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Agenda Item # Page #

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TO:	CHAIR AND MEMBERS ENVIRONMENT AND TRANSPORTATION COMMITTEE MEETING ON FEBRUARY 8, 2010
FROM:	DAVID A. LECKIE, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION ENVIRONMENTAL AND ENGINEERING SERVICES DEPARTMENT
SUBJECT	BIKE LANES ON COLBORNE STREET

RECOMMENDATION

That, on the recommendation of the Director, Roads and Transportation, the following actions **BE TAKEN** with respect to bike lanes and traffic calming design measures on the Colborne Street reconstruction project (Grosvenor to Huron):

- a) The following report **BE RECEIVED** for information;
- b) Roadway reconstruction to the existing width and function **BE APPROVED**, it being noted that separate bike lanes will not be included, and a parking lane will be maintained; and,
- c) Cycling route markings and signage enhancements **BE INCLUDED** in the reconstruction project.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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none

INTRODUCTION

Purpose:

This report summarizes the results of a public input session held on January 12, 2010 as requested by the Environment and Transportation Committee (ETC) at its meeting on January 11, 2010. It also summarizes all related public consultation since April, 2008, provides information on the alternative designs and a recommendation for Colborne Street reconstruction.

Context:

ETC received a petition and presentation from a local resident the day before the noted PIC. The concerns included Council's Bicycle Master Plan, area traffic calming and the proposed reconstruction design. With a project Public Information Session scheduled for the following day and an opportunity to discuss it with the neighbourhood, ETC directed staff to report back.

EXECUTIVE SUMMARY

Over the last 20 months a Traffic Calming Plan for Old North has been developed and consultation on the design of Colborne Street, scheduled for reconstruction in 2010, has also been undertaken. Public concerns about the design, its impacts and the communication plan leading up to that point in time were aired at the January 11, 2010 ETC meeting. A project Public Information Centre was already scheduled for the following night.

The reconstruction of Colborne is to address a number of existing infrastructure deficiencies and provide enhancements. Existing deficiencies include water quality and lead services, road

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condition and storm drainage. Enhancements stem from the approved Old North Traffic Calming Study and Bicycle Master Plan. Therefore, concerns about the design and the public consultation process are also about the Traffic Calming Plan and Bicycle Master Plan. This report covers these comprehensively with:

- A summary of public consultation programs involving this area;
- Summary and analysis of concerns over public engagement communications;
- Brief review of traffic calming;
- A summary and analysis of results of the January 12, 2010 PIC;
- A review of the Bicycle Master Plan, and
- Project design options and a recommendation.

Summary public consultation programs involving this area

Through 19 points of public contact, including 7 letters, properties on Colborne were advised of:

- new initiatives in their neighbourhood and how to participate;
- possible changes in their neighbourhood and what their opinion was;
- opportunity to improve their own property and how to advise the City;
- opportunity to review and comment on a culminating plan.

Summary and analysis of concerns over public engagement communications

An analysis of public response indicates low participation at planning level studies which increases as these advance to construction projects, notwithstanding the same direct contact methods. This could mean two things: it is difficult to understand how a concept will impact a property owner; or, there is greater interest in individual property impacts over broader neighbourhood or City planning. City communication strategies to assist residents in "connecting the dots" is questioned. This is recognized in the London Strengthening Neighbourhoods Strategy (LSNS) in which several of the recommended strategies to be implemented relate to finding new and better ways to communicate with and engage neighbourhoods in the delivery of municipal services. A neighbourhood planning summit for 2010 is being organized that will allow for consideration of a broad range of concepts and ideas that will help Planning, EESD, and Community Services staff to better engage communities through all of their processes and the delivery of their services in the future.

Council has already expressed an interest in public consultation practices with a recent resolution for Civic Administration to report back on public consultation processes and recommendations for improvements. A corporate approach to responding to Council's direction is being planned.

Brief review of traffic calming

The purpose of traffic calming is to introduce a "combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behaviours and improve the conditions for non-motorized street users." Old North" met criteria established in policy for a study. The process and implemented plan is intended to build communities, making them more livable in their entirety through security (a sense of safety) and actual safety, while maximizing mobility options. In the case of Colborne Street, bike lanes were intentionally included in the traffic calming study because they were a known element and there was a desire to have no surprises when the plan was implemented.

