

Cycling Advisory Committee

Report

2nd Meeting of the Cycling Advisory Committee
January 16, 2019
Committee Room #4

Attendance PRESENT: D. Mitchell (Chair), D. Doroshenko, R. Henderson,
J. Jordan, W. Pol, D. Szoller; and P. Shack (Secretary)

ABSENT: D. Foster, R. Sirois and M. Zunti

ALSO PRESENT: J. Ackworth, J. Bruin, A. Giesen, K.
Grabowski, S. Harding, P. Kavcic, T. Koza, L. Maitland, A. Miller,
J. Stanford and S. Wilson

The meeting was called to order at 12:25 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Wonderland Road Class Environmental Assessment Study

That it BE NOTED that the attached presentation from J. Johnson, Project Manager, Dillon Consulting, with respect to the Wonderland Road Class Environmental Assessment Study, was received.

2.2 Thames Valley Corridor: SOHO

That it BE NOTED that the attached presentation from K. Preston, Associate, Dillon Consulting, with respect to the Thames Valley Corridor: SOHO, was received.

2.3 Update on Bike Share Activities and Development of Business Case

That it BE NOTED that the attached presentation from J. Stanford, Director-Environmental, Fleet and Solid Waste and A. Miller, Co-ordinator Transport Demand Management, with respect to an update on Bike Share Activities and Development of Business Case, was received.

2.4 East-West Bikeway Evaluation

That it BE NOTED that the attached presentation from P. Kavcic, Transportation Design Engineer, with respect to the East-West Bikeway Evaluation, was received.

3. Consent

3.1 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 19, 2018, was received.

3.2 West London Dyke Erosion Control-Municipal Class Environmental Assessment-Notice of Study Completion

That it BE NOTED that the Notice of Study Completion-West London Dyke Erosion Control-Municipal Class Environmental Assessment, was received.

3.3 Notice of Planning Application - Official Plan Amendment - Victoria Park Secondary Plan

That it BE NOTED the Notice of Planning Application-Official Plan Amendment-Victoria Park Secondary Plan, was received.

3.4 Bicycle Lane over Blackfriars Bridge - M. Temme

That the following action be taken with respect to the communication from M. Temme dated December 12, 2018, concerning the bicycle lane over Blackfriars Bridge:

that Civic Administration BE REQUESTED to consider on-site monitoring of the use of the bridge to ensure that cyclists are not comprised, and the information be shared with Cycling Advisory Committee;

it being noted that the communication with respect to the above matter, was received.

3.5 Greg Cunroe Tunnel Repairs (6-PT-02) Horton Street to Evergreen Avenue Under CN Rail - Tender No. RFT-18-22

That it BE NOTED that the communication dated January 8, 2019 from J. Fullick with respect to the Greg Cunroe Tunnel Repairs (6-PT-02) Horton Street to Evergreen Avenue under CN Rail, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 (ADDED) Budget

That Civic Administration BE ADVISED of the following comments with respect to the 2020-2025 Budget for Cycling:

a) to continue support and explore opportunities to maintain the 2016-2019 allocation budget for Cycling;

b) be encouraged to pursue Senior Levels of Government to replace lost funding;

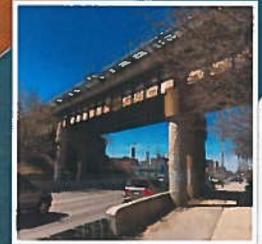
it being noted that the Cycling Advisory Committee (CAC) held a general discussion with respect to the 2020-2025 Budget for Cycling.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting was adjourned at 6:30 PM.



Wonderland Road Improvements

Class Environmental Assessment Study

Cycling Advisory Committee Presentation

Purpose of this meeting:

To introduce the project and solicit participation from committee members throughout the EA process

