

Cycling Advisory Committee

Report

The 11th Meeting of the Cycling Advisory Committee
November 20, 2019
Committee Room #4

Attendance PRESENT: C. Linton (Chair), B. Cowie, C. DeGroot, R. Henderson, B. Hill, J. Jordan, C. Pollett, E. Raftis, J. Roberts, O. Toth and D. Turner (Committee Clerk)

NOT PRESENT: K. Brawn

ALSO PRESENT: M. Elmadhoon, O. Katolyk, P. Kavcic, T. MacDaniel, D. MacRae, L. Maitland, A. Miller, M. Schulthess, J. Stanford and B. Westlake-Power

The meeting was called to order at 4:03 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 City of London Vision Zero Next Generation Road Safety Strategy

That it BE NOTED that the attached presentation from M. Elmadhoon, Manager, Transportation Planning and Design and T. MacDaniel, Co-Chair, London Middlesex Road Safety Committee, with respect to the City's next generation 'Vision Zero' Road Safety Strategy, was received.

3. Consent

3.1 10th Report of the Cycling Advisory Committee

That it BE NOTED that the 10th Report of the Cycling Advisory Committee, from its meeting held on October 16, 2019, was received.

3.2 Notice of Planning Application - Zoning By-law Amendment - 699 Village Green Avenue

That the Civic Administration BE REQUESTED to ask the applicant to consider adding adequate secure, covered bicycle parking in the proposed development located at 699 Village Green Avenue; it being noted that the Notice of Planning Application, dated November 14, 2019, from C. Lowery, Planner II, Development Services, with respect to a Zoning By-law Amendment for this property, was received.

3.3 Public Meeting Notice - Zoning By-law Amendment - 943 Fanshawe Park Road West and 1800 Aldersbrook Gate

That it BE NOTED that the Public Meeting Notice, dated November 13, 2019, from C. Lowery, Planner II, Development Services, with respect to a Zoning By-law Amendment for the properties located at 943 Fanshawe Park Road West and 1800 Aldersbrook Gate, was received.

3.4 Public Meeting Notice - Zoning By-law Amendment - 21 Norlan Avenue
That it BE NOTED that the Public Meeting Notice, dated November 13, 2019, from C. Parker, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 21 Norlan Avenue, was received.

3.5 Public Meeting Notice - Official Plan Amendment - Revised Victoria Park Area Secondary Plan

That the following actions be taken with respect to the Public Meeting Notice for the Revised Victoria Park Area Secondary Plan (the 'Plan'), dated November 14, 2019, from M. Knieriem, Planner II:

a) that the Civic Administration, in the course of the Secondary Plan process, BE REQUESTED to consider the active transportation portion of the Plan as it relates to existing and proposed transportation infrastructure connections; and,

b) that the Civic Administration BE REQUESTED to consider adding adequate secure, covered bicycle parking to Victoria Park and the immediate vicinity;

it being noted that the above-noted Public Meeting Notice was received.

3.6 Memo - Stopping and Parking Restrictions in Bicycle Lanes

That the Civic Administration BE REQUESTED to review all current no-parking restricted areas through the 'Vision Zero' lens that no road deaths are acceptable and, pursuant to this goal, that adjacent property impacts be de-prioritized where possible in order to increase the total bicycle lane kilometers designated as 'no stopping'; it being noted that the Memo dated November 12, 2019 from D. MacRae, Director, Roads and Transportation, with respect to stopping and parking restrictions in bicycle lanes, was received.

4. Sub-Committees and Working Groups

4.1 Sport and Leisure Cycling Sub-Committee

That an update from the Sport and Leisure Cycling Sub-Committee BE DEFERRED to the next meeting of the Cycling Advisory Committee.

4.2 Cycling Master Plan Working Group

That it BE NOTED that the committee heard a verbal update from C. DeGroot with respect to the Cycling Master Plan Working Group and its CMP Review, dated October 16, 2019; it being further noted that the attached working group minutes were received.

5. Items for Discussion

5.1 2019/2020 Work Plans

That the following actions be taken with respect to the Cycling Advisory Committee work plan:

a) that the 2019 Cycling Advisory Committee work plan BE FORWARDED to the Municipal Council for consideration/approval; and,

b) that a sub-committee/working group BE CREATED to commence work on the 2020 work plan.

5.2 Transportation Demand Management Cycling Activities

That it BE NOTED that the committee held a general discussion with respect to Transportation Demand Management as it relates to cycling activities in the City.

5.3 Committee Process, Scope, and Respect for Council/Staff

That the following actions be taken with respect to the letter from C. Linton, Chair, dated November 20, 2019, as appended to the agenda:

a) that the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide training and education on Work Plan policies/procedures; and,

b) that the Civic Administration BE INVITED to a future meeting of the Cycling Advisory Committee to provide training and education on general advisory committee policies/procedures;

it being noted that the above-noted letter was received, recognizing that not all committee members approve of or support the letter's full content.

