
Mississauga Cycling Advisory Committee

Date: January 12, 2021
Time: 6:30 PM
Location: Online Video Conference

Members

Councillor Chris Fonseca	Ward 3 (Chair)
Anna Tran	Citizen Member
Earl Close	Citizen Member
Kris Hammel	Citizen Member
Jeff Fleming	Citizen Member
Laiq Siddiqui	Citizen Member
Larry Lindsay	Citizen Member
Paulina Pedziwiatr	Citizen Member
Rosanna Chacko	Citizen Member
Sunil Sharma	Citizen Member
Suzanne Doyle	Citizen Member (Vice-Chair)
Prabh Banga	Citizen Member
Robert Leuschner	Citizen Member

Participate Virtually and/or via Telephone

Advance registration is required to attend, participate and/or make a comment in the virtual meeting.

Questions for Public Question Period are required to be provided to Clerk's staff at least 24 hours in an advance of the meeting. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. Comments submitted will be considered as public information and entered into public record. **Please note the Mississauga Cycling Advisory Committee will not be streamed or video posted afterwards.**

To register, please email stephanie.smith@mississauga.ca and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Stephanie Smith at 905-615-3200 ext. 3795 no later than **Monday, January 11, 2021 before 4:00PM**. You will be provided with directions on how to participate from Clerks' staff.

Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 3795
Email stephanie.smith@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/cyclingadvisory>

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Mississauga Cycling Advisory Committee minutes - December 8, 2020

5. **PRESENTATIONS**

6. **DEPUTATIONS**

6.1. Mark Ruta, Chairman, Carassauga Festival Inc. regarding a Carassauga ride

7. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

Public Comments: Advance registration is required to participate and/or to make comments in the virtual public meeting. Any member of the public interested in speaking to an item listed on the agenda must register by calling 905-615-3200 ext. 3795 or by emailing stephanie.smith@mississauga.ca by Monday, January 11, 2021 before 4:00PM.

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

Mississauga Cycling Advisory Committee may grant permission to a member of the public to ask a question of MCAC, with the following provisions:

1. Questions shall be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the current agenda and the speaker will state which item the question is related to;
3. The total public question period time is 15 minutes maximum and shall not be extended by the Chair; and
4. Any response not provided at the meeting will be provided in the format of written response.

8. **MATTERS TO BE CONSIDERED**

8.1. Network and Technical Subcommittee Update (Suzanne Doyle, Citizen Member 5 minutes)

8.2. Communications and Promotions Subcommittee Update (Sunil Sharma, Citizen member 5 minutes)

8.3. Bike Summit Report Back (Earl Close, Citizen Member 10 Minutes)

8.4. Transportation and Works Bicycle Parking Program (Amy Parker, Active Transportation Technologist, 10 minutes)

9. **OTHER BUSINESS**

10. DATE OF NEXT MEETING - February 9, 2021

11. ADJOURNMENT

Mississauga Cycling Advisory Committee

Date: December 8, 2020
Time: 6:32 PM
Location: Online Video Conference

Members	Councillor Chris Fonseca	Ward 3 (Chair)
	Anna Tran	Citizen Member
	Earl Close	Citizen Member
	Kris Hammel	Citizen Member
	Jeff Fleming	Citizen Member
	Laiq Siddiqui	Citizen Member
	Larry Lindsay	Citizen Member
	Paulina Pedziqatr	Citizen Member
	Sunil Sharma	Citizen Member
	Suzanne Doyle	Citizen Member (Vice-Chair)
	Prabh Banga	Citizen Member
	Robert Leuschner	Citizen Member

Present Agency Representatives/City Staff

Neal Smith, Project Manager, Sustainable Transportation, Region of Peel

Matthew Sweet, Manager, Active Transportation

Raymond Lau, Project Manager – Engineering, Park Development

Megan Schabla, Communications Coordinator

Stephanie Smith, Legislative Coordinator

1. CALL TO ORDER - 6:32 PM
2. APPROVAL OF AGENDA
3. DECLARATION OF CONFLICT OF INTEREST
4. MINUTES OF PREVIOUS MEETING

4.1 Mississauga Cycling Advisory Committee minutes - November 10, 2020

Larry Lindsay, Citizen Members noted an amendment to Item 8.4. to reflect that Mr. Neil Smith, Project Manager, Sustainable Transportation, Region of Peel, was not in attendance to respond to the inquiry regarding the Regional Cycling Program at Derry Road.

Approved (L. Lindsay)

5. PRESENTATIONS

6. DEPUTATIONS

6.1 Natalie Faught, Credit Valley Conservation

Ms. Natalie Faught, Credit Valley Conversation (CVC), provided an overview of the Credit Valley Trail (CVT) project that will flow from the Headwaters of the Credit at Island Lake Conservation Area to the mouth of the Credit River at Lake Ontario in Port Credit, spanning at 100 KM, with a series of 6 experiential themes.

Ms. Faught noted that the CVT is led by CVC in collaboration with many partners including municipal partners from the five municipalities, as well as interested community and Indigenous partners.

Ms. Faught further noted that there are opportunities to get involved and that anyone interested, can contact her directly.

Ms. Faught responded to enquiries from Committee Members with respect to target date for trail completion; how the trail will connect from Dundas Street to Port Credit; developing routes for mountain bikers; creating public awareness and public support, and trail ratings for cyclists and walkers/hikers.

RECOMMENDATION MCAC-0036-2020

Moved By E.Close

That the deputation from Natalie Faught, Credit Valley Conservation regarding the Credit Valley Conservation trail be received.

7. PUBLIC QUESTION PERIOD - 15 Minute Limit

Jonathan Giggs, Resident spoke to item 9.4 regarding Orr Road and enquired if the Committee would be consulted on the implementation of the project and noted the need for increased public consultation. Matthew Sweet, Manager, Active Transportation responded and noted that information would be shared with the Committee in the future.

Dorothy Tomuik, Resident spoke to item 9.4 and enquired about the number of kilometres delivered to date and when the 14 kilometres would be completed. Mr. Sweet spoke to the removal of the kilometres in the memorandum and to the timelines of the projects. Councillor Fonseca spoke to opportunities for cycling infrastructure to be built.

Natalie Halff, Resident spoke to item 9.3 and enquired about how much of the budget in 2019 and 2020 was spent compared to 2021. Mr. Sweet spoke to the standardization of budget reporting.

Chris Hazlett, Resident spoke to item 6.1 and mountain biking in the City.

8. CONSENT AGENDA

RECOMMENDATION MCAC-0037-2020

Moved By S. Doyle

That the following item be approved through Consent Agenda:

9.8. 2021 Mississauga Cycling Advisory Committee Meeting Dates

9. MATTERS CONSIDERED

9.1 Network and Technical Subcommittee Update (Suzanne Doyle, Citizen Member 5 minutes)

Kris Hammel, Citizen Member spoke to the Bike Parking Program and security concerns from the City of Mississauga.

9.2 Communications and Promotions Subcommittee Update (Sunil Sharma, Citizen Member 5 minutes)

Mr. Sharma spoke to his resignation from the Communications and Promotions Subcommittee and to the nominations received for the 2020 Phil Green Award. Suzanne Doyle, Citizen Member spoke to the gifts for the recipient of the Phil Green Award.

Kris Hammel, Citizen Member did not vote on this matter due to a potential conflict.

RECOMMENDATION MCAC-0038-2020

Moved By J. Fleming

That Janice Lowe be the 2020 recipient of the Phil Green Award.

RECOMMENDATION MCAC-0039-2020

Moved By J. Fleming

That the letter from Sunil Sharma, Citizen Member regarding his resignation as Chair of the Promotions and Communications Subcommittee be received.

9.3 2021 Cycling Program Budget - 0728-2020 (Matthew Sweet, Manager, Active Transportation 10 minutes)

Mr. Sweet provided an overview of the 2021 Cycling Program Budget.

Jeff Fleming, Citizen Member and Councillor Fonseca spoke to midblock crossing budget items and Federal funding.

RECOMMENDATION MCAC-0040-2020

Moved By E.Close

That the presentation by Matthew Sweet, Manager, Active Transportation regarding the 2021 Cycling Program Budget be received.

9.4 AT COVID Framework – December Update (Matthew Sweet, Manager, Active Transportation 10 minutes)

Mr. Sweet provided an update on the AT Covid Framework.

Suzanne Doyle, Citizen Member spoke to the Credit Valley project and enquired what type of crossings would be implemented. Fred Sandoval, Active Transportation Coordinator spoke to bike lanes being implemented and consultation with the Region of Peel for Erin Mills.

Councillor Fonseca spoke to the implementation of quiet streets and to include active transportation at locations. Mr. Sweet spoke to Traffic Safety staff providing an update to MCAC.

RECOMMENDATION MCAC-0041-2020

Moved By A. Tran

That the December Active Transportation COVID Framework update be received.

9.5 Signage Review (Matthew Sweet, Manager, Active Transportation 5 minutes)

Fred Sandoval, Active Transportation Coordinator provided an overview on the new pilot signage.

Suzanne Doyle, Citizen Member spoke to the importance of standardization for signage throughout municipalities. Matthew Sweet, Manager, Active Transportation spoke to the different types of signage. Councillor Fonseca spoke to the turtle signage and the need for consistency of signage.

Sunil Sharma, Resident enquired about a temporary sign to receive input from the community.

RECOMMENDATION MCAC-0042-2020

Moved By S. Sharma

That the memorandum entitled Trail Signage Best Practices from Fred Sandoval, Active Transportation Coordinator, Active Transportation and Amy Parker, Active Transportation Technologist, Active Transportation be received.

9.6 Bike Summit Report Back (Earl Close, Citizen Member 10 Minutes)

Mr. Close provided an update on the 2020 Bike Summit that took place December 1-3, 2020. Suzanne Doyle, Citizen Member spoke to the Active Transportation presentation to be shared with MCAC. Larry Lindsay, Citizen Member spoke to the key points from the summit and that further discussion take place at the January MCAC meeting.

RECOMMENDATION MCAC-0043-2020

Moved By S. Doyle

That the Bike Summit Report Back be deferred to the January 2021 MCAC meeting.

9.7 Take the Pledge Peel

Members of the Mississauga Cycling Advisory Committee took a photo of the Take the Pledge Peel.

