

8TH REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on July 20, 2016, commencing at 4:10 PM, in Committee Room #4, Second Floor, London City Hall.

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

ABSENT: W. Pol.

ALSO PRESENT: J. Bruin, V. Kinsley, D. MacRae, B. McCall, J. Stanford 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. Share the Road Conference Update

That it BE NOTED that the presentation from H. Ketelaars included on the meeting Agenda with respect to the Share the Road Conference, 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 June 15, 2016, was received.

4. Municipal Council Resolution - 6th Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 14, 2016, with respect to the 6th Report of the Cycling Advisory Committee, was received.

5. Municipal Council Resolution - London ON Bikes Cycling Master Plan

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 14, 2016, with respect to the London ON Bikes Cycling Master Plan, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

6. Cycling Advisory Sub-Committee

None.

V. ITEMS FOR DISCUSSION

7. London ON Bikes Cycling Master Plan

That the Civic Administration BE REQUESTED to consider the attached recommendations with respect to the London ON Bikes Cycling Master Plan.

8. Can-Bike London Update (D. Szoller)

That it BE NOTED that a verbal update from D. Szoller with respect to Can-Bike London, was received.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VII. ADJOURNMENT

The meeting adjourned at 6:27 PM.

NEXT MEETING DATE: September 21, 2016

Cycling Advisory Committee subgroup Meeting, July 13, 2016
Middlesex London Health Unit, 201 Queens Ave

<https://londonbikes.ca/>

General Observations

The plan advances the use of policies; regulations and standards as they apply to cycling
The plan add ideas and directions around programming for cycling
The plan provides a sound basis for extending cycling along with supporting technical documentation.

Discussion Themes & Potential Recommendations

The following table highlights some key elements the CAC would like to recommend/amend to the final Cycling Master Plan.

Theme	Recommendation	Rationale
Education	That there be a new Action added – #12 ‘Public Engagement’ & that sufficient funding is allocated.	Improve knowledge, attitudes, behaviours, health & safety. Many drivers & cyclists are not clear on the rules of the road (HTA) or understand how to share the road / use bicycle facilities. Dedicated funds are required to conduct a comprehensive interactive approach that includes not only a cycling specific website but other measures to reach both cyclists & drivers, i.e. sustainable leadership for the Bicycle Festival, lay person version of CMP, how to prevent bike theft education, partnerships.
Maintenance	That high traffic (auto & cyclist) streets be identified & receive prioritized maintenance.	Safety. High auto & cyclist traffic requires greater maintenance of bicycle facilities, i.e. pavement markings, etc. to be visible to both drivers & cyclists; adequate road sweeping/plowing of cycle lanes & tracks; railway crossings
Measurement	That monitoring measures be determined & reported annually.	Measure progress, accountability, public engagement .

Cycling Facilities	That abandoned corridors (hydro, railways) be included as cycling facility locations in the short & medium term.	Abandoned corridors are good transportation systems & easier to implement than other types of infrastructure. Currently not identified in short or medium term actions rather are identified as long term action.
Engagement	High profile event	Encourage public awareness and participation of cycling in the city via recommend annual sponsored event ie "public streets are temporarily closed" (cycling on the DVP in Toronto or the Clear Air Day celebrated in Bogota and Paris)
Destinations	That the major cycling destinations include the Western University, Fanshawe College and the local hospitals.	Access & safety since these locations have high student / employee volumes including those who currently cycle or would like to cycle. Include these locations as part of the major loop routes key destinations.
Implementation	That the CAC continues to exist.	The CAC provides valuable insight & direction that serves to support implementation of CMP & address cycling issues in general.
Enforcement	That there be policing to reduce bike theft supported in the police budget.	Bike theft is an increasing issue that should be adequately addressed in order to protect cyclists' property & support an environment that is conducive to greater numbers of individuals choosing to cycle.

