City of Mississauga
Agenda

MISSISSAUGA

Mississauga Cycling Advisory Committee

Date: January 14, 2020

Time: 6:30 PM

Location: Civic Centre, Committee Room A

300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Councillor Chris Fonseca	Ward 3 (Chair)
Anna Tran	Citizen Member
Earl Close	Citizen Member
Guy Winchester	Citizen Member (Vice-Chair)
Kris Hammel	Citizen Member
Jeff Fleming	Citizen Member
Larry Lindsay	Citizen Member
Paulina Pedziqiatr	Citizen Member
Rosanna Chacko	Citizen Member
Sunil Sharma	Citizen Member
Suzanne Doyle	Citizen Member (Vice-Chair)
Laiq Siddiqui	Citizen Member

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 10, 2019

5. PRESENTATIONS

6. DEPUTATIONS

7. PUBLIC QUESTION PERIOD - 15 Minute Limit

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 Mississauga Cycling Advisory Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

8. MATTERS TO BE CONSIDERED

8.1 Quarterly Cycling Program Update (30 minutes)

8.2 2019 Mississauga Bike Challenge Report (10 minutes)

8.3 Bicycle Friendly Event Manual (10 minutes)

8.4 2020 Bike the Creek Involvement (5 minutes)

8.5 MCAC Work Plan Review and Discussions (10 minutes)

8.6 Network and Technical Subcommittee Update (5 minutes)

8.6.1 Bike Parking Project; Update and Member Participation (5 minutes)

8.7 Promotions and Communications Subcommittee Update (5 minutes)

9. INFORMATION ITEM

9.1 Share the Road Cycling Coalition January Update

10. OTHER BUSINESS

11. DATE OF NEXT MEETING - February 11, 2020

12. ADJOURNMENT

City of Mississauga
Minutes

MISSISSAUGA

Mississauga Cycling Advisory Committee

Date
2019/12/10

Time
7:30 PM

Location
Civic Centre, Committee Room A - Second Floor,
300 Civic Centre Drive, Mississauga, Ontario, L5B 3C1

Members
Councillor Chris Fonseca (Chair)
Anna Tran, Citizen Member
Earl Close, Citizen Member
Kris Hammel, Citizen Member
Jeffery Fleming, Citizen Member
Laiq Siddiqui, Citizen Member
Larry Lindsay, Citizen Member
Paulina Pedziwiatr, Citizen Member
Rosanna Chacko, Citizen Member
Suzanne Doyle, Citizen Member (Vice-Chair)

Members Absent
Guy Winchester, Citizen Member (Vice-Chair)
Sunil Sharma, 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
Kimberly Hicks, Communications Advisor
Stephanie Smith, Legislative Coordinator

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Find it online
http://www.mississauga.ca/portal/cityhall/cyclingadvisory

1. CALL TO ORDER – 7:30PM

2. APPROVAL OF AGENDA

Approved (P. Pedziwiatr)

3. DECLARATION OF CONFLICT OF INTEREST – Nil

4. MINUTES OF PREVIOUS MEETING

4.1. Mississauga Cycling Advisory Committee Minutes - October 8, 2019

Approved (S. Doyle)

5. DEPUTATIONS

5.1. Colin Patterson, Supervisor, Road Safety regarding the Pedestrian Crossover Pilot Program

Mr. Patterson provided an overview of the Pedestrian Crossover Pilot Program.

Members of the Committee spoke to the matter and made the following comments: compliance rates at raised crossings compared to non-raised crossings; cyclists behaviours at low traffic areas; locations of flashing beacons; behaviours of motorists; future trail crossing locations; an education component to be incorporated for pedestrians and cyclists safety; safety messaging on MiWay buses; and that staff benchmark other municipalities on safety messages on City fleet vehicles.

Mr. Patterson responded to questions and noted that if the Committee had requests for future locations that members send in their comments.

RECOMMENDATION
MCAC-0076-2019
That the deputation by Colin Patterson, Supervisor, Road Safety regarding the Pedestrian Crossover Pilot Program be received.

Received (K. Hammel)

6. **PUBLIC QUESTION PERIOD**

Jonathan Giggs, Resident enquired if the QEW Credit River Bridge project would be considered for a future agenda item. Councillor Fonseca noted that this issue was recently raised at Council. Matthew Sweet, Manager, Active Transportation spoke to the

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project and that staff would report back to the Committee in January.

Nick Morrison, Resident spoke to proposed options for The Collegeway project. Mr. Sweet noted that staff are currently reviewing all options.

7. MATTERS CONSIDERED

7.1. Active Transportation Work Plan 2019/2020 (Matthew Sweet, Manager, Active Transportation 20 minutes)

Mr. Sweet spoke to the Active Transportation Work Plan 2019/2020.

Members of the Committee spoke to the Work Plan and made the following comments: individual members wanting to work on individual items on the Work Plan and to create working groups; the Share the Trail Campaign timeline; time sensitivity of Work Plan items; the 2020 Tour de Mississauga sponsorship; and that Anna Tran create a Google spreadsheet to assign individuals to Work Plan items.

Received (A. Tran)

7.2. Ontario Announces E-Scooter Pilot on Municipal Roads

Councillor Fonseca spoke to the Ontario announcement on the E-Scooter Pilot on Municipal Roads. Matthew Sweet, Manager, Active Transportation spoke to the Provincial announcement on the pilot program.

Members of the Committee spoke to the matter and made the following comments: the status of other Provinces having a pilot program; the process of amending the Traffic By-law; the involvement of the Mississauga Cycling Advisory Committee or the Road Safety Committee; the timeline for the framework to be completed; the timeline for input from MCAC; requirements for signals on e-scooters; that the operator must be age 16 or older; budget allocation for the pilot program; and the determination of a successful pilot program.

Mr. Sweet responded to questions.

RECOMMENDATION
MCAC-0077-2019
That the Ontario announcement on the E-Scooter Pilot on municipal roads be received.

Received (L. Lindsay)

7.3. Promotions and Communications Subcommittee Update (5 minutes)

Councillor Fonseca spoke to the Phil Green Award Council presentation.

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8. Network and Technical Subcommittee Update (5 minutes)

Suzanne Doyle, Citizen Member spoke to a calendar of various upcoming events or to create a standard agenda item. Direction was given to staff ensure MCAC is a stakeholder for upcoming events/meetings.

8.1. INFORMATION ITEMS

8.2. Email dated October, 2019 from Anna Tran, Citizen Member entitled Promotions & Communications Sub-Committee

RECOMMENDATION
MCAC-0078-2019
That the email dated October 16, 2019 from Anna Tran, Citizen Member entitled Promotions & Communications Sub-Committee regarding her resignation as Chair from the Mississauga Cycling Advisory Committee Promotions & Communications Subcommittee be received.

Received (J. Fleming)

8.3. Email dated November 13, 2019 from Sunil Sharma, Citizen Member regarding MCAC: Citizen member Sunil Sharma - request for leave

MCAC-0079-2019
That the Mississauga Cycling Advisory Committee accepts and supports the request for Sunil Sharma, Citizen Member, to be absent from the Mississauga Cycling Advisory Committee meetings until February 2020.

Received (S. Doyle)

8.4. 2020 Mississauga Cycling Advisory Committee Meeting Dates

MCAC-0080-2019
That the 2020 Mississauga Cycling Advisory Committee Meeting Dates be received.

Received (E. Close)

9. OTHER BUSINESS - Nil

10. DATE OF NEXT MEETING - January 14, 2020

11. ADJOURNMENT - 8:58PM

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City of Mississauga
Memorandum

MISSISSAUGA

Date: 2020/01/08

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Fred Sandoval

Meeting Date: 2020/01/14

Subject: 2019 Cycling Program Update

The City of Mississauga has an annual cycling program for the installation of cycling infrastructure by the Transportation and Works Department (along street rights-of-way) and Community Services (outside of street rights-of-way). The Cycling Program is consistent with the 2018 Cycling Master Plan.

In 2019, 19.2 km of cycling infrastructure was built or under construction for completion in 2020. An additional 21.6 km of cycling infrastructure was either deferred to, or programmed to 2020 (if a multi-year project). New projects for the 2020 cycling program will be presented in the February MCAC meeting.

Cycling infrastructure is being implemented with funding from the Ontario Municipal Commuter Cyclist (OMCC) program and the federal Public Transit Infrastructure Fund (PTIF), as well as with ongoing funding from the City of Mississauga and Region of Peel.

Note that the nature and schedule of the projects listed here are subject to change in accordance with budget, engineering and construction constraints, public consultation and Council approval.

