

## CYCLING ADVISORY COMMITTEE – SPECIAL MEETING

### DRAFT LONDON PLAN REVIEW AND COMMENTS

July 16, 2014 4:00 – 5:30 pm and August 6, 2014 4:00 – 5:30 pm City hall

The Cycling Advisory Committee (CAC) was invited to comment on cycling policies in the draft London Plan arising from the presentation by the Planning Division June 18, 2014. Eight members of the Committee attended a special meeting July 16 and five members attended on August 6. Greg Barrett and Sean Galloway attended on behalf of the Planning Division. The comments will be considered for adoption at the regular meeting of the CAC on August 20. The comments are organized by Section in the Plan with a focus on the Mobility and Parks and Recreation Sections. References to specific sections are noted in the comments.

#### General Comments

The Plan uses different language relying on other supporting plans such as the Transportation Master Plan for specific targets and standards for cycling transportation modes. There is a greater emphasis on cycling as a mode of transportation with 100 specific references to cycling, biking, bikes, and related words which is four times as many as in the current Plan. While there is emphasis on public transit there is limited policy to integrate transit and cycling. There is no continuous defined east-west and north-south cycling routes through the City. It is unclear how emerging modes of transport such as scooters, electric bikes or Segways are part of the transportation system.

August 6, 2014

The Plan is lacking a directional statement for cycling. No protected bike lanes are identified. No overarching comments about “safe and friendly cycling”. Keep the policy approach simple for Council, staff and the public to understand and commit. Cycling facilities should be focused in the core, where most cyclists are active vs cycling facilities in the suburbs where they do not cycle. The Plan needs to include an introduction that states the pedestrian cycling and public transit emphasis.

#### City Building Policies – Mobility p67

Policy 172 shows an order of transportation modes – walking, cycling, transit, mobility devices, and motorized vehicles. Policy 177\_3 changes the order to public transit, walking, and cycling.

**Recommendation:** Keep the order of the transportation modes consistent throughout the Plan showing importance of each transportation mode, being walking, cycling and transit.

Policy 177\_9 the priority for pedestrian and cycling environment should not be limited to Primary Transit Area but include all Place Types where cycling is part of the circulation system.

Policy 192 **Recommendation:** change the order to walking, cycling and transit.

Policy 197 explains the purpose of Tables 6 – 8 Street Classification in relation to pedestrian and vehicles. It does not speak to cycling. Are bicycles included in the term “vehicle”? Should the term be expressly defined in the Glossary of the Plan?

Policy 200 and Figure 1 prioritizes pedestrians, cycling, and transit. **Recommendation:** Figure 1 should be revised to show a Cycling Zone and show a cyclist in the image because this will be used as a precedent graphic for decision makers and investors.

Street classification includes six Major Streets, two Minor Streets and one Rural Street. This is a significant increase over the existing Plan and is difficult to know the differences in type. Could the number of street classifications be reduced?

Policy 818\_3 Urban Thoroughfare should add cycling to complement the pedestrian realm.

Policy 819 what is the difference in function and facilities between the two Minor Street types? Why are they identical? Needs more distinction.

Table 6 – **Recommendation:** Rapid Transit Boulevard and Main Street should be amended for Bicycle Facilities from “encourage” to “yes” symbols to indicate their importance and integration with transit.

Table 7 – Minor Streets, why are bike facilities to be avoided on minor streets?

①

## Active Transportation p 80

The Committee strongly supports this section of the Plan as the foundation for cycling and active transportation in the City. Map 2 Mobility Network is a critical reference to existing and future infrastructure. **Recommendation:** This Map should be copied and moved forward as a Component of the City Structure Plan, Active Transportation layer, to consistently reinforce the transportation shift to walking, cycling and transit. The Map appears to be incomplete and needs to be sourced. Is it the existing cycling master plan or the Transportation Master Plan? There are no future on-street bike routes shown and should be added.

This Section appears to use cycling infrastructure and cycling facilities interchangeably. The policies do not clearly differentiate the intended differences. **Recommendation:** Define the differences in policy or in the glossary of the Plan.

No mention of bicycle signage or education as mentioned in the existing Plan

Policy 213 to prepare the Bicycle Master Plan is strongly supported. Amendment: **Recommendation** change "will be prepared" to "will be prepared and adopted" to ensure Council adopts the recommendations. Change "a complete network" to "a complete and continuous network" to qualify the meaning of a complete network.

Policy 217 identifies key destinations for the network. **Recommendation:** Educations centres including Western University, Fanshawe College and high schools should be added because these are major cycling users.

Policy 218 is strongly supported by the Committee as the process to expand a continuous cycling network. **Recommendation:** Change the policy from "will" to "shall" to be more directive. It should exclude freeways and expressways.

## Parks and Recreation – p137

Policy 491\_7 and \_9 describes the network. **Recommendation:** Specific text reference should be added to the cycling or multi-use path network Map 2 illustrating the infrastructure.

Policy 492\_5 describes where the multi-use network can be located. **Recommendation:** add utility corridors to the list. Change the description to "continuous linked cycling system".

Policy 492\_9 demonstrates a strong linkage to the Bicycle Master Plan and is supported by the Committee.

Policy 502 Environmentally Significant Areas are identified in the Open Space and Parks section. The Committee recognizes the competing interest of cycling paths through these areas and the concerns to protect these important natural areas.

## Our Strategy

Direction #3 p20, Celebrate and support London as a culturally rich, creative and diverse city, does not reference movement and accessibility as a means to foster this direction. The Committee believes investment in cycling infrastructure can reduce the barriers to integration of newcomers to the city because cycling is an efficient and cost effective alternative to car ownership. **Recommendation:** Add a policy related to mobility integration and the investment in cycling infrastructure to reduce barriers to access.

## City Structure Plan

Policy 56 p28, City Structure Plan, does not include specific reference to pedestrians, cycling, or active transportation. **Recommendation:** Add \ amend a clause to specifically reference the active transportation or cycling network as part of the City Structure.

Policy 60, **Recommendation:** City Structure Components should be amended by adding the Mobility Network Map 2 as map No.3, prior to the street network, to reinforce the importance of cycling as a mode of transportation.

Policy 65, **Recommendation:** Add policies to allow bike paths in the ESA's with appropriate study\mitigation where needed to obtain connectivity.

①

## **Our Tools**

Generally this section provides good acknowledgement of cycling being evaluated through the planning approval process and is supported by the Committee.

**Policy 1362 p367 Recommendation:** Specifically identify the Cycling Advisor Committee and all Council Committees as a source of input to the approval process and a requirement for the City of London to seek their input.

**Policy 1336 p364 Recommendation:** Transportation Studies must also include evaluation of pedestrian and cycling mobility in their analysis.

**Policy 1437 p 385 Recommendation:** Add reference to the Complete Streets Manual that is in progress.



# OTM Book 18: A New Spin on Cycling

Presentation to  
London Cycling Advisory Committee  
August 20<sup>th</sup>, 2014

**Dave Richardson**  
P.Eng., PTOE  
Senior Project Manager & Partner



## Who Said That?

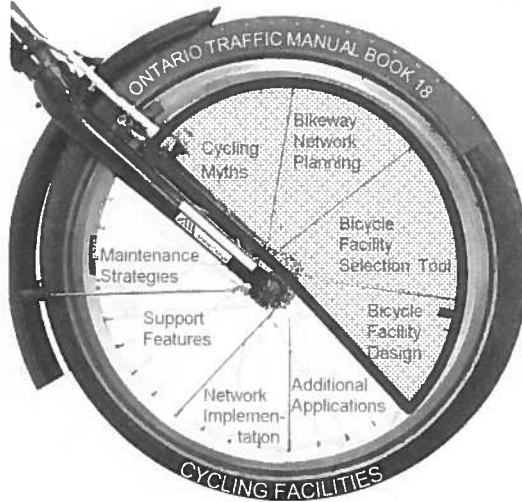
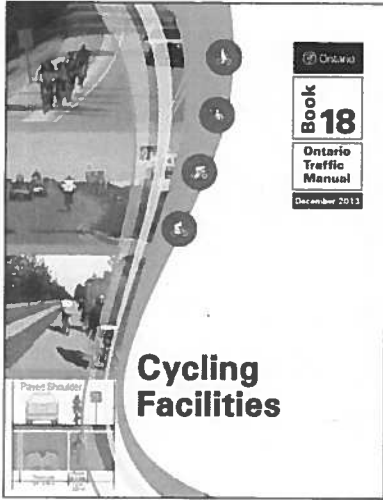


**“** *I thought of that  
while riding  
my bicycle* **”**

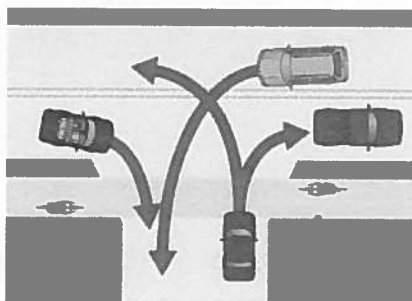
- Albert Einstein



# A New Spin On Cycling



# MYTH: On-road Cycling Is Not Safe



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## MYTH: Cyclists Can Dismount and Walk



London Cycling Advisory Committee

August 20, 2014

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## MYTH: Cyclists Don't Ride in Winter



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## Other Myths & Assumptions



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Sidewalk Cycling is Desirable



All Cyclists Are the Same



Riding Against Traffic is Safer



Multi-use Paths are Suitable for All

## Types of Cyclist



London CANADA

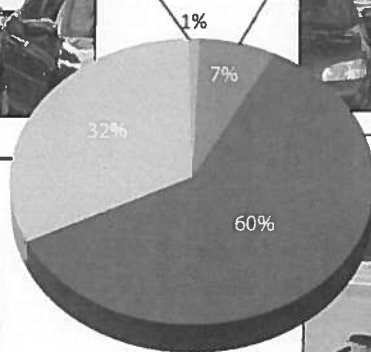
'Strong and Fearless'



'Enthusied and Confident'



'No Way, No How'



'Interested but Concerned'

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## The Facilities: Overview



### Shared Space



### Designated Space



### Separated Facilities

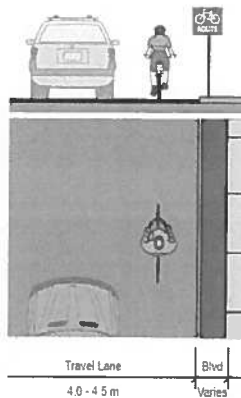
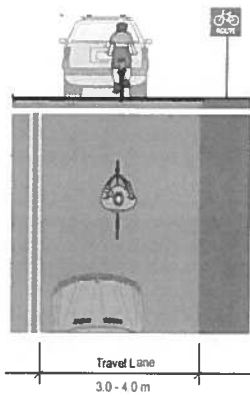


## Shared: Signed Routes



### Narrow

### Wide

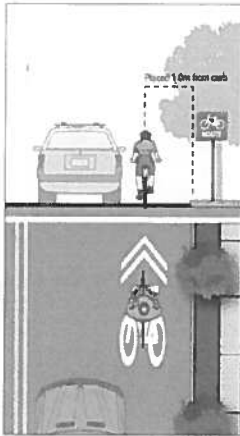




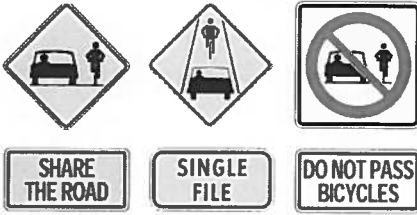
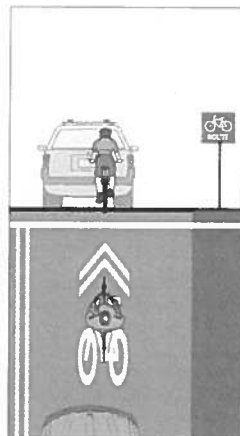
# Sharrows



