



# RESILIENT INFRASTRUCTURE

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## LONDON ON BIKES – LONDON’S CYCLING MASTER PLAN STRATEGIC CHANGES TO IMPROVE LONDON’S CYCLING CULTURE & INFRASTRUCTURE

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### ABSTRACT

The City of London, Canada has been implementing cycling infrastructure since the 1980s. The City’s formal cycling master planning efforts to improve the cycling culture within the City were successfully “launched” in 2005 with the development and adoption of the City’s first Cycling Master Plan. The first master plan was followed by a strategic implementation plan which was completed in 2007 and used to guide planning, design and engineering efforts by City staff. The completion and adoption of both of these plans has led to the development of comprehensive off-road network of cycling facilities along the City’s premier Thames River Valley and an initial on-road network.

Though the City has experienced substantial success in the areas of cycling planning, design and engineering, in recent years there has been increasing support by local residents, stakeholders and staff for a system of cycling facilities that connects all of the major destinations, communities and neighbourhoods. A desire exists for a network that provides cyclists with a continuous system of on and off-road facilities and allows cyclists to feel comfortable when cycling in all areas throughout the City and provides cyclists with facilities that are considered the most appropriate and safe for the condition in which they are implemented.

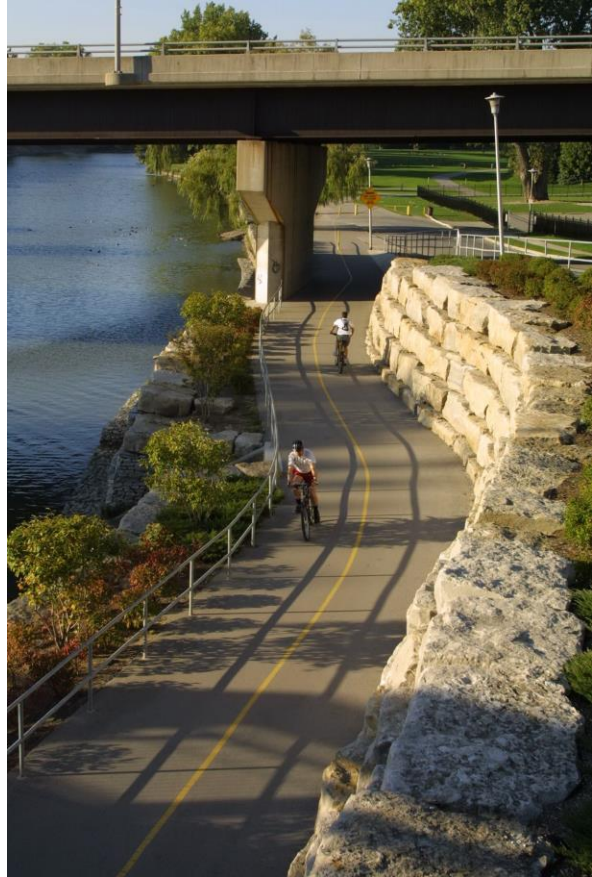
The planning, design and implementation master plans, design guidelines, standards and best practices related to the design of cycling facilities have emerged over the past 5 to 10 years. These include the Ontario Traffic Manual (OTM) Book 18: Cycling Facilities, Ministry of Transportation Ontario (MTO) Bikeways Design Guidelines, National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guidelines and American Association of State Highway and Transportation Officials (AASHTO) Bike Guide, among others. In order to create a City-wide network of modern cycling facilities that reflect sound engineering and planning judgement, an updated approach to cycling master planning was needed.

In 2015, City staff embarked on a project, London ON Bikes, to create a new cycling master plan with the help of the consulting team at MMM Group. The master plan is being developed as a collaborative effort between the consultant team, staff from various City departments, stakeholders, members of the public and politicians. The policies, strategies and recommendations contained within the draft master plan were developed with the goal of achieving five key objectives:

1. Identification of a network of new routes, enhancements to existing routes and transitions between on and off-road routes;
2. Provision of facilities that are considered connected, comfortable and safe for all types of cyclists;
3. Development of route and facility maintenance practices;
4. Identification of priorities for implementation to improve connectivity and the overall sustainability of City infrastructure and funding; and,
5. Build upon programs and initiatives to increase awareness and interest.

The master plan is being completed using a four phase process which was completed during 2015 and early 2016. One of key components of the master plan is the comprehensive cycling network made up of on and off-road facilities linking all corners of the City. The network was developed using an eight stage network development process which is founded on the steps and principles outlined in Ontario Traffic Manual Book 18. The result of the master planning and network development process is a comprehensive, tool based master plan that is intended to guide decision making across various City departments over the next 20+ years. Included in the master plan are the innovative strategies and recommendations including:

1. A phased (short, medium and long-term) approach to implementing the cycling network, coordinated with other infrastructure / construction (e.g. environmental assessments, scheduled capital projects, future rapid transit connections, etc.). Implementation is further guided by strategic costing and funding assumptions based on available budgets and economies of scale.
2. A strategy for maintaining cycling infrastructure year-round. The strategy takes into consideration the different types of maintenance that are required for various cycling infrastructure designs and includes a proposed approach for maintaining cycling infrastructure during winter months based on available budgets and public expectations.
3. An approach to signing the cycling network including both regulatory signage as well as promotional wayfinding to help improve both commuter and recreational cycling and cycle tourism. This includes clearer and more comfortable transitions between on and off-road facilities.
4. Promotion and education initiatives based on past successes and best practices to help promote and encourage local residents to cycle for various trip types and purposes.



The master plan is not just an update but a revised vision for cycling that is reflective of the cultural change that is so desired by staff, Council, stakeholders and the public. The content has been developed to address the unique conditions found throughout the City while also considering the need for greater environmental, cultural and social change.

Keywords: Cycling, Master Plan, Active Transportation, Bike, Bicycle