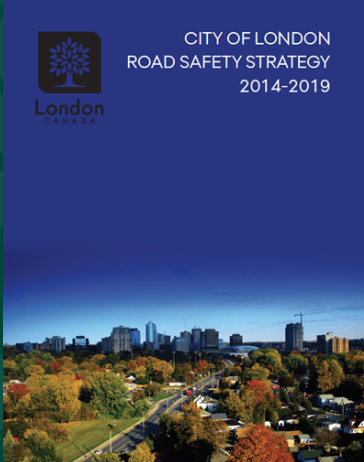
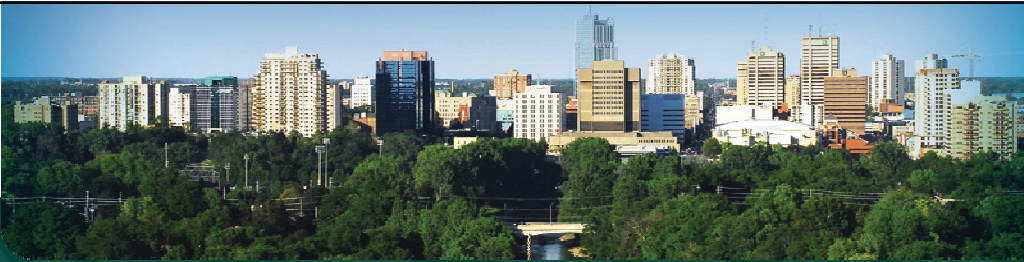

5.4 More Uses for Bicycles in London

That it BE NOTED that the committee held a general discussion with respect to the communication from J. Kogelheide, as appended to the agenda; it being further noted that the above-noted communication was received.

6. Adjournment

The meeting adjourned at 6:48 PM.

Item 2.1



City of London Next Generation Road Safety Strategy-Vision Zero

Presentation to Cycling Advisory Committee (CAC)
November 20, 2019

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London Road Safety Strategy (LRSS)

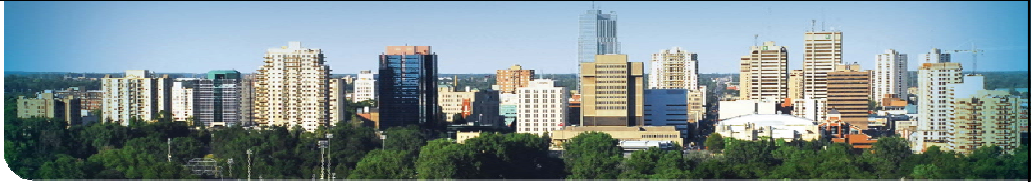
- **The Context:**
 - Motor vehicle collisions and associated injury and death
 - Social cost of transportation incidents in Ontario (over \$18 billion)
 - In London – per year:**
 - 7,000 to 10,000 reported collisions
 - 1,000 to 1,500 persons injured; up to 100 severely injured
 - Up to 10 deaths



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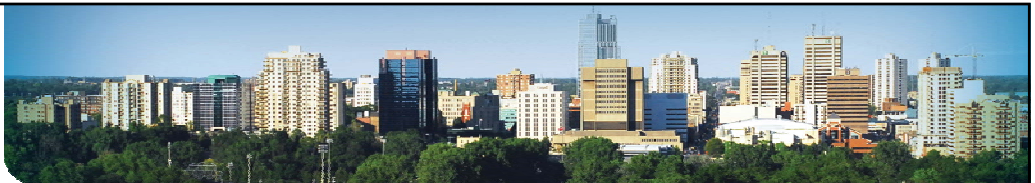
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Key Steps in Developing the LRSS

- Review road safety status and trends
- Establish two-tiered committee structure
- Develop Mission, Vision & Goal
- Identify target areas from literature, collision data, public consultation
- Develop countermeasures
- Assess the capacity to deliver service
- Finalize program



London Road Safety Strategy

• Project Process:



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- Partners in Road Safety:**



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London Road Safety Strategy

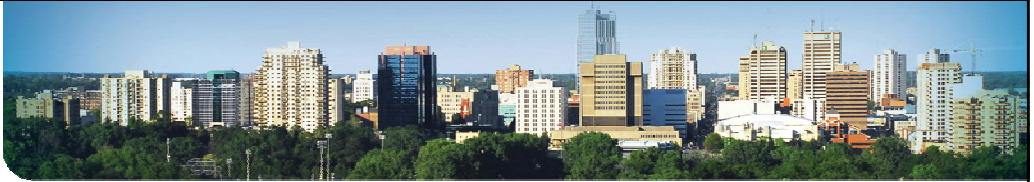
- Two-Tiered Committee :**



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London Road Safety Strategy

• Vision, Mission, and Goal:



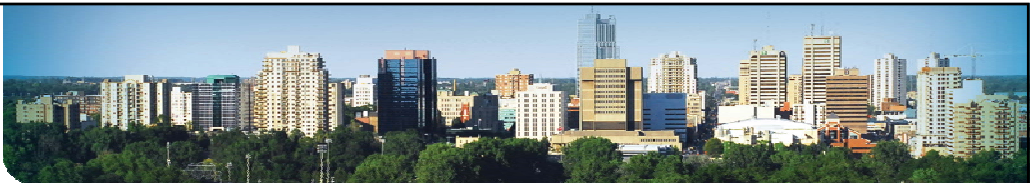
VISION: A path to a safer road environment for all transportation users in London.



MISSION: To save lives and reduce serious injuries to all transportation users through leadership, innovation, coordination, and program support in partnership with other public and private organizations.



GOAL: 10% reduction in fatal and injury traffic collisions within five (5) years (2014 – 2019).