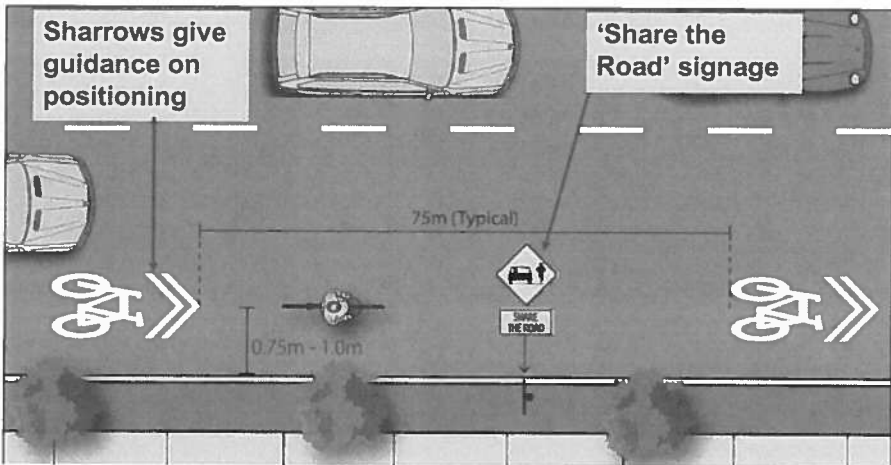
## Shared use arrow pavement markings



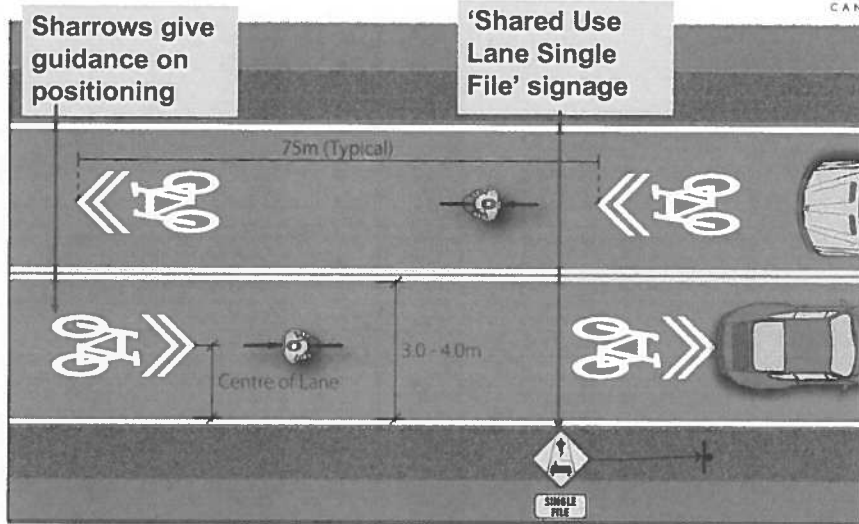
- assist cyclists in positioning
- alert drivers to expect cyclists to 'take the lane'
- may be accompanied by signs



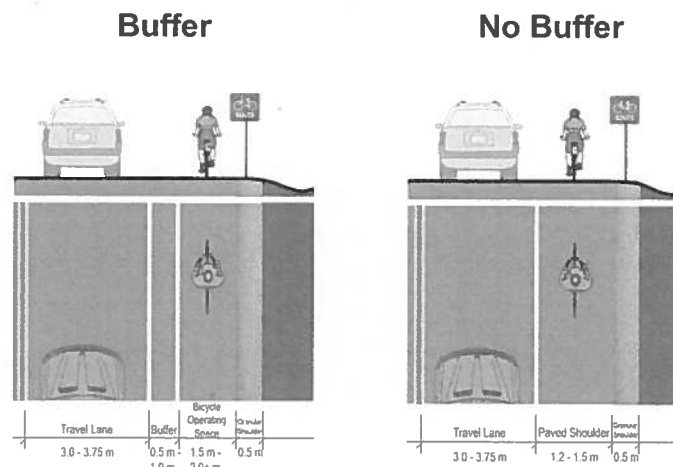
# Shared Roadway with Sharrows




## Shared Roadway with Sharrows





## Designated Space: Paved Shoulder



### Paved Shoulders




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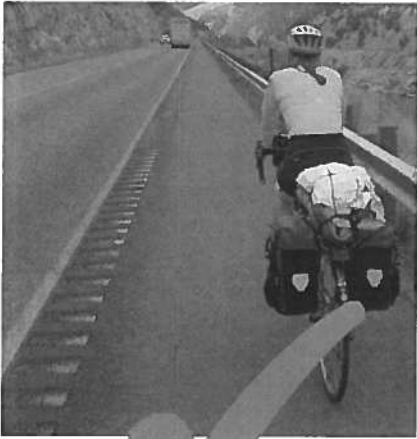


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### Rumble Strips



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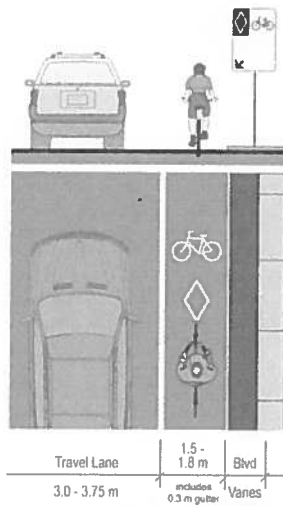
## Urban Shoulder



- Not officially designated as a bike lane
- Compromise that allows all-day or time-restricted on-street parking
- Effective as a traffic calming measure



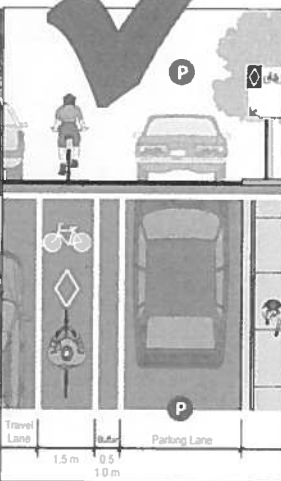
## Designated Space: Conventional Bike Lane

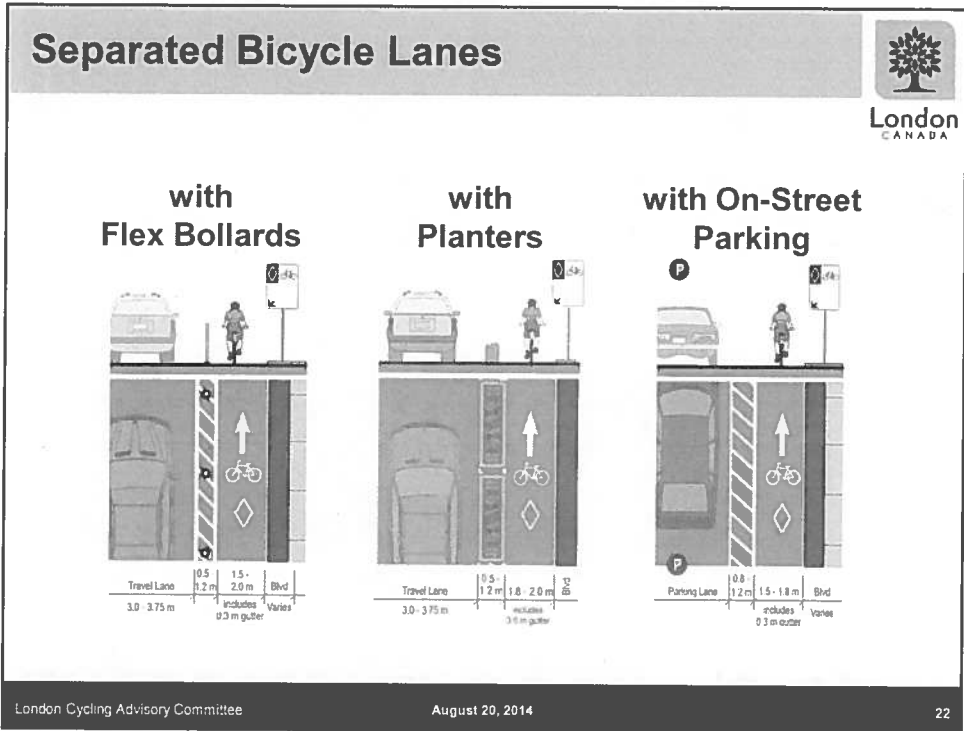
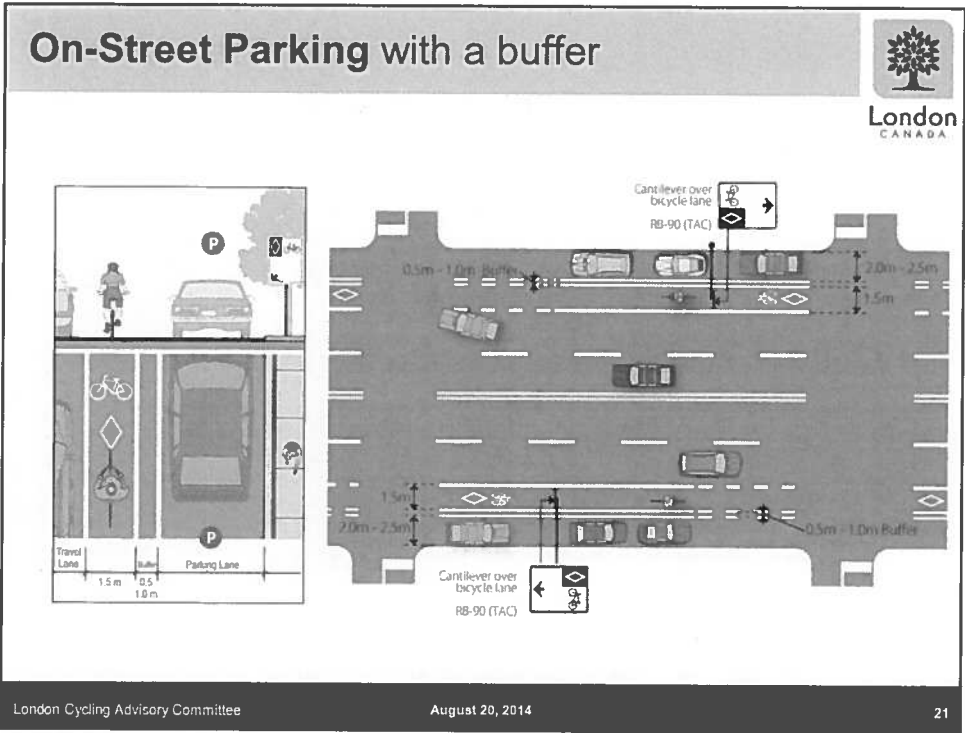


