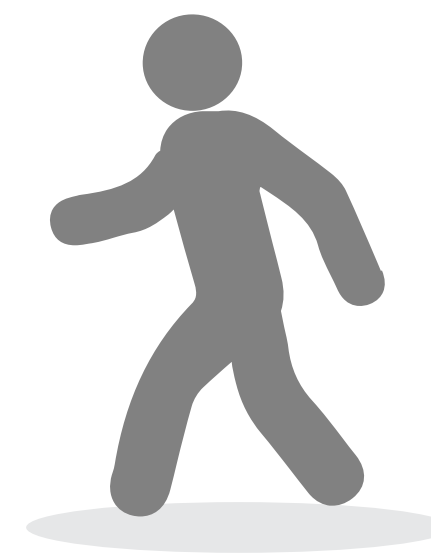
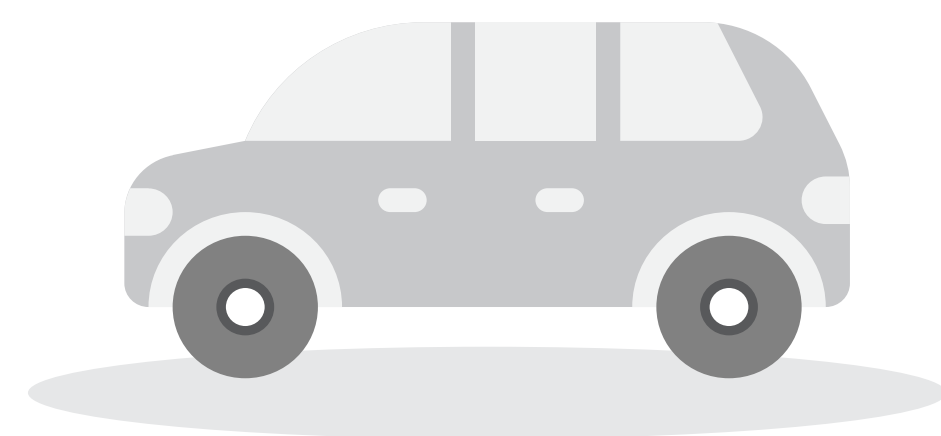




Cycling Network



Cycling Network Benefits



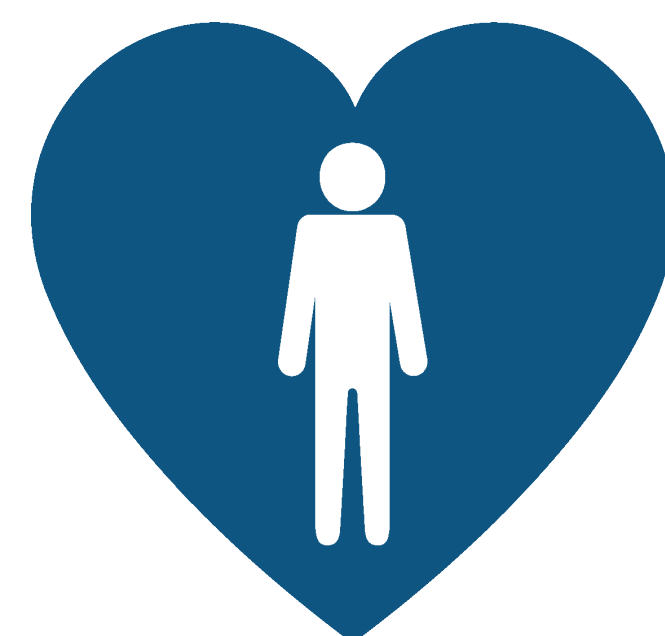
Cycling is an important part of a multi-modal network, allowing people to travel independently and affordably, while contributing to their health and wellbeing. Cycling infrastructure will:

- Help create more **inclusive and complete communities**
- Provide people with **convenient and equitable options** in how they move around to access their daily needs

Benefits include:



Makes it **easier to reach more destinations** by bike.



Improves **safety, accessibility, health, and quality of life.**



Low-cost transportation option.



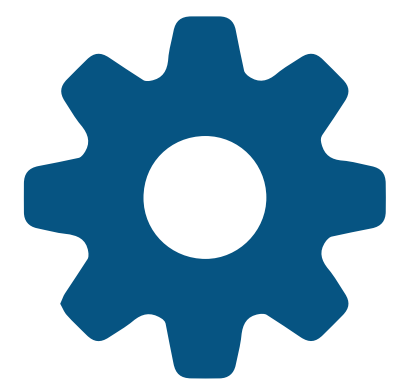
Reduces greenhouse gas emissions, contributing to a **healthier environment.**

Half of all trips in London in the morning peak are under 3 km, including almost 40% of all car trips. Short trips represent an opportunity for more walking and cycling trips. E-bikes allow riders to travel even further by bike.

Draft Policies and Actions - Cycling



Implement City-wide Bike Parking Plan and provide secure bike storage at major destinations or events.