London Road Safety Strategy

• Determining Emphasis Areas:



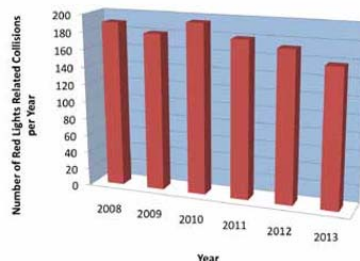
- Collision analysis



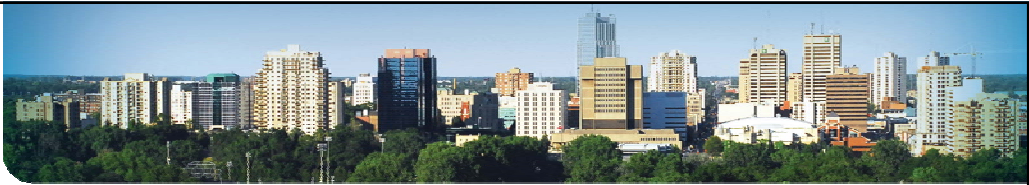
- Public opinion



- Strategic and practical considerations

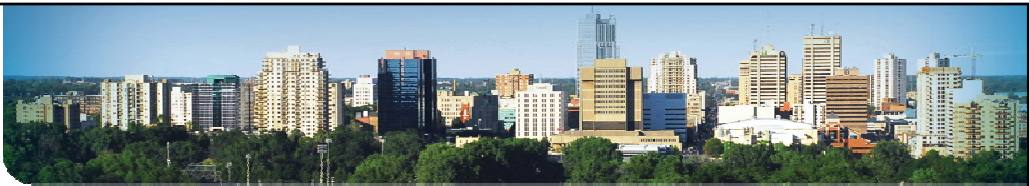
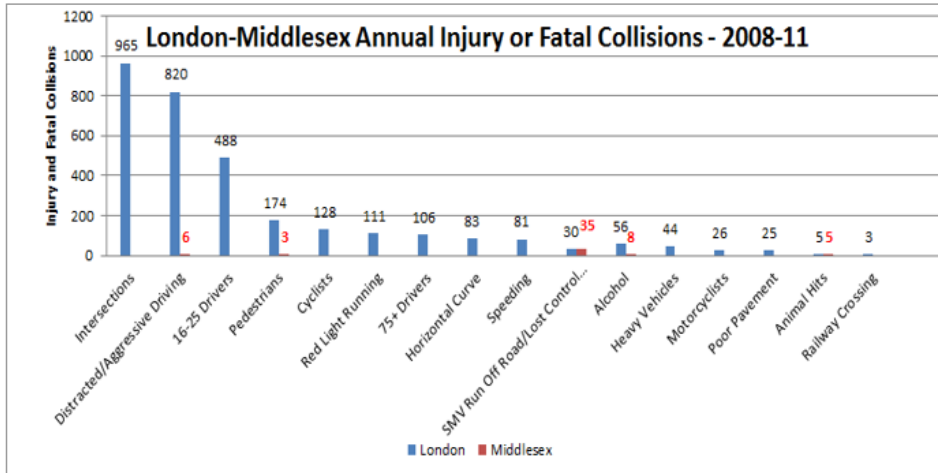


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London Road Safety Strategy

- Collision Analysis:**



London Road Safety Strategy

- Selected Emphasis Areas:**



Cyclists



Distracted & Aggressive Drivers



Young Drivers



Intersections



Pedestrians General

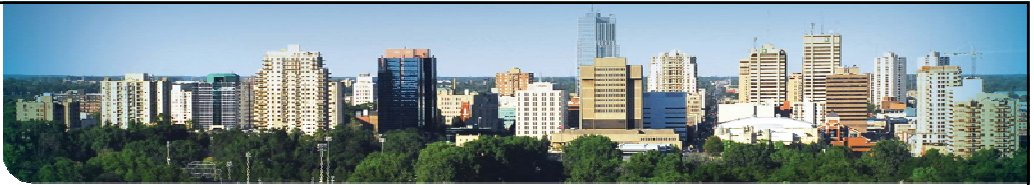


Pedestrians ASRTS & Safe Neighborhoods



Red Light Running

Item 2.1



4 E's of Injury Prevention

- Countermeasures:**



Engineering

Changes to the physical format of the roadway, traffic control, warning devices, pavement markings, or changes to the regulations.



Education

Change road user behaviors to be more aware of their surroundings and take less risky actions.



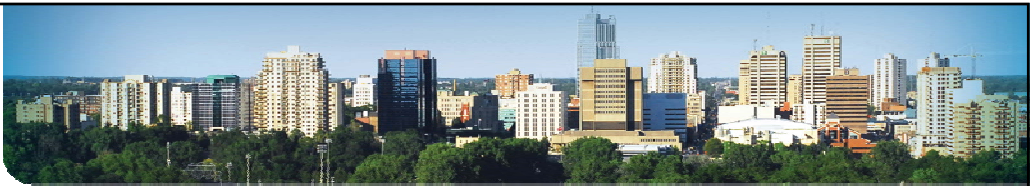
Enforcement

Manned police and automated enforcement of rules of the road intended to gain better compliance.