9.8 2021 Mississauga Cycling Advisory Committee Meeting Dates (CONSENT)

10. OTHER BUSINESS

Suzanne Doyle, Citizen Member spoke to appointing new members to the Communications and Promotions Subcommittee.

Larry Lindsay, Citizen Member spoke to closing the gap on Derry Road and for an update to be brought to the January meeting. Neal Smith, Project Manager, Region of Peel spoke to a second phase update on Derry Road and that an update would be brought to a future meeting.

Councillor Fonseca spoke to a Carassauga ride to be added to a future meeting, the Regional Vision Zero report on driver education be brought to a future MCAC meeting and for a safety audit of intersections be brought to a future meeting.

11. DATE OF NEXT MEETING - January 12, 2021

12. ADJOURNMENT - 9:10PM

Bike Summit 2020

Overall

- 18 hours of presentations over 3 days
- 200 registered participants
- A lot going on behind the scenes
- Lots of support for cycling
- Still plenty of opposition

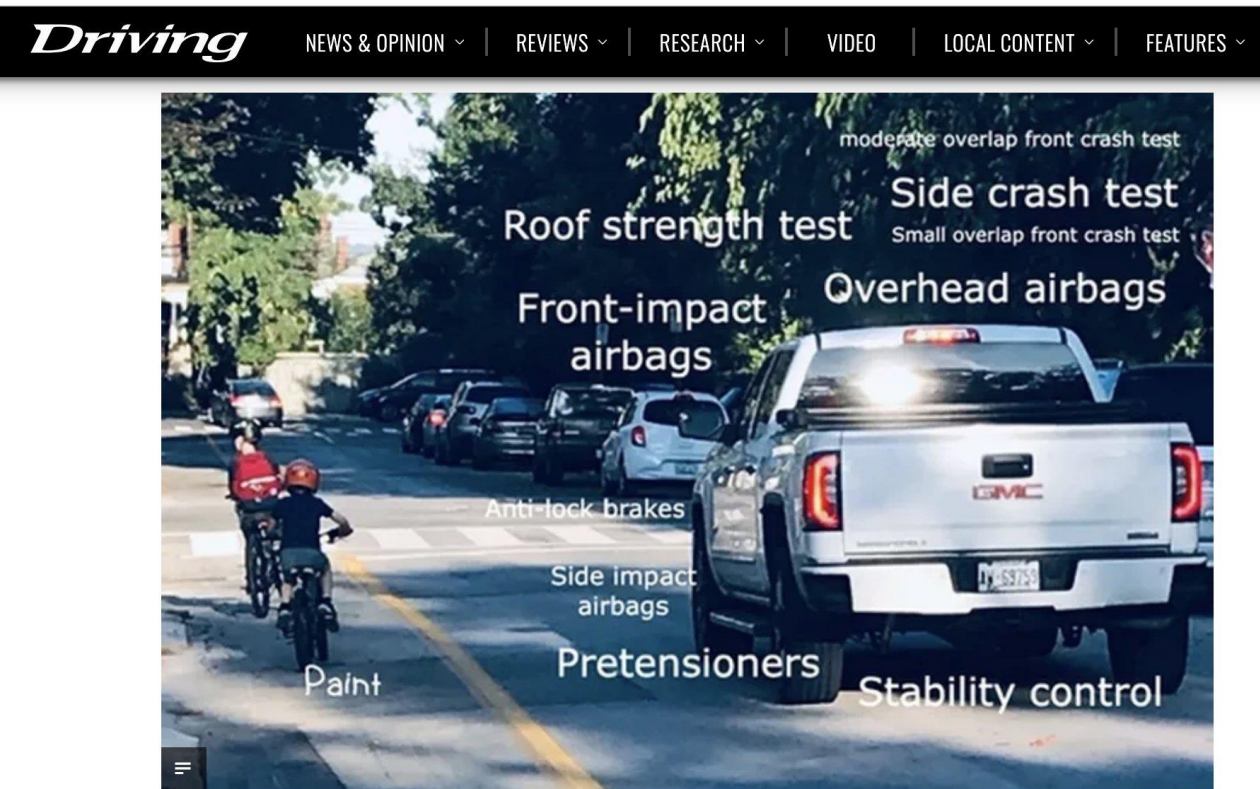
DAY 1: Cycling during the pandemic & beyond

- Minister of Transportation, Honourable Caroline Mulroney
 - 1000km paved shoulders on Ontario roads, additional 1050km by end of 2020
 - e-bike survey - may updating rules for slightly heavier commercial cargo bikes
 - Survey -> <https://ero.ontario.ca/notice/019-2745>
- Rod Bilz, North Bay
 - closed road near waterfront, demand for more leisure space - better signage
 - noted “slower streets improve property values” – selling point for road diets
- Becky Katz, Toronto
 - closed some streets, business worried about deliveries or congestion/access
 - weekend closures got families and new cyclists
 - suggest going to people (school, mall, streets) vs. people coming to you (open house)
- Benita Van Mitenburg, Guelph
 - sidewalk expansion project 175% increased use, need more safety

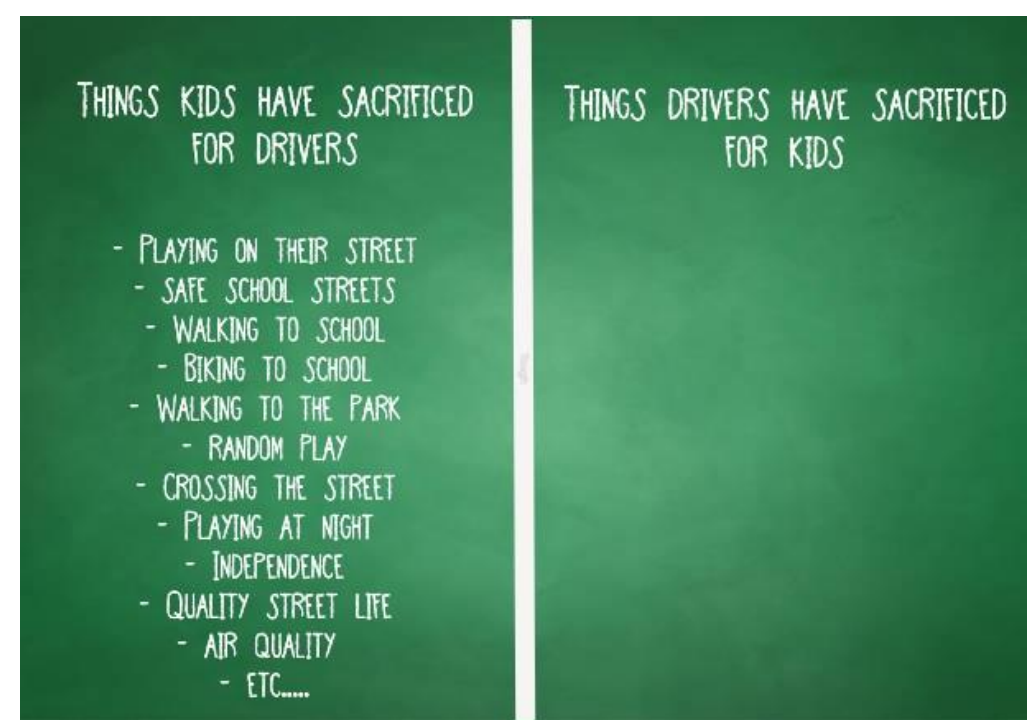
Changing hearts & minds

- Marvin Macaraig, Scarborough
 - building support - need **more than just lanes** e.g. maintenance (ice covered bike lane)
 - give non-riders what they need; get riders involved
- Paul Young, Public Space Workshop
 - Change is hard, risky, to quote a Toronto councilor: **“to get re-elected, it's best to do nothing”**
- Laura Keresztesi and Natalie Stephenson, GreenUP
 - use pop-up info booths on street
 - some people afraid to get out, “eyes on street” helpful (ref Jane Jacobs)
 - cycling promotes safer, slower, friendlier communities eg. can stop and chat using bike
- Wes Spatazzo, Brock University
 - Seeing cycling from a child’s perspective – view from their eyes, not just words
- David Trueman, CycleWR
 - **Catch them being good** e.g. kudos to crews clearing bike trails

Share the Road Award for Tom, Oliver, and Ronan Flood



I found Flood when someone on Twitter asked for a recommendation for a baby



City: I'd like to solve the puzzle: Is it "Wear bright clothing"



Bicycle Friendly Communities Seminar

- Michael Stewart, CAA
 - Sponsor, **30% of members use bikes**, desire biking destinations and maps, extend road service to bikes
- Matthew Sweet & Jenna, City of Mississauga
 - **Get community to buy-in** to ideas
 - Make use of small project matching grants (like giving bikes), free meeting rooms
- becoming a cycling friendly region, Anthony Caruso and Joshua deBoer , Durham Region
 - Link to trails (Waterfront), crossings (75 identified), and fix gaps
- Creating connections, Lisa Billing, Town of Saugeen Shores
 - Find partners (police), work with recreation dept, rotary club, local grassroots
 - **Leverage what you have** e.g. trails, green-space
 - Idea: bike scavenger hunt
- Marian Mithani and Olivia White, Eco-Counter
 - Get year-round biking data, noting weather and special event changes
- Bikemaps.org (Karen Laberee, BikeMaps)
 - already have collisions, but this **shows near misses, single bike incidents** (eg. fall)
 - Suggest using standard nomenclature CanBICS (Canadian Bikeway Comfort and Safety)
- suggest hiring dedicated staff eg. summer students for improvements (small city)

Association of Pedestrian and Bicycle Professionals (APBP) Workshop

- APBP
 - Started 1994 - Offers meetups, conference, games, 1200 members
- Cyclists at roundabouts (Phil Weber, CIMA+)
 - some have cyclist priority, others vehicle
 - In Netherlands, decrease cyclists injury by 44-73%
- Bike signals and crossrides, Fred Sandoval, Mississauga
 - crossrides: curb depressions, tight radius (4-8m), intuitive, consistent
- proposed changes to OTM Book 18: Cycling Facilities, Dave McLaughlin & Shawn Smith, WSP Canada
 - **Ontario Traffic Manual** (OTM) is series of books, intended as a guide
 - more focus on separated bike infrastructure when speeds and vehicle volume justify it

DAY 2: Cycling tourism and trails

- The Great Trail
 - Eleanor McMahon CEO, founded Share the Road 2008 (husband killed)
 - During Covid, trails saw 2-3x usage
 - 69% intend to use the trail in the winter (trails should indicate what you need)
 - can offer a letter of support for your project
- Marlane Koehler, Great Waterfront Trail
 - 27,000 km (3 oceans)
 - Paved shoulders on hwy 17 (rumble strips on buffer zone), 77% felt safer
 - Loose gravel is exhausting
 - Some places don't feel worthy to tourists, just promote e.g. CAA
 - Tell Ontario government bike network needs investment
- Karen Bittner, Town of Blind River
 - Build on what you have, and improve it in steps
 - Tell council: need working \$ to leverage larger pockets eg. provincial, federal

(cont...)

