

Cycling Advisory Committee

Report

The 4th Meeting of the Cycling Advisory Committee
March 20, 2019
Committee Room #4

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

ABSENT: D. Szoller and M. Zunti

ALSO PRESENT: A. Giesen, Sgt. S. Harding, P. Kavcic, L.
Maitland, A. Miller and S. Wilson

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 Cycling Interventions - What Counts and Who Decides?

That the attached presentation from R. Henderson, with respect to Cycling Interventions-What Counts and Who Decides, was received.

3. Consent

3.1 3rd Report of the Cycling Advisory Committee

That it BE NOTED that the 3rd Report of the Cycling Advisory Committee, from its meeting held on February 20, 2019, was received.

3.2 Municipal Council resolution adopted at its meeting held on March 5, 2019, with respect to the Downtown OEV East - West Bikeway Corridor Evaluation

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on March 5, 2019, with respect to the Downtown OEV East-West Bikeway Corridor Evaluation, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 London Police Services Pamphlet

The Cycling Advisory Committee held a general discussion, with respect to the attached pamphlet, entitled "Drivers, Pedestrians, Cyclists-We're in this Together", submitted by Sgt. S. Harding.

5.2 2018 and 2019 Work Plan

The Cycling Advisory Committee held a general discussion with respect to its 2018 and 2019 Work Plan

6. Deferred Matters/Additional Business

6.1 Advisory Committee Review-Interim Report-D. Foster

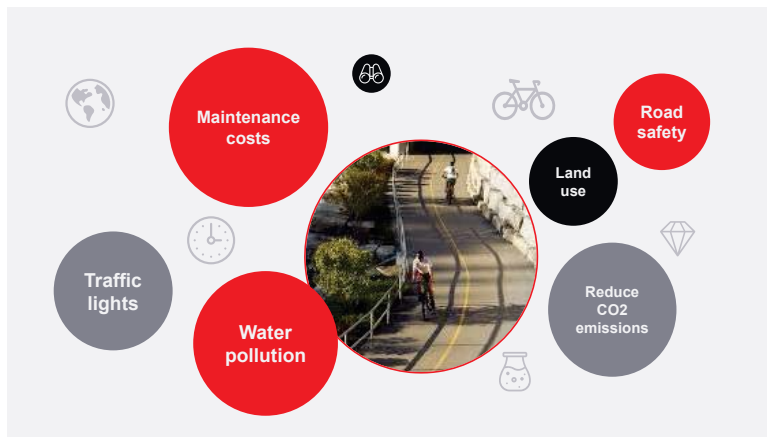
The Cycling Advisory Committee heard an oral presentation from D. Foster, with respect to the Advisory Committee Review-Interim Report that was presented at the Corporate Services Committee on March 19, 2019.

7. Adjournment

The meeting adjourned at 6:30 PM.

Cost benefit analysis of cycling interventions:

Who decides?
What counts?
How much?



Triple bottom line

Safety

- 1 Perceived safety (social)
- 2 Collisions (economic)
- 3 Infrastructure (environment)



page 04



3:1
(BCR>1)

Cost Benefit Analysis
Unit: Benefit Cost Ratio

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Who decides? What counts?

"Choosing to ride a bicycle is aimed at improving health and gaining other social benefits **but not to reach a destination faster**"
(Transport for NSW, 2013)

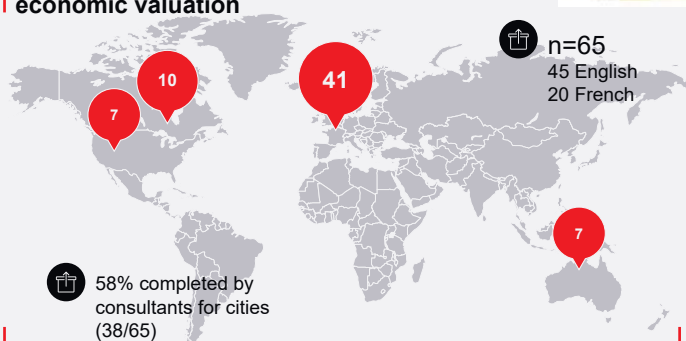


Transport for NSW (2013). Principles and guidelines for economic appraisal of transport investment and initiatives. Sydney, Australia, p.157.

