

8TH REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on September 16, 2015, commencing at 4:08 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: D. Mitchell (Acting Chair), A. Farahi, J. Jordan, H. Ketelaars, C. Quirk, B. Schulz, G. Sinclair, D. Szoller, M. Zunti and J. Martin (Committee Secretary).

ABSENT: W. Pol.

ALSO PRESENT: M. Albanese, E. Conway, D. MacRae, A. Miller and G. Strang.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. London ON Bikes – Cycling Master Plan

That it BE NOTED that the attached presentation from C. Basinski and J. Cranston, MMM Group, with respect to London ON Bikes –Cycling Master Plan, was received.

III. CONSENT ITEMS

3. 7th Report of the Cycling Advisory Committee

That it BE NOTED that the 7th Report of the Cycling Advisory Committee, from its meeting held on August 19, 2015 was received.

IV. SUB-COMMITTEES & WORKING GROUPS

4. London ON Bikes – Cycling Master Plan

That it BE NOTED that the Cycling Advisory Committee (CAC) held a general discussion with respect to London ON Bikes - Cycling Master Plan and ensuring it incorporates an interconnected cycling system utilizing all cycling pathways, including the current recreational pathways; it being noted that the CAC will continue to work on developing recommendations with respect to this matter.

5. The London Plan – Second Draft

That it BE NOTED that consideration with respect to comments related to the London Plan – Second Draft, was deferred to a future meeting of the Cycling Advisory Committee.

6. Urban Design and Downtown Design Manual

That it BE NOTED that consideration of the Urban Design and Downtown Design Manual was deferred to a future meeting of the Cycling Advisory Committee.

V. ITEMS FOR DISCUSSION

7. 2015 Meeting Dates

That it BE NOTED that the following meeting dates of the Cycling Advisory Committee were changed:

- a) Wednesday, October 21, 2015 to Thursday, October 22, 2015; and,

b) Wednesday, November 18, 2015 to Tuesday, November 17, 2015.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

8. London ON Bikes – Cycling Master Plan - Let's Talk Cycling - Sidewalks

That it BE NOTED that the Notice from MMM Group and the City of London, with respect to London ON Bikes – Cycling Master Plan, Let's Talk Cycling, Sidewalks, was received; it being noted that the Cycling Advisory Committee Working Group will report back at the next meeting with respect to this matter.

9. Notice of Public Information Centre #2 - "London ON Bikes" - City of London Cycling Master Plan

That it BE NOTED that the Notice from D. MacRae, Division Manager, Transportation and D. McLaughlin, MMM, with respect to the Public Information Centre #2 – London ON Bikes - Cycling Master Plan, was received; it being noted that the Cycling Advisory Committee Working Group will report back at the next meeting with respect to this matter.

10. My Dundas – Dundas Place Environmental Assessment Study

That it BE NOTED that the Notice of Commencement and Public Engagement from D. MacRae, Division Manager, Transportation and D. McLaughlin, MMM, with respect to My Dundas – Dundas Place Environmental Assessment Study, was received; it being noted that the Cycling Advisory Committee Working Group will report back at the next meeting with respect to this matter.

VII. ADJOURNMENT

The meeting adjourned at 6:15 PM.

NEXT MEETING DATE: October 22, 2015

LONDON BIKES CYCLING MASTER PLAN

2015

Cycling Advisory Committee Meeting #2

Wednesday September 16th, 2015
4:00 p.m. – 6:00 p.m.



www.LondONBikes.ca

Presentation outline

1. Why develop the plan?
2. Where are we now & what have we done?
3. How are we gathering input?
4. What have we heard?
5. Developing the cycling network
 - a) The process
 - b) Existing conditions
 - c) Selecting the routes
 - d) Candidate routes
 - e) Field investigation
 - f) Selecting the facilities
6. What could facilities look like?
7. Applying the Process
8. Next steps

London Bikes - City of London Cycling Master Plan | CAC Meeting #2 | September 16th, 2015

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London Bikes - City of London Cycling Master Plan | CAC Meeting #2 | September 16th, 2015

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Why develop the plan?

- 1 2005 Bicycle Master Plan requires comprehensive update
- 2 Provide connected, comfortable and safe facilities to increase use
- 3 Maximize environmental, health and social benefits
- 4 Identify implementation priorities
- 5 Build upon the programs and initiatives to increase awareness



Interested but
concerned

Enthusied and
confident

We are **designing different routes** for a range of different users but are focused on designing routes for those that are **interested but concerned** and **enthusied and confident**

London Bikes - City of London Cycling Master Plan | CAC Meeting #2 | September 16th, 2015

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Where are we now?


