

7TH REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on June 15, 2016, commencing at 4:07 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: D. Mitchell, (Chair), J. Jordan, H. Ketelaars, W. Pol, C. Quirk, D. Szoller and M. Zunti and J. Martin (Secretary).

ABSENT: G. Sinclair and A. Stratton.

ALSO PRESENT: J. Bruin, D. Hall, D. MacRae, B. McCall, and G. Sandle.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. City of Hamilton - Complete Streets Infrastructure

That it BE NOTED that the attached presentation from Peter Topalovic, Project Manager, City of Hamilton with respect to the City of Hamilton - Complete Streets Infrastructure, was received.

3. London ON Bikes - Draft Cycling Master Plan

That it BE NOTED that the attached presentation from C. Basinski, MMM Group and the staff report dated June 8, 2016, from the Managing Director, Environmental and Engineering Services and City Engineer, the Managing Director, Planning and City Planner and the Managing Director, Parks and Recreation, with respect to the London ON Bikes - Draft Cycling Master Plan, were received; it being noted that the Cycling Advisory Committee sub-committee will review and report back at its meeting to be held July 20, 2016 with respect to this matter.

III. CONSENT ITEMS

4. 6th Report of the Cycling Advisory Committee

That it BE NOTED that the 6th Report of the Cycling Advisory Committee, from its meeting held May 18, 2016, was received.

5. Municipal Council resolution - 5th Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on May 17, 2016, with respect to the 5th Report of the Cycling Advisory Committee, was received.

6. Fanshawe Park Road/Richmond Street Intersection Improvements - Environmental Assessment Study - Notice of Public Information Centre 2

That it BE NOTED that the Notice of Public Information Centre #2 for the Fanshawe Park Road/Richmond Street Intersection Improvements - Environmental Assessment Study, was received; it being noted that J. Jordan will attend the meeting.

7. Notice of Public Information Centre #1 - Adelaide Street/Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That it BE NOTED that the Notice of Public Information Centre #1 for the Adelaide Street/Canadian Pacific Railway Grade Separation, Municipal Class Environmental Assessment Study, was received; it being noted that D. Mitchell will attend the meeting.

IV. SUB-COMMITTEES & WORKING GROUPS

8. Cycling Advisory Sub-Committee

None.

V. ITEMS FOR DISCUSSION

9. Summer Meeting Schedule

That it BE NOTED that the Cycling Advisory Committee will hold its next meeting on July 20, 2016.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS


10. Share the Road Conference Update

That it BE NOTED that the presentation from H. Ketelaars with respect to the Share the Road Conference, was deferred to a future meeting of the Cycling Advisory Committee.

VII. ADJOURNMENT

The meeting adjourned at 6:20 PM.

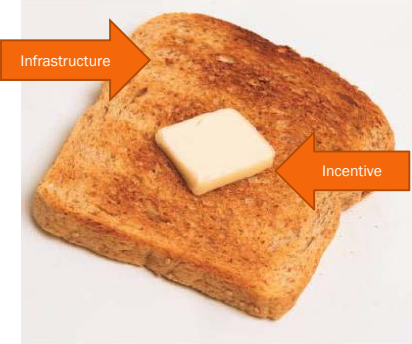
NEXT MEETING DATE: July 20, 2016



Hamilton

Sustainable Mobility and Active Transportation Programs in Hamilton

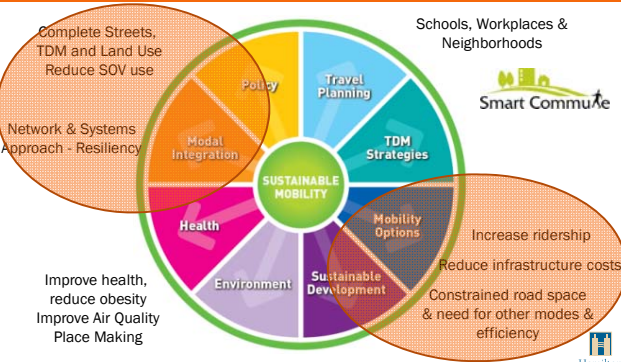
June 15, 2016
Peter.Topaloivc@Hamilton.ca
City of Hamilton - Transportation

