

# Cycling Advisory Committee

## Report

6th Meeting of the Cycling Advisory Committee  
May 16, 2018  
Committee Room #4

Attendance                   PRESENT:   D. Mitchell (Chair), D. Doroshenko, R. Henderson,  
J. Jordan, D. Szoller and M. Zunti and J. Bunn (Acting  
Secretary)

ABSENT:   W. Pol, R. Sirois, and A. Stratton

ALSO PRESENT: J. Ackworth, M. Elmadhood, D. MacRae, B.  
McCall, A. Miller, M. Morris, R. Patterson, A. Spahiu and S.  
Wilson

The meeting was called to order at 4:01 PM.

### 1.    **Call to Order**

#### 1.1   Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2.    **Scheduled Items**

#### 2.1   Complete Streets Update

That it BE NOTED that the attached presentation from M. Morris,  
Engineer-in-Training, with respect to an update on the Complete Streets  
project, was received.

#### 2.2   Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project – Update

That the Civic Administration BE ADVISED that the Cycling Advisory  
Committee supports the option of a raised cycle track, with the appropriate  
markings, with respect to the Adelaide Street and Canadian Pacific  
Railway Grade Separation Environmental Assessment Project; it being  
noted that the attached presentation from A. Spahiu, Transportation  
Design Engineer, was received, with respect to this matter.

### 3.    **Consent**

#### 3.1   4th and 5th Reports of the Cycling Advisory Committee

That it BE NOTED that the 4th and 5th Reports of the Cycling Advisory  
Committee, from the meetings held on March 21, 2018 and April 18, 2018,  
respectively, were received.

#### 3.2   Municipal Council Resolution - 2018 Ontario Municipal Commuter Cycling (OMCC) Program

That it BE NOTED that the Municipal Council resolution from its meeting  
held on March 27, 2018, with respect to the 2018 Ontario Municipal  
Commuter Cycling (OMCC) Program, was received.

3.3 Municipal Council Resolution - 3rd Report of the Cycling Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on March 27, 2018, with respect to the 3rd Report of the Cycling Advisory Committee, was received.

3.4 Notice of Project Commencement - Broughdale Dyke Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Project Commencement from A. Spargo, AECOM Canada and P. Adams, AECOM Canada, with respect to a Schedule B Municipal Class Environmental Assessment (EA) Study related to the Broughdale dyke, was received.

3.5 Notice of Project Commencement - Riverview Evergreen Dyke Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Project Commencement from A. Spargo, AECOM Canada and P. Adams, AECOM Canada, with respect to a Schedule B Municipal Class Environmental Assessment (EA) Study related to the Riverview Evergreen dyke, was received.

3.6 Notice of Public Information Centre 3 - Adelaide Street North/Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That it BE NOTED that the Notice of Public Information Centre 3 from A. Spahiu, Transportation Planning and Design, City of London and J. Goldberg, Project Coordinator, WSP, with respect to the Adelaide Street North/Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, was received.

3.7 Notice of Public Meeting - The Corporation of the City of London - Downtown

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to the Official Plan, the London Plan and Downtown Plan criteria for Downtown Temporary Surface Commercial Parking Lots, was received.

3.8 Notice of Public Meeting - City of London - Old East Village

That it BE NOTED that the Notice of Public Meeting, dated April 11, 2018, from C. Parker, Senior Planner, with respect to an Official Plan Amendment application related to the Terms of Reference for the Old East Village Dundas Street Corridor Secondary Plan, was received.

3.9 Notice of Public Information Centre #2 - Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre #2, from T. Koza, Project Manager, City of London and P. McAllister, Project Manager, AECOM, with respect to the Southdale Road West Improvements - Pine Valley Boulevard to Colonel Talbot Road Municipal Class Environmental Assessment, was received.

3.10 Notice of Planning Application - Zoning By-law Amendment - 1055-1075 Fanshawe Park Road West

That it BE NOTED that the Notice of Planning Application, dated April 25, 2018, from M. Knieriem, Planner II, with respect to a Zoning By-law Amendment for the property located at 1055-1075 Fanshawe Park Road West, was received.

3.11 Ontario Municipal Commuter Cycling Program - Project Information

That it BE NOTED that the Memo, dated April 10, 2018, from D. MacRae, Division Manager, Transportation Planning and Design, with respect to the Ontario Municipal Commuter Cycling Program Project Information, was received.

3.12 Downtown - OEV Bikeway Corridor Evaluation

That it BE NOTED that the Memo, dated May 9, 2018, from D. MacRae, Division Manager, Transportation Planning and Design, with respect to the Downtown - Old East Village Bikeway Corridor Evaluation, was received.

3.13 London Cycle Link - Letter of Apology

That it BE NOTED that a communication, dated April 8, 2018, from B. Lee, London Cycle Link, with respect to an apology related to an article published in the London Free Press that misrepresented the organization of London Cycle Link, was received.

**4. Sub-Committees and Working Groups**

None.