### Contraflow Bike Lanes



### On-Street Parking

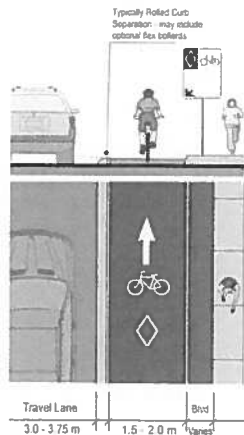




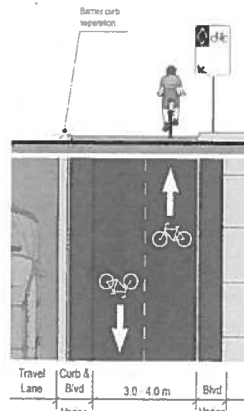
### Separated: Raised Cycle Tracks



#### One-Way



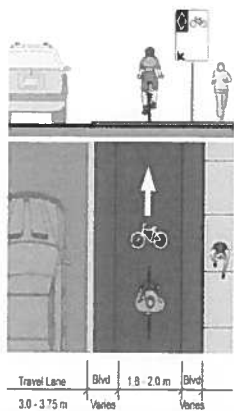
#### Two-Way



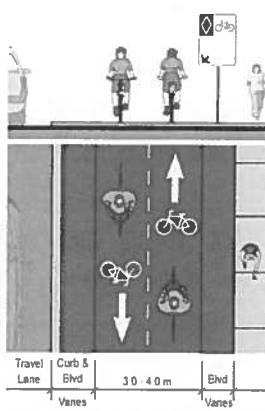
### Separated: In-Boulevard Facilities



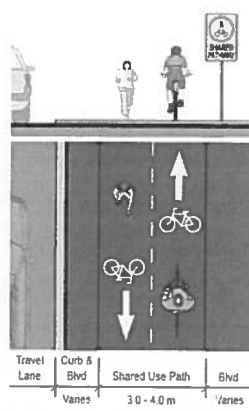
#### One-Way

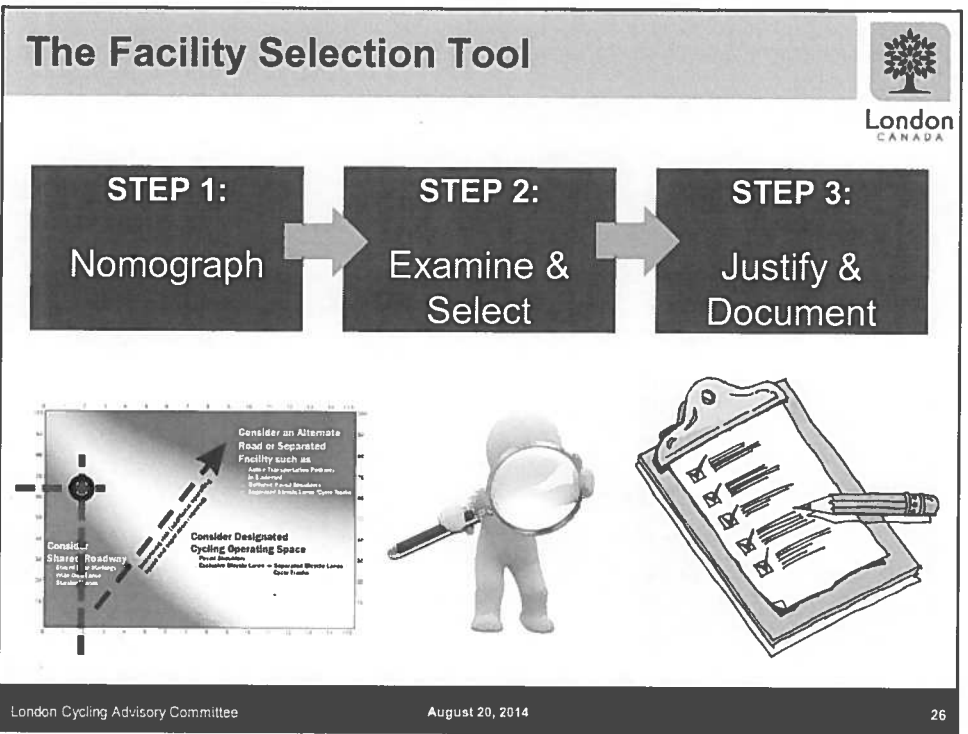
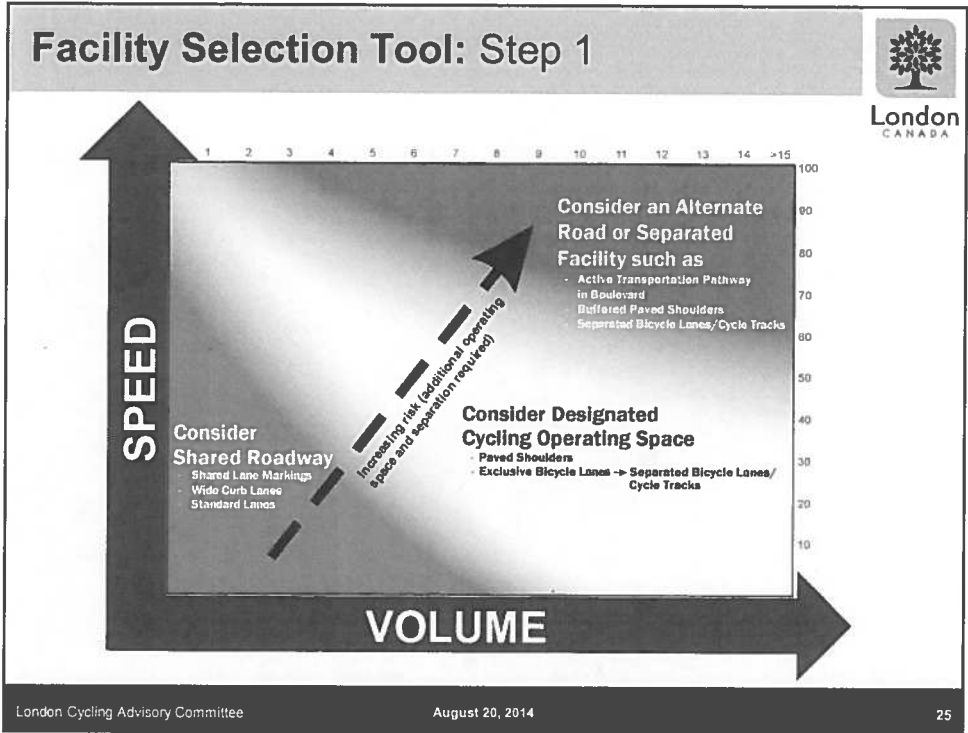


#### Two-Way



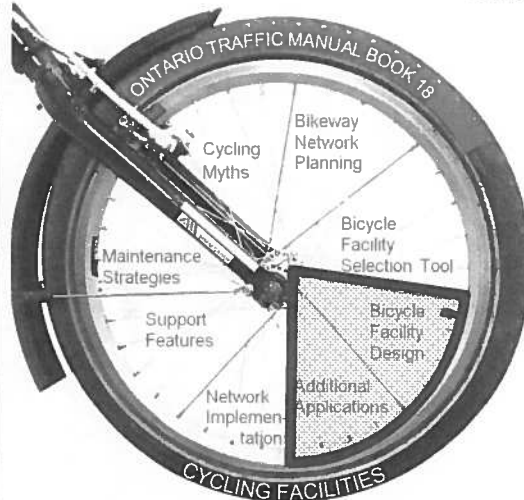
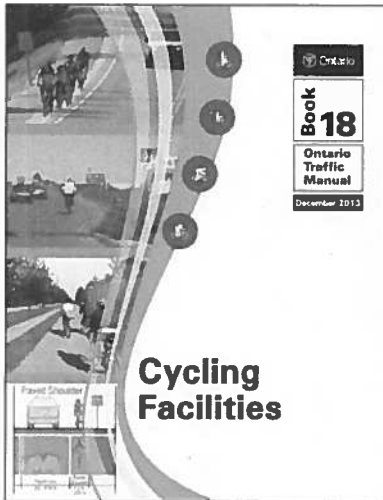
#### Shared Use



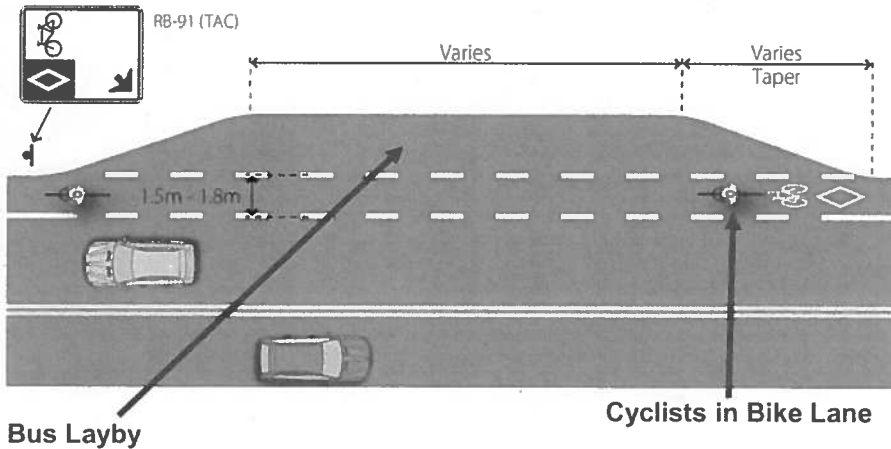




# Bicycle Facility Design / Additional Applications



# Conflict Zones



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### Conflict Zones

The diagram shows a top-down view of a road with a right-turn lane and a through lane. A car is in the right-turn lane, and a cyclist is in the through lane. A distance of 2.7m - 4.0m is marked between the car and the cyclist. Arrows indicate the direction of travel for both vehicles. The London CANADA logo is in the top right corner.

Right-turning Motor Vehicle

Through Cyclist

2.7m - 4.0m

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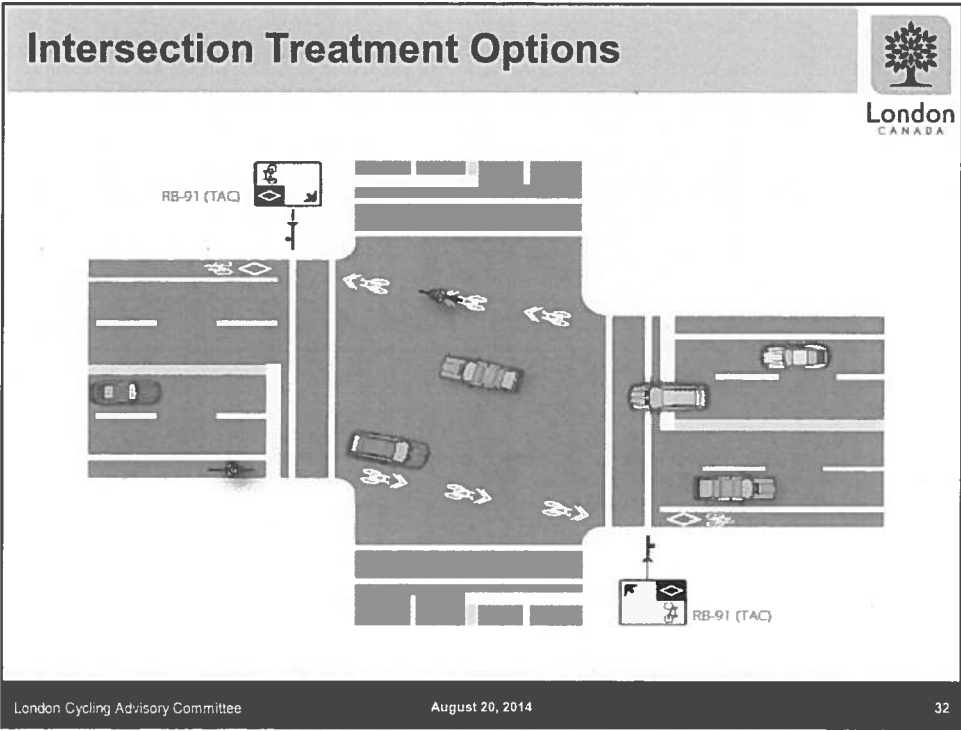
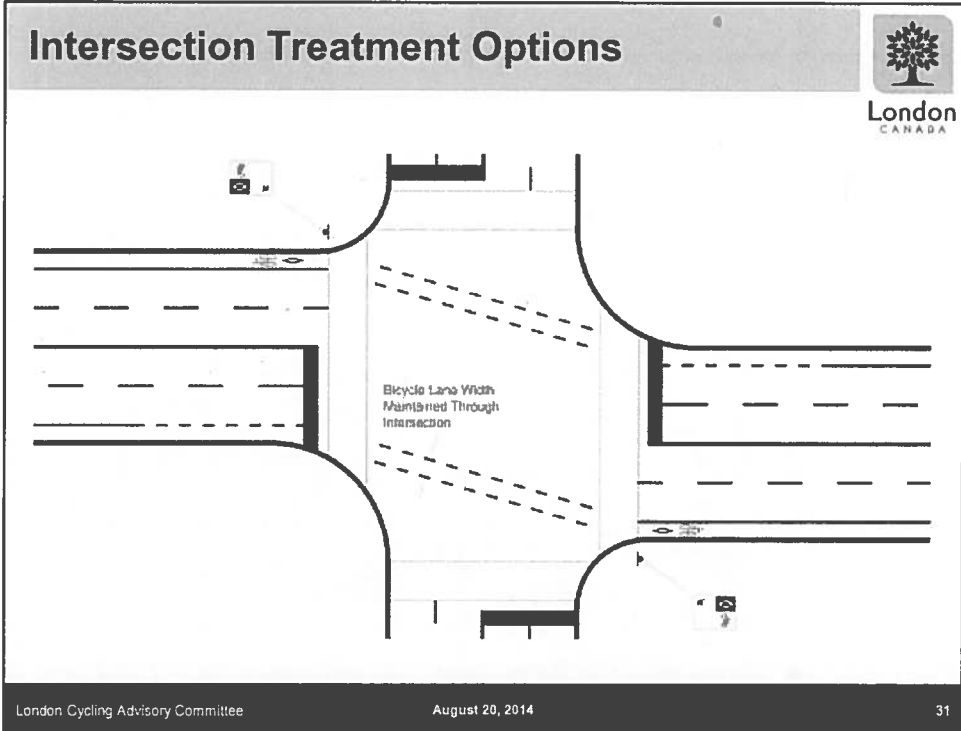
### Conflict Zones

The photograph shows a bus stop on a city street. A person in a white winter coat is boarding the bus. A cyclist is standing near the bus stop. A wheelchair symbol is visible on a sign above the bus. Arrows point from the text labels to the cyclist and the boarding passenger. The London CANADA logo is in the top right corner.


