

3RD REPORT OF THE
TREES AND FORESTS ADVISORY COMMITTEE

Meeting held on February 22, 2017, commencing at 12:20 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: R. Mannella (Chair), C. Haindle, T. Khan, J. Kogelheide, C. Linton, R. Walker and N. St. Amour and J. Martin (Secretary).

ABSENT: A. Cantell, P. Ciufu and G. Mitchell.

ALSO PRESENT: A. Beaton, J. Cranston, A. Giesen, K. Grabowski, R. Postma and J. Ramsay.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Queens Avenue Cycle Lanes and the Colborne Street Cycle Lane Improvements

That it BE NOTED that the Notice from D. MacRae, Division Manager, Transportation Planning and Design, with respect to the Public Information Centre held February 8, 2017 regarding the Queens Avenue and Colborne Street Cycletracks and the attached presentation from K. Grabowski, Transportation Design Engineer and J. Cranston, MMM, with respect to the Queens Avenue Cycle and the Colborne Street Cycle Track Design Project, were received.

III. CONSENT ITEMS

3. 2nd Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 1st Report of the Trees and Forests Advisory Committee, from its meeting held on January 25, 2017, was received.

4. Municipal Council Resolution - Appointment of Randy Walker, Middlesex London Health Unit Representative

That it BE NOTED that the Municipal Council resolution adopted at its meeting held February 14, 2017, with respect to the appointment of Randy Walker, Middlesex London Health Unit Representative to the Trees and Forests Advisory Committee, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

5. Allergens, Climate Change and Invasives Working Group

None.

6. Dingman Creek Objectives

That it BE NOTED that a communication dated January 31, 2017, from C. Linton with respect to Dingman Creek Storm Water Management Environmental Assessment, was received.

V. ITEMS FOR DISCUSSION

7. Tree Planting Update for Beaverbrook and Oakcrossing and Aldersbrook and Blackacres - R. Postma, Forestry Technologist

That it BE NOTED that a verbal update and a communication dated February 9, 2017, from R. Postma, Forestry Technologist, with respect to tree planting for the Beaverbrook and Oakcrossing area and the Aldersbrook and Blackacres area, were received.

8. 2016 Trees and Forests Advisory Committee Work Plan Summary

That it BE NOTED that the discussion with respect to the 2016 Trees and Forests Advisory Committee (TFAC) Workplan Summary was deferred to the March meeting of the TFAC.

9. 2017 Trees and Forests Advisory Committee Work Plan

That it BE NOTED that the discussion with respect to the 2017 Trees and Forests Advisory Committee (TFAC) Workplan was deferred to the March meeting of the TFAC.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VII. ADJOURNMENT

The meeting adjourned at 1:16 PM.

NEXT MEETING DATE: March 22, 2017

WELCOME

Public Information Centre

Wednesday, February 8th, 2017
 4:00 p.m. – 7:00 p.m.
 London Central Secondary School
 509 Waterloo Street



Why are we doing this project?

- ▶ As part of the **London ON Bikes** process to create a new cycling master plan, extensive public consultation was undertaken throughout 2015 and 2016. Many Londoners expressed a desire for on-road cycling facilities that provide more protection from motor vehicles on high traffic volume routes.
- ▶ The implementation of cycle tracks in select locations throughout the City was identified as a **premier feature of the new master plan**.
- ▶ In September 2016 City Council approved London ON Bikes and a functional design study was initiated to explore opportunities for cycle tracks on Queens Ave and Colborne St.
- ▶ The improvements will support a more bikeable, walkable, mobile, safe, active, and environmentally-friendly downtown for the City of London and help make residents feel more comfortable cycling.



- ▶ **Definition:**
 - Cycle Tracks are cycling facilities that are separated from motorized vehicles using a physical barrier or buffer zone. They can be designed as one or two-directional facilities.
- ▶ **Benefits:**
 - Achieving safer, more comfortable cycling facilities on roads.
- ▶ **Best Practices:**
 - Cycle tracks have been implemented in many Canadian cities including Toronto, Hamilton, Ottawa, Calgary, Winnipeg, Vancouver and Montreal.

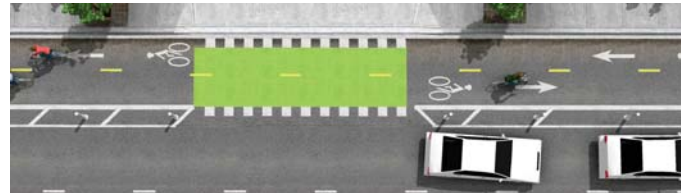
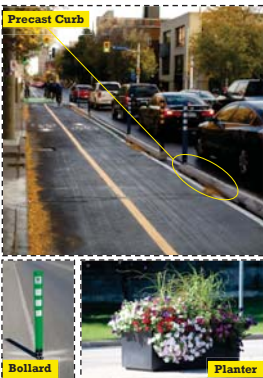