Table 1 - Length of 2019 Cycling Facilities

Facility	Carried over to 2019	Originally Planned for 2019	Deferred to or programmed for 2020	Completed or Under construction in 2019
New Multi-Use Trails	3.9	11.26	3.81	11.35
Rehabilitated Multi-Use Trails	0	0.29	0.29	0
New Cycle Tracks/ Separated Bicycle Lanes	0	3.56	3.56	0
New Bicycle Lanes	0.94	1.05	0.94	1.05
Rehabilitated Bicycle Lanes	0	0.36	0	0.36
New Off-Road Trails (Community Services)	8.85	10.61	13.01	6.45
Total	***13.69***	***27.13***	***21.61***	***19.21***

Note about completed infrastructure

In this report, projects are marked as complete when asphalt and curb work is completed, in addition to any required regulatory markings and signage, and the facility is open for use by cyclists. Other works may still need to be completed, such as trail markings, sodding, and the addition of non-regulatory signage and markings.

Note about facility lengths

All lengths are shown in kilometres, measured along the road centreline (except for off-road trails), from the centre of intersections. Actual paved surface length may differ.

Planned Cycling Infrastructure Carried Over to 2019

There are 3.9 km of multi-use-trails, 0.9 km of bike lanes, and 8.9 km of off-road-trails originally planned for installation in 2018, which are now completed, under construction, or deferred to 2020.

Table 2 - Carried Over Multi-Use Trails

Location	From	To	Side	Length	Status
Burnhamthorpe Road West	Glen Erin Drive	Erin Mills Parkway	North	0.77	Complete
Eglinton Avenue East	200 m west of Tahoe Boulevard	Tahoe Boulevard	South	0.20	Complete
Eglinton Avenue East	Etobicoke Creek Trail	Spectrum Way	South	0.25	Complete
Nine Creeks Trail	Caldwell Avenue	Indian Grove		0.12	Complete
Second Line West	Sombrero Way	Donway Drive		0.85	Under construction (MTO project)
Tomken Road	Britannia Road East	Timberlea Boulevard (north)	East	1.04	Complete (regional project)
Winston Churchill Boulevard	Highway 403	Unity Drive	West	0.49	Deferred to 2020 due to MTO requested redesign
Winston Churchill Boulevard	Unity Drive	180 m south of Unity Drive	West	0.18	Complete
Total				***3.90***	

Table 3 - Carried Over Bicycle Lanes

Location	From	To	Length	Status
Explorer Drive	Skymark Avenue	Eglinton Avenue East	0.20	To be tendered in 2020 (part of roundabout improvement)
Living Arts Drive (proposed)	Centre View Drive	Rathburn Road West	0.22	On hold, pending approval of new roadway (also on hold)
Orbitor Drive	Explorer Drive	Matheson Boulevard East	0.52	On hold, pending parking consultation
Total			***0.94***	

Table 4 - Carried Over Off-Road Trails (Community Services Department)

Location	From	To	Length	Status
ORT 7	Central Parkway East	Cawthra Road	1.10	Tender/construction in 2020
ORT 7 (Eastgate Parkway)	Cawthra Road	Little Etobicoke Creek	1.11	Complete
ORT 7	Tomken Road	Fieldgate Drive	2.14	Tender/construction in 2020
ORT 11	Audubon Boulevard	Dundas Street East	3.26	Tender/construction in 2020
ORT 20	South Service Road	Atwater Avenue	1.24	Tender/construction in 2020
Total			***8.85***	

2019 Cycling Infrastructure Program

The plan for 2019 included 7.9 km of new multi-use trails which are now under construction, 3.6 km of cycle tracks/separated bike lanes, 1.1 km of bicycle lanes, and 10.6 km of new off-road trails. There are also 0.3 km of multi-use trails and 0.4 km of bicycle lanes to be rehabilitated. An additional 3.3 km of multi-use trails planned for 2019 have been deferred to the 2020 Cycling Program.

Table 5 - Planned Multi-Use Trails

Location	From	To	Side	Length	Status
Erin Mills Parkway	Burnhamthorpe Road West	Leanne Boulevard	West	3.30	Under Construction (Regional project)
John Street (proposed)	Hurontario Street	200 m west of Hurontario	North	0.24	Under construction (Metrolinx project)
Eglinton Avenue West	Credit Valley Road	Creditview Road	North	2.06	Under construction
Mavis Road	Derry Road West	Courtneypark Drive West	West	1.31	Complete
Winston Churchill Boulevard	Crosscurrent Drive	Derry Road West	East	1.03	Under construction
Total				***7.94***	

Table 6 - Deferred Multi-Use Trails

Location	From	To	Side	Length	Status
Cawthra Road	Eastgate Parkway	Forest Fire Lane Walkway	East	0.12	Deferred to 2020 due to construction on site
Derry Road West	Forest Park Drive	Lake Aquitaine Trail	South	1.80	Deferred to 2020 due to design updates
Mavis Road	Cantay Road	Matheson Boulevard West	East	1.40	Deferred to 2020 due to easement acquisitions
Total				***3.32***	

Table 7 - Planned Multi-Use Trail Rehabilitations

Location	From	To	Side	Length	Status
Rathburn Road West	Mavis Road	Elora Drive	East	0.29	Deferred to 2020

Table 8 - Planned Cycle Tracks/Separated Bike Lanes

Location	From	To	Length	Status
Collegeway	Winston Churchill	Mississauga Road	3.56	Detailed design in progress

Table 9 - Planned Bicycle Lanes

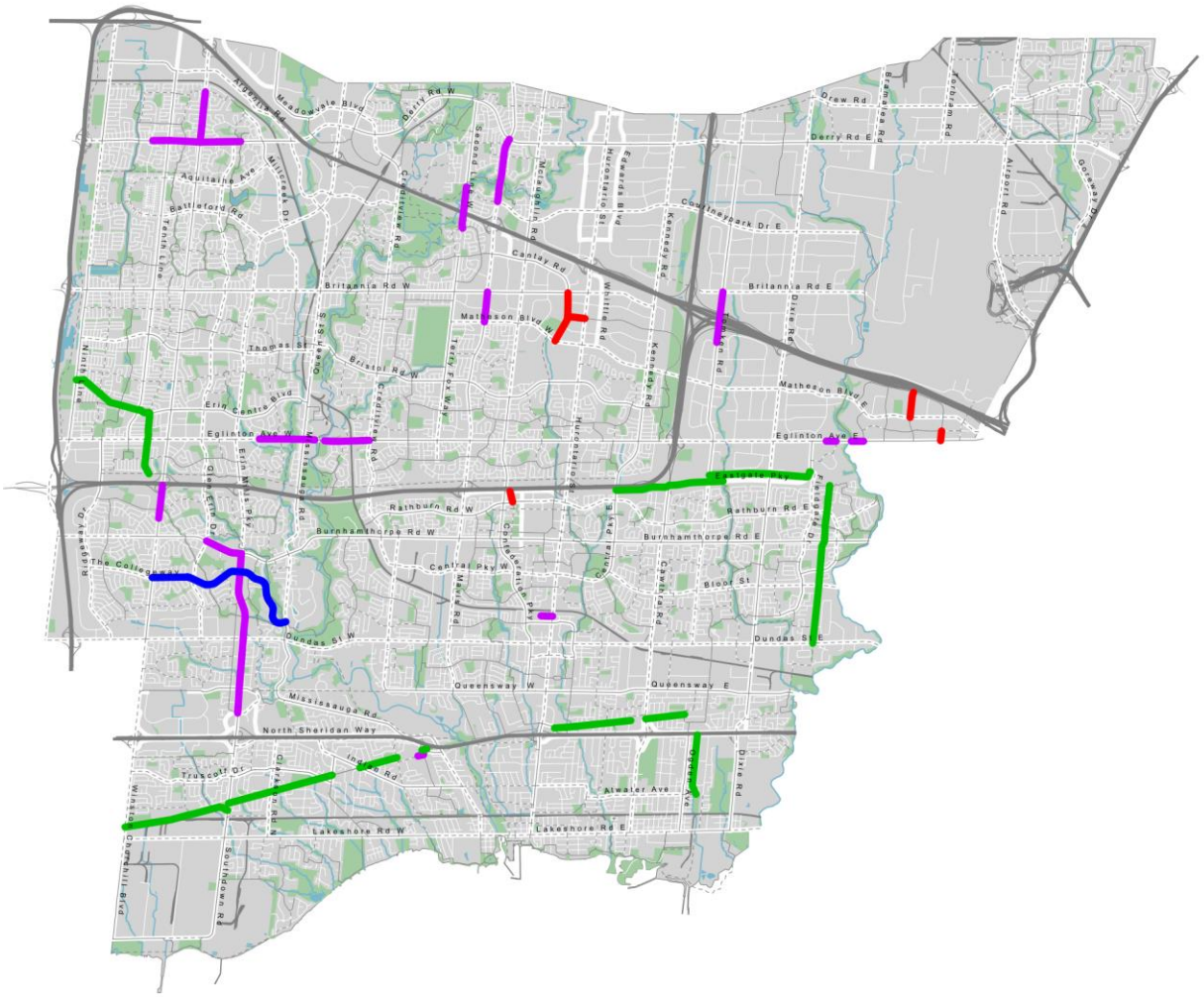
Location	From	To	Length	Status
Avebury Road	Britannia Road West	Matheson Boulevard	1.05	Under construction (line markings complete)