Summary and analysis of results of the January 12, 2010 PIC

An initial opinion survey important to the design project produced a 51% response rate from property owners adjacent to the proposed construction corridor. The results were intended to establish a relative community value for parking (i.e. a priority), recognizing that bike lane introduction could mean changes to the road or how it would be used. The results were mixed.

The January 12, 2010 PIC provided an opportunity to clarify the plan, its purpose and to form a clear picture upon which written comment could be made. Attendance included 69 of the 145

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(63%) properties adjacent and near the project corridor. Comments were received from 49 of the 110 properties (45%) plus 6 adjacent to it (side streets) and 7 from further out.

The most frequently expressed concerns (in order) were about future traffic / safety, parking removal, quality of life, trees and communications. These can be considered in evaluating options, which staff are seeking direction on.

The most frequently stated ideas for changing the proposed design were (in order) to establish a different cycling route, use a hybrid (sharing parking lane) solution and put cycling paths in boulevards.

A Review of the Bicycle Master Plan

The routing and placement of cycling facilities on-road have been covered within the BMP, and are described further in this report.

Project Design Options

The existing road width is substandard by 1.2m given its present use. Options for a reconstructed end use can be sorted by the level of support they provide to enhancing the cycling network and to encourage active transportation as a viable alternative to driving a car. The options can also be sorted by asphalt width increases of 0.0, 0.4 and 0.8m, and what these can offer for transportation facilities (cycling, cars and car parking) both now and in the future.

0.0m -- can support the status quo (two sub-standard, shared car/cycle lanes and one parking lane)
or two reduced width cycling lanes and two reduced width car lanes.

0.4m – can support two full cycling lanes and two reduced car lanes

0.8m – can support a hybrid design (interim or permanent)
or two standard cycling lanes and two standard car lanes

BACKGROUND

Discussion:

The reconstruction of Colborne is to address a number of existing infrastructure deficiencies and provide enhancements. Existing deficiencies include water quality and lead services, road condition and storm drainage. Enhancements stem from the approved Old North Traffic Calming Study and Bicycle Master Plan.

The nature of neighbourhood concerns involve the Official Plan, the Old North Traffic Calming Study, project design and public consultation on all of these. This report:

- Summarizes public consultation programs involving this area;
- Responds to concerns over public engagement communications;
- Briefly reviews traffic calming;
- Presents results of the January 12, 2010 PIC;
- Briefly reviews the Bicycle Master Plan, and
- Presents project design options and a recommendation

Consultation – Opportunities

Appendix “A” includes a list of 19 points of public contact in chronological order from April, 2008 to January, 2010, on the Old North Traffic Calming Study and the proposed Colborne Street project:

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- 7 -- direct mailings (posted or hand delivered)
- 7 -- PICs (individual or sets)
- 4 -- Focus Group sessions
- 1 -- Public Meeting at ETC

Given that the traffic calming study was undertaken in quadrants, then halves, any one property on Colborne Street from Grosvenor to Huron would have been included in 15 of these points of contact.

Consultation -- Participation

Response to mailings and attendance at public meetings has varied from 3% to 63% in the Old North area. The general trend is for higher participation as a project becomes "real". This is a common outcome because a clear image of how a project can affect an individual is more difficult to conceive in the early stages, and many details are not yet available for public presentation. Local interest in higher level planning exercises is also low. For example, participation at the first Smart Moves public meeting, though considered relatively successful at 130, represents only about 0.08% of all London households.

Direct mailing is based on the same owner / address lists used for taxes and Planning Application Notices; there does not appear to be a consistent response level from this method. However, it is practical and transparent. This raises a number of questions about how the material is received, recognized as important or worthy of public attention and action. Is the relevance to the homeowner clear? Are the "dots connected" between separate but related mailings? The format, wording and packaging is worthy of review.