Image credit: NACTO Bikeway Design Guide

Bollards, Precast Curbs and Planters

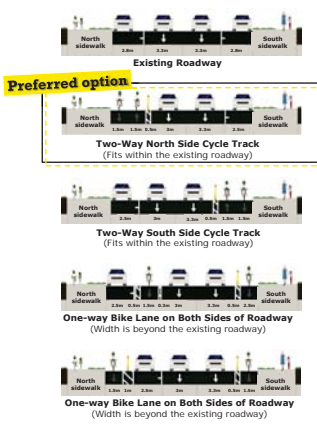
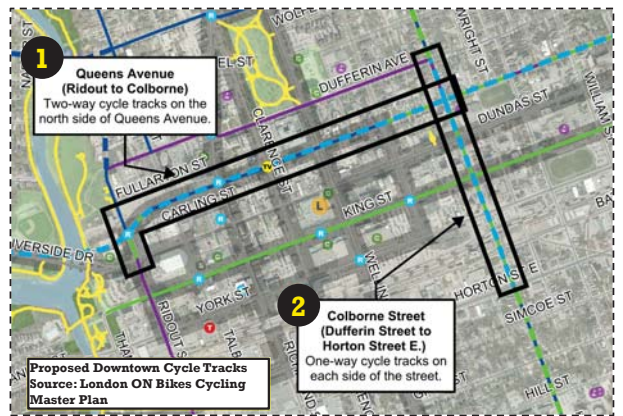


- 1 Flexibility**
Concrete curbs can be anchored to the roadway and removed for road maintenance or if no longer desired with no roadway reconstruction required.
- 2 Compatibility with Existing Drainage**
The curb design includes gaps for water to flow under the curb at the centre of each unit or between the curbs.
- 3 Maintenance**
Precast concrete curbs eliminate incidents where vehicles drive over roadway surface mounted bollards, reducing ongoing maintenance costs and increasing bollard lifespan.
- 4 Effectiveness**
The combined use of bollards and curbs can effectively deter motorists from entering / stopping in the cycling facility where not desired, increasing cyclist comfort and safety.





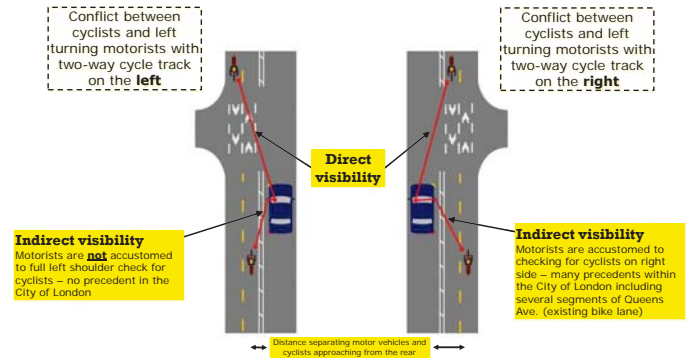
Image credit: Google Maps (2016)



Rationale for the preferred option

- ▶ Less impact to parking
- ▶ No roadway widening required on most blocks
- ▶ Ability to physically separate cyclists and motorists
- ▶ The north side has fewer commercial driveways than the south side and no laybys
- ▶ North side position is thought to be more intuitive for motorists (existing bike lane already on north side)
- ▶ Design solutions can be used to mitigate conflicts between cyclists and pedestrians at transit stops

Comparison of conflict potential between left and right side two-way cycle tracks on one-way streets.



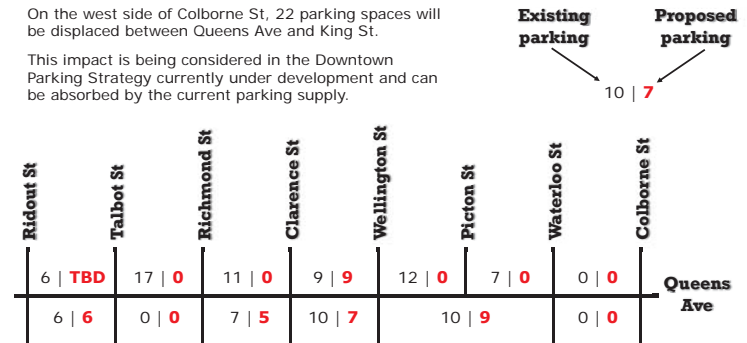


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Between Talbot St and Colborne St approximately 53 parking spaces will be displaced and the total number of on-street parking spaces will be reduced from 83 to 30.

On the west side of Colborne St, 22 parking spaces will be displaced between Queens Ave and King St.

This impact is being considered in the Downtown Parking Strategy currently under development and can be absorbed by the current parking supply.



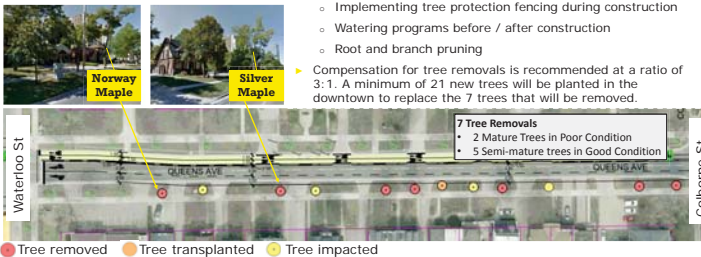
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Waterloo St to Colborne St:

As a result of roadway widening, it is expected that a total of 12 trees will be impacted as follows:

- **7 trees removed:** 1 Norway Maple (poor condition), 1 Silver Maple (poor condition), 3 Norway Maple (good condition) and 2 European Linden (good condition) – shown below. These trees are too close to the construction area to survive and too large to transplant.
- **1 tree transplanted:** this tree is newly planted and will be transplanted to a nearby location
- **4 trees impacted:** construction is required in the root zone of these trees, but is not expected to occur within 1.5 m of the tree trunk. These trees will be monitored and the following mitigating measures will be taken to minimize damage and promote tree health.

