

6TH REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on May 17, 2017, commencing at 4:06 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: D. Mitchell (Chair), D. Doroshenko, J. Jordan, H. Ketelaars, W. Pol, D. Szoller and M. Zunti and J. Martin (Secretary).

ALSO PRESENT: J. Bruin, C. Forsythe, T. Koza, D. MacRae and B. McCall.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Canada 150 London Bicycle Tour - Proposed Routes

That it BE NOTED that the attached presentation from E. Hill and G. Duarte, GIS and Urban Planning, Fanshawe College, with respect to the Canada 150 Bicycle Tour and the proposed routes, was received.

3. Southdale Road/Wickerson EA Update

That it BE NOTED that the attached presentation from T. Koza, Transportation Design Engineer, with respect to the Southdale Road / Wickerson 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 19, 2017, was received.

5. 2017 Bradley Avenue West Extension

That it BE NOTED that the Notice dated May 1, 2017, from T. Koza, Transportation Design Engineer, with respect to the Bradley Avenue West Extension, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

6. Cycling Advisory Sub-Committee

None.

V. ITEMS FOR DISCUSSION

7. Trans Canada Trail Update

That it BE NOTED that a verbal update from D. Mitchell, with respect to the Trans Canada Trail, was received; it being noted that the Cycling Advisory Committee held a general discussion with respect to the possible routes to link London to the Trans Canada Trail.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

8. 2016 Cycling Advisory Committee Work Plan Summary

That it BE NOTED that consideration of the 2016 Cycling Advisory Committee (CAC) Work Plan Summary was deferred until the next meeting of the CAC.

9. (ADDED) Stakeholder Workshop Invitation - City of London Complete Streets Design Manual Project

That it BE NOTED that the Cycling Advisory Committee (CAC) appointed J. Jordan as the CAC representative to participate in the City of London Complete Streets Design Manual Project Stakeholder Workshop being held June 2, 2017; it being noted that the CAC received a communication dated May 15, 2017, from M. Morris, Engineer-In-Training, with respect to this matter.

10. (ADDED) Queens Avenue Cycle Track

That it BE NOTED that the Cycling Advisory Committee (CAC) held a general discussion with respect to the Queens Avenue Cycle Track and the approved BRT routes.

VII. ADJOURNMENT

The meeting adjourned at 6:14 PM.

NEXT MEETING DATE: June 21, 2017

CANADA 150 BICYCLE TOUR

SATURDAY, JUNE 24TH



GOALS & OBJECTIVES

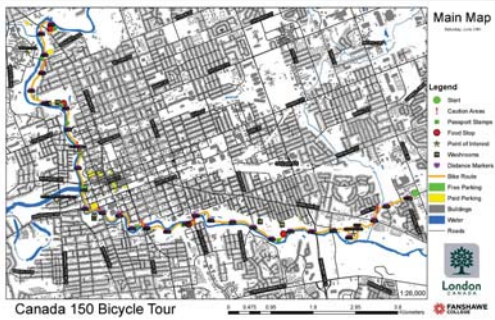
- Collecting Passport Stamps at areas of interest
- Learning experience about London and Canadian Heritage
- Re-introduce Thames Valley Parkways
- Encourage cycling culture
- Include everyone of all bicycling skill levels
- It's not a race, the KM distances are for reference



BIKE ROUTES

- **5KM (Children)** from Forks of the Thames to Gibbons Park and back
- **10 Km (Family)** from Forks of the Thames to Ross park and back
- **20KM/30 KM (Recreational)** from the Dutch Canadians Society to Ross park and back
- **65 KM (Experienced)** London to St. Thomas

9:30 AM Kickoff Presentation at the Forks of the Thames



CHILDREN 5KM

Potential Destinations:

- Black friars Bridge
- London Life Tennis Courts
- Gibbons Park
- London Children's Museum

Potential Activities:

- Feeding ducks/geese
- Fire Truck parked in Victoria St. Parking Lot
- Play park and splash pad nearby
- Food & Beverage stop at Gibbons Park

Areas of Caution:

- Steep Hill after Black friars Bridge
- Poor visibility going under Oxford St.



FAMILY 10KM

Potential Destinations:

- Same as the Children 5KM
- Western Bridge
- Ross Park

Potential Activities:

- Scavenger Hunt
- Friendly Water Fight
- Food and Beverage Stop at Ross Park

Areas of Caution:

- Merging on and off The Parkway
- Poor visibility under University Dr. Bridge



RECREATIONAL 20-30KM

Potential Destinations:

- Dutch Canadian Society (Food & Beverage)
- Meadowly Bridge
- St. Julien Park (Food & Beverage)
- Richard B. Harrison Park

Potential Activities:

- Dog Park
- Disc Golf
- Bubble Machine at Richard B. Harrison Park

Areas of Caution:

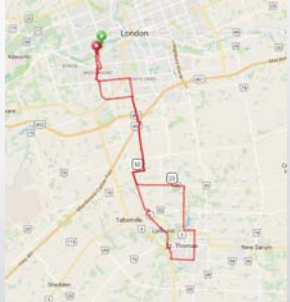
- Crossing Thames River at Wellington St. / Adelaide St.
- Crossing Richmond St. / Hamilton Rd.
- Crossing Under Ridout St. / Egerton St. / Highbury Ave
- Merging and riding along Gore Rd.