The concept of "connecting the dots" also applies to the noted higher level planning exercise outputs which lead to real municipal projects in front / rear yards. This is recognized in the London Strengthening Neighbourhoods Strategy (LSNS). In November, 2008 over 100 residents from across the City came together to form a Resident Task Force to participate in the London Strengthening Neighbourhoods Strategy (LSNS). Over the period of about 1 year residents developed:

- A vision for all of London's neighbourhoods and elements that make up those strong neighbourhoods – people and places.
- An assessment tool to evaluate all neighbourhoods for their strengths and weaknesses relative to the vision.
- City-wide and neighbourhood specific strategies to move neighbourhoods towards the vision.
- A multi-year plan targeting specific objectives and outcomes over the next 5 years.

Several of the recommended strategies to be implemented relate to finding new and better ways to communicate with and engage neighbourhoods in the delivery of municipal services. Stemming from this work, the Planning Division is organizing a neighbourhood planning summit for 2010. The summit will explore:

- Ways to "de-code" the planning process so that it is understandable and accessible to citizens.
- Alternative communication techniques that can better reach and engage larger numbers.
- Proactive education sessions with neighbourhoods on the planning process, planning goals and objectives, provincial directions for municipalities, etc.
- The possibility of initiating proactive neighbourhood plans led by neighbourhoods
- Establishing relationships between neighbourhood representatives and neighbourhood-specific planners identified to assist these neighbourhoods.
- Participatory urban design processes

The summit will allow for consideration of a broad range of concepts and ideas that will help Planning, EESD, and Community Services Staff to better engage communities through all of their processes and the delivery of their services in the future.

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EESD is also engaged in an Environmental Assessment Consistency Study, with objectives to standardize the format, content and methods of undertaking EAs. Significant questions included in a January 19, 2010 workshop were:

- What methods of communication should be utilized for notification and disseminating input from members of the public, agencies, stakeholders and internal city divisions?
- What are the most effective formats for soliciting input in a public format and why?
- What are the essential materials that should be provided and/ or displayed at public forums?
- What is the most essential content for presentation material? What level of detail?

Both the London Strengthening Neighbourhoods Strategy and Environmental Assessment Consistency study can help to close the knowledge and awareness gap between high level planning and implementation through projects.

Consultation – Corporate Approach

Other arising questions could be:

- What is required under the Municipal Act, Planning Act and Environmental Assessment Act for various Planning and Design/construction initiatives?
- Does the City do more than the minimum? Yes (post signs, more Public Meetings / PICs, bus wrap, mall displays, etc.)
- Could more be done? If so, what?
- Does the City mailing list (also used for Planning Applications and Tax notices) form the only contact method? (Note -construction projects also include hand delivery to ensure that renters are contacted as well.)
- Does a City mailing attract a response? Do the envelope, contents, wording, appearance attract attention?
- Should there be a benchmark for response rates?
- If yes, how do we achieve this? (telephone survey, more mailing, more drop offs)
- If yes, how would this change for city-wide vs. area-wide vs. local street?
- If no, do we use "negative response means no comment" wording?
- Does Council want to investigate these questions, some of them, others?
- Are others interested in the outcome of these questions?

Council expressed an interest in these questions at its meeting on January 18, 2010 with the following resolution: "the Civic Administration BE REQUESTED to report back to the appropriate Committee with respect to a review of public consultation processes and recommendations for improvements to same".

There are various initiatives already underway, as noted above, and an opportunity to coordinate efforts across the organization. This is being considered because of the specific policies that different departments have on public notice and public participation – a corporate approach to responding to Council's direction is being planned.

Traffic Calming Plan – Purpose

The purpose of traffic calming is to introduce a "combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behaviours and improve the conditions for non-motorized street users." Old North had shown itself to have speeding and high traffic volume issues at different locations within the area, and met Council Policy for a study. The process and implemented plan is intended to build communities, making them more livable in their entirety through security (a sense of safety) and actual safety, while maximizing mobility options.

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Traffic Calming Study – Consultation and Participation

The Traffic Calming Study communication strategy included two individual mailings (2840 each), 4 Focus Group meetings, 2 PICs and a Public Meeting at an ETC meeting. Details of these are provided in Appendix “A” as Items 1 to 7, 9 to 13 and 15. The study was conducted over a 20 month period, from April, 2008 to January, 2010.