- Jennifer McCourt, Discovery Routes Trails Organization
 - Voyageur Cycling Route along its 645km length between Sudbury and Ottawa
 - connecting to other trail systems
 - visits up 68% from last year
 - cycling up 331% (motorized touring down)
- Doug Cerson, Guelph to Goderich Rail Trail (G2G Trail Inc.)
 - efficacy to connect 17 communities (not brought out of tourism), 132km route
 - built mostly with volunteers + students
 - busy even at end of Nov
 - Trailway + maintenance is not in small community's budget, how to support?
 - > Share the Road will do that!

Cycling & the new normal: provincial perspective

- Jessica Bell, NDP MPP University—Rosedale
 - **focus on amendments** (much more efficient), cohesion of communities
 - equitable investments - invest in areas that are more racialized, lower income
 - active TO - key lanes that are identified but still not implemented (low income)
- Stephen Blais, Liberal MPP, Ottawa (John Fraser not available?)
 - could use a province-wide Vision Zero and network
- Norm Miller, PC MPP Parry Sound—Muskoka
 - rural: resurgence in cycling (and now cross-country skiing)
 - paved shoulders on provincial hwy (perspective has improved since 5 years ago)
 - not car driver vs. cycling; eg. CAA supports it (many members cycle too)
 - equitable investments - more affordable for lower income

(cont ...)

- Mike Schreiner, Green Party MPP Guelph
 - provide accessibility which supports small business
 - cycling tourism (Quebec way ahead of us)
 - equity: accommodate all road users, avoid conflict with bikes and people w/ disabilities
 - low-income neighbourhoods often have large high-speed roads not safe for low-cost bikes/pedestrians
- Diane Freeman Councillor, City of Waterloo (moderator)
 - Cycling is a non-partisan issue
 - Asked if these four would group together to form an all-party cycling caucus for safe cycling and tourism? -> yes

Building support and overcoming challenges

- Vision Zero Pop-up Demonstrations
 - Mountainview: school street closed 8-9am 3-4pm (4 days) (in Europe traffic goes away w/time)
 - Pineway: 35 -> 24 km/h with barriers
 - Danforth: made more for people (bike lanes, exercise zone, performers, seating)
 - "A lot of persistence. A lot of emails. A lot of no's."
 - \$150,000 for all three projects
- Build it now, perfect it later, Zibby Petch, IBI
 - Go from current level -> acceptable -> good level
 - Hamilton (King St.), get lane, add paint, add bollards
 - don't compromise must haves
 - do monitor, have plan for upgrades, get fresh eyes
- London (King Street)
 - consultation and engagement help guide design solutions
 - Look at European school streets

Harnessing data in support of cycling

- Peterborough
 - 2020 Active Transportation and Health Indicators Report
 - collect data to assess walking and cycling, found 10.2% (goal was 8%)
 - saw 400% increase in cycling (2006-2016)
 - county 100km paved shoulders 2018
 - injuries in Peterborough higher than Ontario average (but going down) -> road safety a priority
- travel survey, Matt Kussin, City of Kingston
 - address-based sampling, survey captures a baseline prior to Covid
 - 29% of \geq one trip per week cyclists also bike in winter

DAY 3: Equity, diversity & inclusion: Ontario

- Bike Equity, Ajax
 - who feels safe and why, who is allowed to move freely, what systems cause harm?
 - some whites consider black mobility dangerous
 - create a space for growth and learning
- Sabat Ismail, York University
 - San Francisco: Chris Carlton - cycling in the 1930 hit critical mass, but still unlivable for most
 - Minneapolis - great cycling but racial problems
- Hamilton Bike Share
 - ERI (Everyone Rides Initiative), access, subsidization, education, outreach
 - Mark Anderson (coordinator) - got involved after cancer scare, his story shows how a simple suggestion can lead to personal and organizational success
- Building cycling culture in suburban communities (Yvonne Verlinden, The Centre for Active Transportation)
 - Suburbs down (1.1 to 0.8%), urban up (1.3 to 6.9%) from 1996 to 2016
 - addressing barriers (access, knowledge, community)
 - bike loan with library card (libraries are social hubs, already loan stuff)
 - relearn geography of city eg. taking quiet streets vs. big arterial streets

(cont ...)

Other

- Toronto Neighbourhood Improvement Area historic pavement issues that need addressing
- When utilizing active transportation (cycling /walking) in London, carding of visible community friends was frequent by London Police
- Students rode trail to mark safety issues, lend tools, answer questions, distribute tourism info and local resource info for residents
- Key for government change and \$: show benefits & results
- Collision data may come from Public Health Ontario: emergency visits

Connecting the cycling network

- use an Active transportation master plan, Brampton
- Parson Corporation
 - neighbourhood collector streets - trees die due to salt spray
 - Was provocative painting lines on streets 20 years ago, progress now good
- Dougall Avenue multi-use trail tunnel, City of Windsor
 - every cycle project has a story about the barriers
 - railway bridge modified with tunnel for pedestrians and cyclists \$9.8million
 - often gaps are not completed because of expense and difficulties

Connecting the cycling network with transit

- Cycling and Transit, Alex Gatien, The Centre for Active Transportation
 - transit itself is safe, but policy gap for walking/biking to transit
 - their guide addresses the first/last km problem
 - Portland, Oregon - has connections for pedestrians/cyclists
 - San Francisco : subway trains have 2-3 cars suitable for bikes
 - Suburb – bike to access transit; urban – bike to replace transit
- Bike Parking & Transit, Cai de Ridder, WSP Canada & Allison Miller, London
 - have parking visible and convenient
 - parking right at bus stops, near pedestrians for visibility
- Multimodal connections to rapid transit, Kalle Hakala, Alta Planning + Design, Ottawa
 - 2017 study was already out of date by 2020
 - direct connections to transit, safe (lighting, crossings), calming, trees, etc
 - tracks and/or parking lots can be obstacles
 - transit is more than just trains and buses

Connecting the cycling network with trails

- Vaughan super trail, Martin Tavares & Michael Habib, Vaughan
 - 100km trail endorsed in 2017
 - 1973 spur in bike sales (banana seats, enviro & embargo, lasted 4 years)
 - useful to have a story and be in the right places/meetings
- Kitchener's Cycling and Trails Master Plan, Brian Patterson, Urban Systems
 - go to a big event and promote
 - themes: connections, experience, culture
 - All Ages and Abilities (AAA)



Creating Community Cycling Capacity

Small Project Matching Grants

Jenna Prokop and Matthew Sweet

How it started...





The worst thing you
can do—is everything.

@mrjasonowilson





Bicycle Friendly Communities Workshop

8.3



Community Group Registry Program

The new CGRP Program supports community groups who deliver programs and services that benefit Mississauga residents and support City Department and Division mandates and strategic master plans.

Program Benefits




- Permission to place up to 10 mobile signs on City road allowances
- Reduced Rates for Facility Rentals
- Free meeting space for 12 executive meetings, 1 AGM
- Community Group Rate - Special Event Vendor license
- Eligibility for the City's Affiliate Insurance Program
- Priority bookings
- Access to the Small Project Matching Grant Program
- Registered Group Civic Mark
- Staff liaison hours

Small Project Matching Grants

- Must be a Registered Group with the City
- Up to \$2,500 for a new, unique project in your community
- Great opportunity to “try out” a new program



SPMG- Over The Years....

2017 – Canada 150	2018- Newcomers	2019 - ‘ <u>MOVE</u> ’ <i>Active Transportation</i>
<u>Funding amount awarded:</u> \$50,000  19 approved Projects 10 were Canada 150 Celebrations 682 volunteers with 5853.5 hours donated	<u>Funding amount awarded:</u> \$47,420  21 approved Projects 12 were new comers projects/events 742 volunteers with 6,073 hours donated	<u>Funding amount awarded:</u> \$35,682 16 approved Projects 5 were ‘MOVE’ projects 2,102 volunteer hours 

Erindale Village Association



Lakeview Ratepayers Association



Town Of Port Credit (TOPCA)



Town of Port Credit
@TOPCA_Executive

↑ Announced Sept 29: 📢 We rec'd a @citymississauga Small Project Matching Grant for paint supplies & winter baskets *now installed* at our #PortCredit bike planter locations, PLUS: Four (4) *new* bikes to be added (incl 3 in 📷). Matching Grants 🔗: bit.ly/2LmblJb 🚲 🌈



10:56



Thread



Town of Port Credit
@TOPCA_Executive

PAINTING THE PLANTERS: Students from Iona SS are out today repainting TOPCA's bike fleet around #PortCredit. They are doing a great job and are splendid community ambassadors for @IonaCatholic! 🚲 🌈 🌸



Town of Port Credit Association (TOPCA) added a new photo from September 30. 📷 🌈

GRANT ANNOUNCED: At the TOPCA Heritage Bike Tour (September 29, 2019) we were thrilled to announce that TOPCA is the recipient of a Small Project Matching Grant from the City of Mississauga, to help us maintain our 'fleet' of painted bicycle planters. We have also received the City's go-ahead and support to install four (4) new bike planters around Port Credit. All bikes will bear new 'licence plates' with TOPCA contact information and also advising of the City's financial contribution. See our webpage 🔗: www.topca.net/#bike_planters for more info as the grant is implemented.



Whiteoaks Lorne Park Community Association



Sheridan Homelands Ratepayers Association



Peel Multicultural Council



Small Project Matching Grants 2019:

- 264 people volunteer in the community!
- Value of volunteer time: \$29,451
- \$3,820 value of donated good from other sources
- Return on investment 1.14





Thank You!

