

# T.A.C. Sub Committee Reports 2014



# An Invitation for action, Nov '13

When Jay Stanford summarized the London Cycling accomplishments and Action Plan this was his last slide



## TAC's Potential Next Steps

How would TAC like to get engaged...

- in the Short-Term Actions?
- in the Comprehensive Plan?
- other?

A sub-committee was formed to look at:

How to respond to that invitation.

At the same time..

Council approved the motion submitted  
by TAC for the formation of a  
**Cycling Advisory Committee**

# City of London Action Plan 2014 2015

APPENDIX A  
AT AND TDM SHORT-TERM IMPLEMENTATION ACTIONS, 2014-2015

## Presented to TAC

Actions	Type of action (New – Traditional – Innovative)	Cost (No – Low – Moderate – High)	Reach (Low – Moderate – High)	Lead
<b>1. Strengthen Policy Support</b>				
Assist in reviewing the Transportation Impact Study process for developments to consider walking, cycling, carpooling and transit components/assessments as higher priorities than current considerations, and consider development-specific TDM criteria.	New	No cost	High	City
Form or coordinate an AT working group/committee of volunteers to brainstorm projects and promotions.	Traditional	No cost	Moderate	City
Seek Provincial and Federal Government funding and business support for AT and TDM pilot projects and research.	Traditional	No cost	Moderate	City
Establish internal process to compile policy options and implementation plans from other best practice municipalities with respect to AT and TDM activities.	New	No cost	Low	City
Report back to the community and Council on progress on an annual basis.	Traditional	No cost	Moderate	City
Advocate for increased levels of Provincial and Federal government support and continue to work with them on AT and TDM projects.	Traditional	No cost	Low	City and partners
<b>2. Promote Sustainable Travel for All Time Periods</b>				
Develop city-wide branding for TDM programs, incentives and supports that is easily recognised and replicated.	Traditional	No cost	High	City
Create a TDM page on the City's website, including how-to videos.	Traditional	Low cost	High	City
Continue to host or partner with various AT and TDM community events	Traditional	Low cost	Moderate	City and Partners
Develop a mobile app to highlight bike friendly features in London.	Innovative	Low to Moderate cost	Moderate	City and partners
Continue to support ongoing bike safety promotion and develop new initiatives.	New	Low cost	Moderate	City and partners
Undertake a Bike to Health campaign to promote cycling for short and medium trips.	New	Low cost	Moderate	City and MLHU
<b>3. Target Commuter Travel</b>				
Continue to research Corporate best practices from elsewhere and pilot/adopt for use through the Business Travel Wise Program. Explore Transportation	Traditional	Low cost	Moderate	City and employers

	– Traditional – Innovative)	Moderate – High)	Moderate – High)	
Cultivate Corporate champions to raise awareness among employees, City staff. Also, profile "green commutes".	New	Low cost	Low	City
Increase the number of carpool spaces offered at Corporate satellite offices and continue to offer them to more businesses and their own parking management.	Traditional	Low cost	Low to Moderate	City and employers
Officially incorporate bikes and e-bikes into the City vehicle fleet.	Innovative	Moderate Cost	Low	City
<b>4. Target School Travel</b>				
Continue to support the expansion of the School Travel Planning project at the grade school level.	Traditional	Low to Moderate cost	Moderate	Partners
<b>5. Increase investment and support for improved AT Infrastructure</b>				
Identify "Trigger Projects", immediate projects that could be developed through workshop sessions (e.g., enhanced trail crossings, new trail heads, improved safety conditions, elimination of path constraints).	New for London	Moderate cost	Moderate to High	City and partners
Assist in analysis to gain support for and promotion of the 4 priority bike routes identified in the TMP.	Traditional	Low cost	High	City
Build on the City's modest bicycle parking program with more parking at City facilities, on public property and at transit stations.	Traditional	Moderate cost	Moderate to High	City
Assist in promoting pedestrian and bike counter data to the public and as part of evidence for moving projects forward.	New	Low cost	Moderate	City
Increase promotion and celebrate successes for new cycling and walking infrastructure projects.	New	Low cost	High	City
<b>6. Finalize downtown parking strategy</b>				
Note: Finalizing a downtown parking strategy as it relates to encouraging AT and TDM is not dealt with here. It is identified in the TMP as having a medium and longer-term timeframe. It should be dealt with under both a downtown strategy and a city-wide strategy.				
<b>7. Use parking to support transit, active transportation and TDM</b>				
Provide and publicize attended bike parking at large events and festivals.	Traditional	Low to Moderate cost	Moderate	City and partners
Develop "Benefits of bicycle parking for your business" brochure/information.	New	Low cost	Low to moderate	City and partners
Develop a strategy to encourage small businesses and commercial plazas to increase their bicycle parking.	New	Low to Moderate cost	Moderate to High	City and partners
Work with public and private parking lots to offer more preferential parking spaces for carpoolers and cyclists.	New	Low to moderate	Moderate	City and Impark

