

ONTARIO BIKE SUMMIT

CHELSEA HOTEL, TORONTO

2017.04.11-12

Bicycle Friendly Community Awards

This is a happy time for Brampton, as we were in the news for an accomplishment. Thanks to the collective effort of many people, particularly Nelson Cadete, for his application and advocacy, Brampton was one of nine communities to receive Bronze awards for Bicycle Friendly Community. Thank you, Nelson, and BCAC members!

The awards were given to the following municipalities: the City of Belleville, the City of Brampton, the City of Cambridge, the Town of Collingwood, the City of Cornwall, the Town of Ingersoll, the City of Temiskaming Shores, the City of St. Thomas and the Town of Whitby.

Brampton rounds out the five largest Ontario communities with awards, thus making Ontario a friendlier place to cycle, and moving it toward a cycle tourism destination. More infrastructure is needed, but the trend is encouraging. Congratulations, Brampton and the other eight communities!

Keynote Address from Todd Scott, Executive Director, Detroit Greenways Coalition

Mr. Scott gave an entertaining and inspirational slide presentation at dinner on the evening of April 11. He showed some of the plans and activities which have been completed by the Detroit Greenways Coalition. This is a group of organizations which has come together to create a healthy city and region where a network of greenways and complete streets is part of people's day-to-day transportation and recreation, connecting people, places and nature.

Extensive work is being done, to join up greenways and bike lanes, creating the necessary network which makes a city cycle-friendly.

The reduction of population and traffic has actually eased the task, in a way, because there is less opposition to putting bike lanes onto the streets. It has proven to be good for neighbourhoods, and fun, new activities, such as creation of home-made bikes and guided tours of the Underground Railroad historical sites within Detroit.

Support, education and encouragement by the Detroit Greenways Coalition have gone a long way toward making Detroit a cycling destination, as well as a sustainable, walkable and cycle-friendly city.

Keynote Breakfast

Barbara Gray, General Manager of Transportation for the City of Toronto, welcomed the conference attendees to Toronto, and to the OBS. Ms. Gray, originally from New York, is a city planner by education, and spent some time in Seattle's public sector, before coming to Toronto in December, 2016.

Ms. Gray's two messages were:

1 – Seattle has lots of hills and lots of rain, but when a connected biking network was created, there was a huge increase in cycling there.

2 – In order to implement Vision Zero, we **all** – cyclists, motor vehicle drivers, pedestrians, elected and

city officials - need to partner. A big part of that is being civil and remembering that we all do good and bad things, not just the “other guy”.

Eleanor McMahon, Minister of Tourism, Culture and Sport, gave a hopeful and inspiring keynote address, giving some of the historical background to the Ontario Bike Summit, Bike Friendly Communities, Greg's Law, and CycleON, which was launched through the cooperation of twelve Ontario government departments.

Ms. McMahon announced the “Tour by Bike” which is designed to develop “cycling as a tourism and environmental heritage draw in Ontario communities”.

The mission is to increase and support cycling tourism opportunities in the province and promote cycling as a tourism draw in Ontario communities by:

1. Positioning Ontario as a premier destination for cycling tourism;
2. Creating healthy, active and economically prosperous communities; and
3. Working collaboratively to develop and promote cycling tourism products that will enable Ontario to meet or exceed global growth over the coming years.
4. Dovetailing with the Trails Action Plan, CycleON, Ontario's Tourism Action Plan, and the [Strategic Framework for Tourism in Ontario](#), Tour by Bike will promote:
 - economic growth
 - healthy, happy communities
 - improved cycling infrastructure
 - safer streets and roads
 - increased cycling tourism
 - increased awareness and behavioural shifts

Ms. McMahon is planning, as action items, to put cycling on display, by promoting it with marketing plans through the Ontario Tourism Marketing Partnership Corporation and the thirteen Regional Tourism Organizations in Ontario.

Ms. McMahon announced that 340 kilometres of trail will be opened between Sault Ste. Marie and Sudbury in June 2017. The plan is to further connect the cycling trails, by adding infrastructure from Sudbury, through North Bay, along the Ottawa River, to Almonte, near Ottawa. This would create a near continuous bike loop around southern Ontario, along the St. Lawrence, Great Lakes, up to Sudbury, and around, back to Ottawa. The access at Sault St. Marie would welcome American cycling tourists to northern communities.

The approximately 300 municipal leaders' letters to the government, asking to keep up the growth of cycling infrastructure and support for tourism, were spurred on by actions of Share the Road.

The question asked after Ms. McMahon's presentation, was “What can we do?” Her response was:

- Change the conversation first. - We have already changed from “Should we?” to “How, when, where?”
- Stay positive, be nice, friendly, fair, accommodating.
- Get politicians out, to public forums, and cycling, and share data, to convince them of the desirability of AT promotion and infrastructure
- Cycling shouldn't be partisan, so we should support anyone who has good ideas. Ms. McMahon

has Bill 213 in legislature, to bolster fines for careless driving causing death. It has support from some NDP and Conservative Members of Provincial Parliament.

