kilometres of existing cycling facilities and pathways in London. Over time as it is implemented, the network will establish a more connected, convenient and enjoyable system of cycling facilities for all ages, and provide improved access to key community destinations, points of interest and areas of natural and cultural significance.</p> <p>London ON Bikes recommends the implementation of 305 kilometres of new cycling facilities including bike lanes, cycle tracks, buffered paved shoulders and off-road pathways within the downtown, suburban and rural areas of the city. In addition to the proposed facilities, London ON Bikes also identifies a number of policy recommendations as well as supportive actions, including developing wayfinding and signage, touring loops, a cycling website, bike share, bicycle parking and the expansion of the CANBike education program. Together, all of these elements will help to encourage, educate and enhance cycling throughout the city and ultimately improve quality of life and achieve other desired outcomes and objectives of the City, its stakeholder partners and residents.</p>
<p>Public Consultation</p>	<p>The Class EA process requires two points of contact with the public as part of the master planning process. To inform the development of London ON Bikes, the project team completed two public information sessions at numerous locations throughout the city. Members of the public were also engaged through online consultation tools hosted on the project website. In addition, the team consulted with local stakeholders through a series of workshop sessions. Comments were gathered and used to inform the recommendations outlined in the master plan as well as the preferred cycling network.</p>

London ON Bikes Report	London ON Bikes was presented to the Civic Works Committee on September 7, 2016 and approved in principle pending the thirty (30) calendar day public review period that commences with issuance of this Notice. The London ON Bikes report will be available for public review starting on September 29, 2016 on the project website www.londonbikes.ca and at the following locations:	
	<p>City of London City Hall Clerk's Office, 3rd Floor 300 Dufferin Avenue</p> <p>Hours of Operation: Mon-Fri: 8:30 AM – 4:30 PM Sat/Sun: Closed</p>	<p>London Public Library, Central Branch Citi Plaza, 251 Dundas Street</p> <p>Hours of Operation: Mon-Thurs: 9:00 AM – 9:00 PM Fri: 9:00 AM – 6:00 PM Sat: 9:00 AM – 5:00 PM Sun: Closed</p>
How to Provide Input:	If you have any questions or concerns regarding the information provided in the London ON Bikes report, please provide written comments to the following team members no later than October 29, 2016 :	
	<p>City of London Contact:</p> <p>Doug MacRae, P.Eng. Division Manager, Transportation Planning & Design T: 519-661-2500 ext. 4637 E: dmacrae@London.ca</p>	<p>Consultant Contact:</p> <p>Dave McLaughlin, RPP Senior Project Manager T: 905-882-7306 E: mclaughlind@mmm.ca</p>

Subject to the comments received as a result of this notice, and subject to project priorities and budget availability, the City of London intends to proceed with the adoption of the Cycling Master Plan. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This notice issued on September 29, 2016.

Q1: What safety requirements are in place for e-bikes?

To operate an e-bike on Ontario's public roads, the following vehicle safety and operator requirements are in place :

- E-bikes must not weigh more than **120 kg** (includes the weight of bike and battery).
- All operators and passengers must be at least **16 years** of age.
- All operators and passengers **must wear an approved bicycle or motorcycle helmets**.
- All electrical terminals must be completely covered.
- **Two independent braking systems** consistent with requirements for motorcycles and motor-assisted bicycles (mopeds) that applies force to each wheel and is capable of bringing the e-bike, while being operated at a speed of 30 km/h, to a full stop within 9 metres from the point at which the brakes were applied.
- The minimum wheel width or diameter **cannot be less than 35mm/350mm**.
- No modifications to the motor to allow it to exceed a **power output greater than 500W** and a speed greater than **32 km/h**.

The battery and motor must be securely fastened to the vehicle to prevent them from moving while the e-bike is operating.

Q2: Can I remove the pedals from my e-bike?

No. If you remove the pedals from your e-bike, it is no longer considered to be an e-bike because it does not conform with the *Highway Traffic Act* definition of a power-assisted bicycle. Removing the pedals makes it an illegal vehicle. You could be ticketed for operating a motor vehicle without registration and insurance.

Q3: Can I modify my e-bike so it can go faster than 32 km/h?

No. Modifying your e-bike to increase its speed beyond 32 km/h will no longer qualify it as an e-bike.

Q4: My e-bike weighs more than 120 kg. Can I ride it in Ontario?

Currently, only e-bikes weighing 120 kg and under are allowed on Ontario's public roads as e-bikes. A weight greater than 120 kg will no longer qualify as an e-bike. You may then face moped or limited-speed motorcycle licensing, registration and insurance requirements.

Q5: Can I operate an e-bike if my driver's licence has been suspended?

It depends on the particular circumstances that led to your licence suspension. If your licence is suspended because of a conviction that has resulted in a driving prohibition under the *Criminal Code of Canada*, **you cannot legally operate an e-bike**.