# Learning about all the **other team players** and activities



Go Green Go Bike Go Dutch

- Bicycle Master Plan
- Transportation Master Plan
- Re-Think London
- Smart Moves
- MOT #CycleON
- Share The Road
- Environics Research Group
- London Road Safety Strategy

# Learning about all the **other team players** and activities

School Safety	LTC	Police	City Hall	Cycle link	TREA	MLHU	MOT
Crossing Guards	Bike Racks	Enforcement	Sidewalks		Bike Fest	Safety Comm	Share The Road
Bike Friendly	End of Trip	Education	Bike paths				
			Roads				
			Traffic				
			Planning				
			Parks				

Go Green Go Bike Go Dutch

**Very  
overwhelming.**

Bicycle Master Plan  
Transportation Master Plan  
Re-Think London  
Smart Moves  
MOT #CycleON  
Share The Road  
Environics Research Group  
London Road Safety Strategy





The Honourable Glen Murray  
Minister of Transportation and  
Infrastructure.

April 13, 2014

At the Share The Road Conference.

He said: “The minister of Finance wears new shoes when he makes a new budget announcement. I am wearing new socks for this occasion”





60 Billion on new roads including bike lanes  
 25 million to municipalities for bike infrastructure  
 Traffic lights for cyclist approved.

New laws:

1 meter when passing cyclist  
 \$300-\$1000 fine for “dooring”  
 Approved the use of flashing red lights  
 Plus much more.....

# #CycleON Ontario's Cycling Strategy



## Welcome

Minister's Message

Foreword

The Need for Action: Cycling's Province-wide Benefits

Ontario's 20 Year Cycling Vision, Principles and Goals

## Strategic Directions

- 1 Design Healthy, Active and Prosperous Communities
- 2 Improve Cycling Infrastructure
- 3 Make Highways and Streets Safer
- 4 Promote Cycling Awareness and Behavioural Shifts
- 5 Increase Cycling Tourism Opportunities

