



## BFC\_Fall\_2016 Submitted by Vanessa Kinsley on 2016-10-14 11:48:25

### Application Tips

- The application will be referring to your type of jurisdiction as "community" throughout the application due to the great variety of types of jurisdictions applying, which does not include bicycle amenities, services and other resources outside your boundaries.
- The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.
- Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.
- If you would like to share any documents such as a bike plan or a bike map with the reviewers, please include a link to the file either under the relevant question or in the last question of each section if there is not enough space. We recommend using a service such as TinyURL ([tinyurl.com/](http://tinyurl.com/)) to shorten any long links.
- Please invite cyclists in your community to become local reviewers for your application. Interested cyclists can sign up by emailing [bfc@sharetheroad.ca](mailto:bfc@sharetheroad.ca). The deadline to sign up is October 21, 2016 midnight Eastern.
- Where appropriate, feel free to include links to relevant documents or websites throughout the application.
- To expand the long-form question boxes, simply click and drag on the bottom right corner of the box - this expands the viewable area and makes it easier to see the full response you've entered.

### Name of Community

Name of Community

London

Region (if applicable)

### Province

Ontario

Has the community applied to the Bicycle Friendly Community program before?

☒ Yes

☐ No

If yes, what was the result of the community's last application?

☐ No designation

☐ Honorable Mention

☒ Bronze

☐ Silver

☐ Gold

☐ Platinum

If designated, what year was your community first awarded a Bronze or higher award?

2011

Mayor or top elected official (include title)

Mayor Matt Brown

Phone

519-661-4920

Email

[mayor@london.ca](mailto:mayor@london.ca)

Address

300 Dufferin Street

Community Website

[www.london.ca](http://www.london.ca)

### BFC Contact Profile

Note: This person will receive any future BFC related communication from Share the Road.

Name of BFC contact

Jay Stanford

Title

Director, Environment, Fleet & Solid Waste

Department

Environmental & Engineering Services

Employer

City of London

Address

300 Dufferin Street

City

London

Province

Ontario

Postal Code

N6A 4L9

Phone

519-661-2500 x5411

Email

[jstanfor@london.ca](mailto:jstanfor@london.ca)

Is the BFC contact also the Bicycle Program Manager?

☐ Yes

☒ No

If no, does your community have a Bicycle Program Manager?

☒ Yes

☐ No

If different from above, what is the Bicycle Program Manager's contact information? Please include name, email and phone number.

For cycling to continue to grow, it MUST be a shared responsibility with many senior government and community leaders. London has a TDM Coordinator (Allison Miller) is on maternity leave)

If different from above, what is the contact information of the Director of your community's Department of Transportation (or equivalent). Please include name, email and phone number.

Applicant name and email, if different from BFC contact or Bicycle Program Manager contact

## Community Profile

### 1. Type of Jurisdiction

- ☒ Town/City/Municipality  
☐ Regional Municipality  
☐ Aboriginal Territory  
☐ Military Base  
☐ Other

If other, describe (50 word limit)

### 2. For purposes of comparison, would you describe your community as largely

suburban

### 4. Size of community (in sq. km.)

#### Total area

420.57

#### Water area

#### Land area

420.57

### 5. Total Population

381,000

### 5a. College/University student population (during semester)

10-25%

### 6. Population Density (Person per sq. km. of land area)

870.6

### 7. Median Household Income

61,980

### 8. Age distribution (in percent)

#### Under 5

5

#### Age 5-19

18

#### Age 20-64

62

#### Age 65+

15

#### Totals (should equal 100)

100

### 10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents (FTE), work on bicycle issues in your community? Learn how to calculate FTE here.

3

### 11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

51-75%

### 12. Do you have an officially recognized Bicycle Advisory Committee?

- ☒ Yes  
☐ No

### 12a. How often does it meet?

Monthly or more frequently

### 12b. How many members serve on the committee?

11

### 12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee? Check all that apply.

- ☒ User Group  
☒ Law Enforcement  
☐ City Councillor  
☒ Chamber of Commerce  
☒ Public Health  
☒ Planning Department  
☒ Transportation Department  
☐ School Board  
☒ Parks Department  
☒ Recreation Department  
☐ Transit Agency  
☐ Other

If other, describe (50 word limit)

### 12d. Name and email of Bicycle Advisory Committee Chair

Dave Mitchell wrent@gmail.com

### 13. List all bicycle advocacy groups, non-profits or charities that work on cycling-related issues in your community

1. London Cycle Link; 2. Thames Region Ecological Association; 3. Can-Bike London; 4. Big Bike Giveaway; 5. Urban League of London; 6. London Environmental Network

### 13a. List the name and email of the primary contact for each bicycle advocacy group, non-profit or charity. If a primary contact is the applicant or BFC contact, list an alternative contact.

1. Dan Hall danielcraighall@gmail.com; 2. Anne Arnott info@trea.ca; 3. Diane Szoller d.szoller@sympatico.ca; 4. Monica Hodgson PulseSpinStudio@mail.com; 5. Wes Kinghorn wkinghorn@projectedimages.ca; 6. Lee Jones lee@londonenvironment.net

### 13b. List all advocacy groups, non-profits and charities that are working with you on this application.

CanBike London, London Cycle Link

### 13c. Do you contract with any advocacy groups, non-profits or charities for cycling-related services or programs? Check all that apply.

