

11TH REPORT OF THE
CYCLING ADVISORY COMMITTEE

Meeting held on November 16, 2016, commencing at 4:06 PM, in Committee Room #4, Second Floor, London City Hall.

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

ABSENT: W. Pol and D. Szoller.

ALSO PRESENT: V. Kinsley, D. MacRae, B. McCall and A. Pfeffer.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Wheels Now Proposal

That it BE NOTED that the Cycling Advisory Committee does not endorse or support the Wheels Now proposal due to safety concerns, recognizing the concerns about safety on arterial roads remains a priority; it being noted that the Cycling Advisory Committee received a communication dated October 23, 2016, the attached communication and a verbal presentation from D. Smith with respect to a proposal for Wheels Now.

III. CONSENT ITEMS

3. 10th Report of the Cycling Advisory Committee

That it BE NOTED that the 10th Report of the Cycling Advisory Committee, from its meeting held October 19, 2016, was received.

4. Notices

That the following actions be taken with respect to notices received by the Cycling Advisory Committee (CAC):

- a) the Civic Administration BE ADVISED that the CAC encourages additional, secure, bike parking to be incorporated at the property located at 545 Fanshawe Park Road West, to encourage cyclists to use nearby recreational facilities and BE REQUESTED to consider connections to current and future cycling facilities;
- b) the Civic Administration BE ADVISED that the CAC reiterates its opposition to the amendment outlined in the application by Old Oak Properties Inc. relating to the property located within the Southwest Area Secondary Plan, as it makes an environment that is less conducive to cycling, increases the risks to cyclists and the CAC recommends that underground parking for cyclists be a requirement;
- c) it BE NOTED that the CAC received a notice dated October 28, 2016, from C. Smith, Senior Planner, with respect to an application submitted by Barvest Realty Inc, relating to the property located at 58 Sunningdale Road West; and,
- d) it BE NOTED that the CAC received a notice dated October 26, 2016, from B. Debbert, Senior Planner, with respect to an application submitted by 2116782 Ontario Inc., relating to the property located at 607 Wellington Road.

IV. SUB-COMMITTEES & WORKING GROUPS

5. Cycling Advisory Sub-Committee

None.

V. ITEMS FOR DISCUSSION

6. Share the Road Application

That it BE NOTED that the Cycling Advisory Committee (CAC) approved that a letter be sent from the Chair in support of the City of London Share the Road – Bicycle Friendly City application; it being noted that the application dated October 14, 2016 by V. Kinsley, Co-ordinator, Transportation Demand Management, was received.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

7. (Added) Comments on MTO Discussion Paper on Cycling Initiatives for Submission to the Environmental Bill of Rights (EBR) Registry

That the attached staff report from the Managing Director Environmental and Engineering Services and City Engineer dated November 29, 2016, with respect to the MTO Discussion Paper on Cycling Initiatives for submission to the Environmental Bill of Rights (EBR) Registry, BE ENDORSED.

8. (Added) Budget

That it BE NOTED that the Cycling Advisory Committee (CAC) approved expenditures of up to \$1,400.00 to purchase cycling safety equipment to be used as promotional awards at future cycling events to educate and promote safe cycling in London; it being noted that the CAC has sufficient funds in its 2016 budget for this expenditure.

9. (Added) Meeting Schedule

That it BE NOTED that the Cycling Advisory Committee set December 14, 2016 at 4:00 pm as their next meeting date.

VII. ADJOURNMENT

The meeting adjourned at 6:21 PM.

NEXT MEETING DATE: December 14, 2016



Fact: More than half of fatal bicycle crashes with motor vehicles occur on arterial (large four lane) roads (53%)

Fact: Large vehicles (trucks and busses) account for (32%) of fatalities Source (www.sharetheroad.ca)

In a 2009 poll conducted for the Share the Road cycling coalition, 60 percent of Ontarians said they would like to cycle more often. However, they said that the main reason they don't is that they are "worried about safety on the road".

Proposal: To designate all sidewalks running West and North on all arterial roads in London as bike paths. The name "Wheels Now" serves as a reminder to all that (W)heels means West sidewalks and (N)ow means North sidewalks.

Sidewalks can be painted with a green line and standard cycling logo to inform pedestrians and motorists of the intended use of the sidewalk.

Costs to implement are low as there are no new infrastructure costs involved

Result:

- A tenfold increase in usable bikeways in the city.

- Drivers do not have to contend with cyclists on main roads.

