

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CYCLING MASTER PLAN TECHNICAL AMENDMENTS

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Cycling Master Plan - Technical Amendments:

- a) The amendments to the Cycling Master Plan **BE APPROVED** as identified herein and in Appendix A, Appendix B, and Appendix C; and,
- b) The report content providing an update on Cycling Master Plan Action Item #6 – “Creating a Cycling Specific Web Presence”, and Action Item #9 – “Establishing Performance Measures” **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Civic Works Committee – September 7, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – January 10, 2017 – Queens Avenue and Colborne Street Cycle Tracks
- Strategic Priorities and Policy Committee – May 3, 2017- Rapid Transit Alternative Corridor Review
- Civic Works Committee – August 13, 2018 – Complete Streets Design Manual
- Civic Works Committee – February 20, 2019 – Downtown OEV East-West Bikeway Corridor Evaluation
- Strategic Priorities and Policy Committee – May 6, 2019 – Approval of 2019 Development Charges By-Law and DC Background Study

2019-2023 STRATEGIC PLAN

The following report supports the 2019 – 2023 Strategic Plan through the strategic focus areas of Building a Sustainable City, Growing Our Economy and Leading in Customer Service by contributing to improved mobility options with a complete streets lens and a focus on climate change mitigation and adaptation.

BACKGROUND

One of the recommendations of the 2016 London ON Bikes Cycling Master Plan (CMP) was to periodically update the Cycling Master Plan based on current policies and best practice reviews. The transportation network has also evolved since the adoption of the Cycling Master Plan in 2016 with a number of technical studies, environmental assessments (EA), and project related improvements to the cycling network.

With the recent approval of the 2019 Development Charges Background Study and the completion of the Transit Project Approval Process (TPAP) for Rapid Transit, a number of technical amendments are required to ensure the Cycling Master Plan remains current and reflects the changes to the cycling network contained in these documents.

On-going reviews and studies for improvements to the cycling network and facilities across the City will continue to be undertaken on a project specific basis as required to support the further development of the cycling network. This approach ensures that improved consultation and technical review for each project is undertaken as required and provides the opportunity to be responsive to evolving needs.

A further review of cycling programs will be undertaken in connection with the development of the Climate Emergency Action Plan.

CONSULTATION

Stakeholder Consultation - CMP Technical Amendments

Cycling Advisory Committee

City staff presented the proposed technical amendments to the Cycling Advisory Committee (CAC) on September 18, 2019, the Committee members subsequently reviewed the presentation in a working group. On October 16, 2019, the CAC working group provided a report. The report recommendations primarily relate to climate change and present a significant departure from City staff's request for feedback around cycling best practices and potential cycling route adjustments. City staff will be able to utilize the report completed by the Cycling Advisory Committee as a resource during development of the Climate Emergency Action Plan, program reviews and the future update of the Cycling Master Plan, as further review and public consultation will be required.

London Cycle Link

On October 2, 2019, City staff met with the Executive Director of London Cycle Link. The discussion centered on amendments to the routes and facilities contained in the Cycling Master Plan. It was highlighted that a grid network of cycling infrastructure and all ages and abilities infrastructure were Cycle Link priorities.

Stakeholder Consultation – Update to CMP Action Item #6 Creating a Cycling Specific Web Presence and Action Item #9 Establishing Performance Measures

On May 16, 2018 City staff presented to the Cycling Advisory Committee updated website cycling specific content for the City of London's cycling specific web presence, implementing action item #6 of the Cycling Master plan. Building on this action item, staff recently presented the new eco-counter website to the Cycling Advisory Committee on October 16, 2019, that highlights cycling counts available to the public. Staff provided an overview of the existing permanent cycling count infrastructure and also provided an overview of future projects expected to contain counters which will continue to improve the City's cycling performance measures. A webpage has been developed to

allow easy access to this information in real time and can be found on the City's webpage as follows: Home – Residents – Road and Transportation – Cycling – Bike Data ([Bike Data](#)).

DISCUSSION

CMP Technical Amendments

With the recent approval of the 2019 Development Charges By-Law and the completion of the Transit Project Approval Process (TPAP) for Rapid Transit and other studies, a number of technical amendments are required to ensure the Cycling Master Plan reflects the changes to the cycling network contained in these documents.