Overview




Hamilton

Transportation Demand Management



Complete Streets, TDM and Land Use
Reduce SOV use

Network & Systems Approach - Resiliency

Policy

Travel Planning

TDM Strategies

Mobility Options

Sustainable Development

Environment

Health

Modal Integration

Schools, Workplaces & Neighborhoods


Smart Commute

Increase ridership

Reduce infrastructure costs

Constrained road space & need for other modes & efficiency

Improve health, reduce obesity
Improve Air Quality
Place Making


Hamilton

Making Infrastructure Work

Sometimes you have more to work with but infrastructure isn't always used as efficiently as it could be



Improving first/last mile commutes to transit or destinations is key - Low hanging fruit is investment in end of trip facilities


Hamilton

Making Infrastructure Work

Car-oriented End of Trip Facilities



Making Infrastructure Work

Cycling and Ped -oriented End of Trip Facilities

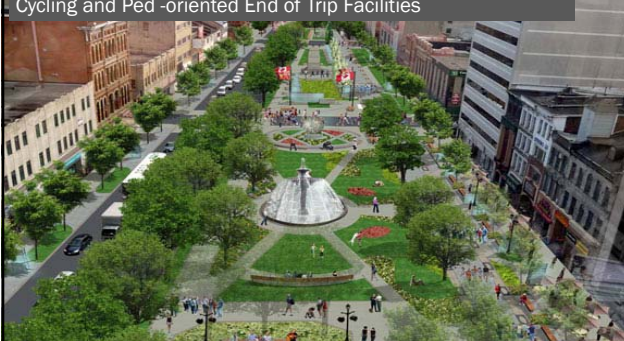


Things you already know - part b



Making Infrastructure Work

Cycling and Ped -oriented End of Trip Facilities



Making Infrastructure Work

Cycling and Ped -oriented End of Trip Facilities



How do we eliminate barriers to Transit/AT?

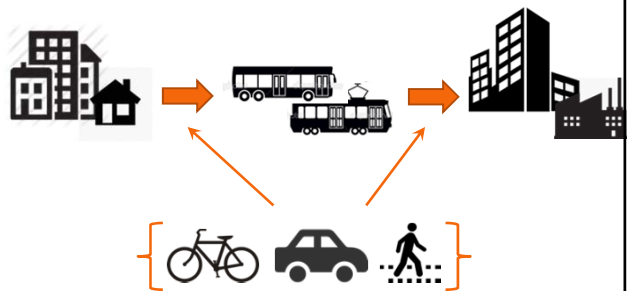


Feeder Routes

- ↳ Limited times of operation
- ↳ Limited frequency
- ↳ Need to make the most out of the route
- ↳ Don't respond to changes in demand



How do we eliminate barriers to Transit/AT?



Expanding the First/Last Mile Offer



Common Characteristic – Facilitation of 1-way, on-demand trips



Bikeshare as on demand, 1-way transit



750 bikes | 100 hubs | Dundas to Stadium

Evolution of Bike Share Programs

What makes Social Bicycles' technology so unique?

Social Bicycles is revolutionizing bike share by pioneering the 'smart-bike' approach.