Cyclists

Passengers alighting / boarding

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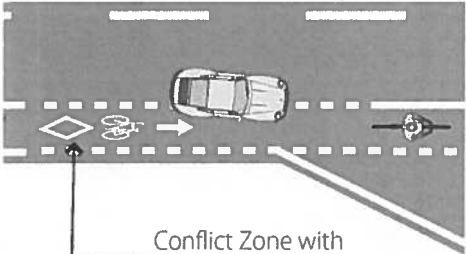


### Ramp Treatment Options

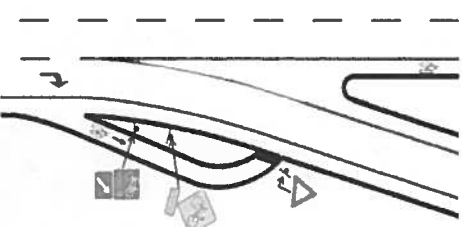


**Lower speed – cycling facility carried across intersection**

**Higher speed – cyclists yield to motor vehicles**

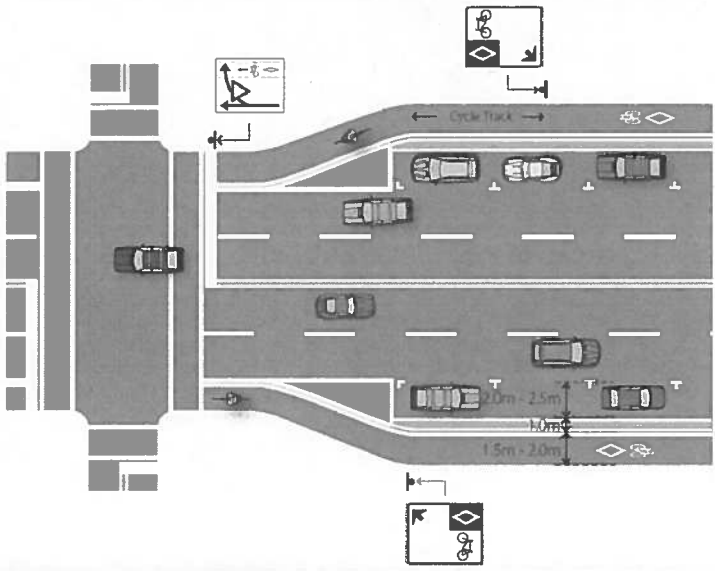



Conflict Zone with Green Surface Treatment and Pavement Markings



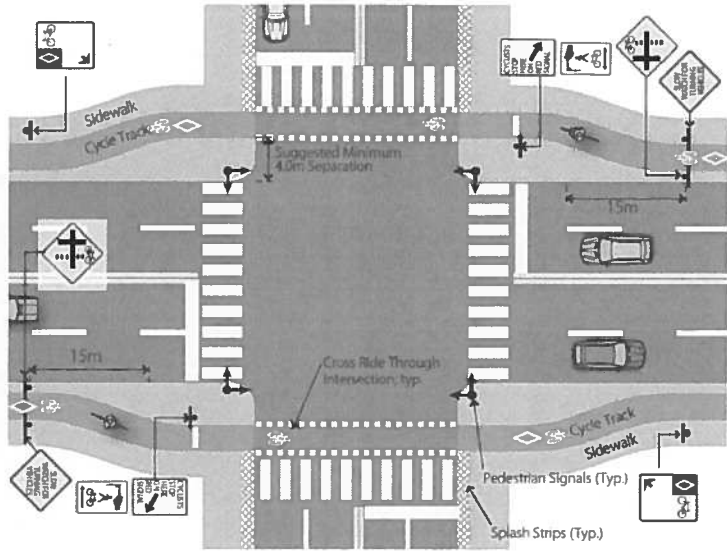
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### Cycle Track Transitions at Intersections



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## Cycle Track Transitions at Intersections



## Crossrides




Cyclists can legally cross without dismounting

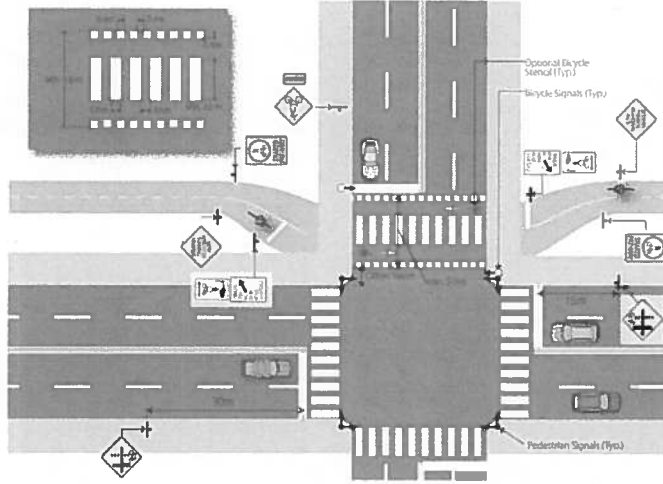


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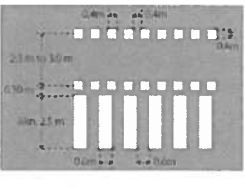
## Crossride formats



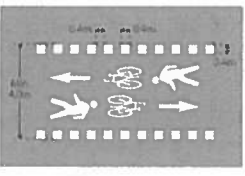
### Combined



### Separate



### Mixed




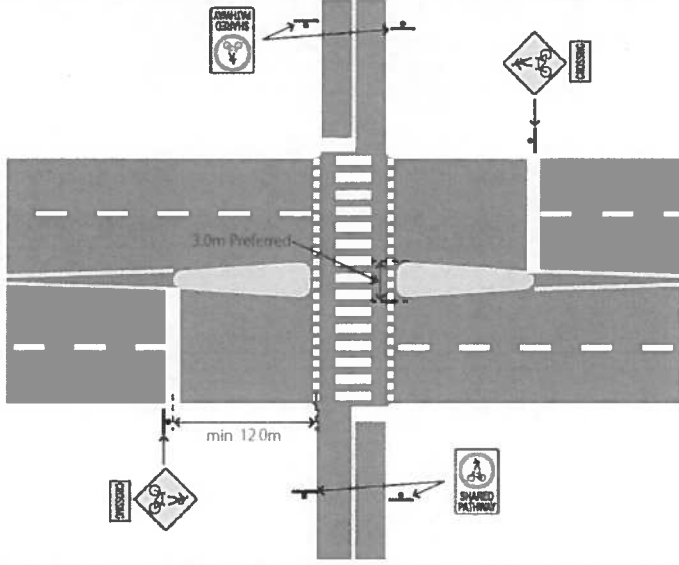
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## Midblock Crossrides





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### Dedicated Left Turn Lane Treatment Options

The diagram illustrates a street intersection with a dedicated left turn lane. It shows various lane markings, including dashed lines for the lane and solid lines for the curb. A shaded area indicates a specific treatment option for the lane. The text "Guide Lines" is visible near the intersection. The London Canada logo is in the top right corner.


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### Left Turn Treatment Options

This slide presents three different left turn treatment options. The top left is a photograph of a curved bike lane with a white bicycle symbol on the pavement. The top right is a top-down diagram showing a car in a left-turn lane and a cyclist in an adjacent lane. The bottom left is a technical diagram of a left turn lane with a car and a cyclist. The bottom right is a technical diagram of a left turn lane with a cyclist and a pedestrian crossing. The London Canada logo is in the top right corner.

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## Road Retrofits





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Can you widen the roadway?

?


YES → RECONSTRUCTION

NO → REALLOCATION

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## Road Retrofits




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Rural Example – SPOT THE DIFFERENCE!

EXISTING

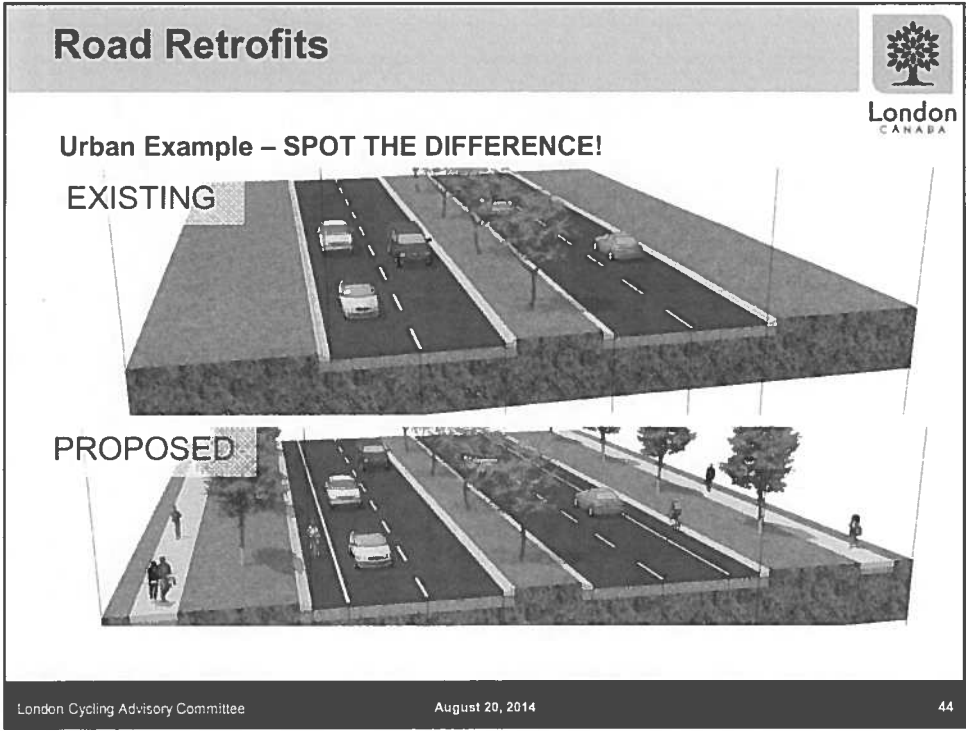
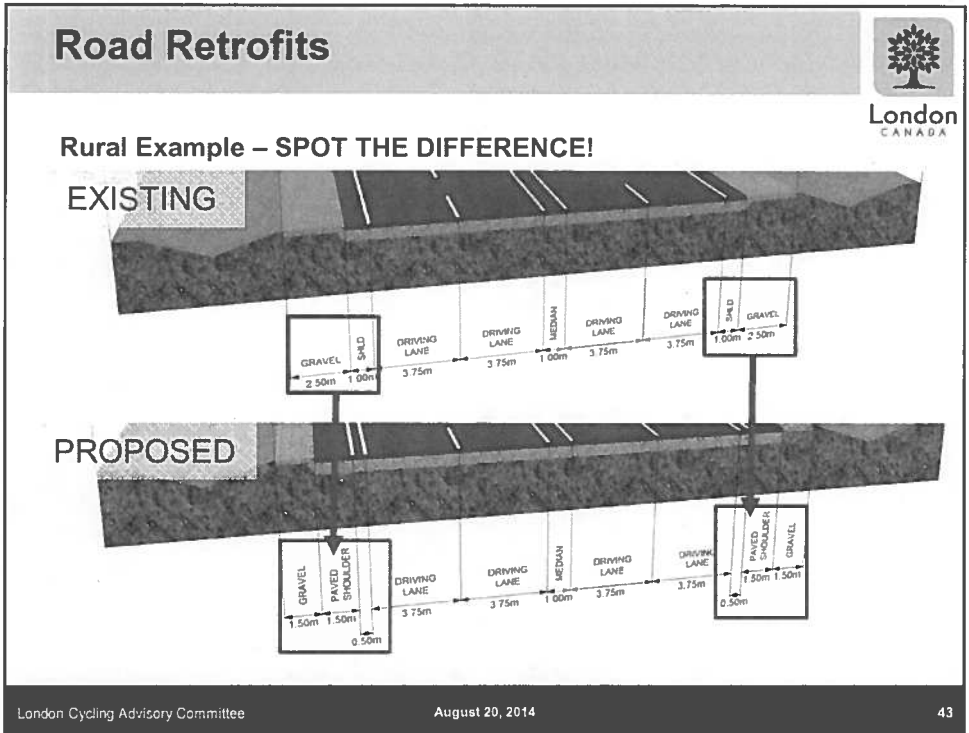


