

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 17, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER and SCOTT STAFFORD MANAGING DIRECTOR, PARKS AND RECREATION</b>
<b>SUBJECT:</b>	<b>ACTIVE TRANSPORTATION INFRASTRUCTURE PLAN</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer and the Managing Director, Parks and Recreation, the summary of active transportation infrastructure projects outlined in this report that are anticipated to be eligible for submission to available federal/provincial funding programs, including but not limited to the COVID-19 Resilience Infrastructure Stream, **BE RECEIVED** for information, noting that the final project submissions will consider program eligibility criteria, construction timelines and available funding of all available programs via a future report to the Strategic Priorities and Policy Committee.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Planning and Environment Committee – June 13, 2016 – The London Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – March 10, 2020 – Cycling Master Plan Technical Amendments

<b>2019-2023 STRATEGIC PLAN</b>
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The following report supports the 2019–2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation. This report will assist in informing future directions for the creation of an efficient, inclusive, and connected active transportation network.

## BACKGROUND

### Purpose

On September 22, 2020, the Civic Works Committee received a letter from three Councillors requesting a plan for active transportation infrastructure projects that would be eligible for funding under the COVID-19 Resilience Infrastructure Stream.

On September 29, 2020, Council resolved that:

The Civic Administration BE DIRECTED to report back at a future meeting of the Civic Works Committee with a proposed plan for construction of active transportation infrastructure that would be eligible for the COVID-19 Resilience stream funding and can be built within the timelines of the COVID-19 Resilience funding program with construction to start no later than September 30, 2021 and be completed by the end of 2021; it being noted that a communication dated September 18, 2020, from Councillors E. Pelosa, S. Lewis and J. Helmer, with respect to this matter, was received.

This report presents a summary of active transportation infrastructure that are expected to be eligible for submission to available federal/provincial funding programs.

## DISCUSSION

In developing the proposed plan for active transportation submissions, there are two currently available federal/provincial funding programs; the Public Transit Stream (PTS) under the Investing in Canada Infrastructure Program (ICIP) and the federal Gas Tax Fund.

The City of London received an allocation of PTS funding from the federal and provincial governments, of which a portion (\$31.2 million) has not yet been committed to approved capital projects. PTS-funded projects need to improve the capacity of public transit, the quality or safety of transit or access to public transit and be consistent with a land-use or transportation plan or strategy. PTS funding was previously eligible for active transportation projects that connect citizens to a public transit system. However, recent changes to this program broaden the eligibility of active transportation projects independent of their connectivity to transit services. Use of the City's unallocated PTS funding would require the identification of a matching municipal contribution in accordance with the program requirements (40% Federal, 33% Provincial, 27% Municipal).

Federal Gas Tax allocations have been committed to a variety of capital projects in the ten year capital plan including; roads, bridges, solid waste, energy efficiency, bike lanes, pathways, transit, water and wastewater. Funding allocations are subject to future approval from Municipal Council.

The COVID-19 Resilience Infrastructure Stream was announced by the Government of Canada on August 5, 2020 to provide additional investments to help provinces and territories deal with the pressures as a result of the COVID-19 health and economic crisis. The Investing in Canada Infrastructure Program (ICIP) was adjusted to provide municipalities with access to federal funding to act quickly on pandemic-resilient infrastructure priorities.

Following the successful negotiations with the federal government, the Province announced the COVID-19 Resilience Infrastructure Stream on October 28, 2020. This new stream will provide \$1.05 billion in combined federal and provincial funding for Ontario's 444 municipalities. The Government of Canada will contribute 80% of project costs with 20% of project costs covered by Ontario. Construction must start no later than September 30, 2021 and the projects must be completed by the end of 2021. On October 29, 2020, the Province of Ontario announced that London's allocation under the COVID-19 Resilience Infrastructure Stream is \$5,520,798. The project intake process for the new COVID-19 Resilience Infrastructure Stream is expected to open in the near future.

The COVID-19 Resilience Infrastructure Stream will fund the following types of infrastructure projects:

- Community, recreation, health and education renovations (e.g. retrofits, repairs or upgrades to long-term care homes, publicly funded schools and co-located childcare centre facilities, recreation centres or shelters);
- COVID-19 response infrastructure (e.g. heating, ventilation, air-conditioning, new builds or renovations to enable physical distancing);
- Active transportation (e.g. parks, trails); and
- Disaster mitigation, adaptation, or remediation (e.g. flood mitigation).

