

Comments to be Submitted to the EBR Registry (#011-7552)

1. The City of London supports the overall directions in the draft strategy in the areas of infrastructure, safety, education, monitoring, research, and coordination.
2. The Ministry of Transportation and other ministries that have already taken actions to support cycling are to be commended.
3. The City of London encourages the Province to show leadership in providing safe and convenient infrastructure for cyclists (and pedestrians) to cross over provincial highways and to provide funding for the incremental costs associated with bridge expansion to accommodate cycling lanes. Funding must not be the sole responsibility of municipalities.
4. The City of London encourages the Province to act on the suggestions proposed for funding including making “cycling infrastructure eligible for funding under the Municipal Infrastructure Investment initiative, and will explore options to include cycling within other provincial funding programs.” It is imperative that the Province not only becomes a partner locally but also becomes a leader when linking municipalities and key destinations by shared or dedicated bike routes or paths.
5. The City of London supports updating the Ontario Driver Handbooks and related testing to include more “share the road” concepts and introduce more bicycle road markings and signage.
6. The City of London supports amending the *Highway Traffic Act* to include a one metre passing rule for drivers when passing a cyclist.
7. The City of London encourages the Province to clarify the definition of an “e-bike” for the public by further working with e-bike dealers and municipalities across Ontario to provide the provincial regulations in addition to the municipal by-laws governing e-bikes at point of sale.
8. The Province should further recognize the needs and context of municipalities outside the Greater Toronto and Hamilton Area (GTHA). That is, the less significant level of congestion in London is not an economic reason for individuals to switch to cycling for more peak period trips. Rather, our shorter average trip distances (5.2 km based on the 2010 Transportation Master Plan Household Travel Survey) do make cycling more time-competitive compared to driving.

Municipalities like London, are proactively encouraging bicycle trips to avoid the congestion issues that the GTHA faces. Infrastructure, safety and education needs are just as important in municipalities without major congestion issues as demonstrated in the GTHA. Also, resources for monitoring and research in these communities will provide data and findings that are applicable to many other Ontario jurisdictions. Whereas, a focus on GTHA research and monitoring has little application in other Ontario communities.

9. The City of London supports the work of public health units and host agencies in developing policies to increase physical activity. The Province should further enshrine the connection between providing bicycle infrastructure and health impacts by requiring public health units to be part of the municipal planning review process. An increase in physical activity levels due to the design of our built environment will lead to provincial healthcare savings from reduced chronic diseases, risk of physical injury and fatalities.
10. The Province should work with municipal partners and stakeholder organizations (such as the Share the Road Cycling Coalition) to cost-share the production of a series of cycling safety videos that are disseminated across the Province. These could have local branding added to them and be disseminated in each municipality. In-kind services can also be tapped into through local organizations in a municipality. In London, for example, there is the Thames Region Ecological Association, Our Street and several cycling clubs.
11. The City of London supports the Province encouraging a menu of options to assist cyclists (e.g., bike lanes, bike boxes, bicycle-actuated traffic signals, and segregated bike lanes) through its bikeways planning and design guidelines.
12. The Province should provide specific guidance for how cyclists are to be treated at and through intersections, as this is where most conflicts occur with motorized vehicles. There are many other jurisdictions that can be used as best practices for

intersection treatments. Currently in Ontario municipalities, providing cycling infrastructure often focuses on the areas between blocks and cyclists are left to fend for themselves through intersections.

13. The City supports the further development of a Province-wide monitoring program, specifically conducting regular counts of cyclists, to establish baseline data and measure future increases in the number of trips made by bicycle. The City of London has recently become a leader in collecting data on bicycle use (and walking) both related to on and off-road facilities. This is data that can be shared with other Ontario municipalities and be part of provincial tracking to better understand cyclists' travel patterns, needs, and barriers to cycling more.