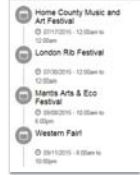



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PHASE	PHASE	PHASE	PHASE
1	2	3	4
Project initiation	Process, policies & infrastructure	Network implementation	Documenting & launching
<ul style="list-style-type: none"> Develop master plan vision Prepare consultation strategy Best practices review 	<ul style="list-style-type: none"> Review existing conditions Identify potential improvements 	<ul style="list-style-type: none"> Prioritize improvements by phase Determine implementation process 	<ul style="list-style-type: none"> Develop master plan Present to Council and committee Develop final report

CONSULT	CONSULT	CONSULT	CONSULT
<ul style="list-style-type: none"> Project webpage and promotional materials TAC Meeting Cycling advisory committee meeting London Cycle Link Newsletter #1 	<ul style="list-style-type: none"> Public information centre #1 Working group sessions Public events & outreach Web updates 	<ul style="list-style-type: none"> Workshop sessions Public information centre #2 TAC meeting #2 Cycling Advisory Committee meeting #2 MetroQuest Web updates 	<ul style="list-style-type: none"> Workshop sessions Web updates Committee presentation Council presentation

How are we gathering input?

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1	2	3
Project Webpage	Promotional Events	Interactive Mapping Exercise
		
4	5	
Route Tracking	Online survey	
		<p>Each stage of the study provides the public with opportunities to provide input. Future consultation opportunities allow for online and in-person input.</p>

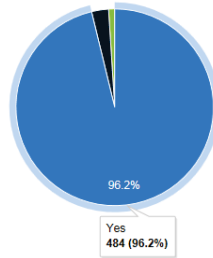
What have we heard?

ENGAGING PLANS: SURVEY RESULTS

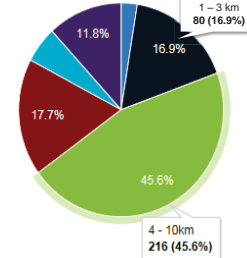
2 What is your age?

Average of respondents = **61 years**

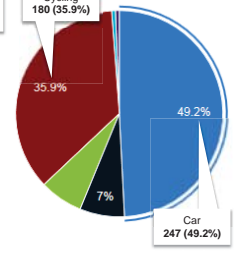
1 Are you a resident of the City of London?



3 How far is it to your place of work or school London?



4 What is your main mode of transportation?



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What have we heard?

ENGAGING PLANS: NETWORK INPUT



What have we heard?

ENGAGING PLANS: OPEN QUESTIONS

1 What are the top 3 barriers to cycling in London?

- Maintenance**
- Not enough separation
- Disconnected facilities
- Inconsistent facilities
- Number of cyclists on the road
- Enforcement**
- Seasonal Cycling options
- Cycling **amenities** e.g. parking
- Conflict of utilities and facilities
- Education** for cyclists and motorists

2 What are your top 3 locations to cycle in the City?

- Neighbourhoods**
- TVP**
- Around the University
- Kiwanis Park**
- Multi-use paths along roads
- White Oaks**
- Westmount and Old South
- Roads with **Bike Lanes**
- Fanshawe Lake
- Low Volume Roads

What have we heard?

PUBLIC INPUT CENTRE #1

What do kids think of cycling? (Woodland Heights)



Bicycle Festival



Gathering on the Green



Dundas Street Festival

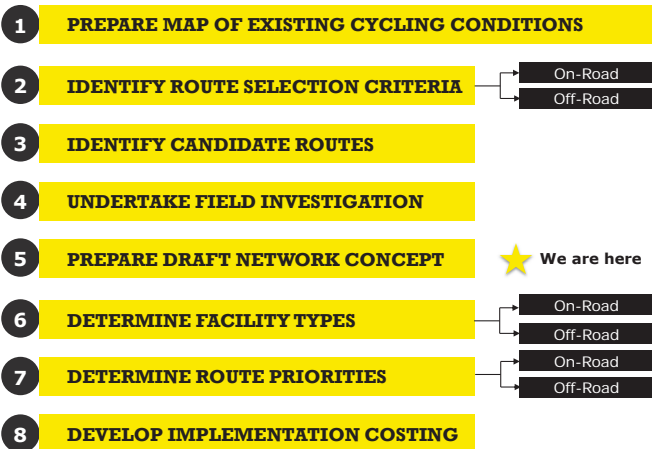


Key Comments:

- More cycling facilities downtown
- Safety
- Connectivity
- Connect parks and open spaces
- End of trip facilities
- Conflicts between pedestrians and cyclists on TVP
- On-road alternatives that have separation
- Design for transition points

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The process



What is on the ground now?