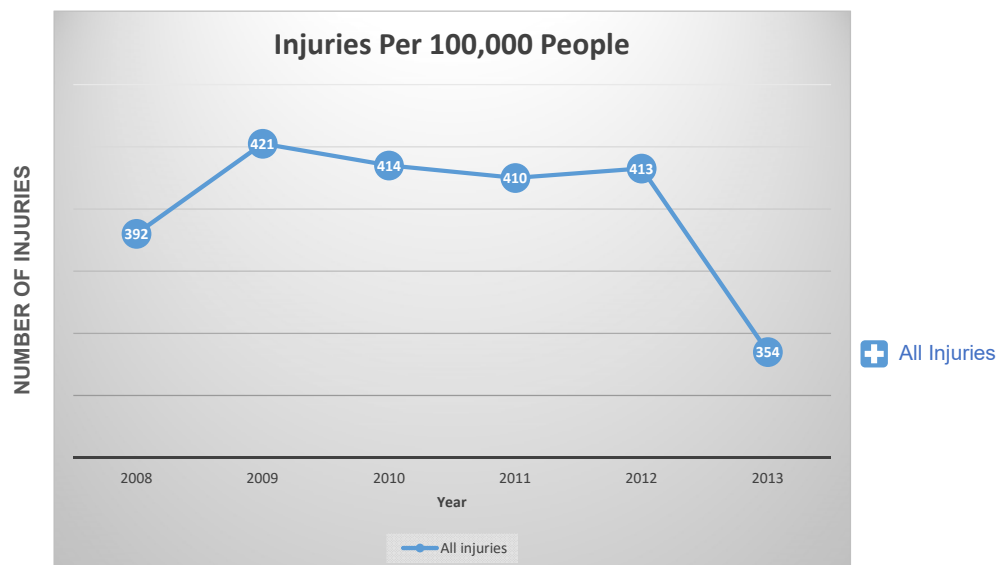


Empathy

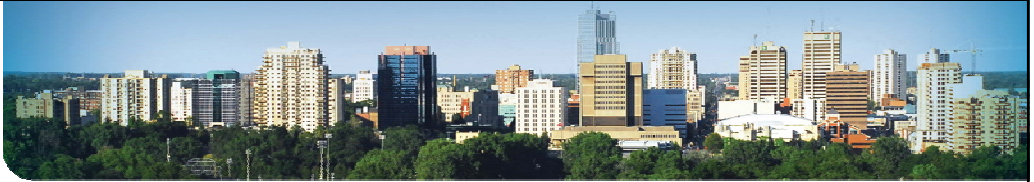
Trying to put one road user in the position of another, so that they better understand the consequences of their actions.



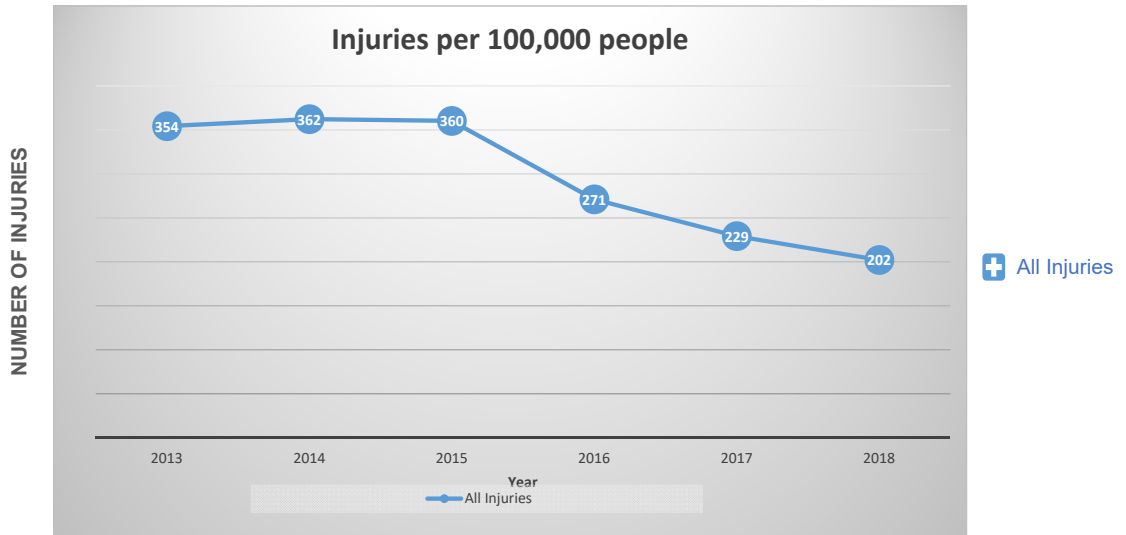
Before Implementation of LRSS!



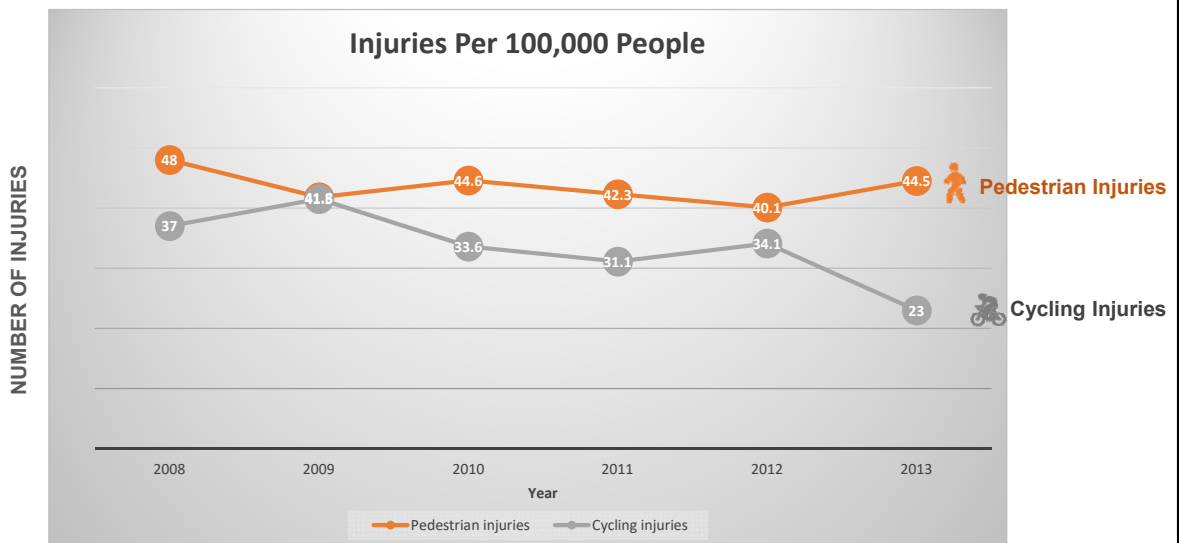
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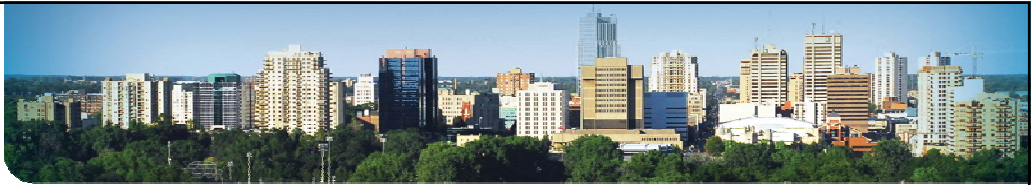
After Implementation of LRSS!



