

2ND REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on January 17, 2018, commencing at 4:12 PM, in Committee Room #1, Second Floor, London City Hall.

PRESENT: W. Pol (Acting Chair), D. Doroshenko, R. Henderson, J. Jordan, D. Szoller and M. Zunti and H. Lysynski (Acting Secretary).

ABSENT: D. Mitchell and A. Stratton.

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

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

None.

III. CONSENT ITEMS

2. 1st Report of the Cycling Advisory Committee

That it BE NOTED that the 1st Report of the Cycling Advisory Committee from its meeting held on December 20, 2017, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

3. TREA Research Project

That it BE NOTED that the Cycling Advisory Committee heard a verbal presentation from D. Szoller with respect to a 2017 TREA Research project.

4. Cycling Advisory Committee's Participation at the Home Show

That it BE NOTED that the Cycling Advisory Committee (CAC) held a general discussion and heard a verbal presentation from A. Miller, Coordinator, Transportation Demand Management, with respect to the CAC's participation at the Home Show.

5. Proposed London Bicycle Friendly Awards Policy

That the following actions be taken with respect to the proposed London Bicycle Friendly Awards:

- a) the attached proposed London Bicycle Friendly Award Policy BE APPROVED; and,
- b) subject to the approval of part a) above, consideration BE GIVEN to presenting the London Bicycle Friendly Award annually, starting with the 2019 recognitions at the same Municipal Council meeting as the annual presentation of the Mayor's New Year's Honour List awards.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

6. (ADDED) Victoria Bridge Environmental Assessment

That J. Fullick, Technologist II and J. Pucchio, AECOM, BE ADVISED that the Cycling Advisory Committee (CAC) expressed its support for the proposed cycling solution for the Victoria Bridge Municipal Class Environmental Assessment; it being noted that the CAC received the attached presentation from J. Fullick, Technologist II and J. Pucchio, AECOM, with respect to this matter.

7. (ADDED) Memorial Ride held January 15, 2018 – R. Henderson

That it BE NOTED that a verbal presentation from R. Henderson with respect to the Memorial Ride that was held in honor of Tae-Kuhn (Thomas) Ha by London Cycle Link and the Squeaky Wheel Bike Co-op.

8. (ADDED) Request for Road Closure for Cycling Only Purposes

That the following actions be taken with respect to the proposal to close Oxford Street, in its entirety, on a Sunday morning from 6:00 AM to 10:00 AM during the summer:

- a) it BE NOTED that a verbal presentation from J. Rule, Cycling Advocate, with respect to this proposal was received; it being noted that Ottawa, Montreal and Winnipeg have similar programs;
- b) the above-noted proposal BE AMENDED to consider closing Dundas Street instead of Oxford Street; and,
- c) the above-noted proposal BE ADDED to the proposed 2018 Cycling Advisory Committee Work Plan for investigation, noting that the CAC will consult with cycling groups in the development of a recommendation for Municipal Council's consideration.

VII. ADJOURNMENT

The meeting adjourned at 6:08 PM.

NEXT MEETING DATE: February 21, 2018

Proposed London Bicycle Friendly Awards Policy

1. That following policy be established for the issuance of yearly London Bicycle Friendly Awards:
 - a) One Bicycle Friendly Award be presented once a year, in conjunction with the advisory committee process (to include public submissions) for nominations involving the Mayor's New Year's Honour List. These will be awarded to an exemplary individual or an organization or business that has contributed to making the City of London much more bicycle friendly.
 - b) The Cycling Advisory Committee members be authorized to collect/make nominations and select the recipient to be considered for Bicycle Friendly Awards with endorsement by Council;
 - c) The following criteria be established to qualify for the award, that nominees meet a minimum of three of these criteria:

Individual that:

- i) Volunteers or participates with local cycling events, bike rides or tours;
- ii) Actively cycles year round in compliance with the Ontario Highway Traffic Act and municipal by-laws;
- iii) Leads by example in demonstrating safe cycling skills; and,
- iv) Publically and proactively promotes the benefits of cycling.

Organization or Business that:

- i) Engages their staff, members, constituents and/or clients to actively commute to work and/or ride recreationally;
 - ii) Invests in secure, sheltered, monitored bicycle parking;
 - iii) Invests in on-site shower and change facilities;
 - iv) Offers employee training in bike safety, repair and maintenance;
 - v) Offers support for onsite or community bike events and functions;
 - vi) Offers a bicycle-friendly dress code and/or incentives to ride to work; and,
 - vii) Uses bicycle friendly services (ie bike couriers, bike trailer deliveries).
- d) On the understanding that:
- i) Unsuccessful nominations may be resubmitted in future years;
 - ii) Individuals currently serving on the Cycling Advisory Committee are not eligible for consideration; and,
 - iii) Businesses and organizations to be considered include but not be limited to: restaurants, grocery stores, manufacturers, offices, media, small and large retailers, bike stores, tourism operators, malls, boards and departments (ie library board, school boards, government, police) hotels and organizations (ie YMCA, health agencies).