Table 10 - Planned Bicycle Lane Rehabilitations

Location	From	To	Length	Status
Aldridge Street	Avebury Road	Hurontario Street	0.36	Under construction (line markings complete)

Table 11 - Planned Off-Road Trails (Community Services Department)

Location	From	To	Length	Status
Nine Creeks Trail	Winston Churchill Boulevard	Bromsgrove Road	1.46	Construction in 2020
Nine Creeks Trail	Bromsgrove Road	Southdown Road	0.69	Completed
Nine Creeks Trail	Southdown Road	Whiteoaks Avenue	1.66	Completed
Nine Creeks Trail	Whiteoaks Avenue	Truscott Drive	0.31	Under construction
Nine Creeks Trail	Truscott Drive	Lorne Park Road	0.23	Completed
Nine Creeks Trail	Indian Road	Woodeden Drive	0.79	Under construction
Nine Creeks Trail	Indian Grove	South Sheridan Way	0.10	Under construction
Nine Creeks Trail	North Service Road, east of Hurontario	Cliff Road	0.81	Construction in 2020
Nine Creeks Trail	Cliff Road	Asta Drive	0.76	Completed
Nine Creeks Trail	Cawthra Road	Westfield Drive	0.80	Completed
Erin Centre Trail	Ninth Line	Winston Churchill Transitway Station	3.00	Tender/Construction in 2020
Total			***10.61***	



Map 1: Cycling Infrastructure Planned for 2019 (including carry-overs and rehabilitations)

- Planned Multi-Use Trail
- Planned Bicycle Lanes
- Planned Off-Road Trail
- Planned Cycle Tracks
- Existing Cycling Facility
- Proposed Cycling Facility

2019 Cycling Infrastructure Design Changes

A number of design changes are being implemented on new cycling infrastructure in 2019, based on North American best practices. The aim is for many of these to be incorporated into new City of Mississauga design standards.



Bicycle Lane Buffer and Width
The aim when designing new and rehabilitated bicycle lanes is to make them as wide as possible, up to 2.0 m, plus have a 0.5 m painted buffer. This was done on the new bike lanes on Avebury Road (pictured). This gives additional space for cyclists, encourages more separation from motor vehicles and slower speeds due to narrower traffic lanes, and is more visually distinct from edge lines, which are commonly confused with bike lanes.



Multi-Use Trail Markings
New and resurfaced multi-use trails will get yellow centrelines, plus white edge lines if adjacent to the curb or splash pad. This encourages users to stay to one side making passing easier, increases trail visibility at night, and makes the trail more identifiable as a cycling facility. New markings have been installed on several new and existing MUTs and major off-road trails, such as on Winston Churchill (pictured).



Wayfinding Signage
There will be more emphasis on the installation of wayfinding signage, especially where trails begin and end, switch sides of the roads, and at junctions where trails switch sides of the road, or transition from off-road to boulevard, such as at the Etobicoke Creek and Dixie (pictured).



Intersection Corner Radii & Truck Aprons
The corner radii at several intersections have been reduced to encourage slower turning speeds for motor vehicles, give more boulevard space for bicycles and pedestrians, and shorten crossing distances. A truck apron has been installed at Eglinton and Mississauga Road (pictured). This encourages smaller vehicles to turn on the smaller outside radius, while the rear wheels of larger vehicles can overrun the apron, without encroaching into the pedestrian/cyclist space.



Curb Transitions
There has been an effort to smoothen out the curb depressions/transitions from boulevard to roadway at crossrides, such as along the new Mavis Road MUT (pictured). Application of smoother transitions has been inconsistent. Inclusion of smoother transitions into new design standards should aid in better application.



Crossride Approaches
Where space allows, new intersections are being designed so that MUTs gradually flair out and align with the crossrides, having the asphalt continue to the curb. This makes the approach more comfortable and intuitive, and encourages more separation between cyclists and pedestrians at intersections. It also allows cyclists to approach the intersection at a right angle, therefore having better visibility of approaching or turning motor traffic. This has been done in several locations on Eglinton (pictured).



Crossride Markings and Signage
Green crossride surface treatments and “turning traffic yield to pedestrians and bicycle” signs were installed at several Burnhamthorpe crossrides (pictured). The aim is to use this treatment at larger and/or busier intersections, such as where MUTs cross major collector or arterial roadways.



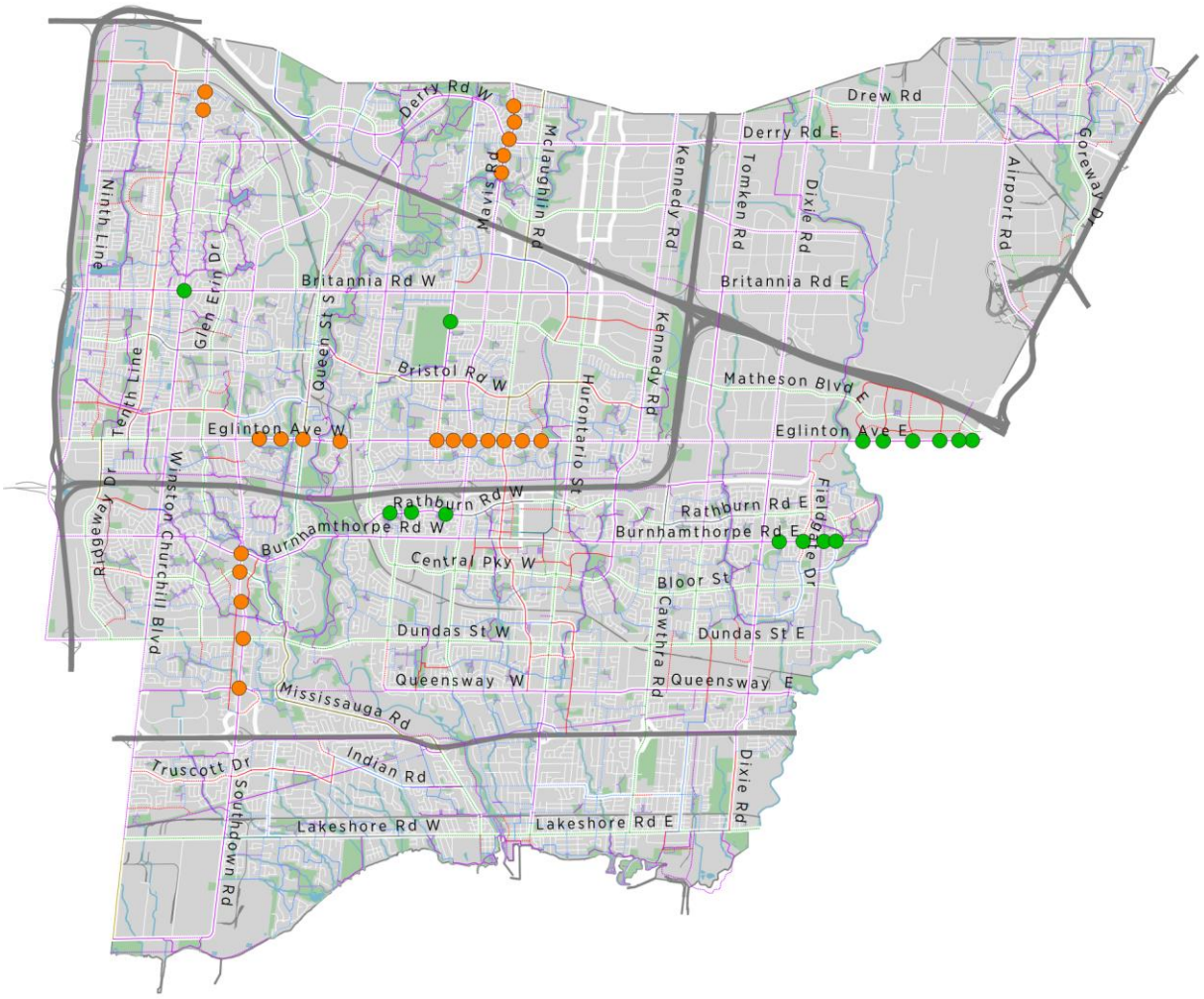
Signalized crossride at Rathburn Road West and Perivale Road.