page 07

Scoping review economic valuation

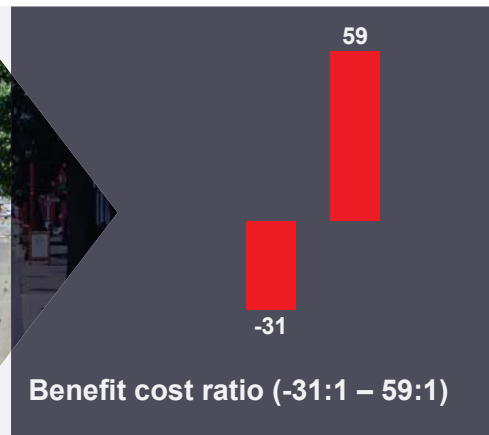
Réseau
Quartiers
verts
Active
Neighbourhoods
Canada



page 08

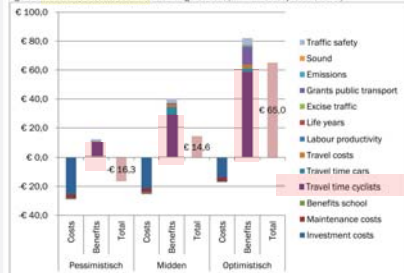
Themes:

- Health (e.g. multi-use trails on all-cause mortality, morbidity, mental health)
- Economy (e.g. revenue of replacing car parking with bike parking, retailer sales)
- Urban planning (e.g. cycle tracks, urban greenway)
- Environment (e.g. CO2, energy use)
- Transport (e.g. congestion, shift from car to bike share)



Time value

Figure S3 Social costs and benefits Bike Bridge Utrecht (millions € net present value)



van Ommeren (2012)

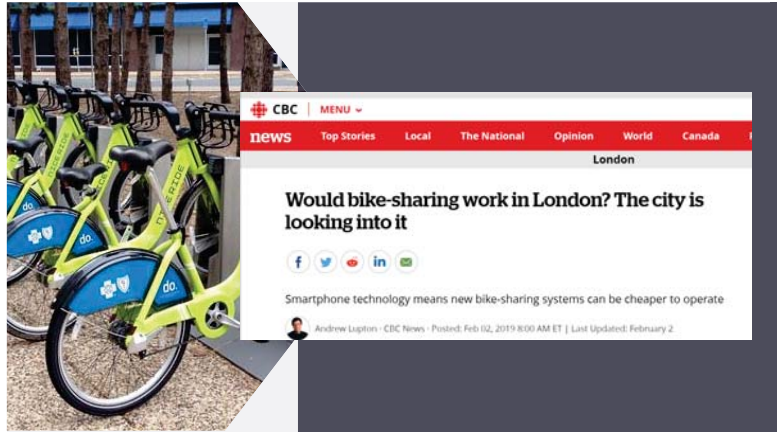


profit	planet	people
Reduced traffic congestion	Emissions reductions	All-cause mortality
Road provision savings	Noise reduction	Comfort/security
Reduced automobile travel	Reduced sprawl costs	Health care cost savings
Vehicle operating costs savings	Reduced water pollution	Worker productivity gains
Reduced income from public transportation demand	Wildlife protections	Journey time reliability
Increased traffic safety	Heritage buildings	Household savings (e.g. auto expense)
Localized economic activity	Open space preservation	Equity
Higher property values	Reduced energy dependence	Journey ambience

Equity?



page
013



Investment worthwhile?



