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London

The Case for an Cycling Advisory Committee for London

Gary Brown on behalf of the London Cycle Link

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

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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.

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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

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

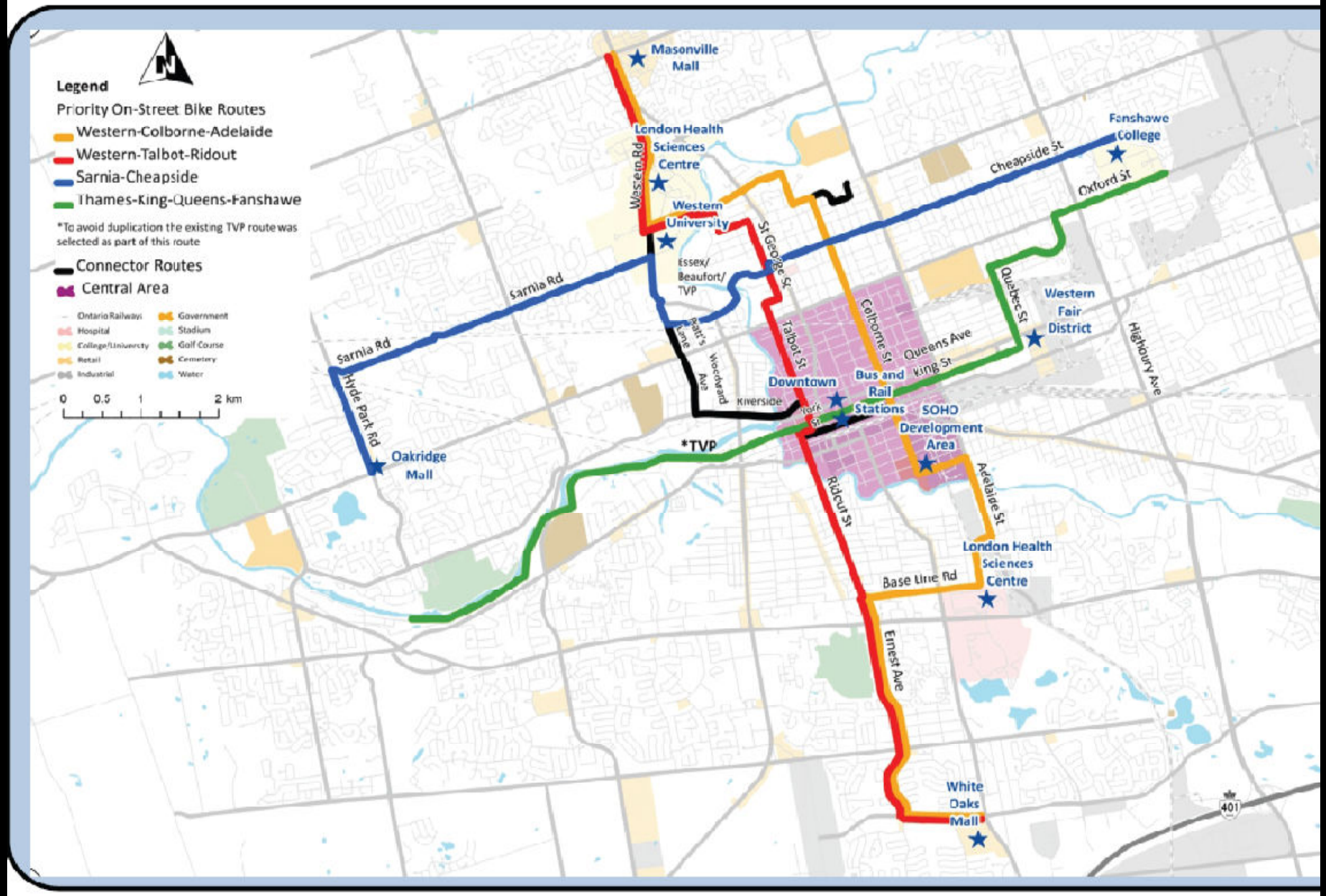
The 2005 Bicycle Master Plan has not been updated since its adoption.
I am unaware of any monitoring of progress or implementation.

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. Priority On-Street Bike Routes



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. peoplemovement rather than vehicle movement).
- This concept should be the accepted policy approach to pursuing all roadway improvements within the City.

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 ?