Crossrides

Crossride markings and signage are required for cyclists to legally cross an intersection from a boulevard cycling facility.

At signalized intersections, bike signals are also required. Signalized crossrides are being installed concurrently with most new and rehabilitated multi-use trails as of 2019. 23 intersections, along Eglinton, Erin Mills, Mavis, and Winston Churchill have had installations begin in 2019, to be activated in 2020. 3 of these have both a north-south and east-west leg for intersecting MUTs.

Non-signalized crossrides are those at stop-controlled intersections and driveways. They are installed along with trail surface markings and signage on all new and rehabilitated MUTs as of 2019.



Map 2: Signalized Crossrides (as of December 2019)

- In service
- Installation in progress (in service 2020)

Table 12 - Active Signalized Crossrides (installed 2017-2018)

Location	Legs	Jurisdiction
Burnhamthorpe Road East @ Bough Beeches Boulevard	1	Mississauga
Burnhamthorpe Road East @ Fieldgate Drive	1	Mississauga
Burnhamthorpe Road East @ Ponytrail Drive	1	Mississauga
Burnhamthorpe Road East @ utility corridor	1	Mississauga
Rathburn Road West @ Deer Run	1	Mississauga
Rathburn Road West @ Perivale Road	1	Mississauga
Rathburn Road West @ Queensbridge Drive (east)	1	Mississauga
Terry Fox Way @ Matheson Boulevard West	1	Mississauga
Britannia Road West @ Winston Churchill Boulevard	2	Peel
Eglinton Avenue West @ Commerce Boulevard	1	Toronto
Eglinton Avenue West @ Explorer Drive	1	Toronto
Eglinton Avenue West @ Orbitor Drive	1	Toronto
Eglinton Avenue West @ Renforth Drive	2	Toronto
Eglinton Avenue West @ Satellite Drive	1	Toronto
Eglinton Avenue West @ Spectrum Way	2	Toronto

Table 13 - Signalized Crossrides Under Construction (activation in 2020)

Location	Legs	Jurisdiction
Eglinton Avenue West @ Barbertown Road	1	Mississauga
Eglinton Avenue West @ Chase	1	Mississauga
Eglinton Avenue West @ Fairwind Drive	1	Mississauga
Eglinton Avenue West @ Guildwood Way	1	Mississauga
Eglinton Avenue West @ Heatherleigh Avenue	1	Mississauga
Eglinton Avenue West @ Heritage Hills Boulevard	1	Mississauga
Eglinton Avenue West @ Mavis Road	1	Mississauga
Eglinton Avenue West @ McLaughlin Road	1	Mississauga
Eglinton Avenue West @ Mississauga Road	1	Mississauga
Eglinton Avenue West @ Summersky Court	1	Mississauga
Eglinton Avenue West @ Terry Fox Way	1	Mississauga
Mavis Road @ Craig Carrier Court	1	Mississauga
Mavis Road @ Crawford Mill Avenue	1	Mississauga
Mavis Road @ Envoy Drive	1	Mississauga
Mavis Road @ Knotty Pine Grove	1	Mississauga
Winston Churchill Boulevard @ Crosscurrent Drive	1	Mississauga
Winston Churchill Boulevard @ Tradewind Drive	1	Mississauga
Derry Road West @ Mavis Road	2	Peel
Erin Mills Parkway @ Burnhamthorpe Road West	2	Peel
Erin Mills Parkway @ Collegeway	1	Peel
Erin Mills Parkway @ Dundas Street West	1	Peel
Erin Mills Parkway @ Sheridan Park Drive	2	Peel
Erin Mills Parkway @ South Millway	1	Peel



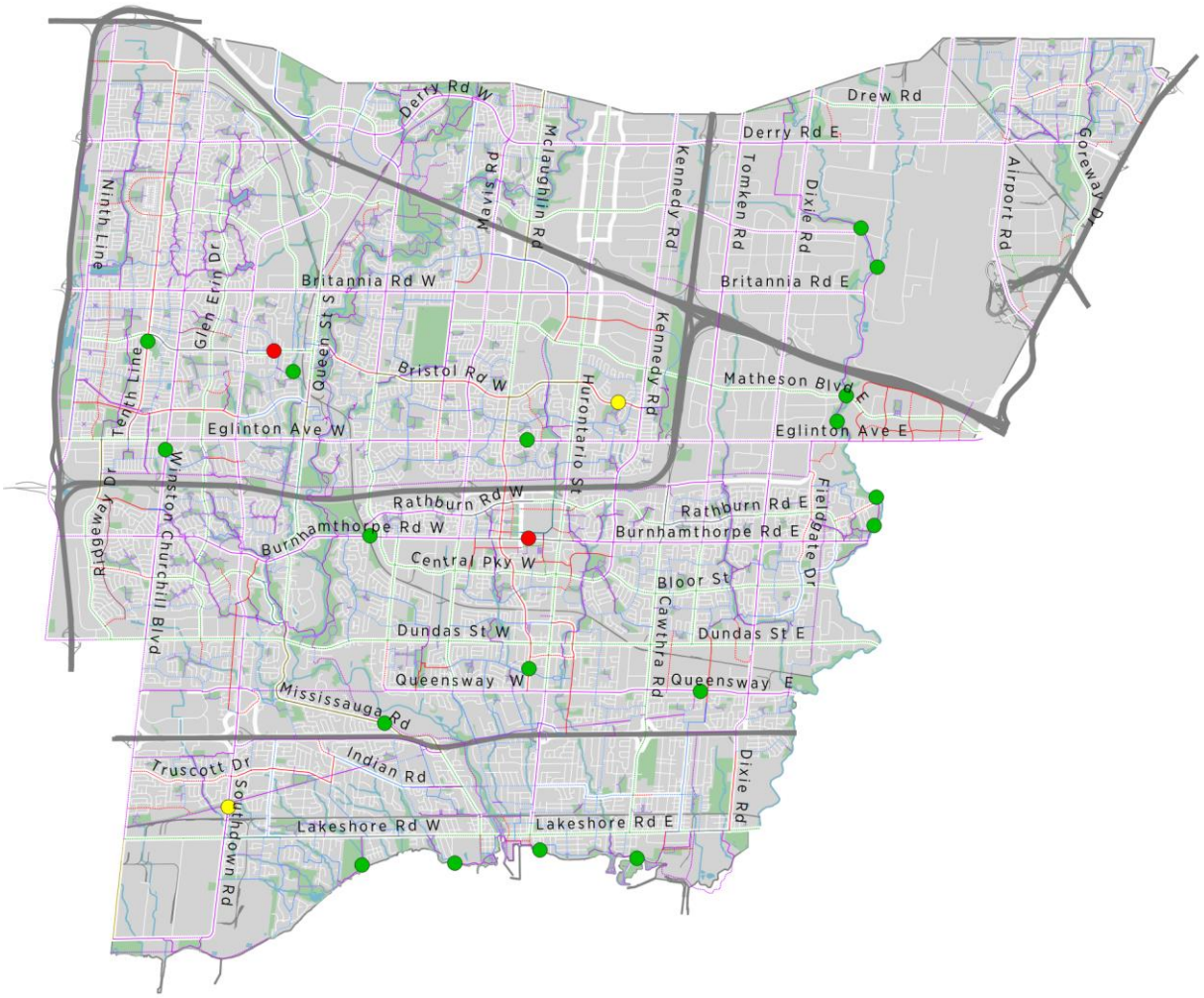
New "Urban Post Multi" Eco-Counter at Winston Churchill Boulevard, south of Eglinton Avenue West.

Bicycle Counters

The Transportation & Works department and Community Services Department use Eco-Counter brand devices to measure usage along cycling facilities. Community Services has 10 permanent counters, split between the Etobicoke Creek Trail and Waterfront Trail. Transportation & Works has 12 counters, of which 6 were installed in 2019.

Along trails, these devices use inductive loops in the asphalt to count bicycles, and a post with an infrared sensor to count pedestrians. The device gives individual counts for cyclists and pedestrians, and which direction they are travelling in. On bike lanes, only inductive loops are used, in each bike lane.

Note that there are also various non-permanent mobile cycling tube counters and pedestrian-only counters which are not shown for here.