Future Subdivisions

The 2019 Development Charges Background Study and associated Development Charges By-Law (DC) contains an active transportation component which was not a part of past development charges. This new component provides for the provision of cycling infrastructure on neighbourhood connectors as part of the subdivision development process. The active transportation component also helps to implement the complete streets vision as it relates to Neighbourhood Connectors. By building cycling infrastructure directly into new subdivision neighbourhood connector streets, the City is able to provide infrastructure to promote transportation mobility options. Incorporating a complete streets approach to new subdivisions will make the mode shift targets more achievable as identified in the Cycling Master Plan and Transportation Master Plan. By including these cycling connections directly into new neighbourhoods, it will reduce the need to revisit established neighbourhoods to incorporate future cycling infrastructure. This build-once approach will reduce the impacts of future construction and improve the equity for residents as it provides more transportation mobility choices. The inclusion of bike lanes on Neighbourhood Connectors that have been identified in the London Plan, but not yet built through the subdivision process, would add approximately 38.4 km of designated cycling infrastructure. A map containing the proposed cycling infrastructure in new subdivisions can be seen in Appendix A. It is important that the design of cycling infrastructure in new subdivisions follow the guidelines set out in the Ontario Traffic Manual Book 18 for Cycling Facilities.

Rapid Transit

During the Rapid Transit EA and TPAP process, the study team looked to incorporate cycling infrastructure wherever possible to provide multi modal corridors and connections to rapid transit stations. Through this process, a number of corridors for cycling infrastructure were identified; there were also a number of corridors that are constrained due to the existing right of way width and not able to accommodate cycling infrastructure. Also, with the addition of rapid transit at two locations, cycling routes had to be relocated to other streets due to constrained right of ways. These relocations allowed staff the opportunity to determine other suitable alternatives still in close proximity to destinations within the City. A review of the cycling network and opportunities through the Rapid Transit process resulted in a net increase of an additional 2.7 km of separated facilities and 0.3 km of designated facilities. ("Separated" refers to an exclusive bikeway separated by a physical barrier or buffer, pavement markings and signage. "Designated" refers to bike lanes designated by pavements markings and signage.) Appendix B includes a map indicating the proposed changes as part of the rapid transit project.

Other Studies

Following the adoption of the Cycling Master Plan in 2016 there have been a number of studies and environmental assessments (EA's) that were able to incorporate cycling

infrastructure on corridors that were not originally identified in the Cycling Master Plan. For instance, a number of infrastructure planning changes resulted in the east-west bikeway feasibility study which reviewed a number of corridors and highlighted a preferred separated cycling facility on Dundas Street. The original east-west connection in the CMP was a couplet on King Street and Queens Avenue. Through the EA process, a number of opportunities for increased and enhanced cycling infrastructure have been identified and formally adopted by Council, as seen in Appendix C. As a result of these studies and EA's, the amount of separated facilities in the plan have increased by 1.0 km, and designated facilities have increased by an additional 5.7 km.

CMP Action Item's #6 and #9 Update

To continue building on the success of the Cycling Master Plan and to further implement Action Items 6 and 9 (Creating a Cycling Specific Web Presence, and Establishing Performance Measures), staff have created a dedicated [webpage](#) for cycling. The new webpage consolidates previously scattered cycling information and also includes new educational and awareness information created with community partners.

The website also includes cycling ridership data. Staff have been installing permanent cycling counters in collaboration with planned infrastructure projects to collect better data. Currently, the City has installed five permanent counters that provide real time cycling and pedestrian counts at five locations. This count data is displayed in real time under a newly created cycling specific webpage called [Bike Data](#). This new webpage builds on and enhances the city's online cycling presence. The data will allow staff to gather valuable information on a variety of cycling facilities and provide information such as volume, time of day use, seasonal variations, weekday vs weekend use, and hourly peaks. The data is available to the public in an open source format so anyone may view the information in real time.

CONCLUSION

To ensure that the Cycling Master Plan is a functional and current resource that reflects the reports and studies completed and approved by Council, the proposed technical amendments as mentioned in this report and appendices are recommended. The recommendations contained in this report will expand the cycling network and create new cycling connections through the implementation of capital projects and future subdivisions.

As transportation and cycling planning continues to be informed by new studies and policies, staff will monitor and periodically prepare amendments to the Cycling Master Plan for Council's approval to ensure the document continues to be relevant and up to date. As part of future cycling projects, staff will continue to look for opportunities to implement permanent cycling counters to build robust data collection for cycling infrastructure. This data will allow for monitoring of trends and usage which will allow for more informed decision making.

Staff will also continue to work with the cycling community and interested stakeholders to develop cycling infrastructure that supports the goals of the London Plan, the Transportation Master Plan, and the Cycling Master Plan. A broader review of cycling programs is planned in connection with the development of the Climate Emergency Action Plan and will consider methods to accelerate implementation of more and improved infrastructure.