Jenna Prokop
Recreation Programmer
Community and
Neighbourhood Development

jenna.prokop@Mississauga.ca

Matthew Sweet
Manager
Active Transportation
matthew.sweet@mississauga.ca



OBS2020 Synopsis

Thank you for the opportunity to attend OBS2020. The sessions proved very enjoyable and highly informative. I was particularly impressed by the many communities, both urban and rural, that showed a dedication and enthusiasm to implement and continue to develop meaningful cycling and active mobility infrastructure.

The opening remarks from Stephanie Hahn left me a bit surprised with her mention of a shakeup at Share the Road with a new Board and a new Director. Of course, their focus remains the same; a commitment to continue to advocate for more cycling safety in Ontario.

Remarks from Minister of Transportation, Caroline Mulroney, recognized that the pandemic created a significant increase in cycling causing bicycle sales to skyrocket. This led to a shortage of bikes and all cycling related products.

A more important takeaway was her recognition of the need to incorporate cycling infrastructure in government objectives going forward, including improving e-bike legislation and changing collision reporting to include dooring incidents of cyclists.

The session on *Cycling During the Pandemic and Beyond* recognized through CAA surveys that regular daily driving commutes were greatly reduced and walking and cycling were dramatically increased. Negatively, it also led to a greater frequency of poor and reckless driving habits.

A cross section of individuals representing a major urban centre, a smaller city and a rural community showed many thoughtful initiatives were quickly implemented to address the immediate need for more active mobility options that included increased safety considerations.

Having to introduce these efforts rapidly resulted in mixed responses from the public as there was little time for consultation; however, it highlighted the benefits such as weekend closures of streets with incredibly positive feedback, while at the same time recognizing the necessity of early and precise communication to the public.

The *Changing Hearts and Minds* session pointed out the importance of expanding cycling infrastructure in the suburbs. Cycling has many benefits but, first and foremost, to entice people to embrace the sport, roads and trails need to be safe.

Engaging the community in various ways, such as interacting with students and residents, arranging walkabouts, and inviting feedback can result in useful benefits that show their desire for more traffic control, an increase in parks and public spaces and greater cycling infrastructure. Easy access to safe bicycles, good bike parking and bike repair facilities can enhance the cycling experience.

The *Bicycle Friendly Communities Seminar* was particularly informative. The Bicycle Friendly Communities Program currently involves 78 dedicated communities that want to address and improve cycling infrastructure.

As a resident of Mississauga, I was obviously fascinated to hear the presentation from Matthew Sweet and Jenna Prokop. With no intention of favouritism, I was impressed by the trajectory of the city in the implementation of their cycling program. Considering the Cycling Master Plan of 2018, there is much already accomplished and a great deal more to come. There is the Community Groups Registry Program combined with the Small Projects Matching Grants Program and in 2019, out of the sixteen approved projects, there were five 'MOVE' ones. These were Erindale Village Association, Lakeview Ratepayers Association, Town of Port Credit Association, Whiteoaks Lorne Park Community Association and Sheridan Homelands Ratepayers Association. There was also a Peel Multicultural Council cycling initiative. Cycling has a terrific future in Mississauga and as a Strava user, I must say 'kudos'!

This entire session was particularly informative. Durham Region conducted an extensive community online survey. Apart from other results, 53% felt more secure bike parking facilities are important. The survey led to some key strategies; bike parking, signage and wayfinding, education and encouragement, and maintenance.

The amazing enthusiasm of Durham Region and the Town of Saugeen Shores to share the ongoing efforts with their cycling projects left me with a realization that the interest and determination of municipalities to recognize the importance of cycling in their communities is ever growing.

Additionally, Marian Mithani and Olivia White from Eco-Counter demonstrated the importance of counting data to develop an effective cycling community, including permanent count installations for year-round data. Also, Karen Labaree from BikeMaps showed an amazing ability to monitor accident data that would benefit municipalities in providing safe cycling environments.

In the fourth session, *Association of Pedestrian and Bicycle Professionals*, I was impressed by the amount of effort and study that is applied to the design of roundabouts, particularly as it pertains to pedestrians and cyclists. I learned that currently, there is no law for riding through roundabouts.

A presentation by Fred Sandoval from the City of Mississauga followed entitled, *Bike Signals and Crossrides*. One of the topics was that the most common collisions with bicycles involves motor vehicles turning right. A solution presented was to reduce the turning radius so that motor vehicles would have to turn at a slower speed allowing more time and a better view of oncoming riders. There is the use of truck aprons to accommodate larger trucks. It was a detailed and informative session that included the need for consistent markings and signage for cyclists at all types of crossings.

A detailed report was given by Dave McLaughlin and Shawn Smith of WSP on the newly revised edition of the Ontario Traffic Manual Book 18: Cycling Facilities Handbook. It is the primary design resource for municipalities across Ontario to reference. It is an update to the original 2013 edition and is nearing completion for release in early 2020. With the significant increase in cycling interest, more progressive attention had to be paid to safety and accessibility for all skill levels of cyclists. As well, the hope is that municipalities be consistent with adjacent

ones in critical infrastructure implementation. Every conceivable situation is addressed in this valuable resource.

It is clear that the role of APBP (Association of Pedestrian and Bicycle Professionals) is especially important in the research, design and engineering of safe and sustainable cycling infrastructure to assist municipalities in their efforts.

Day Two of OBS2020 began with opening remarks from Eleanor McMahon, who was the Founder and CEO of Share the Road for over seven years. She is currently President and CEO of the Trans Canada Trail. Her comments were complimentary to Caroline Mulroney with her positive cycling message on opening day. Eleanor feels that the shift to active mobility will continue post pandemic and that trails are a lifeline with mental as well as physical benefits.

Thus began the day with the first session being *Cycling Tourism and Trails*. Because of COVID-19, trail use in 2020 experienced a huge increase, providing economic benefit to local businesses. Mathieu Roy of The Great Trail said that 78% of Canadians feel trails are safe to use during the pandemic.

The Great Trail of Canada (Trans-Canada Trail) spans 27000 kilometres and connects three oceans. It is a phenomenal success that involves more than five hundred trail sections that make up the network.

Since COVID-19, the strongly elevated enjoyment of trails was evident in a recent survey that showed 69% intended to use a trail this winter. With all that interest, there is an increased need for adequate trail signage and ongoing maintenance. While there are tremendous financial requirements to deliver those needs, it is advisable that communities seize the presented opportunities.

Learning about the Great Waterfront Trail from Marlaine Koehler of the Waterfront Regeneration Trust was inspirational. A section of The Great Trail launched in 2019 that connects Sault Ste Marie and Sudbury. Cycling Northern Ontario is no longer just for the extreme cross-country cyclist.

The Waterfront Regeneration Trust facilitates and manages a partnership of over 155 communities, conservation authorities and others. Marlaine described the challenge of ensuring that a major highway had safe shoulders and other parts of the trail needing improved surfaces to accommodate more than trail bikes. Among many other responsibilities, they work hard to develop the tourism potential of the Great Waterfront Trail. Cycling in Northern Ontario and discovering the pristine beauty of the area can be an exhilarating experience.

Karen Bittner from the Town of Blind River showed how a little effort and creativity can transform various areas of a town to beautify and attract visitors and, in particular, cycling tourists.

Another exciting cycling adventure was shared by Jennifer McCourt from Discovery Routes Trails Organization. She provided an update on the status of the Voyageur Cycling Route. In 2020, it spans 645 kilometres following the path of the Voyageurs along the great waterways that

supported transportation and trade for several thousand years. It is a Nationally significant route with direct connections to the Great Lakes Waterfront Trail, the National Capital Region and Quebec's La Route Verte. It also shares alignment with over 200 kilometres of The Great Trail.

Jennifer also reiterated the impact of the pandemic by noting that insight from northernontario.travel indicated that broad outdoor activity traffic was up 176% and searches on their site for cycling in Northern Ontario increased by 331%. One statistic showed that motorized touring decreased by 13%. Jennifer mentioned 'hyper-local and explore your backyard' campaigns that were coupled with take-out along cycling routes. In addition, tourism agencies engaged local storytellers and grounded travel freelancers to write about local cycling experiences.

The Guelph to Goderich Trail was introduced by Doug Cerson of G2G Rail Trail Inc. It currently has 140 kilometres of existing trail connecting thirteen communities, with only 15 kilometres of on road detour. Looking to have two major grants approved for surface re-hab, 2021 could see the G2G Trail become the largest off-road cycling project ever in Ontario. The trail incorporates the Lake Huron Route, the Perth Harvest Pathway, and the Kissing Bridge Trailway.

Session 2 on Day 2: *Cycling and the New Normal: Provincial Perspective* was comprised of a panel of MPPs representing Ontario. A member from each party, Jessica Bell - NDP, Stephen Blair – Liberal, Norm Miller – PC and Mike Schreiner – Green Party.

Jessica Bell wants more bills introduced that address road safety and amending the Highway Traffic Act. She wants tougher penalties for motor vehicle drivers involved in cycling collisions and actively promotes Vision Zero.

Stephen Blair was previously a city councillor with the City of Ottawa. He contends that there is no province wide plan in respect to cycling.

Norm Miller felt that cycling issues should not be partisan in any way. He acknowledged that it cannot be an attitude of driver vs cyclist and stated the need for more public education on this matter. He noted that change takes time and how attitudes towards paved shoulders advanced in a positive way over the last twenty years. He strongly supports 'dooring' legislation.

Mike Schreiner desires and is working to achieve all party support for cycling road safety initiatives. He noted that Quebec is well ahead of Ontario with cycling tourism endeavours.

Overall, it appeared that everyone was supportive of doing more to address cycling concerns and that private member bills continue to be introduced for cycling interests.

The next session involved *Building Support and Overcoming Challenges*. Amanda O'Rourke from 8 80 Cities spoke about overcoming challenges to create Canada's first Vision Zero pop-ups. 8 80 Cities was established with the help of an anonymous donor and is a non-profit organization based in Toronto with a mission to improve the quality of life for people in cities no matter their age, ability, or socioeconomic status.