LONDON TO ST. THOMAS 65KM

Week 12 Healthiest Start St. Thomas 65 km

Day	Time	Location	Notes
1	08:00	London	Start of the route
2	08:00	London	Start of the route
3	08:00	London	Start of the route
4	08:00	London	Start of the route
5	08:00	London	Start of the route
6	08:00	London	Start of the route
7	08:00	London	Start of the route
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26	08:00	London	Start of the route
27	08:00	London	Start of the route
28	08:00	London	Start of the route
29	08:00	London	Start of the route
30	08:00	London	Start of the route
31	08:00	London	Start of the route



CONSTRUCTION SCHEDULE



QUESTIONS OR CONCERNS?





SOUTHDALE ROAD WEST Environmental Assessment Study

Southdale road west/wickerson road environmental assessment – preliminary (CAC presentation May 2017)



PROJECT OVERVIEW

- Environmental Assessment (EA) Limits: Southdale Road West and Wickerson Road corridors between Wickerson Gate and Byronhills Drive
- The EA will identify the requirements for improving the roads to a 2-lane standard, with the inclusion of Active Transportation



SOUTHDALE ROAD WEST/WICKERSON ROAD ENVIRONMENTAL ASSESSMENT – PRELIMINARY (MAY 2017)

EXISTING CONDITIONS



SOUTHDALE ROAD WEST/WICKERSON ROAD ENVIRONMENTAL ASSESSMENT – PRELIMINARY (MAY 2017)

POINTS OF INTEREST



Concerns with the existing roadway include:

- The combination of high and low points (crests and sags) along Southdale Road West creates limited sight distance
- Existing grades on Southdale Road West are steeper than current design guidelines for an arterial road
- No cycling facilities on Southdale Road West or Wickerson Road.

Collision data over the past six years indicates the majority of reported collisions on Southdale Road West and Wickerson Road were single vehicle accidents relating to excessive speed or animal encounters. Collisions reported at the intersections of Southdale Road West/Boiler Road and Southdale Road West/Wickerson Road were mainly multi-vehicle rear-end collisions or failures to yield to right-of-way.



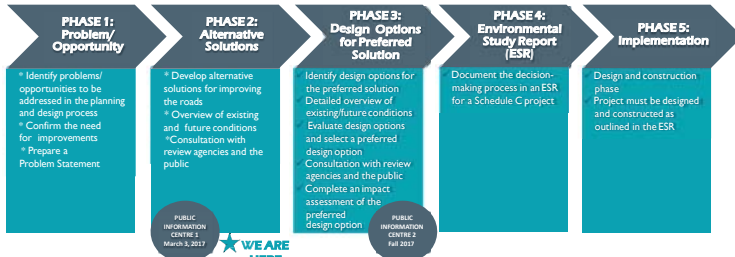
Southdale Road looking West



Southdale Road West looking East

- Legend
- (A) Existing high point in road (Crest)
 - (B) Existing low point in the road (Sag)
 - (C) Steep road grades

CLASS EA PROCESS



The Study is following the requirements of the *Municipal Class Environmental Assessment (EA) (2011)* for a Schedule 'C' (major) project.

The Class EA process ensures: All relevant engineering and environmental factors are considered in the planning and design process. Public and agency input is integrated into the EA process.

The Southdale Road West study will follow all five phases of the Class EA process:

- Phase 1 involves the development of a "Problem Statement"
- Phase 2 consists of the development and evaluation of alternative solutions. A preferred solution will be chosen following PIC #1
- Phase 3 will evaluate design options for implementing the preferred solution. A preferred design will be chosen at the end of Phase 3
- In Phase 4, the ESR will be placed on the "public record" for a 30-day public and agency review period.

PHASE 1 – PROBLEMS/OPPORTUNITIES

Phase 1 of the Class EA process has been completed. The process involved identification of problems, constraint and opportunities to be addressed in the design process and confirms the needs for improvements. A problem statement was developed at the end of this phase.

Problems

- Southdale Road West (Arterial Road)
 - Existing road is narrow with steep vertical grades which significantly impact sightlines for motorists and residents with direct access to the road
 - Narrow right-of-way width
 - No accommodation for pedestrian or cyclists
- Wickerson Road (Secondary Collector)
 - Existing Road is narrow with a steep vertical grade at the intersection with Southdale Road West
 - Poor sightlines due to numerous short vertical crest curves along the roadway
 - No accommodation for pedestrians or cyclists.



Constraints

- A portion of the Study Area is in the Lower Dingman Corridor Environmentally Significant Area (ESA)
- An Environmental Impact Study (EIS) is required for expanded infrastructure in the Natural Heritage System.