PREPARED BY:	REVIEWED & CONCURRED BY:
GARFIELD DALES, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

Attach: Appendix A – [Future Subdivisions](#)
Appendix B – [Rapid Transit Cycling Adjustments](#)
Appendix C – [Environmental Assessments and Studies](#)

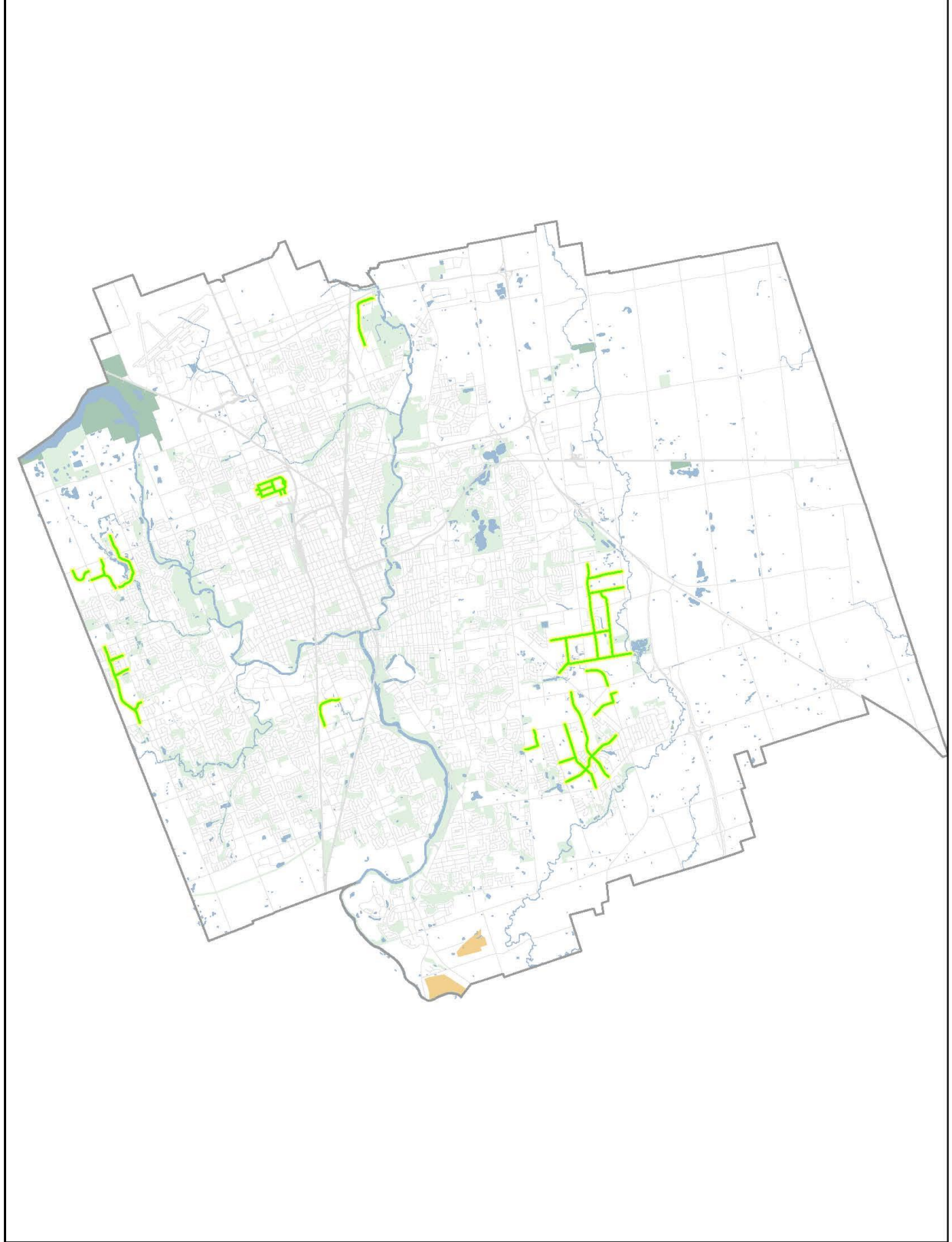
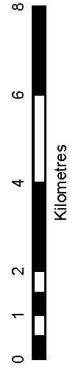
c: Daniel Hall, London Cycle Link
Cycling Advisory Committee
M. Feldberg, Development Services

Appendix A

Designated Future Subdivisions

- Future Subdivision
Designated
- Other
 - City Boundary
 - Railway
 - Road
 - Water
 - Park
 - Conservation Authority Land
 - Provincial Park