DUMB BIKE - 1960

free bikes, no payment, no protection,



DUMB DOCK - 1994

coin operated, no electronics, chain security



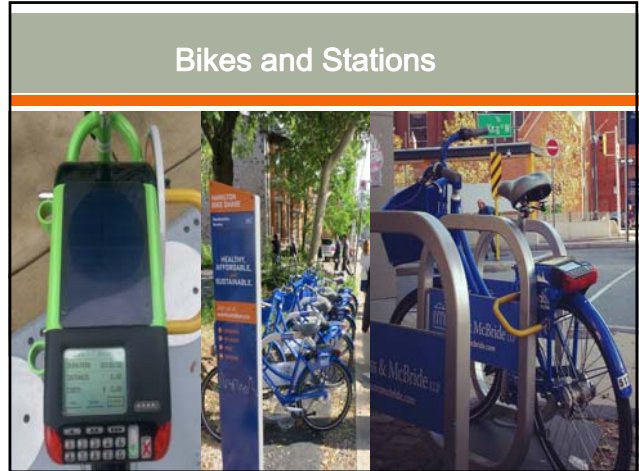
SMART DOCK - 2005

RFID locks, kiosk POS interface, docking-point lock



SMART BIKE - 2013

3G GSM connection, GPS, accelerometer, electronic lock



Bikeshare and BIG Data

SOBI VS DRIVING

- 57 total users
- 4 kg carbon reduced
- 482 dollars

AVERAGE KILOMETERS PER DAY

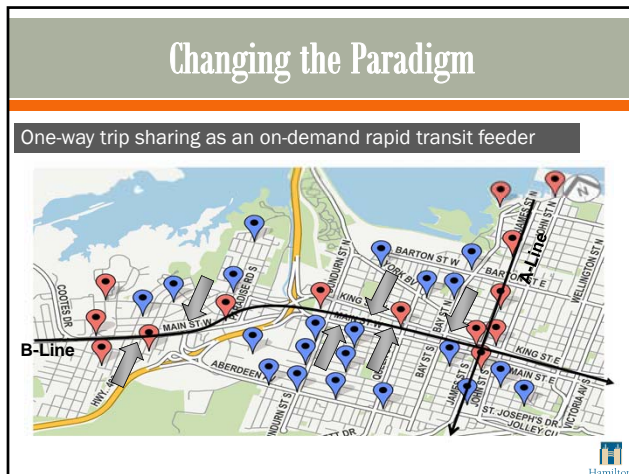
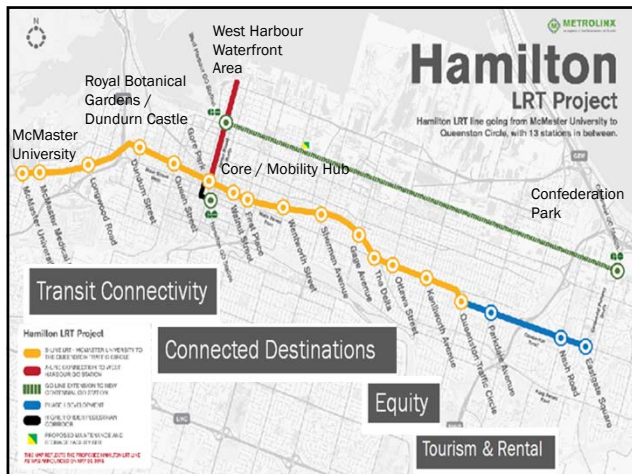
Day	SUN	MON	TUES	WEDS	THU	FRI	SAT
Average	0	0	1.61	4.83	1.61	1.61	0

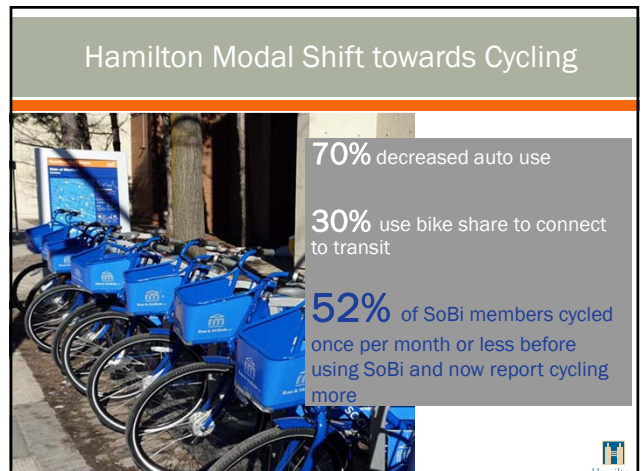
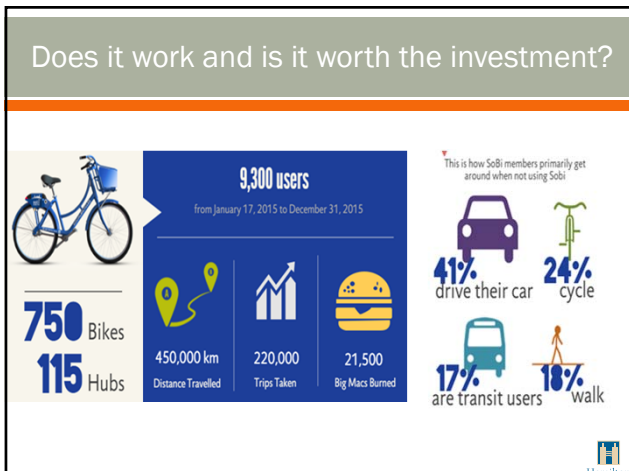
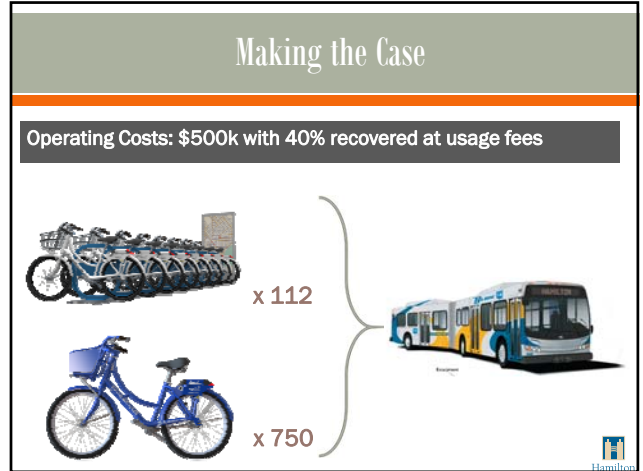
Growth of Bike Share Programs

