

Muskoka Active Transportation Summit

November 12, 2013

Dr. Charles Gardiner – MOH – Simcoe Muskoka District Health Unit

- Recent study in Ontario compared diabetes rate by neighbourhood walkability index
- Direct inverse correlation, highest walkability lowest rate of diabetes
- Toronto 35% of neighbourhoods are considered walkable
- 905 5% of neighbourhoods considered walkable
- *“95% of neighbourhoods are promoting diabetes”*

Dave Ceiselewicz – ED Wisconsin Bike Federation, ex Mayor Madison WI (2003-2011)

- Two main points
 - “It’s not about being against cars it’s about providing freedom of transportation choice”
 - “Cycling is good for your community whether or not you yourself bike or not”
- As mayor – Journey to Platinum BFC status
 - Vision – make bicycling part of daily life in Madison
 - Goal – Move cycling from 8% mode share to 20% by 2020
 - Engineering is the most important E
 - Included cycling in overall transportation plan
 - Spent \$50M over 10 years on bicycle infrastructure
 - Most of that money came from property taxes not state or federal government
 - Population Commitment to cycle in Madison
 - 7% Intrepid
 - 33% Not interested
 - 40% were interested but concerned for their safety
 - Conscious effort to appeal to the 40%
 - Women and minorities significant portion of this group
 - In Copenhagen 56% bike because it is easy, 1% bike because they want to
 - Complete Streets Strategy
 - Built 50 miles of Bike Paths to meaningful destinations
 - Plowed in winter by 7:00am after storms – statement biking is NOT just for recreation
 - Marked on-street bike lanes where necessary to complete the path network – statement, it is important to define bike space in the street

- Fix “pinch points” or trouble spots – example realigned bike path intersection with highway, ridership increased from 3,000-5,000 after fixing
 - Created “Bike Boulevards”
 - Cars are guests
 - Contra-flow lanes on one way streets
 - Bump-outs or sharrows
 - (Was very popular in the neighbourhoods as traffic calming)
 - Installed bike boxes at all major intersections
 - Initially very controversial but now everyone likes them
 - Provided bike facilities like bike parking
 - Implemented a bike share program (still working out financial model)
 - Quick successes
 - Involved people other than cyclists in the program
 - Events:
 - Cycle velo
 - Fire up your feet for kids to track how much they bike
 - *“Complete Streets = Complete Freedom”*
- It’s about transportation and Land Use
 - Mixed use development
 - Higher densities - Reduced parking
 - Commercial property Land value is higher than parking lot or a freeway
 - US has been going the wrong way converting valuable commercial/residential property to roads and parking i.e. Buffalo 1902-2011
 - “Never visited a great city that had free and ample parking”
 - “Great biking creates great places”

Diane Freeman – City Councillor Waterloo

- She sees herself as a temporarily able bodied person
 - Was involved in a cycling accident in September but still rides
 - Advocates for cycling/walking accessibility and age friendly communities <8 >80
 - “Building for all road users is a way of doing more with less. The cost of real estate is huge so why would you waste it by covering it with asphalt?”
 - “Need to move the focus from recreational cycling to providing cycling as a commuting option”
- Waterloo has a Complete Streets policy within its Transportation Master Plan
 - City will save \$30M in road construction costs over the next 10 years by investing \$7M in their cycling network that will facilitate a 1% modal shift to AT

Eleanor McMahon

- 600,000 people on bikes every day in Ontario

- 36% of Ontario's population rides regularly and that's up 6% in the last 2 years
- New car registration rate continues to decline (down 40%)
- 70% of Ontarians want tax dollars invested in cycling and want to see a portion of road spending earmarked to meet cyclists needs
- 89% believe Ontario should invest in AT planning and promote walking and cycling
- MTO is undergoing a cultural shift from the Ministry of Roads and Cars to the Ministry of Active Transportation and Cars
- Norm Miller will be introducing a private members bill in December which will include legalizing cycling on paved shoulders

Robert Voight – Manager Planning and Infrastructure Projects Town of Collingwood

- Asset Based Community Development
 - Build on what you have
 - Leveraging existing community assets for success
 - Work towards creating great community destinations
- Place Making
 - Gaining community support for these initiatives through change, communication and creativity
- 30% of the population doesn't have car access. Need to build destinations to accommodate
- Iterative progress not perfection
- What are municipalities doing about the Coroner's Death Report recommendations?
- What are municipalities doing about providing safe AT routes in parking lots?
 - A law suit waiting to happen
 - Built environment is the best control over road speed not signs
 - Use "streetmix" for street planning
 - Official Plan
 - Zoning
 - Urban Regulations
 - Street Design
- "People will take the path of least resistance. If cyclists are hopping onto the sidewalk then the street is not designed properly"
- Street planners must do scenario planning
 - You are a person living "here" and you want to go to the shopping centre. What are all the steps required to get from point A to point B
- "Folks have the right to mobility in their community"
- Planning words like "should" and "encourage" should be replaced with meaningful ways to get there"
 - Implementation plan with 100 day action items

Nick Poulous – Consulting services in transit and transportation planning

- Worked with a number of GTA municipalities on traffic planning including Markham and Vaughan
- In 10-15 years, the automobile will not have the power it has today
- Municipalities will have to offer modal choices
 - Communities in the GTA must begin encouraging a significant mode shift from cars to transit and active transportation. Otherwise, by 2031, road capacity in the GTA, including currently built and new infrastructure, will handle less than 40% of the projected vehicle demand.
 - He says that bicycles can no longer be the forgotten entity at the plan, secondary plan and block plan levels and that active transportation can and must play a dramatic role in providing solutions to the transportation problem.
 - He went on to predict that the most successful municipalities in Ontario, over the next 25 years, will be those that can generate a 40-50% activity rate, that is the rate at which people live, work, play and shop while moving only within the municipal boundaries.
 - For the municipality of Markham, this has meant elevating the creation of an active transportation network to the highest priority because the Markham planners realized they couldn't support the anticipated growth in road demand, even with full transit usage.
 - York Region found that each 2% mode shift from cars to AT for a given road adds the equivalent of one lane of arterial capacity to the road.
 - Between 15-25% of AM peak traffic load on local roads is because of children being driven to school. At least 50% of those trips also affect adjacent arterial roads which are required to complete the trip
 - 15% of children walk or bike to school today. Needs to move to 60% by 2020
- He says bike boxes represent the quantum leap for handling bikes at intersections

Lorenzo Melé – Director of the ACT Sustainable Mobility Network, Transportation Demand Management Coordinator, City of Mississauga

- Spending 20-30KWH of energy commuting each day and increasing
- Not managing the peaks in transportation demand
- Creating \$150B infrastructure deficit
- Auto industry spends \$30B in advertising, conversely <1% of that amount is spent on encouraging transportation alternatives