



# THE MISSISSAUGA MOUNTAIN BIKING ASSOCIATION

An introduction for the Mississauga Cycling Advisory Committee

- Tuesday, October 13<sup>th</sup>, 2020 -



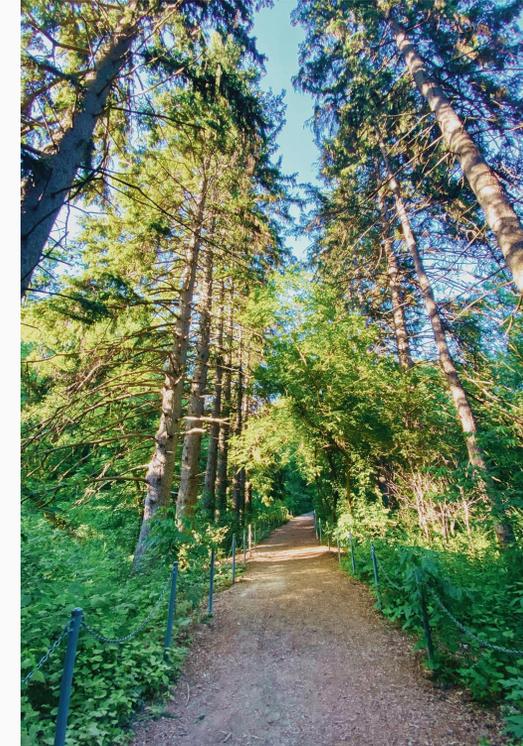


# What **is** mountain biking?

- Cycling on developed, unpaved paths/trails;
  - Varying terrain, typically, dirt
  - “Single-track”
- Varying degrees of difficulty
- Inexpensive cycling infrastructure
- Inclusive among skill levels and ages
- Sustainable
- Fast-growing
- Grassroots

# What mountain biking **is not**

- It is not cycling over wide, high-traffic multi-use trails (MUT) or crushed gravel
- It is not bushwhacking through sensitive overgrowth
- It is not only meant for expert/professional mountain bikers
- It is not illegal trail building



Culham Trail, Mississauga (Top & bottom left); Riverwood, Mississauga (right)

# Who is the **MMBA**?

We are a dedicated and organized group of approximately 90 mountain bikers seeking to partner with the community to act as advocates for positive mountain biking culture while serving as stewards of the trails to ensure sustainability within the region of Mississauga.



We aim to raise awareness of the sport and **establish a reputable mountain biking association in Mississauga.**

# Our Goals

1. To help promote positive mountain biking opportunities, culture and information to the public on the sport.
2. To encourage, educate, and practice sustainable and low-impact trail development and maintenance.
3. To endorse safe and responsible mountain biking.
4. To protect the natural environment including the local flora and fauna.
5. To advocate for the mountain biking community through a unified and structured mountain biking club.
6. To collaborate and communicate with the City of Mississauga to meet cycling mandates.

# How do clubs and associations **help**?



The Hydrocut trails, Waterloo, ON



Collaboration



Strong & Dedicated  
Volunteer Base



Standardizing trails  
(i.e. signage)



Promotion of sanctioned  
and sustainable trails

# What are the globally-identified issues?



No organized group  
of mountain bikers  
advocating for safe  
and sustainable  
trail use in  
Mississauga



Lack of education  
for trail users on  
etiquette and  
expectations



Observable and  
steady rise in the  
sport leading to  
increased use of all  
trails within the  
Erindale Park  
system



Lack of resources  
(human and  
financial) needed to  
improve and  
maintain trails

# What are the trail-specific issues?



Before (left) and after (right) trail restoration. Mount Fromme, North Vancouver, B.C.