8 80 Cities tries to implement community-based initiatives that promote safer streets by engaging local residents in taking direct action and building solutions in their community. They organized

three Toronto projects, pre-COVID-19, that illustrated ideas for a Vision Zero street. Two were created in front of schools, one at Pineway and another at Mountview where simple, colourful temporary structures were placed on the street to either restrict traffic or to slow vehicles considerably. Mountview closed the street and the resulting data showed an increase in the number of children walking to school and a 27% increase in students cycling to school with a corresponding 24.5% less children being driven to school. Pineway slowed traffic which showed a decrease in average speed from 35km/h to 24km/h. Both pop-ups proved successful and were nicely supported by the community.

A much grander project was conducted on Danforth. Many factors were addressed, decorative streetscapes, greater seating, parklets, enhanced lighting and separated bike lanes. Motor vehicle traffic was restricted to one lane in each direction. Results showed a increase in pedestrian and cycling activity, a higher gender balance, a much greater sense of safety, particularly crossing major intersections and, ultimately, a huge uptick in community spirit.

Zibbi Petch from IBI discussed how cycling facilities can often involve significant debate and deliberation in both the planning and design stages. She noted an approach used in Hamilton, the Cannon Street Bikeway, and with the King Street project in Upper Waterloo. Both highlighted her philosophy that emphasizes improvement over time and favours pilot projects, rapid implementation, and design adjustments later to perfect permanent installations.

The presentation by Peter Kavcic with the City of London, Ontario dealt in detail with the challenges faced when consultation faced seven alternatives originally put forth with the acceptance of an eighth and preferred approach to the King Street cycle lane project. There were also unique construction issues that involved the closing of streets and had to allow for the bike lane to be built in a timely manner to minimize vehicle, cyclist, transit, and pedestrian disruption. Ultimately, it turned the tide in support of more cycling infrastructure in London.

The final session of Day 2 was *Harnessing Data in Support of Cycling: Examples* dealt with the importance of data to identify trends related to walking, cycling, and transit, using an evidence-based approach. The data is also used to demonstrate connections between active transportation and health, wellness, equity, safety, and environmental sustainability. The information garnered can be used effectively to attract the interest of municipal councillors, staff, and citizens. Susan Sauve with the City of Peterborough along with Deanna Leahy from Peterborough Public Health cited data from 2016-2018 and pointed out the many safer cycling infrastructure improvements as a result of having adequate data. Because of the data, the city is promoting cycling education in their schools, bike mechanic interest to students and Peterborough is developing a cycling master plan.

Matt Kussin from the City of Kingston followed with information regarding an extensive and comprehensive survey conducted with over 22,000 mail outs, 4000 completed travel daily diaries, and very appealing marketing initiatives explaining the purpose of the survey, how the results will be applied, and offering households a chance to win a \$500 gift card. 'Kingston Moves' was the largest coordinated effort to collect detailed travel data in Kingston's history. Fortunately, it captured data prior to the impact of COVID-19, representing conditions

considered more normal. The data will direct cycling infrastructure development in the area for years to come.

The third and final day of OBS2020 began with *Equity, Diversity & Inclusion: Ontario Examples*. Armi de Francia from the Town of Ajax gave a detailed analysis of the factors affecting blacks and other visible minorities. Unfortunately, there still exists a fair degree of racist attitudes in society, even in Canada. Arni claims that there are systemic inequalities affecting cycling safety and showed a media report of an incident involving police and a black cyclist. She mentioned the subject of atonement as it pertains to transportation systems being used to steal lands from indigenous people, including bike trails.

Sabat Ismail from York University conveyed the importance of challenging power and creating change in order to have initiatives focused on equity be successful. She wants everyone to be a part of the solution and notes that equity relates to how costs are distributed.

Theron Pierce from Hamilton Bike Share showed that inclusion is possible with their *Everyone Rides Initiative*. There were four actions required to make Hamilton Bike Share more equitable; bike access, subsidization, education, and outreach. They tried to identify and remove barriers to bike use. Many community organizations were selected to create purposefully diverse partnerships. A series of free 'Partner Organizations Pass Types' were introduced to help promote cycling throughout the community, especially to underserved segments. A variety of bike types were used, i.e.: adult tricycles. The initiative proved remarkably successful.

The Centre for Active Transportation discussed building a cycling culture in suburban communities. Yvonne Verlinden introduced a statistic showing that from 1996 to 2016, cycling rates in Toronto and East York grew from 1.3% to 6.9%, while the rate in Scarborough, North York, and Etobicoke actually declined from 1.1% to 0.8%. Three suburban obstacles were mentioned; access, knowledge and community. Access involves DIY bike repair, bike recue and giveaway, and bike loan. Knowledge entails workshops, rides, and volunteer training, while community means online and in-person participation.

Mathew Davis and Katie Wittman from the City of Toronto discussed rethinking the transportation agenda by prioritizing equity in the cycling network and capital program. Using the Equity Index developed as part of the Toronto Strong Neighbourhoods Strategy, proposed cycling routes in underserved neighbourhoods received a higher priority ranking. Planning is now incorporating equity-related data to further serve those communities by recognizing those neighbourhood improvement areas.

Nelson Cadete and Tamara Kwast representing the City of Brampton delivered an excellent presentation on *Connecting the Cycling Network* by sharing the City of Brampton Active Transportation Master Plan. There is significant cycling taking place in Brampton as it is a major gateway to the Caledon Hills and gives access to the Halton Hills area. A good cycling infrastructure in the City of Brampton is of paramount importance.

Their master plan is titled, *Living the Mosaic, Brampton 2040 Vision*. That certainly indicates a sustained long-term effort to build and support a connected cycling and pedestrian network

across the City, as well as connecting to neighbouring municipalities to enable safer, more convenient active mobility modes.

Designing for safety and comfort involves three types of facilities; shared, designated, and separated. Nelson and Tamara presented a plethora of useful details including projected costs that shows how the City is determined to achieve their goals with an impressive dedication to cycling infrastructure. Their closing slogan says it all, *Ride a Bike. Discover Your City.*

Justin Swan with the City of Ottawa appeared in a video presentation *on Designing Neighborhood Collector Streets*. He showed how to balance space within typical street rights-of-way to provide enhanced space for walking and cycling.

The City of Windsor had an impasse with a CP Rail embankment. Jeff Hagan describes how the City proceeded to overcome the issue by providing the new Dougall Avenue Multi-Use Trail Tunnel. He explains the background that led to the project, the construction process, and the new opportunities that this allows for an expanded trail network.

Session 3 on *Connecting the Cycling Network with Transit* began with Alex Gatien from The Centre for Active Transportation recommending the use of their guide, *Improving Active Transportation and Public Transit Integration: A Guidebook for Policy and Planning*, which is a resource for municipalities and transit agencies to use to improve walking, cycling, and transit integration. While using transit is extremely safe, this is often not the case when walking or cycling to transit. This guide is a comprehensive tool to assist in instituting best practices.

Cai de Ridder from WSP and Allison Miller with the City of London explained London's bike parking design guidelines for connecting with transit. Together they have developed the Neighbourhood Bike Parking Guidelines to assist municipalities in their approach to safe and practical implementation of bike parking facilities to access transit effectively and safely.

Kallie Hakala from Alta Planning + Design spoke about cycling to Ottawa's LRT and improving multimodal connections to rapid transit. There are 13 stations in stage 1, which recently opened amid a realization that many opportunities for cycling connections were overlooked requiring cyclists to often ride in mixed traffic on a busy road to a station lacking enough bike racks. A quite different approach is being undertaken for the coming additional 24 stations in stage 2. There are many different scenarios to encounter when planning workable connections to rapid transit. Kallie featured a few of the design components and explained their relevance.

The final session of OBS2020 dealt with *Connecting the Cycling Network with Trails*. Martin Tavares and Michael Habib with the City of Vaughan presented their vision of the Vaughan Super Trail. Initially there were existing trail segments dotted around Vaughan. The vision was to create a world class desirable, identifiable and memorable signature trail linking communities to each other and with cultural, natural, heritage public spaces and destinations accessible to residents and visitors. Their guiding principles were connected, safe, comfortable, charming, and multiseasonal. It comprised a collection of unique and charming local trails within a larger city-wide system. Progress over the last five years is impressive. The connected trails network is almost complete. A truly remarkable achievement and a fantastic super trail.

Brian Patterson from Urban Systems closed out the summit with his session on ‘Connecting Kitchener’s Cycling and trails Master Plan’. It is an integrated plan of on-street cycling and off-street trails. Two community surveys were conducted with over 3200 residents engaged resulting in excess of 2300 responses. In addition 9 pop-up events, 3 public events, 10 bike rides and 2 walking tours were held to generate interest and to obtain feedback. It turns out that the top three purposes of trail use are cycling, walking/hiking, and enjoying nature/wildlife. There is a plan framework that incorporates connections, experience, and culture with accompanying strategies in all three sectors. The future of the master plan appears to be well on its’ way with excellent upgrades and an enhanced trail network. Brian left us with a note from visiting cyclist. “Kitchener is amazing! They have the best trails. You have to visit.”

OBS2020 was an exciting, informative, and enjoyable experience for me. I missed attending an in-person summit but overall, this was a terrific event that solidifies the determination, dedication, and extraordinary commitment from so many individuals and municipalities to further support active mobility and especially cycling infrastructure development. Thank you again for allowing me this wonderful opportunity.

David Cuthbertson

Cycling during the Pandemic and Beyond

Day 1, Session 1

Ontario Mobility Survey Survey: How mobility habits have changed because of COVID – Teresa Di Felice, CAA

1. July 2020 findings from external survey
 - ⑩ change in behaviour: people are more active, commuting less, movement towards walking & cycling
 - ⑩ increased support for changes by drivers: sidewalk widening, expansion of cycling network
 - ⑩ increase in speeding, aggressive & stunt driving, phone useage, less yielding to pedestrians/cyclists, running stops
2. Findings from 2020 Member survey
 - ⑩ 2% bought a bike
 - ⑩ 9% encouraged to cycle more
 - ⑩ safety concerns: corners are too dangerous, drivers are too aggressive & distracted

Panel discussion – Becky Katz, City of Toronto, Rod Bilz, North Bay and Benita van Miltenburg, City of Guelph

What changes were made during COVID and were they well received/caused concern? What would you do differently?