Map 3: Bicycle Counters (as of December 2019)

- In service
- Installation in progress (in service 2020)
- Not in service

Table 14 - Transportation & Works Permanent Eco-Counters

Location	Type	Year Installed	Status
Bristol BL @ E of Anthony	Lane loops	2019	Installation in progress
Burnhamthorpe MUT @ E of Duke of York	Post & loops	2014	Inactive – Major construction in area
Burnhamthorpe MUT @ Erindale GO	Post & loops	2019	Active
Confederation BL @ S of Floradale	Lane loops	2014	Active
Eglinton MUT @ E of Heritage Hills	Post & loops	2019	Active
Mississauga Road BL @ S of Beaverbrook	Lane loops	2014	Active
Queensway MUT @ W of Stanfield	Post & loops	2019	Active
Southdown MUT @ S of Nine Creeks Trail	Post & loops	2019	Installation in progress
Mullet Trail @ Streetsville GO	Post & loops	2018	Active
Tenth Line BL @ S of Thomas	Lane loops	2014	Active
Thomas Street MUT @ E of Vista	Post & loops	2018	Inactive – To be repaired
Winston Churchill MUT @ N of Artesian	Post & loops	2019	Active

Table 15 - Community Services Permanent Bicycle Eco-Counters

Location
Etobicoke Creek Trail @ Courtneypark (Airport)
Etobicoke Creek Trail @ Edward Scarlett Park
Etobicoke Creek Trail @ Garnetwood Park (North)
Etobicoke Creek Trail @ Garnetwood Park (South)
Etobicoke Creek Trail @ Sismet (North)
Etobicoke Creek Trail @ Sismet (South)
Waterfront Trail @ Ben Machree Park
Waterfront Trail @ Jack Darling Park
Waterfront Trail @ Lakefront Promenade
Waterfront Trail @ St Lawrence Park



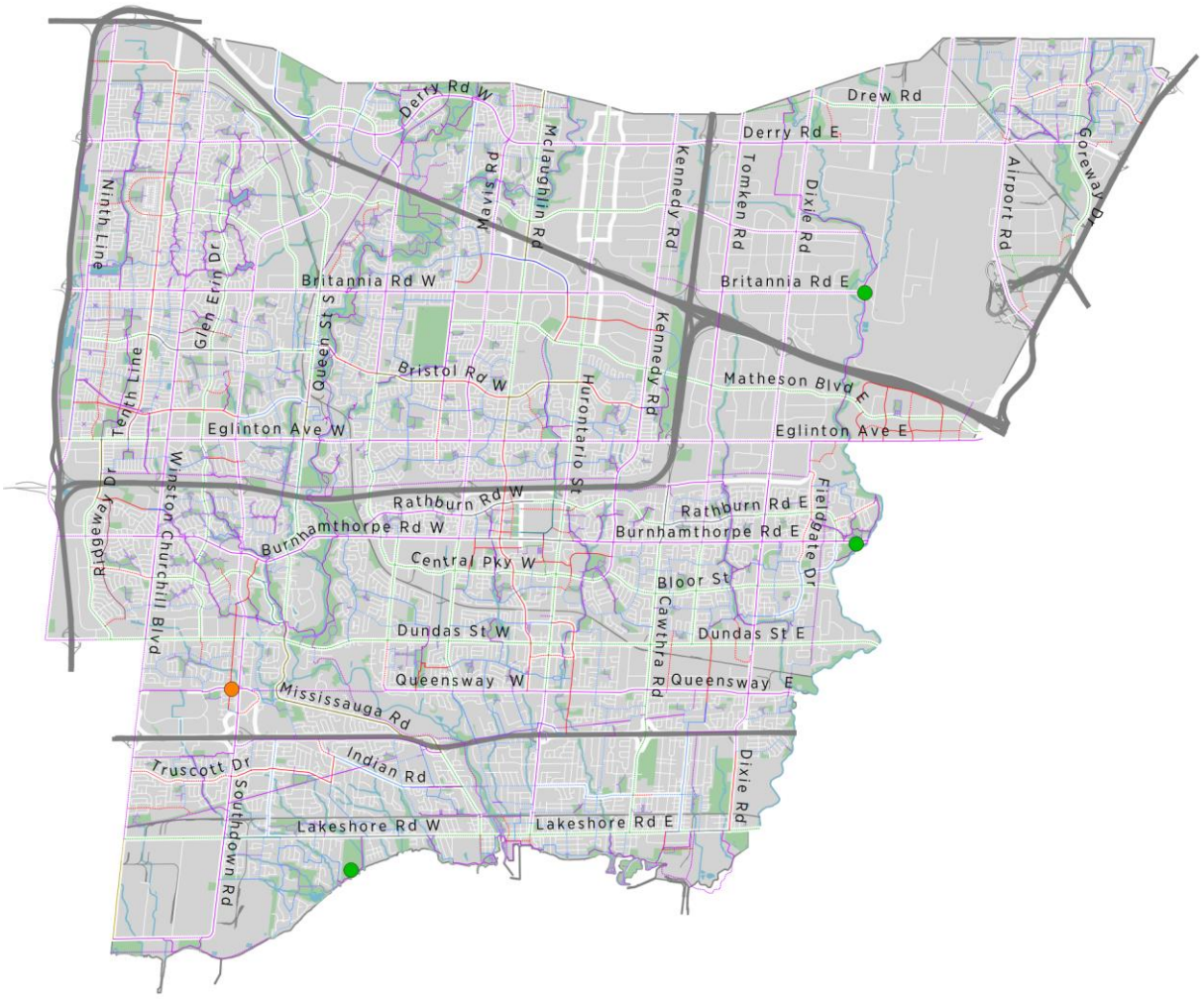
Bicycle repair stand on the Etobicoke Creek Trail at Britannia Road East.

Bicycle Repair Stands

Bicycle repair stands include an air pump and common tools required for basic bicycle repairs and adjustments. There are 3 repair stands operated by Community Services. 1 additional repair stand is being donated by the Sheridan Homelands Ratepayers' Association (SHORA) to be operated and installed by Transportation & Works in 2020.

Table 16 - Bicycle Repair Stands

Location	Year Installed	Owner	Status
Etobicoke Creek Trail @ Britannia Road E	2018	Mississauga CMS	Active
Etobicoke Creek Trail @ Fleetwood Park	2018	Mississauga CMS	Active
Waterfront Trail @ Jack Darling Park	2019	Mississauga CMS	Active
Sheridan Park Drive @ Fifth Line	Planned 2020	Mississauga T&W	To be installed



Map 4: Bicycle Repair Stands (as of December 2019)

- In Service
- Installation in progress (in service 2020)

Prepared by: Fred Sandoval

THE 2019 MISSISSAUGA BIKE CHALLENGE

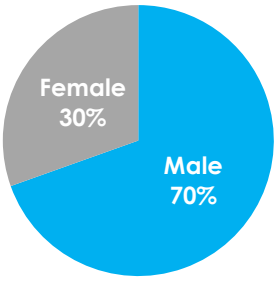
The Mississauga Bike Challenge was a **109 day** city-wide event that ran from July 10th to October 26th, 2019.

Participant Data

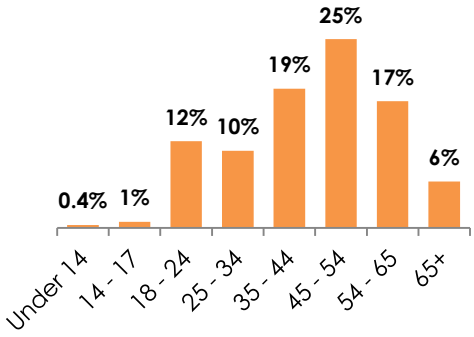
In total, **240 cyclists** participated in the 2019 Bike Challenge, with an average of **2 new registrants per day**.

208 of participants live in Mississauga, comprising of 87% of 2019 Mississauga Bike Challenge cyclists. Additionally, 8 of participants live in Toronto, 7 live in Etobicoke, 3 live in Brampton, and 3 live in Halton Hills. Other municipalities such as Burlington, Milton, and Hamilton were represented in smaller quantities.