- ☒ Paid  
☒ Volunteer  
☐ No

### 14. What are the primary reasons your community has invested in bicycling? Check all that apply.

- ☒ Improved quality of life  
☒ Improving public health  
☒ Community connectivity  
☒ Transportation options

- ☒ Reduce car-parking demands
- ☒ Climate change/environmental stewardship concerns
- ☒ Decrease traffic congestion
- ☒ Increase tourism
- ☒ Increase property values
- ☒ Cooperation with adjacent communities
- ☒ Public demand
- ☒ Economic development
- ☒ Support Smart Growth or other growth management goals ( An urban planning and transportation concept that concentrates population growth in compact walkable urban centers. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health. )
- ☒ Traffic and bicycle/pedestrian safety
- ☒ Meet local or provincial requirements
- ☐ Other

If other, describe (50 word limit)

**15. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)**

The City (community) of London has a new, Council-approved Cycling Master Plan (CMP) that included the input of thousands of London cyclists on this specific project and two related projects; The London Plan (a new 20 year vision for London and SHIFT Rapid Transit (a multi-model implementation plan that includes cycling as a component of the Bus Rapid Transit system)

**16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)**

After being categorized as a Bronze BFC Community in 2011, the City can report the following 3 Major Categories of Activities in the last 5 years: 1. Acted on Share the Road Feedback – in the summer of 2011, STR provided 25 action items to London and 100% have been addressed and/or completed.: 2. More – London has significantly increased bike lanes, closed bike gaps, promoted cycling, raised awareness, increased cycling culture through the Cycling Advisory Committee and community groups such as London Cycle Link and Thames Region Ecological Association, with many of these stories (and more) captured in our London ON Bikes project as part of the Cycling Master Plan process. 3. Developed, Launched, Engaged and Approved a Cycling Master Plan (to replace the 2005 version) – London's most significant undertaking designed specifically for the cyclist – at all levels of cycling capability

**17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)**

- Implementing the Cycling Master Plan (from policies and programs to cycling amenities and infrastructure) - Completion of the Complete Streets Guideline that was started in 2015 - Design, approval and installation of two cycle tracks, through downtown London - Implementation of intersection crossrides and pavement rehabilitation to upgrade London's popular boulevard bike paths into cycle tracks. - Construction of the Kiwanis Park pathway link with a grade separated crossing of the CN Rail line with OMCIP funding assistance - Rehabilitation of the heritage-designated Blackfriars Bridge with elimination of westbound motor vehicles to implement a new dedicated westbound cycling lane - Further expansion of the cycling network including cycling facilities on roads like Byron Baseline, Wonderland Road and Bradley Avenue - Continuing our program of applying full-width green pavement markings at strategic on-road bicycle lane locations - major research and analysis currently underway includes a Downtown Parking Strategy (with a focus on TDM and cycling) and the London Travel Survey (includes all modes) which will be the largest survey of its kind on London's history

**Engineering**

**18. Does your community currently have any of the following policies in place? Check all that apply.**

- ☒ Local Complete Streets policy ( Ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. (National Complete Streets Coalition) )
- ☒ Local bicycle accommodation policy ( A policy that requires the accommodation of cyclists in all new road construction, reconstruction and resurfacing. )
- ☐ Neither

**18a. When was it adopted?**

Complete Streets policy was adopted with London's Official Plan update in 2016. A Complete streets guideline document has been in development for 18 months; a consultant assignment is currently being initiated to complete the document in the near future

**18b. Provide a link or attach a copy of this legislation or policy**

<https://www.londonbikes.ca/documents> - Cycling Master Plan and other documents can be found here.

**18c. What tools are in place to ensure implementation? Check all that apply.**

- ☒ Implementation guidance
- ☒ Design manual
- ☒ Training
- ☒ Oversight by Bicycle Program Manager
- ☒ Implementation checklist
- ☐ None of the above

**19. Does your community currently have any of the following additional policies in place? Check all that apply.**

- ☒ Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project
- ☒ Streetscape design guidelines ( Streetscape design guidelines can help create more diverse transportation systems and more accessible communities by improving non-motorized travel conditions and creating more attractive urban environments. (Victoria Transport Policy Institute). )
- ☒ Mixed-use zoning
- ☐ Form-based/design-based codes ( A code based primarily on urban form or urban design, including the relationship of buildings to each other, to streets and to open spaces – rather than being based primarily on land use. (Palo Alto) )
- ☐ Connectivity policy or standards ( Requires transportation planners to establish a certain minimum amount of street intersections per mile, with some exceptions. )
- ☒ Policy to preserve abandoned rail corridors for multi-use trails
- ☐ Other
- ☐ None of the above

If other, describe (100 word limit)

**20. How do you ensure your engineers and planners accommodate bicyclists according to OTM Book 18 or NACTO standards? (Check all that apply.)**

- ☒ Send staff to OTM Book 18 Training Course
- ☒ Hire outside consultants to train staff
- ☒ Send staff to bicycle-specific conferences/training such as the Ontario Bike Summit
- ☒ APBP webinars
- ☒ Require project consultants to have bike/ped qualifications
- ☒ Adopted local design manual
- ☐ Other
- ☐ None of the above

If other, please describe (100 word limit)

**21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply.**

- ☐ Major highways
- ☒ Bridges that are inaccessible or unsafe for cyclists
- ☒ Tunnels that are inaccessible or unsafe for cyclists

- ☒ Large body of water (e.g. river)
- ☐ Roads with bicycle bans
- ☒ Railroad corridors
- ☐ Other
- ☐ No significant physical barriers

If other, describe (100 word limit)

**22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply.**

- ☒ Bike parking ordinance for existing buildings specifying amount and location
- ☒ Bike parking ordinance for all new developments specifying amount and location
- ☒ Ordinance requiring showers and lockers in existing non-residential buildings
- ☐ Ordinance requiring showers and lockers in new non-residential buildings
- ☐ Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)
- ☒ On-street bike parking/bicycle corrals ( On-street bicycle parking, which is clearly differentiated from the roadway through paint, small buffers, flexible bollards or a combination of elements. It generally consists of 6-12 bicycle racks that lie either diagonal or perpendicular to the roadway. (Bike Portland) )
- ☒ Ordinance that allows bike parking to substitute for car parking
- ☐ Requirement for new developments to meet ( Certification by the US Green Building Council that a development's location and design meet accepted high levels of environmentally responsible, sustainable standards. )
- ☐ Developers are eligible for density bonuses for providing end-of-trip facilities ( Allows developments to increase the level of density surpassing the allowable Floor Area Ratio in exchange for amenities needed by the community, e.g. bike parking. )
- ☐ Other
- ☐ None

If other, describe (250 word limit)

**23. Do your standards for bike parking conform with APBP guidelines?**

- ☒ Yes
- ☐ No
- ☐ No standards

**24. What is the total number of public and private bike parking spaces in your community?**

Difficult to measure all on public and private lands, but well into the 1000s.

