



LONDON CITY OF OPPORTUNITY

Action on Cycling

Recent Progress in London

Transportation Advisory Committee
October 1st, 2013





LONDON CITY OF OPPORTUNITY

Action on Cycling -

A presentation of 4 “short stories”

1. Growing the Foundation
2. Listening to Londoners
3. Some Key Outcomes
4. Some Final Observations






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Story #1

Growing the Foundation






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History of Cycling at TAC

- Cycling is part of your mandate
- Past committees have shown little interest due to other priorities
- City staff has asked for input and involvement with no success

**We are pleased to see
a renewed interest now!**





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Bike Plans, Policies & Programs

1. 1980s - first bike paths appear
2. 1994 - TMP
3. Early 2000 - TDM Coordinator
- 4. 2004 - TMP**
5. 2004 - 2010 Community Energy Planning & Action
6. 2005 - Bike Master Plan








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Bike Plans, Policies & Programs

7. 2007 - BMP Feasibility Study
8. 2010 - 2030 TMP
9. 2012 - ReThink London

.....

1. Ongoing programs and activities
2. Annual - Infrastructure projects
3. Integrated across City services



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Ongoing Cycling Activities


- More bike racks
- Upgraded maps and signage
- Updated and focused Bike & Walk Map
- Special events and celebrations
- Counts of cyclists, other data




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Cycling Infrastructure – 2013/14

- Addressing TVP “gaps”, extensions and improvements
- New bike lanes – 3.5km
- New bike boxes; more sharrows (target areas)
- Ongoing monitoring and redevelopment of major multi-use bridge structures
- Major road crossings/underpasses being incorporated



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Cycling Infrastructure	Cumulative Length (KM)				
	2000	2007	2010	2011	2012
Signed Road Route	20	20+	20+	20+	20+
Routes with Sharrows	-	-	3	3	8
In-boulevard Pathways	17	23	23	23	23
Bike Lanes	-	12	22	25	37
TVP: Primary paths	32	37	40	40	40
TVP: Secondary paths	n/a	80	150	160	160
TOTAL PATHS & LANES	n/a	172	258	271	288




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London Roads

- 3,300 km of roads, both directions
- Between 100 & 150 km are “challenging”

Preliminary Findings



- 95% of London roads . . . can be “Shared Wisely”
- 5% of London roads . . . can be “Shared Tenaciously”



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City's Integrated Services



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The Bigger Picture

- Increased local community interest and advocacy
- Regional Cycling Opportunities
- Cycling tourism
- Ontario's new Cycling Strategy
 - Emphasis on safety, accessibility & connectivity, and partnerships



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Story #2

Listening to Londoners




Think **BICYCLES**

Key Initiatives . . In the last 3 years

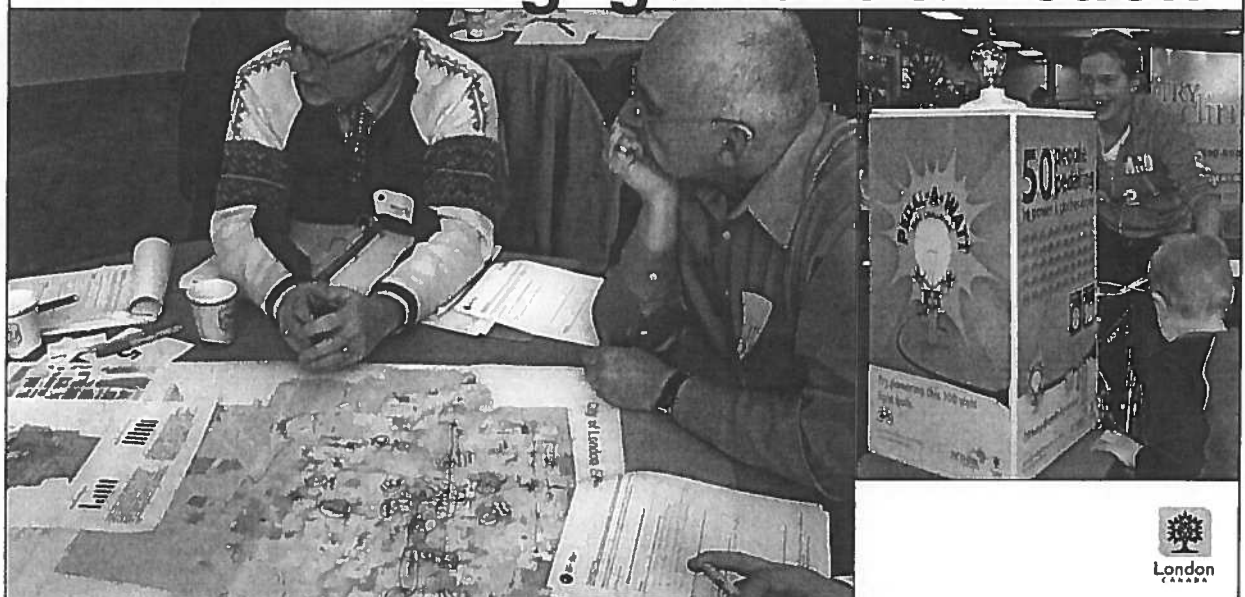


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RETHINK
ENERGY LONDON

Community Energy Engagement & Action



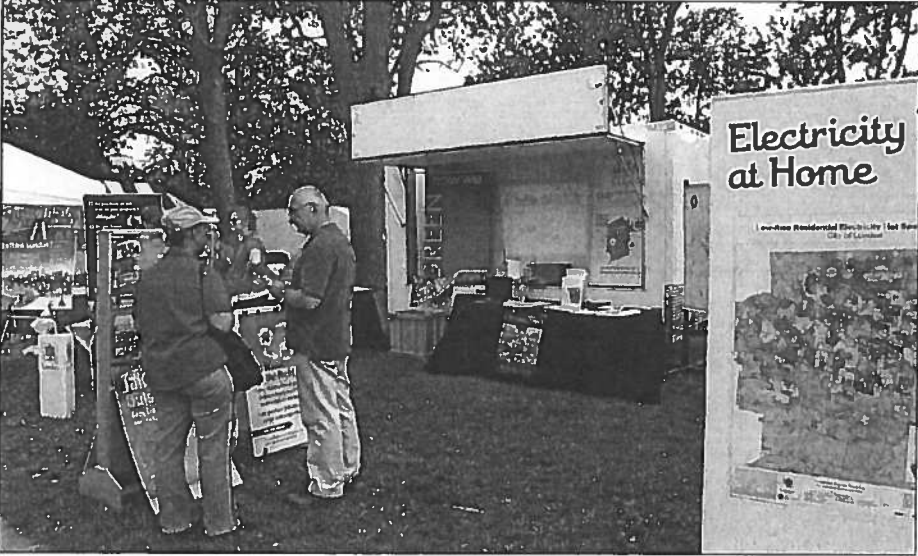

A photograph showing two men sitting at a table, looking at a map of London. One man is pointing at the map. There are papers and a cup on the table. In the background, a woman is standing next to a large box that says "50% More Energy" and "RETHINK ENERGY LONDON".