Achieving the Vision through Action

## Appendix

#CycleON Friends and Supporters

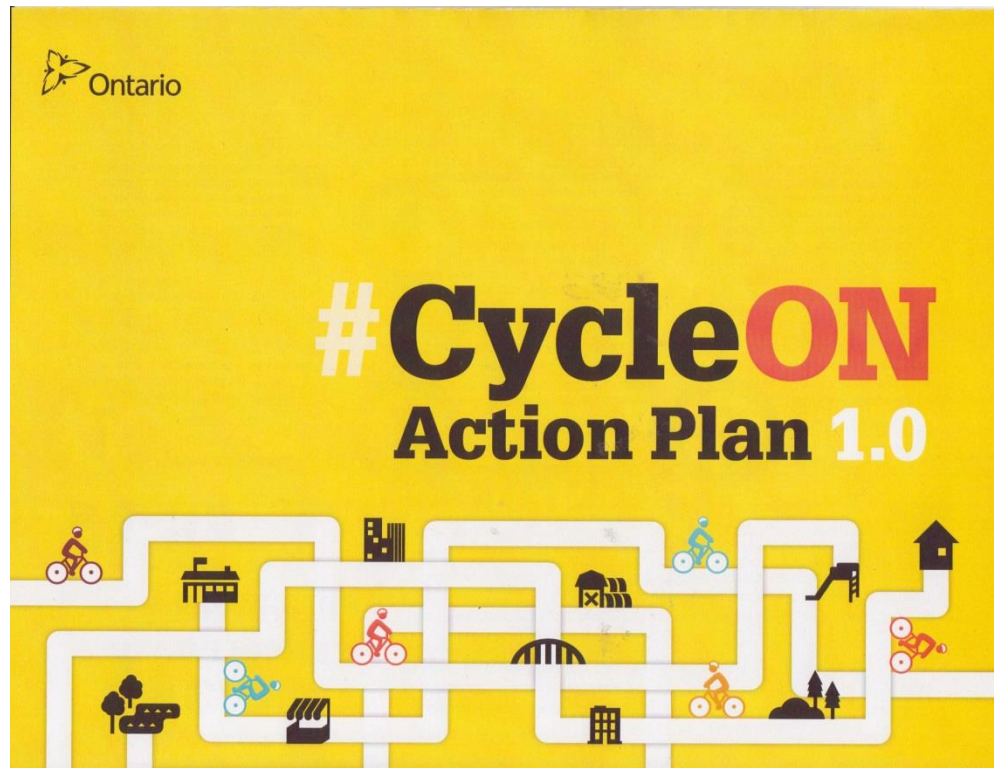
Related Online Resources

Endnotes

Download Printable Version

42 page document

<http://www.mto.gov.on.ca/english/pubs/cycling-guide/pdfs/cycling-strategy-report-print.pdf>





- Bronze
  - Silver
  - Gold
  - Platinum
- Designations  
program

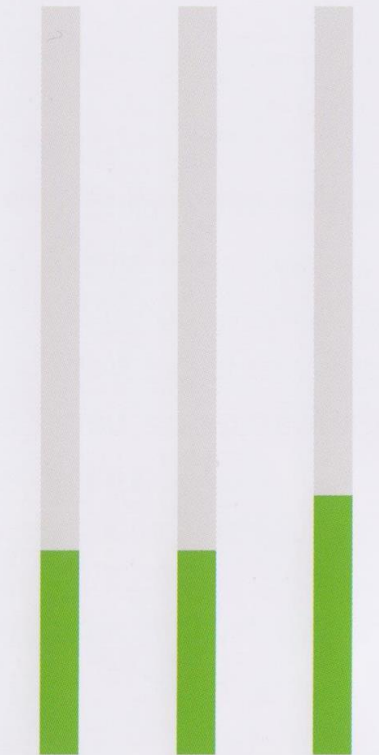
# Building a **Bicycle Friendly Ontario**

*Your roadmap  
to becoming a  
bicycle friendly  
community*



**Eleanor McMahon**  
CEO of Share The Road

Share The Road has an  
Action Plan!  
And will support  
anyone who asks.