**24a. What percentage of bike racks conform with APBP guidelines?**

more than 75%

**24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:**

**Bike lockers**

1-5%

**Parking spaces in bike depots (i.e. Bikestation)**

Less than 1%

**Parking spaces in bike corrals (on-street bike parking)**

1-5%

**25. Approximately what percentage of the following locations has bike racks or storage units? Answer all that apply.**

**Public and private schools**

More than 90%

**Higher Education Institutions**

More than 90%

**Libraries**

More than 90%

**Transit stations and major bus stops**

Less than 10%

**Parks & recreation centers**

More than 90%

**Other government owned buildings and facilities**

More than 90%

**Event venues (e.g. convention center, movie complex)**

10-25%

**Hotels & restaurants**

Less than 10%

**Office buildings**

10-25%

**Retail stores**

Less than 10%

**Multi-family housing**

Less than 10%

**Public housing**

10-25%

**26. Does your community have transit service (bus, light rail, heavy rail)?**

- ☒ Yes
- ☐ No

**26a. What percentage of buses are equipped with bike racks?**

All

**26b. Are bikes allowed inside transit vehicles?**

- ☐ Yes
- ☒ Sometimes
- ☐ No

**Describe (50 word limit)**

At the driver's discretion.

**27. What is the centerline mileage of the existing off-street bicycle network within your community? (in km)**

170 kms

**27a. How many kilometres of the following off-street bicycle accommodations do you have? Answer all that apply (in centerline km)**

**Paved shared use paths (?3m)**

166 kms

**Natural surface shared use paths (?3m)**

4

**Singletrack**

N/A

**27b. What percentage of all natural surface trails and singletrack are open to bicyclists?**

1-25%

**27c. What are the exceptions? (100 word limit)**

Environmentally Significant Areas do not allow cyclists on trails.

**28. What is the centerline mileage of your road network (including provincially owned and private roads, in km)?**

1,748 kms

**28a. What is the street network density of your road network? (centerline km of road per sq. km. of land area)**

5.1 - 10.0

**28b. What percentage of roads has posted or design speeds of 40km/h and lower?**

1-25%

**28c. What percentage of roads has posted or design speeds of 60km/h and higher?**

11-25%

**28d. What percentage of the existing on-street bicycle network meets or exceeds current OTM Book 18, and NACTO standards?**

More than 90%

**28e. List your existing on-road bicycle accommodations that meet or exceed OTM Book 18 and NACTO standards. Answer all that apply (in centerline km)**

**Conventional bike lanes (ridable surface ?1.2m)**

62 kms

**Shared lane markings (on roads with ?60km/h speed limits)**

10 kms

**Contra-flow bike lanes**

**Protected or buffered bike lanes (one-way)**

22 kms

**Protected or buffered bike lanes (two-way)**

**Raised cycle tracks**

**Left-side bike lanes**

**Bike boulevards or Neighborhood Greenways**

**Wide paved shoulders (ridable surface ?1.2m and minimum clear path of ?1.2m between rumble strips)**

**Signed bike routes**

50 kms

**28f. List all planned on-road bicycle accommodations that exist within your 5 year capital works budget that meet or exceed OTM Book 18 and NACTO standards. Answer all that apply (in centerline km)**

**Conventional bike lanes (ridable surface ?1.2m)**

17

**Shared lane markings (on roads with ?60km/h speed limits)**

4

**Contra-flow bike lanes**

**Protected or buffered bike lanes (one-way)**

12 km

**Protected or buffered bike lanes (two-way)**

1.3 km

**Raised cycle tracks**

11.0 km

**Left-side bike lanes**

**Bike boulevards or Neighborhood Greenways**

**Wide paved shoulders (ridable surface ?1.2m and minimum clear path of ?1.2m between rumble strips)**

11

**Signed bike routes**

15

**29. What other ways have you improved conditions for bicyclists? Check all that apply.**

☒ Road diets ( A road diet entails converting a four-lane undivided roadway to a two-lane roadway plus a two-way left turn lane by removing a travel lane in each direction. The remaining roadway width is converted to bike lanes and other uses. )

☒ Area wide traffic calming ( Often describes the combination of mainly physical measures (such as speed tables, lower speed limits, or shortened crosswalk distances) that reduce the negative effects of motor vehicle use and improve conditions for non-motorized street users. (FHWA) )

☐ Speed limits 30 km/h or less on residential streets

☐ Bike cut-throughs

☒ Signed bike routes

☒ Off-street way-finding signage with distance and/or time information

☒ On-street way-finding signage with distance and/or time information

☐ Shared Space/Home Zone/Living Street/Woonerf ( A street that is designed primarily to accommodate non-vehicular traffic such as pedestrians and cyclists. Such streets also accommodate vehicles, but pedestrian and cyclists take precedence in the design process, which is communicated through signage. Often, there are curves to slow traffic, no curbs, intermittent parking, and trees and recreation areas for pedestrian use. (Living Street Alliance) )

☒ Roundabouts that accommodate bicycles

☐ Advisory bike lanes ( Advisory Bike Lanes give bicyclists priority on narrow roadways. Skip striping is used to show that, unlike a regular bike lane, the "advisory" bike lane may be used by motor vehicles passing each other, provided they yield to bicycles. (Portland) )

☒ Colored bike lanes outside of conflict zones

☐ Bike/pedestrian overpasses/underpasses

☒ Removal of on-street car parking

☒ Speed tables to calm traffic

☐ Car-free/Car-restricted zones

☒ Other

☐ None

**If other, describe (250 word limit)**

Bike markers (on road way) on Quebec Street overpass.