World Health Organization's Health Economic Assessment Tool (HEAT)

- What would be the value if we doubled cycling in my city?
- What would be the value if every adult in our town biked for 10 minutes more per day?
- What would be the value of building this new bike path?

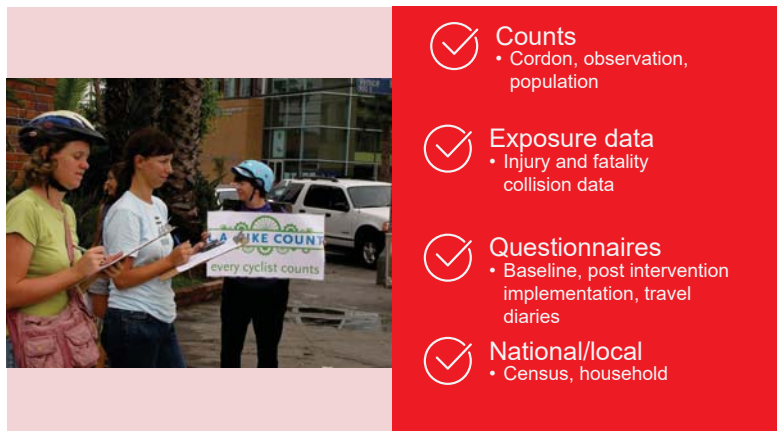
Per Bicycle Kilometre Travelled Value

- ✓ A\$0.48 - A\$1.43 (2013)
Commonwealth of Australia, 2013; PricewaterhouseCoopers, 2009; Yi et al., 2011
- ✓ 19,363 trips/daily; 2.7 km avg
London ON, IBI Group (2018)
- ✓ \$25,094 - \$74,760 daily (now)
\$50,188 - \$149,521 (doubled)
\$38 M and \$115 M yearly
(increase mode share to 5%)



your
logo

page
017



- ✓ **Counts**
 - Cordon, observation, population
- ✓ **Exposure data**
 - Injury and fatality collision data
- ✓ **Questionnaires**
 - Baseline, post intervention implementation, travel diaries
- ✓ **National/local**
 - Census, household



Rebecca Henderson, PhD Candidate

Faculty of Health Sciences, Western University

rhende9@uwo.ca

Cycling Advisory Committee

Report

3rd Meeting of the Cycling Advisory Committee
February 20, 2019
Committee Room #4

Attendance PRESENT: D. Doroshenko (Acting Chair), D. Foster, R. Henderson, J. Jordan, D. Szoller, M. Zunti and J. Bunn (Acting Secretary)

ABSENT: D. Mitchell, W. Pol and R. Sirois

ALSO PRESENT: K. Grabowski, Sgt. S. Harding, L. Maitland, A. Miller and S. Wilson

The meeting was called to order at 4:04 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 Thames Valley Parkway, North Branch Connection Project

That it BE NOTED that the attached presentation from C. Watson, Dillon Consulting Limited, with respect to the Thames Valley Parkway North Branch Connection Project, was received.

3. Consent

3.1 2nd Report of the Cycling Advisory Committee

That it BE NOTED that the 2nd Report of the Cycling Advisory Committee, from its meeting held on January 16, 2019, was received.

3.2 Notice of Planning Application - Zoning By-law Amendment - 945 Bluegrass Drive

That it BE NOTED that the Notice of Planning Application, dated February 6, 2019, from C. Lowery, Planner II, with respect to a Zoning By-law Amendment for the property located at 945 Bluegrass Drive, was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 1081 Riverside Drive

That it BE NOTED that the Notice of Planning Application, dated January 31, 2019, from N. Pasato, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 1081 Riverside Drive, was received.