PROPOSED



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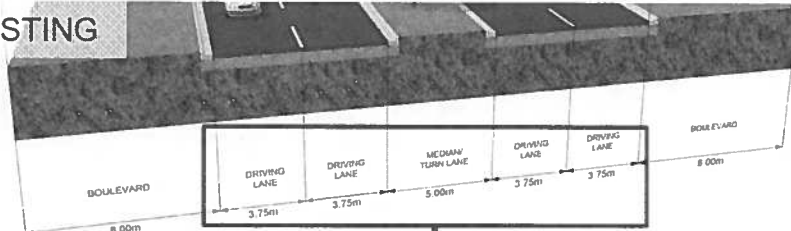


# Road Retrofits

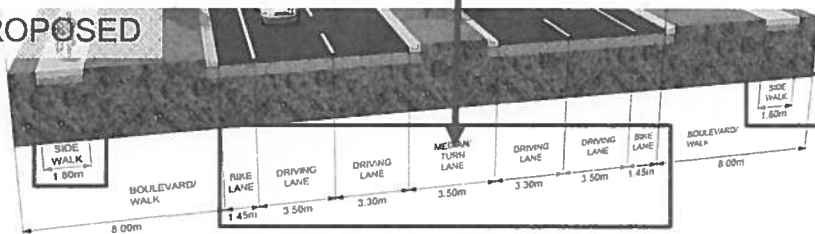


Urban Example – SPOT THE DIFFERENCE!

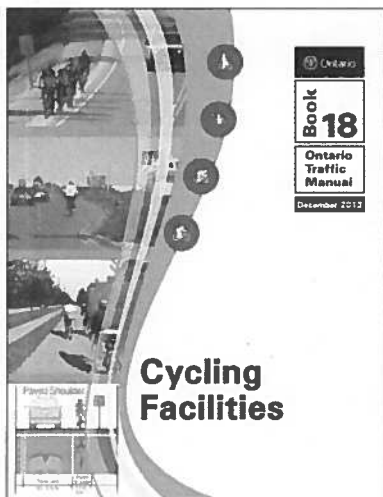
EXISTING



PROPOSED



# Support Features / Maintenance Strategies



## Support Features: Parking



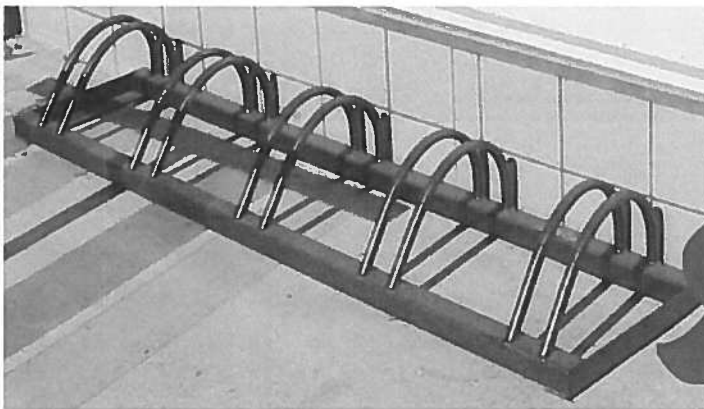
### The Good...



## Support Features: Parking



### The Bad...



### Support Features: Parking



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The Ugly...

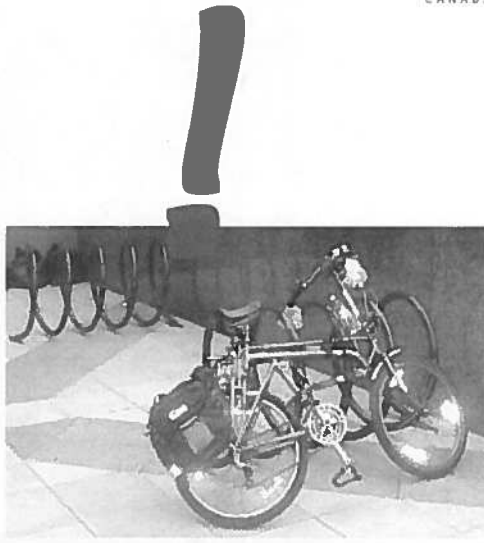


### Support Features: Parking



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OK, but...



## Other Support Features



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### Bike Room



Bike  
Repair  
Station



Showering /  
Changing  
Facilities

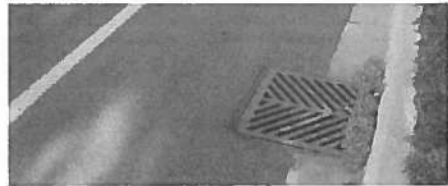
## Maintenance



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### Other Considerations

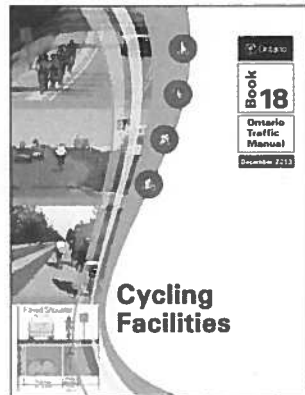


### Download it for free!



<http://www.mto.gov.on.ca/english/transrd/>

- Click on:  
“Library Catalogue”
- Enter:  
“Ontario Traffic Manual Book 18”
- Click on the 
- Select:



cwug - OTM\_Book\_18\_March\_2014[1].pdf

## Cycling Trivia



On which side of your handlebars should your bell be mounted?



## Thank You! Any Questions?



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Thank You! Any Questions?



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**Dave Richardson**

*P.Eng., PTOE  
Senior Project Manager & Partner*







# Near Term Bike Lane Implementation Plans

Presentation to the Cycling Advisory Committee

Transportation Planning & Design

August 20, 2014



# Presentation Outline

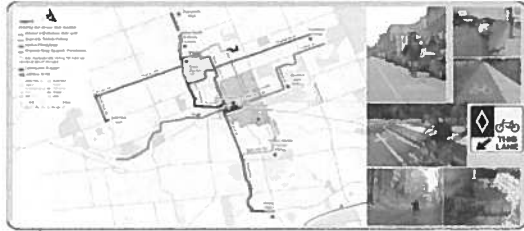
- Introduction
- Near Term Plans
  - 2014
    - Cheapside Street Phase 1 – Adelaide to Boullee
    - Commissioners Road West – Halls Mills to Stephen
    - Elmwood Avenue – Ridout to Wharncliffe
    - Southdale Road West – Wharncliffe to Wonderland
    - Oxford Street West – Sanatorium to Hyde Park Road
  - 2015
    - Ridout / Upper Queen Street - Belhaven to Ferndale
    - Colborne Street – Grey to Nelson Street
    - Second Street – Dixie to Dundas
    - Dufferin Avenue – Richmond to Wellington
    - Hyde Park Road Widening Phase 1 – Oxford to CPR
  - 2016
    - Cheapside Street Phase 2 – McNay to Highbury
    - Riverside Drive at Woodward
    - Egerton Street – Dundas to Hamilton
    - Hamlyn Road – Campbell to Wonderland
    - Bruce Street - Wortley to Wharncliffe
    - Hyde Park Road Phase 2 – CPR to Fanshawe Park Road
    - Commissioners Road West Widening - Wonderland to Viscount





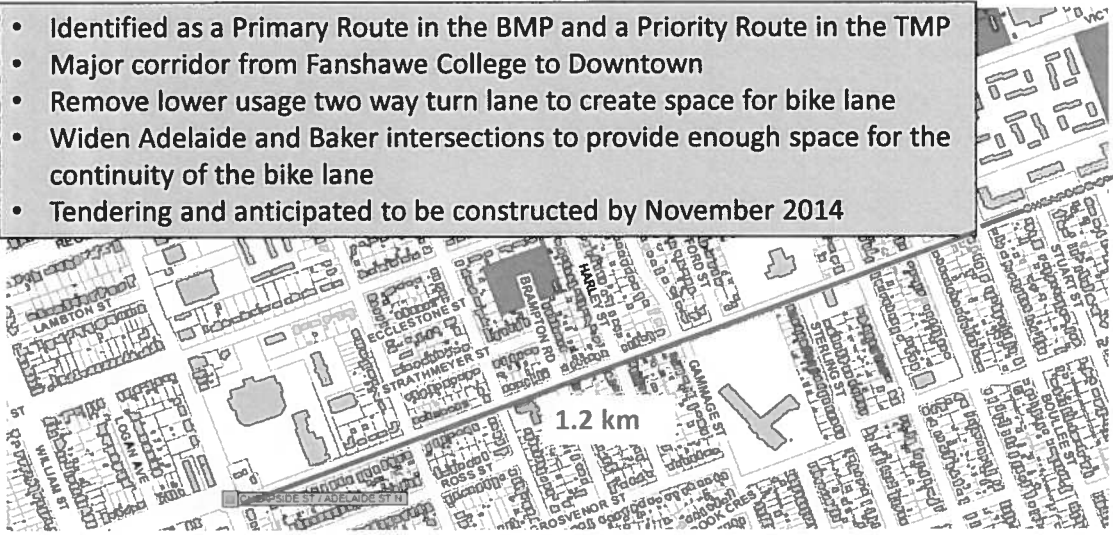
# Introduction

- 2005 & 2007 Bicycle Master Plan (BMP) and Implementation Guide
- 2012 Smart Moves Transportation Master Plan (TMP) highlighted priorities
- 40 lane-km of on-road bike lane has been implemented.
- Annual funding set to increase in 2015.
- Master Plan Update coming



## 2014 – Cheapside Street Phase 1 Adelaide to Boulees

- Identified as a Primary Route in the BMP and a Priority Route in the TMP
- Major corridor from Fanshawe College to Downtown
- Remove lower usage two way turn lane to create space for bike lane
- Widen Adelaide and Baker intersections to provide enough space for the continuity of the bike lane
- Tendering and anticipated to be constructed by November 2014