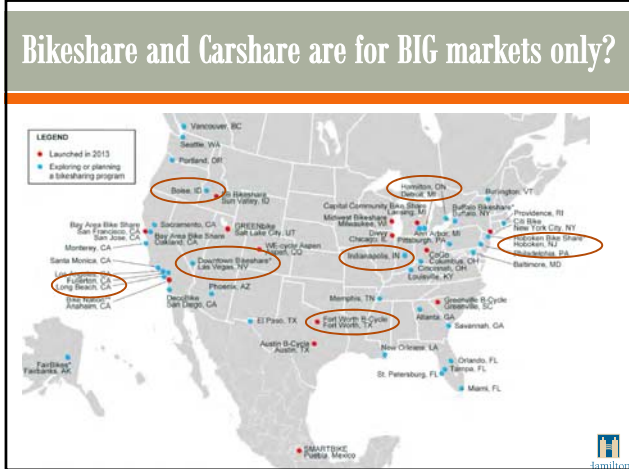
The rise of bike share

Bike share is the fastest growing mode of public transport in the world.

- 1965** - The world's first bike share program, "Witte Fietsplan" (White Bike Scheme) starts in Amsterdam.
- 2005** - Barcelona Cycle Hire launches in London.
- 2007** - Paris Cycles Vélis' emerges as a major source of growth for the bike share industry.
- 2008** - Washington, DC launches.
- 2008** - FISSiBici is formed in Montreal and launches its first program in the city.
- 2013** - Citi Bike launches in New York City, already emerging bike share to the mainstream.







OVERALL

3000 PEOPLE ENGAGED
5000 PEOPLE VOTED
Through our extensive public engagement strategy, a total of 3000 people were engaged and 5000 of those voted on and supported bike share.

Community engagement is vital

SOCIAL CYCLIST ONLINE APP

759 UNIQUE VISITS
1945 VOTES PLACED
The Social Cyclist app was used to generate 1945 location votes and suggestions from 275 citizens in the Hamilton area. The app also received 759 unique visits throughout the engagement period.

COMMUNITY

11 MAP LOCATIONS
301 STICKERS PLACED
These were 11 maps strategically placed within the city to ensure that a wide range of demographics were exposed to the plan and could give their input. These maps received 301 votes and proposals for hub locations for an average of 100 people.

Rack profile for City Hall, showing 39 votes. A map showing 11 map locations with 301 stickers placed. A community engagement post from Mana Geleyne (@ManaGeleyne) dated Jan 23, 2016, mentioning 'Love Street! Seen at Locke & Charlton' and '1308Hamilton bikeshare'.

SOCIAL Cyclist

Racks
show only my racks

- Hunter GO... 60
- James at M... 59
- MacNab HS... 47
- King Willia... 41
- James at St... 38

FUTURE BIKE SHARE HUB

Mana Geleyne (@ManaGeleyne) Jan 23
Love Street! Seen at Locke & Charlton @1308Hamilton bikeshare
#lockest #seam09 #pc.twitter.com/vt_8qjw9xy

Seize every opportunity for engagement, beyond the engagement period



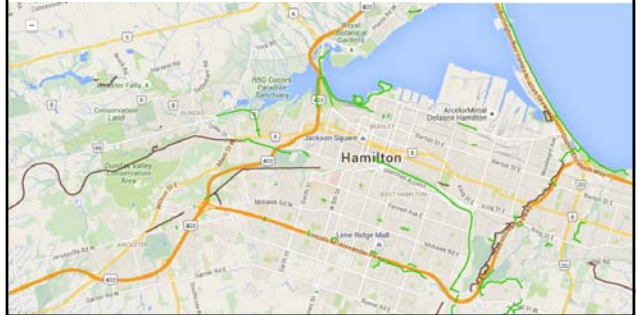
Supporting Infrastructure

Separated Bike Facilities – Cannon St. Bike lanes
Community led initiative with City support