## Off-road, single-track trails:

1. Unsanctioned
2. Unsafe
3. Unsustainable
4. Infrequently maintained
5. No signage
6. No risk assessment/management strategy
7. User apathy

# Objectives and Action

To serve as the local authority on off-road trails:

- i. Supporting trail development for all skill levels
- ii. Advising city/regional staff on new projects
- iii. Increase awareness and participation in the sport
- iv. Maintain trails networks
- v. Act as stewards of the trails to promote conservation efforts and discourage illegal trail building

**We are asking the MCAC to support our objectives and help us connect with city staff and local government to achieve our objectives.**

# International Best Practices

- MMBA: Member of IMBA Canada
- Access to international best practices and insurance
- Direct advocacy support and guidance
- Experience working directly with Federal, Provincial, and Municipal landowners
- Education
- Advocacy
- Lobbying
- Consulting



# Endorsements

AJ Strawson, Executive Director of IMBA Canada

Dean Campbell, Council Chairman of IMBA Ontario

Brent Ellis, Chairman of The Hydrocut (region of Waterloo)

Peter Weldon, President of the Halton Agreement Forest Trail Association (region of Halton)

Margaret Law, President of the Caledon Cycling Club



# Appendix A: Informative Links

1. Mississauga Mountain Biking Association <<https://mississaugamba.ca>>
2. International Mountain Bike Association <<https://imbacanada.com/>>
3. Trailforks Trail Database <<https://www.trailforks.com/>>
4. PinkBike Article - Economic Impacts  
<[https://www.pinkbike.com/u/leelau/blog/economic-impacts-of-mountain-biking-tourism.html?utm\\_source=facebook.com&utm\\_medium=referral&utm\\_campaign=fb-like#commentform](https://www.pinkbike.com/u/leelau/blog/economic-impacts-of-mountain-biking-tourism.html?utm_source=facebook.com&utm_medium=referral&utm_campaign=fb-like#commentform)>
5. IMBA Article - Economic Benefits  
<<https://imbacanada.com/economic-benefits-of-mountain-bike-tourism/#:~:text=Mountain%20biking%20is%20a%20strong,billion%20in%20federal%20tax%20revenue>>
6. The Hydrocut Trails (Waterloo, ON) <<https://www.thehydrocut.ca/>>
7. The Halton Agreement Forest Trail Association <<https://www.hafta.ca/>>
8. The Caledon Cycling Club <<https://http://www.caledoncyclingclub.com/>>

# Appendix B: Endorsement Letters

IMBA Canada  
2155 Skyline Drive  
Garibaldi Highlands  
BC, V0N1T0  
June 12, 2020



RE: Letter of Endorsement  
To Whom It May Concern,

I am writing this letter in support of the Mississauga Mountain Bike Association (MMBA) and their mission to represent mountain bikers in Mississauga to increase, maintain, and repair the off-road, single-track trail network.

As the executive director for the International Mountain Bicycling Association of Canada, my role is to provide support and services to trail associations to help ensure that Canada is home to a strong and vibrant mountain biking community, riding a world class network of mountain bike trails.

As some background, single-track off-road trails are much different than many trails currently planned and maintained by municipalities, e.g. multi-use trails that are often paved or crushed gravel. Multi-use-type paths often require wide swaths of land and notable costs to develop. Their development is often tied into infrastructure plans. Single-track trails on the other hand often require little more than brush clearing. They are of such low impact, that when trees are in full foliage you would be hard pressed to see these types of trails from only a few feet off the trail! They can be planned and closed or rerouted quickly to support environmental and sustainability goals. They are designed for riders of all abilities and even features with higher technical difficulty have "easy" ride rounds to promote skills development.

I strongly recommend that the MMBA be recognized by the city. This is standard model in which single-track trails are built and maintained. With this recognition, often done through a Terms of Reference, the MMBA can be seen as a partner with Mississauga's parks and active transportation network to get more people riding off-road, while keeping to the city's and landowner's goals. In our experience, giving a group a voice and seat at the table will help prevent unsanctioned trail building – which can lead to conflicts and environmental damage.

Should you require any further information, please feel free to contact me.  
Thank you!  
Sincerely,

AJ Strawson, Executive Director, IMBA Canada



PO Box 1131 Garibaldi Highlands, BC V0N1T0 | info@imbacanada.com | 778 871 7307 | imbacanada.com



June 10, 2020

RE: Letter of Endorsement

To Whom It May Concern,

I am writing this letter in support of the Mississauga Mountain Bike Association (MMBA) and their mission to represent mountain bikers in Mississauga and increase the off-road, single-track trail network.

