

Cycling Advisory Committee

Report

The 2nd Meeting of the Cycling Advisory Committee
January 15, 2020
Committee Room #4

Attendance PRESENT: J. Roberts (Chair), B. Cowie, C. DeGroot, R. Henderson, B. Hill, J. Jordan, C. Pollett, E. Raftis, O. Toth and D. Turner (Committee Clerk)

NOT PRESENT: K. Brawn

ALSO PRESENT: G. Dales, A. Dunbar, P. Kavcic, L. Maitland, A. Miller, C. Saunders, and J. Stanford

The meeting was called to order at 4:05 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 Active Transportation Budget

That the Civic Administration BE INVITED to attend a future meeting of the Cycling Advisory Committee to provide updates and information on the development of the climate emergency evaluation tool and how it applies to the budget process; it being noted that the attached presentation from A. Dunbar, Manager III, Financial Planning and Policy, with respect to the City's active transportation budget, was received.

2.2 Connected and Automated Vehicle Strategic Plan - Update and Get Involved Input

That it BE NOTED that the attached presentation from J. Kostyniuk, Traffic and Transportation Engineer, with respect to the Connected and Autonomous Vehicle Strategic Plan updates, 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 18, 2019, was received.

3.2 Public Meeting Notice - Official Plan and Zoning By-law Amendments - 332 Central Avenue / 601 Waterloo Street

That it BE NOTED that the Public Meeting Notice, dated January 7, 2020, from M. Vivian, Planner I, Development Services, with respect to Official Plan and Zoning By-law Amendments for the properties located at 332 Central Avenue and 601 Waterloo Street, was received.

4. Sub-Committees and Working Groups

4.1 2020 Work Plan

That the attached 2020 Cycling Advisory Committee work plan BE FORWARDED to Council for its consideration and approval.

5. Items for Discussion

5.1 2020 Cycling Advisory Committee Budget

That the following actions be taken with respect to the 2020 Cycling Advisory Committee Budget:

- a) a member of the Cycling Advisory Committee (CAC) BE PERMITTED to attend the 2020 Share the Road conference;
- b) the expenditure of up to \$375.00 + tax from the 2020 CAC budget BE APPROVED to cover the conference fees; and,
- c) if selected by the conference organizers to participate, that the above-noted CAC member BE PERMITTED to present at said conference on the topic of "revisiting cycling master plans using a climate emergency lens".

5.2 2020-2023 Multi-Year Budget

That the Chair of the Cycling Advisory Committee (CAC) BE AUTHORIZED to speak on behalf of the CAC at the upcoming Strategic Priorities and Policy Committee budget meetings, with respect to the budget allocations necessary for the City to meet future reduced emissions targets while increasing active transportation and mode sharing initiatives/infrastructure.

5.3 Old East Village Bikeway - Summary Discussion

That a working group BE CREATED to provide formal commentary/feedback on the Old East Village Bikeway presentations, which the Cycling Advisory Committee received at their meeting held on December 18, 2019, from representatives for Dillon Consulting and WSP.

6. Adjournment

The meeting adjourned at 6:39 PM.

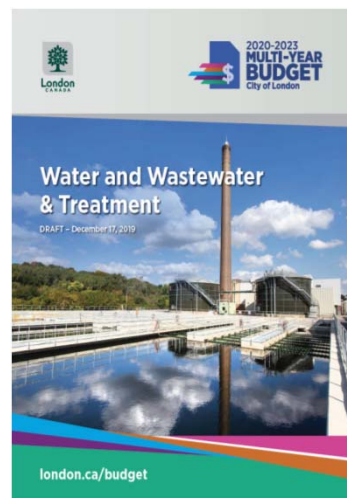
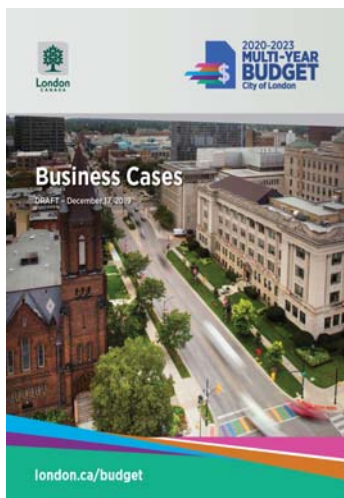
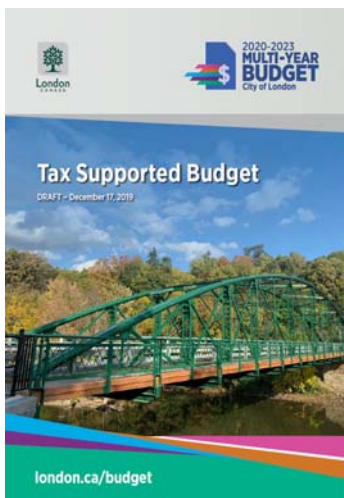
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Cycling Advisory Committee January 1, 2020



Budget Documents



www.London.ca/Budget

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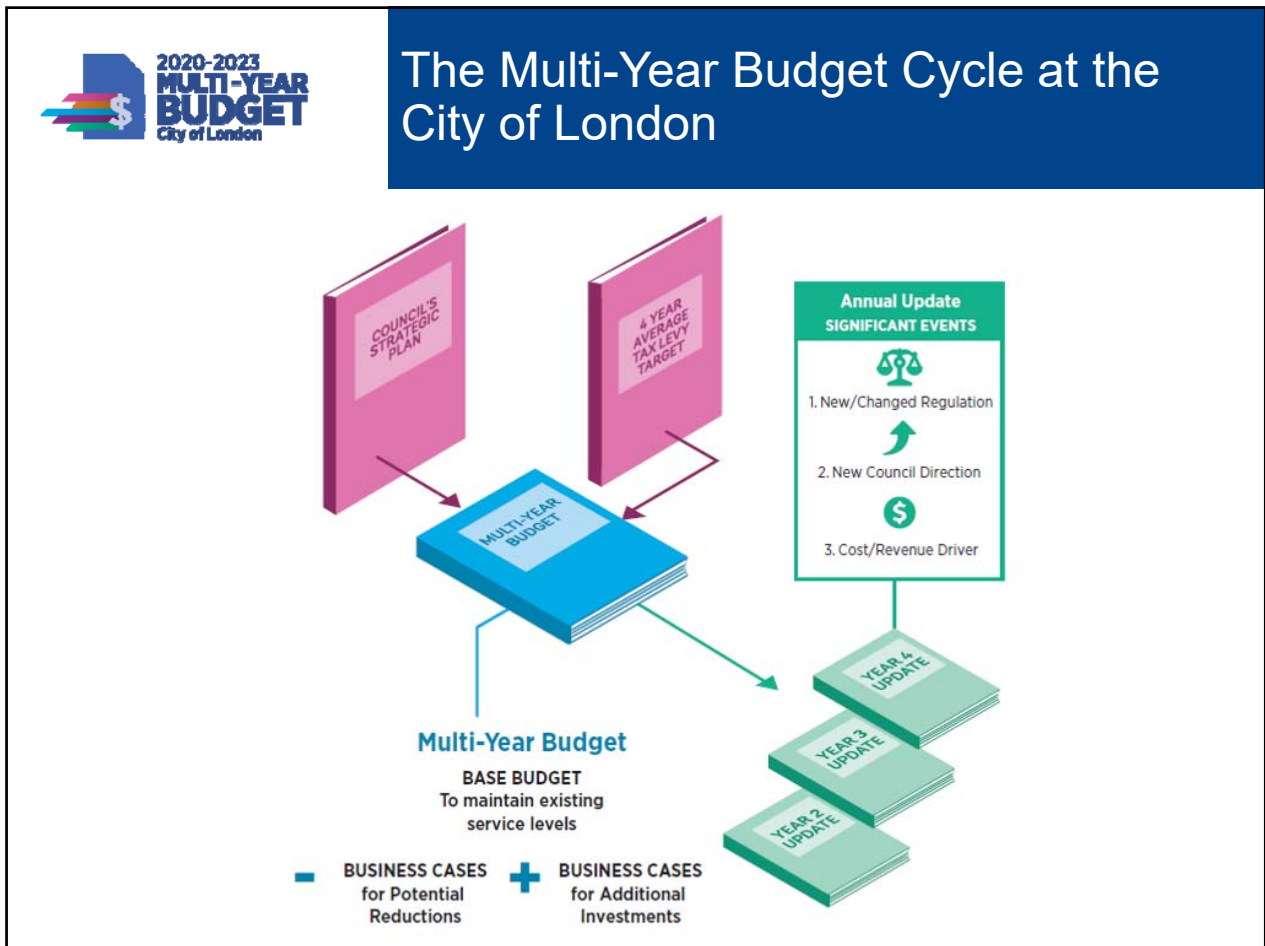
Agenda

- Multi-Year Budget Process
- Overview of the Tabled 2020-2023 Multi-Year Budget
- Operating Budget Overview
- Capital Budget Overview
- Additional Investments Overview
- Key Dates and Budget Website Overview



Multi-Year Budget Process

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Overview of Tabled 2020-2023 Multi-Year Budget

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2020 - 2023 Draft Average Annual Tax Levy Increase

Decision Points	Recommended	For Council's Consideration	Potential 2020- 2023 Average Levy Increase
1A: Base Budget excluding Land Ambulance & Provincial Impacts	2.3%	-	2.3%
1B: Land Ambulance	0.4%	-	0.4%
2: Provincial Impacts	0.1%	0.4%	0.5%
Subtotal: Net Base Budget (Maintain Existing Service Levels)	2.8%	0.4%	3.2%
Decision Points	Administratively Prioritized	For Council's Consideration	Potential 2020- 2023 Average Levy Increase
3: Potential Net Levy Reductions	-	(0.2%)	(0.2%)
4: Additional Investments	0.6%	0.7%	1.3%
Decision Points	Recommended/ Administratively Prioritized	For Council's Consideration	Potential 2020- 2023 Average Levy Increase
Total Tax Levy Increase	3.4%	0.9%	4.3%

Subject to rounding.