28% 28% 36%

2011 2012 2013

Percentage of Ontario residents riding their bikes at least once a month\*



53% 58% 69%

2011 2012 2013

Percentage of Ontario residents who would prefer to ride a bike more often?\*



n/a\*\* 61% 70%

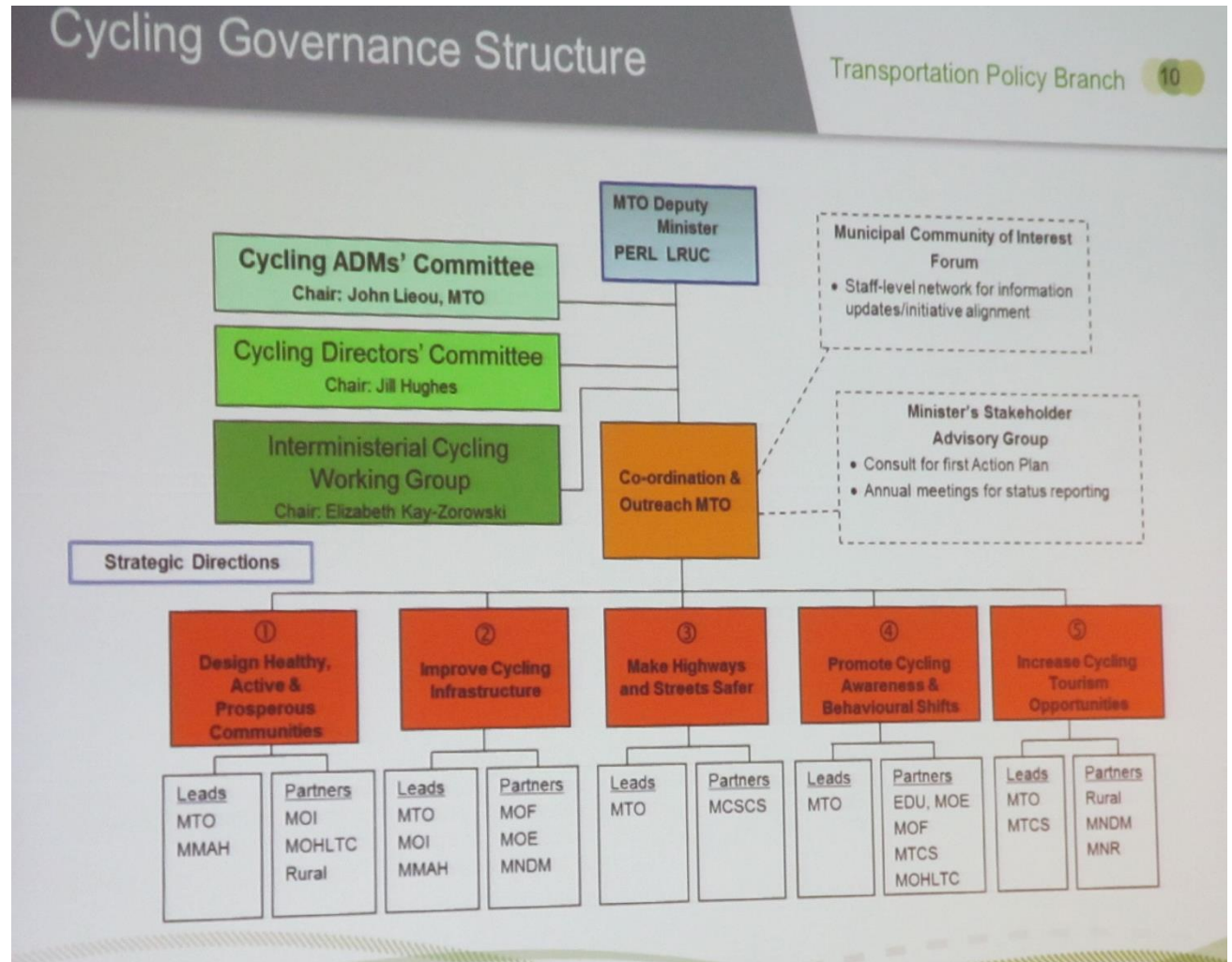
2011 2012 2013

Percentage of Ontario residents who agree that cyclists need more bike lanes and paved shoulders\*

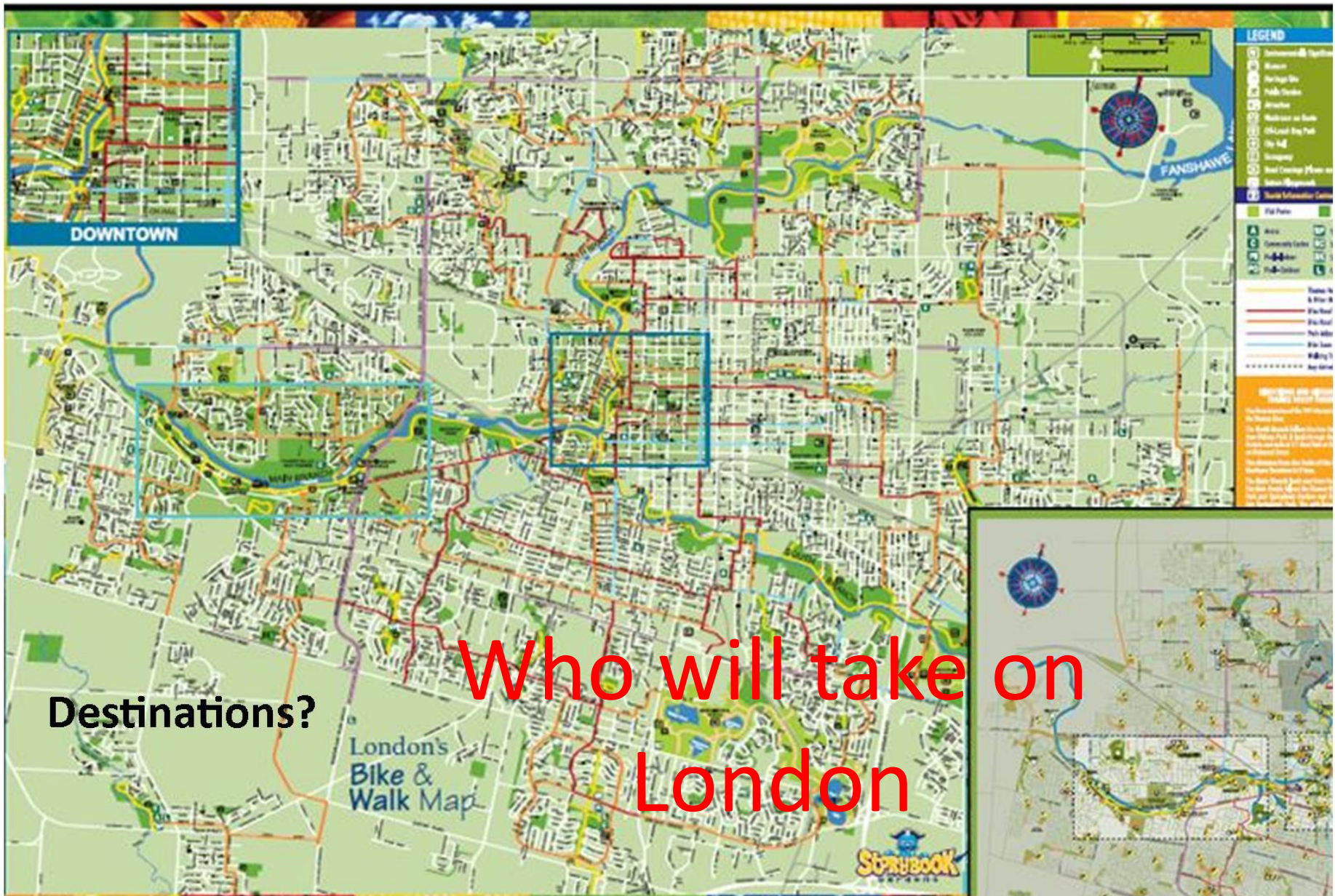
**Over 70% of people in Ontario agree we need more bike lanes**