City of Toronto – rapid/accelerated changes along streets during COVID, 24 km of bikelanes, weekend closures on roads parallel to paths/trails.

Changes were well received; people want more and want to move forward.

Some concerns by local businesses re: curbside pickup/dropoff. Some concerns about congestion cause by closures and safety. Surveys revealed street safety was main concern and that was lacking in some neighbourhoods.

Do differently: A team needs to be ready to implement changes. Different temporary materials need to be used so city can respond fast and efficiently. Communication needs to be multilingual.

City of Guelph – sidewalk expansion project, one way sidewalks, lane closure on bridge to accommodate cyclists.

Changes well received. Signage helped. There was mixed feedback from businesses who were concerned about interference with dropoff.

Bridge lane closure would be replicated but one way sidewalks would not be. Learning will be part of future pandemic plan. Its important to stay nimble and keep new momentum going.

North Bay – road closures along Lake Nippissing made without a lot of notice to increase space for recreation in the city. There's been a move towards more bike lanes since COVID. The changes were well received but there was some negative feedback from drivers regarding restrictions during their commute. Communication was lacking as the changes happened so fast.

People now see the benefit of increased civic space. There are more plans for 2021, but communication needs to improve, beyond a website/portal. Ambassadors are needed on the ground to distribute information on the trails.

Day 1, Session 2

Changing hearts and minds

Access Alliance, Marvin Macaraig

Bike Hubs are created, focussing on the suburbs where the population is high. Cycling as a gateway activity to community.

Challenges: lack of a network/infrastructure, winter maintenance policy

Tips: Address barriers by building bike culture beyond downtown. Do DIY dropins, group rides, bike workshops and form partnerships.

South Riverdale Community, Paul Young

Changing minds through:

- ⑩ campaign, advocacy (Cycle TO, promoted Dundas bike lanes)
- ⑩ bike drop in, ie. Bike hosts, where a mentor is matched with a newcomer
- ⑩ cycling supports

Public Space, Personal Stories, GreenUP, Peterborough, Laura Keresztesi and Natalie Stephenson

Neighbour Plan & School Travel Planning Project

- ⑩ pop ups – kids draw route to school, walkabouts
- ⑩ Asset mapping – dangerous areas for pedestrians and cyclists are identified
- ⑩ Sharebacks – involve broader community events to bring new perspectives
- ⑩ Learning – there is a common concern about high speed driving; people want connectivity, safety, safe cycling route to community
- ⑩ Challenges – expectations around project execution

Seeing Cycling through a child's perspective, Wes Spatazzo, Brock University

- ⑩ seeing cycling through kids eyes; go pros mounted on helmets
- ⑩ Research focuses on 2 questions: What are kids' experience of biking and How are kids' experience of bike riding contextualized during the pandemic?

Saying thanks in Waterloo Region, David Trueman (Cycle WR)

- ⑩ Getting community appreciation on winter train clearing
- ⑩ advocacy & emphasis on projects that serve the community such as cycling bookmobile and winter cycling clinics

Day 1, Session 3

Bicycle Friendly Communities (BFC) Seminar, Justin Jones, Share the Road

- ⑩ 7/10 Ontario residents call a cycle friendly community their home
- ⑩ BFC are created to share ideas, create solutions, ie. Discussion around what makes good bicycle parking and Greenspoke bike racks as a solution

Creating community cycling capacity with small project matching grants, Matthew Sweet, City of Mississauga, “Creating Cycling Culture”

- ⑩ 2018 Cycling Master Plan – the how was missing yet, the city needed to partner with the community
- ⑩ 2019 – ideas brought forward with various partners via the Community Group Registry Program who could then apply for a Small Project Matching Grant (up to \$2500)
- ⑩ 2019 Move theme, ie. Erindale Village Association, Lakeview Ratepayers Association and Peel Multicultural Council held community rides, bike clinics etc.

Changing Routes: becoming a cycling friendly region, Anthony Caruso, Joshua deBoer, Durham Region

- ⑩ the region is car dominated but there’s a transition to alternative transportation modes. There’s a 27km trail, Durham Meadoway
- ⑩ online engagement: survey about favourite routes, barriers, parking, signage, maintenance
- ⑩ challenges: in 75 locations, gaps in engineering/infrastructure were identified, id. Uncontrolled crossings that could be addressed with signage, PXO etc.

Creating connections through simple, low budget programs and events, Lisa Billing, Town of Saugeen Shores

- ⑩ Identify partners, ide police, bike shop, public health, rec department and ask how you can support each other
- ⑩ Use local grassroots options
- ⑩ Leverage what you have – assets such as parks, trails, green spaces
- ⑩ Teamwork – collaborate with the rec department
- ⑩ Ideas – host a bike valet, pop up bike safety event

Building your counting program, Marian Mithani and Olivia White, Eco-Counter

- ⑩ Eco-counter designs and manufactures bike/pedestrian counters
- ⑩ Best practices: collaborate with existing volunteer networks, combine counts with qualitative data, build the case for permanent count sites, best to start on a well-used trail, choose a project to celebrate usage
- ⑩ Data sharing: share data with other departments in the municipality, talk about the experiences and data

Using the Bikemaps.org platforms to enhance data collection and communication, Karen Laberee, BikeMaps

- ⑩ Bike data is limited because it doesn't capture bike/vehicle collisions well.
- ⑩ BikeMaps collects: collisions, falls, near misses, incident details, conditions, personal details (ie.. demographics)
- ⑩ HappyMaps.org created to celebrate the positives

Day 1, Session 4

Association of Pedestrian and Bicycle Professionals (APBP) Workshop

APBP Ontario Chapter update, Shawn Smith, WSP Canada

- ⑩ monthly webinars
- ⑩ large membership, good networking opportunity
- ⑩ mentoring
- ⑩ member meetups

Cyclists at roundabouts. Phil Weber CIMA+

- ⑩ vehicle speeds at roundabouts are low, so safer for cyclists, even without bike lanes
- ⑩ no data in Canada or the US about roundabout safety
- ⑩ European data: Netherlands – decrease in cyclist injuries; France – 16% crash rate at roundabout vs. 77% crash rate at intersections; UK – more likely to have collisions at roundabouts due to old roundabout designs
- ⑩ conclusion: single lane roundabouts are safer than intersections

Bike signals and crossrides: from start to finish, Fred Sandoval, City of Mississauga

- ⑩ most cycling takes place on the boulevard in Mississauga
- ⑩ most cyclist/vehicle collisions happen at right turns
- ⑩ changes are being made in the geometry of intersection design; the improved radius will slow vehicles on the turns, ie. Truck aprons, curb depressions,
- ⑩ changes for the cyclists: paved approach path, signage, green pavement at crossride to make the ride more intuitive and keeps cyclists focussed
- ⑩ going forward, its important to have standard drawings for developers

A sneak peak at proposed changes to OTM Book 18: Cycling Facilities, Shawn Smith, Dave McLaughlin, WSP Canada

- ⑩ December 2020 final draft of book 18, to address all ages and abilities, decrease volume and speed of vehicles and expand guide on separated bike lanes

Sections 1/2 Selection/Design Users (types of cyclists)

Section 3. Network planning for complete streets: safe connections, integrated with public transit, attractive and sustainable. Spatial analysis needs to happen.

Section 4. Bicycle Facilities: designated/shared space, separation of bike lanes, advisory bike lanes, appropriate for 30-50km, narrow roadways

Section 5. Facility Selection process: urban/suburban/rural

Section 6. Intersections and Crossings: protected intersections, setback crossing, wider turn for vehicles, driveway crossings (high volume vs. Low), uncontrolled crossing (S curve)

Section 7. Transit Stops

Section 8. Implementing Cycling Infrastructure: Strategic Planning, Feasibility, Preliminary Design, Construction, Post Completion

Section 9. Support Features: End of trip facilities such as showers, parking, wayfinding

Section 10. Maintenance Strategies: minimums, best practice for winter maintenance

Day 2, Session 1

Cycling Tourism and trails

How COVID has impacted trails and tourism: research findings, Matthieu Roy, The Great Trail of Canada (TCT)

- ⑩ spans 27000 km
- ⑩ triple increase in use on all trails across the country
- ⑩ cycling and skiing are the most popular
- ⑩ Report by Conference Board of Canada, Trail benefits report: economic benefits along the trail, it attracts tourism, increase in land value near the trail
- ⑩ June 2020 Leger Visitor Survey, findings: 78% feel trails are safe during pandemic; 60% want clear info on trail, guides along the trail; 43% will consider using trails as part of summer vacation; 76% say they use trails more; 69% intend to use trail in the winter
- ⑩ National Guidelines: bit.ly/2020trailguidelines
- ⑩ Challenges: keeping trail open/maintained, local bans
- ⑩ May 2020 survey: 78% consider trail a one day destination; majority of benefits are going to local business
- ⑩ Questions moving forward: are we ready for visitors? Do we have info online? What is the story behind the trail?
- ⑩ TCT aims to enhance trail/rethink its usage

Cycle Touring Ontario's north along the Great Waterfront Trail, Marlaine Koehler

- ⑩ 3600km of trail, Sudbury to Gros Cap, crossing 26 communities and 4 First Nations
- ⑩ Hwy 17 previously had no paved shoulder and fast moving traffic; in 2019 celebrated the launch of the paved shoulder, 150 participants, 77% felt safe along the shoulder
- ⑩ What to improve? Pave gravel surfaces along the route

Cycling can transform your Community, Blind River, Karen Bittner

- ⑩ population of 3500, waterfronttrail.org/places/communities/blind-river/
- ⑩ historical knowledge of the area shared along the trail

- ⑩ building on what they have: cycling repair posts at marina and library, which have other facilities cyclists can benefit from such as wifi, showers, power, restrooms
- ⑩ next steps: winter cycling promotion

Connecting Northern Ontario to Quebec and Eastern Ontario along the Voyageur Cycling Route, Jennifer McCourt, Discovery Routes Trails Organization

- ⑩ over 500 km trails in NE Ontario
- ⑩ Voyageur Cycling Route: 2017 – 3 year grow grant; 2019 bike signage, bike repair posts installed; 2020: 645 km trail following voyageurs from Ottawa to North Bay
- ⑩ impacts of COVID: 68% looking for trails
- ⑩ northernontario.travel: 58% increase interest in broad outdoors/soft adventure
- ⑩ 331% increase in cycling activity searches online
- ⑩ focus on the hyper-local, ie. Takeout dining along route, local storytellers, farm stand rides

Guelph to Goderich Rail Trail Experience, Doug Cerson, G2G Trail Inc.

