

Intention Statement

CAC, 2015

To help make cycling a
safe and enjoyable
activity for all
Londoners.

What do we know for sure?

We have seen presentations from:

Staff: Upcoming projects on parks, roads, planning, goals, targets, etc.

We have had presentations from:

Middlesex Health Unit on Safety, stats, programs and promotions.

CycleON is a provincial plan to help improve highway traffic act

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% competes - 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



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 merges together form and function. The ingenious design mimics the frame of a standard bicycle, creating a structure that catches the eyes of passersby and, more 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 "Tenor" 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 Kook's with a great turnout from the local business community.

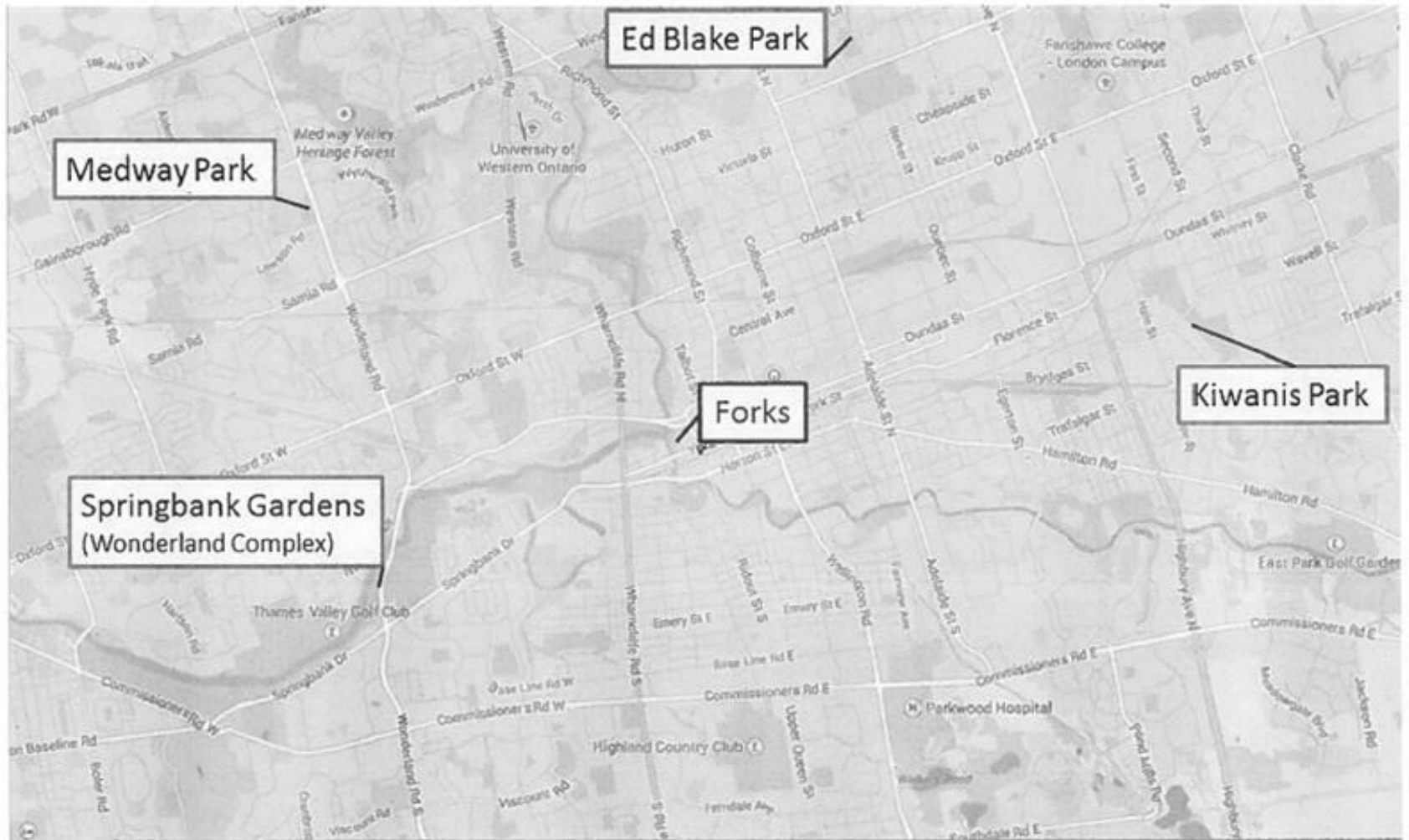
We would like to thank all the partners who made this community-led initiative a great success.