It took over **18 governmental agencies** to cooperate to get this new Action Plan into place







Destinations?

Who will take on  
London



This is about creating a **balance in MOBILITY**, not just bike.  
For every cyclist on our roads, we remove a car driver, creating less congestion.

How.....



Get youth involved  
Promote Families (It is hard to say no to kids and seniors)  
For every car parking spot we use for bicycles, 10 to 12 customers  
can access business  
instead of just one.



More than 7 million visitors visit Ontario for bike trails.  
(Promotes tourism)

Did you know that CAA will also serve cyclist when you have a membership



Insurance  
Travel  
Roadside  
Rewards

To get council on board we need community involvement!



Sarnia did a ride from city hall, 10 k on the best cycling paths, to share safe cycling.

Huntsville, Oakville, Milton and Ottawa all had Family Fun rides.

Kids challenge age 12 and under rides with a finish line.

Lots of participants appreciation.





Toronto's slogan:

# **We want to create a Toronto that is Happier, Healthier and even more vibrant.**

Can we create such an intention?

As cities grow more dense, complete streets become a must. (Many new developments in our city are approved because density is needed for a better transit system (Smart Moves)



**But are we staying in balance?**



# What slogan can set our intention for London?

A Forest City for People, Mobility and Communities.....

A city .....

A Center That .....

Where people live, shop, and.....

**City of London** has an action plan.

**Province of Ontario** has an action plan.

**Share The Road** has an action plan.

**London Road Safety Strategy** has an action plan.

**London Police** has an action plan.

**London Cycle Link** has an action plan

**TREA** has an action plan.

What successful cities have done is:

Make cycling fun.

Focus on what cyclist want.

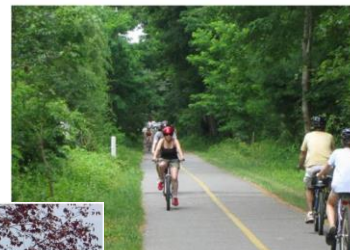
Get people active and visible on bicycles

Promote and get involved.

