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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON SEPTEMBER 22, 2014
FROM:	JAY STANFORD, M.A., M.P.A. DIRECTOR, ENVIRONMENT, FLEET & SOLID WASTE
SUBJECT	ACTIVE TRANSPORTATION (AT) AND TRANSPORTATION DEMAND MANAGEMENT (TDM) – STATUS REPORT AND THE NEXT STEPS

RECOMMENDATION

That on the recommendation of the Director, Environment, Fleet & Solid Waste the following actions **BE TAKEN**:

- a) This report **BE RECEIVED** for information; and
- b) This report **BE FORWARDED** to the Cycling Advisory Committee (CAC) and the Transportation Advisory Committee (TAC) for information, discussion and input.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Some relevant reports that can be found at www.london.ca under City Hall (Meetings) include:

- Community Energy Action Plan (July 21, 2014 meeting of Civic Works Committee (CWC), Item #16)
- Community Car Share (April 7, 2014 meeting of CWC, Item #4)
- Active Transportation (AT) and Transportation Demand Management (TDM) – Updates and Next Steps (October 7, 2013 meeting of CWC, Item #12)
- Environmental Programs Update (April 8, 2013 meeting of the Civic Works Committee, Item #2)
- London 2030 Transportation Master Plan (June 19, 2012 meeting of CWC, Item #16)

BACKGROUND

PURPOSE:

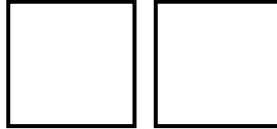
This report is a status of Active Transportation (AT) and Transportation Demand Management (TDM) activities since the October 7, 2013 report was submitted to Civic Works Committee (CWC) and Council. It also provides the next steps on promoting London's cycling destinations and other key upcoming projects.

CONTEXT:

TDM has been a City focus since it was introduced in the Transportation Plan Review in 1994. In 2000, specific staff resources (TDM Coordinator) were first assigned to the area.

The purpose of the TDM Program is to design and promote more efficient use of the existing transportation system by shifting more daily trips from driving alone to carpooling; shifting commuter drive time from peak to before/after peak; taking transit; teleworking; cycling and walking. It is closely tied to the draft of The London Plan and the 2030 Transportation Master Plan (TMP) goals and policies. The TDM Program, including active transportation strategies, encourages these transportation options to prolong the life of the existing roadway network and defer the need for costly road-widening capital projects while encouraging a healthier, active lifestyle for Londoners. Many TDM activities are also on the lower cost side of transportation choices.

Target audiences for TDM initiatives include adults, children and youth, local employers, neighbourhood and business associations, and City staff. A combination of promotional



campaigns, programs, and infrastructure is used to make these sustainable transportation choices easier and safer to use. These are developed in-house and in partnership with local organizations, businesses and senior levels of government.

The term “active transportation” (AT) refers to purpose-driven trips (e.g., commuting, shopping, recreation, other errands) made on foot, by bicycle, or other human-powered means that have the added health benefit of increasing physical activity and reducing health care costs associated with a sedentary lifestyle (e.g., obesity), as well as the social benefit of “eyes on the street” associated with walk-friendly communities.

AT is a more recent catch phrase in London that has caught on particularly from the 2030 TMP, ReThink London, and London’s Roundtable on the Environment and the Economy community engagement sessions. AT is also catching on as a set of separate activities in many North American cities. However, building AT infrastructure and encouraging Londoners to walk and cycle more has been a City priority for many years. This includes the building of the Thames Valley Parkway (e.g., multi-use paths) as well as transportation engineering requirements for sidewalks with new road construction ensuring pedestrians have safe facilities to walk.

