

# Cycling Advisory Committee

## Report

The 4th Meeting of the Cycling Advisory Committee  
March 20, 2019  
Committee Room #4

Attendance                   PRESENT:   D. Mitchell, D. Doroshenko, D. Foster, R. Henderson, J. Jordan, W. Pol and R. Sirois; P. Shack (Secretary)

ABSENT:     D. Szoller and M. Zunti

ALSO PRESENT: A. Giesen, Sgt. S. Harding, P. Kavcic, L. Maitland, A. Miller and S. Wilson

The meeting was called to order at 4:05 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   Cycling Interventions - What Counts and Who Decides?

That the attached presentation from R. Henderson, with respect to Cycling Interventions-What Counts and Who Decides, was received.

### 3.    **Consent**

#### 3.1   3rd Report of the Cycling Advisory Committee

That it BE NOTED that the 3rd Report of the Cycling Advisory Committee, from its meeting held on February 20, 2019, was received.

#### 3.2   Municipal Council resolution adopted at its meeting held on March 5, 2019, with respect to the Downtown OEV East - West Bikeway Corridor Evaluation

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on March 5, 2019, with respect to the Downtown OEV East-West Bikeway Corridor Evaluation, was received.

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

None.

### 5.    **Items for Discussion**

#### 5.1   London Police Services Pamphlet

The Cycling Advisory Committee held a general discussion, with respect to the attached pamphlet, entitled "Drivers, Pedestrians, Cyclists-We're in this Together", submitted by Sgt. S. Harding.

#### 5.2   2018 and 2019 Work Plan

The Cycling Advisory Committee held a general discussion with respect to its 2018 and 2019 Work Plan

**6. Deferred Matters/Additional Business**

6.1 Advisory Committee Review-Interim Report-D. Foster

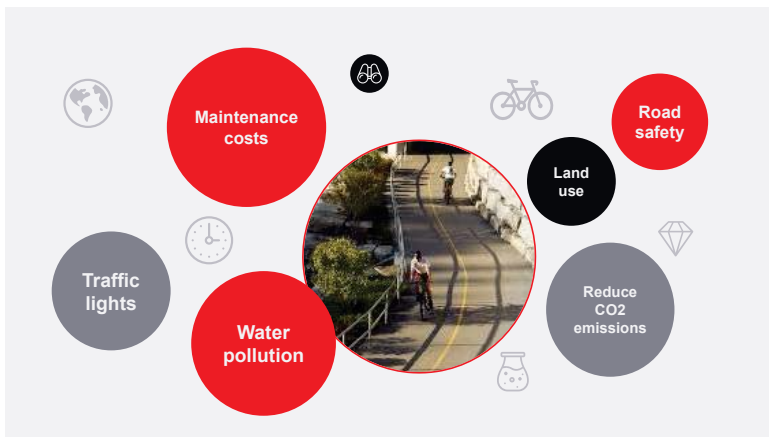
The Cycling Advisory Committee heard an oral presentation from D. Foster, with respect to the Advisory Committee Review-Interim Report that was presented at the Corporate Services Committee on March 19, 2019.

**7. Adjournment**

The meeting adjourned at 6:30 PM.

# Cost benefit analysis of cycling interventions:

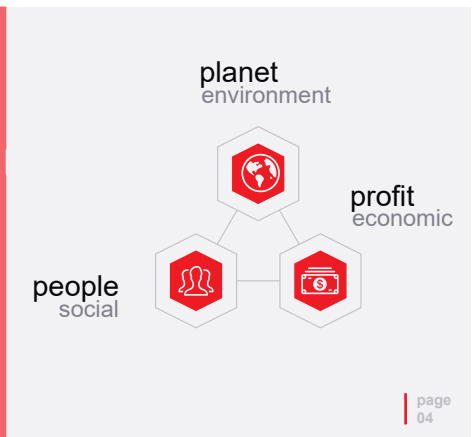
Who decides?  
 What counts?  
 How much?



### Triple bottom line

Safety

- 1 Perceived safety (social)
- 2 Collisions (economic)
- 3 Infrastructure (environment)



benefits		costs
Time value	\$	Reduced on-street parking
Reduced CO2 emissions	\$	Narrower roads
Wildlife protection	\$	Increase in development costs (bicycle traffic lights)
Reduced all-cause mortality	\$	
	\$\$\$	\$

## 3:1

(BCR>1)

### Cost Benefit Analysis

Unit: Benefit Cost Ratio

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## Who decides? What counts?