If your driver's licence has been suspended under other circumstances, you should discuss your situation with a licensed legal practitioner before deciding to operate an e-bike.

Q6: Can I carry passengers on my e-bike?

You can carry passengers on your e-bike **if it was designed for more than one person**. Passengers are not allowed on a bicycle designed for one person.

You should check the manufacturer's information to see if your e-bike was designed to carry passengers.

E-bike passengers must be at least 16 years old.

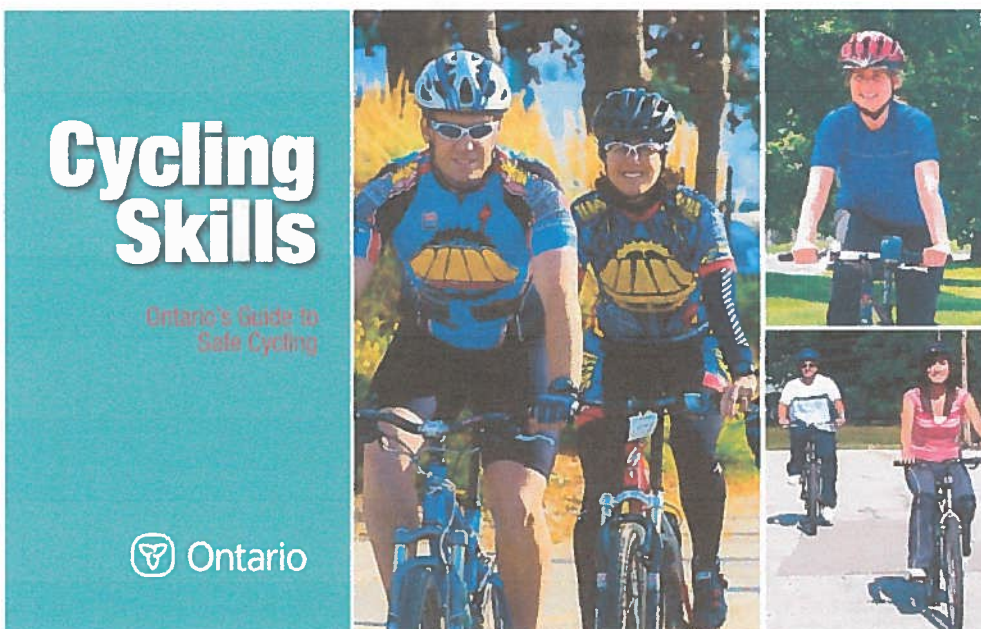
Q7: What are the penalties for riding an e-bike while drunk?

Drinking and driving a motor vehicle is a *Criminal Code* offence and charges are laid under the *Criminal Code* of Canada. Under the *Criminal Code*, the definition of a "motor vehicle" includes an e-bike, and anyone operating an e-bike intoxicated could be charged for impaired driving. If convicted, the offender would be subject to the *Criminal Code* penalties, including a fine or jail time, and a driving prohibition.

Under the *Highway Traffic Act*, an e-bike is not classified as a motor vehicle, so penalties for impaired driving under the Act would not apply.

Q8: Can municipalities pass by-laws prohibiting e-bikes?

Yes. Municipalities have the ability to prohibit where e-bikes may travel on roads, paths, trails and other property under their jurisdiction.



Electric bicycles

E-bikes are motorized bicycles that can look like conventional bicycles, scooters or limited-speed motorcycles. This information will help so you can ride safely.

What is an e-bike

E-bikes in Ontario must have:

- steering handlebars
 - working pedals
 - an electric motor not exceeding 500 Watts
 - a maximum speed of 32 km/h
 - a maximum weight of 120 kg
 - a permanent label from the manufacturer in both English and French stating that your e-bike conforms to the federal definition of :
- It is illegal to modify your e-bike's motor to make it more powerful or to increase the speed of your e-bike.

What e-bike riders need

You **don't** need a driver's licence, vehicle permit or licence plate to ride an e-bike, but you **do** need to:

- be 16 or older
- wear an approved bicycle or motorcycle helmet
- keep your e-bike in good working order

You also need to follow the same rules of the road as regular cyclists.

[Cycling Skills: Ontario's Guide to Safe Cycling](#) (PDF - 3.39 MB)

Where to ride an e-bike

You can ride your e-bike on most roads and highways where conventional bikes are permitted, with some exceptions.

You **can't** ride your e-bike:

- on certain provincial controlled access highways, such as the 400 series, the Queen Elizabeth Way, the Queensway in Ottawa or the
- on municipal roads, including sidewalks, where bicycles are banned under municipal by-laws
- on municipal roads, sidewalks, bike paths, bike trails or bike lanes where e-bikes are prohibited



Summary:

An E-Bike is a bicycle, assisted with a electric motor that is boosted by a battery, as well as generated power from peddling.

The are governed under the Highway traffic act as a bicycle, using bicycle facilities.