Create a Street Improvements Pilot Projects team to implement active transportation improvements quickly.



Develop a business case for Council for operational funding for a bikeshare and/or micromobility share service.



Explore potential to provide better winter maintenance of boulevard cycling facilities and off-road multi-use pathways, in conjunction with provincial Minimum Maintenance Standards.

To learn more



Policies and Actions are critical to support the success of the mobility network in the near-term, and over the next 25 years.



Cycling Network Plan and Proposed Revisions

! **Important:** All recommendations are subject to Council approval, further study, funding applications, and public consultation.



The Mobility Master Plan is recommending some revisions to the previously approved Cycling Master Plan.

- Designed to **minimize stress, anxiety, and safety** concerns for cyclists and **considers route directness**, since an increase in trip length means an increase in trip time and physical effort.
- Implementing the near-term cycling network **leverages existing cycling investments** and connects Londoners to more destinations such as community centres, libraries and parks.

Cycling Network Near Term Projects

! **Important:** All recommendations are subject to Council approval, further study, funding applications, and public consultation.

The Mobility Master Plan is recommending a **10-year implementation plan** (from now until 2035) which includes multi-modal projects with cycling improvements and some standalone cycling projects.

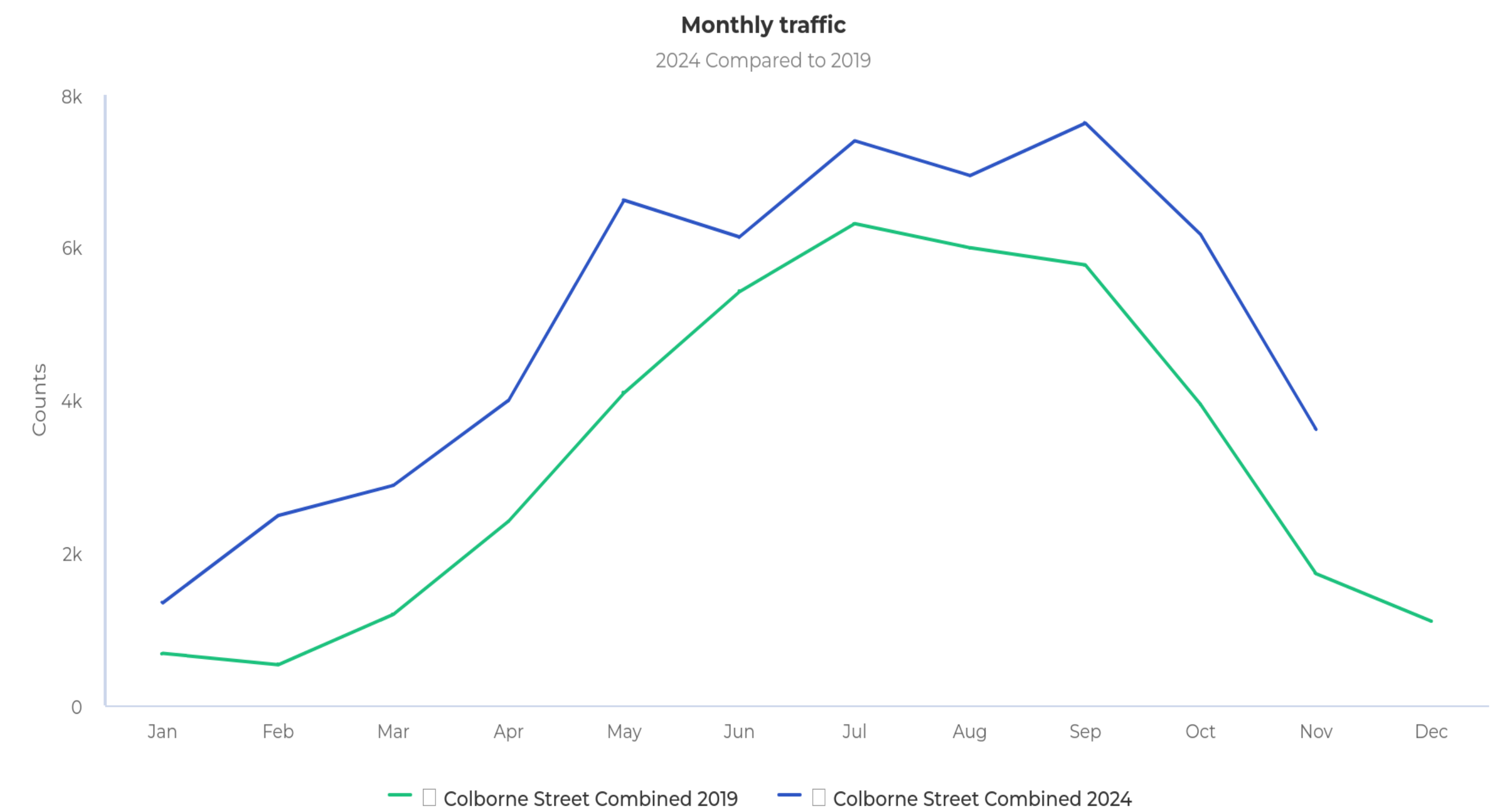
The type of cycling facility for each project is being evaluated to ensure it meets the needs of **all ages and abilities**, while also considering design limitations.