- ⑩ 132km of trail
- ⑩ based on advocacy to bring 13 communities together
- ⑩ 200 volunteers
- ⑩ surface maintenance summer 2020
- ⑩ no data, but well used summer 2020

Day 2, Session 2

Cycling and the new normal: provincial perspective

Norm Miller, PC MPP Parry Sound-Muskoka

- ⑩ cycling should not be partisan, focus on public education, rural context, trying to get private members bill passed for paved shoulder

Jessica Bell, NDP MPP University-Rosedale

There's an opportunity to collaborate on road safety:

- ⑩ Introduce several bills, stronger penalties for drivers who kill pedestrians/cyclists
- ⑩ Vision Zero: education, enforcement, infrastructure
- ⑩ make amendments when traffic act is open, we don't have to wait for private member bills
- ⑩ work with the municipality

Mike Schreiner, Green Party MPP Guelph

- ⑩ infrastructure needed to support cycling which enhances small business, ie. Guelph, safe access to dining district during COVID, should be made permanent
- ⑩ tourism: look to Quebec as a model, Route Verte

Stephen Blais, Liberal MPP Ottawa

- ⑩ expand Vision Zero to rural areas, not just rural

Panel discussion: Whats the future for Vision Zero opportunity?

Norm: more access for safe cycling, ie. Stretch of hwy 124 from Kilbear to Parry Sound

Jessica: issues are cross silo: health, transportation, economy; changes don't need to be costly, ie. Temporary barriers used during COVID, enforcement of Vision Zero isn't expensive, improvements to intersections where refurbishing is happening anyhow

Panel discussion: Is there potential for a Cycling Caucus?

Jessica – yes, there's value in having a government member present; involve other advocates such as seniors and disability advocates who have similar interests

Stephen – yes, can be tricky to get legislation passed as its bundled

Mike – yes, certainly for paved shoulder bill, municipalities rep should be involved too so the approach is integrated

Equity

Jessica – cycling is important regardless of race/income, it's not a white/high income issue

Stephen – equalizing funding across density/geographically large areas

Mike – expand conversation to all users; low income neighbourhoods have the least design elements to make it safe to walk/cycle; there should be safe access to all in the way we design cities

Day 2 Session 3

Building Support and overcoming challenges

Vision Zero Pop Up Demonstrations, Amanda O'Rourke, 8 80 Cities

- ⑩ Vision Zero Pop Up: School Street – 8-9am, 3-4pm, 5.6% increase in children walking to school, 20% increase in kids biking to school, 24% decrease in kids driven, 97% felt street was safe; speed changed from 35km/h to 24km/h in school zone, 68km/h was highest speed before pop up, down to 48km/h after
- ⑩ Zero Street: barricades/paint used, activities promoted; total activity increase in the area, better gender balance, more age diversity, local businesses benefit
- ⑩ 55km of shared/quiet street projects

Build it now, Perfect it Later: Iterative approaches to cycling facility design, Zibby Petch, IBI

- ⑩ Iterative approach=improvements over time, little jumps rather than point A to B
- ⑩ Canon Street, Hamilton: bike lane project started in 2015, made more permanent in 2019, than permanent in 2019 with concrete curbs protecting the bike lanes
- ⑩ King St., Waterloo 2018 bike lanes with mountable curbs, some encroachment by vehicles; 2019 bollards installed to separate vehicles/bike lane
- ⑩ Don't: implement a cycling facility inappropriate for a roadway, compromise on must-haves, implement pilots without follow up

- ⑩ Do: Implement monitoring programs, put in place an action plan for upgrades, involve fresh eyes and original team members

King Street cycle lane improvements: how consultation and engagement can help guide design solutions, Peter Kavcic, City of London

- ⑩ 2018-2019 Temporary project approved by council
- ⑩ gathered many stakeholders to hear values design
- ⑩ work within existing roadscape, ie. Two car lanes, bike lane, transit island, pedestrian way
- ⑩ Consultation phases: BIA, public updates, engaging early and often, signage

Day 2, Session 4

Harnessing Data in support of cycling: examples

2020 Active Transportation and Health Indicators Report, Susan Sauve, City of Peterborough, Deanna Leahy, Peterborough Public Health

- ⑩ data reveals rates of cycling are highest in the downtown area
- ⑩ 2018: 100km of new paved shoulders
- ⑩ collisions decreased in PB, but the data doesn't break down location of injury and fatality
- ⑩ PB has higher rates of collisions than Ontario's average but the rates of hospitalizations and death are going downtown
- ⑩ Pedal Power: cycling education offered to grade 5, since 2013 4000 students have benefitted

How our City moves: a 21st century household travel survey, Matt Kussin, City of Kingston

Challenges:

- ⑩ last survey was 2008
- ⑩ large post secondary student population that is difficult to capture
- ⑩ 42 neighbourhoods, 14 focus areas, survey was very detailed, up to 35 min time commitment

Communication:

- ⑩ focused on residents 5 years and up
- ⑩ letter by mayor announcing survey
- ⑩ online or phone
- ⑩ incentive given for completing survey
- ⑩ sample questions - # of bikes, frequency of cycling/walking

Covid impacts:

- ⑩ survey captures baseline prior to COVID, representing stable conditions
 - ⑩ other findings: central area (49.8%) vs east (69.8%) or west (81.8%) automobile useage reveals diversity of neighbourhoods; 1/2 of all trips by car were 4.6km and 90% of cycling trips were identified as this same distance
-

Day 3

Session 1

Equity, diversity & Inclusion: Ontario examples

Bike Equity: Safety, atonement, dignity and agency, Armi de Francia, Town of Ajax

- ⑩ Questions to be asked: Who is allowed to be outside and move freely?
- ⑩ The dominant car dependant design is based on white abled men who go to work
- ⑩ a variety of needs should be considered
- ⑩ an intersectional approach to Canadian Transportation; equity is needed
- ⑩ Safety for Who? What's accessible to black/indigenous, racialized residents, AAA(all ages and abilities)
- ⑩ Safety from Whom? Fear of experiencing harassment or violence while biking, overpolicing, overserveillance, race is less visible in cars
- ⑩ Atonement: transportation systems can be used to steal land (even land used for trails, parks)
- ⑩ planning can be a colonial tool, we need to go beyond land acknowledgements
- ⑩ car oriented development has displaced racialized communities
- ⑩ Dignity and Agency: type of facility, types of bikes, imagery, location of facilities
- ⑩ Creating a space for growth and learning; reflection/honesty about uncomfortable truths

At the Intersections: Representation & Power, Sabat Ismail, York University

- ⑩ What is equity? A concept that is inherently disruptive
- ⑩ consultation with racialized communities without proliferating harms
- ⑩ how do we engage with communities? ie. Critical Mass, San Francisco, highest cycling rate & infrastructure but transformation did not happen; outcomes can still be inequitable. ie Minneapolis, very bikeable city but still has high rates of segregation
- ⑩ Takeaways – equity & justice should be infused in our work and work should be context specific community work

Leveraging partnerships, building equitable bike share with the everyone rides initiative, Theron Pierce and Mark Anderson

ERI Everyone Rides Initiative

Four actions to achieve equity and equality:

1. bike access, ie. Bikeshare in east end/lower income neighbourhood
2. subsidization – no bank account needed
3. education – free education, learning to ride
4. outreach – connect with service providers, making cross referrals ie. To 541 for meals or Good Shepherd for housing

Three subsidized passes were offered: group ride, sign out pass, tandem passionate

Mark Anderson – testimony of bikeshare changing his health/life, now on board

Suggestions:

1. Be attentive
2. celebrate achievements
3. adapt to partner organization turnover
4. innovate new ways to keep interest
5. be patient

Building cycling culture in suburban communities, Yvonne Verlinden, The Centre for Active Transportation

- ⑩ 2006, started as a grassroots collective
- ⑩ Why suburban cycling? Disparity between downtown core in TO (increase in cycling by 6.9% 2016) and suburbs (increase by 0.8% in Scarborough, Etobicoke, North York)
- ⑩ incubation projects – Peel (findings used in Cycling Masterplan), Scarborough and Markham, with Culturelink
- ⑩ Addressing barriers: access – DIY bike repair, bike rescue/giveaway, partnership with library, borrow a bike with a library care knowledge – workshops, rides, volunteer training community-- in person and online
- ⑩ Inherent danger in our strategy, being based in downtown/urban core
- ⑩ Three questions to ask re: cycling programming:
 1. Where are you locating? What does that tell you about the populations you will reach? What are the demographics? Are there visible minorities? How many vehicles are there per household. Use censusmapper.ca
 2. Who are your leaders? Ie hub leaders
 3. Who are you sharing the stage with? ie. Libraries, settlement services Do they seek equity?