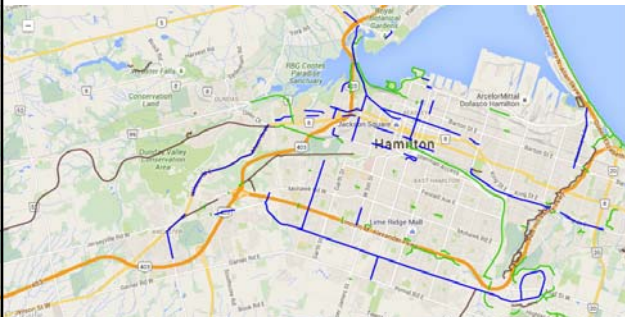
Supporting Infrastructure

Trail Network



Supporting Infrastructure

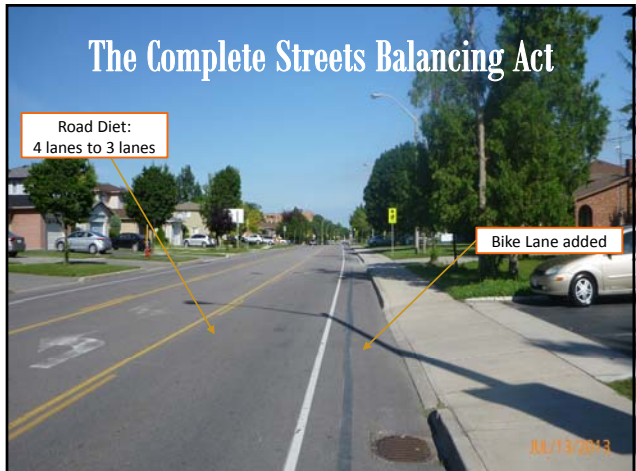
Trail network with bike lane overlay (incl. Cannon Street)



The Complete Streets Balancing Act

Road Diet:
4 lanes to 3 lanes

Bike Lane added





The Complete Streets Balancing Act

York Boulevard

Before

After

- Wider sidewalks and new store frontage
- Green Streets & landscaping improvements
- Transit bays provide better access
- Bicycle lanes & bike parking
- Higher visibility street crossings

The Complete Streets Balancing Act

York Boulevard to the West

Mid block crossings installed to facilitate crossing the street through the boulevard

Buffered bike lanes help contribute to the complete street along the entire length

The Complete Streets Balancing Act

Applying the Complete Streets approach – Victoria Ave

Buffered Bicycle Lane – additional space for cyclists

Improved surface and pedestrian clear zone

Buffer space for pedestrians

Reduction of travel lanes and lane widths

The Complete Streets Balancing Act

Strategic Road Safety program (100+ enhanced crosswalks)


➔


From tactical urbanism to City action



Changing the Paradigm – Current Projects

North End Traffic Management Plan





Bump-outs / Bicycle Boulevards/
2-way conversions

**Reduce speed limit on local roads with
supporting physical measures**



Changing the Paradigm – Current Projects

Silver Designation & Recognition








Bicycle Friendly Community



Changing the Paradigm – Current Projects

Smart Commute Hamilton

Hamilton's workplace TDM program in partnership with Metrolinx, operated by the City.

Interest and success has been on the rise in the last 2 years



New Employers	3
Total Employers:	20
Percentage increase:	18%
New Employees	1,070
Total Employees:	90,465
Percentage Increase:	1%
Total Metrolinx Funding:	\$100,000

Active and Safe School Travel

<http://smartcommute.ca/hamilton/schools/school-travel-plan/>

ASST Certification

30 Schools

▼

30 STPs

▼

13 Level 1

Next Steps

▲

450 Actions

▲

17 Level 2

Bike Rack Audit 2014 and 2015

Audit and Mapping

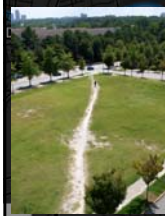
Data collection at every phase - collaborate to analyse

750 bikes, 115 hubs

Data-based Engagement Post Launch Station Planning ("Desire Line Analysis")