“Choosing to ride a bicycle is aimed at improving health and gaining other social benefits **but not to reach a destination faster**”  
(Transport for NSW, 2013)



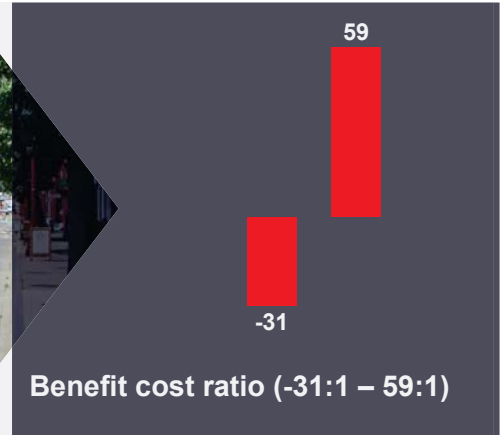
Transport for NSW (2013). Principles and guidelines for economic appraisal of transport investment and initiatives. Sydney, Australia, p.157.

## Scoping review economic valuation



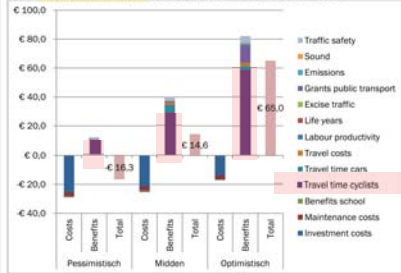
## Themes:

- Health (e.g. multi-use trails on all-cause mortality, morbidity, mental health)
- Economy (e.g. revenue of replacing car parking with bike parking, retailer sales)
- Urban planning (e.g. cycle tracks, urban greenway)
- Environment (e.g. CO2, energy use)
- Transport (e.g. congestion, shift from car to bike share)



## Time value

Figure S.3 Social costs and benefits Bike Bridge Utrecht (millions € net present value)



van Ommeren (2012)

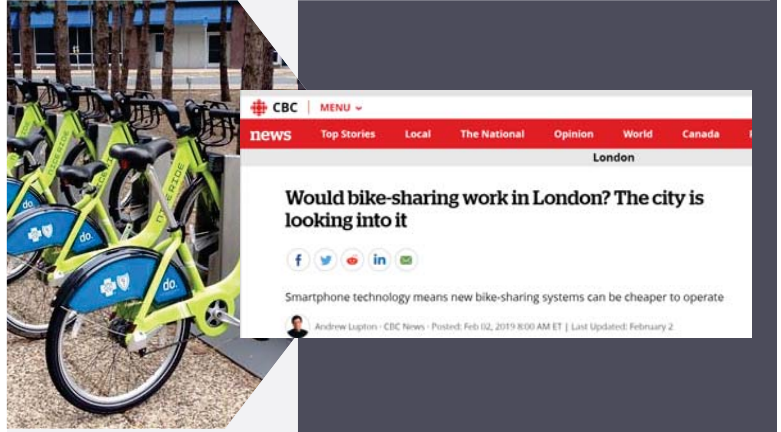


profit	planet	people
Reduced traffic congestion	Emissions reductions	All-cause mortality
Road provision savings	Noise reduction	Comfort/security
Reduced automobile travel	Reduced sprawl costs	Health care cost savings
Vehicle operating costs savings	Reduced water pollution	Worker productivity gains
Reduced income from public transportation demand	Wildlife protections	Journey time reliability
Increased traffic safety	Heritage buildings	Household savings (e.g. auto expense)
Localized economic activity	Open space preservation	Equity
Higher property values	Reduced energy dependence	Journey ambience

## Equity?



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## Investment worthwhile?



## World Health Organization's Health Economic Assessment Tool (HEAT)

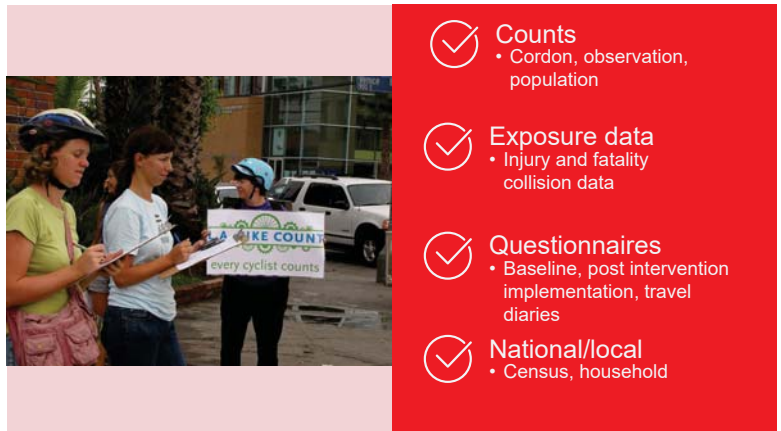
- What would be the value if we doubled cycling in my city?
- What would be the value if every adult in our town biked for 10 minutes more per day?
- What would be the value of building this new bike path?