**5. Items for Discussion**

5.1 Municipal Council Resolution - Pedestrian Safety and Keeping Bicycles off of City Sidewalks

That the issue of public education with respect to cycling on sidewalks BE ADDED to the draft 2018 Cycling Advisory Committee Work Plan; it being noted that the Municipal Council resolution from its meeting held on April 10, 2018 and the communication from R. Millard and M. Ratcliffe, were received, with respect to this matter.

5.2 Municipal Council Resolution - 4th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the Municipal Council resolution from its meeting held on April 10, 2018, with respect to the 4th Report of the Environmental and Ecological Planning Advisory Committee, was received.

5.3 2018 Work Plan

That consideration of the 2018 Work Plan BE POSTPONED to the next Cycling Advisory Committee meeting.

5.4 Cycling Content on the City of London Website

That it BE NOTED that the a verbal delegation from A. Miller, Co-ordinator Transportation Demand Management, with respect to Cycling Content on the City of London website, was received; it being noted that Cycling Advisory Committee members have until May 28, 2018 to provide comments to A. Miller related to this content.

5.5 2018 Ontario Bike Summit

That it BE NOTED that the revised attached submission, dated April 9, 2018, from R. Henderson, with respect to the 2018 Ontario Bike Summit, was received.

**6. Deferred Matters/Additional Business**

6.1 (ADDED) Notice of Public Meeting - Zoning By-law Amendment - 1055-1075 Fanshawe Park Road West

That it BE NOTED that consideration of the Public Meeting Notice, dated May 9, 2018, from M. Knieriem, Planner II, with respect to the properties located at 1055-1075 Fanshawe Park Road West, was deferred until the next meeting due to loss of quorum.

6.2 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 147-149 Wellington Street and 253-257 Grey Street

That it BE NOTED that consideration of the Notice of Planning Application, dated May 9, 2018, from M. Corby, Senior Planner, with respect to the properties located at 147-149 Wellington Street and 253-257 Grey Street, was deferred until the next meeting due to loss of quorum.

**7. Adjournment**

The meeting stood adjourned at 6:39 PM due to lack of quorum.



## Review of the Forthcoming City of London Complete Streets Design Manual

Presentation to Cycling Advisory Committee  
May 16, 2018

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## Introduction - What are Complete Streets?

“A complete street is one that is designed to accommodate the mobility needs of all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users, and the mobility challenged are not design after-thoughts, but are integral to the planning of the street from the start.”

- London Transportation Master Plan



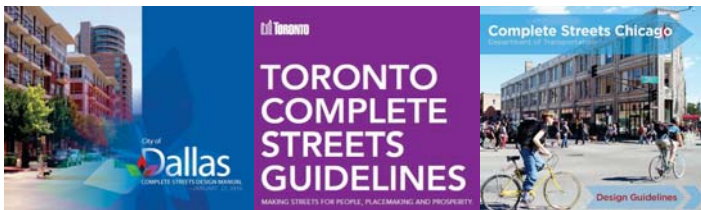
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## Introduction – Complete Streets Manuals

Complete Streets Guides & Manuals have been developed by many cities around the world to help direct and coordinate street planning/design towards more balanced mobility options



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## Background

The 2016 City of London Official Plan introduced a group of **Street Classifications**, which set the stage for more context sensitive city building policies and redefining mobility for Londoners

Classifications Include:

- Rapid Transit Boulevards
- Urban Thoroughfares
- Civic Boulevards
- Main Streets
- Neighbourhood Connectors
- Neighbourhood Streets
- Rural Thoroughfares
- Rural Connectors



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## Background

Each **Street Classifications** was accompanied with policies to guide future planning and design towards an **intended character and function**, while progressing towards **overall mobility goals**

DESIGN FEATURES	STREET CLASSIFICATION		
	Rapid Transit Boulevard	Urban Thoroughfare	Civic Boulevard
Planned Street Width (Width of Right-of-Way)	55m	45m	35m
<b>VENUE ZONE</b>			
Divided and/or Separated	+		
On-street Parking (Additional or Through Lanes)		+	
On-street Parking (in Through Lanes)	+	+	
Cycle Facility	+	+	
Left Turn Lanes	+	+	
Right Turn Lanes	+	+	
Planned Medians	+	+	
<b>PEDESTRIAN ZONE</b>			
Hard Surface (From Curb to Building Front)	+		
Standard Sidewalk (1.5m wide, both sides)	+	+	
Coordinated Sidings	+	+	
Street Trees	+	+	
Street Furniture	+	+	
Reflection-icized Lighting	+	+	
Landscape Plantings	+	+	
Open Boulevard	+	+	
Enhanced Curbwalk Treatments	+	+	
Low Impact Development	+	+	

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## Background

Many stakeholders were included in consultation efforts for the development of the Complete Streets Design Manual and attended a **Stakeholder Workshop**, held on June 2nd, 2017. These groups included:

- Accessibility Advisory Committee
- Can-Bike
- Hyde Park Business Association
- Bell
- London Middlesex Road Safety Committee
- Middlesex Health Unit
- Start Communications
- Cycling Advisory Committee
- London Fire
- London Development Institute (LDI)
- Downtown London BIA
- London Hydro
- London Transit
- Union Gas
- Tree and Forests Advisory Committee
- Argyle BIA
- City of London Water
- London Environmental Network
- City of London Development Services

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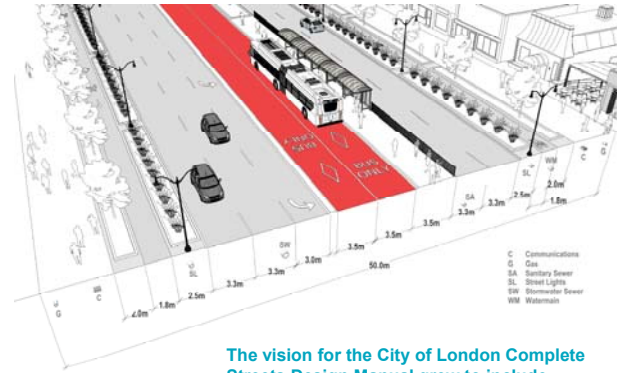
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### Goals

The City of London Official Plan suggested the preparation of a Complete Streets Manual to establish:

- Overall cross-sections for the street classifications
- Design parameters for the public realm



The vision for the City of London Complete Streets Design Manual grew to include . . .



### London Complete Street Manual - Content

- Chapter 1: Complete Streets: Vision and Principles**
  - Complete Streets concepts and policy support
- Chapter 2: Elements of Complete Streets**
  - Complete Streets features
- Chapter 3: Undertaking Complete Streets Design**
  - Processes for balancing the needs of current and future users
- Chapter 4: Street Design for Roadways**
  - Street characteristics/priorities and conceptual cross sections, by street classification
- Chapter 5: Street Design for Intersections**
  - Intersection treatments that provide Complete Streets elements for specific combinations of street classifications
- Chapter 6: Moving Forward with Complete Streets**
  - Progress indicators for Complete Streets outcomes



### Contents:

1. What are Complete Streets?
2. Who is This Guide For?
3. Review of Complete Streets Policies in London
4. Core Principles for Complete Streets

### CHAPTER

# 1

### COMPLETE STREETS: VISION AND PRINCIPLES



### Local Policy Support

“ At the local level, policy support for complete streets is found in a number of documents, including the:

- Strategic Plan
- The London Plan
- Downtown Plan
- Design Specifications and Requirements Manual
- Cycling Master Plan
- London Rapid Transit
- London Road Safety Strategy
- London 2030 Transportation Master Plan ”



### Local Policy Support

“ Municipal Council adopted the following Vision Zero Principles:

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are all physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways ”





### Core Principles



**Prioritize Safe and Accessible Options for People**



**Embed Sustainability**



**Emphasize Vitality**



**Prioritize Connectivity**



**Ensure Context Sensitivity**

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**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**

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### Core Principles



**Prioritize Safe and Accessible Options for People**

“The safety and mobility needs of all users is a priority in any street design exercise.”



**Emphasize Vitality**



**Emphasize Vitality**



“Streets that attract pedestrians enhance urban vitality in London.”



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**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**

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### Accessibility

The Manual defines what a pedestrian is, describes the central role of walking and mobility device travel within London and outlines how the City will support pedestrians through Complete Streets.

#### Key considerations:

- Tactile walking surface indicators
- Separation of pedestrians and cyclists where practical
- Consideration of user needs and land uses in prioritizing street elements such as sidewalk width
- Design processes that emphasize consultation with stakeholder groups
- Pedestrian crossing refuge islands
- Accessible transit stop design

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**COMPLETE  
STREETS: VISION  
AND PRINCIPLES**

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#### Contents:

General Considerations and Tools for:

1. Pedestrian Facility Design
2. Cycling Facility Design
3. Transit Facility Design
4. Motor Vehicles
5. Green Infrastructure
6. Utilities and Municipal Services

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**CHAPTER**

**2**  
**ELEMENTS OF  
COMPLETE  
STREETS**

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#### Pedestrian Facility Considerations



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Buffered bicycle lane in London.

#### Cycling Facilities Considerations

**ELEMENTS OF  
COMPLETE  
STREETS**

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#### “Provide connectivity:

As the slowest mode of transportation, pedestrians have the greatest sensitivity to route directness.”



Buffered bicycle lane in London.

#### “Prioritize vulnerable users:

Cyclists are more vulnerable than transit riders and motorists in a collision because they are not protected within a vehicle.”