Cycling as a key component of AT has recently been elevated as a priority at the Provincial level through a new 20 year Ontario Cycling Strategy. A few extracts from this report are in the box to the right. The full report can be found at:

<http://www.mto.gov.on.ca/english/pubs/cycling-guide/pdfs/MTO-CycleON-EN.pdf>

Cycling at the City of London is a shared responsibility with a number of different divisions making contributions towards the overall cycling network, supporting infrastructure and programs. This collaboration strengthens the foundation of the AT and TDM program. The key divisions are:

- Environmental Programs is tasked with encouraging Londoners to use the existing AT infrastructure and programs today; developing and implementing TDM policies and programs which will lead to a shift in how infrastructure is used; and how more infrastructure and programs are to be developed in the future.
- Transportation Planning & Design handles both existing transportation infrastructure requiring retrofits and future transportation infrastructure that needs to be built.
- Planning and Development & Compliance Service Areas are tasked with ensuring land use policies, plans and development standards reflect the type of infrastructure that facilitates AT, carpooling and transit use in the future. Environment & Parks Planning (within Planning) is also the link to the extensive network of paths in parks and green spaces.
- Parks & Recreation handles maintenance of pathways within the park system (e.g., Thames Valley Parkway).

Extracts from:

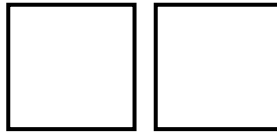
#CycleON
Ontario’s Cycling Strategy
 (Ontario Ministry of Transportation, 2013)

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

Improved personal and public health
Cycling keeps you active. A lack of physical activity is a significant risk factor in cardiovascular diseases, diabetes, cancer, hypertension, bone and joint disease and depression. Cycling burns more calories than sitting in a car, which is one of the reasons why the Ontario Medical Association recommends incorporating cycling into our daily lives. Many people could meet the physician-suggested levels of physical activity simply by commuting to work by bike, for example.

Increasing cycling would have cumulative societal benefits. According to the Canadian Medical Association, “a 10 per cent increase in physical activity could reduce direct health-care expenditures by \$150 million a year. This does not include indirect costs such as lost productivity due to illness, premature death or a range of other factors, including mental illness and poor quality of life.”

Dollars and cents
Cycling tourism is booming. In 2010, two million Canadian visitors went cycling while travelling in Ontario and spent \$391 million, which was an 18 per cent increase in spending over the previous year. One bed & breakfast operator in the Niagara Region reported that cyclists represent 50 per cent of their guests, a huge increase over the previous decade.



The Transportation Advisory Committee (TAC), an advisory committee that reports to the Municipal Council, through the Civic Works Committee, advises and supports City Council in the implementation of the City's current and future Transportation Plan. The recently formed Cycling Advisory Committee (CAC) is focused on the cycling aspects of London, today, and into the future.

Other major partners such as the Middlesex London Health Unit (MLHU), London Police Services, Thames Region Ecological Association (TREA) and the Urban League of London, include cycling awareness, promotion and safety as part of their mandate and have been focused on these areas for many years. The MLHU is the lead when it comes to the health benefits of AT. More recently, community groups such as Our Street and London Cycle Link have participated in collaborative projects and raised awareness about AT and TDM.

Other agencies, boards and commissions also play a role. For example, Tourism London promotes cycle tourism to Londoners and visitors, and the London Transit Commission facilitates cyclists taking the bus for part of their trip with bike racks on the entire fleet.

In summary, AT and TDM has a well-established and shared framework in London, focuses on partnerships and collaborations, and is a foundation for both our future transportation system and a more liveable, healthy city today.

DISCUSSION

This section is divided into 2 subsections:

1. Status Update on the AT and TDM Implementation Actions (2014-2015)
2. Focus on 3 Implementation Actions:
 - i. Enhancing and Promoting London's Cycling Destinations
 - ii. Increasing Bicycle Parking and Lockup Locations
 - iii. Improving Website and Information Resources

1. Status Update on Short Term AT and TDM Implementation Actions (2014-2015)

In October 2013, to continue to push AT and TDM forward, 26 short-term implementation actions for 2014 and 2015 were presented to CWC. These actions were identified from two perspectives:

- affordability – generally pursuing no cost and low cost solutions in the short term and capitalizing on existing funds
- community engagement - creating the opportunity to engage the public and business community in actions that can lead to greater understanding and input for the more significant pieces of work ahead including a Comprehensive AT and TDM Action Plan, an Update to the 2005 Bike Master Plan, the London Plan and further implementation of the 2013 Transportation Master Plan

Over the past ten months, several items have moved forward from the list of actions presented to CWC in October 2013. Work with the TAC's Cycling Working Group was used to discuss and debate a number of these actions in the first half of 2014. The status of all items from that list can be reviewed in Appendix A.