**City of London** has an action plan. **Jay's list**, full of steps and stages  
**Province of Ontario** has an action plan. **60 Billion for Roads**, 25 million for **Cycling**  
**Share The Road** has an action plan. **Make every City a platinum**  
**London Road Safety Strategy** has an action plan. **Reduce accidents by 5%**  
**London Police** has an action plan. **Promote safety education**  
**London Cycle Link** has an action plan **Advocate**  
**TREA** has an action plan. **Ecological responsible and sustainable future through awareness.**

## It is still all about

**Make cycling fun.**  
**Focus on what cyclist want.**  
**Get people active and visible on bicycles**  
**Promote and get involved.**



it: www.pedbikeimage



Photo Credit: © Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Infrastructure

Create  
an

**Intention**

that will encompass **all** of  
these actions.





We need  
to get out  
there and  
**DO IT!**

# Lots of great ideas.....

Based on discussions at the last TAC Subcommittee meeting, a total of 14 items were highlighted as being important to focus on. These items are consistent with the City's workplan to move Active Transportation & Transportation Demand Management forward (Part A). There were also a number of items directly from the City's workplan that were of higher interest (Part B).

It is acknowledged that further prioritization is required to ensure we are not over committing. In addition, it is recognized that other cycling groups and organizations may wish to participate in these projects over the next two year.

## Part A – Proposed Priority Projects to Examine

### 1. Establish more 'cycling destinations' in London and where would these be. Wortley Village would be a good start as it is almost viewed as a destination now. Another 5 to 10 could be targeted.

A 'cycling destination' is a location easily accessible by bicycle that intentionally promotes to and welcomes cyclists with refreshments for sale, a place to relax, gather, share information and possibly bike repair services.

What other destination points can you think of, or, better yet, encourage promoting businesses to establish as destinations. A key goal is to enhance the areas to make them even more attractive to cyclists.

Action - Find 5 or more "destinations" that we can cycle towards. This could be a place with a park setting and coffee shop or food court. Examples would be Worley Village, Byron village, Springbank Gardens, Komoka Community Centre. Simple little trips for family or group outings to promote healthy lifestyles.

Other proposed actions include:

- Establish priority destinations
- Develop site-specific recommendations for priority destinations
- Work with City of London to connect with businesses or business associations to develop relationships and work toward implementing recommendations
- Create bicycle destination map
- Promote through community channels

### 2. Add one of or two new events during the Bike Festival. Help grow an existing festival as it is based primarily on 'other people's events.'

What can we add to our Bike Festival to Create People Friendly activities and celebrations? Breakfast celebration with a key-note speaker? What can we do to promote cycling as a safe and healthy transportation alternative? What can we copy from other cities that are successful? Some thoughts:

Event Ideas	Details	Challenges
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Breakfast with key-note speaker	<ul style="list-style-type: none"> <li>• Working with the City, invite a well-known cycle-focused speaker.</li> <li>• Invite politicians, staff, community groups and residents.</li> <li>• Could be at Museum London or the Covent Garden Market (close to TVP)</li> <li>• Hold event at 8am so employees can get to work by 9am</li> </ul>	<ul style="list-style-type: none"> <li>• Find good speaker that will draw a crowd</li> <li>• Make sure all the right people get invited</li> <li>• Location is important – should be on cycle-route</li> <li>• Main cost will be the speaker</li> <li>• May need to find business partner to pay for speaker, if the cost is significant.</li> </ul>
Cycling Idea Brainstorming Session	<ul style="list-style-type: none"> <li>• Invite cyclists to an event with City Staff where ideas can be generated to improve cycling network.</li> <li>• Print large maps and bring flip-chart paper.</li> <li>• Need facilitators to help record ideas</li> <li>• Someone from the City or community could make a presentation</li> </ul>	<ul style="list-style-type: none"> <li>• It can be hard to get people out to these types of events</li> <li>• Need to think of effective draw/promotional campaign.</li> <li>• When to hold? Evening, afternoon, weekend?</li> </ul>
Bike to Work Day (Happens in Toronto)	<ul style="list-style-type: none"> <li>• Promote as city-wide bike to work day</li> <li>• Communicate with large employers</li> <li>• Spread through community-networks</li> <li>• Seek press coverage</li> <li>• Ask employers to provide prizes or other incentives to their employees for cycling</li> </ul>	<ul style="list-style-type: none"> <li>• Communication is the big challenge, making sure enough people are aware.</li> </ul>
Other?		

Action Items:

- Establish priority event(s)
- Create project plan for the selected event(s)

### 3. Add additional bike rides and get people out. Simple and easy to do. . because they are being done now but on a much smaller scale



# No need to re-invent the wheel

Create and promote more bike rides to draw attention to the need for more cyclists on existing infrastructure and better infrastructure. Current bike rides include:

Wednesday Night Bike Rides – Meets at the Forks of the Thames every Wednesday at 6pm during the warm months. More details [here](#).