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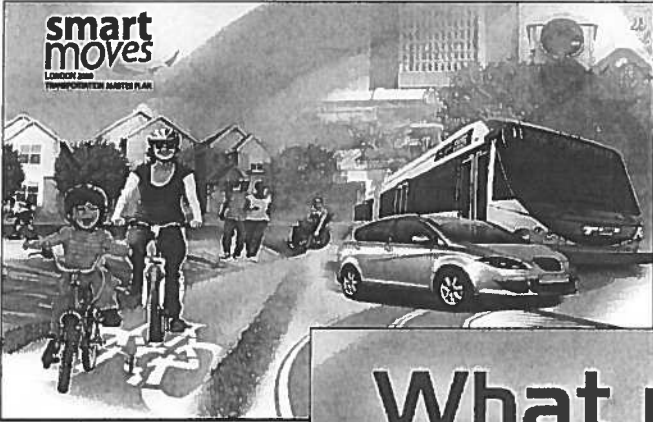
London Strengthening Neighbourhoods Strategy

London Strengthening Neighbourhoods Strategy



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2030 Transportation Master Plan

What moves *you?*

Have your say on transportation & shape the way London moves.

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ReTHINK London



Tell us what makes your ideal complete community

Draft Vision


Our Future: Exciting, Expected, Connected London




ReTHINK
LIVE GROW GREEN MOVE PROSPER


Move
Live
Prosper
Grow
Green



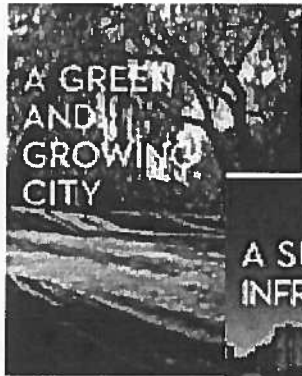


CITY OF LONDON
Strategic Plan
2011-2014

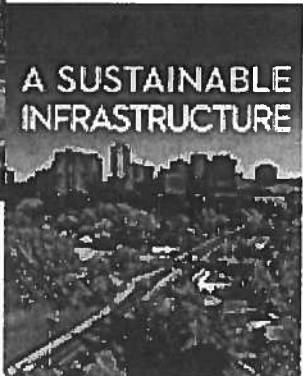





A STRONG ECONOMY




A GREEN AND GROWING CITY



A SUSTAINABLE INFRASTRUCTURE




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Story #3

Some Key Outcomes







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Local Research




Travelwise
SUMMERSIDE

Workforce Mobility Project






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Cycling Data Collection

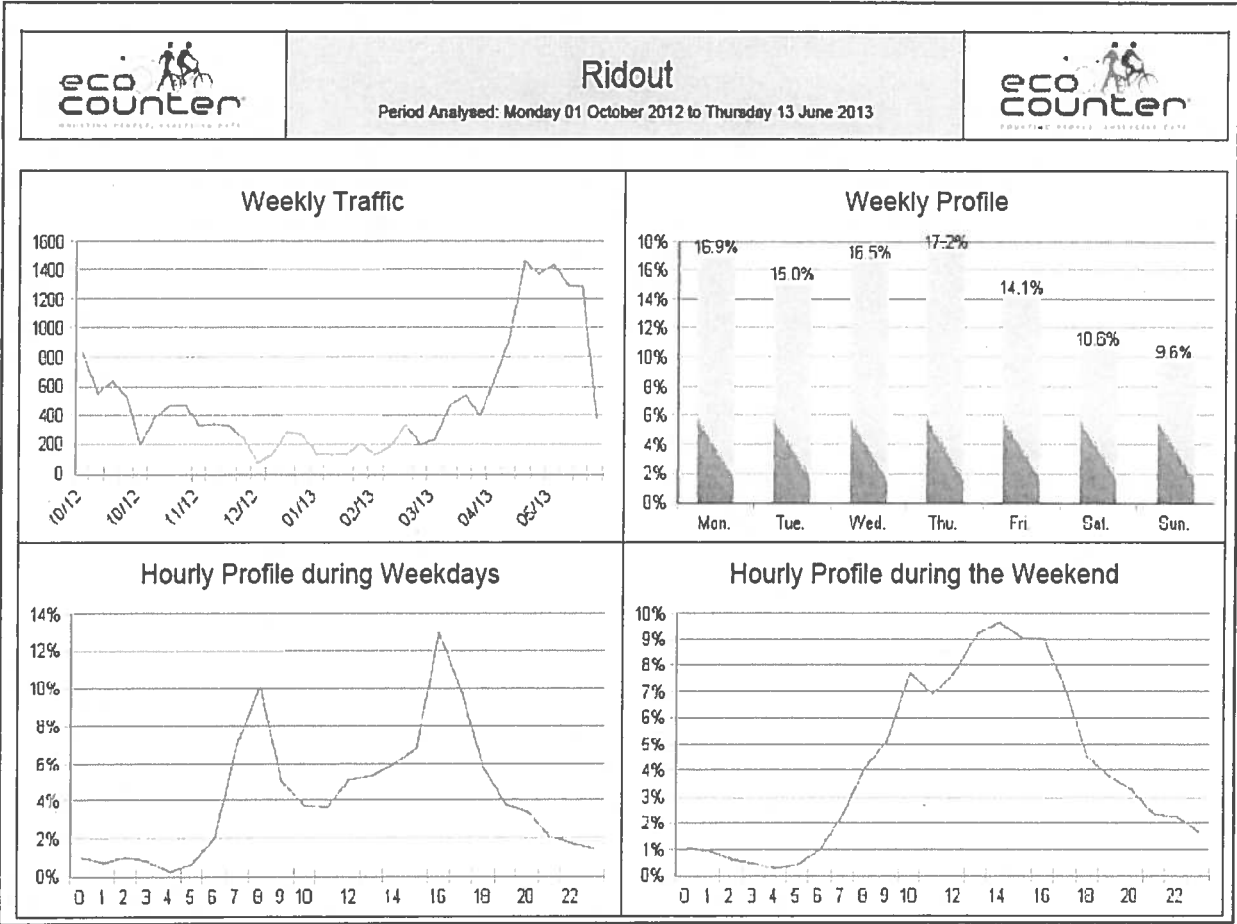
- Collecting automatic counts along 3 bike lanes
- Travel survey research
- Environics (demography) data