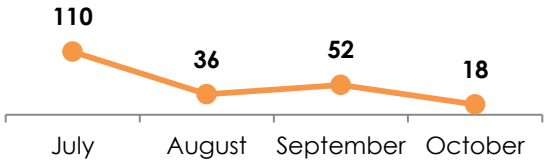
Gender



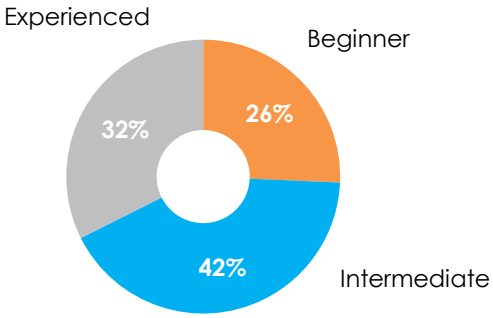
Age



Registrations per month



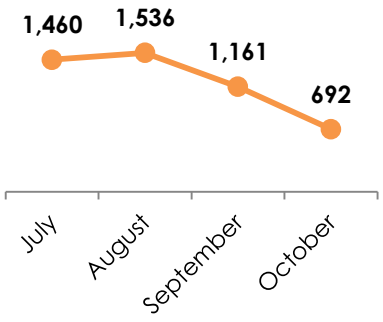
Experience



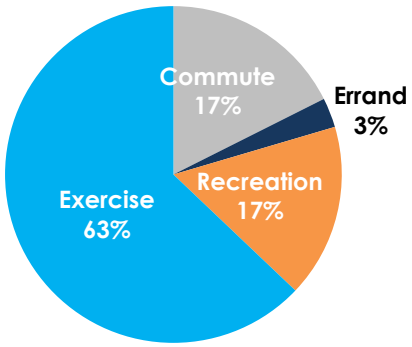
Trip Data

A total of **4,849 trips** were logged, with an average of **44 trips per day**.

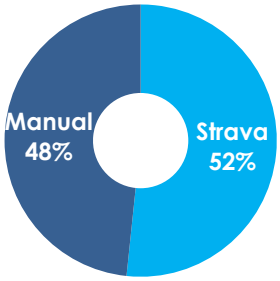
Trips per month



Reason for trips



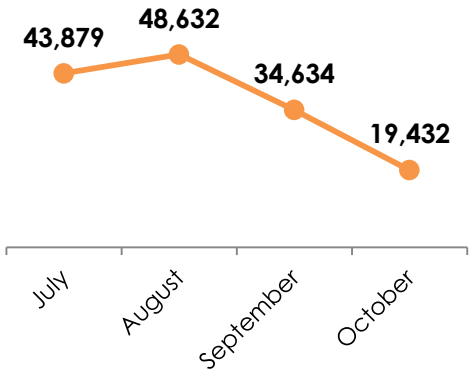
How were trips logged?



Kilometres Cycled

A total of **146,577 km** were cycled, with an average distance of **1,345 km per day**. The average distance per trip was **30 km**, and the average total distance per participant was **578 km**.

Distance per month (km)



Money Raised

For every 5 km cycled from July to September, a $1 donation was raised toward the The Trillium Health Partners Foundation. As a bonus, $1 for every 2 km cycled was donated for trips in October. As a result, more than **$35,000** was raised!

Social Media

A social media campaign was put in place with the goal of informing Mississauga residents about the 2019 Bike Challenge. The social media campaign began on July 10th (first day of registration) and ended on Oct 29th, 2019 (3 days after the final day of the Bike Challenge).

The campaign consisted of organic posts to the corporate Twitter account, as well as organic and paid posts to the corporate Facebook account. The objective of the paid Facebook ads was to increase engagement.

Throughout the campaign, there were a total of **20 Twitter posts**. Twitter accumulated a total of **80,033 views**, and averaged **4,001 views per post**. Twitter also accumulated **1,020 engagements** (clicks, likes, retweets), and averaged **51 engagements per post**.

There were 12 unpaid Facebook posts throughout the campaign. Unpaid Facebook posts accumulated a total of **75,291 views**, and averaged **6,275 views per post**. Unpaid Facebook posts also accumulated **12,862 engagements** (clicks, likes, reposts), and averaged **1,071 engagements per post**.

There were 3 paid Facebook posts throughout the campaign. Paid Facebook posts accumulated a total of **60,071 views**, and averaged **20,024 views per post**. Paid Facebook posts also accumulated **12,583 engagements** (clicks, likes, reposts), and averaged **4,194 engagements per post**.

It is important to note that the short video content that was posted throughout the campaign resulted in the most substantial engagement.

Comparison

Participant Data

	2017	2018	2019
Total Number of Participants	543	468	240
Average # of Registrations per Day	5	3	2

Trip Data

	2017	2018	2019
Total Number of Trips Logged	5,953	9,228	4,849
Average # of Trips per Day	57	93	44

Registrations per Month

	2017	2018	2019
June	27	100	N/A
July	412	108	110
August	89	36	36
September	15	69	52
October	N/A	N/A	18
TOTAL	543	313	216

Kilometres Cycled

	2017	2018	2019
Total Distance Travelled (km)	205,742	309,645	146,577
Average Distance Travelled (km) per Day	1,982	3,128	1,345
Average Distance Travelled (km) per Person	379	662	578



Bicycle Friendly Event Manual



Bicycle Friendly Event

What is it?

- A bicycle friendly event utilizes cycling infrastructure, incentives and marketing to encourage people to bike to the event, rather than drive.
- The key challenge of organizing a bicycle friendly event is making cycling more convenient and comfortable than driving. A participant's decision on whether or not they bike depends on the infrastructure around the event location, how safe they feel, and the perceived benefits of cycling.

Why do it?

Increase capacity

- An event that is bicycle friendly is especially important when car parking is limited. When people decide to bike rather than drive to the event, the maximum capacity of the event is no longer limited by the number of parking spots that are available. Bike parking (e.g. bike racks, bike valet) takes up less space and is more efficient than car parking.

Reduce congestion

- During events, the demand for car parking is usually high. Crowded parking lots can be a major source of stress for both drivers and pedestrians alike. By encouraging participants to bike instead, some of the traffic in the car parking area may be relieved.
- In general, more cyclists can also reduce congestion and traffic issues around the event, because they take up less space on the road compared to cars.[1] Traffic and high car density around a busy event may be a deterrent for potential attendees as there may be a longer and more stressful

1. https://www.sharetheroad.ca/what-are-the-environmental-traffic-congestion-benefits-of-cycling--s16223

commute. Planning a bicycle friendly event may encourage people who would have otherwise decided not to attend due to traffic to still go to the event because cycling allows them to avoid sitting in traffic.

"Avoiding stress and congestion, rather than getting physical exercise and saving money, now appear to be more important factors" with regard to why people start cycling.
(Granville et al., 2001)

Reduce environmental impact

- Encouraging cycling reduces the ecological footprint of your event. Large events often create a lot of waste and leave a large carbon footprint. Cycling reduces greenhouse gas emissions and helps combat global climate change. Having more cyclists improves the air quality at the event by reducing car emissions[2] which, in excess, have been linked to difficulty breathing and other negative health effects for attendees.[3] Fewer cars on the road can also reduce noise pollution,[4] which has been shown to negatively affect mental and physical health.[5]

Improve social atmosphere

- More people cycling can also result in increased social interaction among participants, forming a sense of community.[6] For recurring events, this sense of community provides another reason for people to keep attending your event.

How to make it happen

Bike Parking

Bike theft is a concern for many cyclists. Provide secure bike parking (existing bike racks or bike valet service) so attendees can leave their bikes during the event without worry.

Where should bike parking be located?

- Choose a location that is:
  - ✓ Accessible and convenient for cyclists (e.g. entrance of the event or near the registration area)
  - ✓ Well-lit and highly visible, with high foot traffic to deter theft
- Avoid a location that:
  - ✗ Requires people to walk up stairs or through a building to get to the bike racks
  - ✗ Is isolated or far from your event
- Add signs that direct people coming in from all potential entrances of the event location to the available bike parking. Also, ensure that staff and volunteers know where bike parking facilities are located so that they can answer questions from attendees. Both measures eliminate confusion on event day.

2. http://www.walkandrollpeel.ca/cycling/benefits.htm
3. http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.465.5144&rep=rep1&type=pdf
4. http://www.walkandrollpeel.ca/cycling/benefits.htm
5. https://academic.oup.com/bmb/article/68/1/243/421340
6. https://www.toronto.ca/legdocs/mmis/2012/hl/bgrd/backgroundfile-46520.pdf

Types of bike parking

Bike racks

Select a location with existing bike racks for cyclists to securely lock both their frame and wheel(s) to the rack.