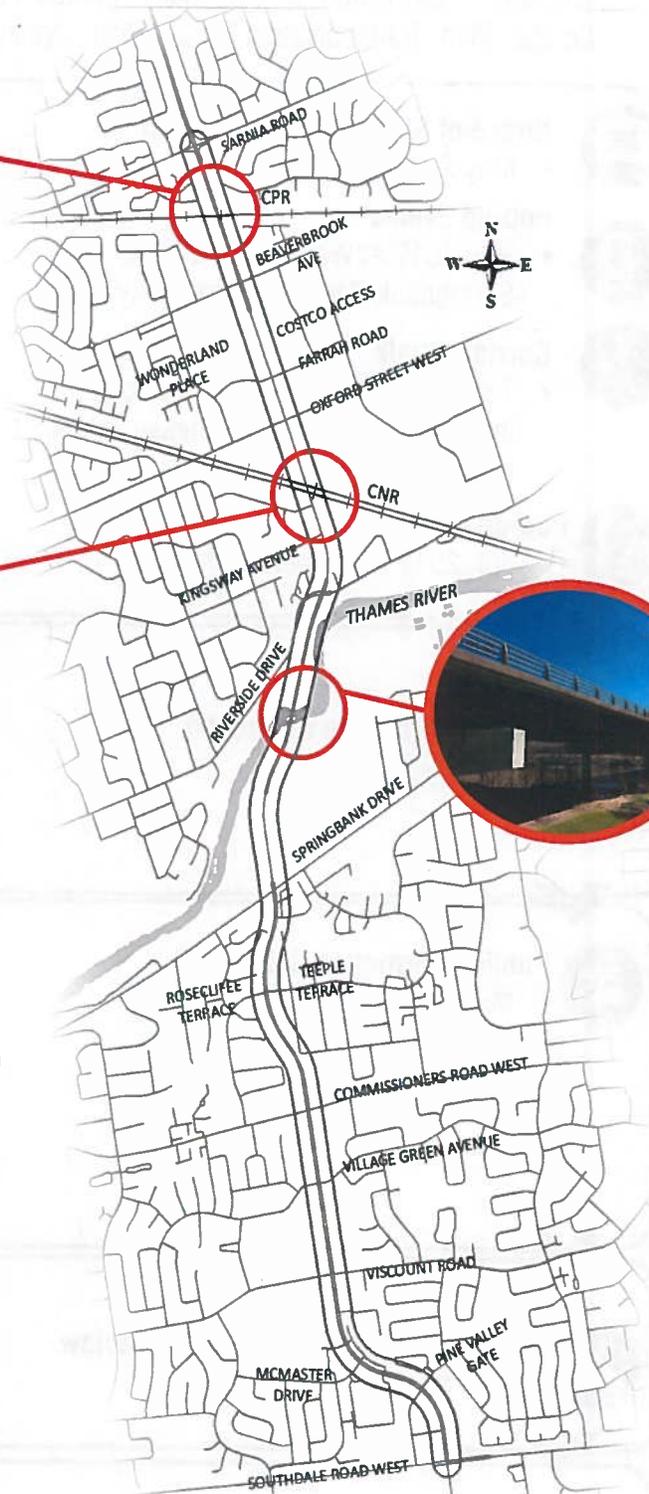


PROBLEM AND OPPORTUNITY STATEMENT

Recognizing the important role Wonderland Road has in the City of London as a key north-south transportation corridor, the 2030 Transportation Master Plan identified the need to widen Wonderland Road from four to six lanes, from Sarnia Road to Southdale Road as a strategic improvement. The City initiated a Schedule C Municipal Class Environmental Assessment (EA) (2000, as amended) to confirm the need for the widening and to identify the opportunity for additional improvements along the corridor. The outcome of the study will provide the basis for implementing an optimized corridor that addresses multi-model transportation needs, servicing, urban design and accessibility.



STUDY AREA



Wonderland Road is a critical north-south corridor in the City, with a variety of neighbourhoods, businesses and other uses along the road.

- Study area extends from Sarnia Road to Southdale Road West (approx. 7 km)
- Wonderland Road connects to Highway 402 and Highway 401 south of the project limits
- Wonderland Road was recently designated as Highway 4 through London, (between Highway 401 and Sunningdale Road)
- Project will be designed to integrate with the design completed as part of the 2015 Wonderland Road South Class EA which extended from Highway 402 to Southdale Road West.

STUDY PROCESS

The study is following the requirements of a Schedule 'C' Municipal Class Environmental Assessment (EA) (2000, as amended) process and will build on the recommendations of the London Plan, Transportation Master Plan, Cycling Master Plan and other relevant studies.



Notice of Study Commencement

- May 2017



Pop-up Events

- July 2017 at Westmount Mall & Springbank Gardens Community Centre



Corridor Walk

- Team members delivered project information cards to businesses along Wonderland Road Aug, 2017



Pop-up Event

- Sept. 2017 at Western University

Phase 1

Problem/ Opportunity

- Identify problems/ opportunities to be addressed in the planning and design process
- Confirm the need for improvements
- Prepare a "Problem Statement"



Public Information Centre #1

- January 2019

Phase 2

Alternative Solutions

- Document existing and future conditions
- Develop alternative solutions
- Consult with review agencies and the public



Public Information Centre #2

- Mid to late 2019

Phase 3

Design Options for Preferred Solution

- Identify design options for the preferred solution
- Evaluate design options and select a preferred design
- Impact assessment of the preferred design



Publish ESR for 30-Day Public Review

- Late 2019

Phase 4

Environmental Study Report (ESR)

- Document the decision-making process for public and agency review



Construction Start

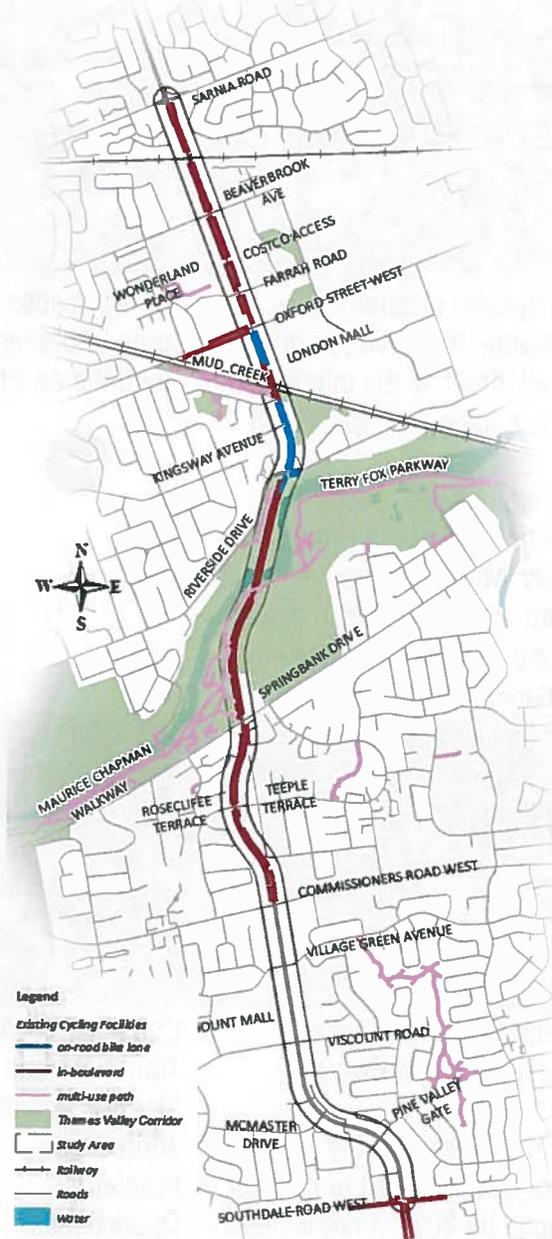
- Potentially 2023 subject to council approval and permitting