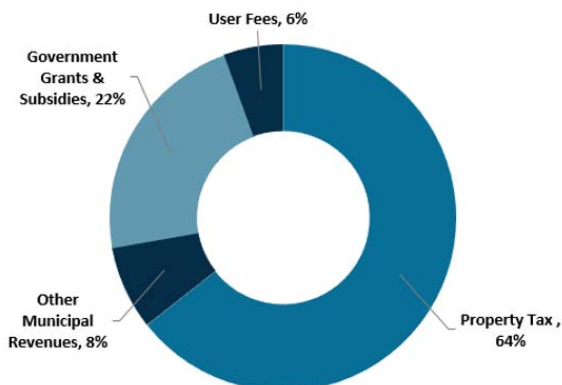
Budgets to maintain current City services

Opportunities for additional investment & reduced investment

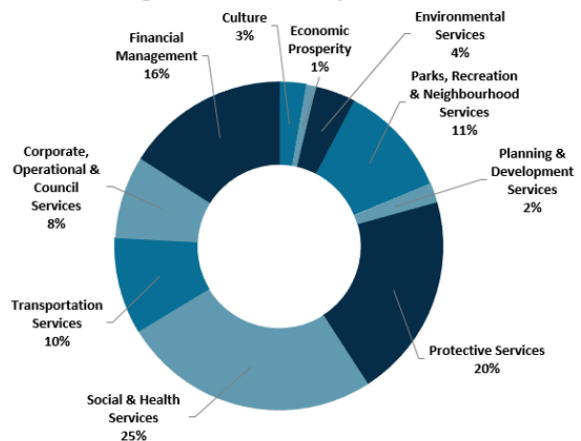


Operating Budget – Property Tax Supported

Sources of Operating Revenues
\$4.1 Billion Revenues



How Operating Dollars are Spent By Service Program \$4.1 Billion Expenditure



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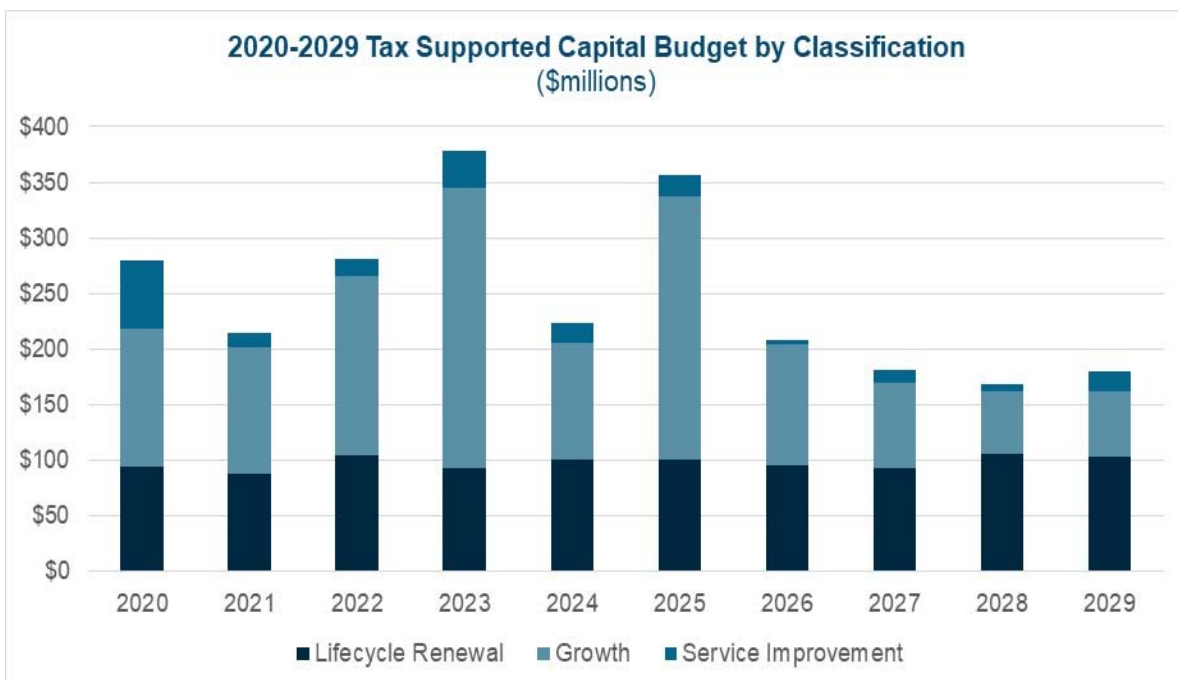


Capital Budget – Property Tax Supported

Capital Budget (\$ millions)	2020-2023 Multi-Year Budget	2020-2029 Capital Plan
Lifecycle Renewal	\$380 (33%)	\$978 (40%)
Growth	\$651 (56%)	\$1,293 (52%)
Service Improvement	\$122 (11%)	\$199 (8%)
Total	\$1,153	\$2,471



Capital Budget – Property Tax Supported



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Potential Impact to Taxpayer

2020 - 2023 Multi-Year Budget - Impact to Tax Payers

IMPACT TO TAX PAYERS	2019	2020	2021	2022	2023	2020-2023 AVERAGE
AVERAGE ASSESSED RESIDENTIAL PROPERTY VALUE: 241,000						
Total Potential Increase		5.3%	4.8%	3.6%	3.4%	4.3%
Additional Cost for Budget to Maintain Existing Service Levels		103	107	78	88	94
Business Cases 1 - 25: Additional Investments		66	39	35	23	41
Business Cases 26 - 34: Potential Net Levy Reductions		(17)	(2)	(1)	(2)	(6)
Total Additional Impact:		152	144	112	109	129
Total Potential Cost of Municipal Services	2,842	2,994	3,138	3,250	3,359	3,185

Subject to rounding. Impact to Taxpayers calculated based on the average assessed value of \$241,000 for a residential property (excludes education portion and impacts of future tax policy).



Operating Budget Overview

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Operating Budget Overview - Base Budget by Service Area (pg. 36)

Decision Point 1A: 2020-2023 Multi-Year Base Budget (\$000's)

****Excludes Land Ambulance & Provincial Budget Impacts****

Service Program	2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)
Culture	25,349	26,134	26,677	27,121	27,591	2,242	2.1%
Economic Prosperity	11,770	11,037	10,628	10,219	9,794	(1,976)	-4.5%
Environmental Services	22,886	24,719	26,403	26,535	26,733	3,846	4.0%
Parks, Recreation & Neighbourhood Services	36,886	37,133	37,290	37,470	37,636	750	0.5%
Planning & Development Services	8,807	9,051	9,187	9,282	9,247	440	1.2%
Protective Services	179,928	185,760	190,282	195,037	198,795	18,867	2.5%
Social & Health Services ¹	51,583	52,508	53,682	54,841	55,848	4,265	2.0%
Transportation Services	72,884	74,223	76,056	77,009	78,128	5,244	1.8%
Corporate, Operational & Council Services	66,076	66,707	67,710	68,800	69,475	3,399	1.3%
Financial Management	113,923	112,345	118,423	123,671	133,323	19,400	4.1%
TOTAL	590,093	599,617	616,338	629,983	646,570	56,477	2.3%
Annual \$ Net Increase/ (Decrease)		9,524	16,721	13,645	16,587		14,119
Annual % Net Increase/ (Decrease)		1.6%	2.8%	2.2%	2.6%		2.3%

Subject to rounding.