3.4 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 1631-1649 Richmond Street

That it BE NOTED that the Notice of Planning Application, dated February 6, 2019, from C. Lowery, Planner II, with respect to Official Plan and Zoning By-law Amendments for the properties located at 1631-1649 Richmond Street, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Request for Funds

That the expenditure of \$300.00 from the 2019 Cycling Advisory Committee (CAC) budget BE APPROVED for R. Henderson to attend the 2019 Ontario Bike Summit Conference being held in Toronto on April 1 and 2, 2019; it being noted that R. Henderson will report back on the Conference at a future CAC meeting.

6. Deferred Matters/Additional Business

6.1 (ADDED) London Police Service Pamphlet

That the pamphlet, entitled "Drivers, Pedestrians, Cyclists - We're in this Together", submitted by Sgt. S. Harding, BE REFERRED to the next meeting of the Cycling Advisory Committee for further discussion and comments.

7. Adjournment

The meeting adjourned at 4:51 PM.



London
CANADA

P.O. Box 5035
300 Dufferin Avenue
London, ON
N6A 4L9

March 6, 2019

K. Scherr
Managing Director, Environmental & Engineering Services and City Engineer

I hereby certify that the Municipal Council, at its meeting held on March 5, 2019 resolved:
That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Downtown OEV East – West Bikeway Corridor Evaluation:

- a) the preferred alternative identified as the Dundas Street and Queens Avenue Old East Village (OEV) Hybrid BE ENDORSED for implementation which is generally described as:
 - i) an improved connection between the Thames Valley Parkway and Dundas Place;
 - ii) a shared cycling route along Dundas Place between Ridout Street and Wellington Street;
 - iii) uni-directional cycle tracks on Dundas Street between Wellington Street and William Street;
 - iv) a cycle track couplet on Dundas Street (eastbound) and Queens Avenue (westbound) between William Street and Quebec Street through the Old East Village; and,
- b) the proposed recommendations of the Evaluation BE INCORPORATED into the Cycling Master Plan;
- c) the Civic Administration BE DIRECTED to further assess pedestrian connectivity in the Old East Village for consideration in the development of capital programs; and,
- d) the Civic Administration BE DIRECTED to undertake additional public consultation during project design and implementation phases.(2019-T05) (AS AMENDED) (4.2/4/CWC)

C. Saunders
City Clerk
/kmm

cc: J. Fleming, Managing Director, Planning and City Planner
D. MacRae, Director – Roads and Transportation
A. Giesen, Sr. Technologist
P. Kavcic, Transportation Design Engineer
Chair and Members, Cycling Advisory Committee
P. McClennan, Executive Administration Assistant- Managing Director and City Engineer
List of external cc's on file in The City Clerks' Office

**How to deal with Aggressive
Drivers and other Driving
Situations:**

As a pedestrian, cyclist or driver:

- Get a description of the vehicle, the driver and a licence plate number if possible.
- Do not chase the offending vehicle.
- Do not engage in any verbal confrontation.
- Do not physically confront the other driver!

Report Aggressive Drivers!

**Non-emergency driving complaints
Call London Police Service
519-661-5680**











**Drivers,
Pedestrians,
Cyclists**

We're in this together!











TIPS TO STAY SAFE
London Police Service







For Pedestrians:

-  Cross the street at marked crosswalks and intersections.
-  Stop and look every time before crossing streets even when you have the right-of-way.
-  Before crossing, look left, right, then left again and over your shoulder for turning vehicles.
-  Begin crossing the street on "Walk" signals – never on a solid or flashing "Don't Walk".
-  Make eye contact with drivers so they see you. Never assume they do.
-  Use sidewalks. If none, walk facing traffic so you see vehicles and drivers see you.
-  Stay visible after dark and in bad weather by wearing light coloured clothing, reflective material or carrying a flashlight.
-  Don't let parcels, umbrellas or hats interfere with a clear view of traffic.

For Cyclists:

-  Wear a helmet and use hand signals – it's the law.
-  Ride on the right side of the road with traffic – never against it.
-  Obey all the rules of the road, signs and traffic signal lights.
-  Be aware of the traffic around you – scan side to side, to the front and even behind you.
-  Stay visible, with lights, reflectors and a bell – it's the law.
-  Make eye contact with motorists and pedestrians before crossing paths.
-  Obey all the rules of the road, signs and traffic signals.
-  Avoid riding on sidewalks (unless under 14 years of age).