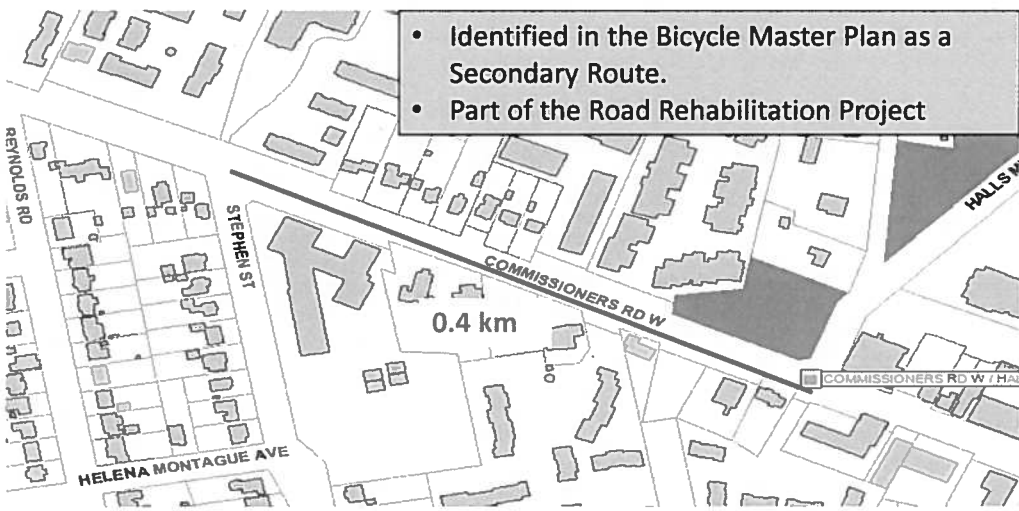


— Existing  
 — Proposed





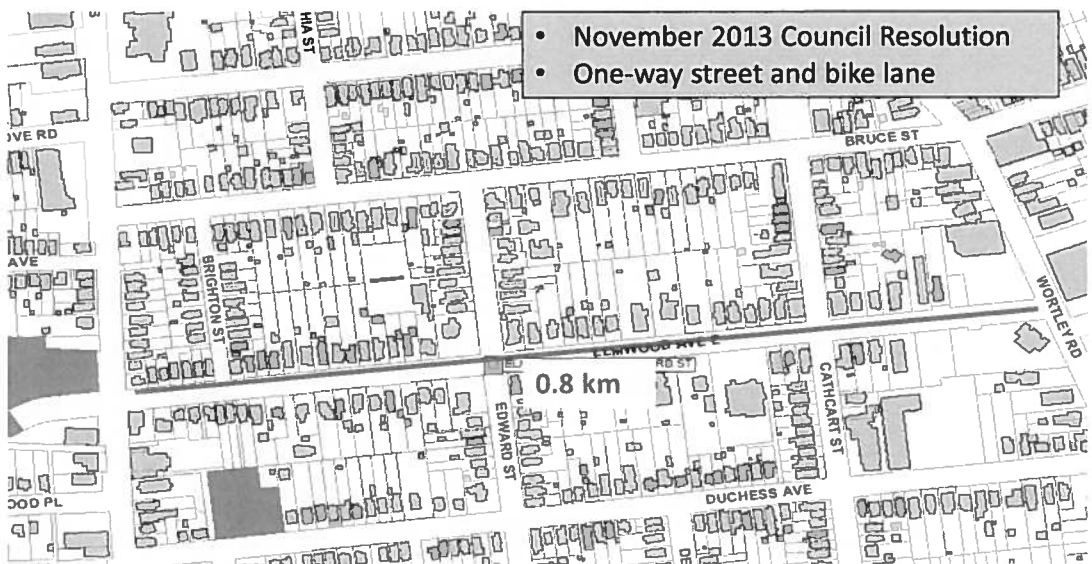
### 2014 - Commissioners Road West Halls Mills to Stephen St



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### 2014 – Elmwood Avenue Wortley to Wharnccliffe



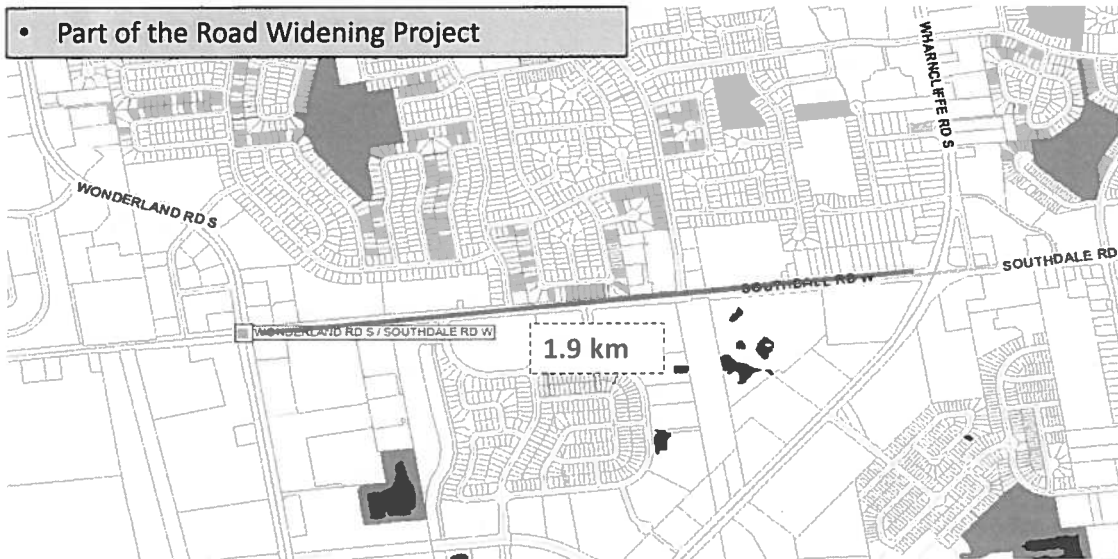
6





### 2014 - Southdale Road Wharncliffe to Wonderland

- Part of the Road Widening Project

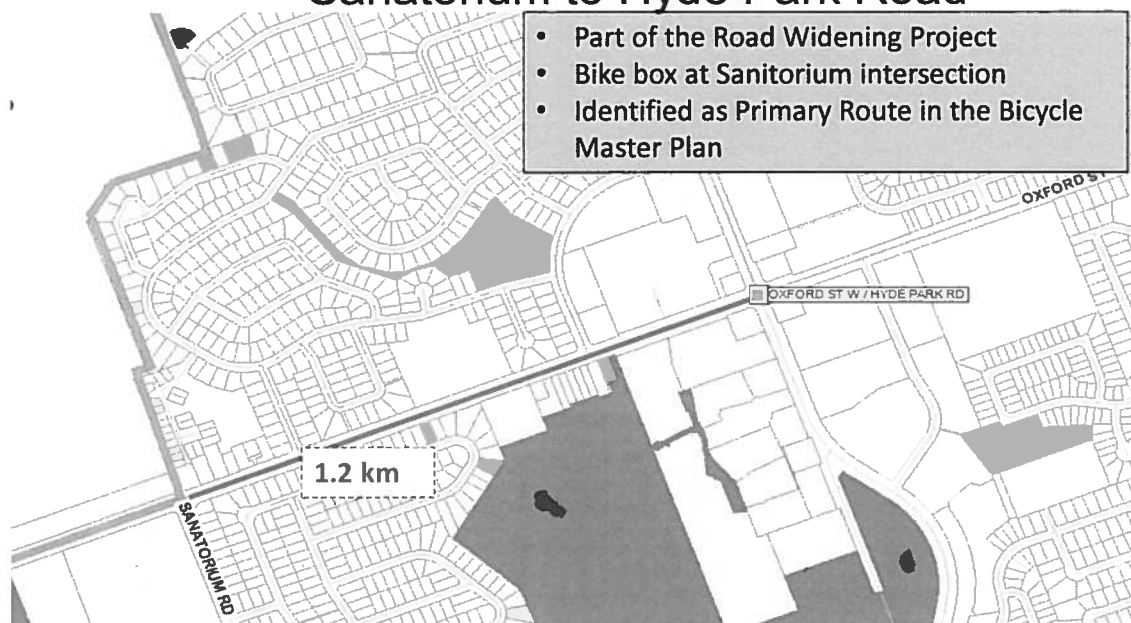


7



### 2014 - Oxford Street West Sanitorium to Hyde Park Road

- Part of the Road Widening Project
- Bike box at Sanitorium intersection
- Identified as Primary Route in the Bicycle Master Plan

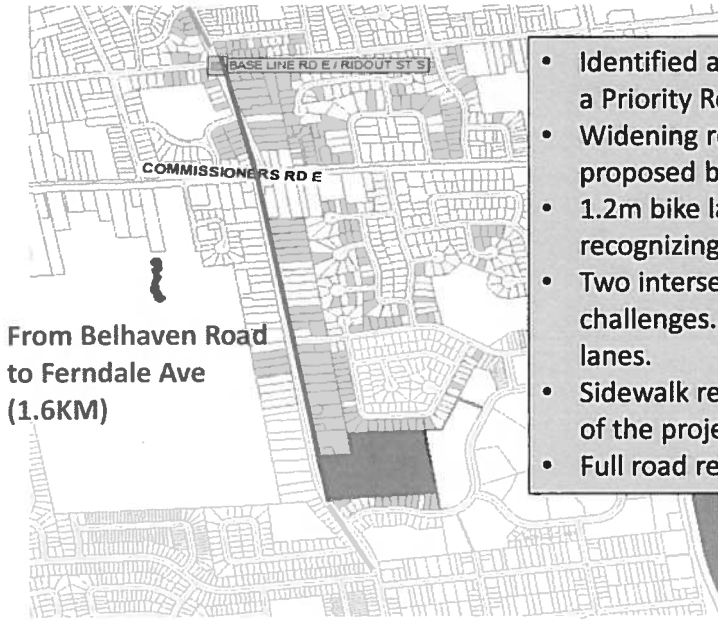


8





### 2015 – Ridout St / Upper Queen St Belhaven to Ferndale



- Identified as a Primary Route in the BMP and a Priority Route in the TMP
- Widening required to accommodate the proposed bike lane.
- 1.2m bike lane and 3.3 meter travel lane recognizing constraints.
- Two intersections for this section present challenges. Sharrows likely necessary in lieu of lanes.
- Sidewalk rehabilitation and expansion as part of the project.
- Full road rehabilitation will be coordinated.



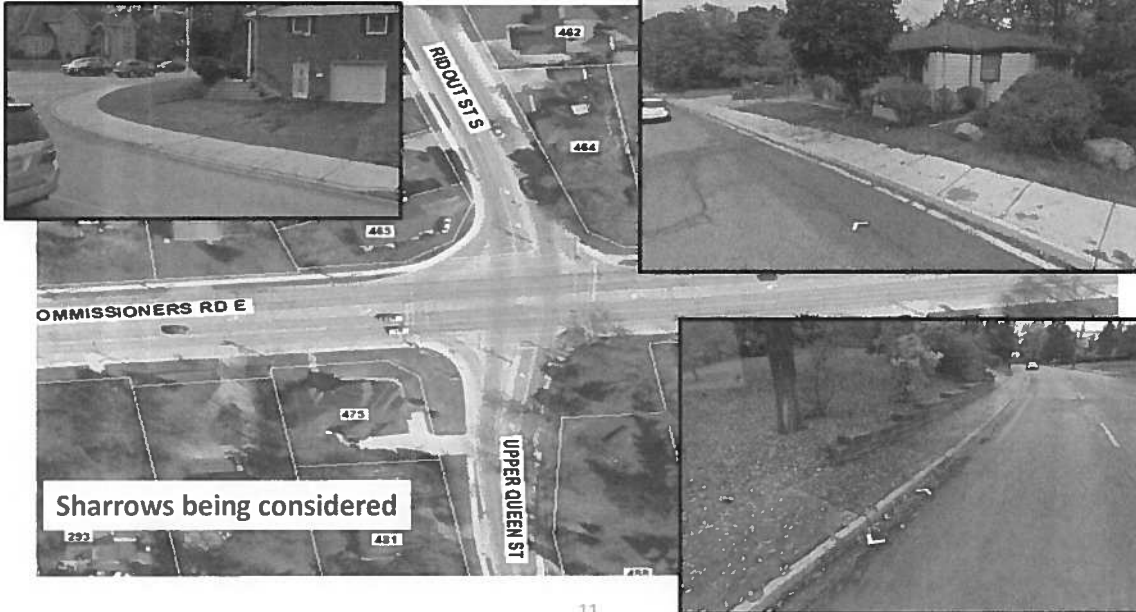
### 2015 – Ridout St / Upper Queen St Base Line Road Intersection