Notes

1. Social & Health Services excludes Land Ambulance.



Operating Budget Overview – Environmental Services Area (pg. 80)

2020-2023 Multi-Year Budget (\$000's)

Service Grouping	2019 Net Revised Budget	2020 Expense	2020 Net Budget	2021 Expense	2021 Net Budget	2022 Expense	2022 Net Budget	2023 Expense	2023 Net Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)	Average Daily Tax Payer Impact
ENVIRONMENTAL SERVICES												
Kettle Creek Conservation Authority ²	551	557	557	574	574	591	591	609	609	58	2.5%	\$ 0.01
Lower Thames Valley Conservation Authority ²	169	170	170	173	173	177	177	179	179	11	1.5%	\$ -
Upper Thames River Conservation Authority ²	3,720	3,920	3,920	4,150	4,150	4,233	4,233	4,318	4,318	598	3.8%	\$ 0.05
Environmental Action Programs & Reporting	796	948	820	957	830	965	838	969	842	46	1.4%	\$ 0.02
Garbage, Recycling & Composting	17,651	33,445	19,398	34,578	20,826	35,029	20,849	35,422	20,939	3,288	4.5%	\$ 0.26
TOTAL ENVIRONMENTAL SERVICES	22,886	39,041	24,866	40,433	26,553	40,995	26,687	41,498	26,887	4,000	4.2%	\$ 0.34
TOTAL 2020-2023 NET BUDGET									104,993			

Subject to rounding.

Notes:

1. Boards and Commissions are reported as the net expenditure to the City with the exception of the London Police Service which contains gross expenditures and non-tax revenue as a result of shared financial reporting systems.

2. Provincial impacts are reflected in the figures above; the table below details the Provincial Impacts that are for Consideration.

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Operating Budget Overview – Parks, Recreation & Neighbourhood Services Area (pg. 90)

2020-2023 Multi-Year Budget (\$000's)

Service Grouping	2019 Net Revised Budget	2020 Expense	2020 Net Budget	2021 Expense	2021 Net Budget	2022 Expense	2022 Net Budget	2023 Expense	2023 Net Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)	Average Daily Tax Payer Impact
PARKS, RECREATION & NEIGHBOURHOOD SERVICES												
Neighbourhood & Recreation Services ¹	23,343	96,911	23,699	99,686	25,803	100,548	25,910	101,366	26,025	2,682	2.8%	\$ 0.33
Parks & Urban Forestry	13,543	13,565	13,509	13,641	13,584	13,725	13,669	13,783	13,727	183	0.3%	\$ 0.17
TOTAL PARKS, RECREATION & NEIGHBOURHOOD SERVICES	36,886	110,476	37,208	113,326	39,388	114,273	39,579	115,149	39,751	2,865	1.9%	\$ 0.50
TOTAL 2020-2023 NET BUDGET									155,926			

Subject to rounding.

Notes:

1. Provincial impacts are reflected in the figures above; the table below details the Provincial Impacts that are Recommended and for Consideration.



Operating Budget Overview – Transportation Services Area (pg. 131)

2020-2023 Multi-Year Budget (\$000's)

Service Grouping	2019 Net Revised Budget	2020 Expense	2020 Net Budget	2021 Expense	2021 Net Budget	2022 Expense	2022 Net Budget	2023 Expense	2023 Net Budget	2020 - 2023 Net Increase/ (Decrease)	2020 - 2023 Average Annual Net % Increase/ (Decrease)	Average Daily Tax Payer Impact
TRANSPORTATION SERVICES												
Parking	(3,592)	3,472	(3,648)	3,992	(3,718)	4,136	(3,844)	4,139	(3,841)	(249)	-1.7%	\$ (0.05)
London Transit Commission ²	32,831	37,860	37,860	39,367	39,367	40,161	40,161	41,044	41,044	8,213	5.9%	\$ 0.51
Roadways	43,645	52,372	45,493	53,826	45,889	54,030	46,173	54,071	46,407	2,762	1.6%	\$ 0.59
Rapid Transit	-	80	-	80	-	80	-	80	-	0	0.0%	\$ -
TOTAL TRANSPORTATION SERVICES	72,884	93,784	79,705	97,265	81,537	98,407	82,490	99,333	83,609	10,725	3.5%	\$ 1.05
TOTAL 2020-2023 NET BUDGET									327,341			

Subject to rounding.

Notes:

1. Boards and Commissions are reported as the net expenditure to the City with the exception of the London Police Service which contains gross expenditures and non-tax revenue as a result of shared financial reporting systems.

2. Provincial impacts are reflected in the figures above; the table below details the Provincial Impacts that are for Consideration.

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Capital Budget Overview



Capital Budget by Service Program (pg. 52)

SERVICE PROGRAM OVERVIEW (\$000's)

2020 - 2023 CAPITAL BUDGET OVERVIEW (\$000's)

Service Program	2019 Revised	2020 Proposed	2021 Proposed	2022 Proposed	2023 Proposed	2020-2023 Total	Percentage 2020-2023 Total	2024-2029 Forecast	2020-2029 Total	Percentage 2020-2029 Total
Culture Services	6,794	8,152	1,976	2,016	2,026	14,170	1.2%	15,331	29,501	1.2%
Economic Prosperity	12,625	4,018	8,655	7,420	12,088	32,181	2.8%	38,087	70,268	2.8%
Environmental Services	2,475	41,435	675	2,555	15,625	60,290	5.2%	37,315	97,605	4.0%
Parks, Recreation & Neighbourhood Services	26,501	24,800	22,834	22,171	58,632	128,437	11.1%	113,470	241,906	9.8%
Planning & Development Services	1,745	1,295	2,401	1,784	4,297	9,776	0.8%	3,838	13,614	0.6%
Protective Services	6,122	14,185	20,083	28,263	29,442	91,973	8.0%	110,801	202,774	8.2%
Social & Health Services	5,203	3,548	3,803	3,808	3,808	14,967	1.3%	22,636	37,603	1.5%
Transportation Services	130,679	168,236	143,240	197,894	234,957	744,327	64.6%	893,977	1,638,304	66.3%
Corporate, Operational & Council Services	13,124	13,532	11,171	15,283	16,874	56,861	4.9%	82,180	139,041	5.6%
Total	205,269	279,201	214,837	281,194	377,750	1,152,982		1,317,635	2,470,617	

Subject to rounding.

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Capital Budget by Service Program – Environmental Services (pg. 83)

Major & Notable Capital Works in Ten Year Plan 2020-2029 (\$000's)

Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
Environmental Action Programs								
EV6020 Active Transportation	Life Cycle	300	300	300	300	1,200	1,800	3,000
Garbage Recycling & Composting								
SW6050 New & Emerging Solid Waste	Service Improvement	500				35,500		35,500
SW6080 Long Term Disposal Capacity	Service Improvement			1,000	15,000	16,000	8,000	24,000
SW6020 Organic Waste Diversion	Growth						20,000	20,000
SW602120 W12A New Cell Construction	Life Cycle	4,600				4,600		4,600
SW6530 Material Recovery Facility	Life Cycle	60	230	50	450	730	2,835	3,565
SW604020 Landfill Gas Collection	Life Cycle		370	100	370	100	940	2,960
SW601420 W12A Ancillary	Life Cycle		300	150	300	150	900	1,650



Capital Budget by Service Program – Parks & Urban Forestry (pg. 92)

Major & Notable Capital Works in Ten Year Plan 2020-2029 (\$000's)

Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
Parks & Urban Forestry								
UF2047 Urban Forest Strategy	Service Improvement	1,200	1,400	1,600	1,600	5,800	9,600	15,400
PK204319 New Major Open Space (2019-2023)	Growth	270	2,012	930	551	3,557	7,050	2,851
PK102320 Maintain District Parks	Life Cycle		850	885	885	950	3,570	5,980
RC274920 Park Facilities Mjr Upgrades	Life Cycle		555	846	1,340	1,260	4,001	4,675
PK301919 New Urban Parks (2019-2023)	Growth	910	2,456	1,091	618	364	4,529	2,730
PK212419 New Thames Valley Parkway	Growth	1,406	2,093	1,177	1,177	785	5,232	327
PK218519 New Pedestrian Bridges and Tunnels (2019-2023)	Growth		2,325	525	500	1,575	4,925	525
PK213520 Maintain Thames Valley Parkway	Life Cycle		425	425	425	475	1,750	3,050

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Capital Budget by Service Program – Transportation Services (pg. 134)

Major & Notable Capital Works in Ten Year Plan 2020-2029 (\$000's)

	Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
London Transit Commission									
MU104420 Bus Purchase Replacement	Life Cycle		9,488	10,081	10,419	10,756	40,744	64,535	105,279
MU1176 Conventional Transit (Growth) PTIS	Growth	1,155	2,097	4,065	4,065	3,252	13,477	10,568	24,045
MU1450 Highbury Facility Demolition	Service Improvement							7,500	7,500
Roadways									
TS144620/TS301420 Road Networks Improvements	Life Cycle		22,320	24,975	25,444	25,913	98,651	165,383	264,034
TS176320 Bridges Major Upgrades	Life Cycle		5,208	5,275	5,342	5,409	21,233	33,868	55,101
TS406720 Traffic Signals - Mtce	Life Cycle		4,199	4,266	4,343	4,370	17,177	29,339	46,516
TS1306 Adelaide Street Grade	Growth	20,350	37,925				37,925		37,925
TS512320 Street Light Maintenance	Life Cycle		2,844	2,977	3,111	3,184	12,116	21,258	33,375
TS1355-1 Wharncliffe Rd - Becher St to Springbank Dr	Growth	16,428	24,969				24,969		24,969
TIMMS - Transportation Intelligent Mobility Mngmt System	Growth	2,356	2,356	2,356	2,356	2,356	9,425	5,049	14,474
TS1329 Colonel Talbot Rd - 300m South of Southdale Rd to James St	Growth		700		849	11,129	12,678		12,678
TS1202 Victoria Bridge Replacement	Life Cycle		800		10,040		10,840		10,840
TS1749 Dundas Street Old East Village Streetscape Improvements - PTIS	Service Improvement		8,200				8,200		8,200



Capital Budget by Service Program - Transportation Services (cont'd) (pg. 135)

Major & Notable Capital Works in Ten Year Plan 2020-2029 (\$000's)

	Classification	Life-to-Date	2020	2021	2022	2023	2020-2023 Total	2024-2029	2020-2029 Total
Rapid Transit									
RTNORTH North Connection	Growth	5,036						131,668	131,668
RTSOUTH Wellington Gateway (South)	Growth	11,918	6,248	4,114	11,759	87,978	110,099	14,128	124,227
RTEAST East London Link	Growth	5,213	9,924	16,179	73,814	12,074	111,991	6,609	118,600
RTWEST West Connection	Growth	3,568			9,000	750	9,750	60,400	70,150
RTDOWNTOWN Downtown Loop	Growth	3,719	310	24,587	465	361	25,723	177	25,900

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Capital Budget by Service Program – Transportation Services (cont'd) (pg. 186)

GROWTH (000's)

TRANSPORTATION SERVICES

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total Project Cost
LONDON TRANSIT COMMISSION														
MU1176 Conventional Transit (Growth) PTIS		1,155	2,097	4,065	4,065	3,252	3,252	2,439	2,439	2,439			24,045	25,200
TOTAL LONDON TRANSIT COMMISSION	-	1,155	2,097	4,065	4,065	3,252	3,252	2,439	2,439	2,439	-	-	24,045	25,200

ROADWAYS

TS1040 Transportation Master Plan Update 2022			750										750	750
TS1043 Transportation Development Charges Studies 2024						300							300	300
TS1044 Cycling Master Plan						200							200	200
TS1045 Transportation Development Charges Studies 2029										300			300	300
TS1134 Intersection - Richmond St & Fanshawe Park Rd	3,950		1,900	5,400	1,345								8,645	12,595
TS1306 Adelaide Street Grade Separation CPR Tracks	7,550	12,800	37,925										37,925	58,275
TS1309 Intersection - Hamilton Rd & Highbury Ave	990							2,306		3,362		5,083	10,751	11,741
TS1329 Colonel Talbot Rd - 300M South of Southdale to James Street			700		849	11,129							12,678	12,678
TS1330 Intersection- Hamilton Rd & Commissioners Rd (Roundabout)										985	656	7,458	9,099	9,099
TS1331 Intersection- Hamilton Rd & Gore Rd (Roundabout)				800	313	275	3,124						4,512	4,512
TS1332 Intersection- Oxford St & Gideon Rd (Roundabout)					300	275	3,251						3,826	3,826
TS1333 Intersection - Oxford St & Whamcliffe Rd (PTIS)							3,438						3,438	3,438
TS1334 Intersection- Pack Rd & Colonel Talbot Rd			464	1,943									2,406	2,406
TS1335 Intersection - Sunningdale Rd & Hyde Park Rd		359	904	2,775									3,679	4,038
TS1336 Intersection- Southdale - Colonel Talbot Rd (Roundabout)						300	3,884						4,184	4,184

Subject to rounding.



Capital Budget by Service Program – Transportation Services (cont'd) (pg. 188)

GROWTH (000's)

TRANSPORTATION SERVICES (cont'd)

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total Project Cost
ROADWAYS (cont'd)														
TS1576 Intersection - Exeter Rd & Wellington St Improvements		2,000	1,590									1,094	2,684	4,684
TS1617 Operations Centre (North)								21,476					21,476	21,476
TS1627 Philip Aziz - Western Rd to Thames River	2,490				88								88	2,578
TS1636 Advance Purchase Of Land (2019-2023)		440	440	440	440	484	165	169	173	177	182	186	2,856	3,296
TS1670 Intersection - Sarnia/Philip Aziz - Western Rd					928	7,484							8,412	8,412
TS1745 Victoria Bridge Bike Lanes				3,300									3,300	3,300
TS1746 Dingman Dr - Hwy 401 Bridge To Wellington Rd		114	2,211	8,641									10,852	10,966
TS1747 Dingman Dr - Hwy 401 Bridge (City Share)									4,722				4,722	4,722
TS4079 Traffic Management Centre Ph 2							310						310	310
TIMMS Transportation Intelligent Mobility Mngnt System		2,356	2,356	2,356	2,356	2,356	1,010	1,010	1,010	1,010	1,010		14,474	16,830
TS103119 Long Term Corridor Protection EA Studies (2019-2023)		300	122	122	122	130	132	134	136	138	140		1,175	1,475
TS1035-1 Wonderland Road Widening Exeter Rd to Hwy 402						378	1,576	738	20,311				23,003	23,003
TS104119 Traffic Impact Studies (2019-2023)		100	100	100	100	106	108	109	111	113	114		961	1,061
TS104219 Transportation Master Plan Monitoring Program (2019-2023)		35	35	35	35	37	38	38	39	39	40		336	371
TS126419 Rural Intersections (2019-2023)		400	100	100	100	100	100	100	100	100	100	127	1,027	1,427
TS1302-2 Commissioners Road West - Wonderland Rd to Cranbrook Rd												1,587	1,587	1,587
TS1348-1 Wonderland Road Widening - Riverside Dr to Springbank Dr	1,010									1,126	1,238	1,115	3,480	4,489
TS1348-2 Wonderland Road Widening - Springbank Dr to Commissioners Rd							431	288	340	4,729			5,788	5,788

Subject to rounding.

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Capital Budget by Service Program – Transportation Services (cont'd) (pg. 190)

GROWTH (000's)

TRANSPORTATION SERVICES (cont'd)

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total Project Cost
ROADWAYS (cont'd)														
TS165319 Minor Road Works - Sidewalks (2019-2023)		444	444	444	444	488	166	170	173	177	181	186	2,874	3,319
TS165419 Minor Road Works - Streetlights (2019-2023)		620	620	620	620	679	229	234	239	244	249	254	3,987	4,606
TS165519 Minor Rd Works - Traffic Signals (2019-2023)		943	943	943	943	1,033	350	358	366	374	382	390	6,080	7,023
TS173919 Active Transportation (2019-2023)		2,674	2,674	2,674	2,674	2,940	1,004	1,028	1,052	1,078	1,103	1,130	17,356	20,030
TS180219 Strategic Links (2019-2023)		1,338	1,338	1,338	1,338	1,471	502	514	527	539	552	565	8,685	10,023
TS2172-1 Hamilton Road - Old Victoria to Victoria Memorial Parkway								668	1,783	447	5,084		7,982	7,982
TS416519 Urban Intersections (2019-2023)		2,000	2,000	2,000	2,000	2,188	746	763	780	798	816	834	12,924	14,924
TS1348-10 Intersection - Springbank Dr & Wonderland Rd							474		708	8,716			9,899	9,899
Previously Approved Projects Provided For Prior Year Comparison Purposes	157,529	24,705												182,234
TOTAL ROADWAYS	185,059	72,675	86,924	42,023	35,189	71,649	42,630	83,694	50,479	34,066	52,469	56,611	555,734	813,469
RAPID TRANSIT														
RTEAST East London Link Rapid Transit Parent Project	6,695	(1,481)	9,924	16,179	73,814	12,074	1,309	975	4,325				118,600	123,813
RTWEST West Connection Rapid Transit Parent Project	2,334	1,235			9,000	750	4,613	42,970	10,648	1,011	670	489	70,150	73,718
RTNORTH North Connection Rapid Transit Parent Project	2,699	2,338					19,456	70,009	33,082	6,223	1,449	1,449	131,668	136,704
RTSOUTH Wellington Gateway (South) Rapid Transit Parent Project	5,184	6,735	6,248	4,114	11,759	87,978	9,261	1,183	3,684				124,227	136,145
RTDOWNTOWN Downtown Loop Rapid Transit Parent Project	1,064	2,654	310	24,587	465	361	177						25,900	29,619
TOTAL RAPID TRANSIT	17,975	11,480	16,482	44,880	95,038	101,163	34,816	115,137	51,739	7,234	2,119	1,938	470,545	500,000
TOTAL TRANSPORTATION SERVICES	203,034	85,310	105,502	90,968	134,291	176,064	80,697	201,269	104,657	43,739	54,588	58,549	1,050,325	1,338,669

Subject to rounding.