APPENDIX B

Map of Proposed Initial Cycling Destinations

APPENDIX B
Map of Proposed Initial Cycling Destinations



APPENDIX C

Proposed Initial Cycling Destinations and Estimated Enhancement Costs

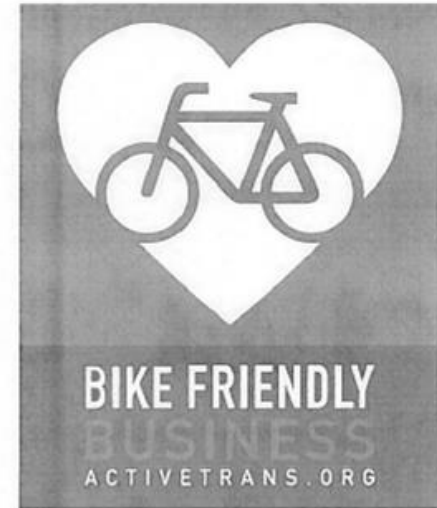
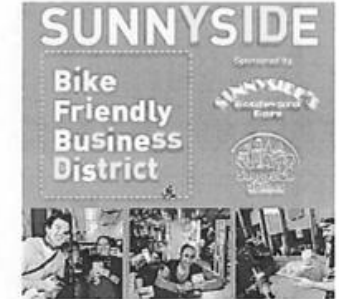
Destination	Address	Destination Amenities	What's nearby?	Potential Items to Add (a)	Preliminary, Estimated Cost of Enhancements
NORTH EAST LONDON					
Ed Blake Park	449 Barker St.	Bike parking, 1 full soccer field, 1 multi-use pad, 1 spray pad, 2 play structures, 1 swing set, paved path, washrooms, accessible.	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:

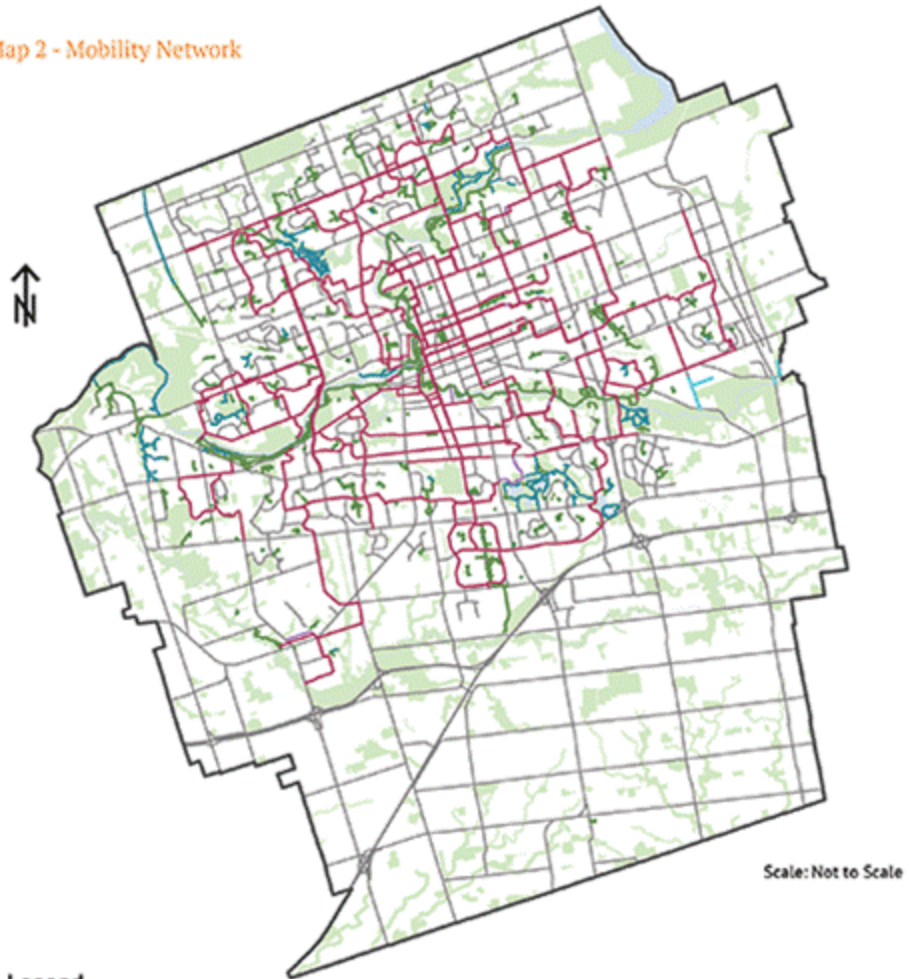
(a) Final site review will be undertaken in the fall/winter. Certain items will be required to meet AODA standards. Once the final site review is done and additional enhancements finalized, estimated costs will be adjusted.