The large study area was initially broken down to quadrants, then halves for initial input (PIC), plan development (Focus Groups) and plan review (PIC and Public Meeting at ETC). Colborne Street was a boundary road, so it was considered in all of these. Area wide public participation in the study was 3% (attendance at PICs). However, Colborne Street residents averaged 5% participation with one also being a part of the subsequent Focus Groups that helped to prepare the plan.

Project Notification – City Policy and Application of it

Policy 7(14) Public Notification Policy for construction Projects provides direction to staff on how to “keep the public informed and to obtain input from stakeholders who may be affected by the works.” Effective communication outlined in the policy for reconstruction projects includes a preconstruction letter to all property owners along and within 30m of the project a minimum of 3 months prior to commencement of construction. In the case of Colborne Street, the letter was sent on June 15, 2009 (see Item 14 in Appendix “A”). The letter indicating project components: water services, sewers, bike lanes and traffic calming. 45 responses to a survey attached to the notice resulted.

The policy also directs that a PIC be held, which occurred on January 12, 2010. The invitations to the PIC were sent out on late December, 2009. Due to concerns received about the completeness of the invitation, another letter was hand delivered on January 8, 2010 to properties along Colborne.

In addition to the above Policy requirements, two other measures were undertaken:

Traffic Calming: In the case of Colborne Street, bike lanes were intentionally included in the traffic calming study because they were a known element and there was a desire to have no surprises when the plan was implemented.

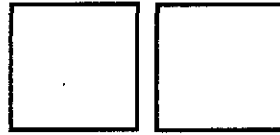
Parking Survey: The “opinion” requested in November, 2009 (see Item 16 in Appendix “A”) was intended to establish a relative community value for parking (i.e. a priority), recognizing that bike lane introduction could mean changes to the road or how it would be used:

- Option 1 – remove parking and don’t widen the road to make room for cycling;
- Option 2 – widen the road to make room for parking and cycling.

The survey, from Huron to north of Central, was conducted on a longer section of Colborne than the construction project is. This is an extension of bike facilities already on Colborne south of Central to York. Response to the survey was 49% for the entire corridor and 51% within the proposed Colborne construction limits. Results within the proposed construction area (Grosvenor to Huron) were:

- 26 – number of responses that indicated Option 1
- 19 -- number of responses that indicated Option 2
- 11 – number of responses that did not indicate either option (“neither”)

Concepts for design suggested tree impacts due to Option 2, leading the design toward Option 1 as preferred, though with mixed public views.



Although Option 1 was the basis for the January 12, 2010 PIC, some feel that the proposed 0.7m additional asphalt on one side constitutes “widening”. Option 2 described “widening” as up to 1.7m on each side, for a total of 3.4m. Conversely, minor revisions to curb location under reconstruction projects are common and usually not identified as widening, per se.

January 12, 2010 PIC -- Summary

Meeting format changes were agreed to with Councillor Nancy Branscombe. The usual one-on-one format, supported by a total 10 staff and consultant representatives, was supplemented with introductory comments and general questions from the 75 attendees (69 of the 145 properties -- 63% -- along the project corridor represented). Staff were prepared for this format change and provided the same information as was delivered to ETC the previous night with the addition of a commitment to be “open minded” and “flexible”.

The first 10 - 15 minutes of questions were focused on topics related to the Old North Traffic Calming Study. There were concerns that traffic volumes would substantially increase due to the Traffic Calming Plan and / or addition of bike lanes. The net effect of reduced cut-through traffic (less) and internal redistribution (possibly more) will be monitored, but is not anticipated to substantially change. The addition of bike lanes is also not anticipated to increase traffic.

Confirmation of the extent of asphalt widening (0.8m) and impact on trees were important because an understanding of the project scope was not uniformly understood. No tree loss is expected due to road construction; decisions on private servicing may have an effect, but “no-dig” methods are proposed wherever possible.