**ELEMENTS OF  
COMPLETE  
STREETS**

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## Design For Accessibility

“ Pedestrians include those who are using a walker, crutches, a wheelchair or an electrically powered mobility device as well as individuals with a visual impairment. Design features should be used to accommodate all of London’s pedestrians, such as:

- appropriately wide pedestrian clearways;
- audible pedestrian signals;
- tactile walking surface indicators (TWSIs);
- visually contrasting surface treatments; and
- amenities such as seating



ELEMENTS OF COMPLETE STREETS



## Contents: (under development with City input)

1. Process Overview
2. Planning
3. Conceptualizing
4. Designing
5. Implementing

CHAPTER

# 3

UNDERTAKING COMPLETE STREETS DESIGN



## Contents:

1. Street Typologies
2. Design Guidance for:
  - Rapid Transit Boulevards
  - Urban Thoroughfares
  - Civic Boulevards
  - Main Streets
  - Neighbourhood Connectors
  - Neighbourhood Streets
  - Rural Thoroughfares
  - Rural Connectors

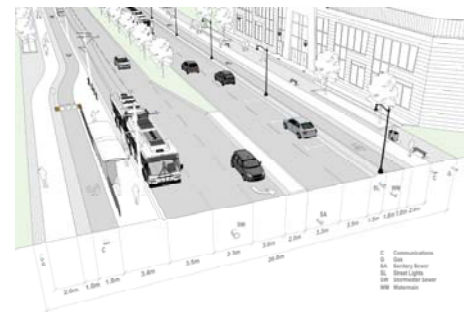
CHAPTER

# 4

STREET DESIGN FOR ROADWAYS



## Example Civic Boulevard



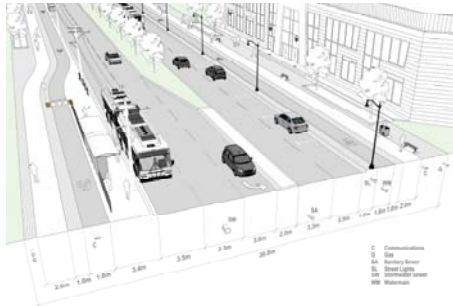
STREET DESIGN FOR ROADWAYS



“ Physically separated and continuous cycling facilities are preferred. ”

## Example Civic Boulevard

“ Civic Boulevards provide multi-modal connections between different neighbourhoods across the City including downtown. ”



STREET DESIGN FOR ROADWAYS

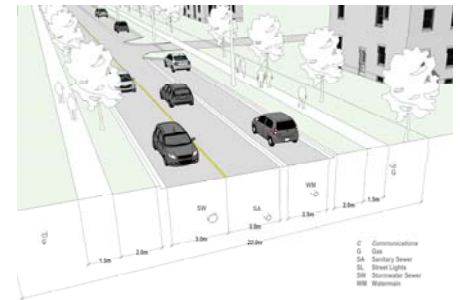
“ The variety of destinations along these corridors can generate significant volumes of walking trips ”



“ Link residential areas to the City-wide road network. ”

## Example Neighbourhood Connector

“ Travel lanes may be reduced to 3.0 m, unless the street is part of a transit route. ”



STREET DESIGN FOR ROADWAYS

“ Connectivity to key neighbourhood destinations can generate large volumes of pedestrian trips ”

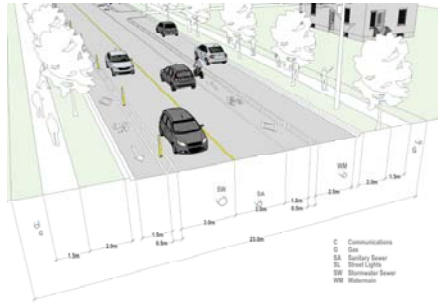




“Link residential areas to the City-wide road network.”

Example **Neighbourhood Connector**

“Travel lanes may be reduced to 3.0 m, unless the street is part of a transit route.”

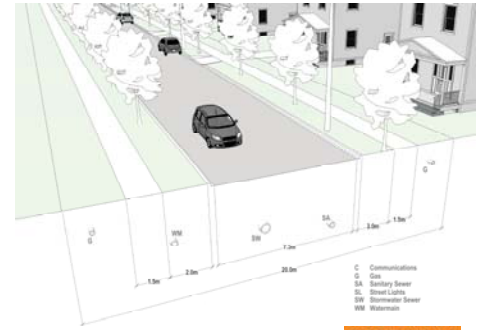


**STREET DESIGN FOR ROADWAYS**

london.ca “Connectivity to key neighbourhood destinations can generate large volumes of pedestrian trips.”



Example **Neighbourhood Street**



**STREET DESIGN FOR ROADWAYS**

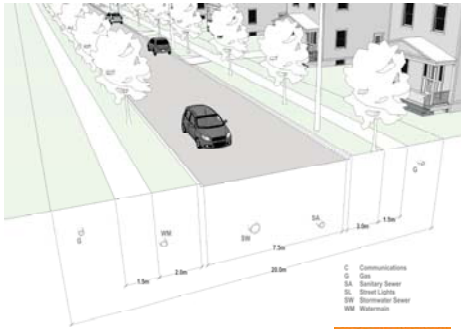
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Example **Neighbourhood Street**

“Neighbourhood Streets are where most Londoners, including many families, live; enhancing the livability, sense of community, and the ability to age-in-place are important considerations.”