APPENDIX D

Examples of Potential Cycling Destination Signage



Map 2 - Mobility Network



Legend

- Existing On-street Bike Routes
- Future On-street Bike Routes
- Multiuse Pathways
- Bike Paths
- Walking Trails
- Open Space
- Water Bodies and Courses

Cycling Master Plan Update - *London's Next Move*

Scoping Paper

for discussion with the Cycling Advisory Committee

London has a great history of progress in active transportation spanning the initial development of the Thames Valley Parkway to implementation of arterial road boulevard bike paths in the 1980s to over 40 kms of bike lanes constructed as of 2014. This success has been built on partnerships between a wide range of organizations including the London Middlesex Road Safety Committee, the Middlesex-London Health Unit, the Urban League, local cycling clubs, Thames Region Ecological Associations (TREA), and London Cycle Link and others.



In the last decade there has been much community guidance encapsulated in London's Bicycle Master Plan (BMP) completed in 2006, the Smart Moves Transportation Master Plan in 2013 and The London Plan which is currently getting more community feedback. Active transportation is also promoted through initiatives such as the Age Friendly London Network and London Strengthening Neighbourhoods Strategy (LSNS). Active Living for Londoners is also a goal of these Plans and of the Parks & Recreation Strategic Master Plan which speaks to the need for an interconnected system of pathways as a high priority.

The reports of rising obesity rates and associated rise in Type 2 diabetes, heart disease and stroke are frequent and cite the benefits of more active lifestyles. *London's Next Move* will endeavour to transform London's infrastructure in a manner that promotes physical activity. Cycling is part of an active-living / active transportation solution that can promote physical activity, reduce health care costs, improve air quality and other environmental benefits, attract tourists and decrease congestion. The recently completed Smart Moves TMP measured the active transportation modal share at 9% and set a goal of increasing to 15% by 2030. This proposed master plan is part of the solution to meet that target.

Given that the Bicycle Master Plan is almost ten years old, it is time for an update. The Cycling Master Plan Update – *London's Next Move* proposes to further advance cycling through the completion of a multi-faceted Implementation Plan that will link the current plans, set priorities and recommend implementation programs. Timing is excellent as

this project and the completion of the Update will be done in the first year of a new Municipal Council which provides an opportunity for Council members to see and hear about the progress in the community with respect to cycling. A brief summary of focus areas is as follows:

Objectives

- **Review and Inventory Existing Infrastructure** – Verify the scope and functionality of existing cycling infrastructure already implemented throughout London. This infrastructure will establish the initial 'building blocks' for a new and improved Cycling Master Plan.
- **Attract and Retain Cyclists** – Plan and design for a safe and comfortable cycling network that reduces potential conflicts between cyclists, pedestrians and motorists.
- **Strengthen Cycling Policies** – Adopt policy changes and associated tools for enforcement to make cycling as attractive as or more attractive than driving for shorter trips.
- **Create a Cycling Network** – Develop safe and comfortable cycling facilities on city streets and multi-use pathways that offer riders an array of route choices.
- **Expand programs to support and enhance the culture of cycling** – Expand established programs and develop new programs to encourage and support cycling within the community.
- **Create a framework for measuring the progress of cycling** – Adopt and expand upon an institutional structure and process for the effective monitoring of implementation of the cycling network, policies and public reporting.