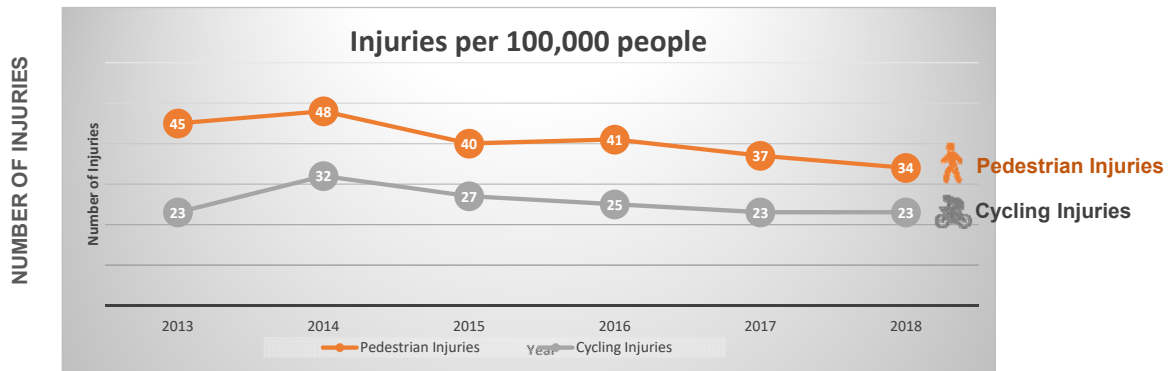
Before Implementation of LRSS!



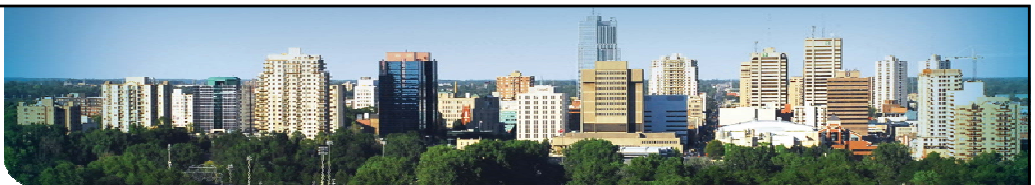
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After Implementation of LRSS!



How did we do it?



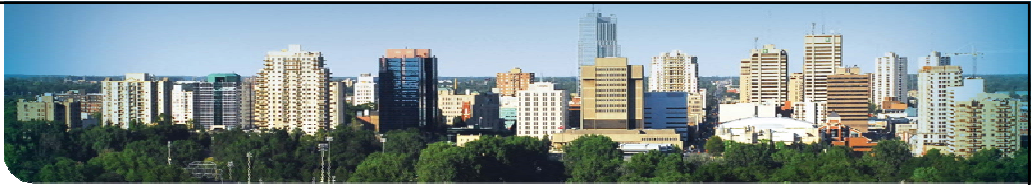
Implementation 2014 - 2019

Engineering

- Complete Streets
- Network screening
- Red Light Cameras
- Cycling Master Plan
- Peds' Crossovers / Book 15
- Cycling Facilities / Book 18
- Updated Traffic Calming Guidelines



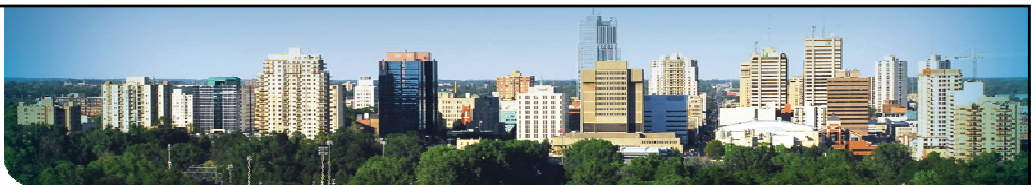
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Implementation 2014 - 2019

Engineering

- Designated-(Bike/Buffered bike lanes, Paved Shoulders): **82.1 km**
- Protected-(Cycle Tracks): **4.9 Km**
- Installed **116** Pedestrian Crossovers (PXO's)
- Installed Advance Street Name signs at more than **30** intersections



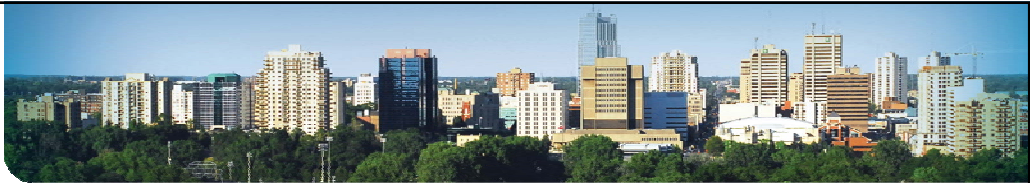
Implementation 2014 - 2019

Engineering

- Installed **10** Red Light Cameras
- Implemented **40 km/h** school zones
- Traffic LED Signals Improvement Program - Middlesex County
- Recently, Council approved the **Automated Speed Enforcement** in school zones