Cycling Master Plan Discussion Notes from July 13 CAC subgroup meeting

Pg	Item#	CMP	Discussion
Policies & Programs (Sections 2 & 3)			
44		CanBike	Text changes – Diane to email to Doug / Claire
36	Section 2	New developments	Relook intensification section or how CMP will address it could vary for cycling depending on the development.
	General	Major employment destinations	Eg. TLP & TMP – 2 hospitals, university & college could be major destination locations (note this across the board)
31		Complete streets	TLP adopted by council & includes complete streets, add TLP has policy r/t bikes
	Section 2		Integration between recreation & transportation – what actions / directions to bridge the gap (transportation = road cycling cf Parks & Recreation = parks); now all 1 network therefore acknowledge this in CMP. Can't change maintenance due to different laws that apply therefore coordinate.
18	Sec 1		Make things transparent / seamless to end user. Encourage the continued coordination, alignment, process with Sec 4 Implementation.
21		Vision	Box top right is from TLP. Shift 1 st sentence to objectives to shorten the vision statement.
43-44		Bike share	Have a made-in London-solution , eg. Western' Purple bikes / Green Bike / Uber Bike. Acknowledge what already exists .. needs further investigation, eg Hamilton's bike share is a made- in-Hamilton approach. Workplaces could be involved & bike share could be customized.
33		E bikes	Considerations: city staff use e-bikes + rapid transit – lead by example.

45	Section 3	Action 6	<p>Ensure there are sufficient funds for a comprehensive interactive education approach that includes the cycling specific website to reach both cyclists & drivers re types of bike facilities & how to properly use them, etc. Use tactical urbanism to raise awareness. Consider an additional Action under in Section 3 “Growing the Culture” & add this to the Implementation chart on pg. 62. Includes celebration of new facilities, eg bike corral launches. Tie education of how to use new facilities with their introduction, like Hamilton. Have a web-based reporting system to notify public when new facilities are added, eg. Calgary:</p> <p>http://www.calgary.ca/Transportation/TP/Pages/Cycling/The-Bicycle-Program-Yearbook.aspx?redirect=/bikeyearbook ; Edmonton: http://edmontonbikes.ca/</p>
60		Partnerships	<p>Eg. Bike Festival – need for sustainable leadership. Media events have been organized in the past. Multiple strategies to engage public. Add a 12th Action – Public Engagement. See pg 62 diagram of public engagement process</p>
		<p>Policies, guidelines,</p> <p>Awareness & Maintenance of facilities</p>	<p>Bike lanes having ‘cats eyes’ – downtown major bike lanes be painted green (cars drift – not enough room for cyclist)</p> <p>Adelaide & Queens – bike lane faded = safety concern. High auto & cyclist traffic requires greater maintenance. Add to CMP – strategic areas. Don’t be too specific to allow for latitude in application of policy. Add this treatment to bike lanes going forward.</p>
62		Public Engagement	<p>Focus on reducing chaos & improve linkages, eg. Cyclists on sidewalks. Make this an Action to integration of cycling with all modes of transportation (eg. Greyhound, airport, train station, Park&Ride). Considered in mapping. Include educational program as part of the consequences for violations by drivers / cyclists. Work with police, CanBike, media.</p>
44			<p>Make cycling courses available, accessible.</p>
48		<p>Action 9</p> <p>Performance Measures</p>	<p>Consider it being an annual report, eg. Edmonton, Calgary examples</p>

?			Low number of , eg. 177 on Ridout (<i>didn't capture all of the dialogue</i>)
		General comments re overall impact	<p>CMP – OK (slow & steady) but need an inspirational project . Projects are in the works, i.e. Queens Ave 2way cycle track & TVP North Branch connection. These are incremental with key facilities to be developed. Could possibly be highlighted in the CMP more ...</p> <p>Q: How to make CMP more outstanding? A: There will be a lay persons document to be developed that is high impact, attractive, user-friendly with pictures, etc.</p> <p>Could be opportunities to collaborate with Planning Dept & possible community engagement strategies for The London Plan.</p>
51		Recommendations	Priorities opinion - esp 13, 16, 18, 19
42		Touring loops	Create signature event(s), eg. Cambridge 'Tour the Grand', MEC rides, Bicycle Festival, link with 'Open Doors London', to highlight cycling. Maps to promote routes.
3	1.1.2	Master Plans & Municipal Class EAs	Review the language that explains that the CMP is a Municipal Class Environmental Assessment (MCEA). It is not a matter of IF it will happen rather how & when it will happen. See Executive Summary (p3, Ex.2 The Plan)
46		Action 7	Add to the list of amenities in the 1st paragraph , i.e. fountains, food, washrooms, spray pads. Have hubs with several amenities in different locations.
47		Technical Appendices Appendix G	Bike parking noted at EAs only – include parking locations at other locations as well. See list in the Technical Appendices, Appendix G, 4.7-4.11