General Goals

- Address how to improve cycling safety, education, enforcement and promotion, enhance modal integration and the provision of trip end facilities.
- Identify barriers and constraints to cycling solutions.
- Identify potential opportunities and benefits of cycling solutions.
- Engage the community, the Cycling Advisory Committee (CAC), Transportation Advisory Committee (TAC) and other interested groups;
- Evaluate best practices from other jurisdictions and the current cycling environment, for example consider the recently released Ontario Cycling strategy
- Develop an updated Cycling Master Plan using the environmental assessment process with recommendations to achieve progress through a short, medium and long term capital works plan for the recommended network and program, taking into account financial, legal and liability policy implications.

Policy

- evaluate what is working and where there is room for improvement
- establish new policies based on consultation and input from stakeholder groups and the community

- bicycle parking recommendations
- incentive programs for businesses and organizations
- other end of trip facilities (i.e. development applications)
- the role of cycling of local and regional cycling destinations
- review winter maintenance operations
- review sidewalk and path use policies
- recommendations for standardized wayfinding and advisory signage
- review current By-Laws, and examine issues such as seniors cycling on sidewalks, bike licensing, e-bikes & scooters, etc.
- the difference in needs between recreational, sport and commuter cyclists
- understand the difference (risk / operation level of service) between a recreational trail in parks / open space vs commuter cycling on streets and boulevards and determine an approach that balances the risk and operating costs.
- examine enforcement issues, and bike theft

Infrastructure (for all types of cycling and multi-use paths)

- review types of facilities and user preferences for various types of cyclists from interested to experienced;
 - recommendations on facilities for the urban and rural environment
 - recommendations for facilities in the road allowance and through parks
 - recommendations for the urban and rural environment
 - recommendations for intersection and crossing treatments
 - delivery of cycle facilities through development
- review connectivity of the existing infrastructure and adjust, where appropriate, the process and timelines for removing gaps in infrastructure
- establish a multi-year infrastructure program that integrates with other projects to find efficiencies while at the same time filling in critical gaps in the network.
- establish priorities for implementation and set targets
- develop a "fix-it" type program that deals with the smaller issues that are typically not resolved through larger capital projects. For example, the warranted sidewalk program is used on a priority basis to improve the sidewalks across London based on a systematic process.
- establish the associated financial plans

Programs

- review current promotional and educational programs and events in London and elsewhere
- review programs for monitoring usage of various facilities
- review programs that support and encourage community engagement and action with both dedicated (focused) cyclists and the broader (potential) cycling population in London
- incentive programs for businesses and organizations

Initial Thoughts - How are We Going to Undertake Cycling Master Plan Update - London's Next Move

Many different engagement techniques are available to us. Our experiences have suggested that different techniques appeal to different audiences. In addition, having a good cross section of London cyclists (experienced through to beginners) and from a good mix of locations in London will be important.

The winter season provides an excellent opportunity to achieve dialogue with a broad base of the community. Ideas are currently being pulled together on how to run an engagement process that assists the required research, policy and program development.

CAC input and involvement is key in this area. We are targeting at having our plan together in the September/October timeframe to be ready for a busy winter.

The City will be hiring technical assistance for a number of areas of the Update. Equally important is to recognize that the ability to increase cycling in London must come from Londoners. The City's Project Team fully recognizes that the desires and aspirations on Londoners that cycle today and in the future are critical to the success of a Bike Master Plan and Implementation Programs.