I am the Chair of the Waterloo Cycling Club Trails Committee. Our committee has the responsibility of managing The HydroCut Mountain Bike Trails network in Waterloo Region. Our trail system has now grown to 35km. Since 2001 we have worked closely with the Region of Waterloo and several private landowners to develop our network of trails. Our electronic trail counters put our ridership at just over 45,000 in 2019. Our most recent trail survey revealed a wide variety of users from the ages of 5 on up to 82 with representation from all genders.

As some background, single-track off-road trails are much different than many trails currently planned and maintained by municipalities, e.g. multi-use trails that are often paved or have crushed gravel. Multi-use-type paths often require wide swaths of land and notable costs to develop. Their development is often tied into infrastructure plans. Single-track trails on the other hand often require little more than brush clearing. They are of such low impact, that when trees are in full foliage you would be hard pressed to see these types of trails from only a few feet off the trail! They can be planned and closed or rerouted quickly to support environmental and sustainability goals. They are designed for riders of all abilities and even features with higher technical difficulty can have "easy" ride rounds to promote skills development. Our 9 person committee along with hundreds of volunteers maintain the trails at no cost to the Region or to the private landowners. Our experience shows that single-track trails are embraced by all types of riders, are very low impact, and have very low costs to develop and maintain.

I strongly recommend that the MMBA be recognized by the city. With this recognition, often done through a Terms of Reference, the MMBA can be seen as a partner with Mississauga's parks and active transportation network to get more people riding off-road, while keeping to the city's and landowner's goals. In our experience, giving a group a voice and seat at the table will help prevent unsanctioned trail building – which can lead to conflicts and environmental damage.

I can share our Stewardship agreement with the Region of Waterloo to use as a reference if you would like. I can also put you in contact with Albert Hovingh from the Region of Waterloo who is our liaison with the Region.

Should you require any further information, please feel free to contact me.

Brent Ellis

519-998-8071

# Appendix B: Endorsement Letters



## Halton Agreement Forest Trail Association (HAFTA)

To whom it may concern:

As a Mississauga resident for over 40 years and as president of a mountain bike club and a board member of the Halton Outdoor Heritage Advisory Committee I feel an organized approach to sustainable bike riding trails in Mississauga is important. The Mississauga Mountain Biking Association is long overdue. HAFTA (Halton Agreement Forest Trail Association) works jointly with Halton Region and Conservation Halton to maintain the mountain bike and hiking trails and help ensure the trails are safe and well maintained. The Mississauga mountain bike club gets my support and if there is anything I can do to help I will.

Peter Weldon,  
HAFTA President



To whom it may concern,

The Caledon Cycling Club (CCC) draws its 350 strong membership primarily from Caledon, Brampton, Mississauga, Georgetown, Milton, Erin, Guelph and Orangeville. We design, build and maintain two trail systems on private property and assist the Toronto Regional Conservation Authority (TRCA) with the maintenance of two additional trail systems. Each system has a Trail Steward who is responsible for determining what work is required and periodically we reach out to our membership to assist with the work. The response from the membership is exceptional and much can be accomplished in a few short hours.

Hikers, trail runners and cross country (XC) mountain bikers are looking to experience forested areas with a natural trail tread 20 to 60 cm in width on undulating terrain which we call "singletrack". Well-designed singletrack offers the athlete the impression of being alone in the forest. With hiking, trail running and XC cycling becoming more popular than ever, it is important to design, build and maintain trails which provide access to natural areas without negatively impacting the environmental sensitivities of the region.

By proactively developing trails which answer these wants, a high-quality multi-use trail network that provides healthy recreational opportunities for residents and visitors alike can become a reality.

Ride safe, keep healthy and  
Let the good times roll!

Regards,  
Margaret Law  
President, Caledon Cycling Club