Phase 5

Implementation

- Design and construction Phase
- Project must be designed and constructed as outlined in the ESR

EXISTING CONDITIONS: RECREATION & ACTIVE TRANSPORTATION



- Existing sidewalks along both sides of Wonderland Road for the length of the corridor
- Much of the corridor has separated “in-boulevard” cycling facilities on both sides of the road
- No cycling facilities on Wonderland Road from Commissioners Road West to Southdale Road West
- Wonderland Road is an important access point to the Thames Valley Parkway
- Wonderland Gardens recreation venue located north of Springbank Drive.



WHAT APPROACHES ARE BEING CONSIDERED TO IMPROVE THE CORRIDOR?

Possible Planning Solutions	Description	Key Considerations	Does it Address the Problems and Opportunities
 Do Nothing	No capital improvements. Continue operation and maintenance of the four-lane roadway	Not consistent with City's long-term transportation planning network or The London Plan	
 Address traffic signal timing	Revise traffic signal timing at intersections along the corridor to improve traffic flow	Traffic signal synchronization is like a web: if you change the timing in one direction, it will affect all the intersections surrounding it, causing a ripple effect Traffic signal timings are regularly reviewed along Wonderland Road and across the City. Modifications were made in 2018. There are limitations to signal optimization alone, including roadway capacity constraints.	Yes – provides some improvement along the corridor 
 Transportation Demand Management (TDM)	Reduce periods of peak traffic demands by shifting the timing of travel and increasing alternative modes of travel (transit, cycling, walking)	TDM policies included in the City's Transportation Master Plan are being implemented throughout the City	Implementation ongoing through other City programs 
 Increase Capacity	Widen Wonderland Road from 4 to 6 through lanes throughout the corridor	Consistent with City's long-term transportation planning network Analysis completed shows the majority of the corridor is forecasted to meet or exceed capacity by 2034 if not widened	Consistent with the Transportation Master Plan and addresses Problems/ Opportunities 

Based on the results of the analysis the recommendations include:

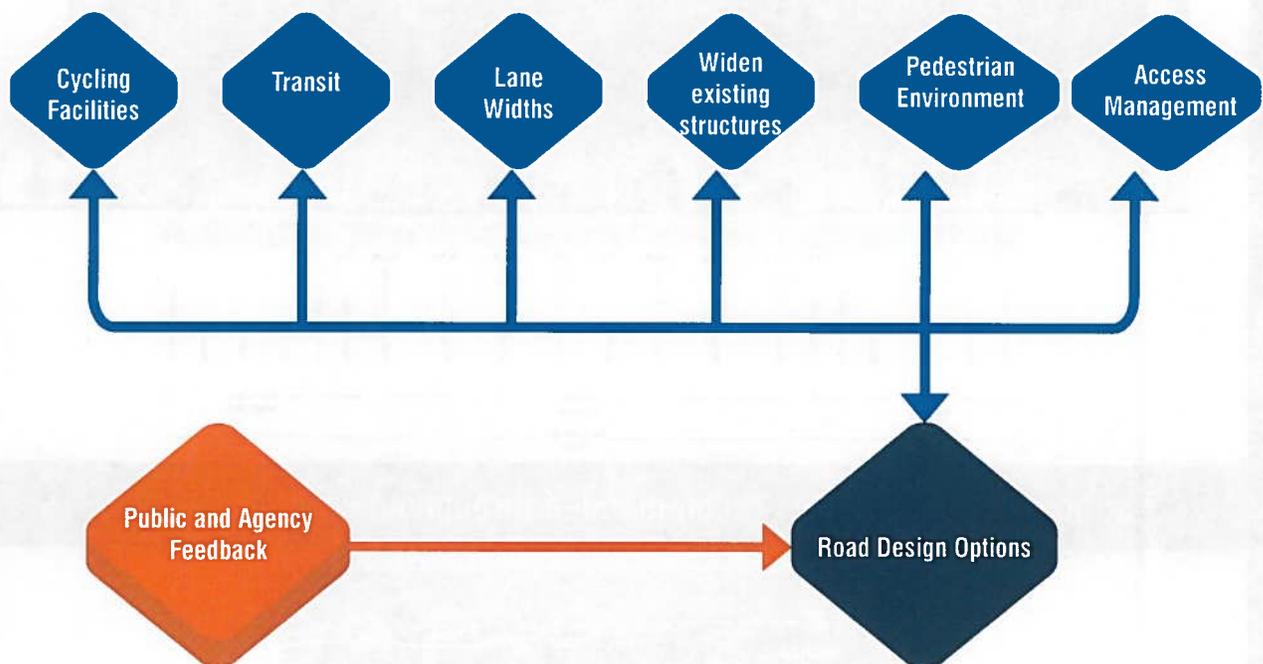
- Continue to monitor traffic signal synchronization and optimize as required. This will be completed while the planning and design for 6 lanes is underway and could involve the reconstruction of intersections only.
- Widen Wonderland Road to six lanes through the corridor. The widening would be completed in phases, starting as early as 2023, subject to Council approval.