Ridership data was used to determine additional stations or station tweaks:

- Where people locked outside of a station (no fee charged)
- What routes were the most used



Data-based Engagement - Planning

SOBI Hamilton Activity, September 2015



Engagement through Policy making



Community-led collaborative plan and policy development



Community collaboration - engage diverse stakeholders through diverse channels & Imagine your dream street



50 community events, 5000 people

“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” - Jane Jacobs



Partnerships are key



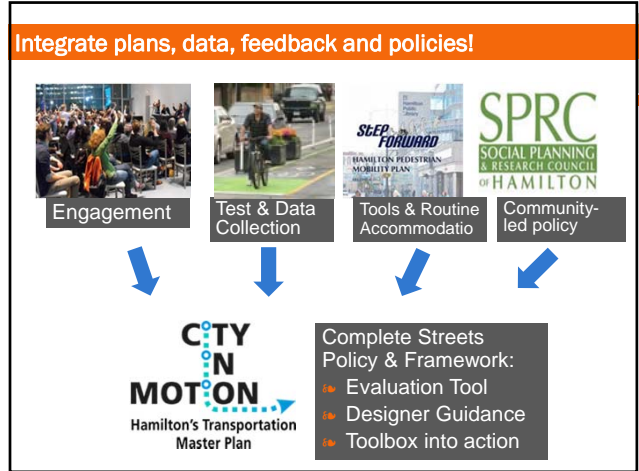
Collaboration – City, McMaster and Others



Moving Forward ... Virtual Hamilton

Community Collaboration and Learning using street tools, building tools, a rating system and social media to educate in a virtual environment





Why Bother?

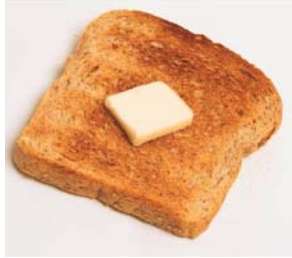
If you can do it here, you can do it anywhere

A collage of transportation logos and images. It includes logos for Community CarShare, Student CarShare, zipcar, Rapid Transit, and sobi HAMILTON. There are also images of a man in a hat, a car, and a person holding a green card.

- Workshop**
1. What do you love about getting around Hamilton?
 2. What are some of the challenges?
 3. What are the opportunities we can leverage?
 4. Develop 3 top priorities/actions along the following categories:
 - o Policy
 - o Programs
 - o Incentives

Thank-you

This is our bread and butter!



Peter Topalovic
Transportation Management
City of Hamilton Public Works

Peter.Topalovic@Hamilton.ca
905-546-2424 x.5129





City of London |
Cycling Master Plan
London ON Bikes by the Numbers

CSCE Conference | June 2, 2016

LONDON BIKES



London Bikes

» Presentation outline



- Developing London ON Bikes 1
- Infrastructure 2
- Policy 3
- Programs 4
- How input was incorporated 5
- Next steps 6
- CAC Involvement 7



London Bikes

» Developing London ON Bikes

for whom...

2 Key audiences



Interested but concerned



Enthusied & confident



- 1
- 2
- 3
- 4
- 5
- 6
- 7

London Bikes

» Developing London ON Bikes

Where...

35 Public events



- 1
- 2
- 3
- 4
- 5
- 6
- 7

» Infrastructure overview

331

Kilometres of existing facilities

TV parkway 40	Park paths 126
In-boulevard 42	Bike lane 62
Sharrow 10	Signed route 51

- 1
- 2
- 3
- 4
- 5

» New infrastructure

3 On-road facility types

On-road	Off-road
Facility Type	Route Hierarchy
Shared	Primary
Designated	Secondary
Separated	

- 1
- 2
- 3
- 4
- 5
- 6
- 7

» New infrastructure

3 On-road facility types

2 Off-road route hierarchies

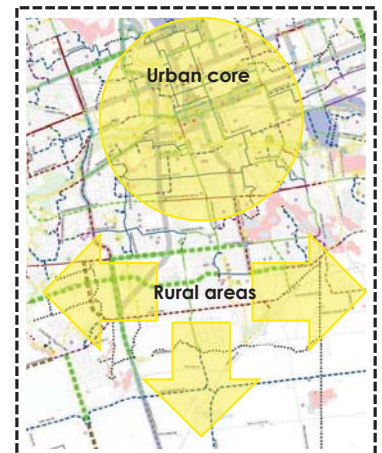
On-road	Off-road
Facility Type	Route Hierarchy
Shared	Primary
Designated	Secondary
Separated	