Rethinking the transportation agenda: prioritizing equity in the cycling network and capital program, Matthew Davis and Katie Wittman, City of Toronto

2016 – 8 categories of analysis

2018 – added 9th category: Equity

- ⑩ Equity Lens used for planning, similar to equity index used in Portland and Seattle
- ⑩ 31 priority neighbourhood improvement areas (NIA) identified
- ⑩ Mapping activity to identify where people want to travel so when routes are planned, they serve and connect people
- ⑩ new map for equity scores and cycling infrastructure to identify networks of planning

Learning: improved programming, resident engagement is important

Equity Categories – framework for vulnerable road users:

geographical, ability, age, means, race, gender based equity

Results based funding: road conditions are not equal; they're worse in the NIAs
 Foundation: prioritize work for areas that been under-served

Day 3, Session 2

City of Brampton: Active Transportation master plan, Tamara Kwast and Nelson Cadete, City of Brampton

Brampton 2040 vision: to be an innovative forward thinking suburb

Themes of the Transportation Masterplan:

1. Designing for safety and comfort, complete streets
2. Connecting the network: correct deficiencies, ie. Missing crossings, bylaw to require bike parking
3. Providing Year Round Mobility
4. Develop a walking and cycling culture, education (Bike Brampton) and encouragement (Bike to work day)

Next steps: update cycling map, create digital interactive map

Designing neighbourhood collector streets, Ronald Clarke, Parson Corporation

- ⑩ Complete streets
- ⑩ Previous collector streets (neighbourhood streets that feed arterial streets) were treeless and had wide pavement aprons inviting high speeds
- ⑩ pre-vetted designs, proactive vs. Reactive: treed streets with a wide boulevard btw bikelane and vehicle traffic

Dougall Avenue multi-use trail tunnel, Jeff Hagan, City of Windsor

- ⑩ rail bridge line divided city in 2
- ⑩ 1991 city's first cycling network, no biking infrastructure for Dougall Ave.
- ⑩ 2001 Dougall was identified for bike lanes, bridge to be replaced in 2017 by no change, CN deemed it in good shape.
- ⑩ 2019 to 2020 – 48 hour closure negotiated
- ⑩ April 2020 tunnel opened, opening up multi-use trail with connections, signals
- ⑩ 2021 – new pathways to north, new connections with commuter routes

Day 3, Session 3

Connecting the cycling network with transit

Infrastructure and policy best practices for better cycling and transit integration, Alex Gatien, The Centre for Active Transportation

1. Why is a guide needed? To address gaps
2. What do we know? More people cycle if infrastructure is there, especially if there's a transit connection, ie. 61% in relation to the TTC
3. What is the Guide? It adopts a broader focus, ie. Risks that transit may cause, such as TTC streetcar tracks for cyclists

*Portland – only transit agency that has a walking/cycling planning

* San Francisco – Caltrain rail has bicycle modal access, a project Safe Routes to Transit, had success in decreasing driving and increasing local business

- ⑩ Different contexts: urban – bikeshare replaces transit vs. Suburban bikeshare to access transit
- ⑩ Outreach – transit users and employees need to be consulted, audit with walks and rides
- ⑩ Transit should be perceived as active transport

London bike parking design guidelines for connecting with transit

Parking guidelines

- ⑩ guidance on implementation of short term bike parking
- ⑩ written for city staff, not developers
- ⑩ parking should support transit and fill gap of grey area between cycling network and transit
- ⑩ end of 2019, guidelines developed:
 1. preferred racks, ie. Post and ring, bike shelters, corrals
 2. parking spacing, efficiency of block segment or oriented parallel in narrow zones

Next steps: refining/finalizing guidelines

Cycling to Ottawa's LRT: Improving multi-modal connections to rapid transit, Kalle Hakala, Alta Planning and Design

Stage Two: 24 new stations to open in next 4-5 years

Connectivity study done with 3 principles:

1. Is it possible? Are there direct connections/crossings/sidewalks/bike racks/winter maintenance
2. Is it safe? What's the current cycling infrastructure, ie. Lighting/personal security
3. Is it comfortable? Are there buffers from traffic/landscaping, traffic calming, secure bike parking?

Next steps:

- ⑩ reviewed previous studies
- ⑩ identified gaps and developed concept designs
- ⑩ met with internal staff for recommendations
- ⑩ public engagement, BIA, seniors
- ⑩ amendments and agreement

Conclusions: transit is more than trains/buses, incorporate connectivity early, use formal processes

Connecting the cycling network with trails

Vaughan Super Trail: Multi-use trail framework, Martin Tavares and Michael Habib, City of Vaughan

- ⑩ 100km concept loop connecting existing trails
- ⑩ connected, safe, comfortable, charming
- ⑩ 2015-identified gaps/feasibility
- ⑩ 2016 – design/construction
- ⑩ 2017 – council endorsed trail, worked with MTO and Metrolinx to establish crossings
- ⑩ 2018 – increased trails, 2 utility bridges
- ⑩ 2019 – underpass
- ⑩ 2020 – trail along the greenway

Next steps: promote the loop, wayfinding, branding strategy

Connecting Kitchener's Cycling and Trails Master Plan, Brian Patterson, Urban Systems

- ⑩ integrate on/off street cycling, connecting people, communities, places in Kitchener
- ⑩ includes long term vision with detailed direction for next 10 years: goals/objectives, network plans, short, medium, long term priorities, cost effective
- ⑩ endorsed by council, October 2020
- ⑩ Engagement revealed: 3 top purposes of trail: cycle, walk and enjoy nature
- ⑩ Feedback: gaps in trail network, unsafe intersections, hills, surface treatment
- ⑩ Plan Framework: build more connections for a safe and high quality experience to promote a culture of active living
- ⑩ Future network: downtown grid with spine routes, new and upgraded bikeways and trails

City of Mississauga

Memorandum



Date: 2021/01/07

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Amy Parker, Active Transportation Technologist, Active Transportation

Meeting Date: 2021/01/12

Subject: Transportation & Works Bicycle Parking Program

A Bicycle Parking Program is currently in development by the Transportation & Works (T&W) department to increase the amount of safe, secure, and accessible bicycle parking throughout the City of Mississauga.

Current Infrastructure and Asset Management

Bicycle parking infrastructure is owned and maintained by two departments within the City of Mississauga, Transportation & Works and Community Services. Table 1 below outlines the locations of presently installed bicycle parking infrastructure and the responsible team.

Table 1 Bicycle Parking Infrastructure Location and Responsible Team

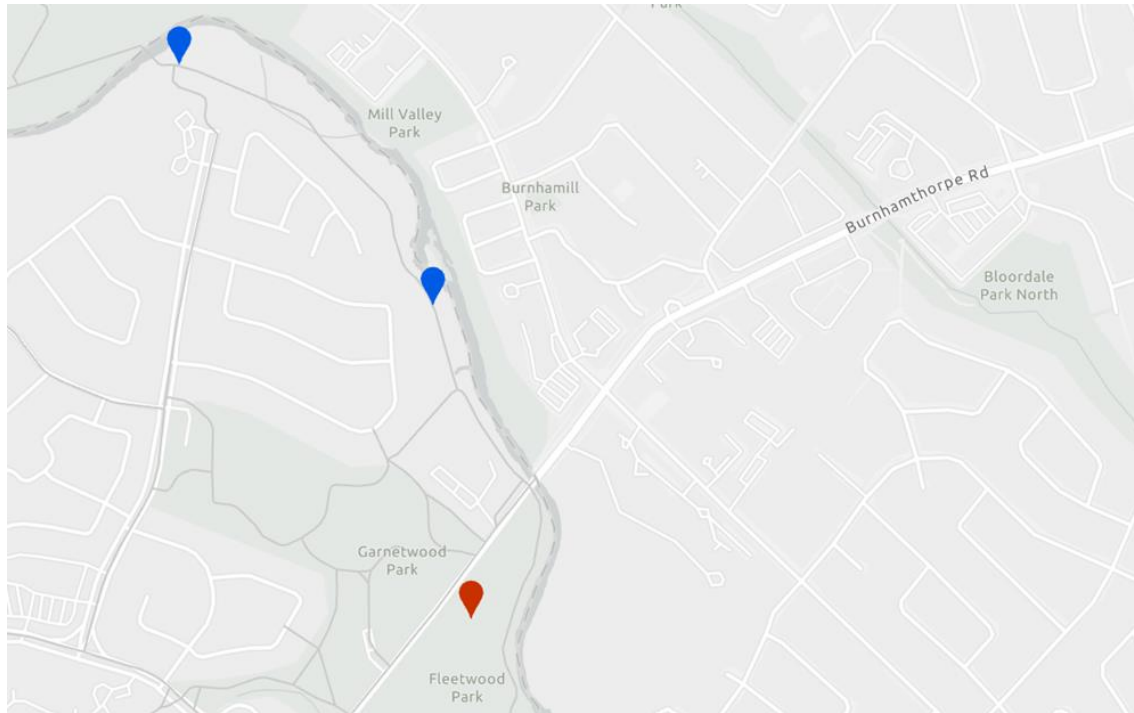
Location	Responsible Team
Sidewalks / Road Right-of-Way	Transportation & Works
MiWay Terminals	Transportation & Works
Parks	Community Services
City Owned Buildings (e.g. Community Centres, Arenas, Libraries, Museums, etc.)	Community Services
Public Spaces (e.g. Celebration Square)	Community Services

As part of the Corporate Asset Management Program, non-core assets (including bicycle parking infrastructure) are required to have an outlined asset management plan in place by 2023. The basics of an asset management plan include an inventory of the assets, the condition of each asset, and how the City maintains and renews the asset. The City will be creating a regular lifecycle program for bicycle parking infrastructure as part of the development of the Corporate Asset Management Plan.

Public Bicycle Parking Map

A publicly accessible and interactive bicycle parking map is in development and scheduled to launch on the City website in early 2021. The map will display City owned bicycle parking infrastructure and bicycle repair stations.

Figure 1 Example of Public Bicycle Parking Map



Data that will be publicly available for each point on the map includes:

- Address
- Location/Point of Interest (e.g. Starbucks, Mississauga Civic Centre)
- Parking Rack Type
- Number of Bicycle Parking Spaces

The map will be updated on a monthly basis to include newly installed racks and correct any missing or incorrect information. City staff will also continue to update the Open Street Map database with newly installed or corrected/missing information on City owned bicycle parking infrastructure.

Requesting and Reporting

311 Service Request Code Updates

In early 2021, T&W will be launching new 311 Service Request (SR) codes to allow the public to request new bicycle parking, request temporary event bicycle parking (bike valet), and report damaged bicycle parking. Table 2 below outlines each SR category and the available input options.

Table 2 New Active Transportation Bicycle Parking 311 Service Request Categories

Description	Available Input
Requests for New Bicycle Parking	Telephone, Online, Mobile Pingstreet App
Requests for Temporary Event Bicycle Parking (Bike Valet)	Telephone, Online
Reports of Bicycle Parking Damage	Telephone, Online, Mobile Pingstreet App

2021 New Bicycle Parking Installations

Beginning this spring, the Transportation and Works department is aiming to install 50 to 60 short-term bicycle parking racks on sidewalks/within the road right-of-way throughout the city. The preliminary areas under consideration for additional bicycle parking racks include:

- Business Improvement Areas (BIAs)
- Cultural Districts
- Downtown Core

T&W is actively identifying locations that are appropriate for short-term bicycle parking, taking into consideration the feedback received from the 2018 Cycling Master Plan, feedback from residents, and feedback from the Mississauga Cycling Advisory Committee.