PHASE 1 – PROBLEMS/OPPORTUNITIES



Opportunities

The road improvements can be designed to:

- Provide a division between urban/rural areas by preserving farmland and the Natural Heritage System
- Implements the active mobility policies and objectives in walking and cycling infrastructure specified in the *London Plan**, *London Cycles Master Plan Update* and *2030 Smart Moves Transportation Master Plan (TMP)*
- Design pedestrian and cycling facilities for future extensions of the Thames Valley Parkway system.

Problem Statement

Improvements are required to the grades and cross sections of Southdale Road West and Wickerson Road to meet the City's minimum design standards and improve road safety. The improvements will be planned and designed to:

- Implement the policies of the *London Plan**, *London Cycles Master Plan Update* and *2030 TMP*
- Avoid or minimize impacts to the Lower Dingman Corridor ESA, surrounding farmlands, neighbourhoods, natural heritage features.
- Incorporate required infrastructure and make provisions for future infrastructure, where feasible.

*As designated in the *London Plan*, Southdale Road West is classified as a Rural Thoroughfare and Wickerson Road as a Neighbourhood Collector.

PHASE 2 – ALTERNATIVE SOLUTIONS



Phase 2 of the Class EA process has been completed. The process involved the development of alternative solutions for improvements to the roads.

Two alternative solutions were developed:

- **Do Nothing** – Southdale Road West and Wickerson Road would remain in the same condition with no improvements
- **Improvements** to Southdale Road West and Wickerson Road to meet minimum design standards
 - Alternative 1 – vertical and cross section reconstruction to meet design standards on the existing horizontal alignment
 - Alternative 2 – horizontal realignment of Southdale Road West and Wickerson Road outside of the current footprint of the roadway. This alternative would also include vertical and cross section reconstruction to meet design standards.

Alternative 2 was dismissed due to the significant impacts outside of the existing road footprint.

PHASE 2 – ALTERNATIVE SOLUTIONS



PREFERRED SOLUTION

- 2-Lane roadways designed to current standards
- Profile improvements to current design standards

Legend

- Orange line: Profile being raised (fill)
- Blue line: Profile being lowered (cut)
- Green line: Minor profile adjustments



PHASE 3 – DESIGN OPTIONS



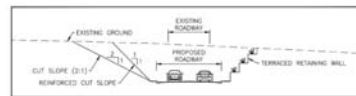
Increasing the sight distances and decreasing the steepness of the grades on this type of project typically involves a combination of:

- Lowering the high points of the road (cut section), and/or
- Raising the low points of the road (fill section).

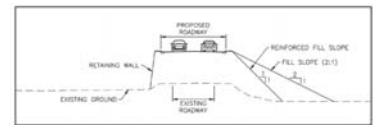
Various options are available for the new side slopes of the roadway, including earth cut and fill slopes, reinforced slopes, and various types of retaining walls.



Example of a 1:1 Reinforced Fill Slope



Cross Section – Cut Slope Options

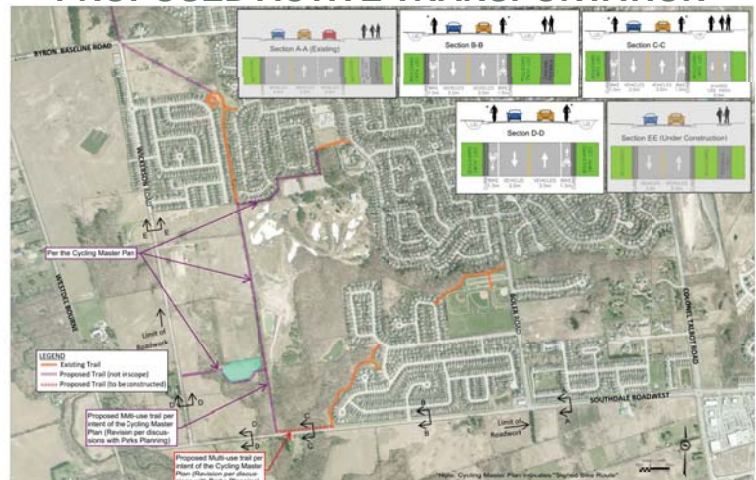


Cross Section – Fill Slope Options

SUMMARY

- The Public Information Centre was held in March, where opportunities for active transportation, as identified in the Cycling Master Plan, were presented to the public (presentation material available on the City website)
- Based on feedback received at the PIC and advancement of the design, the proposed active transportation strategy will include:
 - Upgrade to on-street bike lanes on Wickerson Road and Southdale Road (Master Plan showed signed bike routes)
 - Partial section of multi-use pathway on north side of Southdale Road West, for future trail connectivity

PROPOSED ACTIVE TRANSPORTATION



NEXT STEPS



Public Information Centre #2 is anticipated to be scheduled in Fall 2017 and will:

- Provide a recommended Design Option
- Indicate proposed construction staging
- Summarize the outcome of the Environmental Impact Study.

THANK YOU