WHAT OPTIONS ARE BEING DEVELOPED?

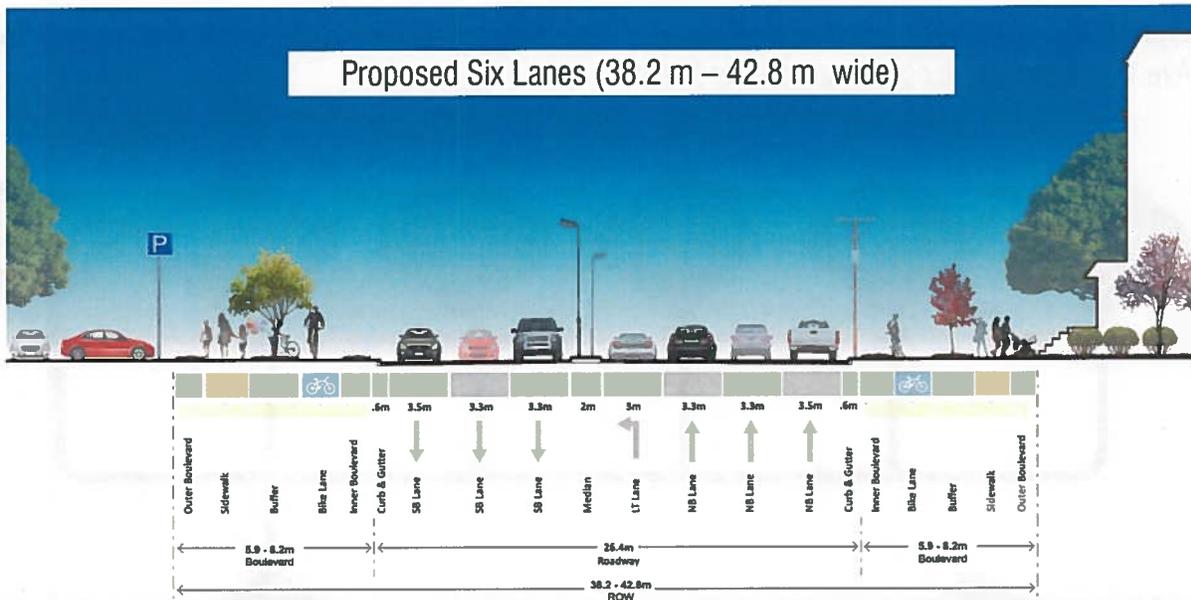
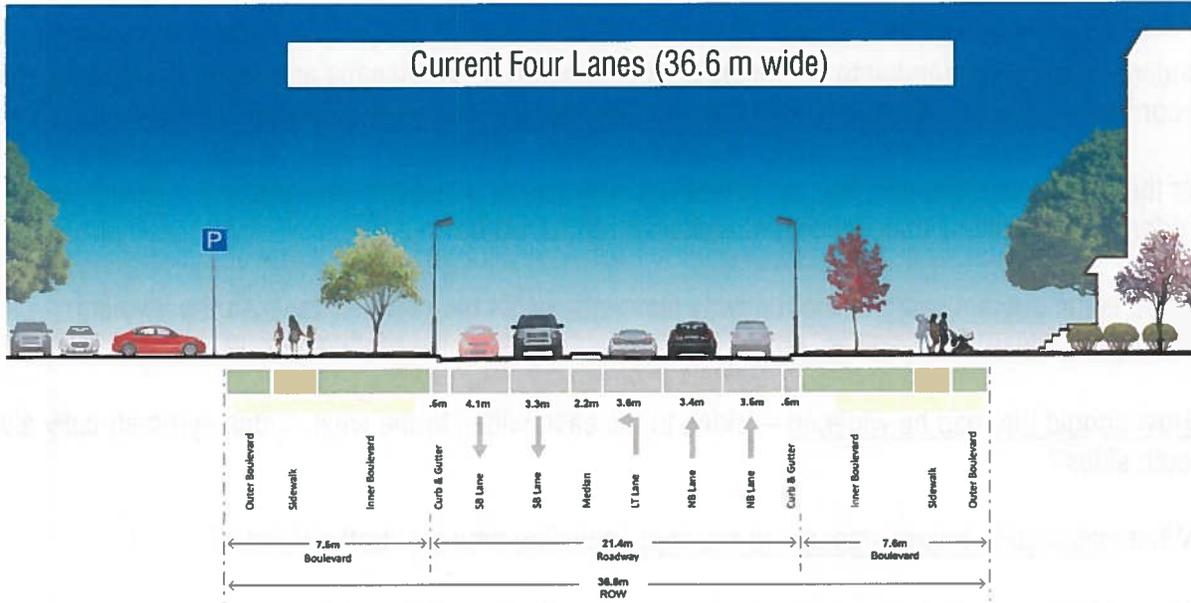
Wonderland Road is intended to be built to a high standard of streetscape and urban design throughout the corridor.

Over the next several months, the study team will develop and evaluate designs for six-laning the corridor. The options will be developed and analyzed based on:

- What is the optimal width of the roadway elements within the corridor (lane widths, cycling facilities, pedestrian amenities, utility requirements, trees, noise barriers, etc.)?
- How should the road be widened – widen to the east, widen to the west, widen symmetrically along both sides?
- What intersection improvements are required, including timing of traffic signals?
- How should existing drainage issues along the corridor be addressed?
- What unique elements should be planned for the main street section (CNR structure to Beaverbrook Ave.) to support the pedestrian-oriented area?