A few other AT and TDM developments have taken place since October 2013 that had not been identified in the previous report. These include the introduction of Community CarShare, now operating a fleet of 4 cars with a local membership of approximately 90 (and growing). Another new development was the creation of the Cycling Advisory Committee, which held its inaugural meeting on June 18, 2014. Lastly, two recent projects completed by students from Western University provided important input into the growing body of local information in AT and TDM:

- Moving Cycling Forward in London, Ontario (Why and how London, Ontario should invest in becoming a cycle friendly city), 2013
- Ecotourism Potential in London, Ontario: Realising the Natural Advantage, 2014



2. Focus of 3 Implementation Actions

i. Enhancing and Promoting London's Cycling Destinations

One of the "Trigger Projects" that has been explored over the past several months has been a project to enhance, promote and/or designate specific 'Cycling Destinations' in London. The purpose of this project is to encourage more recreational cycling on London's bike paths, routes and streets by highlighting key areas in London to visit on bike. The target audience includes both Londoners and visitors.

Guiding principles for this project include:

- Creating a reasonably fair distribution of cycling destinations across London,
- Focusing on destinations (initially) that are reasonably well known and have easy access,
- Creating partnerships, wherever possible, with the local community and local businesses,
- Maximizing any funds already spent by the City of London or to be spent, by establishing local financial investments and/or in-kind services. City funds for this project are approved in Capital Project TS5031, and
- Developing recognizable signage and information to promote the cycling destination and how to get there.

To help identify locations to become a cycling destination, the following preliminary criteria are being proposed for identifying destinations:

- Is located on or near bike routes (Thames Valley Parkway, Bike Lanes, bike-friendly streets),
- Is located very near to or at a bike-friendly business or business area,
- Has access to City water, food and/or other beverages,
- Represents an opportunity for cyclists to rest and mingle, and
- Is in close proximity, by bike, to other London attractions and destinations.

Using these guiding principles and criteria, City staff have identified five initial cycling destinations all on public property (map found in Appendix B):

1. Forks of The Thames in central London
2. Kiwanis Park in the south east
3. Ed Blake Park in the north east
4. Medway Park in the north west
5. Springbank Gardens in the south west

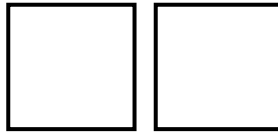
Appendix C contains a list of potential enhancements to make these existing areas even more attractive to cyclists. The estimated budget for the enhancements is \$30,000 for the five locations, subject to a more complete review of these initial locations.

Signs that have been used in other municipalities to identify cycling-friendly destinations are identified in Appendix D. Further discussions with the City's Communications Division will occur on this matter.

Other potential cycling destinations have been identified under several categories:

- Business districts and neighbourhoods such as Wortley Village, Byron Village, Hamilton Road Business Association, Argyle Business Association, Lambeth, Richmond Row, Downtown London, Hyde Park Business Association, etc.
- Other public and private facilities such as Western Fair District, North London Optimist Community Centre, Stoney Creek Community Centre, YMCA and Library, East Park, Stronach Community Recreation Centre.
- Other City parks such as Springbank Park, Gibbons Park, City-wide Sports Park.

City staff are recommending that further discussion occur at the Cycling Advisory Committee to increase the number of cycling destinations using the guiding principles and criteria with the goal of implementing the enhancements in the spring of 2015.



ii. Increasing Bicycle Parking and Lockup Locations

Increasing the amount of bike parking has been a desired goal for cyclists in London for a number of years. Several City and community based projects in the last five to seven years have increased the number of bike racks and bike posts in London (Appendix A). The City has also introduced bike parking at a number of large events often in collaboration with the community. However, the need for more bike parking is growing.