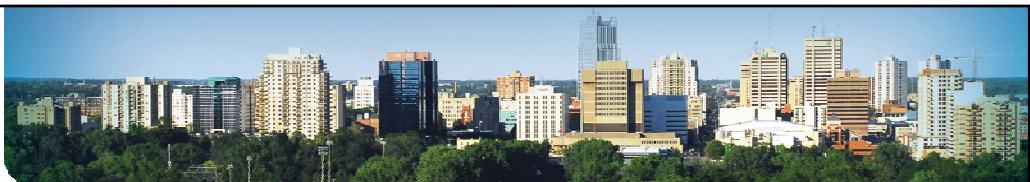
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Implementation 2014 - 2019

☐ Enforcement

- Pro-active Enforcement Program
- Unmarked Enforcement of Distracted Driving
- PXO enforcement
- Safe Routes to elementary and secondary school program by Middlesex OPP



Implementation 2014 - 2019

☐ Education

- completed **15** neighbourhood audits
- IMPACT for Young Drivers- more than **8,000** high school students reached
- Buckle Up Phone Down Campaign
- Safe Winter Driving Campaign
- Active and Safe Routes to School (ASRTS)



ACTIVE AND SAFE ROUTES TO SCHOOL

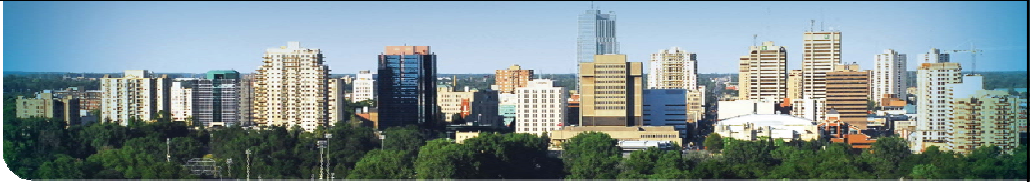
ROUNDABOUT SAFETY TOOLKIT
BE SEEN! BE SAFE!



active routes to school
ST. THOMAS ELGIN MIDDLESEX LONDON OXFORD



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Implementation 2014 - 2019

Supportive Campaigns: Distracted/Aggressive Drivers

Phase 1: Dec 2014-Feb 2015

Cineplex Evaluation

Invested: \$16,313.25

Nov 28, 2014- Jan 1, 2015 = 35 days

- 3 Locations in Ontario on 31 Screens
- 30 second spot ran 1 time prior to each film on each screen
- The attendance :
- 159,276 at the Cineplex locations.
- 16,285 at the Landmark location.
- 159,276 views of Lobby screens at Cineplex locations

Phase 2: May 2015

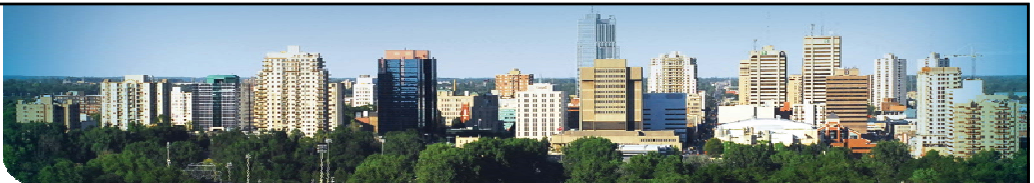
Invested : \$9,288.56

- 1 location Silver City Masonville
- 30 second spot within 10 minutes to show-time
- Evaluation Survey conducted after movie



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Implementation 2014 - 2019

Supportive Campaigns: Pedestrians LEGO Pedestrian Crossover Video

Educational video for Crossing safely at PXO!

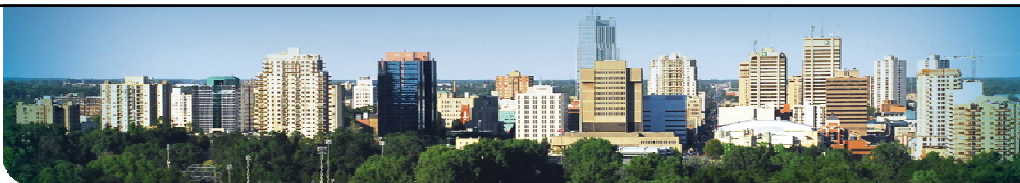
[http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20\(1\).mp4](http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20(1).mp4)



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Implementation 2014 - 2019

Supportive Campaigns: Cyclists



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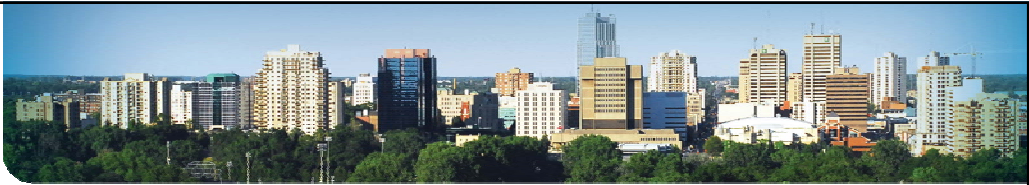
VISION ZERO PRINCIPLES

- ✓ No loss of life is acceptable
- ✓ Traffic fatalities and serious injuries are preventable
- ✓ All make mistakes
- ✓ Are 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