- Implementing tree protection fencing during construction
- Watering programs before / after construction
- Root and branch pruning
- Compensation for tree removals is recommended at a ratio of 3:1. A minimum of 21 new trees will be planted in the downtown to replace the 7 trees that will be removed.



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East of Richmond St: 2 Trees Transplanted to Create New Bus Stop

➤ **2 trees transplanted:** these trees are located in the north boulevard and will be transplanted to other nearby locations along Queens Ave

- Both trees are Common Hackberry
- Both trees are very young
- Both trees are in good condition

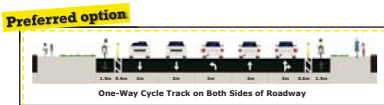
➤ A transit stop is being added at this location to accommodate new bus routing in the downtown



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Rationale for the preferred option

- Physical separation between cyclists and motorists added by adjusting lane widths and widening the roadway for a short distance at two locations
- Parking removed in order to provide a continuous cycling connection
- Short corridor length and two-way road configuration is more suitable for one-way cycle tracks
- Larger intersections and higher turning volumes are more suitable for one-way cycle tracks



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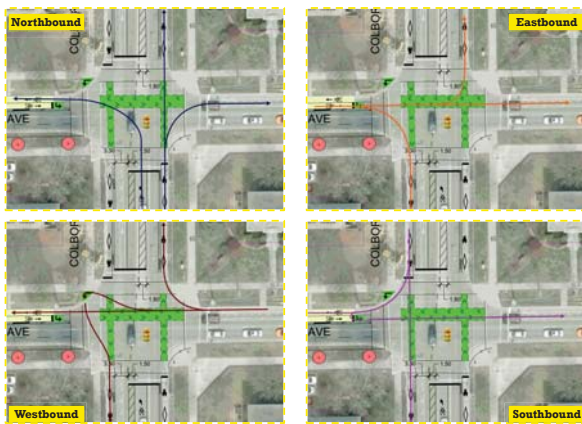
Queens Ave to Dufferin Ave: 3 Trees Impacted

As a result of roadway widening, it is expected that a total of 3 trees will be impacted as follows:

- ▶ **3 trees removed:** these trees are shown below and are within the proposed limit of paving and therefore must be removed:
 - London Planetree (good condition)
 - Norway Maple (fair condition)
 - Honey Locust (poor condition)
- ▶ Compensation for tree removals is recommended at a ratio of 3:1
- ▶ A minimum of 9 trees will be planted in the downtown to replace the tree removals.
- ▶ Impacts to the remainder of trees within the Colborne Street right-of-way are minimal and can be mitigated using tree protection fencing, watering programs and root pruning prior to and during construction.



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- 1 What would make you more comfortable as a cyclist in London?
- 2 What factors prevent you from cycling at present, if any? Infrastructure, weather, traffic volumes, air quality etc.?
- 3 What improvements would encourage you to cycle more along Queens Avenue and Colborne Street?
- 4 What would enable you to see other road users and react accordingly?
- 5 Would you be more likely to cycle along Queens Avenue and Colborne Street if cyclists were separated from motor vehicles?
- 6 What improvements to Queens Avenue and Colborne Street would make you more supportive as a resident?
- 7 Are there any streetscape improvements that you feel would be beneficial to cycling (e.g. street lighting improvements)?
- 8 Do you feel that there is sufficient space for cyclists in the proposed design?



If you have additional questions or comments, please contact one of the project representatives.

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February 2017

- ▶ Public Information Centre (PIC)

March 7th

- ▶ Civic Works Committee report to discuss PIC responses and next steps

Spring 2017

- ▶ Completion of detailed design of cycle tracks along Queens Avenue and Colborne Street

June 13th 2017

- ▶ Construction Contract award

Summer to Fall 2017

- ▶ Proposed construction of cycle tracks along Queens Ave and Colborne St begins



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- ▶ As directed by Council, an extension of the Queens Avenue cycle track from Colborne Street to Quebec Street was assessed as a potential future project.
- ▶ The Cycling Master Plan identifies Queens and Colborne cycle tracks as priorities in the short-medium term
- ▶ The bi-directional facility on the north side is the preferred option for this section.
- ▶ The extension would provide connectivity to Old East Village and other neighbourhoods.
- ▶ The details of how this facility fits in the road and associated traffic lane, tree and parking trade-offs are subject to further evaluation.
- ▶ This is a future phase and will require additional analysis and separate consultation.

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THANK YOU

Please feel free to contact our project representatives for further questions or comments:

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