A number of Canadian and US cycling reports highlight that when cyclists arrive at a destination with no safe place to park a bicycle, it makes cycling inconvenient and can deter would-be cyclists. However the opposite is also true. Conveniently located bike parking can greatly enhance the convenience of cycling. Other benefits of increased bike parking include:

- providing a very visible way to let the community know that bikes belong and are welcomed,
- creative bicycle racks can serve as public art and/or an interesting conversation piece, and
- bike parking has demonstrated that it increases local business activity and assists with tourism.

A number of cities are experimenting with innovative bike parking solutions such as 'bike corrals' which turn one or two on-street car parking spots into parking for 8 to 20 bicycles, installing bike lockers and creating secure parking facilities for bicycles.

Current activities for London staff include:

- Increasing the number of bike posts and bike racks across the city
- Examining placement of two or three bike corrals for the 2015 cycling season, either in conjunction with the cycling destinations project or in standalone areas near frequently visited facilities
- Examining the potential of a secure lock up facility in the downtown core in collaboration with local businesses

City staff are recommending that further discussion occur at the Cycling Advisory Committee on this item including the identification of potential locations.

iii Improving Website and Information Resources

In order to better serve the increasing demands from cyclists and those interested in cycling in London, City staff are working to increase the accessibility and desirability of our online cycle-focused information. Cyclists are regularly contacting the City to learn about our cycling opportunities, where they can acquire our Bike & Walk map and to report issues with the cycling network. Once completed, our new online format will provide residents with a direct line to the information they seek, as well as the City staff with the answers they need.

Based on examples in other jurisdictions including Kitchener (www.bikekitchener.ca) and Guelph (www.guelph.ca/bike), City staff will be creating a single page on the City's website where all our relevant cycling-focused content will be amalgamated. This single webpage will be accessible via the domain www.bikelondon.ca. In conjunction with this new domain, an email address has been created that provides residents with cycling-focused questions or concerns an easy to remember email address – bike@london.ca.

New content is also being developed to help educate Londoners on some of the new types of bicycle facilities being implemented including how-to videos and the new engagement initiatives as described above.

In order to promote this new webpage, email address and domain name, City staff will be implementing a comprehensive and cost-effective promotional campaign employing our EnviroBins, community partners, bike shops, social media and a press release.

ACKNOWLEDGEMENTS

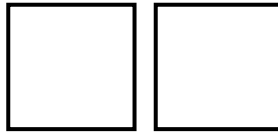
This report was prepared with the assistance of Andrew Macpherson, Manager - Environmental & Parks Planning and Scott Stafford, Division Manager - Parks and Community Sports.

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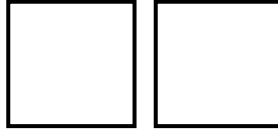
- Appendix A AT and TDM Short-term Implementation Actions, 2014-2015
 - Appendix B Map of Proposed Initial Cycling Destinations
 - Appendix C Proposed Initial Cycling Destinations and Estimated Enhancement Costs
 - Appendix D Examples of Potential Cycling Destination Signage
- c John Fleming, Managing Director, Planning and City Planner
 George Kotsifas, Managing Director Development and Compliance Services and Chief
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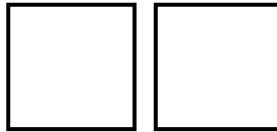
APPENDIX A