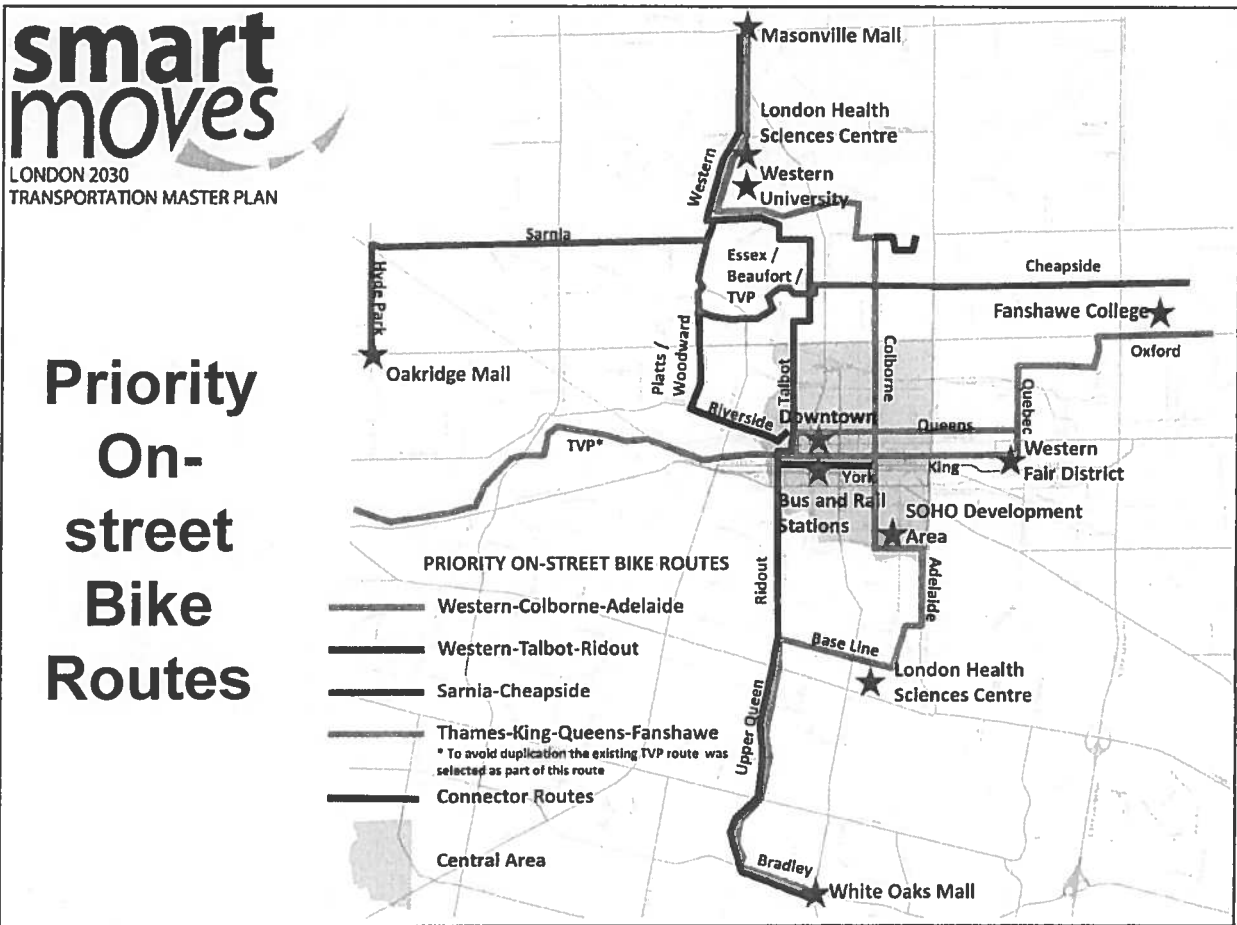
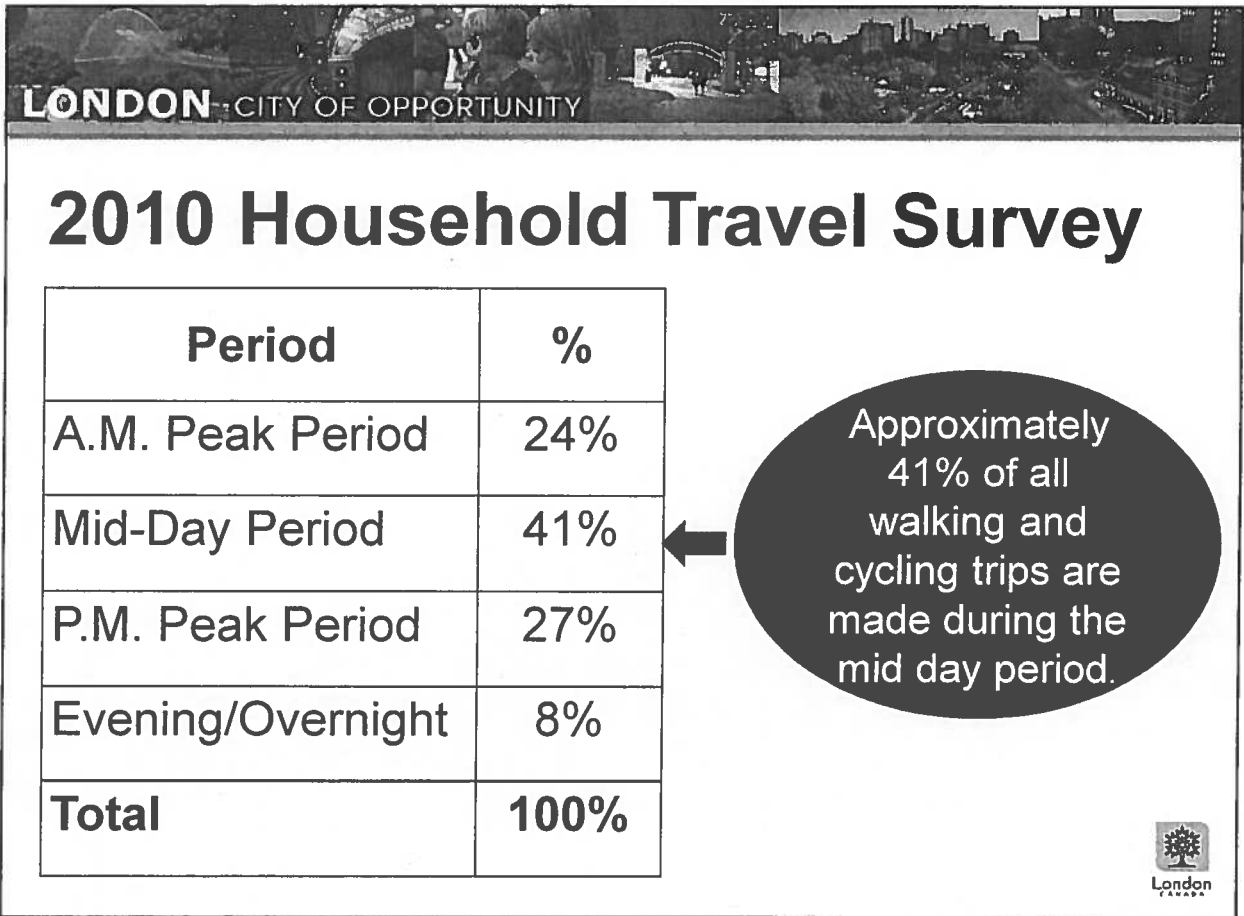
eco counter
COUNTING PEOPLE. ANALYSING DATA