WHAT WOULD SIX-LANES ON WONDERLAND LOOK LIKE? SOUTHDALE ROAD TO COMMISSIONERS ROAD



- In-boulevard bike lanes recommended throughout corridor.



Artistic depiction of six-lanes – Looking North from Southdale Road

Next Steps

1

Review comments provided at and following this event

2

Develop design options along the corridor

3

Evaluate options and select a recommended design

4

Public Information Centre #2 (anticipate late 2019)

5

Environmental Study Report available for 30-day public review period



THANK YOU

The input of the Cycling Advisory Committee is important to the outcome of this project. Please provide comments, attending PICs and ask questions throughout the study!



Key Contacts

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Transportation Design
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THAMES VALLEY CORRIDOR SoHo Neighbourhood



JANUARY 16, 2018
Cycling Advisory Committee Meeting



INTRODUCTION Purpose

Generate a Long-term Concept Plan and Short-term detailed design (associated with Phase 1 implementation) for the Thames Valley Corridor (TVC) on the north side of the Thames River between Wellington Street and Maitland Street, within the Old Victoria Hospital Lands (OVHL).



INTRODUCTION Purpose

The concept plan and subsequent detailed design developed from this study will:

- Create Gathering Spaces along the top of the Thames Valley Corridor within a new Urban Park Setting;
- Establish Park Amenities for District Park;
- Provide Opportunities for Views to the Thames River and Other Important Site Features;
- Improve Pedestrian Circulation and Linkages to Adjacent City Parks and the Thames Valley Parkway;
- Provide a New Local Shared Pedestrian Driveway along the top of the TVC;
- Integrate the Ecological Recommendations identified in the Environmental Impact Study.



INTRODUCTION Site Context

The site is generally bound by Wellington Street to the west, South Street to the north, Maitland and Colborne Street to the east and the South Branch of the Thames River to the South.

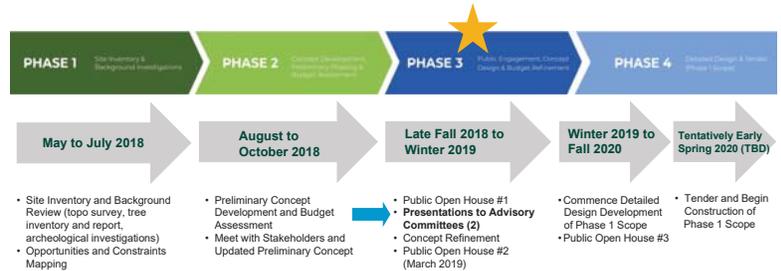


INTRODUCTION Project Background

- This project is a key component of the redevelopment of the Old Victoria Hospital Lands (OVHL).
- Offers a strategic opportunity to respond proactively to the London Plan by providing significant public open space within the Thames River Valley system.
- Opportunity to showcase Environmental Stewardship, Contextual Sensitivity, Habitat Restoration and Woodland Restoration and Management, New Park Opportunities and Historic Commemoration.



INTRODUCTION Study Outline





INTRODUCTION

Key Project Goals / Objectives

The concept plan and subsequent detailed design developed from this study will:

- ✓ Support the goals and objectives of the SoHo Community Improvement Plan;
- ✓ Be consistent with London Official Plan policies detailed in the Old Victoria Hospital Lands (OVHL) Secondary Plan;
- ✓ Will take into consideration the 'Ribbon of the Thames' vision, and;
- ✓ Maximize the area and value of future OVHL development lands.



INTRODUCTION

Key Project Goals / Objectives

The concept plan will:

- ✓ Apply AODA standards and Crime Prevention Through Environmental Design (CPTED) principles;
- ✓ Use best practices for ALL circulation (vehicular, pedestrian/cycling);
- ✓ Incorporate and enhance existing natural features;
- ✓ Establish connections of spaces within the park and to the surrounding community.



CYCLING CONTEXT

Wellington Road is identified as a Rapid Transit Corridor.

The concept plan will support the recommendations identified in the City of London Cycling Master Plan (2016).



CYCLING CONTEXT

Nelson Street is a signed east-west bicycle route



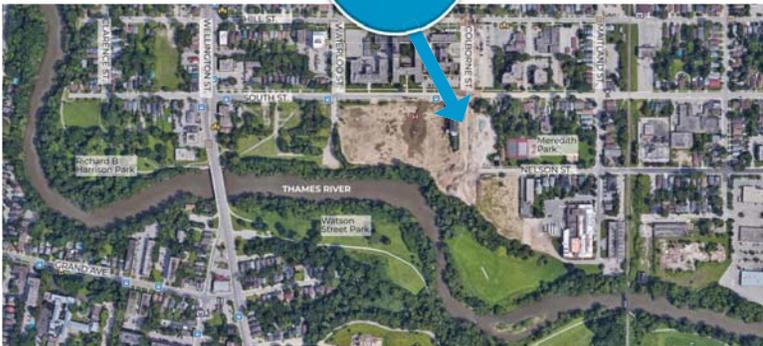
CYCLING CONTEXT

Colborne Street has bicycle lanes



CYCLING CONTEXT

TVP continues to the west with connections to Harris Park





BACKGROUND STUDIES

Background Studies which will influence the Design Process:

- Geotechnical Reports which established the long term stable slope and erosion access allowance;
- Record of Site Condition which identifies past uses and contamination surveys;
- Environmental Impact Study which provided recommendations for woodland buffers and other relevant setback limits
- Archeological – Stage 1



BACKGROUND STUDIES Opportunities & Constraints Mapping



- The draft concept plan is informed by the work that was done in Stage 1.
- It illustrates the overall strategy for the six unique design elements to be incorporated and how they are linked and mutually supported.
- It conceptually illustrates the long-term and short term implementation strategy based on current approved budgets.