Old East Village Sunday Rides – Details found [here](#).

Action Items:

- Establish new origin locations and days of the week/month
- Promote to friends and family
- Start riding
- Keep riding

#### 4. Identify ideal bike lock up locations in London with a focus on downtown. Secure bike lockup was viewed as a priority for downtown (but where?)

Where and what can we come up with to create a secure bike lock up system for the downtown area? Where are the ideal bike parking lot locations in downtown London? Will the City and parking lot companies create secure bicycle parking spaces? Is there a market for such service? What about the challenges of bike security.

Action Items:

- Develop list of potential locations for 2 bike lockers including pros/cons for each location
- Bring list to City for review and further development and refinement
- Survey cyclists to determine interest in paying for bike lockers downtown
- Contact property owners to request use of space for bike lockers

#### 5. Establish a simple, interim approach for identifying hazards to cyclists (beside cars). A more comprehensive approach will follow?

NOTE: City of London is moving forward on this and will report back next month

Phone number or e-mail website?

Who will operate and manage such a concept.

How can we get 100 or so cyclist to create consciousness about missing links in our bicycle path system.

#### Part B – Proposed Priority Projects to Examine from City's Active Transportation & Transportation Demand Management

From the City's workplan, the following items, listed by the highest 'votes' from those in attendance are as follows:

1. Develop "benefits of bicycle parking for your business" brochure/info (3 votes)
2. Identify 'Trigger Projects', defined as immediate projects that could be developed through workshop sessions (e.g., enhanced trail crossings, new trail heads, improved safety conditions, elimination of path constraints) (3 votes)
3. Build on the City's modest Bicycle Parking Program (3 votes)
4. Continue to support the expansion of the School Travel Planning project as part of the Active & Safe Roads to School (ASRTS) Project (3 votes)
5. Assist in promoting pedestrian and bike counter data to the public (2 votes)
6. Advocate for increased levels of Provincial and Federal Government funding (1 vote)
7. Develop a bike app to highlight bike friendly features in London (1 vote)
8. Continue to support ongoing bike safety promotion and develop new initiatives. Undertake a Bike to Health Campaign to promote cycling for short and medium trips (1 vote)
9. Develop a strategy to encourage small businesses and commercial plazas to increase their bicycle parking (1 vote)

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# A close-up of the past two slides

- ~ Establish more cycling destinations
- ~ Add one of or two new events during the Bike Festival. Help grow an exiting festival as it is based primarily on “other people’s events.”
  - Breakfast with keynote speaker
  - Cycling idea Brainstorming sessions
  - Bike To Work
- ~ Add additional bike rides and get people out.
- ~ Identify bike lock up location in London
- ~ Establish a simple, interim approach for identifying hazards to cyclists

These are the top 5

????????????????????????????????????????????????????????????



# What slogan can set our intention for London?

City of London has an action plan. **Day's list, full of steps and stages**  
Province of Ontario has an action plan. **10 Billion for Roads, 25 million for Cycling**  
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TREA has an action plan. **Biological responsible and sustainable future through awareness.**

What successful cities have done is:

Make cycling fun.

Focus on what cyclist want.

Get people active and visible on bicycles

Promote and get involved.



Who is  
coordination all  
these assorted  
**actions?**



Could TAC at-tac such a venture?

After all...

It is the “A” in TAC that says .....

Advisory to Council

## Terms of Reference

### TAC

Mandate:

Paragraph 2, subsection 2

Transportation master planning studies and implementation projects carried out for the city of London.

- **The long term capital plans for pedestrians, transit, road and parking facilities.**

**Significant land use plans, that effect transportation matters.**

**Area planning Studies, secondary Plans and Official Plan Reviews.**

**The long term capital plans for** community building:

Prioritizing in order of sequence; **pedestrians**, providing walkable communities, (personal mobility devices)

Public **transit**, bus, school busses, including to and from (airport, bus, rail terminals,)

**road**, including: limited speed motorcycles, motor tricycles, human transporters (Recognized by MOT)

design, signs, traffic control devices, construction detours, cars and trucks.

**and parking facilities;** deliveries, on and off road parking.