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**STREET DESIGN FOR ROADWAYS**

“Benches and newspaper boxes are typically provided at corners with other major streets.”



**Contents:**

1. Intersection Design Principles
2. Design Guidance for:
  - Rapid Transit Boulevard Intersecting a Main Street
  - Urban Thoroughfare intersecting a Civic Boulevard (Signalized)
  - Urban Thoroughfare Intersecting a Civic Boulevard (Roundabout)
  - Urban Thoroughfare Intersecting a Neighbourhood Connector
  - Civic Boulevard Intersecting a Neighbourhood Street

**CHAPTER**

**5**

**STREET DESIGN FOR INTERSECTIONS**

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Example **Rapid Transit Boulevard Intersecting a Main Street**



**STREET DESIGN FOR INTERSECTIONS**

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Example **Rapid Transit Boulevard Intersecting a Main Street**

“The pedestrian clearway widens as the planter boxes and trees are discontinued, providing for greater ease of pedestrian movement and queuing.”

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**STREET DESIGN FOR INTERSECTIONS**

“Centre median design requires dedicated transit signals which use the same phasing as the through motor vehicle movement.”



**Contents:**

**(under development with City input)**

- 1. Principles of Performance Metrics
- 2. Options for Measuring Complete Streets Performance

CHAPTER

6

MOVING FORWARD WITH COMPLETE STREETS



**Next Steps**

- Share Draft with Stakeholders and Finalize late summer 2018
- Education campaign
- Move towards a network of Complete Streets



Questions

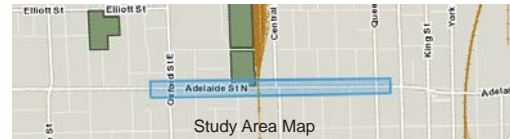


# Adelaide Street / Canadian Pacific Railway (CPR) Grade Separation EA



# Study Background / Context

- City's highest priority new rail-road grade separation candidate site as per the 2005 Rail Exposure Index Study and 2013 Blockage Study
- The Smart Moves 2030 Transportation Master Plan and Development Charge Background Study (2014) identifies needs for optimization and for the implementation of the grade separation in the 2031 planning horizon respectively.
- Subsequently, in 2017 Council approved moving project forward in a 3-5 timeframe.



# Problems and Opportunities

## Problems

- Frequent train crossings result in road being blocked significantly affecting vehicles, transit, cyclists and pedestrians
- Blockages result in significant delays and causes cut-through traffic onto local streets
- Implementation of rapid transit on Richmond Street is expected to cause future increase in traffic on Adelaide Street
- Excessive delays will increase idling time and emissions loadings
- Uninterrupted road corridor needed for emergency planning and response

## Opportunities

- Separate rail traffic from vehicles, cyclists and pedestrians on Adelaide Street, improving access and circulation
- Provide improved rail safety
- Develop an innovative design that prioritizes pedestrians, cyclist and improves the urban environment, while avoiding some of the common drawbacks to underpasses
- Preserve and enhance the heritage character of the neighbourhood and McMahan Park
- Create additional public space that complements the area surrounding the new bridge and creates a strong connection from one side to the other for pedestrians and cyclists
- Improve the surrounding streetscape and intersections to create a safe, pedestrian-friendly and welcoming public space



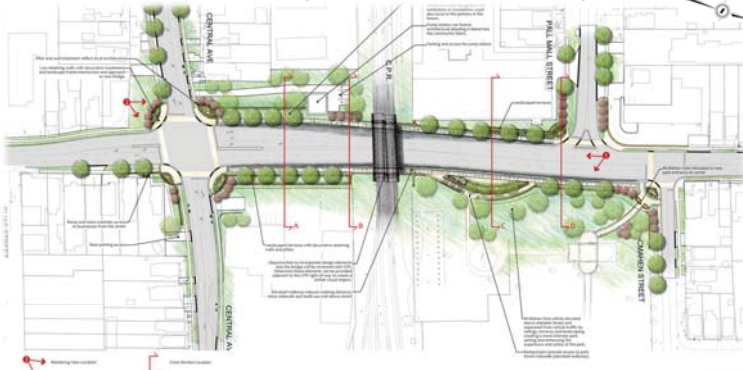
# Preliminary Preferred Concept

## An Underpass (road under rail) is preferred because:

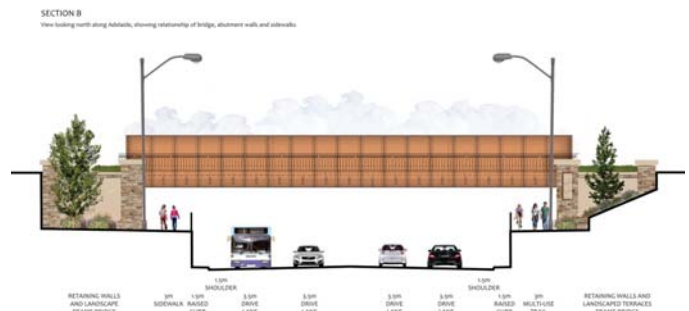
- Has fewer overall property impacts
- Relatively little visual intrusion to the surrounding community
- Decreased traffic noise from the depressed roadway
- Provides more opportunity for a context sensitive design to respect the existing character of the roadway and adjoining neighbourhoods
- Maintains intersections with Central Avenue, Elias Street, Pall Mall Street and McMahan Street
- Is more attractive to pedestrians and cyclists
- Preferred by community



