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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON SEPTEMBER 22, 2014</b>
<b>FROM:</b>	<b>EDWARD SOLDI, P. ENG. DIRECTOR, ROADS &amp; TRANSPORTATION</b>
<b>SUBJECT:</b>	<b>SHORT TERM CYCLING LANE IMPLEMENTATION PLAN</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Director, Roads & Transportation, the following report on the Short Term Cycling Facility Implementation Plan **BE RECEIVED** for information.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- Environment and Transportation Committee – March 21, 2005 – Bicycle Master Plan, “A Bicycle Infrastructure Guideline for London”
- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan

<b>BACKGROUND</b>
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**Purpose**

This report presents Committee and Council with the status of the cycling lanes program on City roadways and identifies planned installations to the end of 2016.

The report is a companion report to the Active Transportation (AT) and Transportation Demand Management (TDM) report on the Civic Works agenda.

<b>DISCUSSION</b>
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**Context**

London has a long history of planning and constructing cycling infrastructure. Implementation of the Thames Valley Parkway and boulevard bicycle paths on roads began in the 1980s. Cycling infrastructure promotes active lifestyles and environmentally responsible transportation choices. Bike lanes directly support the Council Strategic Plan Key Results of *A Caring Community* and *A Green and Growing City* by enabling health and well-being and promoting a green culture.

London’s current Bicycle Master Plan (BMP) was completed in 2005. The plan identifies a commuter network along road right-of-ways and a recreational network within the parks system.

The primary commuter network is intended to function as the spine of London’s commuting routes providing connections between major origins and destinations. The primary commuter facilities are on-road bike lanes. The recent Smart Moves 2030 Transportation Master Plan (TMP) supplemented the BMP commuter network recommendations by identifying north/south and east/west routes for priority implementation.

Transportation Planning & Design has endeavored to implement the commuter network of cycling lanes in the years since the completion of the BMP. However, funding has been a constraint. Recent annual funding levels have ranged from \$110,000 to \$200,000 per year utilizing portions of federal gas tax funding.

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At recent funding levels, stand-alone cycling lane projects targeting priority routes have largely been unaffordable. (A “stand-alone” cycling project refers to a project initiated for the sole purpose of constructing cycling lanes.) Most bicycle lane installations have been limited to delivery through established road, sewer or water projects. This has enabled affordable construction by achieving efficiencies through larger projects. Coordination with life cycle renewal projects requires only incremental funding to cover the additional cost of the cycling facility and is usually very cost-effective by leveraging the efficiencies of the larger construction contract. Transportation Growth projects, typically road widening, also include cycling lanes as a project cost in accordance with the Development Charges Background Study.

To date, 40 lane-kilometres of cycling lanes on roadways have been implemented.

<b>SHORT-TERM CYCLING LANE PLANS</b>
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As promoted in the Smart Moves TMP, the new 2014 Development Charges Bylaw identifies funding for active transportation as a cost-effective way to reduce the number of single-occupancy vehicles on London roads. The funding identified in the DC Background Study is \$782,850 annually. The growth percentage that defines the City Services Reserve Fund (development charge revenue) contribution is 50%. The draft 2015 budget documents reflect this new funding arrangement and identify Capital Levy for the rate-supported 50% as is typical for Growth programs.

The planned increased funding levels will enable the implementation of more cycling facility projects including stand-alone cycling facility projects that specifically target the priority routes identified in the TMP.

Below is a listing of currently planned right-of-way cycling lane installations:

Location	Limits	Cycling lane (km)	Description
<b>2014 *</b>			
Cheapside Street <sup>1</sup>	Phase 1 Adelaide to Boullee	2.4	BMP Primary Commuter Route and TMP Priority Route between Fanshawe College and Downtown. West extension of existing lanes. Conversion of lower usage two-way left-turn lane with localized minor road widening.
Commissioners Road West <sup>2</sup>	Halls Mills to Stephen Street	0.8	BMP Secondary Route.
Elmwood Avene	Wortley to Wharnccliffe	1.6	November 2013 Council Resolution
Wonderland Rd/ Sunningdale Rd <sup>3</sup>	Intersection Roundabout	1.8	BMP Primary Commuter Route.
Southdale Road <sup>3</sup>	Wharnccliffe to Wonderland	3.8	BMP Primary Commuter Route.
Oxford Street West <sup>3</sup>	Sanitorium to Hyde Park Road	2.4	BMP Primary Commuter Route. “Bike Box” to link Sanitorium lanes.

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Location	Limits	Cycling lane (km)	Description
<b>2015 *</b>			
Ridout St / Upper Queen St <sup>1</sup>	Belhaven to Ferndale	3.2	BMP Primary Commuter Route and TMP Priority Route. South extension of existing lanes. Constraints at Baseline and Commissioners Road intersections.
Colborne Street <sup>2</sup>	Grey to Nelson	0.8	BMP Primary Commuter Route and TMP Priority Route
Second Street <sup>2</sup>	Dixie to Dundas	1.4	BMP Primary Commuter Route. South extension of existing lanes.
Dufferin Avenue <sup>2</sup>	Richmond to Wellington	0.7	BMP Primary Commuter Route. Design in development.
Hyde Park Road <sup>3</sup>	Phase 1 Oxford to CPR	3.6	BMP Primary Commuter Route.
<b>2016 *</b>			
Cheapside Street <sup>1</sup>	Phase 2 Highbury to McNay	1.5	BMP Primary Commuter Route and TMP Priority Route. Connection of proposed and existing lanes to west and east.
Riverside Drive <sup>2</sup>	Woodward Intersection	0.3	BMP Primary Commuter Route. West extension of existing lanes.
Egerton Street <sup>2</sup>	Dundas to Hamilton	2.8	BMP Secondary Commuter Route.
Hamlyn Road <sup>2</sup>	Campbell to Wonderland	2.6	
Bruce Street	Ridout to Wharncliffe	2.4	November 2013 Council Resolution.
Hyde Park Road <sup>3</sup>	Phase 2 CPR to Fanshawe Park Rd	4.4	BMP Primary Commuter Route.
Commissioners Road <sup>3</sup>	Wonderland to Viscount	3.6	BMP Primary Commuter Route.

1. Implementation via a stand-alone cycling project targeting a BMP and TMP priority route.
2. Implementation via an existing life-cycle renewal project by applying incremental bike lane funding.
3. Implementation via a Transportation Growth road widening project with bike lanes funded through the project.

\* The indicated project timing is the predicted implementation of bike lanes. Some major projects begin construction the prior year.

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<b>CONCLUSION</b>
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Cycling is a primary mode of active transportation. Enabling active transportation through the provision of infrastructure that supports and encourages healthy choices is recommended in the TMP and the Official Plan. Cycling infrastructure also supports the Key Results of *A Caring Community* and *A Green and Growing City* in Council's Strategic Plan.

Administration continues to implement the recommendations of the Bicycle Master Plan. Cycling facilities in the road right-of-way are delivered primarily by leveraging efficiencies from other programs with incremental funding as necessary. The completion of the 2014 Development Charges process will enable additional cycling commuter network implementation. The higher funding anticipated to begin in 2015 will also enable more standalone cycling lane projects that will target priority cycling commuter routes and the completion of missing link sections.

The Short Term Cycling Lane Implementation Plan has been presented to the Cycling Advisory Committee.

Administration is working with the Cycling Advisory Committee to undertake an update to the Bicycle Master Plan which will develop the medium to long term implementation plan.

**Acknowledgements:**

This report was prepared with program information from Karl Grabowski, P.Eng. and Shaun Chen, EIT. of the Transportation Planning & Design Division.

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