What should we build first?

What do we need to know before implementing?

Cycling Facts and Figures



After bike lanes were installed on Colborne Street, there has been a **45% increase in the number of people riding bicycles (2019-2024)** and a more than **5% traffic calming effect on motor vehicle speeds**.



Cycling Facility Types

Protected Bike Lane



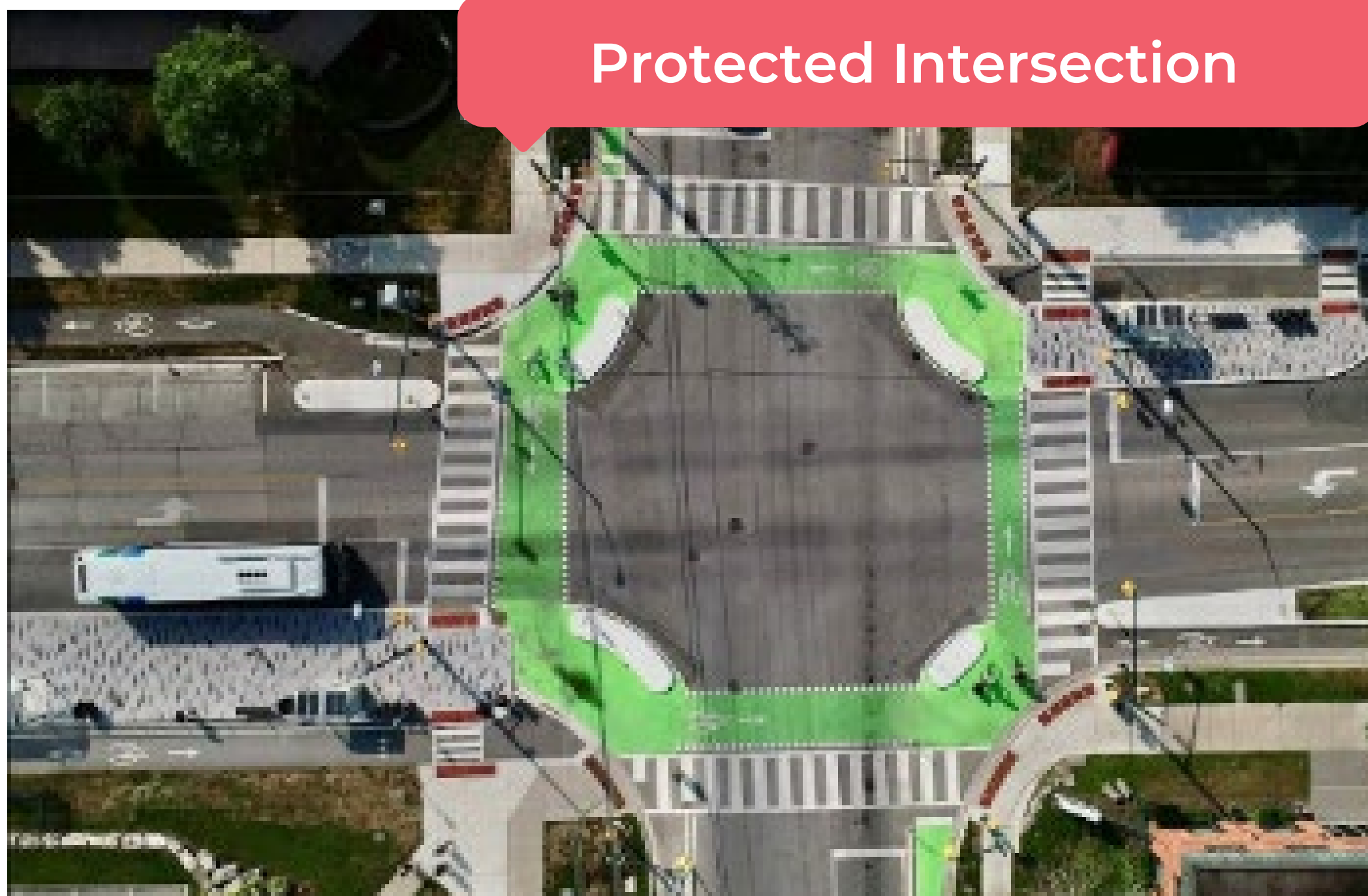
Cycle Track



Bike Boulevard



Protected Intersection



Shared pathway



Multi-use recreational trail*



*As London's primary multi-use recreational trail, the **Thames Valley Parkway** offers scenic city-wide connectivity, but without comprehensive lighting and winter maintenance, it's **not a reliable facility all-day and all-year round.**