Selecting the routes

- ▶ Developed based on the criteria identified in the 2005 Bicycle Master Plan & the London Plan as well as other planning / policy documents.
- ▶ No pathways are planned through ESAs.
- ▶ Further defined by project objectives and key principles
- ▶ Application and interpretation vary for the on- and off-road system

Accessibility & Potential Use	Connectivity	Environmental protection
Safety & comfort	Environmental sustainability	Consideration of future use
Tourism	Cost	Attractiveness or aesthetics

Identifying candidate routes

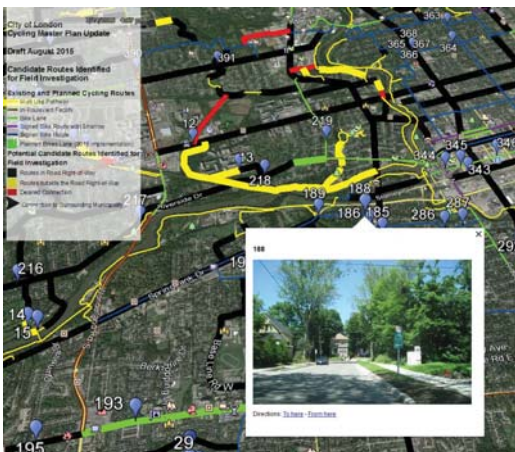
Selecting candidate routes:

- ▶ Missing links in the system / gaps in the network
- ▶ Direct north / south and east / west connections
- ▶ Urban and rural linkages
- ▶ Connections to surrounding municipalities
- ▶ Points of transition between on and off-road routes

How to read the map:

	Existing facility types		Potential routes within the road right of way
	2015 Planned Bike Lanes		Potential routes outside of the road right of way
			Desired connections – outside the growth boundary or known plans of subdivision where no formal process has occurred

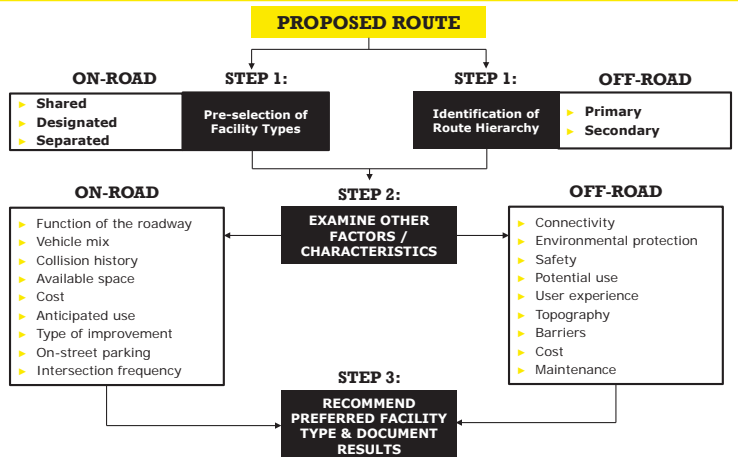
Field investigation



How did we investigate?:

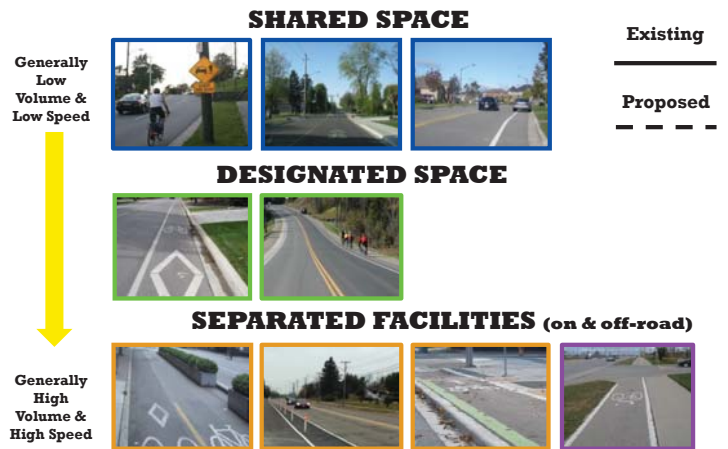
- Review candidate routes
- Document existing surrounding conditions
- Measure width of roadway
- Identify utilities and other context sensitive characteristics
- Document GPS waypoints and photos (over 500)
- Develop KMZ overlay into GoogleEarth

Selecting the facilities



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What could facilities look like?

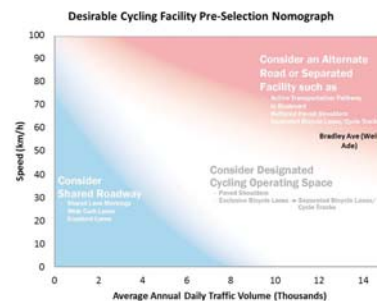


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Case #1: Bradley Avenue

Location: Wellington Rd. to Adelaide St. S

AADT: 19,500
Posted Speed: 60 km/h



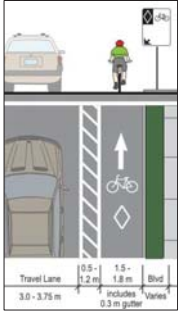
Key Considerations:

- Mixed land use – commercial, industrial and reverse residential frontage
- Roadway width – approximately 8 metres (this location, road increases to multiple lanes heading west).