Other questions received related to the Ridout Street comparison, the parking survey in November, future reporting to ETC and other public interests. Attendee completion of the written comment sheet was strongly encouraged by staff, noting that water and sewer servicing comments were also very important.

The single proposal (10m asphalt, bike lanes and no parking) shown on poster plans was placed before the attendees for the one-on-one session that followed the question period. The plans also showed private and public services.

Given the timeframe for reporting to ETC (this report), staff requested written comments within a week (Tuesday, January 19). This was subsequently extended to the following Friday; and comments were received up to Monday, January 25. They are summarized in the chart provided below. The summary includes comments from 49 of the 110 properties (45%) along the project corridor, plus 6 adjacent to it (side streets) and 7 from further out.

With the exposure the project has been getting and the assistance of community members to inform their neighbours about the project, it is not understood why there is not a higher written comment rate from the PIC. No comment is predominant. Common themes (concern or interest) and ideas noted in the responses were accumulated and are presented in numerical order below:

<u>Order</u>	<u>Concern or Interest</u>	<u>Number</u>
1	Expect / concerned about more traffic / speeding / safety	30
2	Opposed to parking removal	26
3	Concerned about lifestyle / quality of life / neighbourhood impacts	18
4	Concerned about tree removal / impact / threats	15
5	Poor communications – OP / traffic calming / project	13
6	Opposed to widening	12
7	Opposed to bike lanes	11
8	Support cycling	9
9	Real estate / property value impacts	7

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- Recommends mechanisms for implementation.

Various supporting Official Plan policies have been adopted which articulate:

- Planning and incorporating components of the plan in City capital projects, Area Plans and Development Applications;
- A signage program;
- Maintenance and construction standards; and,
- Bicycle parking and design standards.

Why Colborne Street?

A grid of primary routes is included in the BMP. The characteristics of a good route include access, connectivity, destinations, directness and road width. Colborne, in comparison to other central north-south options, exhibited more of these qualities. With only one turn at Huron (a tee intersection), a commuter is connected to: the Thames Valley Parkway at the foot of Huron, UWO from Sunset Street and Downtown. The fewer the turns a cyclist makes, the safer it is. Interim cycling facilities are in place on Colborne from York to near Central.

Bike lanes

The BMP recognizes bike lanes as the most visible, safe and convenient form of commuter cycling facility, particularly on busier roadways. A previous City standard of paths in boulevards created many car / cycle conflicts at driveways, and placed cyclists outside of intersections. Cycling is now being treated as an alternative to driving, not an alternative to walking. The measure of a municipality's support for cycling is by length of bike lanes.

Are there options?

A technical study on how to advance the growth of a cycling network in London indicated various standards that could be considered as interim measures. The focus was on important nodes where cycling would have the greatest opportunity for growth. Without road reconstruction, there are opportunities to maximizing existing asphalt usage with substandard lanes or signed, shared lanes where that is not possible. Depending on traffic volumes, these interim measures can advance the development of a functional primary route cycling grid. With reconstruction comes the time to consider investing in the final network, or wait 30 – 50 years for the next opportunity.

The technical study considered Colborne for interim measures, and suggested a “hybrid” option: a substandard northbound cycling lane and a sharing of the west side parking lane with cyclists. Generally, the weaving of cyclists into and out of vehicle lanes to manoeuvre around parked vehicles is not advisable. However, low parking usage minimizes this. The technical study also suggested a reduction in the priority of Colborne for cycling lanes. This could be short sighted given the short history of promoting cycling in Canada. A hybrid solution as an interim or long term plan is only possible with an increase in asphalt width of 0.8m.

The hybrid could be considered under two scenarios: 1. preservation of the two bike lane plan for reconsideration later; or, 2. abandon the two bike lane plan. The trade-offs it provides are both short and long term for parking vs. cycling.

Another option could involve changes to the width of vehicle and cycling lanes. Standards for lane widths are: 3.5m for vehicles only, 4m for shared vehicles and cycling, 1.5 m for cycling only and 2.4m (minimum) for parking. The present road width is substandard for the existing use by 1.2m based on two shared lanes and parking.