Civic Administration has preliminarily identified potential projects under all four of the above categories, including:

- Building retrofits that would improve energy efficiency and improve indoor air quality;
- Recreational facility upgrades to support various populations in the community;
- Active transportation infrastructure including new cycling facilities, bike lane and bike path improvements, improved signals, and new and improved sidewalks; and,
- Water and wastewater projects to address climate change and flood mitigation.

Civic Administration will determine a complete list of projects to submit for the COVID-19 Resilience Infrastructure Stream that balances the needs of the City's municipal infrastructure with all of the currently available funding programs' criteria, although the list of eligible projects greatly exceeds London's allocation. This complete list of submitted projects will be considered at a future meeting of the Strategic Priorities and Policy Committee. At the time of preparing this report additional information regarding the COVID-19 Resilience Stream program was received.

## ACTIVE TRANSPORTATION PROJECTS

In order to maximize the funding available in all federal and provincial programs, City staff have identified an initial list of near-term active transportation projects totalling more than \$28 million. For all of these projects, City staff will continue to work with residents and community stakeholders to create projects and programs that are informed by consultation and can be successfully implemented. Financing these projects may require use of multiple government programs in order to maximize the distribution of available funding across the City's many categories of infrastructure.

The projects identified below represent an initial list that staff anticipate would be considered eligible under most government funding programs that cite active transportation as a suitable criteria. Civic Administration believes each of the noted projects below could be completed within the currently estimated program timelines. The project details will be refined as further information becomes available. Staff will continue to monitor federal/provincial funding programs, noting that the scope of the program submission will be influenced by the program parameters and eligibility timelines as well as the balance of projects to be submitted from across the Corporation.

### Active Transportation Projects

Project Bundles	Estimated Cost
<b>1. New Cycling Facilities</b>	<b>\$9.0 million</b>
<p>This project will provide new cycling facilities along strategic road corridors identified in the Cycling Master Plan and based upon stakeholder consultation. These new facilities will promote increased use and improve connectivity with the existing and future cycling network.</p> <p>Potential projects within this bundle include:</p> <ul style="list-style-type: none"> <li>• Boler Road, Commissioners Road to Southdale Road</li> <li>• Bradley Avenue, Jalna Road to Adelaide Street South</li> <li>• Central Avenue, Thames Valley Parkway to Ontario Street</li> <li>• Cheapside Street, Richmond Street to Adelaide Street North</li> <li>• Saskatoon Street, Dundas Street to Wavell Street</li> <li>• Wavell Street/Brydges Street, Highbury Avenue North to Clarke Road</li> <li>• Commissioners Road East and Ridout Street/Upper Queen Street Intersection</li> <li>• Belmont/Ferndale from Notre Dame to Homeview</li> </ul>	
<b>2. Improved Cycling Facilities</b>	<b>\$5.0 million</b>
<p>This project will include improvements to existing on-road cycling facilities by adding new separation measures such as curbs and flexible markers.</p> <p>Potential projects within this bundle include:</p> <ul style="list-style-type: none"> <li>• Cheapside Street, Adelaide Street North to Sandford Street</li> <li>• Quebec Street, Elias Street to Egerton Street</li> <li>• Ridout Street, Thames Park to Southdale Road</li> <li>• Queens Avenue, William Street to Quebec Street</li> </ul>	