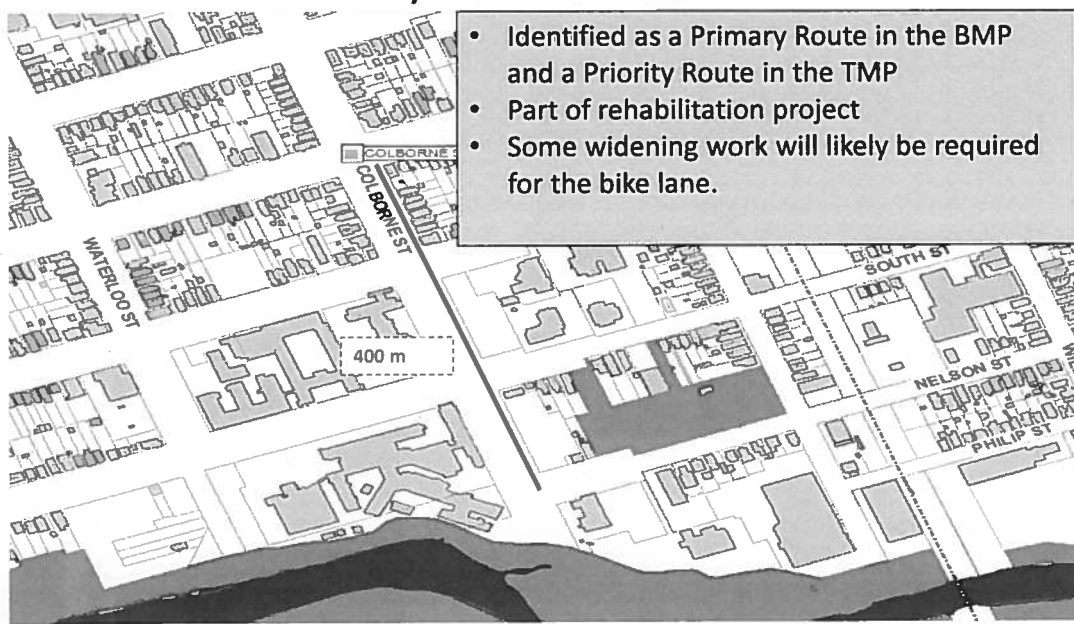


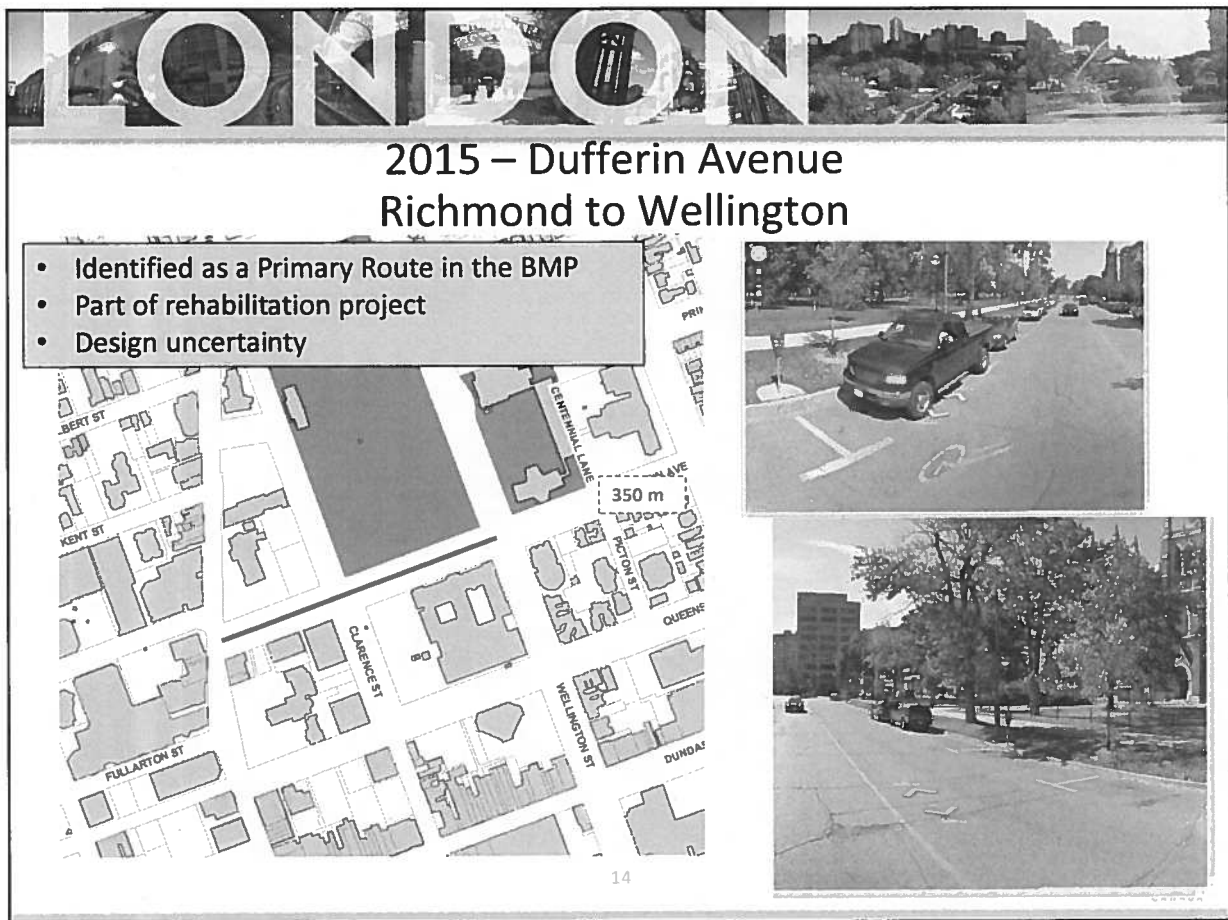
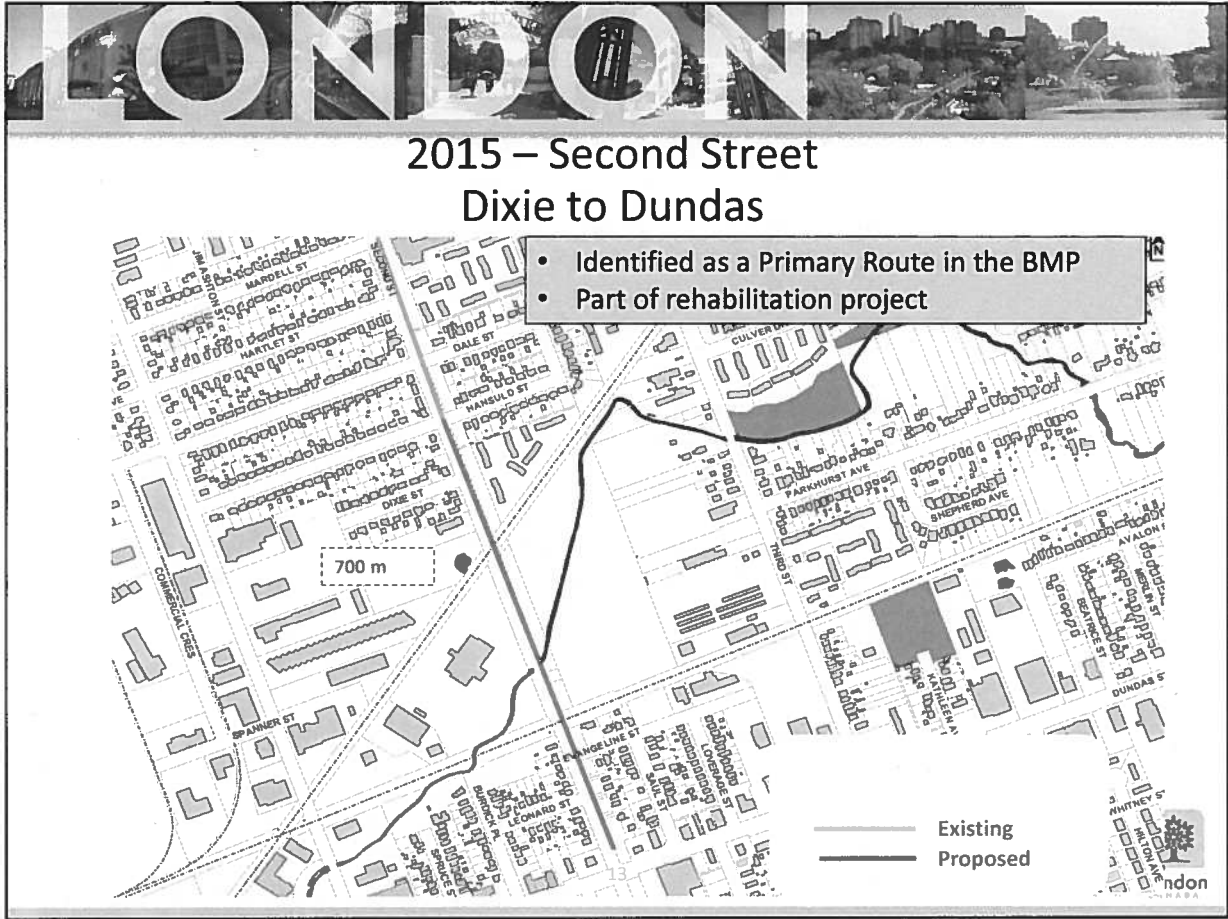


### 2015 – Ridout St / Upper Queen St Commissioners Road Intersection



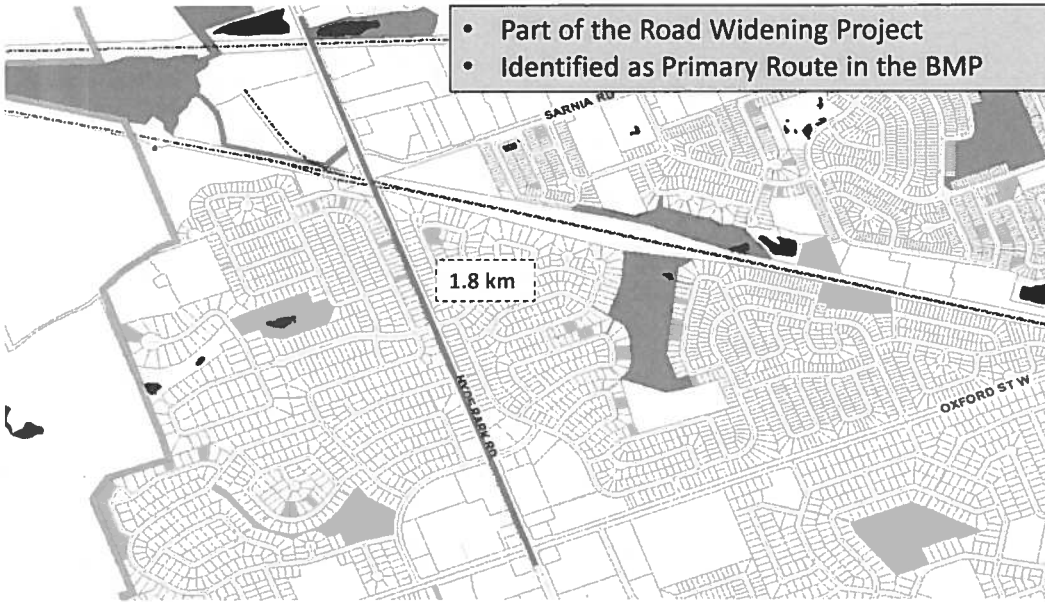
### 2015 - Colborne Street Grey to Nelson Street







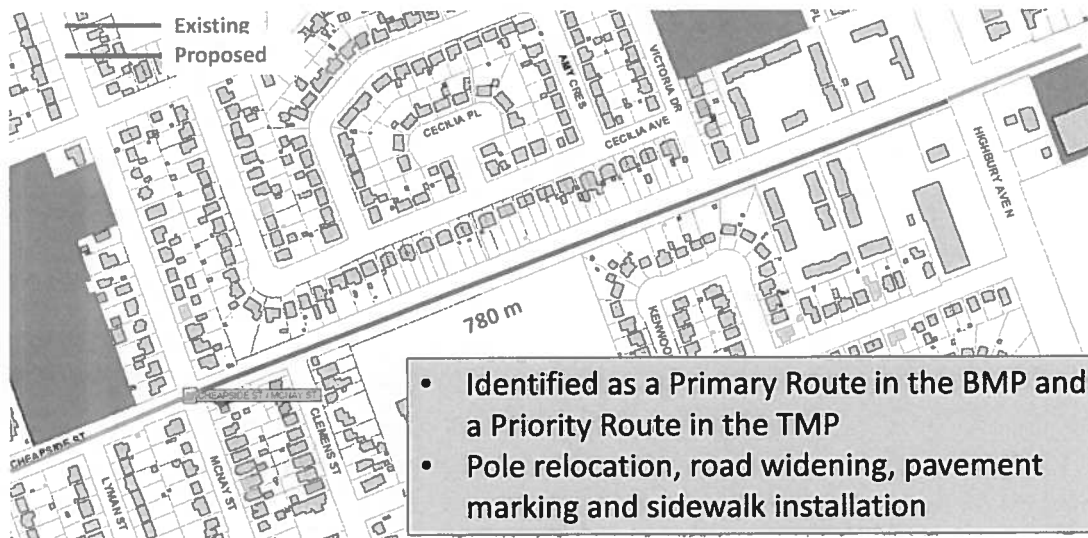
### 2015 - Hyde Park Widening Phase 1 Oxford to CPR