50		Action 11 Enforcement	<p>Enforcement details seem light in the CMP. Increasing rates of theft in London. How can enforcement be enhanced? Eg education re serial #'s on all bikes & other measures (GPS tracking being developed further). Issue for all types of cyclists including newcomers, kids, etc.</p> <p>Bike registration program? Not viable to execute / maintain. Better to do self-registration by taking a picture of the bikes serial #. Create a list of what to take note of.</p> <p>5 E's – intent to enhance Enforcement (Section 3) & police to be a part of this. CAC could recommend that this be supported with budget dollars. Need to provide evidence (p52 Recommendation #19 – to enhance police support). Have police identify solutions to the issue of bike theft. Include a dollar amount?</p>
54		Network objectives	Major loops - Add UWO, Fanshawe, hospitals
57-60	4.2.2	Roles & responsibilities Table 6 & 7	Collaboration important but maintaining specific roles / responsibilities also important. Parks & Rec – already at the table.
57		General	Consider substituting the word ' transportation ' for 'bike use' to reinforce the idea that cycling is a viable form of transportation. The London Plan draft uses the word 'mobility' for 'transportation' because of its inclusiveness.
61	4.2.3	Decision Making Process	Keep 2005 & 2007 Bicycle MP. The current CMP is replacing these. Pages 61 -62 shows the process using 2005 as base & building on it. This acknowledges the work done in 2005 & 2007.
65	4.3	Operations & Maintenance	'Minimum Maintenance Standards' is the title of a document & part of Municipal Act that governs road operations.

66	4.3.1	Operations & Maintenance -What is Expected	Maintenance - street sweeping, eg. Wonderland Rd not swept. Presents danger for cyclists. Looking to put dollar values to these types of issues.
		General	Include a Glossary... For acronyms have the e- version provide the full word when the mouse is over it.
Infrastructure (all Sections)			
	Maps		Missing bike facilities due to Rapid Transit: Dundas (east of Egerton) – east side of city conflicts with train tracks.
			Abandoned corridors (hydro, railways) are good transportation systems not identified in medium or short term actions (identified as long term action), easier to implement than other types of infrastructure. Also, railway tracks could have cycle trail run beside these, eg Quebec, France. CP not open to this idea due to safety. Hyde Park Rd route – TBD 10 to 15 yrs out.
			Between Bathurst & CN tracks Thames R to Adelaide (BMO Centre) – Rectory. Enhance entire corridor connecting SoHo & downtown. <i>(missing details here)</i>
			Data used to determine types of cycling facilities – MV/ cyclist volumes, speeds. Collision data is available – hot spots were considered. MLHU / London Middlesex Road Safety Committee has 2008-2013 data on 779 MVC-cyclist collisions done by Human Environments Analysis Laboratory (HEAL) indicating locations of most collisions.

			<p>Missing links: 1) Richmond – Adelaide – Fanshawe Park (TVP to be extended to Fanshawe Prk); 2) S Br of Thames to Dorchester: TVP comes around ESA to Hamilton Rd, Medowlilly ESA ... 3) N side of Thames R (E Park Golf course) – add a dashed line on N side? Not likely (land owner) cf south of river more likely unless there are environmental reasons.</p>
			<p>In blvd facilities current & new: Crossrides (pavement markings & signage) would allow cyclists to travel through intersection without stopping (as required by the HTA if there are no Crossrides present). This is one of the favoured designs (see Technical Appendix G, Design Guidelines, 4.4 as per Book 18) for treatment at crossings & transition points. Requires education. Need to consider the type of design for all transition areas.</p>
			<p>Emphasize that CAC needs to continue to exist in order to support implementation of CMP.</p>