A final option is the “status quo” with enhanced on-road cycling markings and signage to emphasize a “share the lane” cycling facility.

The design presented at the January 12, 2010 PIC was based on 3.5m car lanes and 1.5m bike lanes (a total of 10m). A reduction in the car lanes is possible and would be consistent with

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traffic calming objectives for speed management. The proposed increase in asphalt width of 0.8m could be halved, the net increase being equivalent to the width of the curb and gutter. A reduction in the ultimate bike lanes (either built now or later) in this option would result.

Solutions Summary

The range of choices can be ordered by the level of support Council may give to advancing the BMP and its objectives while considering the physical and social attributes of the street:

- Cycling lanes – no parking lane
- Hybrid with a future consideration for bike lanes – parking lane maintained in interim.
- Hybrid with no future consideration for bike lanes – parking maintained.
- Status quo with enhanced “share the lane” facilities – cyclists sharing car lanes.

Considering all the above, a summary of options for varying asphalt widths is provided below:

Asphalt Width (m)	Increase Over Existing (m)	Cycling Facilities	Car Facilities	Parking Facilities	Cycling Facilities
10	0.8	2 - 1.5m lanes	2 - 3.5m lanes	none	Bike lanes
10	0.8	1 – 1.4m lane & share parking lane	2 - 3.5m lanes	2m lane	Bike lane and shared parking lane
9.6	0.4	2 – 1.5m lanes	2 – 3.3m lanes	none	Bike lanes
9.2	0	2 - 1.3m lanes	2 – 3.3m lanes	none	Bike lanes
9.2	0	none	2 – 3.6m lanes	2m lane	“share the lane”

Recommendations

The recommended option attempts to balance objectives of the BMP with local community interests. It is supported by:

- Parking influences on traffic speeds;
- Low growth in cycling;
- Reduced traffic volumes on Colborne; and,
- Value placed on parking by local residents.

Support for cycling continues through enhancements to existing facilities on Colborne Street, and ongoing development of the network where priorities are identified and within opportunities afforded by construction programs.

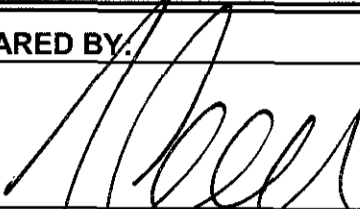
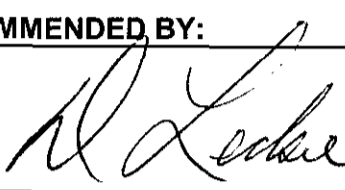
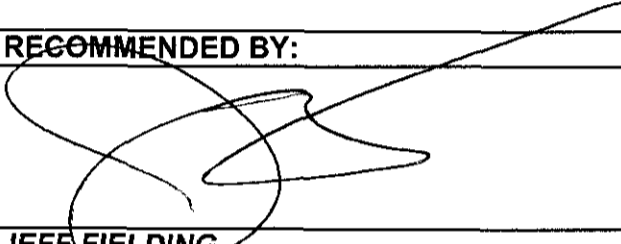
Project Scheduling

From a construction scheduling perspective, the project design can be quickly changed to a different asphalt width and tendered for construction this year.

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Acknowledgements:

This report was prepared with the assistance of staff in EESD, Planning and Communications.

PREPARED BY: 	RECOMMENDED BY: 
JOHN LUCAS P.ENG. MANAGER, TRANSPORTATION PLANNING & DESIGN	DAVID A. LECKIE, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
	RECOMMENDED BY: 
	JEFF FIELDING, CHIEF ADMINISTRATIVE OFFICER

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Appendix "A" -- Summary of Communications to Properties on Colborne Street -- Grosvenor to Huron

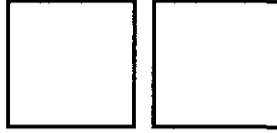
cc P. McNally

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APPENDIX "A"