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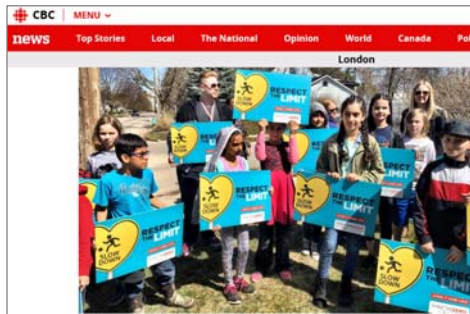
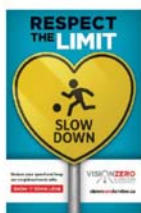
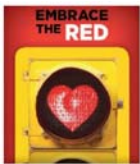
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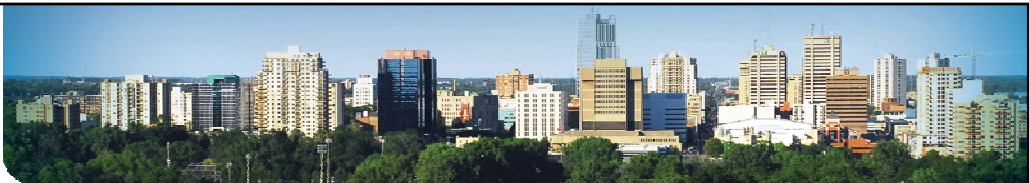
Implementation 2014 - 2019

Supportive Campaigns: Drivers

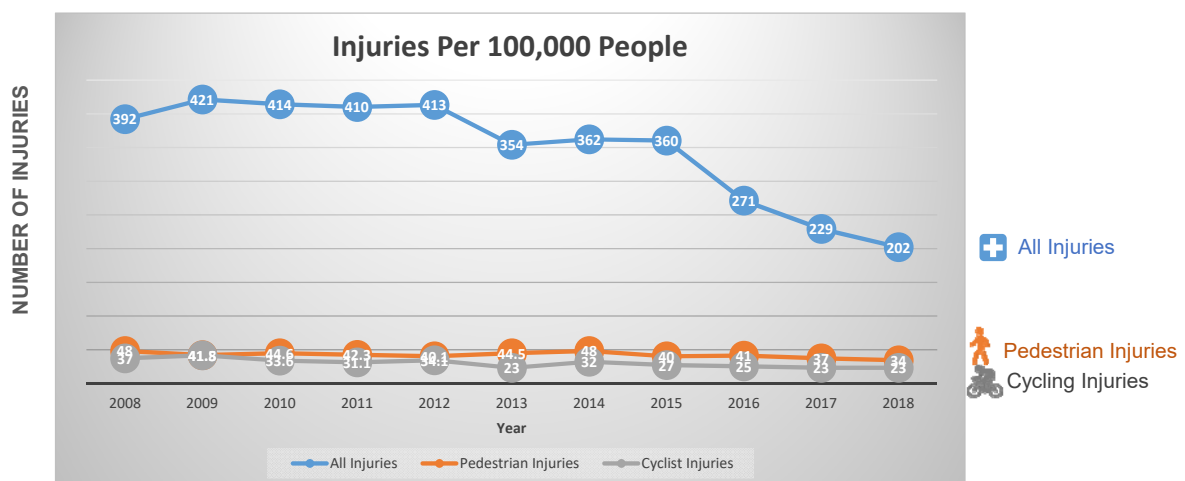


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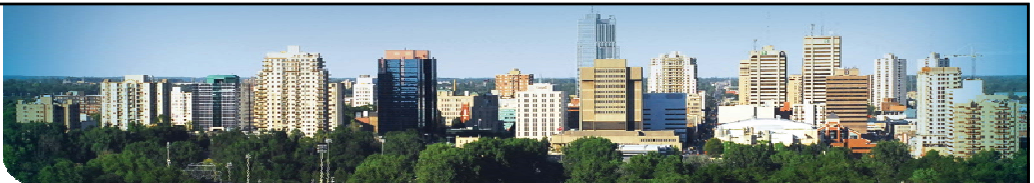
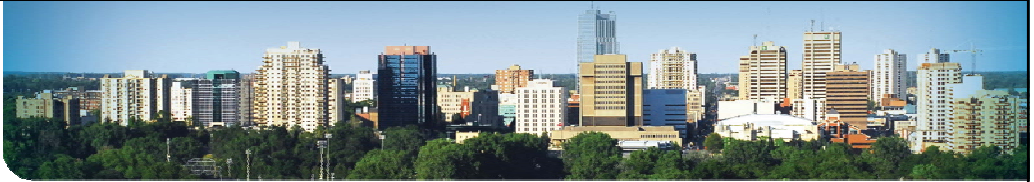
Road Safety Strategy-Vision Zero



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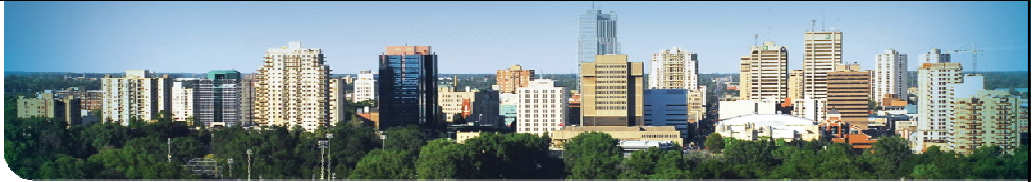


Steps to Next Generation LRSS

- Build on the success of the London Road Safety Strategy 2014-2019
- Explore Vision Zero Canada for best practices to improve road safety for pedestrians and cyclists.
- Develop Mission, Vision & Goal
- Broaden the E's
- Develop countermeasures
- Assess the capacity to deliver service



Item 2.1



Questions!