Victoria Bridge Municipal Class EA Transportation Advisory Committee

John Pucchio, P. Eng., Project Manager

January 23, 2018



Municipal Class Environmental Assessment

Class Environmental Assessment:

- Evaluated rehabilitation or replacement alternatives. Full range of alternatives are evaluated along with their impacts on social, technical, economic, natural and cultural environments.
- Currently at Phase 4 of Class C EA - Bridge Replacement is the Preferred Alternative.

Problem/Opportunity:

Constructed in 1926, Victoria Bridge is located on Ridout Street over the south branch of the Thames River in the City of London. Ridout Street is an important link to downtown and a designated north-south bicycle route. However, Victoria Bridge does not have sufficient width to accommodate dedicated bicycle lanes which is a safety concern. Recent bridge inspections also identified ongoing issues of deterioration which may reduce the structural capacity of the bridge. Given the age of the bridge, existing conditions, functional deck width, structural capacity, potential heritage value and other considerations, the Class EA study should identify a solution to address structural deficiencies and accommodate all users through bridge rehabilitation or replacement.



Victoria Bridge
Transportation Advisory Committee
January 23, 2018

Page 2



Background - Victoria Bridge

FUNCTION AND HISTORY

- The bridge is a modified Warren steel-pony truss bridge with an exposed concrete deck and overall span of 77.86 m
- Two span structure constructed in 1926. Components of the substructure are from 1875.
- The bridge supports Bell, sanitary sewer and watermain.
- Rehabilitation - abutment replaced (1956), deck replacement (1960), deck overlay (1983), steel coating (1992)
- Two lanes of traffic and two cantilevered sidewalks

STRUCTURAL COMPETANCY

- Steel is deteriorating – critical repairs in 2016.
- Secondary members (stringers) structurally insufficient.

HERITAGE

- Heritage value but not designated under the Ont. Heritage Act.
- Some heritage attributes have been removed.

HYDRAULICS

- Elevation of existing structure slightly lower than 100 year flood.



Victoria Bridge
Transportation Advisory Committee
January 23, 2018

Page 3



Background - Transportation

RIDOUT STREET

- Important link to downtown and Old South / Wortley Village.
- Primary collector that carries 12,000 vehicles daily.
- Two lanes of vehicular traffic
- Pedestrian on 1.8 m, wide cantilevered sidewalks
- Public transit route.

ENTRANCES

- London Hydro entrance at northeast quadrant
- Thames Park entrance at southwest quadrant

BICYCLE FACILITIES

- shared bike facilities (sharrows) just south of bridge to York Street
- dedicated bike lanes south of Thames Park
- TVP (east-west) on north bank of Thames (restrictions to vertical and horizontal clearances below bridge)
- Secondary pathways (east-west) through Thames Park to Wortley Road



Victoria Bridge
Transportation Advisory Committee
January 23, 2018

Page 3



Preferred Alternative

PREFERRED PLANNING ALTERNATIVE

- Through the evaluation process and the feedback from the public, approval agencies and the City, the Preferred Planning Alternative from Phase 2 was Alternative C: Remove the Existing Bridge and Build a New Bridge on the Existing Alignment.

Function

- Replacement satisfies all geometric and safety design standards for vehicles, pedestrians and cyclists.
- Removal of centre pier will improve river flow and reduce debris build up.
- Potential to improve Thames Valley Parkway alignment for active transportation.

Structure

- Replacement bridge will be designed to current material and code standards.
- New structure will have a service life of approximately 100 years

Aesthetics / Heritage

- Design attractive elements such as lighting, railings, end post and other features into new bridge
- Add elements into bridge design to reflect heritage attributes

Costs

- Higher initial cost for new construction but lower life cycle and lower maintenance costs

Victoria Bridge
Transportation Advisory Committee
January 23, 2018

Page 3



Proposed Solution

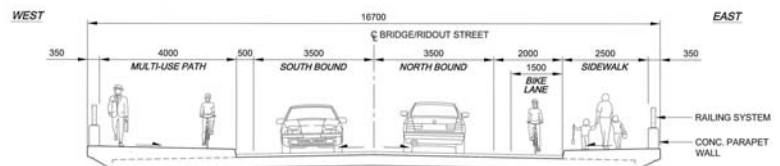
Bridge Replacement

- Alternatives reviewed
- Asphalt paved concrete deck surface
- Raised pedestrian sidewalk (east) and multi-use path (west)
- Preferred solution to be selected shortly

Road

- Vertical road grade increase on Ridout Street (between Horton Street and Ingleside Place)
- Improves hydraulic grade line and passes 100 year flood
- Reconstructed entrances to London Hydro and Thames Park