Capital Budget by Service Program – Transportation Services (cont'd) (pg. 199)

SERVICE IMPROVEMENT (\$000's)

TRANSPORTATION SERVICES

	Prior	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	Total 2020-2029	Total
PARKING														
Previously Approved Projects Provided For Prior Year Comparison Purposes		1,925												1,925
TOTAL PARKING	1,925	-	-	-	-	-	-	-	-	-	-	-	-	1,925
LONDON TRANSIT COMMISSION														
MU1438 Bus Stop Amenities - PTIS			550	550									1,100	1,100
MU1450 Highbury Facility Demolition & Rebuild									2,500	2,500	2,500		7,500	7,500
Previously Approved Projects Provided For Prior Year Comparison Purposes	7,200	300												7,500
TOTAL LONDON TRANSIT COMMISSION	7,200	300	550	550	-	-	-	-	-	2,500	2,500	2,500	8,600	16,100
ROADWAYS														
TS1136 Western Rd Improvements - Huron College to Platt's Lane	3,800					5,000							5,000	8,800
TS1748 Dundas Place - TVP Active Transportation Connection (PTIS)		205	3,795										3,795	4,000
TS1749 Dundas Street Old East Village Streetscape Improvements - PTIS			8,200										8,200	8,200
TS5012 Audible Pedestrian Signals	797		50	50	50	50	50	50	50	50	50	50	500	1,297
Previously Approved Projects Provided For Prior Year Comparison Purposes	41,307													41,307
TOTAL ROADWAYS	45,905	205	12,045	50	50	5,050	50	50	50	50	50	50	17,495	63,605
TOTAL TRANSPORTATION SERVICES	55,030	505	12,595	600	50	5,050	50	50	50	2,550	2,550	2,550	26,095	81,630

Subject to rounding.

Item 2.1



Additional Investments Overview



Business Cases for Additional Investments – Administratively Prioritized

#	BUSINESS CASE DESCRIPTION	Gross Investment Requested (\$000's) 2020 - 2023	Average Annual Tax Payer Impact (Dollars) 2020 - 2023
ADDITIONAL INVESTMENTS - ADMINISTRATIVELY PRIORITIZED			
1	60% Waste Diversion Action Plan	\$17,600.00	\$20.62
2	Affordable Housing Community Improvement Plan	\$4,772.00	\$0.90
Back to the River:			
3	Part A) Forks with outlook	\$12,403.00	\$0.00
	Part B) One River Environmental Assessment Management Implementation	\$1,250.00	\$0.00
	Part C) Soho Environmental Assessment	\$500.00	\$0.00
4A	City of London Infrastructure Gap - Part A	\$3,000.00	\$3.51
Climate Emergency Declaration:			
5A	Part A - Develop Climate Emergency Action Plan (CEAP)	\$50.00	\$0.00
6	Coordinated Informed Response	\$6,703.00	\$7.85
7A	Core Area Action Plan - Part A	\$16,385.00	\$10.92
8	Dearness Home Auditorium Expansion	\$2,456.00	\$0.61
9	Fanshawe College Innovation Village	\$3,000.00	\$0.00
10A	HDC Funding for Affordable Housing - Part A	\$850.00	\$1.00
Information Systems:			
11	Part A) Development Application Tracking Software	\$3,900.00	\$0.00
	Part B) Human Capital Management System	\$1,230.00	\$0.86
12	LMCH Infrastructure Gap	\$15,518.00	\$5.86
13	Master Accommodation Plan	\$13,000.00	\$0.00
14	Operations Master Plan 2020	\$5,118.00	\$0.00
15	Subsidized Transit Program	\$3,608.00	\$1.13
16	T-Block Replacement / New Storage Building	\$901.00	\$0.00
TOTAL ADDITIONAL INVESTMENTS ADMIN. PRIORITIZED		112,244.00	\$53.26

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Business Cases for Additional Investments – For Council’s Consideration

#	BUSINESS CASE DESCRIPTION	Gross Investment Requested (\$000's) 2020 - 2023	Average Annual Tax Payer Impact (Dollars) 2020 - 2023
ADDITIONAL INVESTMENTS FOR CONSIDERATION			
4B	City of London Infrastructure Gap - Part B	\$17,563.00	\$20.58
5B	Climate Emergency Declaration Part B - Implementation of CEAP Immediate Actions	\$1,295.00	\$1.22
7B	Core Area Action Plan - Part B	\$9,775.00	\$11.27
10B	HDC Funding for Affordable Housing - Part B	\$2,800.00	\$3.28
17	Community Improvement Plan: Part A) Community Building Projects	\$160.00	\$0.19
	Part B) Land Acquisition	\$400.00	\$0.47
18	LMCH - Co-Investment with CMHC	\$20,229.00	\$9.11
19	LMCH Operating Staffing & Security	\$6,941.00	\$6.65
20	London Public Library - Collections	\$600.00	\$0.70
21	Regeneration of Public Housing	\$5,250.00	\$6.15
22	Smart City Strategy	\$466.00	\$0.55
23	Street Light Local Improvement	\$832.00	\$0.60
24	Wifi in Recreation Facilities for the Public	\$155.00	\$0.00
25	Winter Maintenance Program Support	\$4,220.00	\$4.94
TOTAL ADDITIONAL INVESTMENTS FOR CONSIDERATION		\$70,686.00	\$65.71



Business Cases for Potential Net Levy Reductions

#	BUSINESS CASE DESCRIPTION	Gross Investment Requested (\$000's) 2020 - 2023	Average Annual Tax Payer Impact (Dollars) 2020 - 2023
POTENTIAL NET LEVY REDUCTIONS FOR CONSIDERATION			
26	Eliminate Curbside Christmas Tree Collection	(\$120.00)	(\$0.14)
27	Eliminate Planned Security Enhancements	(\$107.00)	(\$0.13)
28	Eliminate Planned Increase in Staffing	(\$42.00)	(\$0.05)
29	Promissory Note Forgiveness	(\$717.00)	(\$0.84)
30	Wi-Fi Hotspot Lending Program	(\$188.00)	(\$0.22)
31	Multi-Residential Sector Fee Increase for Waste Collection	(\$900.00)	(\$1.05)
32	Exhibitions and Programs Reductions	(\$236.00)	(\$0.28)
33	Reduce Road Network Improvements for Minor Streets	(\$3,200.00)	(\$3.75)
34	Transfer portion of Conservation Authority costs to Wastewater & Treatment Budget	(\$11,554.00)	(\$13.53)
TOTAL REDUCTIONS FOR CONSIDERATION		(\$17,064.00)	(\$19.99)

Item 2.1



Key Dates and Budget Website Overview



Key Dates in the Budget Process

What	Date
Public Participation Meeting	January 23 4:00pm
2020-2023 Multi-Year Budget Review Strategic Priorities and Policy Committee at 9:30am	January 30 January 31 February 6 February 7 February 13 February 14
Public Participation Meeting	February 13 6:00pm
Final Council Approval of the 2020-2023 Multi-Year Budget	March 2 4:00pm

*Meetings are held in Council Chambers – City Hall, 300 Dufferin Avenue; Public Gallery – 3rd Floor

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Budget Website Overview

Get Involved
We want to hear from you!



LondonCanada



#Cityoflondonont



@CityofLdnOnt #LdnBudget



budget@london.ca



getinvolved.london.ca

Item 2.2



Connected and Automated Vehicles

Preparing a Strategic Plan for London



CAVs in the Province of Ontario

- **Pilot Project – Automated Vehicles** ([Ontario Regulation 306/15](#))
 - Originally took effect January 1, 2016
 - Last consolidation January 1, 2019 (O.Reg. 517/18)
 - Pilot regulation is due to be revoked on January 1, 2026
- Ontario was **first province in Canada** to establish on-road pilot test program for CAVs.
- Ontario Pilot Project applies to **SAE Automation Levels 3, 4, and 5**.