## Per Bicycle Kilometre Travelled Value

- ✓ A\$0.48 - \$A1.43 (2013)  
Commonwealth of Australia, 2013;  
PricewaterhouseCoopers, 2009; Yi et al., 2011
- ✓ 19,363 trips/daily; 2.7 km avg  
London ON, IBI Group (2018)
- ✓ \$25,094 - \$74,760 daily (now)  
\$50,188 - \$149,521 (doubled)  
\$38 M and \$115 M yearly  
(increase mode share to 5%)



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- ✓ Counts
  - Cordon, observation, population
- ✓ Exposure data
  - Injury and fatality collision data
- ✓ Questionnaires
  - Baseline, post intervention implementation, travel diaries
- ✓ National/local
  - Census, household



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**How to deal with Aggressive Drivers and other Driving Situations:**

**As a pedestrian, cyclist or driver:**

- Get a description of the vehicle, the driver and a licence plate number if possible.
- Do not chase the offending vehicle.
- Do not engage in any verbal confrontation.
- Do not physically confront the other driver!

**Report Aggressive Drivers!**

**Non-emergency driving complaints  
Call London Police Service  
519-661-5680**



**Drivers,  
Pedestrians,  
Cyclists**

**We're in this together!**



**TIPS TO STAY SAFE**  
London Police Service

### For Pedestrians:

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- ♣ Cross the street at marked crosswalks and intersections.
- ♣ Stop and look every time before crossing streets even when you have the right-of-way.
- ♣ Before crossing, look left, right, then left again and over your shoulder for turning vehicles.
- ♣ Begin crossing the street on “Walk” signals – never on a solid or flashing “Don’t Walk”.
- ♣ Make eye contact with drivers so they see you. Never assume they do.
- ♣ Use sidewalks. If none, walk facing traffic so you see vehicles and drivers see you.
- ♣ Stay visible after dark and in bad weather by wearing light coloured clothing, reflective material or carrying a flashlight.
- ♣ Don’t let parcels, umbrellas or hats interfere with a clear view of traffic.

### For Cyclists:

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- 🚲 Wear a helmet and use hand signals – it’s the law.
- 🚲 Ride on the right side of the road with traffic – never against it.
- 🚲 Obey all the rules of the road, signs and traffic signal lights.
- 🚲 Be aware of the traffic around you – scan side to side, to the front and even behind you.
- 🚲 Stay visible, with lights, reflectors and a bell – it’s the law.
- 🚲 Make eye contact with motorists and pedestrians before crossing paths.
- 🚲 Obey all the rules of the road, signs and traffic signals.
- 🚲 Avoid riding on sidewalks (unless under 14 years of age).

### For Drivers:

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- 🚗 Leave early so you’re not running late.
- 🚗 Obey speed limits, signs and traffic lights – never run Red or Amber lights.
- 🚗 Stop or yield to pedestrians at crosswalks and intersections – it’s the law.
- 🚗 Don’t block crosswalks when stopping at stop signs or intersections.
- 🚗 Always look out for pedestrians especially before turning at a green light or making a “right turn on a red”.
- 🚗 Be courteous when merging and changing lanes or when others are doing the same.



# Driving, walking or riding

## Rules of the road

### **For Pedestrians:**

- Cross the street at marked crosswalks and intersections.
- Stop and look before crossing a street, even when you have the right-of-way.
- Before crossing, look left, right, then left again and over your shoulder for turning vehicles.
- Only begin crossing the street on a “walk” signal; never on a solid or flashing “don’t walk.”
- Make eye contact with drivers so you know they have seen you; never assume.
- Use the sidewalk. If there isn’t a sidewalk, walk facing traffic so you see vehicles and drivers can see you.
- Stay visible after dark and in bad weather by wearing light-coloured clothing, reflective material or carrying a flashlight.
- Don’t let parcels, umbrellas or hats interfere with a clear view of traffic.

### **For Cyclists:**

- Wear a helmet and use hand signals – it’s the law.
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### **For Drivers:**

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- Don’t block crosswalks when stopping at stop signs or intersections.
- Always look out for pedestrians especially before turning at a green light or making a right turn on a red light.
- Be courteous when merging and changing lanes.

### **How to deal with aggressive drivers and other driving situations:**

- Get a description of the vehicle, the driver and a licence plate number if possible.
- Do not chase the offending vehicle.
- Do not engage in any verbal or physical confrontation.
- Report aggressive drivers to police by calling the non-emergency number at 519-661-5680.

For more information on traffic and road safety, visit the Crime Prevention section of the London Police Service website at [www.londonpolice.ca](http://www.londonpolice.ca)