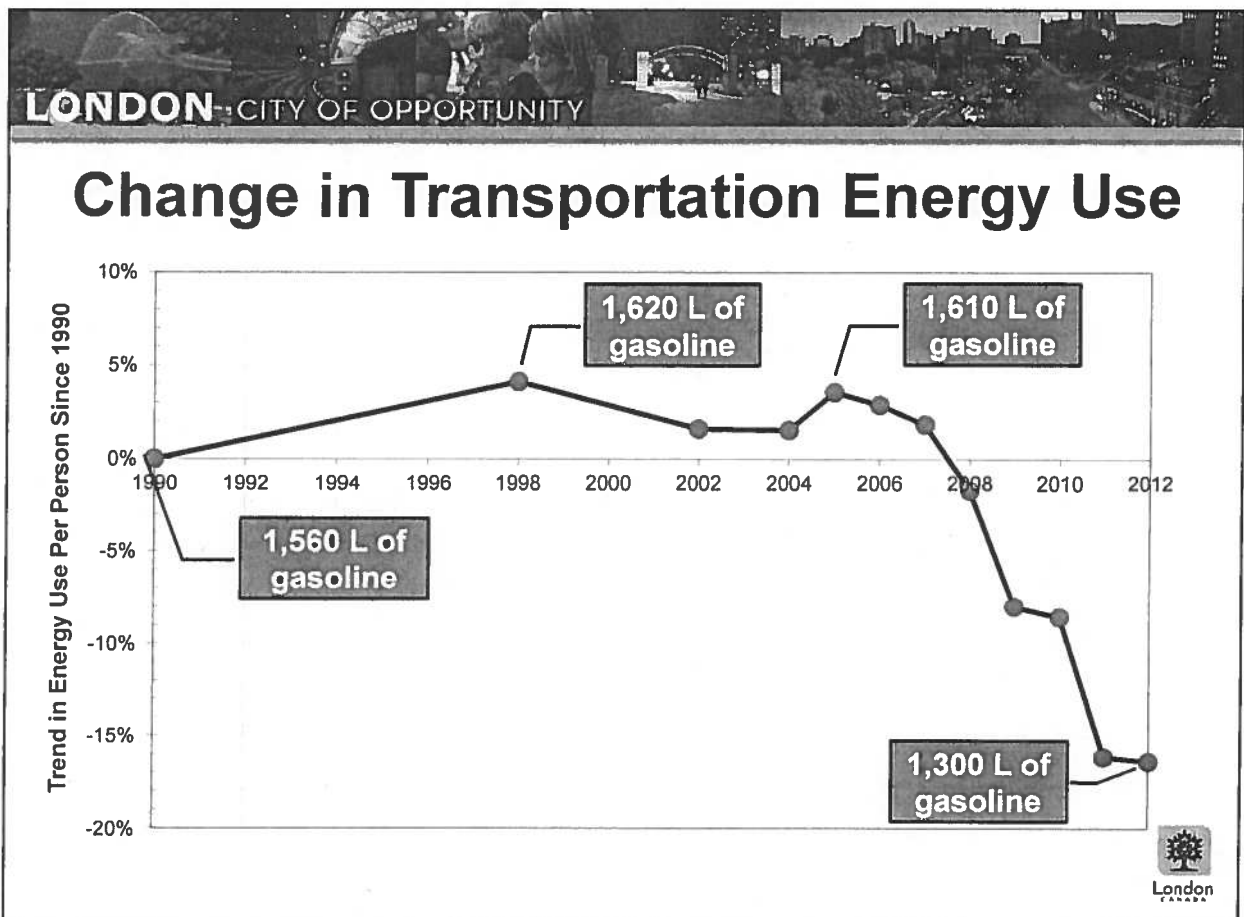
London



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What happens if. . .

- 10,000 people . . .
- replaced two 30 minute car trips per week . . .
- for 6 months?

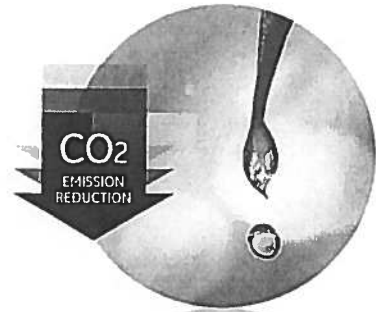
London CANADA

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It would. . .

- eliminate 1,350 tonnes of CO₂ emissions
- save over 11 tankers of fuel (570,000 L)
- save over \$700,000

London
CANADA

LONDON CITY OF OPPORTUNITY

. . . and we need to better understand the types of cyclists:

4 Types of Cyclists... According to Portland, Oregon	Percent
The Strong and the Fearless	<1%
The Enthused and the Confident	6%
The Interested but Concerned	60%
No Way, No How	33%

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Collaborations are best . . . and we need more!!!


**BUREAU DE SANTÉ DE
MIDDLESEX-LONDON
HEALTH UNIT**
www.healthunit.com















purple bikes
bike workshop, rentals and more



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Celebrations are great . . and we need more

London Bicycle Festival
Bikes Work!

May 25 - June 16, 2013



For more information, visit www.trea.ca
Phone 519-646-2845 E-mail info@trea.ca
or follow <http://londonbicyclevfestival.tumblr.com>

OWN STREET LONDON PRESENTS **DOWNTOWN BLOCK PARTY**

JUNE 8, 2013



PLAY ON THE STREET

FREE KIDS ACTIVITIES · MUSIC & DANCE BUSKERS · FITNESS & YOGA CLASSES · ONSTREET PATIOS · ARTS & CRAFTS BAZAAR · SKATEBOARDING · LIVE ART CREATION · BICYCLE TUNEUPS, INFO & SECURED PARKING · SIDEWALK SALES · FOOD · FUN!