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Other Key Initiatives and Resources

- [Autonomous Vehicle innovation Network \(AVIN\)](#) in Ontario
- City of Toronto [Automated Vehicle Tactical Plan](#)
- SAE International [J3016 Levels of Driving Automation](#)
- Transportation Association of Canada (TAC) [Lexicon of Terms for CAVs](#)

SAE INTERNATIONAL SAE J3016™ LEVELS OF DRIVING AUTOMATION

	SAE LEVEL 0	SAE LEVEL 1	SAE LEVEL 2	SAE LEVEL 3	SAE LEVEL 4	SAE LEVEL 5
What does the human in the driver's seat have to do?	You are driving whenever those driver support features are enabled – even if your feet are off the pedals and you are not sleeping.			You are not driving when those automated driving features are enabled – even if you are seated in the driver's seat.		
What do these features do?	These features promise steering, braking, acceleration support to the driver.			These features promise steering, braking, acceleration support to the driver.		
What do these features do?	These features are limited to providing warnings and monitoring assistance.			These features can drive the vehicle under limited conditions and the driver must be ready to take over at any time.		
Example features	<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam assist 	<ul style="list-style-type: none"> • local driverless taxi • personal driverless taxi 	<ul style="list-style-type: none"> • remote-controlled driving



City of London's CAV Progress

- Staff began **monitoring and researching CAV developments** in 2016 in response to the Ontario Pilot Project.
- Developed a **CAV Staff Report and Technical Background** (CWC, May 28, 2018)
- Received **Municipal Council resolutions and direction** on June 12, 2018
- RTIWG **CAV Expert Panel** on February 21, 2019

Appendix A
Connected and Autonomous Vehicles:
Technical Background

Prepared for the Corporation of the City of London
Civic Works Committee Meeting
May 28, 2018

Item 2.2



Council's Strategic Plan 2019-2023

BUILDING a Sustainable City

Londoners can move around the city safely and easily in a manner that meets their needs.

EXPECTED RESULT

Increase access to transportation options.

STRATEGY

- Build more infrastructure for walking and bicycling.
- Continue to expand options and programs to increase mobility.
- **Develop a strategic plan for a future with connected and autonomous vehicles.**
- Support Londoners to access affordable public transit where they live and work.
- Implement the London Transit Commission (LTC) 5 Year Specialized Service Plan.
- Implement the LTC Ridership Growth Strategy.
- Implement a rapid transit system to improve the reliability and capacity of existing transit service and support London Plan city building.
- Implement the LTC 5 Year Conventional Service Plan.



Automated Vehicles

- Ideally, **Automated Vehicles (AVs)**:
 - Are capable of “**sensing**” the **surrounding environment**;
 - Use AI, sensors, and GPS to **successfully and safely navigate a transportation system**;
 - Provide **major improvements to road safety** by eliminating human driver error and distraction; and
 - Will likely be widely available and market-ready between **now and 2040 (i.e. 10-20 years)**.

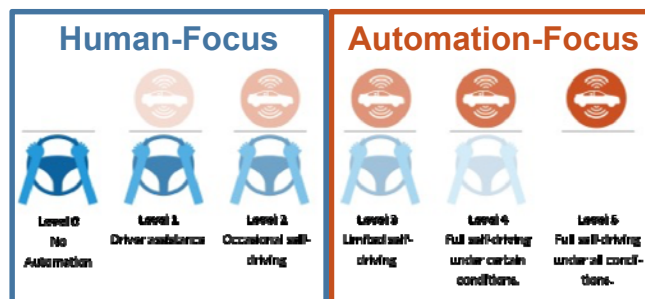


Item 2.2



Automation Levels Defined

- The **Society of Automotive Engineers (SAE)** international standard that classifies vehicles automated driving systems from:
 - **Level 0 = No Automation** to **Level 5 = Full Automation**



Connected Vehicles

- Interrelated with AVs, **Connected Vehicle (CV)** technology provides up-to-date information to vehicles through a **variety of communications channels**.
- Types of CV technology include:
 - **Vehicle-to-Vehicle (V2V)**
 - **Vehicle-to-Infrastructure (V2I)**
 - **Vehicle-to-Everything (V2X)**



Item 2.2



New Mobility and Potential

- AVs have the potential to **benefit the environment, society, and safety**.
- Two primary **ownership models** are anticipated:
 - **Individual Ownership** of widespread vehicles, similar to today; or
 - **Shared Ownership** similar to car-sharing, ride-sharing, or Mobility-as-a-Service (MaaS).

Traditional Mobility



Ownership • Competitive • Hierarchical

1 person = 1 mode [either/or]

New Mobility



Sharing • Collaborative • Networked

1 person = many modes [all]



CAV Strategic Plan – Purpose

To better understand and prepare for the introduction of connected and automated vehicles in our community in order to improve the lives of our citizens and minimize the environmental impact of this impactful technology as it becomes more commonplace.

Item 2.2



CAV Strategic Plan – Vision

A sustainable community that integrates connected and automated vehicles into city-building and daily activities by pursuing improved safety, environmental stewardship, and travel mobility options.



CAV Strategic Plan – Mission

To engage internal and external stakeholders, identify potential implications of connected and automated vehicles, and provide a strategic plan and actions that will proactively prepare for the introduction of connected and automated vehicles.

Item 2.2



CAV Strategic Plan – Values

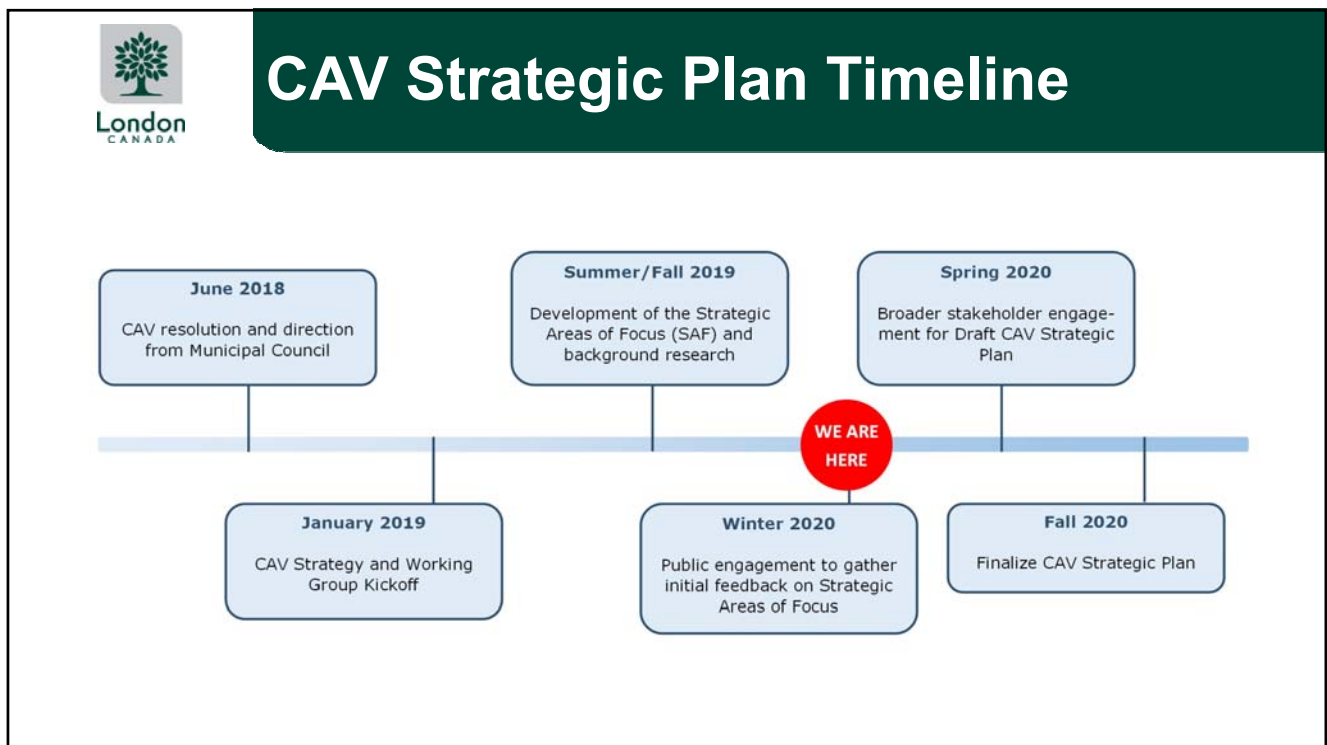
- Alignment with the London Plan
- Driven by community
- Environmental and climate sustainability
- Responsible governance
- Human health and community safety
- Information security and privacy
- Integrated mobility
- Supporting innovation
- Proactive leadership
- Stakeholder collaboration



Strategic Areas of Focus

1. Social Equity and Health
2. Environmental Sustainability
3. Economic Sustainability
4. Data Privacy, Security, and Governance
5. Urban Form
6. Road Safety and Security
7. Integrated Mobility
8. Transportation System Efficiency
9. City Fleet and Services

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Initial Engagement

Gather initial public feedback for development of the upcoming Connected and Automated Vehicles Strategic Plan for London until **February 21**.

<https://getinvolved.london.ca/automated-vehicles>

Advisory committee initial feedback/resolutions provide by **April 28**.