London DILLON Preferred Long-Term Concept

- 1. Thames Valley Parkway**
 - 3.0m wide multi-use pathway
- 2. Urban Park Corridor**
 - Formal pedestrian gathering space with attractive amenities
- 3. Woodland Enhancements**
 - Enhancements to the existing woodland and floodplain per the EIS
- 4. Shared Pedestrian/Vehicular Drive**
 - 9.0m wide shared corridor between Waterloo St. and Colborne Street, which is a flexible space
- 5. Mid-block Connection**
 - 12m Wide Right of Way (two-way) public municipal road with access to the Phase 1 development
- 6. District Park**
 - Low key connection to the Thames River suitable for paddling launch
 - Support a natural playground with walking trails, meadow planting and open space for picnicking



London DILLON Preferred Long-Term Concept



London DILLON Preferred Long-Term Concept



London DILLON Urban Promenade Gathering Areas



C Urban Promenade - Adjacent to TVP



Urban Promenade & Shared Driveway



D Central Urban Plaza



Central Urban Plaza



E Mid-Block Connection



Mid-Block Connection



Preferred Long-Term Concept



District Park

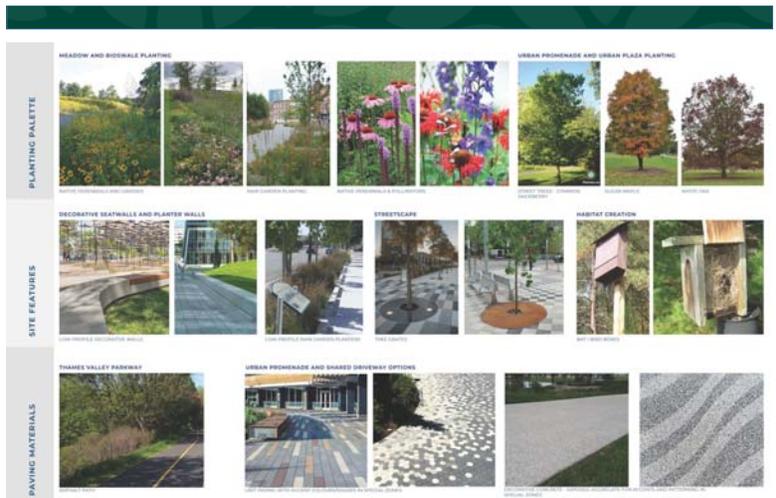
- 3.0m wide multi-use asphalt pathway
- Fully accessible, integrated walkway and cycling system with gathering areas along the Thames Valley Corridor
- Incorporate a hierarchy of trail and directional signage
- Provide primary and secondary walkways with internal linkages
- Provide storage for bicycles (bike racks)
- Incorporate lighting along the Thames Valley Parkway and throughout the corridor
- Incorporate CPTED principles and AODA standards



Active Transportation Design Features



Materials Palette



Materials Palette



PUBLIC ENGAGEMENT Summary to Date



PUBLIC ENGAGEMENT What We Heard

- ✓ Environmental and Naturalization Opportunities are Very Important (ie. rain gardens, naturalized areas, habitat creation, pollinator habitats, LID's).
- ✓ Opportunities for Various Gardens (incorporating flora, fruit trees, community gardens).



PUBLIC ENGAGEMENT What We Heard

- ✓ Preference for Passive Recreation over Active Recreation with Amenity Space (open space, areas for picnicking, gathering/events, cycling/walking, canoe or paddle launch, playground)
- ✓ Celebrate the Cultural and Heritage Uniqueness of the Site (interpretive signage/storyboards, public art, etc.).





Update on Bike Share Activities and Development of a Business Case



Jay Stanford
Director, Environment, Fleet & Solid Waste

Allison Miller
TDM Coordinator

January 16, 2019



What is Bike Share?

- A transportation service where shared bicycles are available at a cost for short trips.
- Allows people to borrow a bike from one location and return it to another location.
- System is meant for one-way trips.
- Can be “pay-as-you-go” one-time users or regular users with discounted membership fees.
- Targets residents, students and visitors.



Past Interest in Bike Share in London

- At least 3 different concepts have been discussed in London in the last 7 years
- Minimal research undertaken to support concepts
- More discussion occurred with growth in systems across North America
- In summary . . . growing interest in London



Why is City Undertaking Study?

Answers are needed to develop a Business Case . . . completed projects with community engagement have listed the potential for bike share:

- 2013 Smart Moves Transportation Master Plan
- 2015 Our Move Forward: London’s Downtown Plan
- 2016 Cycling Master Plan
- The London Plan
- 2017 Downtown Parking Strategy



What is Bike Share?