- 1
- 2
- 3
- 4
- 5
- 6
- 7

» New infrastructure

305

Kilometres of proposed facilities in the next 15 years



- 1
- 2
- 3
- 4
- 5
- 6
- 7

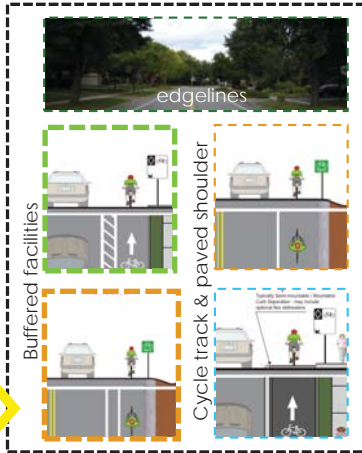
» New infrastructure

305

Kilometres of proposed facilities in the next 15 years

5 New types of on-road facilities

Consistent with OTM Book 18 facility selection process



- 1
- 2
- 3
- 4
- 5
- 6
- 7

» Getting it built

3

Implementation phases

short-term

0 – 5 years

92
Kilometres

medium-term

6 – 15 years

213
Kilometres

long-term

16+ years

Long-term to be revisited when the master plan is next updated

- 1
- 2
- 3
- 4
- 5
- 6
- 7

» Operations & maintenance

2 Types of facilities to maintain

within road ROW

- Snow storage
- Cycle tracks coming

outside road ROW

- 2 sections of TVP and some pathways winter maintained
- Consistent with sidewalk standards

- 1
- 2
- 3
- 4
- 5
- 6
- 7

» Operations & maintenance

2 Types of facilities to maintain

winter

- Snow clearing
- Specialized operations



4 Seasons

non-winter

- Pavement markings
- Route signs
- Sweeping
- Pavement maintenance

- 1
- 2
- 3
- 4
- 5
- 6
- 7

Operations & maintenance

- 2** Types of facilities to maintain
- 4** Seasons
- 1** Winter network

operating costs

1. Council recently allocated funding toward winter pathway maintenance
2. Winter network maintenance estimated between \$280,000 and \$480,000 annually

Updated Minimum Maintenance Standards will influence future road maintenance practices



- 1
- 2**
- 3
- 4
- 5
- 6
- 7

How much will it cost to build?

	Short-term (0 – 5 years)	Medium-term (6 – 15 years)	Short + Medium Term (total)
Within the Road Right-of Way	\$9,673,000	\$20,013,000	\$29,686,000
Outside of the Road Right-of-Way	\$13,406,000	\$8,777,000	\$22,183,000
Total	\$23,079,000	\$28,790,000	\$51,869,000

- 1
- 2**
- 3
- 4
- 5
- 6
- 7

How much will it cost to build?

	Short-term (0 – 5 years)	Medium-term (6 – 15 years)	Short + Medium Term (total)
Within the Road Right-of Way	\$9,673,000	\$20,013,000	\$29,686,000
Outside of the Road Right-of-Way	\$13,406,000	\$8,777,000	\$22,183,000
Total	\$23,079,000	\$28,790,000	\$51,869,000
Cost Rationalization			
Funded Projects	\$19,607,000	\$14,688,000	\$35,970,000
Percentage of Costs	85%	51%	69%
Unfunded Projects	\$3,472,000	\$14,103,000	\$17,575,000
Percentage of Costs	15%	49%	34%



- 1
- 2**
- 3
- 4
- 5
- 6
- 7

How much will it cost to build?

	Short-term (0 – 5 years)	Medium-term (6 – 15 years)	Short + Medium Term (total)
Within the Road Right-of Way	\$9,673,000	\$20,013,000	\$29,686,000
Outside of the Road Right-of-Way	\$13,406,000	\$8,777,000	\$22,183,000
Total	\$23,079,000	\$28,790,000	\$51,869,000
Cost Rationalization			
Funded Projects	\$19,607,000	\$14,688,000	\$35,970,000
Percentage of Costs	85%	51%	69%
Unfunded Projects	\$3,472,000	\$14,103,000	\$17,575,000
Percentage of Costs	15%	49%	34%



- 1
- 2**
- 3
- 4
- 5
- 6
- 7

Existing Growth Programs for Cycling Facilities and Pathways

How much will it cost to build?