Combined multi-use pathway and sidewalk on bridge



Victoria Bridge
Transportation Advisory Committee
January 23, 2018

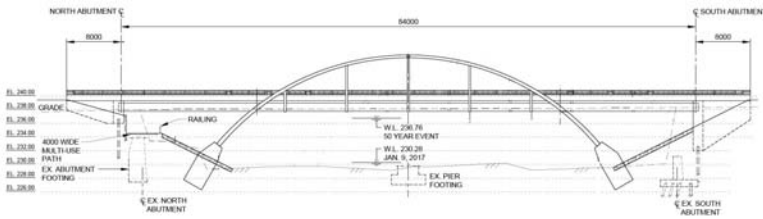
Page 5



Proposed Bridge Solution

Through Arch

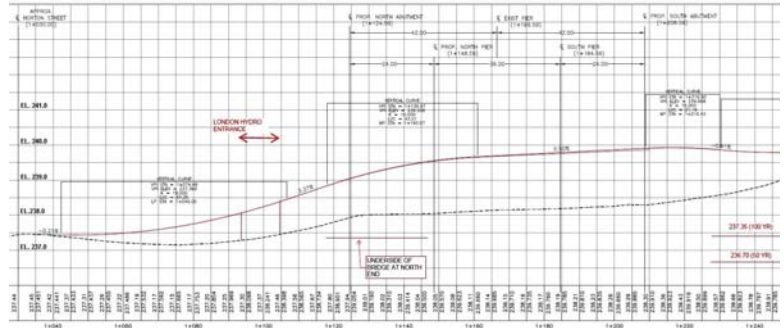
- Concrete Deck
- Floor beams and stringers
- Aesthetic qualities similar to existing bridge



Proposed Road Reconstruction

Ridout Street

- Two (2) lanes - 3.5 m wide
- Vertical road grade increase on Ridout Street (between Horton Street and Ingleside Place)
- Reconstructed entrances to London Hydro and Thames Park



Proposed Cycling Improvements

Ridout Street

- Existing southbound on-street shared bike lane on bridge upgraded to a 4.0 m combined northbound/southbound multi-use pathway and sidewalk.
- Existing northbound on-street shared bike lane upgraded to a designated 1.5 m wide on-road bike lane.
- North side of Horton Street intersection remains as on-street shared bike lane (sharrows).
- South of bridge, remains as a designated on-street bike lane.

TVP

- Pathway below bridge improved to 4.0 m wide with a 3.0 m vertical clearance.
- Existing multi-use pathway splits to combined multi-use pathway/sidewalk (on bridge) and multi-use pathway (under bridge).

Other

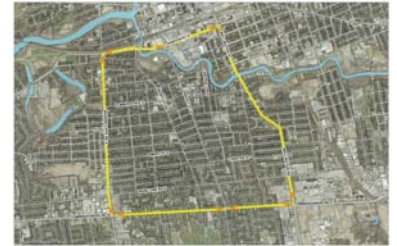
- New link to multi-use pathway in Thames Park.



Detour Plan

Active Transportation Detour

- Ridout Street closed for full construction season.
- N-S passage via a temporary bridge across the river during construction for pedestrians and cyclists.
- TVP below the bridge closed for full construction season.
- E-W passage via local roads and/or temporary bridge across the river



Vehicular Traffic Detour

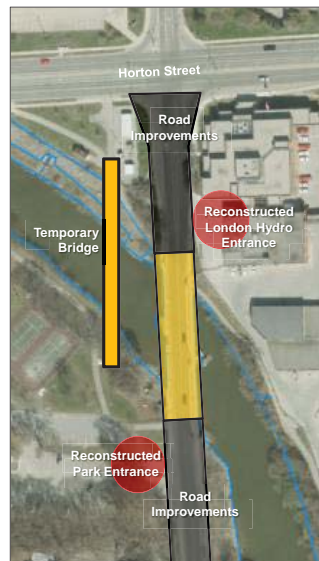
- Because of the scale of work required to replace the bridge and limited space, a full road closure will be required on Ridout Street between Horton Street and Thames Park entrance.
- Traffic is required to be rerouted to roads capable of carrying the increased volume of traffic.
- Vehicular traffic will be directed to Wharncliffe Road to the west and Wellington Road to the east.
- Traffic management will be further refined during detailed design. Impacts to adjacent roads will also be monitored and addressed.
- Access to Ingleside Place and Thames Park will be maintained during construction.

Access Across River

- Temporary bridge across Thames River will be provide for pedestrians and cyclists. The bridge will also carry temporary services.



Temporary bridge example



Next Steps

- Prepare Environmental Study Report (ESR) and Environmental Impact Study (EIS) (January/February 2018)
- 30 Day Public Review of Report (March 2018)
- Detailed Design (TBD)
- Tender (TBD)
- Construction (TBD)