Used for trips:

- to/from work
- work-related
- to/from school
- errands
- recreation



System Types

Docked

- use of “docks”: special bike racks for holding the bike
- release bike by payment through a payment kiosk or smartphone app
- user must return bike to a dock, locking it in place

Dockless

- bikes are locked anywhere (no designated docks)
- bikes are located and unlocked using a smartphone app

Hybrid (havens)

- use a combination of docks and designated areas for bike parking
- bikes have built-in locks



Bike Share Systems

As of January 2019: 18 in Canada, over 80 in the US and over 2,000 around the world



Business Case: Scope

- Completing a business case to help decision-makers determine if bike share makes sense for London.
- Project scope includes four main areas:
 - Review existing bike share systems in operation in North America
 - Conduct a market analysis of existing cycling use and potential uptake in London
 - Seek input from the public
 - Provide a high level summary implementation plan
- Depending on decision, develop an RFP
- Scope does not include electric kick scooters



Business Case: Process

Working with Consultant Team

City staff + IBI Group + FourSquare ITP

- Active Transportation planning expertise
- Bike share planning expertise
- Bike share user experience



Business Case: Understanding Systems

- Visits to systems throughout North America
- Project site visits with Toronto Bikeshare Service and SoBi in Hamilton
- Informal meetings and research with suppliers



Business Case: Peer Review Examples



Business Case: Draft Guiding Principles

1: Financial Sustainability	Create a system that is financially sustainable, transparently operated, and accountable.
2: Mobility and Access	Increase the ability of Londoners to access their daily needs via the current and ever-growing cycling network.
3: Environment and Health	Address the effects of personal transportation on climate change by providing a new option for getting around London.
4: Community Building	Leverage the bike share system and accompanying cycling usage as a tool to promote livability, and attract or retain residents, businesses and visitors.



Business Case: Understanding London

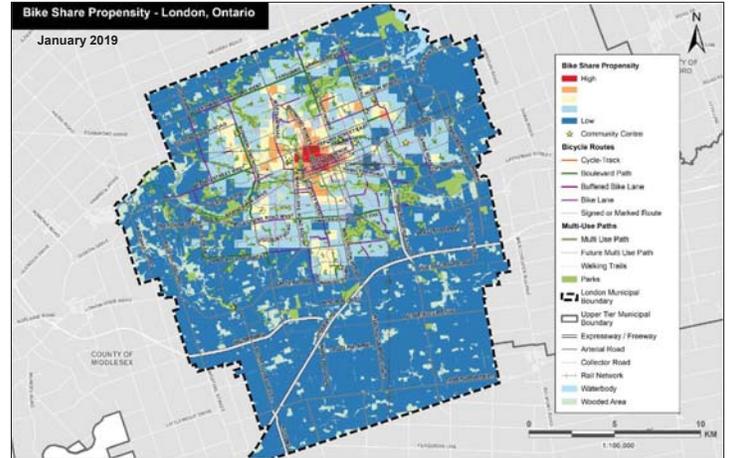
Existing Conditions Mapping:

- Population age
- Population density
- Existing cycling infrastructure
- Existing and future transit routes and stops
- Car share locations
- Key destinations
- Main streets

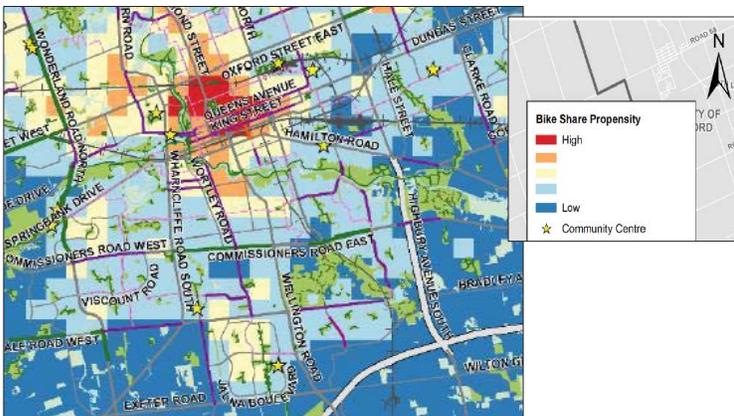
Propensity Analysis: areas most likely to use bike share



What We've Learned (so far)



What We've Learned (so far)



Community Engagement



Community Engagement

Requesting Preliminary Feedback

- **General** - Have you used a bike share before? Where? Your experience?
- **London** - How often would you use it? When would you use it? Where would you use it?
- **Thoughts** - on Guiding Principles

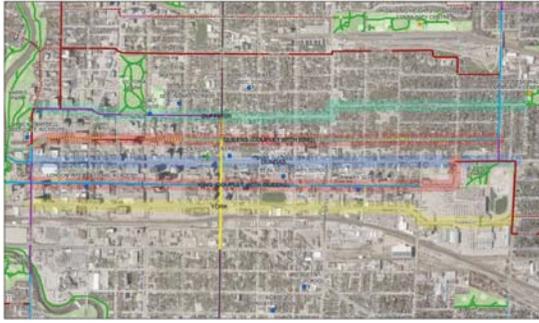


Next Steps

- Complete background and market research
- Prepare Business Case
- Further engagement
- Present Business Case to Committee/Council - Spring 2019



East-West Bikeway Evaluation



Cycling Advisory Committee – January 16, 2019



Meeting Objectives

- Identify the preferred alternative for the east-west bikeway evaluation
- Identify the top three ranked corridors
- Next steps for east-west bikeway

2



Background

- Six corridors alternatives were evaluated as part of the East-West Bikeway Evaluation:
 - Dufferin Avenue
 - York Street
 - King Street and Queens Avenue couplet
 - Dundas Street – two-way unidirectional
 - Dundas Street OEV Hybrid
 - Dundas Street – two-way bidirectional

3



Dufferin



York



King & Queens Couplet



4



Dundas (two-way unidirectional and bidirectional)



Dundas & Queens Hybrid OEV Couplet



5



Study Evaluation Criteria

- These criteria were developed using best practices from Ontario Traffic Manual (OTM) Book 18: Cycling Facilities and with input from key stakeholders