**30. What percentage of arterial street centerline mileage has a dedicated space for cyclists? Please note that bike route signage, "share the road" signage, bikes may use full lane signage and sidewalks/sidepaths**

3%

**31. Which of the following broader transportation policies and programs are in place in your community? Check all that apply.**



- ☒ Maximum car parking standards ( Addresses the problems that an oversupply of parking creates by limiting the number of parking spaces that developers can provide for their projects (Chapel Hill, NC) )
- ☒ No minimum car parking standards ( No minimum parking requirements for any land use. )
- ☒ Paid public parking
- ☐ Shared-parking allowances ( Sharing of parking spaces between building occupancies that have different parking demands depending on the time of day or week, e.g. retail/commercial and residential (South Carolina) )
- ☐ Congestion charges ( A system of surcharging users of a transport network in periods of peak demand to reduce traffic congestion. )
- ☒ Prioritization of active mobility in planning and design processes
- ☐ Other
- ☐ None

If other, describe (250 words)

**32. What maintenance policies or programs ensure the on-street bicycle facilities remain usable and safe? Select all that apply.**

**32a. Street sweeping**

Same time as other travel lanes

**32b. Snow clearance**

Same time as other travel lanes

**32c. Pothole maintenance**

Within one week of complaint

**32d. Describe any other maintenance policies or programs for the on-street bicycle network. (100 word limit)**

The new Cycling Master Plan identifies a Winter Cycling Network that will consider improved winter maintenance levels of service in coordination with the upcoming changes to the Municipal Act Minimum Maintenance Standards.

**33. What maintenance policies or programs ensure that off-street bicycle facilities remain usable and safe? Select all that apply.**

**33a. Path sweeping**

Quarterly

**33b. Vegetation maintenance**

Monthly

**33c. Snow clearance**

Within 48 hours of storm

**33d. Surface repair**

Within one month of complaint

**33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)**

NOTE: Council recently endorsed additional funding for the expansion of the off-road bike path clearing program during the winter months. Until now only Springbank Park has been clear in winter but now staff will clear all multi-use hard surface trails. This will greatly expand cycling accessibility to the popular multi-use trail network.

**34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners? Check all that apply.**

- ☒ Online reporting
- ☒ Hotline
- ☐ Monthly meeting
- ☒ Other
- ☐ None

If other, describe (100 word limit)

We also hear about issues regularly through the Cycling Advisory Committee and local bike clubs.

**35. How do you accommodate cyclists at intersections in your community? Check all that apply.**

- ☒ Most signals are timed
- ☐ Most signals are timed for bicycle speeds
- ☐ Green wave for cyclists in some locations ( Several traffic signals are synchronized to provide a green light for a flow of cyclists, allowing cyclists to maintain a speed of circa 18 km/h without being stopped by a red light. )
- ☒ Demand activated signals with loop detector (and marking) or bike accessible push-button
- ☒ Video or microwave detection ( Sensors at intersections that determine when bikes are present and alter traffic signal patterns accordingly (Popski) )
- ☐ Bicycle signal heads ( These are similar to a standard traffic signal, except that it uses red, yellow and green bike icons rather than red, yellow and green circles. )
- ☒ Colored bike lanes in conflict areas
- ☒ Advance stop line or Bike Box ( The Bike Box is an intersection safety design to prevent bicycle/car collisions, especially those between drivers turning right and bicyclists going straight. It is a green (or red) box on the road with a white bicycle symbol inside. )
- ☒ Path crossing with high visibility markings or signs ( Pavement markings or signs that make shared-use path crossings more visible to motorists )
- ☐ Raised path crossings ( Shared-use path crossing on a speed hump/speed table, which slow traffic and make cyclists and pedestrians more visible to motorists. )
- ☐ Other
- ☐ None of the above
- ☐ No signals

If other, describe (100 word limit)

**36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc)**

Council has approved two Cycling Destination Programs: 1. Several parks have been identified as "key" cycling destinations 2. Several business/community areas are being identified for cycling destinations based on local amenities focused on cyclists

**Education**

**37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?**

**Elementary**

1-25%

**Middle School**

1-25%

**High School**

1-25%

**38. Outside of schools, how are children taught safe cycling skills? Check all that apply.**

- ☒ Youth bike clubs
- ☒ Bike clinics or rodeos ( Teaches children the skills to ride their bicycle safely in a fun and non-competitive environment, includes instruction on how to properly fit a helmet. )
- ☒ Youth recreation programs
- ☒ Helmet fit seminars
- ☒ Safety town ( A program for children that teaches safety lessons about bicycles, traffic and other similar topics. The program can be held at a school or a permanent "safety town" facility. )
- ☒ Trail riding classes
- ☒ Other
- ☐ None of the above



**If other, describe (250 word limit)**

Through community events, summer camps, and CAN Bike instruction.

**39. Do you have a ticket diversion program? Check all that apply.**

- ☐ For motorists
- ☐ For cyclists
- ☒ No

**40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply.**

- ☒ Public service announcements
- ☒ Share the Road educational videos on community website/TV channel
- ☒ Community newsletter/magazine article
- ☐ Information in new resident packet
- ☒ Utility bill insert
- ☒ Flyer/handout
- ☐ Info sessions/lunch seminars
- ☐ Bicycle ambassador program ( Bicycle Ambassadors promote safe cycling through community organizing, education and outreach. (Transportation Alternatives) )
- ☒ Newspaper column/blog on bicycling
- ☒ Dedicated bike page on community website
- ☒ Billboards
- ☒ Share the Road Signs
- ☐ Share the Road information in driver's education
- ☐ Other
- ☐ None of the above

**If other, describe (250 word limit)**

**41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply.**

**CAN BIKE classes or equivalent (full-day training course, including classroom and on-bike instruction)**

1

**Cycling Skills classes (three to four hour classroom training courses)**

2 - public health nurses teach a risk watch program to any interested teachers and the program includes a bike and pedestrian safety module.