Cycling Advisory Committee Work Plan – 2020

	Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Cycling Master Plan Alignment	Alignment with 2019-2023 Strategic Plan	Status
CAC 18.1	Assist the City in enhancing cycling connections throughout the City to the Provincial cycling Network	<ul style="list-style-type: none"> To be provided through Cycling Master Plan, EA input Explore potential of rail corridor to St Thomas Help define preferred route to attach to Trans Canada Trail in St Thomas Identify 8 egress routes from London to provincial routes 	CAC Parks and Rec Planning Andrew Macpherson Andrew Giesen Chris Pollett	Q1 2020 for CAC to define egress routes Q2 2020 for City response		<ul style="list-style-type: none"> Action #3 Identifying Touring Loop Routes Action 10: Signage & Safety Standards Consistency 	STRENGTHENING OUR COMMUNITY <ul style="list-style-type: none"> Provide access to planned and managed pathway systems; Remove barriers to access recreation, sport, and leisure opportunities; Increase the number of recreation, sport, and leisure opportunities; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation BUILDING A SUSTAINABLE CITY <ul style="list-style-type: none"> Build more infrastructure for bicycling; 	Discussion with St.Thomas and Elgin county are currently on hold pending completion of a rail segment. The cycling master plan identifies this route as a desired line. The Cycling Master Plan doesn't identify a timeline. This would be through Parks Planning, as the cycling facility is a multi-use path. Heat maps have been presented to CAC.

							<ul style="list-style-type: none"> Continue to expand options to increase mobility; 	
CAC 18.2	Assist the City in defining criteria for good “cycling hubs” and identify potential locations	<ul style="list-style-type: none"> To be provided through Cycling Master Plan, EA input. 	CAC Transportation Doug MacRae	Q2 2020		<ul style="list-style-type: none"> Action #7 Identifying & Enhancing Local Cycling Hubs Action #8 Enhancing Bicycle Parking Action #9 Establishing Performance Measures Action #10 Designing & Implementing Crossings & Transitions 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; Continue to improve the traffic signal system for the benefits of all road users 	
CAC 18.3	Provide recommendations for design and better	<ul style="list-style-type: none"> Dundas/Queens couplet has been selected as route for east-west 	CAC Transportation Peter Kavcic	Q4 2019 presentation by consultants.		<ul style="list-style-type: none"> Action #8 Enhancing Bicycle Parking 	STRENGTHENING OUR COMMUNITY	Couplet is in preliminary design phase

	integration of the Dundas/Queens couplet with recreational and commuter cycling networks	bikeway and design is underway	Dillon Consulting (Dundas Street – Old East Village) WSP (Dundas Street Cycle Track)	Q1 2020 to receive response from consultants		<ul style="list-style-type: none"> • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions 	<ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Build more infrastructure for bicycling; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users 	Response to CAC feedback requested from consultants for Q1
CAC 18.4	Assist the City in assessing the effectiveness of the King St cycle track through appropriate metrics and promoting these to the public	<ul style="list-style-type: none"> • Eastbound King St cycle track constructed from Talbot to Colborne • Bicycle count data is being collected but is not integrated with Bike Data website 	CAC Transportation Peter Kavcic	2020Q2 (June) and & 2020Q4 (Nov) for cycle count data update		<ul style="list-style-type: none"> • Action #8 Enhancing Bicycle Parking • Action #9 Establishing Performance Measures • Action #10 Designing & Implementing Crossings & Transitions 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p>	<p>Construction completed summer 2019</p> <p>Metrics update will be requested for Q2 and Q4</p>

							<ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Continue to improve the traffic signal system for the benefits of all road users 	
CAC 18.12	Provide recommendations for addressing secure bicycle parking and theft prevention	<ul style="list-style-type: none"> ● Promotion of best practices in bicycle security ● Shelley Carr is working on this initiative; CAC will work to support her efforts rather than work separately 	CAC Bike Environmental Programs: Jay Stanford and Allison Miller Shelley Carr	Q1 2020 for presentation from Shelley Carr		<ul style="list-style-type: none"> ● Action #8 Enhancing Bicycle Parking 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Support neighborhood festivals, cultural events, and activities across the city; ● Implement programs and services that respond to neighborhood recreation needs; ● Invest in community building projects; ● Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> ● Renew, expand, and develop parks and 	Shelley will be invited to a CAC meeting in Q1

							recreation facilities to address existing gaps; <ul style="list-style-type: none"> ● Build more infrastructure for bicycling; ● Continue to expand options to increase mobility; ● Respond to changing participation patterns and emerging activities by adapting public spaces; CREATING A SAFE LONDON FOR WOMEN AND GIRLS <ul style="list-style-type: none"> ● Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them 	
CAC 18.18	Identify specific routes for key destinations with routing that utilizes safer infrastructure and improved wayfinding	<ul style="list-style-type: none"> ● Provide improved wayfinding on identified routes ● Facilitate mapping being converted from paper map to online and interactive format 	CAC Chris Pollett Transportation Doug MacRae	Q1 2020 Update to CAC on wayfinding research and decisions for (a) TVP, (b) On-road, (c) touring (as		<ul style="list-style-type: none"> ● Action #1 Developing a wayfinding & signage strategy ● Cycling facilities and trips require other amenities 	STRENGTHENING OUR COMMUNITY <ul style="list-style-type: none"> ● Provide access to planned and managed pathway systems; ● Remove barriers to access recreation, 	CMP status unchanged: discussions and research in progress

		<ul style="list-style-type: none"> Consider interactive bike maps https://bikeottawa.ca/ Street cleaning and snow removal could be prioritized on identified routes 		<p>outlined in the CMP)</p> <p>Q3 2020 to fully identify recommended routes</p>		<p>and programs to encourage people to cycle throughout London</p> <ul style="list-style-type: none"> Action #10 Designing & Implementing Crossings & Transitions 	<p>sport, and leisure opportunities;</p> <ul style="list-style-type: none"> Increase the number of recreation, sport, and leisure opportunities; Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
CAC 19.1	Analyze bicycle count data for Dundas/Queens couplet before and after implementation	<ul style="list-style-type: none"> This route provides a unique opportunity to collect cycle count data before and after construction 	CAC Environmental Programs (Jay Stanford)	<p>Q1 2020 & Q2 2020 for initial data collation</p> <p>Ongoing in 2021</p>		<ul style="list-style-type: none"> Action #9 Establishing Performance Measures Cycling projects>Cycling Count Data 	<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making <p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines 	A count should be taken as soon as possible in the spring before construction begins

CAC 19.7	Assist City in implementing enhanced Neighbourhood Bike Parking tied to Transit	<ul style="list-style-type: none"> City developing designs and locations for bike parking tied to transit routes outside of downtown 	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 2020		<ul style="list-style-type: none"> Action #7: Identifying & Enhancing Local Cycling Hubs Action #8: Enhancing Bicycle Parking Action #13: Encouraging Integration with other Modes 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Implement programs and services that respond to neighborhood recreation needs; Invest in community building projects; Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Renew, expand, and develop parks and recreation facilities to address existing gaps; Build more infrastructure for bicycling; Continue to expand options to increase mobility; Respond to changing participation patterns and emerging activities by adapting public spaces; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p>	CAC to be engaged in Q1 2020.
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							<ul style="list-style-type: none"> • Ensure women and girls with lived experience are included in the development of policies, by-laws, and programs that affect them 	
CAC 19.8	Assist City in implementing Downtown Enhanced Bike Parking for Residents and Employees	<ul style="list-style-type: none"> • City reviewing options to provide higher order, secure bike parking downtown. Options include bike lockers to a bike station 	CAC Environmental Programs (Jay Stanford and Allison Miller)	Q1-Q4 2020		<ul style="list-style-type: none"> • Action #7: Identifying & Enhancing Local Cycling Hubs • Action #8: Enhancing Bicycle Parking 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation needs; • Invest in community building projects; • Promote pedestrian safety and active transport <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Renew, expand and develop parks and recreation facilities to address existing gaps; 	CAC will be asked to provide feedback as project moves forward (Q1 2020)