Number of Motor Vehicle Collisions by Type (HEAL, 2014)

Type	2008	2009	2010	2011	2012	2013	Total
All MVCs	7,888	7,117	7,473	7,132	6,625	6,606	42,841
MVCs Causing Injury/Fatality	865	1,000	1,034	1,048	1,076	833	5,856
Auto V Cyclist MVCs							
All MVCs	134	156	130	126	135	98	779
Driver at Fault	50	49	38	44	47	45	273
Cyclist at Fault	84	107	92	82	88	53	506
Auto V Pedestrian MVCs							
All MVCs	146	154	174	170	163	163	970
Driver at Fault	78	98	109	110	104	106	605
Pedestrian at Fault	68	56	65	60	59	57	365
Distracted Driver MVCs							
All MVCs	626	825	1,025	976	716	657	4,823
Young (16-18) Driver at Fault	46	55	68	61	37	19	286

Back, not in black



DEBORA VAN BRENK
OMI Agency

Ontario MPPs return to work Tuesday, in a province burdened by debt and laden with labour unrest. On their plate as the legislature resumes after its winter break are tougher penalties for distracted driving and stronger rules about attracting migrant workers. But those are only the appetizers. The meat on the agenda is money — how to get more, where to spend what's there and how to whip a \$12.5-billion budget shortfall not expected to return to black for another two years. All of that as the Liberal government tries to hammer out new contracts with doctors, teachers, civil servants and more. Debora Van Brenk quizzed deputy premier **Deb Matthews**, the treasury board president in charge of reining in the purse strings, on what to expect.

Deb Matthews says Ontario leads Canada in economic growth, but it's like winning a "race of turtles."



ON THE AGENDA

Bill 49: Would strengthen rules about how migrants and immigrants can best fill Ontario job gaps.

Bill 31: Would more than triple fines to \$1,000 for drivers caught texting or using smartphones, a response to a problem already-tough penalties aren't wiping out. Driver demerits would be introduced; could include lower municipal speed limits.

Bill 56: Would introduce a mandatory Ontario pension plan to augment Canada Pension Plan. Contributions would be split equally between employers and employees, up to 1.9% each (3.8% total) on employee earnings.

GREENBACK GRIEF

Ontario's latest budget assumes a Canadian dollar worth 90 cents US. But the loonie is now closer to 80 cents, with some analysts seeing it fall to the 77-cent range. Since much of Ontario's borrowing is in U.S. dollars, including \$6.6 billion this year alone, that means even higher interest and debt costs.

1. *On her insistence any contract increases have "net zero" impact on budgets.*

Matthews: That doesn't mean, necessarily, no increases, but what it means is any increase has to be offset by another kind of shift. . . . This is tough stuff . . . hard for workers, for the unions. I think people have to recognize the price of not achieving balance is increasingly higher (debt) interest payments.

2. *On whether new realities will throw off plans to eliminate Ontario's deficit by 2017.*

Matthews: People need to know eliminating a deficit is hard work. But we've got a plan. . . . We're looking hard at the underground economy, making sure we're collecting the unpaid taxes. . . . We're looking at our real-estate portfolio. . . . In the past we tended to look only at incremental increases in spending. Now, what we are doing is saying we are going to look line by line through every minister's budget and they'll be challenged to ask, are we get-

ting the best possible outcomes, the best possible value for this money?

3. *That's still a go-fast plan in a few short years for a very large deficit, isn't it?*

Matthews: Well, we've got a majority (government) and we're very thankful for that because it does give us the runway we need to drive that change.

4. *On the impact of a much lower dollar and slower economic growth, neither predicted in this year's budget.*

Matthews: We're leading the country in economic growth, but as one of them said, 'Don't get too excited, you're winning a race of turtles.' We're still recovering from the recession.

5. *On tepid public reaction to a proposed Ontario Retirement Pension Plan:*

Matthews: When people say we can't and we shouldn't do it, I say, 'Do you think we should eliminate the Canadian Pension Plan altogether? And they go, 'Oh, of course not.' (I ask) 'Do you think CPP is adequate?'

'No, it's not.' So if they support adequate CPP but they believe it's inadequate, then there's only one way to address that. And that is to enhance (pensions).