For Drivers:

-  Leave early so you're not running late.
-  Obey speed limits, signs and traffic lights – never run Red or Amber lights.
-  Stop or yield to pedestrians at crosswalks and intersections – it's the law.
-  Don't block crosswalks when stopping at stop signs or intersections.
-  Always look out for pedestrians especially before turning at a green light or making a "right turn on a red".
-  Be courteous when merging and changing lanes or when others are doing the same.

Driving, walking or riding

Rules of the road

For Pedestrians:

- Cross the street at marked crosswalks and intersections.
- Stop and look before crossing a street, even when you have the right-of-way.
- Before crossing, look left, right, then left again and over your shoulder for turning vehicles.
- Only begin crossing the street on a “walk” signal; never on a solid or flashing “don’t walk.”
- Make eye contact with drivers so you know they have seen you; never assume.
- Use the sidewalk. If there isn’t a sidewalk, walk facing traffic so you see vehicles and drivers can see you.
- Stay visible after dark and in bad weather by wearing light-coloured clothing, reflective material or carrying a flashlight.
- Don’t let parcels, umbrellas or hats interfere with a clear view of traffic.

For Cyclists:

- Wear a helmet and use hand signals – it’s the law.
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- Be aware of the traffic around you – scan side to side, to the front and even behind you.
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For Drivers:

- Leave early so you’re not running late.
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- Stop or yield to pedestrians at crosswalks and intersections – it’s the law.
- Don’t block crosswalks when stopping at stop signs or intersections.
- Always look out for pedestrians especially before turning at a green light or making a right turn on a red light.
- Be courteous when merging and changing lanes.

How to deal with aggressive drivers and other driving situations:

- Get a description of the vehicle, the driver and a licence plate number if possible.
- Do not chase the offending vehicle.
- Do not engage in any verbal or physical confrontation.
- Report aggressive drivers to police by calling the non-emergency number at 519-661-5680.

For more information on traffic and road safety, visit the Crime Prevention section of the London Police Service website at www.londonpolice.ca

Cycling Advisory Committee Work Plan – 2018

Updated June 28, 2018 - Dave Mitchell

Activity	Background	Responsibility	Proposed Timeline	Proposed Budget	Cycling Master Plan Alignment	Link to Strategic Plan	Status
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 	CAC	2017-2018		<ul style="list-style-type: none"> Action #3 Identifying Touring Loop Routes 	<p>CITY BUILDING POLICIES Elevate London's Profile as a Regional Cultural Centre 534 Advance the eco-tourism, agri-tourism, and cultural tourism opportunities available in the city and support linkages to surrounding regional cultural facilities.</p> <p>OUR STRATEGY 60 Direction #6 10. As opportunities arise, utilize rail corridors as mobility links for transit, cycling, and walking.</p>	Discussion with St.Thomas and Elgin county are currently on hold pending completion of a rail segment

Provide recommendations for better integration of the recreational and commuter cycling networks	<ul style="list-style-type: none">• To be provided through Cycling Master Plan, EA input.• Participate in East/West cycle track analysis	CAC	June-		<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	Our Strategy 60 Direction #6 Place a new emphasis on Creating attractive mobility choices	Consulting firm has been announced and information sessions to begin in June
Provide input to CoL Cycling web presence	<ul style="list-style-type: none">• City staff is creating a new web portal on the CoL website specific to cycling	CAC	Stage 1 Mar-May Stage 2 TBD		<ul style="list-style-type: none">• Action #6 Creating a Cycling Specific Web Presence		Analysis has been submitted - awaiting content launch and potential for promotion through CAC
Promote safe cycling through education and improved facilities and infrastructure	<ul style="list-style-type: none">• Need to support / initiate City, business and other	CAC			<ul style="list-style-type: none">• Action #2 Establishing a Winter Cycling Network	Our Strategy 60 Direction #7 Build strong, healthy and attractive	Colborne street cycle track has been implemented - promotion and analysis