Item 4.2

Report of the Cycling Master Plan Working Group

We would like to provide an update with regards to the status of the report that was presented at last month's meeting. At the October CAC meeting, the working group tabled the Cycling Master Plan report by the working group, and we would like to read the results of that report into the official record.

1. At the Civic Works Committee meeting on October 22, 2019, the following motion was passed: "CAC report BE REFERRED to the Civic Administration for consideration and action, as appropriate."
2. At the Council meeting on October 29, 2019, the following motion was passed: "That Item 2.9 of the 14th Report of the Civic Works Committee BE AMENDED to add the following new part c):
'c) the initial staff report related to the Climate Emergency Declaration BE DIRECTED to the Strategic Priorities and Policy Committee.'"

We would like to point out that the amendment referenced by Council was not related to our report, but another report from staff. The portion of the Civic Works report relating to our report was passed as submitted. In the Council meeting, our report received overwhelmingly positive feedback from both staff and Councillors, specifically with comments thanking us for our work. The working group did take note of the feedback offered by Councillor Morgan regarding the implementation of a work plan for this committee. This advice is received and will be taken into account in future work of the working group.

In addition to the public support that the report received, a letter was sent by Vélo Canada Bikes to Mayor Holder, copied to the Civic Works Committee. While they noted that they do not normally take the time to weigh in on local-level policy decisions, they felt that our report deserved "a second look for national significance". While the full content of the letter is attached, we want to highlight one short passage from the letter:

"The Cycling Advisory Committee's work is indeed a shining example. We intend to share the report across Canada with like-minded groups and committees as an inspiration. We know that there are numerous cities like yours and groups like theirs that will get a head start by reviewing its structure, methodology and recommendations. The people of London must consider themselves extremely lucky to have such a body able to contribute so meaningfully on what is likely very limited if any resources."

The working group is completely satisfied with the actions taken by the Civic Works Committee and Council with regards to this report. The report has been received by staff and we look forward to hearing their feedback, and providing any further input as requested. We expect that staff is going to further engage with us on the basis of this report, which will provide a real opportunity for consultation with regards to the Climate Emergency declaration and Vision Zero policy, as they relate to cycling.

We plan to have another working group meeting where we will invite city staff and other committees that may be impacted by this report. We plan to schedule this for the New Year.

We also have received a verbal invite from Dan Foster, Chair, Transportation Advisory Committee, to give a presentation. Mr. Foster read the report and has questions. He has put those wheels in motion and will wait for TAC's formal request.

Item 4.2



October 29, 2019

His Worship Mayor Ed Holder,

On behalf of Velo Canada Bikes, a nationally incorporated member organization committed to seeing best practices in cycling adopted everywhere in Canada and Canada's voice for recreational and transportation-focused cycling at the federal level, we would like to offer an unusually strong endorsement of the report and work put forward by London's Cycling Advisory Committee on October 16th 2019.

This important and unique piece of policy development is a remarkable example of citizen involvement, evidence-based decision-making and clear determination. It demonstrates how the City of London must take action if it wants to achieve key climate change goals shared not just by its citizens, but by all Canadians and people all over the planet.

London is not alone. Like many cities and provinces across Canada, the status quo in transportation planning is insufficient and has been for decades. Like many cities, the current path being taken will not be enough for London to meet its own climate targets, let alone be seen as a leader across Canada. We think this is an opportunity.

Normally, Velo Canada Bikes does not take the time to weigh in on local-level policy decisions, but we are a nation in search of leadership. These are unusual times. Importantly, a few of our directors and members felt strongly that this report was special and prompted us to take a second look for national significance. They felt we should view not just as the work of another passionate group, but as a message of hope and something of a first.

We agree.

Item 4.2

The Cycling Advisory Committee's work is indeed a shining example. We intend to share the report across Canada with like-minded groups and committees as inspiration. We know that there are numerous cities like yours and groups like theirs that will get a head start by reviewing its structure, methodology and recommendations. The people of London must consider themselves extremely lucky to have such a body able to contribute so meaningfully on what is likely very limited if any resources.

What they are demanding is no longer groundbreaking. Creating a network of cycling infrastructure suitable for all ages and abilities with a sense of urgency is indeed quite possible. Around the world, whether it is Seville, Spain, or Montreal, Quebec or Calgary, Alberta you will find examples where a motivated government body has been able to lead the way. Each time, the average person has always responded, leading to drastic increases in ridership. This should no longer surprise anyone. No matter where you are in Canada, the latent demand for safe cycling is high and always the same.

We strongly urge you to implement the recommendations of the report and, further, to build on its spirit. Something special is clearly happening in London. We urge you to take advantage of this opportunity to leverage your advisors and set London apart as a leader. Give other cities across Canada hope that we can, when we need to, act quickly and decisively to create, in the words of your local advocacy organization, "a world worth living in" where safe streets are the norm, where more money is spent locally and where you - and people across Canada - can look forward to a future of improve our health and well-being, forever.

Please consider Velo Canada Bikes as your ally in this struggle. We see our role as helping all municipalities, provinces, first nations, and federal government departments and agencies find ways to work together to make a Bike Friendly Canada happen for us all.

Sincerely,

A handwritten signature in black ink, appearing to read 'Anders Swanson', with a long horizontal flourish extending to the right.

Anders Swanson, Chair

Cc:

Councillor P. Squire (Chair, Civic Works Standing Committee)

Councillor S. Lehman

Councillor S. Lewis

Councilor E. Pelosa

Councillor M. van Holst

Ben Cowie, City of London Cycling Advisory Committee