AT and TDM Short-term Implementation Actions, 2014-2015

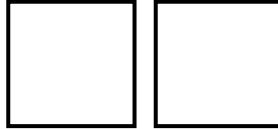
Actions	Status	Details
1. Strengthen Policy Support		
Assist in reviewing the Transportation Impact Study process for developments to consider walking, cycling, carpooling and transit components/assessments as higher priorities than current considerations, and consider development-specific TDM criteria.	100% completed - Ongoing	<ul style="list-style-type: none"> Communication lines have been established to connect AT & TDM with the Transportation Impact Assessment process.
Form or coordinate an AT working group/committee of volunteers to brainstorm projects and promotions.	100% completes - Ongoing	<ul style="list-style-type: none"> The creation of the Cycling Advisory Committee effectively completes this action.
Seek Provincial and Federal Government funding and business support for AT and TDM pilot projects and research.	Ongoing	<ul style="list-style-type: none"> Further details will be announced following the initial announcement in the spring of 2014 regarding new provincial funding for cycling related infrastructure.
Establish internal process to compile policy options and implementation plans from other best practice municipalities with respect to AT and TDM activities.	Ongoing	<ul style="list-style-type: none"> This has always been a priority for staff Additional conversations have taken place with TDM representatives in other municipalities in Ontario to establish a regional TDM network to share information and lessons.
Report back to the community and Council on progress on an annual basis.	25% completed	<ul style="list-style-type: none"> This report represents a first phase of a reporting process to Committee/Council and the community. Opportunities will also exist for public reporting through the Community Energy Action Program
Advocate for increased levels of Provincial and Federal government support and continue to work with them on AT and TDM projects.	Ongoing	<ul style="list-style-type: none"> Further details will be announced following the initial announcement in the spring of 2014 regarding new provincial funding for cycling related infrastructure.
2. Promote Sustainable Travel for All Time Periods		
Develop city-wide branding for TDM programs, incentives and supports that is easily recognised and replicated.	25% completed	<ul style="list-style-type: none"> Work has been done on bicycle-focused branding that will be part of a broader TDM-focused brand.
Create a TDM page on the City's website, including how-to videos.	50% completed	<ul style="list-style-type: none"> Content for the TDM-focused web page is currently being developed and is expected to be released in fall 2014.
Continue to host or partner with various AT and TDM community events	Ongoing	<ul style="list-style-type: none"> Partnered with community groups on the Dundas Street Festival, Bicycle Festival, and many other events throughout the city in promotion of AT and TDM. Hosted Ben Gomberg, in partnership with The Urban League of London who came to speak on the subject of cycling.



Actions	Status	Details
Develop a mobile app to highlight bike friendly features in London.	25% completed	<ul style="list-style-type: none"> Initial brainstorming has taken place and input from community members has been received on what functionality this app should include. City staff have participated in a pilot campaign with a new mobile app called GOODcoins. The campaign is called the London Cycling Experience and rewards cyclists in London who cycle on average 15 minutes a day for 15 days.
Continue to support ongoing bike safety promotion and develop new initiatives.	Ongoing	<ul style="list-style-type: none"> The City is a partner on the “Share the Road” campaign with the London Road Safety Strategy, which involved the installation of signs, billboards, radio ads and an ongoing social media campaign.
Undertake a Bike to Health campaign to promote cycling for short and medium trips.	Ongoing	<ul style="list-style-type: none"> Meetings have taken place to define the details of this campaign; confirmation of funding from the province is pending.
3. Target Commuter Travel		
Continue to research Corporate best practices from elsewhere and pilot/adopt for use through the Business Travel Wise Program. Explore Transportation Management Associations.	15% completed	<ul style="list-style-type: none"> Preliminary research has been collected from other municipalities.
Cultivate Corporate champions to raise awareness among employers, City staff. Also, profile “green commutes”.	10% completed	<ul style="list-style-type: none"> For the business sector, work on this will begin in the fall of 2014 to be continued into the winter of 2015
Increase the number of carpool spaces offered at Corporate satellite offices and continue to offer them to more businesses for their own parking management.	0% completed	<ul style="list-style-type: none"> Work on this will begin in the fall of 2014 and continue into the winter of 2015
Officially incorporate bikes and e-bikes into the City vehicle fleet.	25% completed	<ul style="list-style-type: none"> An initial survey of City employees was completed to assess the demand for bikes and e-bikes in the City fleet. Results suggest sufficient demand for a pilot program with 2 to 4 bikes; details are being developed for implementation.
4. Target School Travel		
Continue to support the expansion of the School Travel Planning project at the grade school level.	Ongoing	<ul style="list-style-type: none"> Continue to support the Active and Safe Routes to School committee by attending planning meetings and participating in School Travel Planning walkabouts.
5. Increase Investment and support for improved AT Infrastructure		
Identify “Trigger Projects”, immediate projects that could be developed through workshop sessions (e.g., enhanced multiuse pathway crossings, new pathway heads, improved safety conditions, elimination of path constraints).	50% completed	<ul style="list-style-type: none"> In conjunction with the Cycling Working Group of the Transportation Advisory Committee, a number of “trigger projects” were explored (two of which are further described in this report – Cycling Destinations and Bike Parking).
Assist in analysis to gain support for and promotion of the 4 priority bike routes identified in the TMP.	Ongoing	<ul style="list-style-type: none"> Support for the 4 priority bike routes has been developed at different community events and meetings.