**Commuter classes (one to two hour classes)**

**Bicycle maintenance classes or workshops**

20+

**42. Do you offer regular bicycle skills courses for your community engineers and planners that include on-bike instruction and in-traffic cycling?**

No

**43. Has your community hosted a CAN BIKE Instructor seminar in the past two years?**

Yes

**43a. How many CAN BIKE Instructors are there in your community?**

8

**43b. List CAN BIKE Instructors that have taught at least one class during the past 12 months. (250 word limit)**

Gosse Van Oosten, Jason Jordan, Diane Szoller

**44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? Check all that apply.**

- ☒ City staff
- ☒ Taxi drivers
- ☒ Transit operators
- ☒ School bus operators
- ☐ Delivery drivers
- ☐ Other
- ☐ None of the above

**If other, describe (100 word limit)**

**45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations of all age groups, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities. (250 word limit)**

The Can-Bike program is offered primarily through schools and courses promoted with the City Parks & Recreation division. These have included a subsidy for those needing financial help. Other examples include attending the Big Bike Giveaway (for people that cannot afford a bike) to invite people one-on-one. This activity included a request to participate in a free 1.5 hr Can-Bike course on October 15 at the police department. London Cycle Link has recently run a program for Syrian refugees in co-operation with the Cross Cultural Centre – how to ride and they also gathered bikes for participants. There is a Can-Bike women's course that reaches an entirely different audience. Upcoming, Can-Bike plans to invite diverse communities to participate or run Can-Bike courses in 2017 – e.g., neighbourhood groups, cultural groups. The Middlesex-London Health Unit and Can-Bike are working together on messages for key audiences this fall. We have recruited someone who speaks French who will take instructor training next year. We ask that everyone be able to ride a bike – if someone has a disability but can ride a bike, we can support them.

**46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)**

• Information materials are available on cycling safety from City of London and other groups • Several service clubs offer cycling rodeos • All cycling clubs (membership based) in London highlight the importance of cycling safety and emphasize this as part of their cycling adventures • All community groups promoting cycling acknowledge the importance of cycling safety and are aware where further information can be found (of ten on-line)

**Encouragement**

**47. How do you promote Ontario Bike Month/your own dedicated Bike Month? Check all that apply.**

- ☐ Official Proclamation
- ☒ Community Rides
- ☐ Mayor-led/Council-led Ride
- ☐ Public Service Announcements
- ☐ Videos promoting bicycling on community website/TV channel
- ☐ Publish a guide to Bike Month Events
- ☐ Bike Month Website
- ☒ Commuter Challenge
- ☐ Bike Commuter energizer stations/breakfasts
- ☒ Car-free days ( A Car Free Day encourages motorists to give up their car for a day. September 22 is World Car Free Day. )
- ☒ Open Streets/Ciclovía/Sunday Parkways ( Temporary event, which closes a street or area to cars for use by pedestrians and cyclists. )
- ☐ Mentoring program for new riders
- ☒ Bike valet parking at events
- ☒ Bike to School Day
- ☒ Bicycle-themed festival/parade/show
- ☒ Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)

- ☐ Trail construction or maintenance day  
☒ Other  
☐ No promotion

**If other, describe (250 word limit)**

NOTE: we promote throughout the year round INCLUDING Bike month and Commuter Challenge. We have tried Bike Week, Bike Month, Commuter Challenges. The best methods are to promote all the time!! Our community partners' websites and other social media are an excellent way to promote any cycling activities as well.

**47a. What percentage of the population participate in Bike Month events?**

Less than 5%

**47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?**

- ☒ Yes  
☐ No

**If yes, describe (500 word limit)**

The City of London runs an annual Commuter Challenge (about 10 years old). In previous years, the program was promoted to the community with the lead group (Thames Region Ecological Association); however actual registration numbers were minor (like all cities in Canada). In the last 5 years, the City has focused this activity internally. The new city-wide InMotion Campaign that takes place each October highlights cycling as one of the many activities that can be undertaken and tracked.

**47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?**

1-25%

**48. How do you promote bicycling outside of your official Bike Month? Check all that apply.**

- ☒ Community and charity rides  
☐ Mayor-led/Council-led Rides  
☒ Videos on bicycling on community website/TV channel  
☒ Public Service Announcements  
☐ Trail construction or maintenance day  
☒ Open Streets/Ciclovía/Sunday Parkways ( Temporary event, which closes a street or area to cars for use by pedestrians and cyclists. )  
☒ Commuter Challenge  
☒ Business program that provides discounts for customers arriving by bicycle  
☒ Triathlons and bicycle races  
☒ Bike commuter events  
☒ Car-free days ( A Car Free Day encourages motorists to give up their car for a day. September 22 is World Car Free Day. )  
☐ Publish a guide to community bicycle events  
☐ Mentoring program for new riders  
☒ Bike valet parking at events  
☒ Bike to School Day  
☒ Bicycle-themed festivals/parades/shows  
☒ Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)  
☒ Community celebration/ride each time a bicycle project is completed  
☐ Other  
☐ No promotion

**If other, describe (250 word limit)**

**49. List the signature cycling events that occur in your community. (250 word limit)**

- Annual Bike Festival (over 25 years old) - Car Free Day/Dundas Street Festival (5 years old, street closing that has always included cycling as a major focus - Big Bike Giveaway (3 years old; business and community driven; 300 bikes were given away in 2016) - Special annual rides like the Tweed Ride, Glow Ride, etc (usually one or two per year) - Business promotions (e.g., MEC hold ongoing workshops and activities dealing with cycling

**49a. How does the municipality sponsor or actively support these events?**

- ☒ Organize the event  
☒ Fund event  
☒ Contribute in-kind funding (i.e. police presence, closing roads, etc)  
☒ Assist in promoting the event  
☒ Other  
☐ No support/Not applicable

**If other, describe (100 word limit)**

Attend the event with additional information and offerings. Many City staff are part of the local cycling community as direct members in groups and/or active cycling enthusiasts

**50. Does your local tourism board or chamber of commerce promote bicycling in your area?**

- ☒ Yes  
☐ No

**If yes, describe (250 word limit)**

- Tourism London is part of the larger southwestern Ontario tourism alliance which promotes cycling and especially the waterfront trail. - Bike and walk maps are available at all Tourism London offices and information kiosks.