Total length for designated future subdivisions: 38.4 km

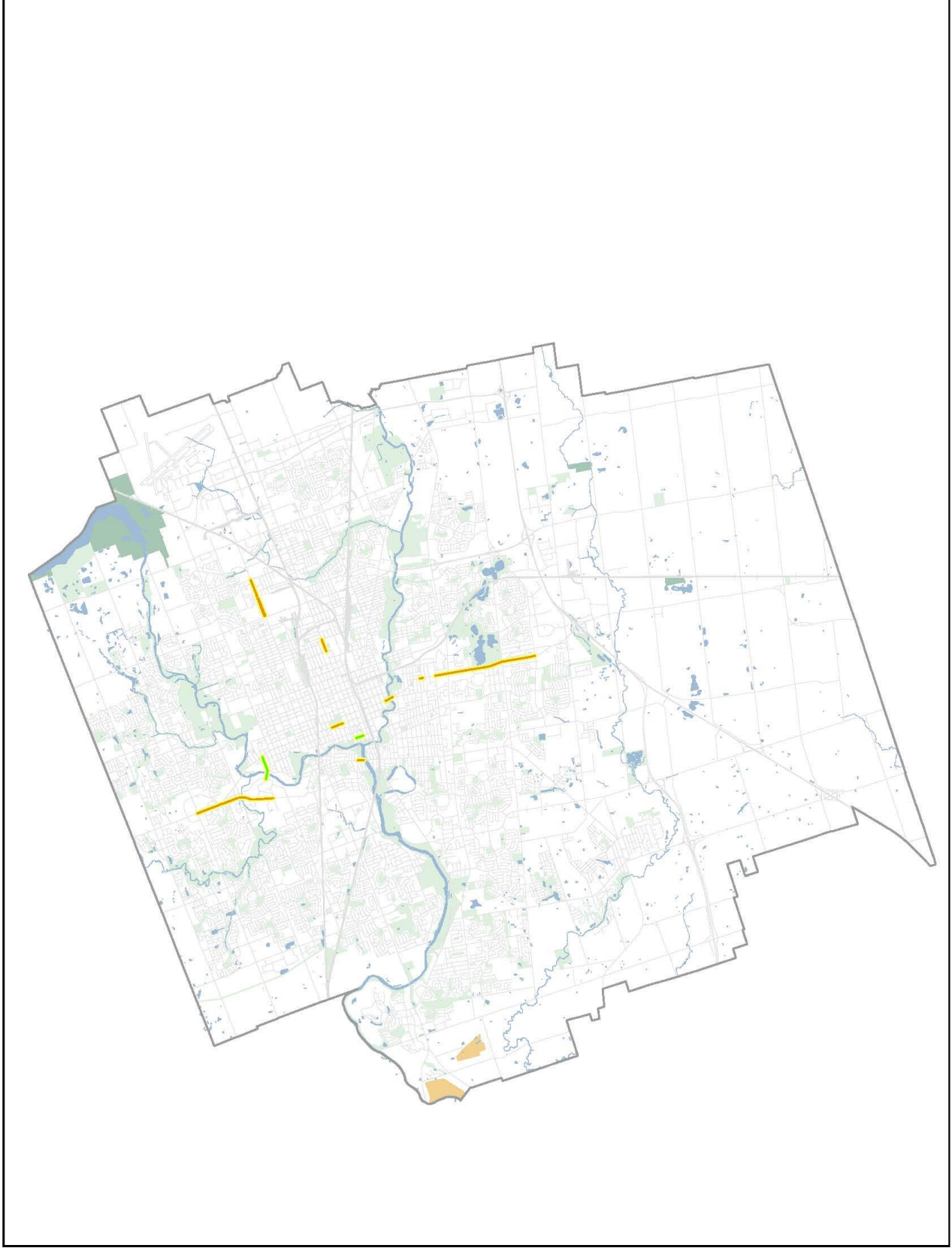
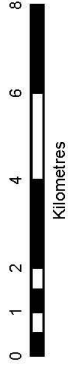


Appendix B

Rapid Transit EA Cycling Adjustments

- Proposed Technical Amendments
 - Designated
 - Separated
- Other
 - City Boundary
 - Railway
 - Road
 - Water
 - Park
 - Conservation Authority Land
 - Provincial Park

Total length for separated proposed technical amendments: 12.2 km
Total length for designated proposed technical amendments: 1.7 km



Appendix C

Environmental Assessment Areas and Studies

- EA and Studies**
 - Designated (Green line)
 - Separated (Yellow line)
- Other**
 - City Boundary (Black outline)
 - Railway (Grey line with cross-ticks)
 - Road (Thin grey line)
 - Water (Blue area)
 - Park (Light green area)
 - Conservation Authority Land (Dark green area)
 - Provincial Park (Orange area)

Total length for separated facilities identified through an Environmental Assessment or study: 10.6 km

Total length for designated facilities identified through an Environmental Assessment or study: 5.9 km