[HTTP://WWW.OWNSTREET.CA](http://www.ownstreet.ca)
[@OWNSTREETLONDON](#)
[FACEBOOK.COM/OWNSTREET](https://www.facebook.com/ownstreet)

Towards a More Sustainable Transportation System - London 2030 TMP

"providing transportation mobility choices while ensuring that roads and bridges remain safe and in a state of good repair"



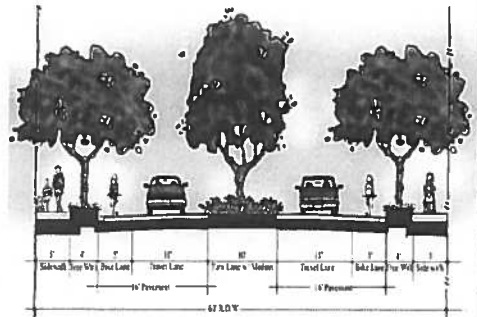
Transportation Infrastructure Gap – Implementation Challenges & Opportunities – Fall 2013

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Also just around the corner

- 2014-2015 AT & TDM Actions
- Development of a Comprehensive AT & TDM Action Plan
- Exploring a Complete Streets Mobility Plan



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Story #4 Some Final Observations ... *From the Bike Seat!!*



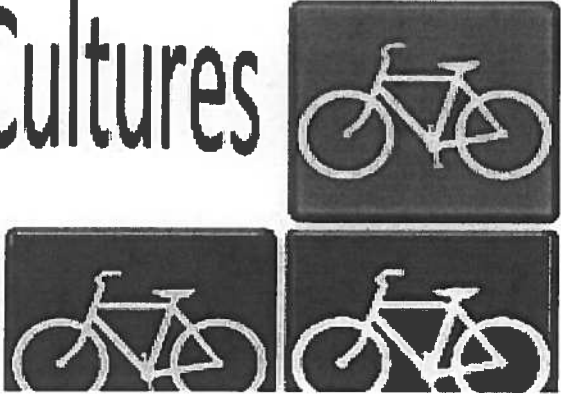
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Building Cycling Cultures

An exploration and celebration of cycling!

Workshops, debate, networking, bike-art, film, rides, e-media



But How???



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1. Need Commitment from Many


TREA






**URBAN LEAGUE
LONDON**





purple bikes
bike workshop, rentals and more



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LONDON - CITY OF OPPORTUNITY

And more

ML
BUREAU DE SANTÉ DE
MIDDLESEX-LONDON
HEALTH UNIT
www.healthunit.com

FANSHAWE
COLLEGE

London Health Sciences Centre
South Street Hospital • University Hospital • Victoria Hospital

Western
UNIVERSITY • CANADA

TREA

LT **london**
transit

Our STREET
LONDON

THAMES VALLEY
DISTRICT SCHOOL BOARD

URBAN LEAGUE
LONDON

LONDON DISTRICT
Catholic School
HEALTH UNIT

TOURISM
LONDON
CANADA
Discover our Spirit!

LONDON
CYCLE & LINK

purple bikes
bike workshop, rentals and more

London
CANADA

LONDON - CITY OF OPPORTUNITY

And even more

LONDON
ECONOMIC
DEVELOPMENT
CORPORATION

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HEALTH UNIT
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FANSHAWE
COLLEGE

London Health Sciences Centre
South Street Hospital • University Hospital • Victoria Hospital

Western
UNIVERSITY • CANADA

TREA

LT **london**
transit

Our STREET
LONDON

THAMES VALLEY
DISTRICT SCHOOL BOARD

uniongas
A Spectra Energy Company

London Chamber
of COMMERCE

Labatt
London's Hometown Brewery

TOURISM
LONDON
CANADA
Discover our Spirit!

LONDON
CYCLE & LINK

LONDON HOME BUILDERS
ASSOCIATION

URBAN LEAGUE
LONDON

energy saver
London's Energy Experts

MARKET
The Heart of London

TD

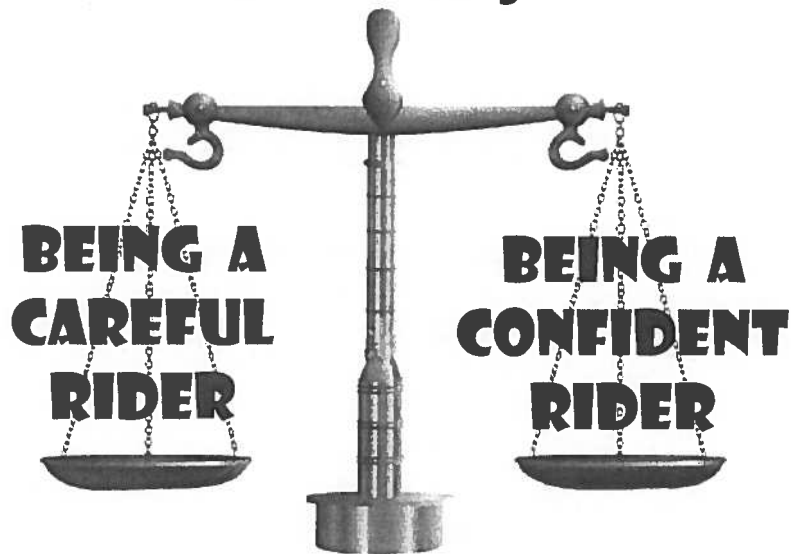
purple bikes
bike workshop, rentals and more

London
CANADA

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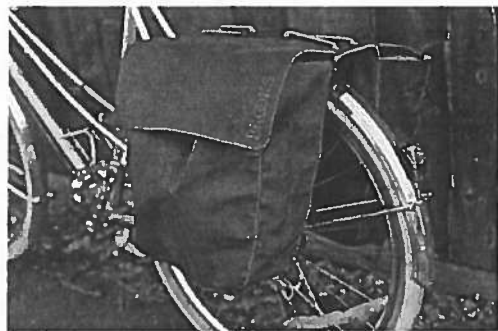
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2. Need Individual Commitment from Many

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3. "Utility Cycling"

- Commuting to work, school, etc.
- Running errands, going to the grocery store, etc.



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4. "Destination Cycling"

Picking a location locally or at a reasonable distance . . . *and bike to it!*



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5. "Social Cycling"




Social bike rides for the purpose of meeting and enjoying others. . and the ride



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... thanks for your time



I London

I London

The Case for an Cycling Advisory Committee for London

Gary Brown on behalf of the London Cycle Link

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I London

- Cyclists need input on cycling matters.
- Most Ontario Cities of London’s Size have Cycling Advisory Committees

A quick Search of Ontario Cities with
Cycling Advisory Committees

Guelph	Hamilton
Missassauga	Waterloo
Kitchener	Cambridge
Windsor	Halton
Brampton (2013)	Toronto
Burlington	Niagara Regional

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I London

This presentation will look at the recent transportation and cycling reports from London government sources and the New Ontario Cycling report

I London

We hope to encourage TAC to recommend the formation of a Cycling Advisory Committee as the best way for London to achieve its Active Transportation goals set by council.