6. *On whether Liberals are making any headway on their commitment to end poverty:*

Matthews: A single mom with two little kids, working a full-time, minimum-wage job: Her income when we started (in 2003) would have been under \$20,000. She actually would have been better off on social assistance than working that full-time minimum-wage job. Today, a single mom, with two little kids (and) working a minimum-wage job is earning \$34,000 and she's way better off than she would have been on social assistance. We've lifted almost 50,000 kids out of poverty.

It's our time

As London is “shifting”
let cycling shift as well.

It's TIME

Make cycling fun.

Focus on what cyclist want.

Get people active and visible on bicycles

Promote and get involved.

TRANSPORTATION REFERENDUM: LESSONS LEARNED FROM THE FRONT LINE

Carl Guardino, Silicon Valley Leadership Group
January 19, 2015, SFU Vancouver



FUTURE LIVABILITY: BOAST OR BUST?

CAN METRO VANCOUVER MAINTAIN ITS LIVABILITY CREDIBILITY FOR THE NEXT 30 YEARS?

Gil Peñalosa, 8-80 Cities
September 17, 2014, SFU Vancouver

SFU CONTINUING STUDIES CITY PROGRAM

Future Livability: Boast or Bust?

September 17, 2014

Gil Peñalosa

Tweet your comments [#movingthefuture](#)
www.sfu.ca/transportation





Lack of Physical Activity and being Overweight or Obese

Increases the risk of many diseases and health conditions, including the following:

- Hypertension
- Dyslipidemia
- Type 2 diabetes
- Coronary heart disease
- Stroke
- Gallbladder disease
- Osteoarthritis
- Sleep apnea and respiratory problems
- Some cancers (endometrial, breast, and colon)



SFU CONTINUING STUDIES CITY PROGRAM

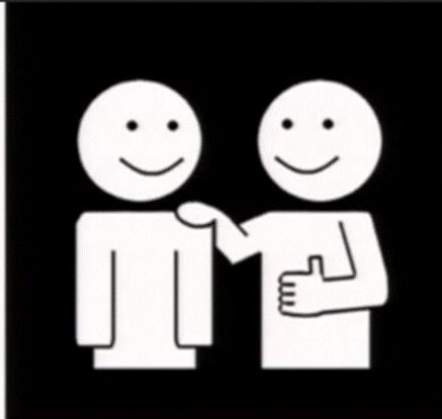
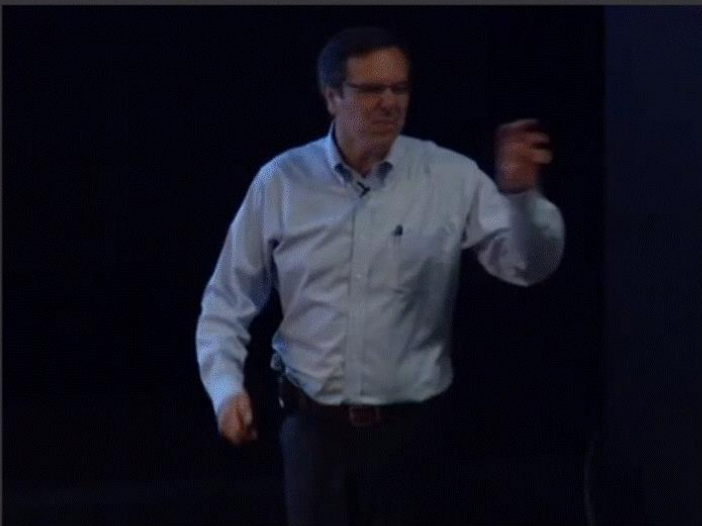
Future Livability: Boast or Bust?

September 17, 2014

Gil Peñalosa

Tweet your comments #movingthefuture

www.sfu.ca/transportation



To move from talking to doing...
we need to build **Broad Alliances**

Public, Private and NGO Sectors

Municipal / Provincial / Federal governments

Community groups, Business, Education, Public Health, Media, Transp.

Lets build a city for people

It's up to us!