**51. Are there cycling clubs in your community? Check all that apply.**

- ☒ Recreational bike clubs  
☒ Mountain bike clubs  
☐ Friends of the Trail groups  
☐ National Mountain Bike Patrol  
☒ Racing clubs or teams  
☐ Other  
☐ No

**If other, describe (100 word limit)**

**51a. List the names of the clubs. (500 word limit)**

London Cycling Club, Cycles London, London Centennial Wheelers, Forest City Velodrome, East Village Cycling Group, London Cycle Link, Can-Bike London

**52. How many for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?**

15

**52a. List their names. (250 word limit)**

Cycles London Inc., Outspokin Cycles, Herm's Sport Exchange, Trek Bicycle Store of London, To Wheels, First Cycleworks, Cyclepath, Champion Bicycle, Village Cycle, Wheels and Gears, Cuzzle Cycles, N+1 Cycle, All Seasons Sports and Cycle, MEC, South London Cycle.

**52b. List any bike shops in your community that regularly sell used bicycles. (Do not include pawn shops etc in this figure)**

Herm's Sport Exchange, To Wheels, Play it Again Sports, possibly others as well.

**53. Which of these bicycling amenities do you have in your community? Check all that apply.**

- ☒ BMX track ( BMX tracks are constructed out of dirt with various corners and jumps that are designed to be challenging while taking account of riders' safety. )  
☒ Velodrome ( Arena for indoor or outdoor track cycling )  
☐ Cyclocross course ( A course featuring a variety of surfaces (pavement, grass, sand, gravel, dirt, etc.) and a number of obstacles that require users to dismount and



remount their bicycle. )

- ☒ Mountain bike park
- ☐ Pump tracks ( A pump track is a continuous loop that can be ridden on a bike without pedaling. Tracks consist of a series of rolling bumps and banked corners that allow the rider to gain momentum and reach speeds of up to 20mph. (Bikes and Berms) )
- ☒ Loop route(s) around the community
- ☐ Other
- ☐ None

If other, describe (100 word limit)

54. Is there a skate park in your community?

- ☒ Yes
- ☐ No

If yes, do bikes have access to the skate park?

- ☒ Always
- ☐ Sometimes
- ☐ Never

55. Are there opportunities to rent bicycles in your community?

Yes

56. Does your community currently have a bike sharing program that is open to the general public?

- ☐ Yes
- ☒ No
- ☐ Launching this year

56a. If yes, please provide details about the system below.

How many bikes are in the system?

How many stations are in the system?

How many trips are being made annually?

57. Are there any private bike share systems in operation in your community (available to large employers, university campuses etc)? If yes, please describe.

Purple bikes is a bike rental program at Western University. See below for more description of what they do.

58. Does your community have a bike co-op or non-profit community bike shop?

- ☒ Yes
- ☐ No

If yes, describe its services (250 word limit)

1. Purple bikes is a Western University run bike co-op where anyone in the community can access affordable bike repairs, workshops and training, bike rentals, advice and service. 2. The City has just provided a seed funding for Community Bike Co-op for the community. It will be operational in 2017.

58a. If yes, does the co-op/non-profit community bike shop receive support from the local government?

- ☒ Grants
- ☐ Free or subsidized property/space for a duration of at least 5 years
- ☒ Contracts for services, e.g. bicycle skills or maintenance education, event support, etc
- ☒ Free bicycle safety accessories for distribution, e.g. helmets or lights
- ☐ Provision of abandoned or impounded bicycles for resale
- ☒ Free PSA or advertising space
- ☐ Other

If the local government provides grants and/or free/subsidized property/space to the co-op/non-profit community bike shop, please list the annual value for each (in Dollar).

1. Purple Bikes - The bike shop runs as a co-op and all funds generated through membership/other fees are put back into the shop. 2. NEW Community Bike Co-op - plans still be developed

If other, describe (250 word limit)

59. Does your community have youth recreation and/or intervention programs centered on bicycling? Check all that apply.

- ☐ Trips for Kids chapter
- ☐ Earn a Bike program ( Completing hands-on lessons in bike mechanics and bike safety, participants in an Earn-a-Bike Program earn credits towards a bike and a helmet. )
- ☐ Create a Commuter program ( The Create a Commuter program provides basic bicycle safety education and fully-outfitted commuter bicycles to low-income adults striving to connect to work or workforce development by bicycle. )
- ☒ Cycling Summer Camps for Kids
- ☐ Other
- ☐ None

If other, describe (100 word limit)

60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? Check all that apply.

- ☒ Online route finding service
- ☐ Smart phone app
- ☒ Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities
- ☒ Printed/digital greenways and trails map
- ☐ None of the above

61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

These are some examples: • The City and partner volunteer groups provide bicycle valet parking at many festivals. • A pop-up cycle track was recently created by London Cycle Link at the Dundas Street Festival. • Cycling facilities are made more visible with full-width green pavement markings at strategic on-road bicycle locations. • Highly visible bike corrals and fix-it stations were installed at high-visibility locations. • Media events to promote recent bicycle friendly HTA amendments.

#### Enforcement

62. How does your police department interact with the local cycling community? Check all that apply.

- ☒ A police officer is an active member of the Bicycle Advisory Committee
- ☐ Identified law-enforcement point person to interact with cyclists
- ☒ Other
- ☐ No current formal interaction

If other, describe (100 word limit)

Police engage/attend public cycling events across London.

63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists? Check all that apply.