Summary of Communications to Properties on Colborne Street -- Grosvenor to Huron

Date	Type	Purpose	Distribution	# sent	# responses	% response	other information
1 07-Apr-08	Mailing	<i>The City of London is initiating a traffic calming study for the Old North neighbourhood.....Throughout March and April, data collection will be occurring.....The first series of two Public Information Centres (PICs), one for each quadrant, will be held during the weeks of April 28 and May 5, 2008 to gather feedback on concerns in the neighbourhood.....A second PIC will be held later in 2008 to present the recommended improvement and/or calming measures A subsequent notice will provide the date, time and location of the second PIC. Following the PIC, comments will be welcome and will be received until May 16, 2008. If you have any comments questions or concerns, or to be added to the project mailing list, please contact: (2 provided)</i>	entire area inside of Huron, Richmond, Oxford and Adelaide	2840			response is attendance at PIC (below)
2 29-Apr-08	PIC	Traffic Calming Study Initiation PIC	NW quadrant of Old North, including 1/2 of Colborne north of Cheapside as a boundary		98	3%	attendance is for all quadrants at 4 different PICs
3 30-Apr-08	PIC	Traffic Calming Study Initiation PIC	NE quadrant of Old North, including 1/2 of Colborne north of Cheapside as a boundary		98	3%	attendance is for all quadrants at 4 different PICs

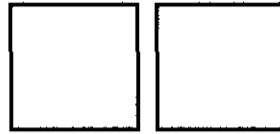


4	06-May-08	PIC	Traffic Calming Study Initiation PIC	SW quadrant of Old North, including 1/2 Colborne south of Cheapside as a boundary	98	3%	attendance is for all quadrants at 4 different PICs
5	08-May-08	PIC	Traffic Calming Study Initiation PIC	SE quadrant of Old North, including 1/2 Colborne south of Cheapside as a boundary	98	3%	attendance is for all quadrants at 4 different PICs
			subset - all Colborne St.	Colborne St - Oxford to Huron	165	8	5% attendance of Colborne (all of it north of Oxford) residents at 4 PICs
6	11-Jun-08	Focus Group	1 of 4 meetings to assist consultant and staff with Traffic Calming Plan preparation -- north half of study area				1 household on Colborne participated
7	19-Jun-08	Focus Group	1 of 4 meetings to assist consultant and staff with Traffic Calming Plan preparation -- south half of study area				
8	30-Jul-08	Mailing	<i>This is to advise that land surveyors from the City's Geomatics Division, Environmental and Engineering Services Department, will be working in the area over the next several months to prepare surveys and collect information for the City's 2009 reconstruction program. The precise nature and extent of the project and date for construction has yet to be determined but you will be fully informed in due course.Should you have any questions or concerns please do not hesitate to call.</i>	All properties adjacent to construction on Colborne	145		
9	21-Oct-08	Focus Group	1 of 4 meetings to assist consultant and staff with Traffic Calming Plan preparation -- entire study area				1 household on Colborne participated



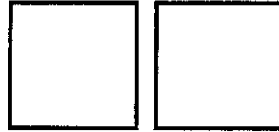
10	20-Nov-08	Mailing	<i>The City of London is currently completing a traffic calming study for the Old North neighbourhood.The second of two PICs will be held as follows: Dec 2, 2008 (North Half) December 3 (South Half).....The purpose of the PIC is to present the recommended traffic calminf measures for the neighbourhood. The plan was developed based on comments received at the first PIC and input from resident focus group meetings. The PIC will be an open house, drop-in format, with staff from the City and Dillon available to answe questions. Following the PIC, further comments are welcome and will be received until December 19, 2008. If you have any comments, questions or concerns, or to be added to the project mailing list, please contact: (2 provided)</i>	Entire Old North area inside of Huron, Richmond, Oxford and Adelaide	2840		response is attendance at PIC
11	02-Dec-08	PIC	Traffic Calming Completion PIC	Both halves of Old North, including Colborne	86	3%	attendance is for both halves at 2 different PICs
12	03-Dec-08	PIC	Traffic Calming Completion PIC	Both halves of Old North, including Colborne	86	3%	attendance is for both halves at 2 different PICs
			subset - all Colborne St.	Colborne St - Oxford to Huron	165	9	5% attendance of Colborne (all of it north of Oxford) residents at 2 PICs
13	12-May-09	Focus Group	1 of 4 meetings to assist consultant and staff with Traffic Calming Plan preparation -- entire study area				1 household on Colborne participated