Case #1: Bradley Avenue

Location: Wellington Rd. to Adelaide St. S

Preliminary Proposed Facility Type: Buffered Bike Lane



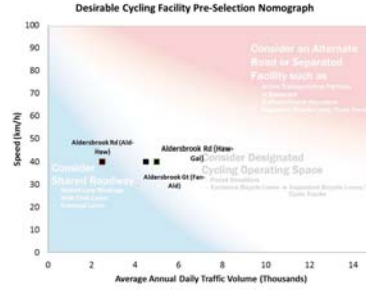
Location: Toronto, ON

Design Description:

- 1.5m to 1.8m bike lane
- 0.5m to 1.2m painted buffer to separate the vehicle lane from the bike lane.

Case #2: Aldersbrook Road

Location: Fanshawe Park Rd. and Gainsborough Rd.



**AADT: 2,000 to 5,000
Posted Speed: 40 km/h**



Key Considerations:

- Roadway width approximately 9.6 metres
- Residential land use, on street parking
- Low speed, local roadway
- Local transit route

Case #2: Aldersbrook Road

Location: Fanshawe Park Rd. to Gainsborough Rd.

Preliminary Proposed Facility Type: Signed Bike Route with Sharrow



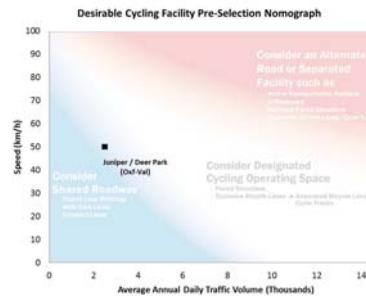
**Location: Quebec St.
north of Dundas St.
London, ON**

Design Description:

- Signed bike route with application of sharrow markings
- Centre of the sharrow should be placed 0.75 to 1.0 metres from the face of the curb, or in centre of lane (depending on where the most appropriate place for cyclists to travel is)

Case #3: Deer Park Circle / Juniper St.

Location: Oxford St. W to Valette St.



**AADT: 2,000 to 2,500
Posted Speed: 50 km/h**



Key Considerations:

- Roadway width approximately 10.5 metres
- Residential land use
- Low speed, local roadway
- On-street parking permitted

Case #3: Deer Park Circle / Juniper St.

Location: Oxford St. W to Valette St.

Preliminary Proposed Facility Type: Urban Shoulder / Signed Bike Route with Edgeline



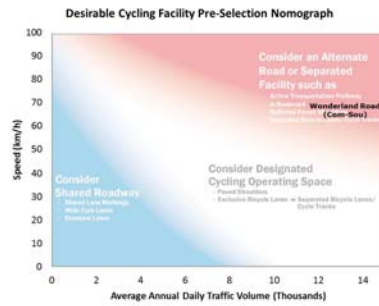
Design Description:

- Along wide shared roadways, a white edgeline can be applied to designate an urban shoulder
- If 2.0 metres in width or greater, the urban shoulder may also help to define space for on-street parking

Case #4: Wonderland Road

Location: Commissioners Rd. West to Southdale Rd. West

AADT: >15,000
Posted Speed: 60 km/h



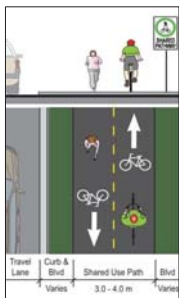
Key Considerations:

- Mostly commercial land use, some residential
- Boulevard width (edge of right-of-way/ property line to back of road curb) – 7.0 to 7.5 metres
- Roadway width approximately 20 metres
- Existing in-boulevard path north of Commissioners

Case #4: Wonderland Road

Location: Commissioners Rd. West to Southdale Rd. West

Preliminary Proposed Facility Type: In-Boulevard Facility



Location: Milton, ON

Design Description:

- In-boulevard facility in place of a sidewalk
- 3.0m to 4.0m boulevard width
- Bi-directional travel, one side of roadway, sidewalk on other side of road

Case #5: Hamilton Road

Location: Egerton Street Area

AADT: 18,000 -20,000 +



What's next?

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6. What could facilities look like?

7. Applying the Process

8. Next steps

- ▶ Refine potential facility types and select draft facility types
- ▶ Undertake PIC #2
- ▶ Initiate MetroQuest Consultation Tool
- ▶ Refine proposed facility types
- ▶ Identify potential phasing, priorities & costing