# Preliminary Preferred Concept



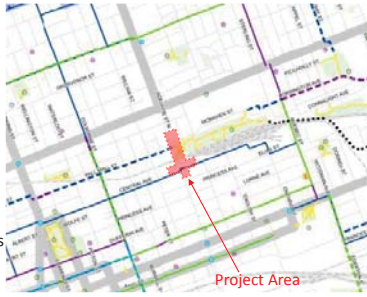
# Adelaide St Cross-Section





## London On Bikes

- ✓ Approved Plan: <http://www.londonbikes.ca/>
- ✓ Adelaide St has no cycling facilities identified
- ✓ Central Avenue is an existing signed bike route
- ✓ Pall Mall is proposed for a signed bike route
- ✓ Colborne Street is the main north-south signed bike route in the Adelaide Street area
- ✓ Segments of Colborne Street are also proposed for signed bike route with sharrows and bike lanes
- ✓ Queens Avenue has existing bike lanes



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## Proposed Cycling Infrastructure

- The elevated Sidewalk/Multi-use facility in the proposed underpass are being designed to 3.0 m in width, to provide more operating space for cyclists.
- On Central Ave. where traffic volumes are very low, a reserved 1.5m wide bicycle lane (Fig. 2) is being proposed, with bike boxes at the intersection of Central/Adelaide (as appropriate).
- Consideration is being given to a Separated Cycling Facility (Fig. 3) on Adelaide St. within the grade separation limits.



Figure 2 – Reserved Bicycle Lane  
Source: GTM Book 18

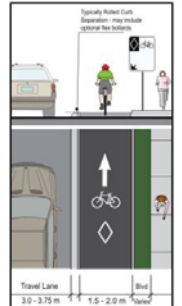


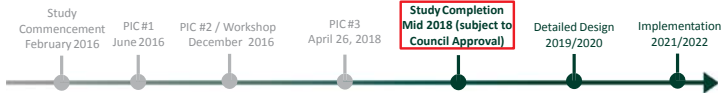
Figure 3 – One-way Raised Cycle Track with Semi-Mountable Curb  
Source: GTM Book 18



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## Project Timelines



Municipal Class EA Process



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## Questions?



<https://getinvolved.london.ca/adelaide-street-pr-grade-separation>



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# 2018 Ontario Bike Summit Report

## April 16 – 18, 2018, Toronto

Prepared for: Cycling Advisory Committee  
Date: April 9, 2018  
Prepared by: Rebecca Henderson

### 1.0 Cycling Education Workshop – Ministry of Tourism, Culture and Sport

- Hon. Minister Daiene Vernile, Minister of Tourism, Culture and Sport, and Susan Golets, Director, Policy Branch, Ministry of Tourism, Culture and Sport, Recreation and Community Programs Division Director <Susan.Golets@ontario.ca>
- **Program Standards for Cycling Education** will be a provincially consistent and comprehensive cycling education program. Will be released later this year.
- Ontario strategy informed by **Bikeability UK**. Presentation by Nick Truran, Cycling Lead Officer <Nick.Truran@hertfordshire.gov.uk>

Currently in Ontario, cycling education is decentralized. A standardized program is one component of the Cycle ON 2.0 strategy (Ontario curriculum and active routes to school), and will focus on curriculum standards, program delivery, and cycling education programming.

Three Drafts:

1. **Program Standards for Cycling Education.** The Cycling Education Program Standards include a set of learning outcomes that describe the essential skills and knowledge a cycling participant must reliably demonstrate in order to graduate.
2. **Program Standards for Cycling Instructor Certification.** The Program Standards for Cycling Instructor Certification include a set of learning outcomes designed to equip cycling instructors with a strong knowledge of safe road cycling practices as well as with the ability to effectively share safe road cycling information to a diverse audience of cycling participants.
3. **Cycling Instructor Training Curriculum.**

#### Considerations:

What would drive and motivate people to use these standards? What is the best approach to implementing these standards? How can CAN-BIKE instructors be integrated into a provincially recognized instructor framework? What would be the key attributes of a third-party organization delivering the program? Opportunities/challenges in rural, remote and Northern communities?

## 2.0 Cycling Skills: Ontario's Guide to Safe Cycling (April 2018)

- Tips, techniques for cyclists, how to cycle through the newest roads and infrastructure (i.e. good education on roundabouts), road signs, and signals. Guide to e-bikes and laws (i.e. e-bike riders aged 16+ must wear a helmet). Also outlines penalties.
- To [order](#) free copies: Service Canada Publications> Cycling Skills

## 3.0 #Cycle ON Action Plan 2.0

- Cycling portfolio is held under two ministries: Ministry of Transportation and Ministry of Tourism, Culture and Sport
- Outlines change in penalties (i.e. dooring \$60 - \$500 to \$300 - \$1000 and increased demerit points from 2 to 3)
- Can't order hard copies, but can find them online.