<b>Project Bundles</b>	<b>Estimated Cost</b>
<b>3. Bike Lane Extensions through Signalized Intersections</b>	<b>\$1.8 million</b>
This project includes improvements to connectivity of cycling lanes through intersections where they previously were not extended due to the cost of required traffic signal modifications. Carrying the bike lanes through these intersections will improve comfort for cyclists and promote increased use. The cost estimate is based on up to four intersections including Nixon Ave/Southdale Road E, Sandford Street/Huron Street and Windermere Road/Doon Drive.	
<b>4. Boulevard Bicycle Path Improvements</b>	<b>\$4.0 million</b>
This project will improve the boulevard bicycle paths that are in poor condition. Several areas that will be considered for improvements are Wonderland Road, Commissioners Road and Fanshawe Park Road.	
<b>5. Active Transportation Signals</b>	<b>\$1.0 million</b>
This project includes implementing new pedestrian signals to improve active transportation safety and connectivity. The cost estimate is based on providing new signals at up to five locations including Hamilton Road/Inkerman Street, Hamilton Road/Pine Lawn Ave, Oxford Street East/William Street and Southdale Road East/Millbank Drive.	
<b>6. Bicycle Detection at Traffic Signals</b>	<b>\$1.25 million</b>
This project includes improved bicycle detection at 50 of the City's most frequently used intersections for cyclists. The determination of locations will be based on cycling volumes, the Cycling Master Plan and input from the cycling community.	
<b>7. New Sidewalks</b>	<b>\$1.5 million</b>
This project includes adding new sidewalks in existing neighbourhoods to promote active transportation, walking and a healthy lifestyle. Locations selected will be based upon the City's New Sidewalk Program list and implementation resources.	
<b>8. Downtown Sidewalk Improvements</b>	<b>\$0.5 million</b>
This project will address accessibility concerns identified by the Accessibility Advisory Committee by improving sidewalk conditions in the downtown area.	
<b>9. Expansion and Upgrades to the Thames Valley Parkway (TVP)</b>	<b>\$2.0 million</b>
This project includes improving existing infrastructure to accommodate high use sections of the TVP, by either widening the pathway or separating the use. Locations to be determined based on highest use.	
<b>10. Improve Existing Pedestrian Boardwalks/Trail Systems</b>	<b>\$1.0 million</b>
This project includes replacing and upgrading existing walking trails with wooden boardwalks and stairs that have reached the end of their life span. Several projects include Highland Woods, Cavendish Parks, and others that will be investigated.	
<b>11. Lambeth Pedestrian Bridge and Recreational Pathway</b>	<b>\$1.0 million</b>
Bridge replacement with upgraded approaches to better link residents to the community centre.	

Project Bundles	Estimated Cost

### Financial Considerations

The different federal/provincial funding programs require different levels of financial support from the City of London. In order to support compiling this list of preliminary active transportation projects, City staff have identified capital projects in both the 2020 and 2021 Transportation and Parks capital budgets that could facilitate funding the City's contribution, depending upon which of these projects are eventually submitted and approved.

The projects listed above will result in additional operating costs due primarily to increased maintenance required to snow plow and sweep separated cycling lanes and new sidewalks. Preliminary estimates indicate the combined total operating costs for all identified projects will be in the order of \$1.5 million annually, however the costs will be refined upon completion of design of each individual project. Based on the ensuing growth of the active transportation network, these costs would likely be addressed through annual assessment growth requests made at the appropriate time depending on the timing of project completion.

## CONCLUSION

Civic Administration has identified an initial list of active transportation projects, totaling over \$28 million which could be considered eligible under available federal/provincial funding programs that are deliverable with current resources and considering near-term program timelines. In the instance that these projects are not delivered under the COVID-19 Resilience Infrastructure Stream, matching City funding could potentially be identified to accelerate the delivery of these projects under other streams, such as PTS. There will be increased operating costs associated with these projects to be addressed through future assessment growth requests.

The identified projects would create and improve approximately 8 km of sidewalk, 39 km of road cycling facilities, and 4 km of parks parkways. These projects would provide economic and equity improvements to the transportation system by improving multi-modal connectivity, giving London residents more transportation choices across a variety of neighbourhoods.

While this report specifically identifies potential active transportation projects, the COVID-19 Resilience Infrastructure Stream could also be used to support other projects that are important in the community. Examples include; upgrades to improve energy and air quality in community centres and recreation facilities, improvements to wastewater treatment facilities to reduce sewage overflows to the Thames River, flood mitigation projects along London's creeks and streams, and emergency supports for water distribution in extreme weather events.

Given the importance of all of these projects to London, a report will be tabled at an upcoming meeting of the Strategic Priorities and Policy Committee addressing the range of eligible projects and recommendations on how to proceed with respect to the COVID-19 Resilience Infrastructure Stream. Staff will continue to monitor the federal/provincial funding programs available to Ontario municipalities. The scope of

future program submissions will be influenced by project availability, program parameters, eligibility timelines, available municipal funding, and the overall needs of the City's vast network of municipal infrastructure.

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