- Healthier, active citizens as bicycle transit on main roads is safer

- Increased exposure and traffic for business

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 29, 2016
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	COMMENTS ON MTO DISCUSSION PAPER ON CYCLING INITIATIVES FOR SUBMISSION TO THE ENVIRONMENTAL BILL OF RIGHTS (EBR) REGISTRY

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services, City Engineer, the following comments and discussion **BE ENDORSED** and submitted to the Ministry of the Environment’s Environmental Bill of Rights Registry posting (EBR 012-8772) titled *MTO Discussion Paper on Cycling Initiatives*. The due date for comments is November 30, 2016.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

The relevant report that can be found at www.london.ca under City Hall (Meetings) is:

- Civic Works Committee, Item #3 – September 7, 2016 – London ON Bikes Cycling Master Plan

STRATEGIC PLAN 2015-2019

Municipal Council has recognized the importance of cycling in building a more sustainable city in its 2015-2019 - Strategic Plan for the City of London ([2015 – 2019 Strategic Plan](#)). Specifically, actions undertaken by the provincial government can support London’s Cycling Master Plan and address all four Areas of Focus, at one level or another, as follows:

Strengthening Our Community

- Vibrant, connected and engaged neighbourhoods
- Healthy, safe, and accessible city

Building a Sustainable City

- Robust infrastructure
- Convenient and connected mobility choices
- Strong and healthy environment
- Responsible growth

Growing our Economy

- Urban regeneration
- Strategic, collaborative partnerships

Leading in Public Service

- Proactive financial management
- Collaborative, engaged leadership
- Excellent service delivery

BACKGROUND

PURPOSE:

The purpose of this report is to provide Committee and Council with:

- A summary of the Ontario Ministry of Transportation consultation document, [MTO Discussion Paper on Cycling Initiatives](#), and
- The City of London’s feedback on the consultation document for approval and forwarding to the Environmental Bill of Rights (EBR) Registry.

Note that the Ontario Ministry of Transportation (MTO) informed City staff about the discussion paper on November 3, 2016 and has set a due date of November 30, 2016 for receiving comments.

CONTEXT:

Council recently approved the London ON Bikes Cycling Master Plan that aims to foster and grow cycling in London to achieve a more sustainable transportation system in accordance with Council’s strategic plan.

The financial analysis associated with the master plan identified \$53 M of cycling route infrastructure within the short to medium term that match the objectives outlined in the MTO discussion paper. Approximately 2/3 of the projects fit within current City budget forecasts. The plan respects Council’s approved four-year budget and identifies additional infrastructure to seize external funding opportunities such as that being considered by the province. The plan also identifies a need for bicycle parking in line with that suggested in the discussion paper.

DISCUSSION

Part A - Overview of *Planning Ontario's Energy Future: A Discussion Guide to Start the Conversation*

The introduction to the document, [MTO Discussion Paper on Cycling Initiatives](#), notes that their consultations and discussions will address the MTO’s proposed cycling-related actions outlined within [Ontario’s Climate Change Action Plan](#), along with the Province’s intended investment of \$150 million to \$225 million from cap and trade proceeds to support them. As part of implementing the province’s CCAP commitments, MTO is proposing a program that includes the following components:

- **Local Cycling Infrastructure** - The province would help municipalities build cycling infrastructure that improves safety in urban areas and supports commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis. Eligible infrastructure would include on- and off-road cycling facilities such as painted bike lanes, paved shoulders, cycling lanes separated by a curb, off-road multi-use paths and associated infrastructure (e.g., cycling signals, signs).
- **Provincial Cycling Infrastructure** - The province would fund initiatives that will address provincial barriers (such as highways and bridges) that impact local cycling

networks. Additionally, the government would make direct investments in provincial highways in urban areas to create the conditions to increase cycling for commuting and other frequent trips, where safe and feasible to do so. Infrastructure funded under this component could include on- and off-road cycling facilities (e.g., painted bike lanes, paved shoulders, cycling lanes separated by a curb, off-road multi-use paths), active transportation bridges and associated infrastructure (e.g., cycling signals, signs).

- **Bicycle Parking** – The province would support construction of bike racks, bike shelters, bike lockers and bike enclosures at government-owned, publicly accessible facilities, transit stations and potentially private facilities such as workplaces and condominiums, where cycling for commuting and other frequent trips is reasonable. Constructing bike storage facilities at destinations can make it easier for people to choose active transportation for day-to-day trips. Having bike parking at transit stations can make it possible for people to bike to and from transit, allowing them to leave cars at home and add physical activity to commutes.

Discussion Points for Consideration

To help seed discussions with stakeholders and the public, the Discussion Guide poses a number of points for consideration, specifically:

- What infrastructure should be prioritized to make cycling in Ontario safer and more convenient to support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?
- What evidence can demonstrate the impact of cycling infrastructure investments on the number of cyclists and on GHG emissions?
- For local cycling networks, what types of cycling infrastructure would best support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?
- What types of cycling infrastructure on provincial highways would best support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?
- What types of bike parking facilities (e.g., bike racks, lockers, fee-based enclosures) are needed to support cycling for commuting and other frequent trips?
- What types of government-owned, publicly accessible facilities should have bike parking?
- What types of transit or transportation stations should have bike parking to support improved cyclist access (e.g., GO Stations, LRT stations, bus terminals)?
- What types of private facilities could potentially be eligible to receive provincial funding for bicycle parking facilities?

Part B – How the MTO's Cycling Plans Affect London

The City of London welcomes the actions underway by the Ministry of Transportation to promote cycling under the Climate Change Action Plan. The Strategic Plan developed by Council identifies Building a Sustainable City as a Strategic Area of Focus.