	<p>community partner initiatives relating to mapping, bicycle parking, cycling lanes, etc.</p> <ul style="list-style-type: none">• Promotional outreach for cycling• Promotion of the Cycling Master Plan				<ul style="list-style-type: none">• Action #8 Enhancing Bicycle Parking• Action #9 Establishing Performance Measures	<p>neighbourhoods for everyone</p> <p>6. Identify, create and promote cycling destinations in London and connect these destinations to neighbourhoods through a safe cycling network.</p>	<p>Kiwanis park bridge has been implemented - promotion required</p> <p>User friendly version of Cycling Master Plan is still pending</p> <p>Updated Cycling Map is in progress</p>
Addressing Bicycle Theft	<ul style="list-style-type: none">• Promotion of best practices in bicycle security		CAC Bike security working group		<ul style="list-style-type: none">• Action #8 Enhancing Bicycle Parking		
Provide input and recommendations to Environmental Assessments relating to road and cycling infrastructure to assist in managing and upgrading transportation infrastructure.	<ul style="list-style-type: none">• EA's provide a primary opportunity to ensure cycling priorities are taken into consideration for new roadworks and	CAC	Ongoing			<p>Our Strategy 60</p> <p>Direction #7</p> <p>Build strong, healthy and attractive neighbourhoods for everyone</p> <p>6. Identify, create and promote cycling destinations in London and connect</p>	

	infrastructure projects.					these destinations to neighbourhoods through a safe cycling network.	
Educational Initiatives	<ul style="list-style-type: none">Attend Share the Road conference	Rebecca Henderson	April 20	\$200	<ul style="list-style-type: none">Action #9 Establishing Performance Measures		Report received
Recognition Program	<ul style="list-style-type: none">Dovetail into Mayor's annual recognition awards	Cycling Award sub-committee					On hold until post election
Assist in the annual London Celebrates Cycling event	<ul style="list-style-type: none">Work with city staff and stakeholders to provide a signature event that promotes all components of cycling culture	London Celebrates Cycling subcommittee	Mar-Jun		<ul style="list-style-type: none">Action #5 Identifying & Implementing CAN-Bike ProgramAction #12 Establishing High-Profile EventsAction #9 Establishing Performance Measures	CITY BUILDING POLICIES Support cultural and innovative programming to create a city that exudes innovation, vibrancy, creativity and entrepreneurialism 535 - 539	Completed - statistical analysis and follow-up to be completed

Safe cycling education and enforcement	<ul style="list-style-type: none">Multiple requests to council recommending non-child cycling on sidewalks indicating a need for a campaign	CAC	TBD		<ul style="list-style-type: none">Action #5 Identifying & Implementing CAN-Bike ProgramAction #11 Enhancing Enforcement		
Continue to identify / assess specific routes (to be mapped and signed) for key destinations and loops.	<ul style="list-style-type: none">Continue to support cycling infrastructure at the municipal, provincial and federal levels.Monitor implementation of initiatives identified in the cyclingmaster plan including potential stand- alone initiatives.	CAC	Ongoing			Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b	

Provide recommendations on operational requirements / improvements which will facilitate cycling	<ul style="list-style-type: none">Operational priorities (i.e. – street cleaning, snow plowing) need to be established and/or coordinated to ensure key cycling routes are maintained appropriately and that operational activities are not ‘out of sync’ (i.e. – cleaning streets before sidewalks, then putting all the sand from the sidewalks onto the street & cycling lanes that had just	CAC	Ongoing			Strengthening Our Community – 5.1; Building a Sustainable City – 1.a, 2.a, 5.b	
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