Actions	Status	Details
Build on the City’s modest bicycle parking program with more parking at City facilities, on public property and at transit stations.	Ongoing	<ul style="list-style-type: none"> In partnership with the MLHU, Western University and the Urban League of London, 50 new bicycle parking posts were created and installed in Old East Village, Richmond Row and Byron Village (see pictures at the end of Appendix A). More bicycle parking facilities have been purchased and will be installed in strategic locations.
Assist in promoting pedestrian and bike counter data to the public and as part of moving projects forward.	Ongoing	<ul style="list-style-type: none"> In the fall 2014, the City will be compiling and processing existing data for use with further community outreach.
Increase promotion and celebrate successes for new cycling and walking infrastructure projects.	25% completed	<ul style="list-style-type: none"> The city helped celebrate the success of the “Bike Post Partnership” through the local media. (see pictures at the end of Appendix A).
6. Finalize downtown parking strategy		
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.		
7. Use parking to support transit, active transportation and TDM		
Provide and publicize attended bike parking at large events and festivals.	50% completed - ongoing	<ul style="list-style-type: none"> The City of London supported attended parking at 3 events this season (Gathering on the Green, the Dundas Street Festival and the Wortley Village Jazz and Blues Festival) in partnership with the London Cycle Link. Plans to provide attended bike parking (or valet bike parking) at the large Victoria Park events are currently in development. We hope the community groups will be able to support the implementation from a volunteer/staffing perspective in 2015.
Develop “Benefits of bicycle parking for your business” brochure/information.	50% completed	<ul style="list-style-type: none"> The City has partnered with the Share The Road Cycling Coalition’s U Cycle project, which is focused on supporting and promoting Bicycle Friendly Business districts, specifically targeting the student population at Western University. This project includes brochures that promote the benefits of being a bicycle friendly business.
Develop a strategy to encourage small businesses and commercial plazas to increase their bicycle parking.	25% completed - ongoing	<ul style="list-style-type: none"> This work has taken place in partnership with community members who have offered to help in this initiative. More work will take place in the fall of 2014 and winter of 2015 to formalize the program.
Work with public and private parking lots to offer more preferential parking spaces for carpoolers and cyclists.	50% completed - ongoing	<ul style="list-style-type: none"> The City of London has provided 8 preferential municipal parking spaces for the use of Community Carshare. Community CarShare, which launched its service in May 2014, currently operates a fleet of four cars in the city of London, primarily located in the downtown core.



NEW STYLIZED BIKE POSTS INSTALLED IN 3 LONDON AREAS



Tegan Moore, Western University & Ryan Craven, City of London



Ryan Craven, City of London; Kelly Jazvick, Western University; George Sinclair, Urban League of London & Bernice McCall, MLHU



Cam Disher, London Wrought Iron Products; George Sinclair, Urban League of London; Alison Miller, City of London; Ethan Ling, Our Street London & Tegan Moore, Western University



George Sinclair, Urban League of London; Alison Miller, City of London; Ethan Ling, Our Street London; Tegan Moore, Western University; Ryan Craven, City of London & Bernice McCall, MLHU



Ryan Craven, Transportation Demand Management Coordinator, City of London



Bernadette McCall, Public Health Nurse, MLHU & Anna Arrott, TREA



Judy Bryant, Ward 13 Councillor was encouraging Londoners to get out and bike this summer



Launching the bike posts!