I London

Recent Issues in London

- Retention of our best young people
- New London Cycle Link Survey
- Smart Moves 2030
- LMHU Report on Active Communities
- Ontario's cycling Strategy
- SWAP
- New Downtown Fanshawe Campus
- PenEquity

2005 Bicycle Master Plan

- provide guidance in the development and coordination of on and off-road infrastructure projects to ensure that opportunities to add to the existing City-wide system are not lost
- assist in the review of area plans, plans of subdivision, development applications and consents where the inclusion of on and off-road facilities contribute to the development of linkages and extensions to existing routes
- is visible, safe and convenient
- provides linkages and connections to activity nodes and employment centers
- facilitates effective commuting opportunities by recognizing the unique operational and design needs of the user

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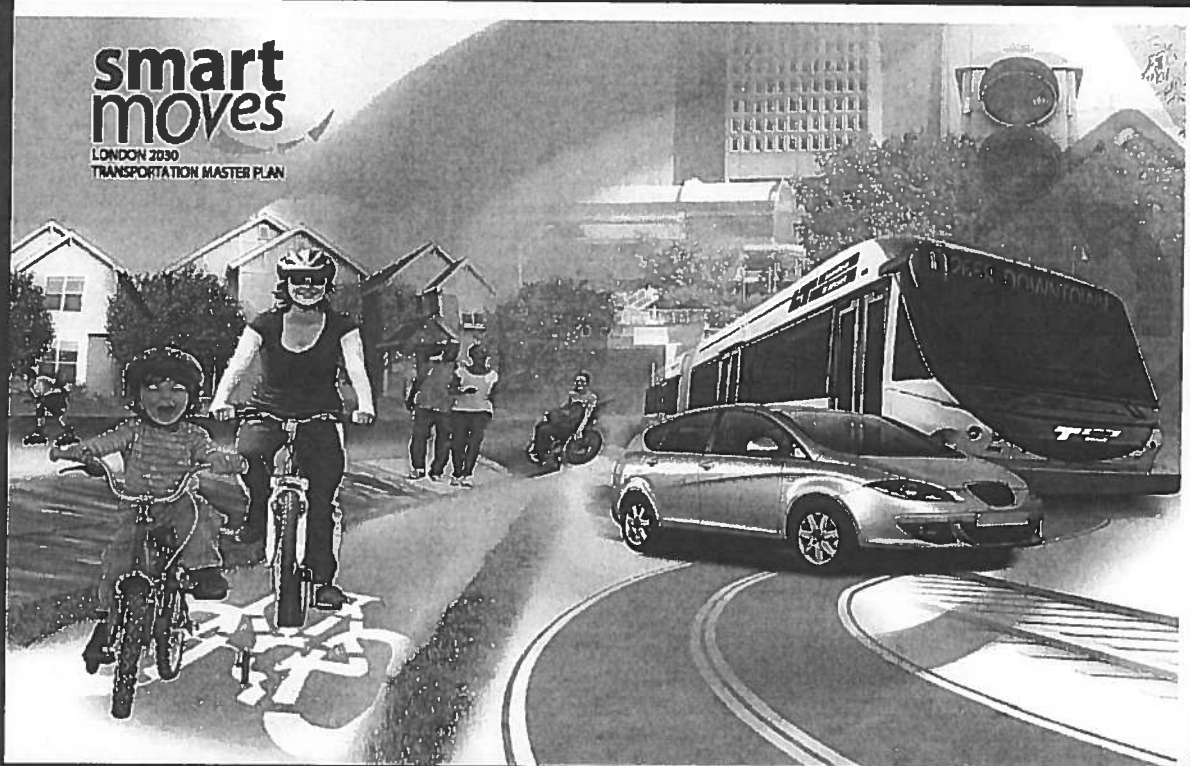
2005 Bicycle Master Plan

- the cycling network should be a connected, continuous system providing access to major activity centers, employment nodes, neighborhoods, recreational amenities and schools
- New Road Projects – new right-of-ways should be designed to accommodate cycling.
- the cycling network should be designed to recognize the distinct operational and design needs of the on and off-road cyclist to maximize the safety of all users and minimize vehicular/bicycle/pedestrian conflict points

The 2005 Bicycle Master Plan has not been updated since its adoption.

I am unaware of any monitoring of progress or implementation.

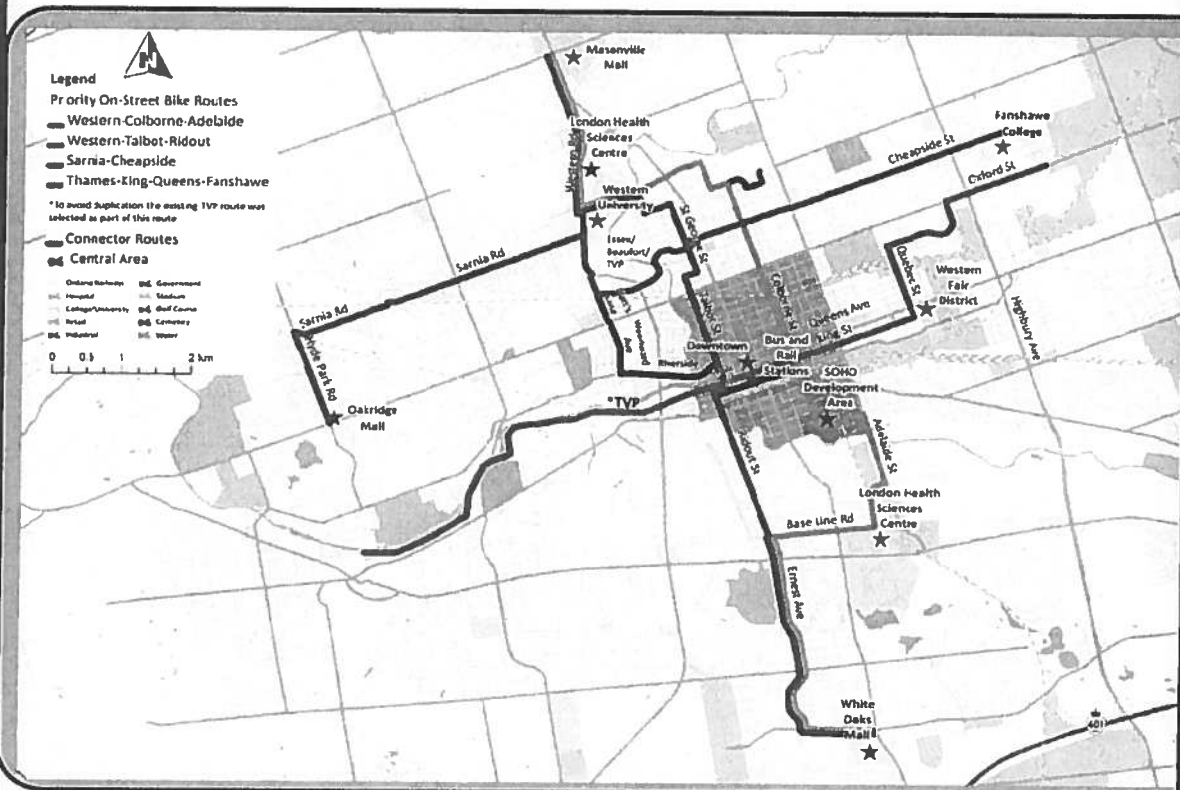
May 2013



The key goal of the 2030 TMP is to provide more attractive travel choices for those who live, work, and play in the City. To achieve that goal, significant improvements in transit service will be required as well as greater support for walking, cycling, and carpooling.

If more attractive travel choices are available, Londoners will be more likely to change their travel patterns, resulting in an overall reduced dependency upon the automobile

Exhibit ES-2.