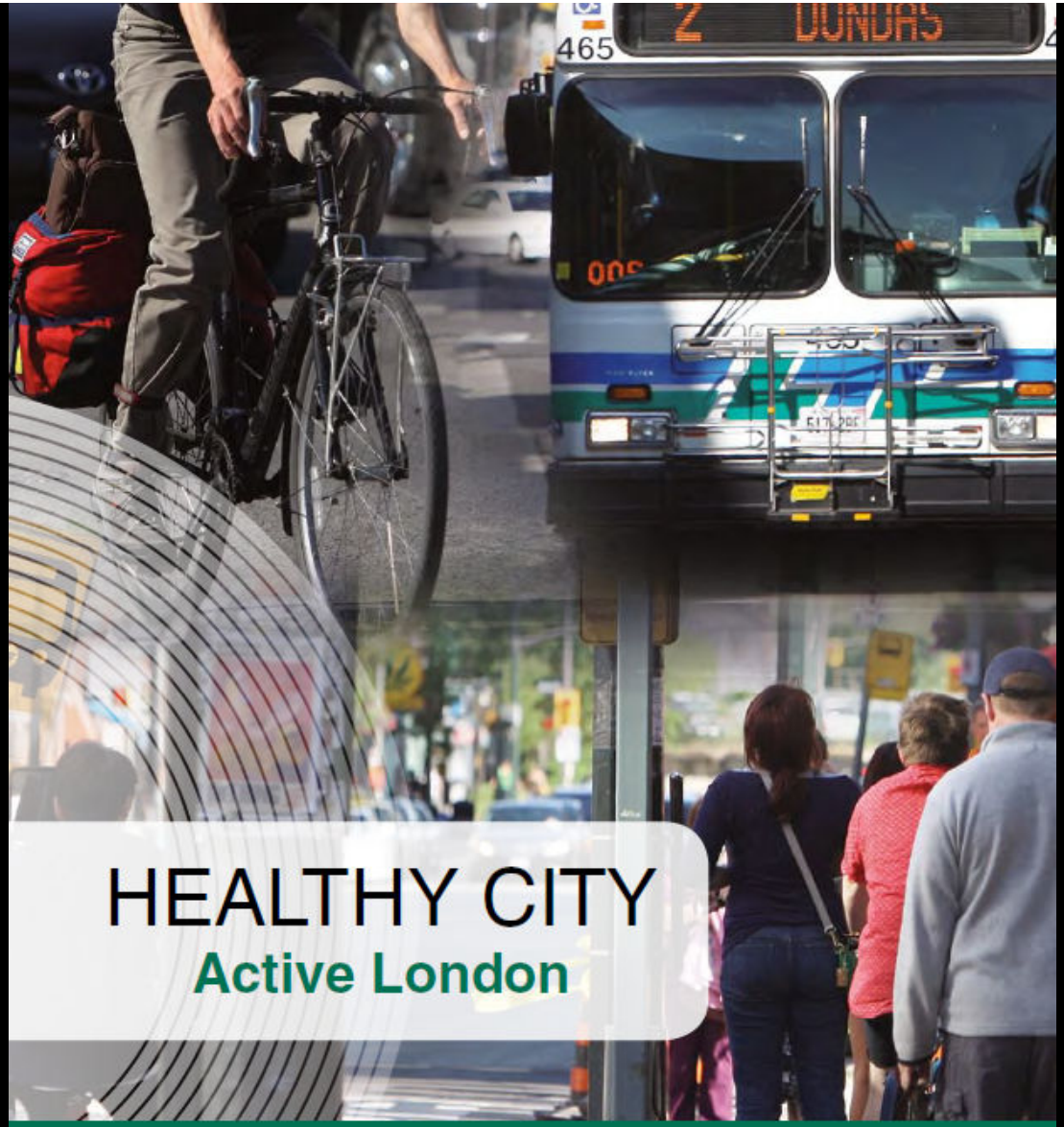
It should be noted that this city council chose scenario #3

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.



HEALTHY CITY

Active London

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Evidence-Based Recommendations for Policies to Promote Walking and Biking

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Evidence-Based Recommendations for Policies to Promote Walking and Biking

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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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%.

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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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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.

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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.


Ontario
#CycleON
Ontario's Cycling Strategy

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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.

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 intercon-nected networks of safe cycling routes enabling people to cycle to work, school, home and key destinations

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.

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.

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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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