						<ul style="list-style-type: none">• Build more infrastructure for bicycling;• Continue to expand options to increase mobility;• Respond to changing participation patterns and emerging activities by adapting public spaces <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none">• Revitalize London's Downtown and urban areas;• Increase employers' access to resources to help achieve best practices in talent recruitment and retention; <p>CREATING A SAFE LONDON FOR WOMEN AND GIRLS</p> <ul style="list-style-type: none">• Ensure women and girls with lived experience are included in the development of policies, by-laws, and	
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							programs that affect them	
CAC 20.1	Request response to motion regarding London Police ticketing blitz	<ul style="list-style-type: none"> Further information was requested in Sept 2019 regarding the Sept 2019 ticketing blitz and no response was provided 	CAC Sgt. Harding	Q1 2020		<ul style="list-style-type: none"> Action #11 Enhancing Enforcement 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Reduce collision-related injuries and fatalities through public education and enhanced traffic enforcement; Promote road user safety and active transportation 	
CAC 20.2	Assist the City in quantifying the benefits of increased cycling modal share as it relates to the Climate Emergency Action Plan	<ul style="list-style-type: none"> CAC working group has completed a detailed report that shows the modal share targets embedded in the TMP are incompatible with Climate Emergency targets CAC has unique expertise in its membership to quantify impact of shifting modal share on carbon budget 	CAC Jay Stanford Jamie Skimming Chris DeGroot Ben Cowie	Q2 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making; Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; <p>STRENGTHENING OUR COMMUNITY</p>	CAC has submitted initial report and received feedback from Jamie Skimming

							<ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; • Continue to improve the traffic signal system for the benefits of all road users 	
20.4	Advocate for the addition to City staff of a full-time dedicated Active Transportation Manager	This was a priority identified in the CAC working group Oct 2019 report.		Ongoing 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; 	

						to increased cycling (p. 10)	<ul style="list-style-type: none"> Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Continue to expand options and programs to increase mobility; 	
20.5	Provide the City with feedback on the role of cycling and active transit within the interim Climate Emergency Evaluation Tool (CEET) and assist City staff in the creation of CEET as needed, and as it relates to the budget	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	-Dunbar, Finance -Stanford, Cycling -MacRae, Transportation	Q1 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> Increase access to information to support community decision making; Create new and/or enhance opportunities for residents and neighborhood groups 	

							to engage on program and service needs;	
20.6	Assist City staff in the creation of the City's new Climate Emergency area(s) on the City's web site by providing cycling and active transportation related content and information.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Promote road user safety and active transportation; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Continue to expand options and programs to increase mobility; 	
20.7	Assist City staff in the initial screen of current major transportation projects using CEET from the perspective of cycling and active transportation	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q2-3 2020		Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Advance sustainability and resilience strategies; Work with multi-sectors to develop and implement the next 	

							<p>Community Energy Action Plan (CEAP); LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.8	<p>Assist City staff in the review of proposed major City projects and master plans impacting cycling and active transportation within the 10 year capital plan through CEET screening</p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); 	

							<p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.9	<p>Assist City staff with developing clear strategies and specific actions related to cycling and active transportation to achieve the goal of a city-wide net zero community GHG emissions target (no later than 2050).</p>	<p>Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.</p>		Q4 2020		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling (p. 10)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation; <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); 	

							<ul style="list-style-type: none"> • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.10	Assist City staff with the prioritization and expedization of active transportation and transit infrastructure and services.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.		Q1 2020 Transportation Doug MacRae		<p>Business case for the CMP directly references environmental benefits and reduced GHG emissions due to increased cycling</p> <p>CMP: Complete streets principles should continue to be integrated into future transportation related</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Prepare and implement urban design guidelines; • Reduce collision-related injuries and fatalities; • Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p>	

						<p>planning and design assignments.</p> <ul style="list-style-type: none"> • Work with multi-sectors to develop and implement the next Community Energy Action Plan (CEAP); • Advance sustainability and resilience strategies; • Continue to expand options to increase mobility; <p>LEADING IN PUBLIC SERVICE</p> <ul style="list-style-type: none"> • Increase access to information to support community decision making; • Create new and/or enhance opportunities for residents and neighborhood groups to engage on program and service needs; 	
20.11	Promote Vision Zero, pedestrian and cycling safety, and active transportation	Supports the adoption of Vision Zero principles adopted by Council in May 2017		Ongoing 2020		<p>Vision 8: Improve cycling safety and comfort Action 26: Active & Safe Routes to School (ASRTS)</p> <p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Reduce collision-related injuries and fatalities; 	

							<ul style="list-style-type: none"> Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
20.12	Support City staff in building more infrastructure for cycling and walking.	Supports the City's Strategic Priorities and Policy Nov 25 2019 Climate Change Emergency report recommendations.	Transportation Doug MacRae	Ongoing 2020		Business case for the CMP directly references economic benefits of cycling infrastructure: "The capital cost to implement most cycling infrastructure is far less than widening a road and more trips can be accommodated in less space." (p.10)	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Reduce collision-related injuries and fatalities; Promote road user safety and active transportation <p>BUILDING A SUSTAINABLE CITY</p> <ul style="list-style-type: none"> Build more infrastructure for bicycling; Continue to expand options to increase mobility; 	
20.13	Business recognition program within CoL to acknowledge and	To encourage and recognize businesses that	CAC Support with CoL staff/council partners	Q2 2020 design		<ul style="list-style-type: none"> Action #12 Establishing 	STRENGTHENING OUR COMMUNITY	Ideation

	highlight supporters of Cycling for community or their staff	promote and support cycling. Some have made significant investments Link to 19.8		parameters and awards Q3 2020 Nominations Q1 2021 1st winners		High-Profile Events Work with local partners and [...] businesses to celebrate cycling related successes achieved within the City of London	<ul style="list-style-type: none"> Support neighborhood festivals, cultural events, and activities across the city; Promote road user safety and active transportation; <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> Increase employers' access to resources to help achieve best practices in talent recruitment and retention; 	
20.14	Develop a cycling event partnering with Tourism London and support of CoL	Currently no competitive cycling events in the city for cycling. This has been a tourism activity for several communities that drive value to the community The city has few recreation events for cycling as well	Chris Pollett & Sport in Cycling sub committee Parks and Rec Transportation	Q2 2020		<p>Business case for the CMP directly references tourism benefits of cycling, specifically tourism spending. (p.10)</p> <p>Vision #6: Build upon programs and initiatives developed by different departments, the health unit and tourism organizations to increase</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> Support neighborhood festivals, cultural events, and activities across the city; Remove barriers to access recreation, sport, and leisure opportunities; Increase the number of recreation, sport, and leisure opportunities; Work with community partners to create a 	Ideation

						<p>awareness and interest in cycling</p>	<p>leading sustainable sport development model;</p> <p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Grow tourism revenues through initiatives that build awareness and interest in London; • Continue to engage the community to attract conventions, conferences, and multi-day events to London contributing to the community's economic prosperity; • Increase partnership funding, sponsorships, and donations to recreation services and amenities; 	
20.15	<p>Provide recommendations on the 2020 Road Safety Strategic Plan</p>	<p>The London Middlesex Road Safety Committee is currently developing the 2020 Strategic plan</p>	<p>Middlesex Health Unit Tara MacDaniel</p>	<p>Ongoing</p>		<p>Vision 8: Improve cycling safety and comfort</p> <p>Action 26: Active & Safe Routes to School (ASRTS)</p>	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, 	

							<p>sport, and leisure opportunities;</p> <ul style="list-style-type: none"> ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model; 	
20.16	Provide recommendations to City staff and Consultant related to implementation of Bike Share in London	The City of London is currently completing a business case to determine the feasibility of bringing bike share to London	Environmental Programs: Jay Stanford and Allison Miller	Q2 2020		<ul style="list-style-type: none"> ● Action #4 Exploring a Bike Share System 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> ● Support neighborhood festivals, cultural events, and activities across the city; ● Remove barriers to access recreation, sport, and leisure opportunities; ● Increase the number of recreation, sport, and leisure opportunities; ● Work with community partners to create a leading sustainable sport development model; 	

							<p>GROWING OUR ECONOMY</p> <ul style="list-style-type: none"> • Grow tourism revenues through initiatives that build awareness and interest in London; • Continue to engage the community to attract conventions, conferences, and multi-day events to London contributing to the community's economic prosperity; • Increase partnership funding, sponsorships, and donations to recreation services and amenities 	
20.17	Identify community events to engage members of the public	The CAC spent \$700 of its 2019 budget on bicycle lights. Lights will be distributed during community events (ie Bike Month, Winter Bike to Work Day)	CAC	Ongoing		Education and encouragement	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Remove barriers to access recreation, sport, and leisure opportunities; 	

							<ul style="list-style-type: none"> • Increase the number of recreation, sport, and leisure opportunities; • Work with community partners to create a leading sustainable sport development model; 	
20.18	Build rapport with Cycling Without Age organization	<ul style="list-style-type: none"> • Promotion of cycling for all ages and abilities 	CAC	Q1 2020 for presentation from Cycling Without Age		<ul style="list-style-type: none"> • Guiding principle: London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities. 	<p>STRENGTHENING OUR COMMUNITY</p> <ul style="list-style-type: none"> • Support neighborhood festivals, cultural events, and activities across the city; • Implement programs and services that respond to neighborhood recreation London's comprehensive City-wide cycling network accommodates both commuter and recreational cyclists of various ages and abilities.needs; • Invest in community building projects; 	Cycling Without Age will be invited to a CAC meeting in Q1