## 4.0 Pilot project – Bloor Street

- Presented by Nancy Smith Lea, Director, Toronto Centre for Active Transportation and Shawn Dillon, Manager, Cycling Infrastructure and Programs, City of Toronto
- One of the most extensively studied bike lanes in North America
- Takeaway is the investment in stakeholder feedback

### 4.1 Key Findings of Economic Impact Study

#### Customer Counts

- The number of businesses that reported 100 customers or more per day increased in the study area on both streets. Reported spending increased on Bloor and Danforth at a similar rate.
- Both before and after the bike lane, customers who arrive by foot or on bike reported higher levels of spending on Bloor Street compared to those arriving by car or transit.
- On both streets, locals (those living or working in the area) were 2.6 times more likely than those coming from further away to spend more than \$100 per month.

#### Customer Frequency and Vacancy Rates

- After accounting for other contributing factors such as age, gender and proximity, visitors reported coming to Bloor three days more per month after the bike lane was installed, while on Danforth visit frequency was unchanged.
- People who arrived on foot or on bike visited Bloor the most often, and people who drove or took transit visited nearly four days less per month.
- Vacancy rates held steady at 6% in Bloor Annex and Korea Town. On Danforth, they declined from 10% to 7%.

#### Shifts in Travel Patterns and Parking

- The percentage of customers cycling to Bloor nearly tripled (from 7% to 20%), a substantially higher increase than on Danforth Avenue, which has no bike lane.

- Walking remained the most popular travel choice, used by nearly half (48%) of visitors on Bloor, and driving is now the least (10%).
- Merchants on Bloor Street preferred to drive (49%) and there was no increase in cycling, which remained the least preferred travel choice (6%).
- The majority of merchants believed that at least 25% of their customers are driving to Bloor; however fewer than 10% of customers reported arriving by car.
- Parking difficulty increased on both streets for visitors who drove, growing by four times on Bloor (from 8% to 33%) and nearly doubling on Danforth (from 14% to 25%), though this street did not have any on-street parking removed.
- When looking at all visitors, the percentage who needed to find car parking and experienced difficulty remained small: 3% of all visitors on Bloor and 4% on Danforth.

#### Perceptions of Safety and Feedback on Bike Lane

- After the installation of the bike lane, the proportion of visitors who perceived Bloor Street as safe for cycling more than tripled (from 17% to 61%), and doubled among merchants (from 13% to 27%), while perceptions of safety on Danforth dropped (22% to 10%).
- The percentage of women who reported they now feel safe cycling on Bloor increased significantly more than men, from 12% to 58%.
- The majority of visitors (86%) and merchants (90%) provided feedback in response to an open-ended question soliciting thoughts or comments about the bike lane.
- While visitor comments were generally positive, the most common feedback related to the bike lane's configuration and safety. Merchants raised more concerns than visitors, especially over impacts to business, but safety, parking, and traffic were also important issues.

## **5.0 Bike Sharing Systems in North America**

Title: The ups and downs of bike -sharing systems in north America: understanding the successes and struggles (Master's thesis)

- Presented by Marie-Ève Assunção-Denis, McGill University, Montreal
- She looked at four case studies: BIXI (Montreal, Canada), Citi Bike (New York City, USA), DECOBIKE (San Diego, USA)), Pronto! and dockless systems (Seattle, USA)

### **BIXI (Montreal)**

- Launched in May 2009 with 3,000 bikes at 200 stations (6250 and 540)
- Rapid expansion and continuous service every year (from April 15 till November 15)
- Financial struggles, administrative and ownership issues (bankruptcy), problems with software and with customers
- Receives a lot of money from City of Montreal and has sponsors
- System very popular and with high level of use
- Led to changes in behavior and habits, improved the visibility of cycling in the city
- Montreal has good cycling culture, flat terrain, and good population density

- Strategies to attract users (BIXI Sundays, social networks, well defined target audiences)  
Improvement of cycling infrastructure and network, density of stations, multimodality

#### PRONTO! Seattle:

- Population (2014): 659,000
- Launched in October 2014 with 500 bikes at 50 stations (shut down in March 2017)
- Great cycling and sports culture, but hilly terrain (65% of trips going down) and rainy weather
- Number of users and revenues much lower than expected
- A third party in charge of the operation: increase in costs and debts
- Inefficient business strategy, fundraising and administration (few sponsors, company stopped raising funds)
- The City bought the system in a very bad financial situation
- No grant from the federal government to expand the system
- Attempts to increase use, designation of a new operator, contract for new electric bicycles
- Setback: shut down of the system to use funds for active transportation infrastructure and programs
- System very small, with no density or connectivity between stations, poor integration with other transportation networks
- Lack of cycling infrastructure
- Conflicts of interest, political tensions, loss of political support, poor media coverage, negative public perception
- Mandatory helmet law: lack of spontaneity, fewer cyclists in the streets, lower perception of security