Greater Investment in Cycling and Walking Infrastructure

Active transportation is closely linked with TDM

- Improved personal health and quality of life
- Reduced travel costs
- Availability to a broad range of individuals
- Vibrancy and security of communities
- Reliability of travel time; and
- Minimal environmental impacts.



More active transportation infrastructure will be needed to support growth in intensification areas and improve access to transit, particularly the proposed new BRT services. Specific initiatives include completing gaps in the sidewalk network, providing a more continuous and extensive network of on-street bike routes, and providing secure bike parking facilities at all key public destinations and employment concentrations.



- **COMPLETE STREETS**
 - enhance safety for non-automobile users, reduce vehicle speeds,
 - can maximize the person-carrying capability of the roadway (i.e. people movement rather than vehicle movement).
 - This concept should be the accepted policy approach to pursuing all roadway improvements within the City.

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**smart
moves**
LONDON 2030
TRANSPORTATION MASTER PLAN

Capital Cost Estimates

Municipal Road Widening	\$827 M
Intersections and other Minor Improvements	\$60 M
Municipal Transit	\$378 M
Active Transportation	\$20 M
Parking	\$24 M
Total Transportation Capital (2012\$)	\$1,309 M

**With the Average trip in London being 5km
Why are we only spending %1.5 on Active
Transportation ?**



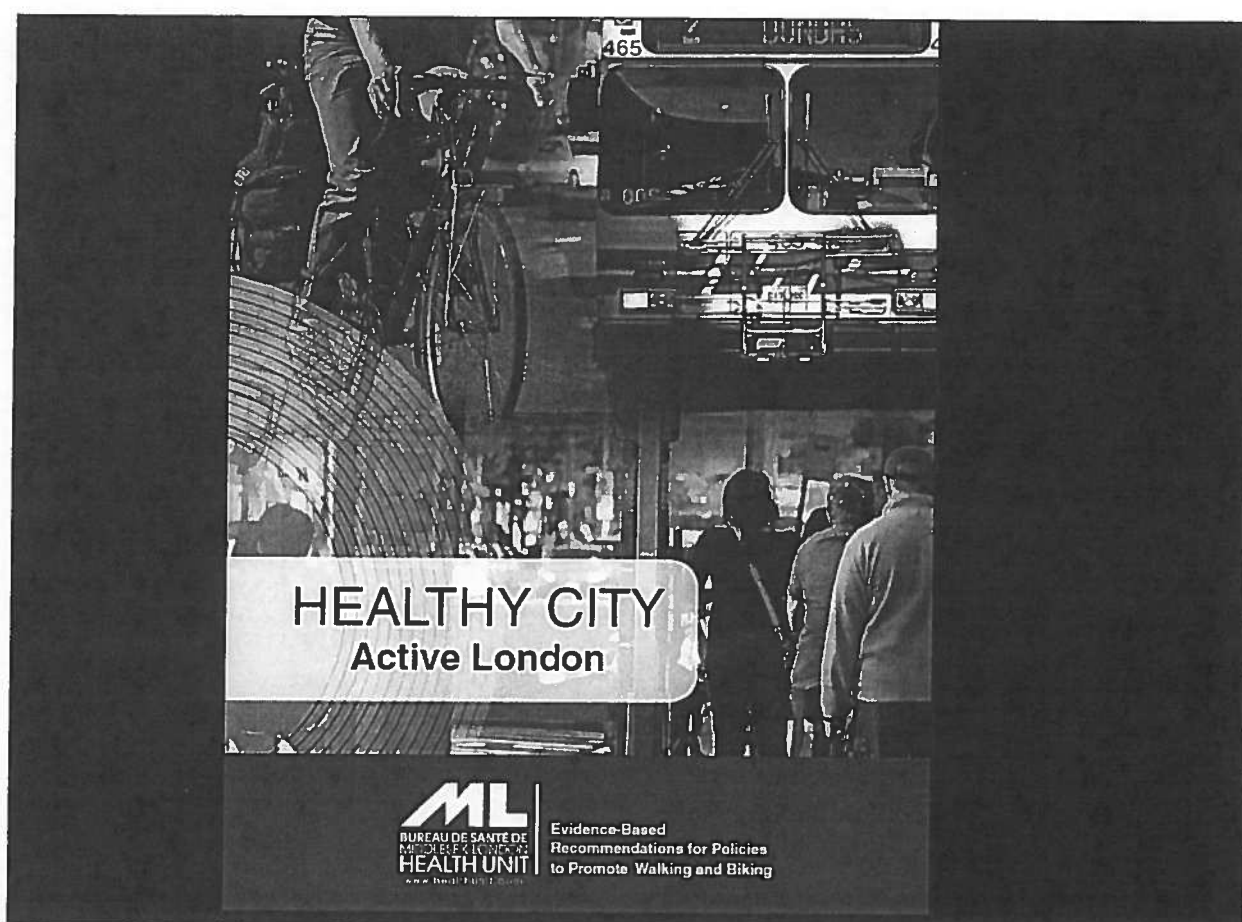
**smart
moves**
LONDON 2030
TRANSPORTATION MASTER PLAN

**It should be noted that this city council chose
scenario #3**

**The most ambitious of the options presented.
This options requires a %40 intensification
target.**

**It also requires as muck larger transit share
Scenario #3 also requires a new urban design
form that places the moving of people ahead of
the need to move vehicles.**

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What the Research Tells Us

- Fewer Canadians (6.8%) and specifically Londoners (8.2%) are choosing modes of active transportation than ever before.
- The majority of children in London would rather walk or bike to school than be driven.
- Physical inactivity is directly associated with \$3.7 billion loss in economic productivity and \$1.6 billion in Canadian health care costs annually.

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Evidence-Based
Recommendations for Policies
to Promote Walking and Biking

Benefits of Active Transportation

- Adults who walk or cycle to work are significantly less likely to be overweight and more likely to have higher fitness levels.
- Cycling infrastructure projects create nearly 50% more local jobs per \$ of investment than equivalent investments in road-only infrastructure projects.
- A 5% increase in the walkability of a residential neighbourhood will decrease the exposure to toxic air pollution from nitrogen oxides and volatile organic compounds by 6%.



Evidence-Based
Recommendations for Policies
to Promote Walking and Biking

Community Design Influences Active Transportation

- The increased presence of pathways, sidewalks, and public streets in the immediate neighbourhood each significantly increase the likelihood that one will walk to shop.
- More street trees in a child's neighbourhood will significantly increase the likelihood they will travel actively to and from school.
- Neighbourhoods designed with a grid-like layout including shorter block lengths are more conducive to higher rates of active transportation.