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Agenda Item #	Date	Activity	Description	Area	Pages	Percentage	Comments	
14	15-Jun-09	Mailing	<i>The City of London plans to reconstruct your street in 2010 subject to budget approvalThe construction project will include the replacement of curb and gutter, sidewalks and the roadway. Bicycle lanes and traffic calming measures will also be introduced.....You will receive an invitation to attend a public meeting (Fall 2009) where you can learn more about the project and ask questions. Please complete the attached questionnaire and return it to the address noted. If you have any other concerns about this area, please include this in the questionnaire or contact a member of the project team as follows.</i>	All properties adjacent to construction on Colborne and 30 m. up side streets	145	45	31%	various comments/concerns about drainage.
15	28-Sep-09	Public Meeting at ETC	<i>Final input to the proposed Traffic Calming Plan</i>	City wide - LFP				resulted in 9 public responses, which staff were directed to report back on (completed January 12, 2010)
16	27-Nov-09	Mailing	<i>The City of London is conducting a mail-back survey to gauge the opinion of residents. The existing on-street parking on the west side of Colborne Street between Huron and Waverly Place (just south of Central Avenue is being assessed for cycling infrastructure Colborne Street is designated as Primary Commuter Route as part of the Bicycle Master Plan and is ultimately intended to have bike lanes.....Postage paid return envelope.</i>	Colborne Street between Huron and Waverly Place	234	115	49%	50 – number of responses that indicated Option 1 – eliminate on-street parking and retrofit for bike lanes. 52 – number of responses that indicated Option 2 – include both. 13 – number of responses that did not indicate either option.

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Mailing	subset of above	Colborne Street between Huron and Grosvenor	110	56	51%	26 – number of responses that indicated Option 1 – eliminate on-street parking and retrofit for bike lanes.
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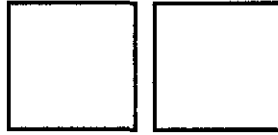
19 -- number of responses that indicated Option 2 – include both.

11 – number of responses that did not indicate either option.

17	23-Dec-09	Mailing	<i>The City of London is committed to maintaining a strong and healthy infrastructure. During 2010, the City has scheduled many new construction projects to replace and maintain our water and pipes, sewers and roadsAdditionally, as part of London's Bicycle Master Plan, Colborne Street is a designated Primary Commuter route and is currently being reviewed for the incorporation of bike lanes.....You are invited to a public information session about this construction project. 1 of 2 PDC signback forms (split N or S of Victoria); Postage paid return envelope for signback form; PDC brochure; Additional "consultation" letter included for approx. 35 owners where PDC abnormalities were known or suspected.</i>	All properties adjacent to construction on Colborne	110		response is attendance at PIC (below)
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23-Dec-09	Mailing	"Short" letter for properties not adjacent to, but within 30 metres of construction and to 14 non-owner residents of properties adjacent to construction. Re-introduction of project; Notification of public information centre.	30 m. up side streets	45		response is attendance at PIC (below)
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18	08-Jan-10	Hand delivered mail	Phone and email feedback in first week of January, 2010 had at least 2 owners claiming to not have received their mailing and suggested that a small to a number of other recipients were missing portions of their mailing. So, in an effort to ensure owners/residents were aware of the PIC a hand delivery / re-delivery of the "long" letter was carried out on Friday January 8, 2010 to all homes adjacent to construction.	All properties adjacent to construction on Colborne and 30m up side streets	110				response is attendance at PIC (below)
19	12-Jan-10	PIC	Colborne Reconstruction Project PIC	All properties adjacent to construction on Colborne and 30m up side streets	145	69	63%	75 attendees representing 69 residences along and near the project corridor	
			post PIC comments	All properties adjacent to construction on Colborne and 30m up side streets	145	62	43%	written comments received as of 5 pm Monday, January 25	
			subset of above	All properties adjacent to construction on Colborne	110	49	45%	written comments received as of 5 pm Monday, January 25	