- ☐ Basic academy training
- ☒ International Police Mountain Bike Association training
- ☐ Law Enforcement Bicycle Association training
- ☐ Completion of CAN BIKE course by one or more officers
- ☐ Presentation by CAN BIKE Instructor or local cyclist
- ☐ Institute for Police Training and Development bicycle training
- ☐ No training offered

**64. What enforcement programs that target improving cyclist safety are in place? Check all that apply.**

- ☐ Helmet giveaways
- ☐ Light giveaways
- ☐ Bike lock giveaways
- ☐ Targeting motorist infractions
- ☒ Targeting cyclist infractions
- ☐ Positive enforcement ticketing ( Cyclists "caught" engaging in positive behaviors, e.g. practicing personal safety or following traffic laws, are issued "tickets" – vouchers redeemable for recreational activities or food. )
- ☐ Share the road campaigns
- ☐ Other
- ☐ None of the above

**If other, describe (100 word limit)**

**65. What percentage of patrol officers are regularly on bikes?**

1-10%

**66. Are any other public safety (e.g. EMS) employees regularly on bikes?**

- ☐ Yes
- ☒ No

**If yes, describe (50 word limit)**

**67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?**

Yes

**If yes, describe**

Police provide collision data. The City's database includes a sort that enables analysis of bicycle collisions. This analysis has been undertaken. A plot of 5-years of collision locations was produced and is used for assessment of safety improvements.

**68. Which of the following safety services and amenities are available in your community?**

- ☐ Emergency call boxes/phones along trails
- ☐ Trail watch programs/ Trail patrols
- ☒ Street lighting on most arterials
- ☒ Street lighting on most non-arterials
- ☐ Lighting of most shared-use paths
- ☒ Stolen or impounded bikes recovery system or assistance
- ☐ Non-mandatory bike registration
- ☐ None of the above

**69. Are there any local ordinances or provincial laws that protect cyclists? Check all that apply.**

- ☒ Specific penalties for failing to yield to a cyclist when turning
- ☒ It is illegal to park or drive in a bike lane (intersections excepted)
- ☒ Penalties for motor vehicle users that 'door' cyclists
- ☒ Ban on cell phone use while driving
- ☒ Ban on texting while driving
- ☐ Photo enforcement for red lights and/or speed
- ☐ Vulnerable road user law
- ☒ Safe passing distance law
- ☐ It is illegal to harass a cyclist
- ☐ Other
- ☐ None of the above

**If other, describe (250 word limit)**

**70. Do your local ordinances place any restrictions on cyclists? Check all that apply.**

- ☐ Local law requires cyclists to use side paths regardless of their usability
- ☐ Local law requires cyclists to use bike lanes when provided
- ☐ Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions
- ☐ Local or school policies restrict youths from riding to school
- ☐ Other
- ☒ None of the above

**If other, describe (100 word limit)**

**71. Describe any laws your community has with relation to cycling on the sidewalk and provide rationale for their design.**

Our city prohibits the use of cycling on sidewalks. A bike is a vehicle and should be on the roadway. A sidewalk is for pedestrian usage.

**72. Describe any other enforcement programs or policies relating to cycling. (500 word limit)**

72. The London Police Service is a charter member of the London Middlesex Road Safety Committee and so any safe cycling/ share the road messaging is conducted through that committee. The police service itself provides public education utilizing local media as well as social media and conducts enforcement of offences as observed/ when observed/ where possible. Please see the 'Share the Road' education campaign as an example of this. You will find it on the MLHU website - <https://www.healthunit.com/share-the-road#>

#### **Evaluation and Planning**

**73. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Yes

**73a. If yes, please provide details about the plan below.**

**Provide a link to the plan or describe. (250 word limit)**

The full Cycling Master Plan and additional information can be found at <https://www.londonbikes.ca>

**When was it passed or most recently updated?**

September 13, 2016

**Is there a dedicated funding source for implementation?**

- ☒ Yes  
☐ No

**If yes, describe the funding source and designated amount (250 word limit)**

The amount of cycling funding in the City of London Capital budget has increased dramatically in recent years. The current City of London capital budget and projections identify Short to Medium Term (0 - 15 Year) allocations of \$36 million towards cycling infrastructure. \$21 million of this funding is allocated for the 0 - 5 Year projects. The Cycling Master Plan identifies \$53 Million worth of cycling infrastructure investment in the Short to Medium Term (0 - 15 years). The intent of the plan is to be aggressive and provide a means to pursue even more funding in future years.

**What percentage of the current plan has been implemented?**

The plan was approved in September 2016 so only initial actions were undertaken this year.

**Are you meeting annual target goals for implementation?**

Yes

**74. Do you have a trails master plan that addresses mountain bike access?**

- ☐ Yes  
☒ No

**If yes, provide the link to the plan or describe. (250 word limit)**

**75. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?**

- ☒ Yes  
☐ No

**If yes, describe (100 word limit)**

Boler Mountain (private) and Upper Thames River Conservation Authority (public) have established relationships and cooperation to cross promote, share space, encourage cycling, etc. The new Bike Master Plan will ensure connectivity is improved to both locations

**76. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips?**

- ☒ Yes  
☐ No

**If yes, please describe the most recent results. (250 word limit)**

The City has two types of eco-counters in various locations along the recreational pathway system. The first system counts total users, but does not differentiate between walkers, cyclists, etc. The second counter style does differentiate between cyclists and other users. The busiest sections of London's recreational pathway sees over 40,000 users per month. The ratio of cyclists to non-cyclists on the pathway is approximately 60/40 respectively.

**76a. Have any of your cycling counts collected data on the gender of cyclists?**

- ☐ Yes  
☒ No

**If yes, please describe the most recent results (250 word limit)**

**77. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?**

- ☐ Yes  
☒ No

**If yes, please describe the results. (250 word limit)**

**78. Does your community establish target goals for bicycle use, e.g. a certain level of bicycle mode share?**

- ☒ Yes  
☐ No

**If yes, please describe (250 word limit)**

The Cycling Master Plan identifies a goal of 5% cycling mode share.

**79. What is the most current journey-to-work data for your community according to the best data you have available? (Statistics Canada, Transportation Tomorrow Survey etc)**

**Bicycling (in %)**

1.5

**Walking (in %)**

5.4

**Transit (in %)**

6.9

**Percentage of bicycle commuters who are women (if available)**

Not available

**Please indicate the source(s) for any of the above data**

Statistics Canada 2011 Census

**80. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated). Communities that participate in the Transportation for Tomorrow Survey should be able to access some information on these figures.**

Unknown

**81. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.**

**Elementary**

<5%

**Middle School**

<5%

**High School**

<5%

**Please indicate the source for the above data**

MLHU estimated numbers based on School Travel Planning initiatives.