Implementing and enhancing safe mobility choices for cyclists is a key strategy within this objective

The City of London has identified infrastructure improvements required to make cycling safer and more convenient in its new London ON Bikes Cycling Master Plan that was approved by Council in September 2016. The identified cycling network connects cycling destinations such as communities, transit stations and employment areas. The routing of Shift, London's Rapid Transit Initiative was key factor in network development.

The types of infrastructure proposed in the new cycling master plan are based on the facility selection process identified in the Ontario Traffic Manual Book 18 for Cycling Facilities. This approach helps improve safety and encourage cycling amongst those who may be interest but have concerns. Constructing facilities that are maintainable and operational in all seasons is also a key consideration. Supportive infrastructure such as signals, way-finding, bike parking and amenities are also important.

The City of London has actively been measuring the use of cycling facilities using new evolving technologies. This data can be used to demonstrate GHG emission reductions.

The network identified through London ON Bikes supports commuter cycling. London's cycling network includes both on- and off-road cycling routes. The popularity of the off-road multi-use paths amongst commuters makes them a significant contributor to the success of the system. The popularity of the pathways amongst families for recreational riding also makes them a breeding ground for the next generation of commuter cyclists.

London has been implementing cycling infrastructure for decades. Hence, the rehabilitation and updating of aged infrastructure would also benefit commuter cyclists.

The provincial kings highways around London (e.g., Highways 3, 4 and 7) are not preferred cycling routes and the cycling master plan identifies a preference for municipal routes. Provincial freeways (e.g., Highways 401 and 402) create barriers due to cyclist restriction and the lack of facilities through the highway interchanges. The funding of new or improved grade separated crossings of highways is a way to improve connectivity across these barriers.

Part C - Comments to be Submitted to the EBR Registry (#012-8772)

City of London staff recommend that the following comments be submitted to the EBR posting:

1. The Province of Ontario is to be commended for the actions taken to support cycling as part of Ontario's transportation and climate change action strategy.
2. The City of London supports the overall direction outlined in *MTO Discussion Paper on Cycling Initiatives*.
3. The Province of Ontario is to be commended for the actions taken to support municipalities developing local cycling infrastructure.
4. On the questions regarding a plan to improve commuter cycling networks and local cycling infrastructure:
 - a. The MTO should consider funding on-road cycling routes that are designed in accordance with Ontario Traffic Manual Book 18.

- b. Intersections present conflicts for cyclists and improvements should be a consideration of future infrastructure programs.
- c. The MTO should consider including off-road multi-use pathways for inclusion in future funding programs. These systems form the backbone of local cycling infrastructure in many municipalities, as they provide desirable routes with limited cycling travel disruption due to stop signs and traffic signals.
- d. The MTO should consider providing funding support for municipalities to rehabilitate and update existing, aged cycling infrastructure.
- e. The MTO should consider providing funding support for municipalities to establish summer and winter maintenance for existing and new cycling infrastructure considering that the draft Municipal Act Minimum Maintenance Standards are considering establishing winter levels of service and enhanced summer levels of service.
- f. The MTO should consider providing funding support for municipalities to establish cycling counters along major cycling commuter networks in order to promote the utilization of these networks and quantify greenhouse gas emission reductions.
- g. On the questions regarding provincial cycling infrastructure, the MTO should recognize that the provincial Kings Highways around London are not preferred for cycling routes for regional cycling routes. The provincial freeways are restricted to cyclists and create barriers. The funding of new or improved grade separated multi-use pathway crossings of highways and railways is a way to improve connectivity across barriers. The MTO should mandate that all new provincial interchanges or rehabilitations to existing structures accommodate cycling facilities as per Ontario Traffic Manual Book 18 for Cycling Facilities.

5. On the questions regarding bicycle parking:

- a. The MTO should consider establishing province-wide design criteria for suitable bike parking facilities at various types of transit hubs (e.g., BRT stops, major BRT terminals/hubs, etc.) in order to provide guidance for municipalities and public transit authorities.
- b. The MTO should consider the bike sharing systems as part of an overall bike parking strategy, including providing guidance on how the financial costs for the establishment and operation of bike sharing systems can be incorporated into provincial funding structures similar to transit.
- c. The MTO should consider working in partnership with municipalities in providing funding assistance to establish secure bike parking facilities at publicly-accessible private properties such as major commercial retail (e.g., shopping malls & plazas) and commercial office buildings for use by both visitors and employees. Existing bike parking facilities, such as bike racks, can be underutilized due to user concerns regarding theft and vandalism.
- d. The MTO should consider working in partnership with municipalities in providing funding assistance to major employers to establish secure bike parking facilities at workplaces. The City of London currently provides employers with bike racks at cost through its Business TravelWise program, with additional costs for providing security being born by the employer.

- e. The MTO should consider establishing and/or working with an existing organization to create a catalogue of existing bike parking examples (e.g., best practices) including technical details to assist other municipalities in designing local solutions.

ACKNOWLEDGEMENTS

This report was prepared with assistance from Doug MacRae, Division Manager Transportation Planning and Design.

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c: Cycling Advisory Committee