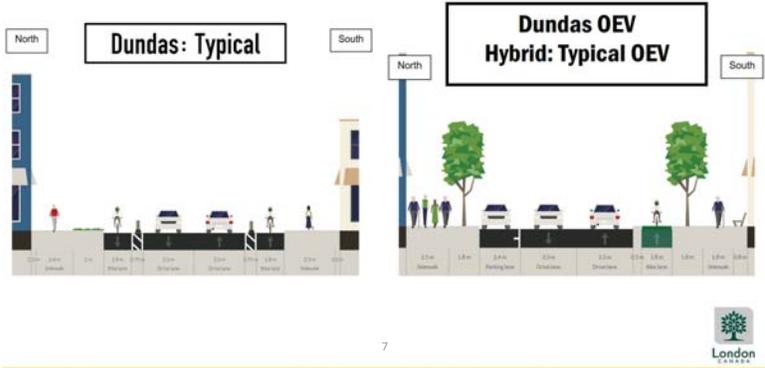
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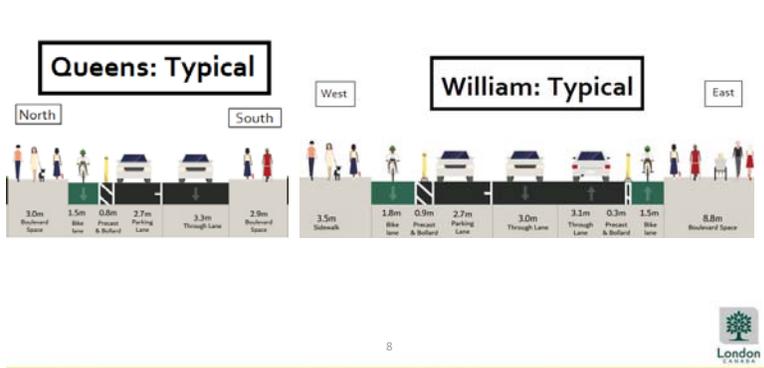
Dundas Street Alternatives

- Preferred Alternative – Dundas OEV Hybrid



Dundas Street Alternatives

- Preferred Alternative – Dundas OEV Hybrid



Enhancing the Pedestrian and Public Realm



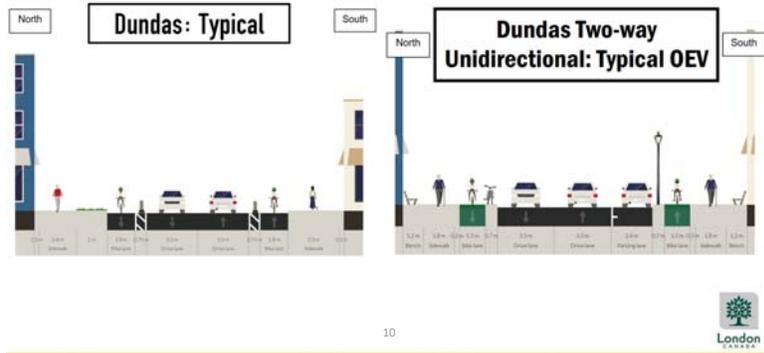
New street features enhance the public realm and vitality of the OEV.

- Landscaping zones to beautify the street
- Patio space for local businesses
- Mid-block crossings for easier pedestrian movement
- Separated bikeway for eastbound cyclists



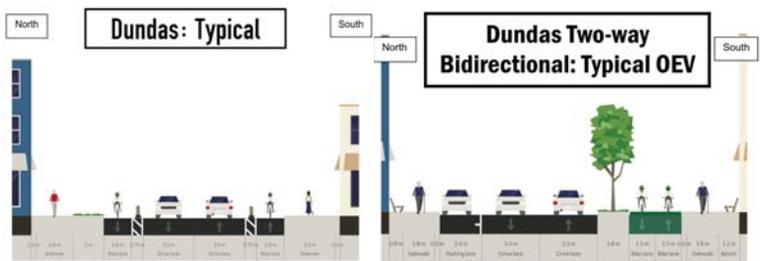
Dundas Street Alternatives

- 2nd ranked alternative – two way unidirectional



Dundas Street Alternatives

- 3rd ranked alternative – two way bidirectional



Proposed Separation Techniques





Dundas & Colborne Protected Intersection



- 1 rating – least preferred
- 4 rating – most preferred

Evaluation of Top 3 Ranked Alternatives

	1 Rating	2 Rating	3 Rating	4 Rating
1st Dundas OEV		<ul style="list-style-type: none"> • Conflict Mitigation • Parking • Traffic Operations 	<ul style="list-style-type: none"> • Constructability • Transit Operations • Connectivity & Directness • Destination Access • Cost • Social Health & Equity 	<ul style="list-style-type: none"> • Streetscape & Pedestrian Realm • Retail Economic Impact
2nd Dundas two-way uni		<ul style="list-style-type: none"> • Conflict Mitigation • Parking • Traffic Operations • Streetscape & Public Realm • Retail Economic Impact 	<ul style="list-style-type: none"> • Constructability • Transit Operations • Cost 	<ul style="list-style-type: none"> • Connectivity & Directness • Destination Access • Social Health & Equity
3rd Dundas two-way bi	<ul style="list-style-type: none"> • Conflict Mitigation • Traffic Operations 	<ul style="list-style-type: none"> • Constructability • Parking • Transit Operations • Streetscape & Pedestrian Realm • Cost • Retail Economic Impact 		<ul style="list-style-type: none"> • Connectivity & Directness • Destination Access • Social Health & Equity

Next Steps

- Report to Council
- Begin design phase for east-west bikeway
- Construction quickly follows
- Continue to work with CAC throughout the design phase

14



Questions?

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