	Short-term (0 – 5 years)	Medium-term (6 – 15 years)	Short + Medium Term (total)
Within the Road Right-of Way	\$9,673,000	\$20,013,000	\$29,686,000
Outside of the Road Right-of-Way	\$13,406,000	\$8,777,000	\$22,183,000
Total	\$23,079,000	\$28,790,000	\$51,869,000
Cost Rationalization			
Funded Projects	\$19,607,000	\$14,688,000	\$35,970,000
Percentage of Costs	85%	51%	69%
Unfunded Projects	\$3,472,000	\$14,103,000	\$17,575,000
Percentage of Costs	15%	49%	34%

require additional funds to support objectives

How much will it cost to build?

	Short-term (0 – 5 years)	Medium-term (6 – 15 years)	Short + Medium Term (total)
Within the Road Right-of Way	\$9,673,000	\$20,013,000	\$29,686,000
Outside of the Road Right-of-Way	\$13,406,000	\$8,777,000	\$22,183,000
Total	\$23,079,000	\$28,790,000	\$51,869,000
Cost Rationalization			
Funded Projects	\$19,607,000	\$14,688,000	\$35,970,000
Percentage of Costs	85%	51%	69%
Unfunded Projects	\$3,472,000	\$14,103,000	\$17,575,000
Percentage of Costs	15%	49%	34%
Cost Per Annum	\$694,000	\$1,410,000	N/A
Annual Cost per Resident 381,000 (2016) to address unfunded projects	\$1.82	\$3.70	N/A

- Future Capital Budgets & DC Background Studies
- Potential for economies, external funding sources

Policy considerations

6 Policy best practices & considerations

Cycling on sidewalks...



Recommendation:

Maintain cycling on sidewalks bylaw

Supportive initiatives

11 Supportive actions



Wayfinding & signage



Touring loops



Bike share



Cycling website



Bicycle parking



CANBike

» How input was incorporated

Infrastructure

- Proposed Cycle Tracks identified – e.g. Colborne St. and Queens Ave.
- North – South & East – West connections identified
- Bicycle parking action
- Access to key destinations considered a primary criteria
- Connectivity with other modes of transportation part of the criteria
- Mapped / identified future RT routes and transit hubs
- Cycling destination action includes supportive amenities
- Signage / wayfinding action item and template
- Consideration for user comfort & safety

- 1
- 2
- 3
- 4
- 5
- 6
- 7

» How input was incorporated

Infrastructure

- Consideration of desired mode split (i.e. from the TMP)
- Comparison with other best practices
- Recommended performance measures – action
- Master plan written in plain language with use of graphics and figures
- Funds allocated by various departments
- Funding coordination integrated into network costing
- Recommendation to continue implementing counters (on and off-road)

- 1
- 2
- 3
- 4
- 5
- 6
- 7

Policies

» How input was incorporated

Infrastructure

- CANBike action identified
- Website action identified
- Bike share action identified
- Partnerships and coordination with partners identified
- Network developed with consideration for connections to surrounding municipalities
- Bike parking identified as priority action
- Active & safe routes to school considered

- 1
- 2
- 3
- 4
- 5
- 6
- 7

Policies

Programs

» Next steps

4

Next steps

- #1** Present and gather input from the CAC meetings
- #2** Update report based on comments received
- #3** Present to CWC for acceptance
- #4** Open for 30 day public review

- 1
- 2
- 3
- 4
- 5
- 6
- 7

» **CAC involvement**

Option **#1**

- 2 separate 2-hour workshop sessions (separate meetings)
- **Meeting #1:** Programs & Policies
 - *Presentation:* Overview of recommended policies and programs
 - *Activity:* Policy / Program Wiki
- **Meeting #2:** Infrastructure & Priorities
 - *Presentation:* detailed explanation of approach & outcomes
 - *Activity:* Confirm priorities, identify missing priorities & identify timeline revisions

Option **#2**

- One 3 or 4-hour workshop session (one meeting with break-out discussions)
- **Conversation Café:**
 - Two tables will be organized – one with the relevant policies and actions and the second with the recommended infrastructure
 - Group would be asked to consider the options and ask questions
 - Move to the next table and build on responses
 - Summarize & present the responses



- 1
- 2
- 3
- 4
- 5
- 6
- 7**