Examples of adequate bike racks include:

Bike rack type	Example
U-rack	
Post-and-ring-rack	
Wave rack	

Bike valet

- The service is operated like a coat check, but with bikes. Cyclists will give volunteers their bike to park on an enclosed bike rack on their behalf. Cyclists are given one ticket, and the corresponding ticket is attached to the bicycle handlebars. When cyclists return to pick up their bicycle, volunteers ask for their ticket and retrieve their bicycle.
- The most common type of bike rack used for bike valet is the tri-rack, which consists of long cylinder poles and v-shaped legs. Bikes are secured by lifting the bike seat over the metal rod. Note that this type of rack does NOT allow cyclists to lock their bikes, and should only be used as bike parking when the bike valet service is available.
- Advantages of organizing a bike valet:
  - Generally, more bikes can be accommodated on tri-racks compared to traditional bike racks in the same amount of space.
  - Constant supervision of bikes contributes to a sense of improved security.
- See Appendix 2 for a guide for running bike valet at your event.



Example of a tri-rack

Network Connections

Ensure that the event location is accessible by dedicated bike trails.

- Many families with young children and/or inexperienced cyclists will not be comfortable riding on a busy road that is shared with cars, regardless of how great the event's bike parking or incentives to bike are. This type of cyclist can be targeted by picking an event location that is accessible by quiet residential roads, multi-use trails or other off-road trails.[7]
- The Mississauga Cycling Map (see Appendix 3) can be used to locate a venue accessible by different types of cycling infrastructure.
- Avoid venues near obstacles that could make it difficult to get bikes to the event (e.g. narrow or steep pathways, construction zones).

Ensure that the event location is accessible by public transit.

- Some people may live too far from an event to bike the entire distance. Using a combination of public transit and cycling is an effective way to travel longer distances. Most public transit options (e.g. train, subway) allow bikes to be taken on board during non-peak hours.[8] Buses have racks on the front of the bus that allow for bike transport at any time.[9]
- MiWay System Maps (see Appendix 3) can be used to locate a venue accessible by local bus services (e.g. MiWay, GO Transit, TTC).

Provide Additional Incentives

Additional incentives can be helpful as a final push for people still deciding between cycling and driving. Prizes could be given to all participants who bike to the event, or as a raffle prize among the cyclists. Having a pre-registration system where attendees can indicate if they are planning to bike can give organizers an idea of how many prizes to prepare. Potential giveaways/prizes could include:

- Free/discounted snacks, food and/or drinks at the event
- Free/discounted admission to the event
- SWAG items (e.g. T-shirts, bike bells, bike lights, reusable water bottles, etc.)

Include Cycling Mini-Events

- Group bike ride(s) to the event
    - People are less reluctant to ride on the road with a larger group because it feels safer due to greater visibility and the presence of more experienced riders nearby. Organize group rides starting at various points throughout the city and ending at the event location to improve the confidence of people who are interested in biking, but still have safety concerns. Post the routes to the event website so that even those who cannot take part in the group ride are able to use a pre-tested, bike-friendly route.

7. http://publications.gc.ca/collections/collection_2011/tc/T22-201-2011-eng.pdf
8. https://www.ttc.ca/Riding_the_TTC/Bikes/Bikes_on_TTC_Vehicles.jsp
9. http://www.mississauga.ca/portal/miway/busbikerack

- Bike rodeo at the event
    - A bike rodeo includes an instructor who provides safe cycling tips and leads participants through skill testing exercises/games to improve the confidence of new riders, especially children. Essential biking skills such as shoulder checks and hand signals are emphasized. This activity is ideal for family-friendly events.
- Bike mechanic on-site for free tune-ups
    - People like to ensure their bike is safe to ride after a period of non-use. Having a mechanic on-site to perform free safety checks and light tune-ups could incentivize attendees to bring their bikes to the event.
- Bike scavenger hunt at the event
    - A bike scavenger hunt involves placing clues around the event venue for participants to find while using their bike. This activity is ideal for family-friendly events that take place across a large area because it allows people to explore all the different parts of the event.

Communications

Market the bicycle friendly component of your event. Make sure that it is mentioned when you market the main event.

- Include a page on your website about how and why the event is bicycle friendly.
- Have a transportation page that includes details on transit, cycling, walking and driving to the event.
- Have dedicated tweets or Facebook posts that specifically mention the bicycle friendly components of the event.
- Partner with the local neighbourhood associations, groups, businesses, schools, religious communities, etc. to get the word out and try to encourage those closest to the event to bike. Ask if they would like to be a sponsor, set up an information booth and/or help get the word out.
- If your event has an email list, make sure to mention how your event is bicycle friendly.
- Get city counselor or prominent figure to participate in any cycling mini-events and/or cycle to the event.

Also, promote the individual health benefits of cycling, including lower blood pressure and stress levels, and increased flexibility and muscle strength.[10]

10. http://www.walkandrollpeel.ca/cycling/benefits.htm

Appendix 1: Bicycle Friendly Event Planning Checklist

Accessibility

- ❑ Pick a location that is accessible by cycling infrastructure (multi-use trails, off-road trails, bike lanes, etc.)
- ❑ Pick a location that is accessible by public transit
- ❑ Pick a location that can be accessed safely by cyclists (e.g. avoid construction, highway ramps)
- ❑ Identify key cycling routes to your event

Communications

- ❑ Work with your event marketing team to ensure that the bicycle friendly component of the event is included in the event marketing
- ❑ Identify outreach opportunities to educate the public on the benefits of cycling
- ❑ Partner with local cycling organizations (e.g. bike shops) to get the word out and/or organize cycling mini-events
- ❑ Post key cycling routes to your event page

Bike Parking

- ❑ Arrange your event so that bike parking is located near the entrance or main registration area
- ❑ Pick a location with existing bike racks OR
- ❑ Arrange for bike valet supplies (tri-racks, crowd control barricades) to be delivered to your location
  - ❑ If applicable: allocate and train volunteers or staff to run the bike valet
- ❑ Prepare signs to direct people to bike parking

Incentives

- ❑ Secure giveaway materials for people cycling to the event

Appendix 2: Bike Valet Guide

Required Supplies

- Tri-racks
- Fencing to enclose the area with bikes (e.g. crowd control barriers)



- Raffle tickets to attach to parked bike
- Rubber bands
- Hole punch
- Sign-in sheet to keep track of bikes (see sample on the next page)
- Table



Running a Bike Valet

1. Arrange for tri-racks and barriers to be delivered to your event location or picked up.
2. Set up the tri-racks. The tri-racks consist of long cylinder poles and V-shaped legs. Poles can be connected together to maximize space and increase stability. Each pole should be held up by a set of legs on both ends.
3. Set up a valet area such that the tri-racks are completely enclosed by fencing except for a small area that volunteers can use to come in and out with the bikes. This opening is a good location to set up a tent or table with signs that let people know what the bike valet is.
4. The service is operated like a coat check. For each customer, split 1 raffle ticket (i.e. into 2 pieces with matching numbers) and hole-punch one of the pieces to attach a rubber band through the hole. The piece with the rubber band can then be secured onto the bike handlebars while the corresponding piece is handed over to the customer.
5. Record the ticket number, check-in time and customer name on the sign-in sheet.
6. Volunteers take the bike into the enclosed valet area and park them onto the tri-rack by hanging them by the seat.
7. When the customer returns to retrieve their bike, they must hand over the ticket they received earlier. Volunteers can then retrieve the bike with the matching ticket number.
8. Record the check-out time on the sign-in sheet.

Things to Note:

- Only volunteers can enter the enclosed area where bikes are being stored. If the customer offers to get their bike themselves, politely decline and explain to them that only allowing volunteers in and out ensures the security of the bikes.
- Ideally, there will be 2 or more people running the bike valet at any time to ensure good flow, even when several cyclists arrive at the same time. One person can stay at the table checking people in, while the other is responsible for placing the bikes on the rack.

Sign-in Sheet Sample

Ticket #	Check-in Time	Check-out Time	Customer Name

Appendix 3: Resources

Mississauga Cycling Map - https://www.mississaugabikes.ca/cycling-map/

MiWay System Maps - http://www.mississauga.ca/portal/miway/systemmaps

City of Mississauga
Memorandum

MISSISSAUGA

Date: 2020/01/08

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Fred Sandoval

Meeting Date: 2020/01/14

Subject: Invitation to Assist with Bike the Creek Planning

The Toronto and Region Conservation Authority runs the annual Bike the Creek event in Peel Region, centred on the Etobicoke Creek Trail, along with various municipal partners. The event attracts upwards of a thousand cyclists, and promotes cycling and environmental sustainability. Riders have various options for routes, with lengths ranging from 5 to 75 km.

In 2019, the City of Mississauga participated in the event for the first time, due to the new cross-border connection of the Etobicoke Creek Trail. City of Mississauga staff ensured the section of the "Toronto Pearson" route through Mississauga was comfortable for cyclists and properly signed, and operated a rest stop at the Etobicoke Creek Trail and Britannia Road West.