15



### 2016 - Cheapside Street Phase 2 Highbury to McNay



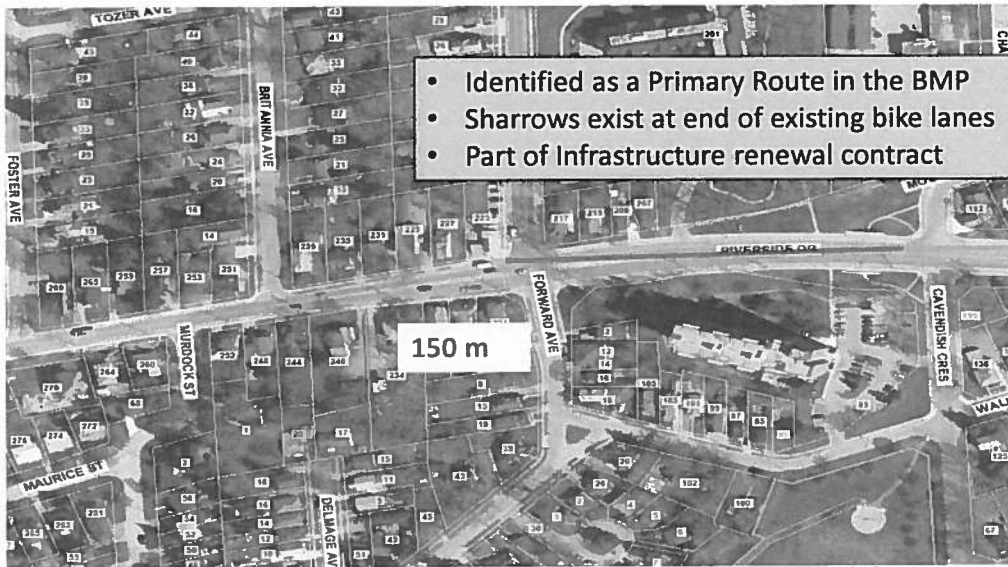
16







### 2016 – Riverside Drive Woodward Intersection



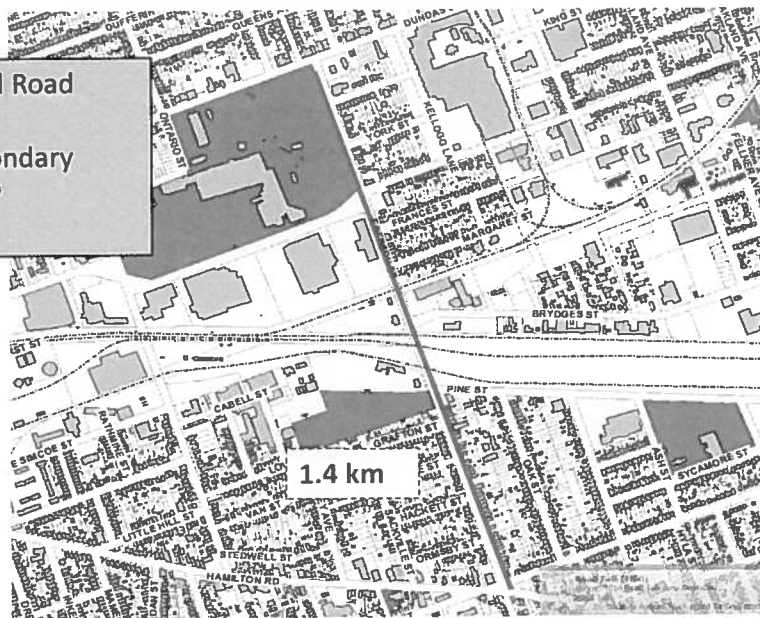
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Existing  
Proposed



### 2016 – Egerton Street Dundas to Hamilton

- Part of Sewer and Road Projects
- Identified as Secondary Route in the BMP






## 2016 – Hamlyn Road Campbell to Wonderland

- Part of Sewer Servicing Project
- Rural road installation (paved shoulders)




1.3 km





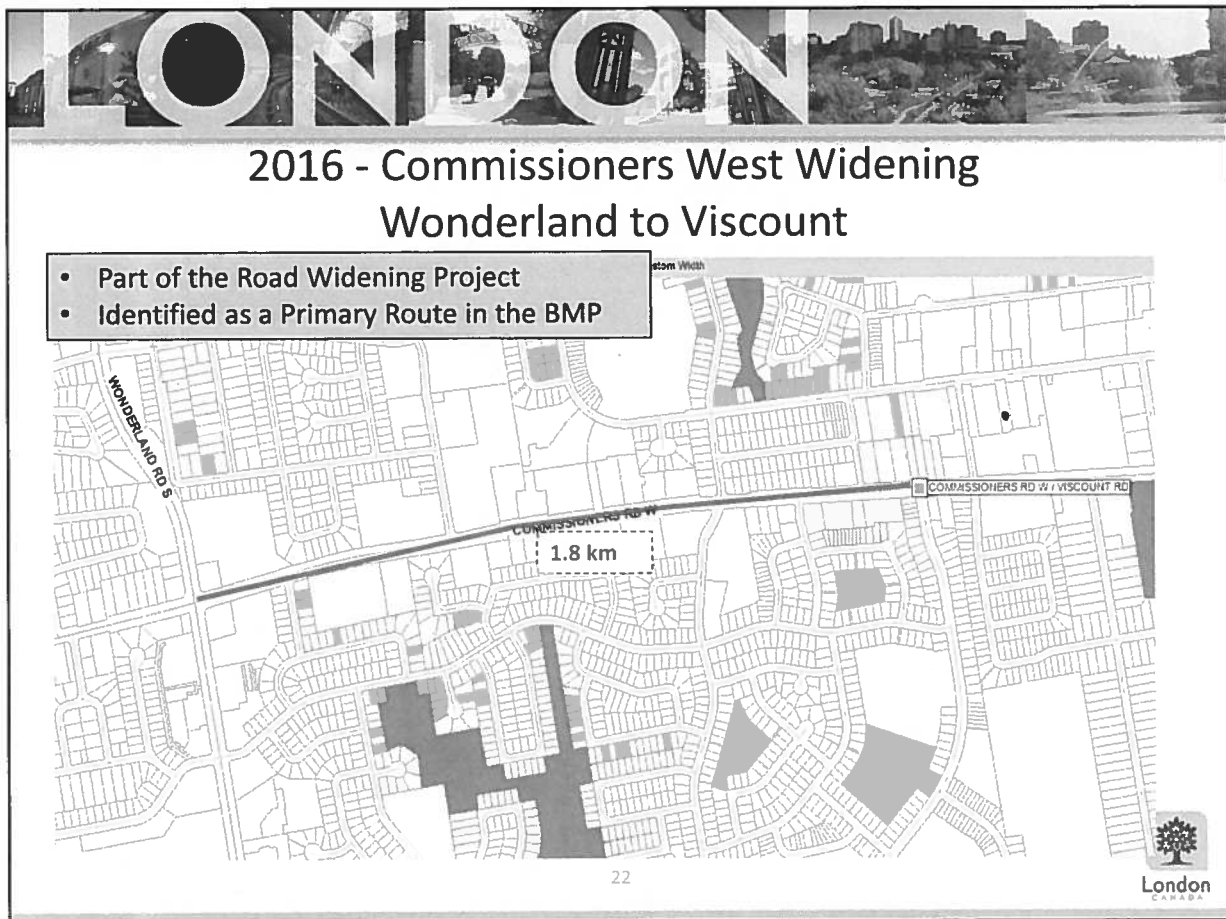
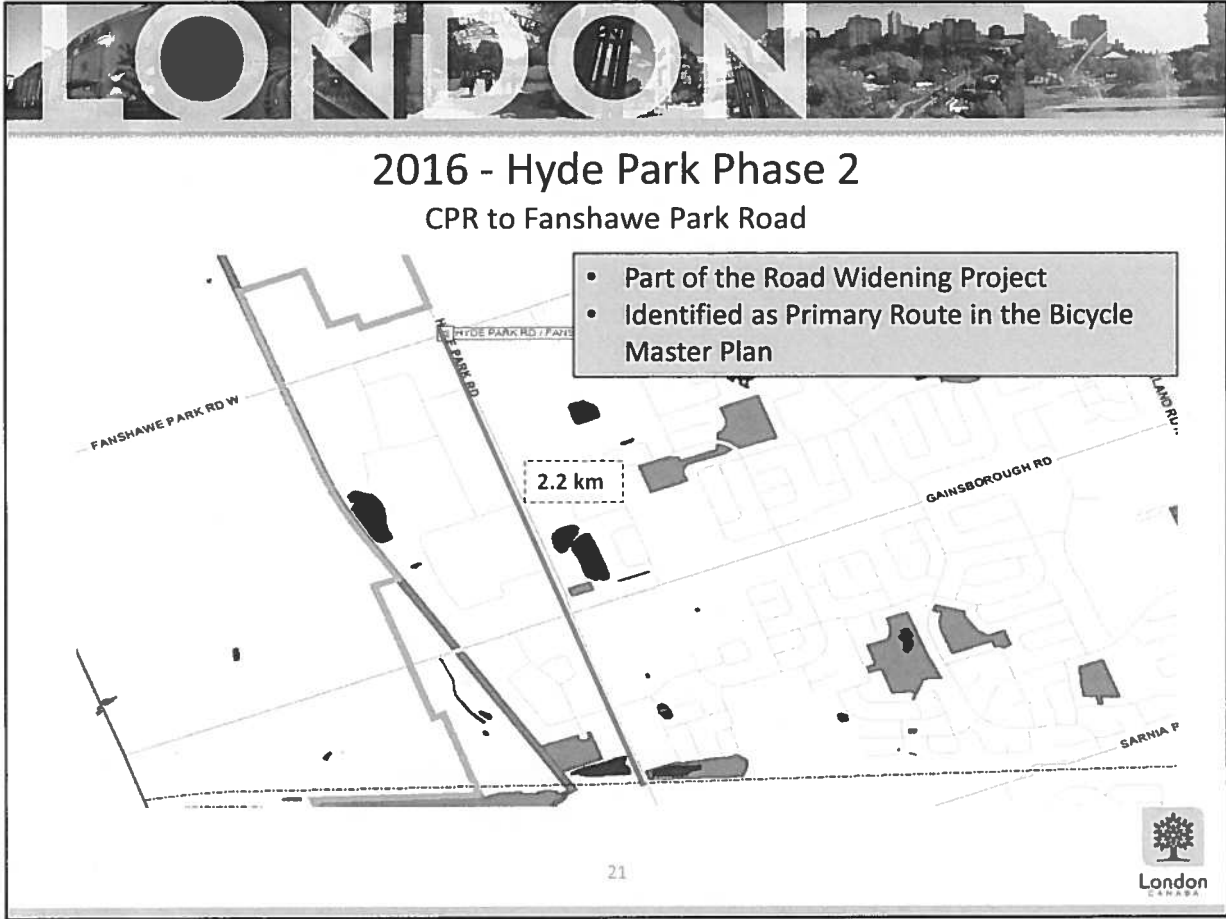
## 2016 – Bruce Street Ridout to Wharnclyffe

- November 2013 Council Resolution
- One-way street and bike lane



1.2 km





④



## Feedback ?

- Priorities
- Facility types
- Master Plan Update commencing soon...