Dennis Winkles, Wink's Eatery & former Chair of the Richmond Row Association, Julie Bryant, Ward 13 Councillor, City of London & Mike Smith, owner of Joe Kool's



Ron Scarfano, General Manager, Joe Kool's & Brad Scribbs, Gift of Art & Board of Directors for the Richmond Row Association with Anna Thomson, Fisher & Company by one of the new cigarette butt bins on Richmond Row



Ron Scarfano, General Manager, Joe Kool's & Julie Bryant, Director, Environment, Fleet & Solid Waste, City of London standing beside one of the newly installed cigarette butt bins on Richmond Row



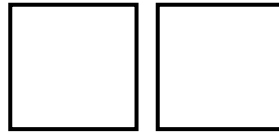
In response to the need for more bike parking and to promote the cycling culture in London, Ross Graham of Our-Street London led this unique collaborative project to create 50 stylized bike posts. The bike posts were designed by Western University's Master of Fine Art student Tegan Moore and manufactured by the local foundry London Wrought Iron Products. Tegan's concept beautifully seams together form and function. The ingenious design mimics the frame of a standard bicycle, creating a structure that catches the eyes of passersby and, most importantly, makes it very easy to lock up your bike.

The funding for the production of these bike posts came from the Urban League of London, the Middlesex-London Health Unit and the City of London. The 50 posts (named "Temos" after their designer) are now installed on Commissioners Rd. in Byron Village, Richmond St (Richmond Row area) and Dundas Street in the Old East Village. These locations were selected based on an online survey of London cyclists ('we asked - you indicated where - and we installed').

These new stylized bike posts were officially launched in association with a series of new cigarette butt bins that were also installed along Richmond Row. The event took place on Earth Day (April 22nd, 2014) in front of Joe Kool's with a great turnout from the local business community.

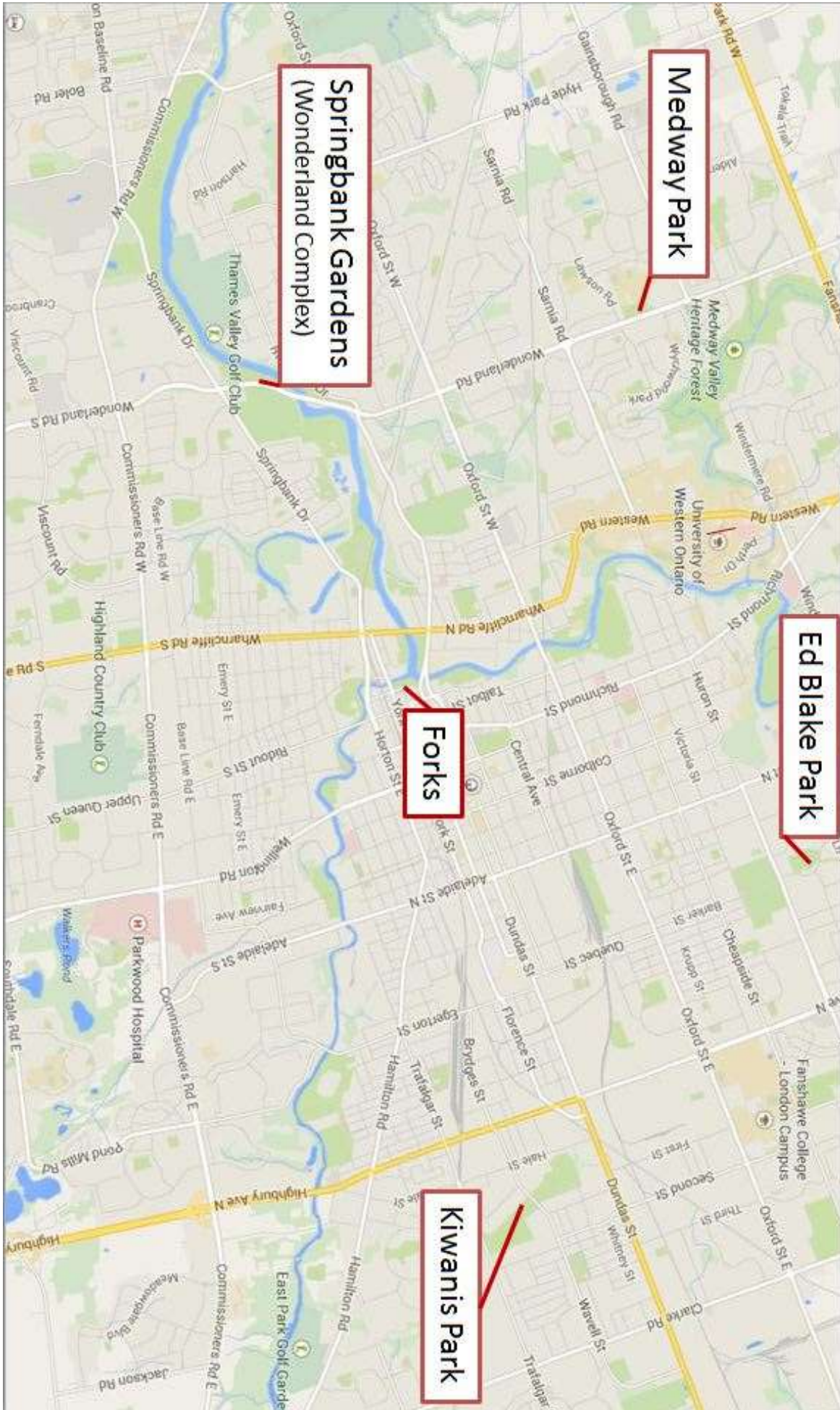
We would like to thank all the partners who made this community-led initiative a great success.