The "Toronto Pearson" route is 50 km, with approximately 15 km within Mississauga. The route for 2020 will likely be the same, however a much greater expansion will be possible in 2021 when the Etobicoke Creek Trail opens under Highway 401, with possible routes extending south to Burnhamthorpe.

The Active Transportation Office would like to invite a member of MCAC to participate as a volunteer in the planning of the event. The member would assist with one or more of the following:

- Attending monthly planning meetings in Brampton (required, during business hours)
- Help with route planning, including attending various test rides (typically during business hours), and reporting deficiencies to Active Transportation
- Identifying potential event sponsors
- Helping recruit and manage volunteers, if needed
- Assist with operating the pavilion/rest stop in Mississauga
- Assisting with event day and pre-event day logistics (such as putting up and removing signage).

Bike the Creek 2020 will be on Saturday June 13th. More information is available at:
http://bikebrampton.ca/events/bike-the-creek/



Bike the Creek start and end point at Jim Archdekin Recreation Centre in Brampton.



Mississauga rest stop along the "Toronto Pearson Route", at the Etobicoke Creek Trail and Britannia Road East.

Prepared by: Fred Sandoval

Project Name	Project Description	MCAC Involvement	Sub-Committee	MCAC Members		2019 items	2020 items
Bicycle Friendly Communities Communication	Submit application to Share the Road Cycling Coalition for certification/re-certification	Assist with completing the application (help collect information, review draft)	P&C	Suzanne			
Share the Trail Campaign	Promotional and educational campaign aimed at all trail users (off-road or boulevard multi-use) to encourage safe and courteous trail use	Review scan of similar campaigns and assist in developing key messages and communication tactics	P&C				
Community Rides	Complete the 2019 Community Rides Series	Attend rides as marshals/participants/registration table volunteers	P&C				
2020 Capital Program	Design and implementation of identified cycling infrastructure	Review and provide comment on draft designs	N&T	Suzanne, Kris, Larry			
5-Year Capital Prioritization	Review updated 5-year capital implementation plan and review MCAC priorities	Identify network priorities and particiate in review	N&T	Suzanne, Kris, Larry			
Bicycle Parking	Implement new bicyle parking within publicly owned lands (ROW, City facilities) pending budget approval	Review proposed program structure (prioritization rationale) and provide comments	N&T	Kris, Larry			
Community Partnerships Program	Expand community partnerships through Matching Grant program and analysis of suitable neighbourhoods	Assist with neighbourhood analysis using methodology identified in TCAT Cycling in the Suburbs document; assist with outreach and engageent with neighbourhoods /community groups	N&T	Suzanne, Kris			

Project Name	Project Description	MCAC Involvement	Sub-Committee	MCAC Members		2019 items	2020 items
Community Rides	Plan and execute the Community Rides series	Assist with route planning, event logistics, volunteer recruitment and training, execution of the rides	N&T P&C				
Bicycle Friendly Events	Produce and distribute Bicycle Friendly Event Manual (bike valet, etc)	Review draft content of manual and provide comment; assist with distribution of manual and engagement with event coordinators	P&C	Anna			
Performance Monitoring	Create report card for Cycling Master Plan progress based on performance monitoring framework in CMP and annual reporting metrics	Assist with development of report (format, style, and distribution)	N&T	Suzanne, Kris			
Open Streets	Establish interest in organizing an Open Streets event in Mississauga	Assist with building community interest/partnerships for an Open Streets event	P&C				
Active School Travel Programming	Work with Traffic Safety Council to grow and expand School Walking Routes program, and integrate/reconcile Regional School Travel Planning and other cycling-focused school programming, pending budget approval for new full-time coordinator	To be determined	N&T P&C				

From:	Jamie S
To:	Jamie Stuckless
Subject:	Cycling in Ontario Update - January 2020
Date:	2020/01/07 3:15:47 PM
Attachments:	January 2020 Update from Share the Road (1).pdf

Good afternoon,

Happy new year!

I am writing to you today on behalf of the Share the Road Cycling Coalition. You are receiving this email as a representative of the advisory committee on cycling, active transportation or trails in your community.

Please see attached for an update on the following cycling related items:

- Doored But Not Ignored private member's bill
- 2020 Ontario Bike Summit registration
- Ordering discounted bicycle lights
- Cycling and the climate emergency motion
- Kick-style e-scooter pilot in Ontario
- Nominations for the Wheels of Change Awards

We hope that you will take a few moments to review the attached information and to share it with your advisory committee colleagues.

If you have any questions, comments or suggestions, please do not hesitate to reach out. I'd be happy to hear from you!

Yours in safe cycling,

Jamie Stuckless
Executive Director
Share the Road Cycling Coalition
www.sharetheroad.ca

Connect with Share the Road online:
Like us on Facebook
Follow us on Twitter
Follow us on Instagram

JANUARY 2020 UPDATE

This update is being shared with you as a representative of the Advisory Committee for cycling, active transportation or trails in your community. Please take a moment to review and to share with your committee colleagues.

If you have questions or feedback, please contact:

Jamie Stuckless
Executive Director, Share the Road Cycling Coalition
jamie@sharetheroad.ca

DOORED BUT NOT IGNORED

On November 21, 2019 Member of Provincial Parliament (MPP) Jessica Bell introduced a private member's bill that would require the province to track dooring incidents. The province does not currently consider dooring incidents to be reportable collisions because the motor vehicle is not in motion. This means that police are not required to track dooring incidents as collisions and the province does not record them as part of their Annual Road Safety Report. Read more about the bill online here.



Proposed committee action:
If you support this private members bill, consider writing a letter of support to your Member of Provincial Parliament and cc MPP Jessica Bell, <JBell@ndp.on.ca>; Minister Mulroney, <minister.mto@ontario.ca> and Share the Road, <jamie@sharetheroad.ca>.

2020 ONTARIO BIKE SUMMIT

Early Bird Registration is now open for the Annual Ontario Bike Summit, which is taking place on April 6 & 7th in Toronto. The theme of this year's event is *Making Connections* and will feature 2-days of speakers and workshops looking at building a connected network, making multi-modal connections, e-mobility, transportation equity and more.

OBS2020
2020 ONTARIO BIKE SUMMIT
TORONTO | APRIL 6 - 7 | SHARETHEROAD.CA/OBS

This year we also have a special offer for municipalities to help build community capacity. Our discounted "community ticket" is available to municipalities to send a community member who would otherwise not attend the summit. For $250 municipalities can purchase a ticket to send a community member to the event. Advisory Committee members, members of the Board of Directors of community groups or their paid staff are not eligible. For more details contact erica@sharertheroad.ca.

Proposed committee action:
Register for the summit! www.sharetheroad.ca/OBS

DISCOUNTED BIKE LIGHTS

Over the past 3 years, we have worked with local partners - including municipal advisory committees - to distribute over 70,000 bike light sets to people biking in Ontario. We do this by coordinating a province-wide bike light order that gives you access to discounted bulk pricing of $3.49/set for your local light distribution events.

Proposed committee action:
Connect with bfc@sharetheroad.ca to place your order prior to February 28th, 2020.

CYCLING AND THE CLIMATE EMERGENCY

Communities across Ontario and around the world are declaring climate emergencies. We believe that making cycling a safer and more convenient mode of transportation and recreation needs to be part of municipal climate emergency plans. To that effect, we have drafted a sample template motion for municipal advisory committees to bring forward to council.

Proposed committee action:
Adapt the draft motion template to suit your local context and bring it forward to council as an official motion.

KICK-STYLE E-SCOOTERS IN ONTARIO



The province recently released a framework for a 5-year pilot that permits the use of kick-style e-scooters on Ontario's roads. The pilot will be in effect as of January 1, 2020. Share the Road has been supportive of launching this pilot and we are pleased to see that many of our recommendations have been included in the framework.

Previously, kick-style e-scooters were not permitted on roads where the Highway Traffic Act (HTA) applies. Under this pilot, municipalities that want to allow e-scooters on their roads can pass a by-law permitting their use. You can learn more by reading our briefing note on e-scooters.

Proposed committee Action:
Make a recommendation about permitting e-scooters in your municipality.

WHEELS OF CHANGE AWARDS



Each year, Share the Road recognizes the impactful work of advocates and professionals across Ontario with our Wheels of Change Awards. These awards recognize leadership, innovation and relationship building in cycling and we encourage you to nominate someone from your community! Learn more here.

Proposed committee action:
Nominate someone in your community for an award before the February 10th deadline.