#### Recommendations for introducing a bike share system in a city:

- Adopt an approach focused on public interest and not profitability
- Get City's political/administrative support and involvement
- Hire a bike-sharing company with expertise and a strong reputation
- Do not establish a completely privately funded program, unless it receives lucrative sponsorships allowing for low user fees and a good level of services
- Set clear and attainable program goals, and realistic ridership forecasts
- Maintain a certain degree of control or influence over aspects of the project
- Define the target audiences and adapt the system to their needs
- Offer many rates and payment options for users to attract new customers
- Do not adopt an hourly rental rate pricing structure so as to not compete with local bike rental shops
- Launch system with a sufficiently-large size of fleet, stations and area (around 20 to 28 stations por 2.6 square km)
- Create a cohesive and dense network of stations located near transportation hubs, popular destinations and residential zones
- Expand the system as the demand grows
- Locate stations in low-income areas where people would greatly benefit from additional transportation options



- Evaluate geographical and climatic conditions and consider options to counterbalance negative factors
- Use technologies to improve systems (intermodality, dockless/hybrid systems)
- For dockless and hybrid systems, regulate bike parking options
- Monitor trips and use data to improve the system's efficiency
- Ensure the operator's management practices, structural rules and operations are efficient
- Include citizens throughout the project and in decision-making processes
- Be transparent and share data
- Offer discounts for vulnerable populations (low-income communities, seniors) to increase accessibility
- Promote the system amongst different target audiences and customize the marketing approach
- Create partnerships with transportation related agencies and companies
- Invest in the city's cycling infrastructure
- Do not implement a mandatory-helmet law, and if one already exists, repeal it or do not enforce it

## 6.0 Advisory Lanes

The City of Ottawa is using Advisory Lanes - a new type of cycling facility on low volume, low speed streets. Advisory bicycle lanes are used on narrow, low-volume streets and are marked with dashed lines. These markings give cyclists riding space, but are also available to motorists if needed to pass oncoming traffic.

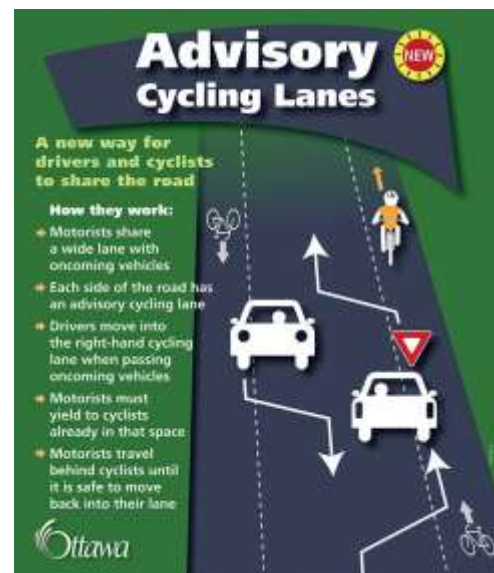
- First one rolled out in 2016

### How they work:

- Advisory cycling lanes – a new way for drivers and cyclists to share the road.
- Motorists share a wide lane with oncoming vehicles.
- Each side of the road has an advisory cycling lane.
- Drivers move into the right-hand cycling lane when passing oncoming vehicles.
- Motorists must yield to cyclists already in that space.
- Motorists travel behind cyclists until it is safe to move back into their lane.

Advisory Cycling Lanes in Ottawa video:

<https://youtu.be/0zdDlvKXMxY>



## **KEYNOTE ADDRESS – Dale Bracewell, Manager, Transportation Planning at City of Vancouver**

- Keynote address about achieving a major bike shift in Canada
- Measurement: health, safety, accessibility, affordability, economy, public life, environment, resilience
- Implementation principles: think big picture, be opportunistic, work together, invest wisely, innovate, learn and adapt
- Bold moves: Burrard-Cornwall improvements. A congested roadway that they closed and opened it to bikes (bold move 12,000-15,000 cars daily)
- Cycling must be included in all new developments
- Include measurements plans in their 2040 strategic long term plans

## **Leveraging Google Traffic Data**

- Adam Drackley
- City roadways are being re-imagined as never before, with an emphasis on balancing the needs of all users. While pursuing these 'Complete Street' objectives and in support of an informed debate on tradeoffs, it is important to predict potential negative impacts on travel times through traffic modeling and direct travel time surveys. By using information exposed by Google Traffic, it is now possible to get a much better assessment of travel times before and after a roadway re-configuration. The City of Ottawa has been exploring the use of this new data asset, and is happy to share information regarding the system with interested parties.
- After Google makes the change to its billing system, you could likely issue Google 1000-1200 requests per day, each day for a month, for no charge. This should be sufficient to monitor traffic movement between four or five 'pairs' of locations along a roadway for 5 minute intervals, 24 hours a day.