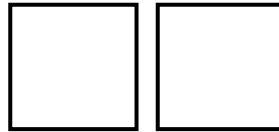




APPENDIX B

Map of Proposed Initial Cycling Destinations





APPENDIX C

Proposed Initial Cycling Destinations and Estimated Enhancement Costs

Destination	Address	Destination Amenities	What's nearby?	Potential Items to Add (a)	Preliminary, Estimated Cost of Enhancements
NORTH EAST LONDON					
Ed Blake Park	449 Barker St.	Bike parking, 1 full soccer field, 1 multi-use pad, 1 spray pad, 2 play structures, 1 swing set, paved path, washrooms, accessible.	First London Plaza: Convenience Store, Restaurants, Ice Cream, Grocery Stores	Signage, Bike rack, picnic, etc.	\$3,000
SOUTH EAST LONDON					
Kiwanis Park	1545 Trafalgar St.	Parking, paved path, 2 tennis courts, 1 spray pad, washrooms, accessible, picnic shelter, washrooms	Argyle Area Businesses: Restaurants, cafes, Pharmacy,	Signage, Bike Rack, picnic table	\$5,000
CENTRAL LONDON					
Forks of the Thames (Ivey Park)	1 Dundas Street	Parking, splash pad, playground, washrooms, water	Museum London, Covent Garden Market, Downtown London	Signage, benches, picnic table	\$8,000
NORTH WEST LONDON					
Medway Park	1051 Wonderland Rd. N.	Parking, arena (1 ice pad), 1 spray pad, 2 play structures, 1 swing set, paved path, skateboard park, community centre, accessible.	Sherwood Forest Mall: Restaurants, grocery store	Signage, Bike rack	\$4,000
SOUTH WEST LONDON					
Springbank Gardens	285 Wonderland Road South	Parking, picnic area, washrooms, accessible, concession stand	Civic Garden Complex, Springbank Garden Community Centre	Signage, Bike rack	\$2,000
Sub-Total					\$22,000
Installation					\$5,000
Other expenses					\$3,000
Total Estimated Cost					\$30,000

Note:

(a) Final site review will be undertaken in the fall/winter. Certain items will be required to meet AODA standards. Once the final site review is done and additional enhancements finalized, estimated costs will be adjusted.



APPENDIX D

Examples of Potential Cycling Destination Signage