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Evidence-Based
Recommendations for Policies
to Promote Walking and Biking

Where We Are Now

- Only 8% of all trips made by Londoners on a typical weekday are utilizing active transportation modes.
- More than 1 out of 5 residents in the planning districts of Central London and North London use an active mode of transportation to work.
- About half of elementary school children who live within 1 mile of their school walk or bike to school; however, rates of active transportation drop significantly the further a child lives from their school.
- The City of London's network of bike routes is mostly comprised of 'signed' and 'unsigned' routes on roads (rather than segregated lanes and paths) that provide no protection from motor vehicles sharing the roads.
- Multiuse paths and sidewalks are significant predictors of increased levels of active transportation to work and shop.

Commercial districts that have on-street parking and stores located close to the street are more supportive of active transportation than districts with large parking lots and large building setbacks.

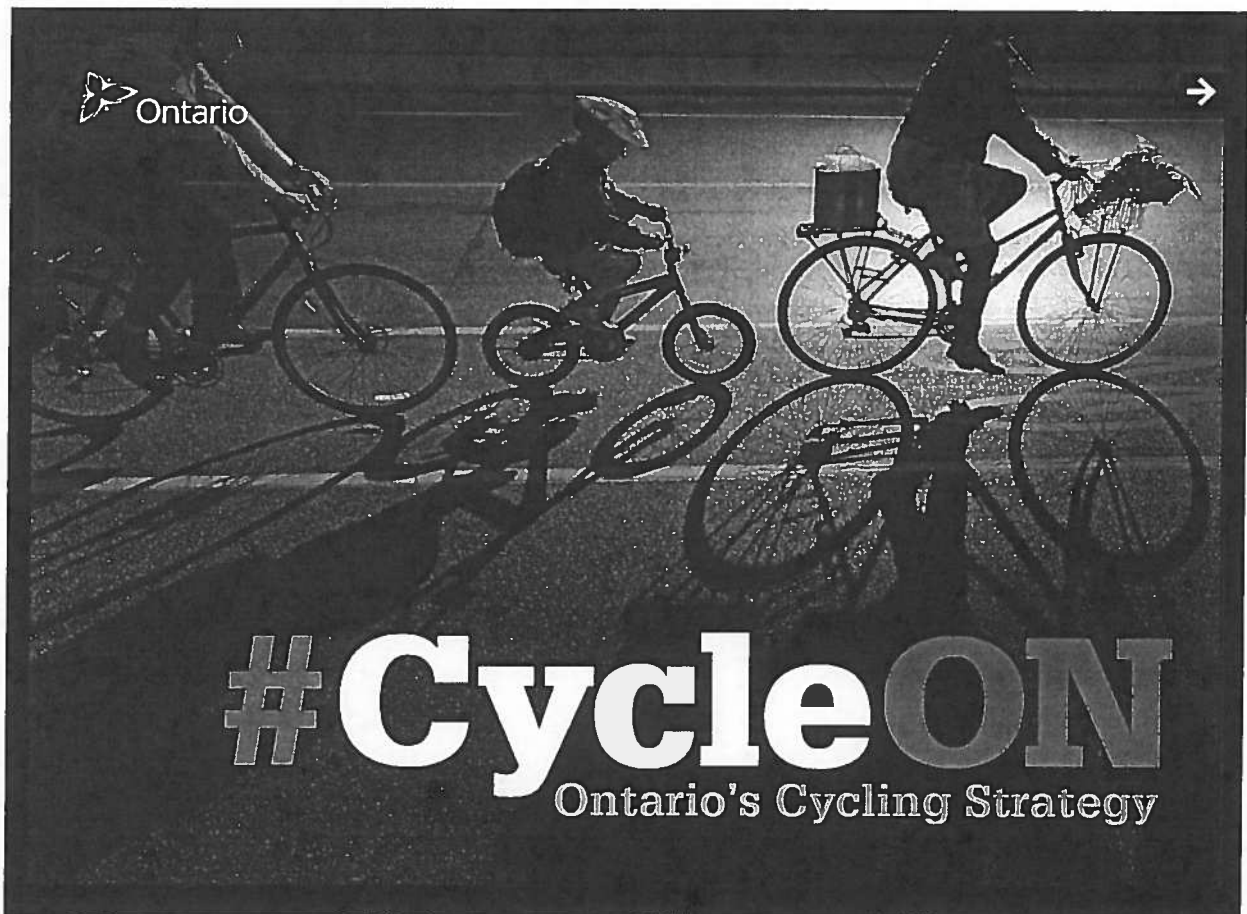


Evidence-Based
Recommendations for Policies
to Promote Walking and Biking

Where We Must Go

- A commitment must be made in the Official Plan to ensure the provision of new active transport infrastructure and the maintenance of what is in place.
- A strengthening of the language in the Official Plan is needed to promote active transportation as a preferred mode of travel to that of the automobile.
- Amendments must be made to sections of the Official Plan to officially encourage developers and builders to explicitly include support infrastructure for active transportation.
- Policies in the revised Official Plan must focus on the unique needs of students to accommodate active transportation.

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#CycleON

Ontario's Cycling Strategy

At the heart of the Strategy are a bold Vision, ambitious Goals and a set of carefully targeted Strategic Directions.

- Design healthy, active and prosperous communities
- Improve cycling infrastructure
- Make highways and streets safer
- Promote cycling awareness and behavioural shifts
- Increase cycling tourism in Ontario.

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#CycleON

Ontario's Cycling Strategy

Aspirational Goals for 2033

- The built environment in most Ontario communities supports and promotes cycling for all trips under 5 km. Improve cycling infrastructure
- Ontario's cycling environment is safe for people of all ages, striving to achieve a record of zero fatalities and few serious injuries. Promote cycling awareness and behavioural shifts
- Ontario's cities and towns will have interconnected networks of safe cycling routes enabling people to cycle to work, school, home and key destinations

Strategic

Directions



Design healthy, active and prosperous communities

The design of Ontario communities has evolved since the post-war period. The focus today is on creating communities that mix residential and business activities in an environment that supports active transportation. The goal is to build active, liveable communities in which more of our goods, services and jobs are available within an easy bike ride from home. A more cycling-friendly approach to land-use and transportation planning is key to creating healthy communities.

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Strategic**Directions****Improve cycling infrastructure**

Increasing cycling as a daily activity will require more bike paths, cycling routes and cycling-friendly transit connections. As we build that infrastructure, we need to consider new design guidelines that will benefit all road users. We can also explore opportunities for innovative funding and development models that could help support this growth.

Strategic**Directions****Make highways and streets safer**

We can reduce cycling road fatalities and injuries by continuing to ensure our traffic laws and policies are based on the latest research and reflect the differences between bicycles and motor vehicles. Enforcing the rules of the road, improving cycling skills and increasing road-user education also contribute to safer highways and streets.

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I London

Reasons for an Advisory Committee on Cycling

- Retention of our best young people
- Bike routes that make sense to cyclists
- Bike routes that are complete and safe.
- Economic Stimulus
- Smart Moves 2030
- LMHU Report on Active Communities
- Ontario's cycling Strategy
- SWAP
- New Downtown Fanshawe Campus
- Jobs Jobs Jobs