**82. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle? (Broken down annually if possible)**

2011 - 145, 2012 - 150, 2013 - 111, 2014 - 125, 2015 - 126

**82a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle? (Broken down annually if possible)**

2011 - 1, 2012 - 0, 2013 - 2, 2014 - 1, 2015 - 1

**82b. Do you have a specific plan or program to reduce these numbers?**

- ☒ Yes  
☐ No

**If yes, describe (250 word limit)**

A council-approved London-Middlesex Road Safety Strategy. This is a plan that was developed with partners such as London Police, OPP, Middlesex London Health Unit, MTO, Western University, Fanshawe College, CAA and others. Each partner has engineering, education and enforcement action items. The strategy can be found at: <https://www.london.ca/residents/Roads-Transportation/Road-Safety/Pages/London-Road-Safety-Strategy.aspx>.

**83. Do you measure the Bicycle Level of Service of roads and/or intersections?**

- ☐ Yes  
☒ No

**If yes, please describe your methodology and recent results. (250 word limit)**

**84. Do you have community-wide trip reduction policies or programs?**

- ☒ Yes



☐ No

**If yes, describe the policy/program and the results. (250 word limit)**

The City has the Transportation Master Plan and Cycling Master Plan with specific targets. For example, mode share target for 2020 is 60% for Auto; down from 73.5% in 2010. To achieve these, the City has a Transportation Demand Management Program. The London Travel Survey has just been launch (October 2016) which will assist in updating progress

**84a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?**

☐ Yes

☒ No

**If yes, describe the program and the results. (250 word limit)**

**85. Have you or any other organization done an economic impact study on bicycling in your community?**

☒ Yes

☐ No

**If yes, describe the results. (250 word limit)**

Western University, through the Masters in Environmental Sustainability program, completed a consulting research project that focused on both tourism and economics. City staff have engaged with Ontario By Bikes and our local Tourism staff to look at further needs in 2017 and 2018. The City has launched two "cycling destinations" program; one specific to the business community. Findings from the Western MES report included: A Sustainable Tourism Marketing Model integrates tourism into a larger holistic context, and focuses on marketing quality of life for all stakeholders in the system. Survey findings and review of successful case studies suggest a marketing paradigm moving away from economic profit priorities, and moving toward sustainability. The ecotourism objectives set out by the EPP division are in many ways connected to the goals of the city's Strategic Planning and the recent ReThink London initiative, which also aims to enhance the quality of life of Londoners. Specific attention should be given to bicycle tourism, as bicycle tourism likely could bring close to \$10,000,000 into the regional economy annually. The overall findings of the report strongly suggest that London has remarkable potential to build its image as an urban ecotourism spot.

**86. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?**

☒ Yes

☐ No

☐ Not applicable

**If yes, describe (250 word limit)**

Our programs and policies do not allow us to favour any neighbourhoods. We do not have underserved neighbourhoods with respect to cycling.

**87. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)**

The City of London has been actively measuring cycling levels using new technologies as they have become available. From this City staff can capture usage levels to justify new investment. For example, counters have measured 20,000 cycle trips on the Thames Valley Parkway in a month. Staff also promote the use of apps and utilize Map My Ride and purchased Strava GIS data.

#### **Final Overview**

**88. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?**

**Reason One (250 word limit)**

A STRONG FOUNDATION, UPCOMING ACTION AND A VISION. The completion of a Council approved Cycling Master Plan that encompasses 18 months of active engagement with Londoners. This initiative was an action item in Council's Strategic Plan. The new Master Plan serves as a road map for future actions and has been a good catalyst for promoting cycling in the media and political realm. It has also provided justification for new operational (e.g., plowing and sweeping) funding. From a City perspective, the CMP has solidified that cycling is a shared responsibility across many different Divisions with identified leaders in these areas.

**Reason Two (250 word limit)**

CONTINUED ACTION SHOWS COMMITMENT. The cycling improvements since London's Bronze BFC Designation are sizable. For example, the amount of on-road infrastructure was quadrupled in the last five years. London's 2016 customer satisfaction survey identified a huge resident cycling lane satisfaction level increase of 30% to 58% in the last year. New visible amenities such as bike parking and fix-it stations are also well received. Operations and maintenance of the facilities is also better scrutinized and executed.

**Reason Three (250 word limit)**

A GROWING CYCLING CULTURE. Cycling culture is on a growth spurt in London. The Cycling Advisory Committee is new and flourishing. There is new grass routes advocacy from groups such as London Cycle Link. Volunteer groups are more active with initiatives like free bike giveaways. Traditional cycling clubs are attracting new members and activities are growing

**89. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?**

**Aspect One (100 word limit)**

MORE PROMOTION AND AWARENESS - with a target message that cycling is a safe from of recreational and functional travel; and especially in London with our outstanding network of off-road pathways. Most neighbourhoods have easy access to a bike pathway system that criss-crosses London including going through downtown

**Aspect Two (100 word limit)**

IMPLEMENTATION OF MORE OTM BOOK 18 SEPARATED BIKE FACILITIES that can convince those who are "interested but concerned" to ride. The new Cycling Master Plan approach was guided by this mindset.

**Aspect Three (100 word limit)**

SHOWING MOTORISTS, CITIZENS AND VISITORS THAT WE ARE A CYCLING COMMUNITY - Highly visible cycling amenities that "tell others" we are a strong cycling community

**90. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?**

☒ Yes

☐ No

**If yes, describe (250 word limit)**

Keep in mind that we have been engaging, researching and analyzing cycling infrastructure and services for over 2 years.

**91. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?**

☒ Yes

☐ No

**If yes, describe (250 word limit)**

Already covered off in this application OR part of the Bike Master Plan.

**We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?**

Yes

**How did you hear about the BFC program?**

Many years ago, directly from STR.