<http://www.canadianunderwriter.ca/insurance/bill-proposing-increase-careless-driving-fines-tabled-soon-ontario-1004111101/>

Action items from the government:

- OTMPC will be airing ads about cycling, to create awareness
- active and safe routes to school coming, at a later date
- Share the Road wrote a letter to encourage ON150 to promote cycling
- a survey was produced, with 360 responses, from five geographic regions, with 95% stating that momentum has been felt over the last three years, and that cycling is a hot topic
- \$50 million is being advocated
- CycleON: 34 actions are complete, or under way
- CycleON 2.0: coming by 2018
- Cycling Education: Ms. McMahon would like to ramp up cycling education and CanBike programs. There have been 17 recommendations for changes to CanBike.

Pierre Lafontaine, Chief Executive Officer and Secretary General, Cycling Canada, stated that cycling is the new golf, in that it is a social activity. He recommended the creation of a complete program, such as Swim For Life, which has five modules, aimed at toddlers through adults, and ranging from how-to, to fitness. This should be replicated in cycling, to create a lifestyle change in our society. His suggestion, for example, was to give cycling licences to grade five students who successfully complete classes. We need to create a Canadian environment of expectation that all should learn to swim, ski, skate and cycle.

There is a need to develop instructors, and to increase the number of girls riding bikes, and disabled kids on bikes. Cycling Canada and Share the Road members need to be leaders. Cycling Canada is developing a steering committee, to improve CanBike.

Zagster, the bike share company based in Cambridge, Massachusetts, has been growing very rapidly, and has found the following very interesting data:

- biking is for sharing
- biking is accessible to all, not just for rich and young people
- adding bike lanes increases retail sales along the route by 30%
- infrastructure creates cyclists -NOT a chicken or egg argument
- however, a bike share CAN encourage the creation of infrastructure
- there are 4 types of system: 1- bike library; 2- ad hoc; 3- kiosk (credit card and technology); 4- flexible (Zagster- mobile app and smart lock)

<https://www.zagster.com/>

Concurrent Sessions and Panel Discussions

Just Add Bikes: Building Strong Communities

Yvonne Verlinden, of Ryerson University, has done a major research paper on complete streets, and cycled around the world for ten months. Her main points were:

- Newcomers settle better with bikes, to gain familiarity with their new surroundings
- Newcomers tend to live in postwar suburbs and apartment towers, making cycling less likely
- The large distances in suburbia, without adequate public transit, are isolating

- Many services exist in these areas, but aren't known by newcomers
 - “Place-learning” is necessary, and made much faster and easier by bike, leading to faster settlement
 - Mentoring newcomers on bicycle use and neighbourhood services is a great way to have them explore, learn English and get involved in volunteering
 - A Photograph Project, involving 12 newcomers from other countries, had them take photos around Toronto, which were displayed at City Hall. The small-group discussions afterward centred around themes of utilitarianism, discovery and belonging.
 - Utilitarianism: Cycling is faster than walking and cheaper than transit, independent, less restrictive than walking, leading to more work opportunities.
 - Discovery: People were able to explore trails, prominent locations, find local useful information, such as mosques, as well as hidden streets. People not newly arrived also learned new information.
 - Belonging: The program made them feel at home, because the local neighbourhood became familiar. This was also true for those who were not newcomers.
 - Conclusions: Evidence is not only numbers – qualitative information is also important. Many people can use bikes, and partners to consider are health centres, Culturelink, recreation centres.
- WOULD PROVIDING BIKES TO CLIENTS HELP ACHIEVE SEVERAL GROUPS' GOALS?

Jennifer Juste, of the City of Guelph AT Design, is promoting Complete Streets, using lanes, adding infrastructure. Her aim is to bring communities on board. She stated that when provided with options for a particular infrastructure improvement project, the community, which had been introduced to several unpopular projects, didn't like any of the options.

The solution was to involve community members with walk-about with workbooks, listening to concerns, and addressing them. There were two interactive workshops, which yielded lots of data. The resulting plan had almost unanimous support.

The result was a strong community delegation to Council. This was because the approach was context-sensitive, with attention to the local history, collaboration, evidence-based decisions, and balanced needs and wants. The project received \$1.5 million to complete the project this year.

Peter Topalovic, of the Hamilton Bike Share Program, reported that the SoBi bike program is growing fast in Hamilton. It is able, through its computerized data collection, to examine gaps in infrastructure, where and why people ride bikes, why and where cycle tracks are better than bike lanes, and how the system can be improved. SoBi is working in low-income areas, and working with partners in a program called “Everyone Rides Initiative”. This gives passes to low-income residents, to use the SoBi Bike Share bikes. One level trains people how to ride, how to use SoBi, and how to get around Hamilton. Two hundred people have been trained so far. Graduates become ambassadors, bringing different languages to the mix. This program is funded by five organizations. An idea which is being considered is to provide bike hubs, with places to eat, fix-it stations, benches, a bus stop, and way-finding signs. They are also looking into trikes for accessibility equity.

Note: Names make a difference! Road Diet is bad. Transportation IMPROVEMENT Study is better. Another idea is to provide children's bike-share bikes. An age limit might be necessary, and helmets. Right now the age minimum is 16 years, but 14-15 is feasible – grade 9.

The cost is \$2-3 million for a bike-share program, and the operating cost is about \$500, 000 per year, with about 70-75% recovered by the price of use.

Cycling and Complete Streets: Implementation

Jacqueline Hayward Gulati, of City of Toronto, and **Jason Neudorf**, of WSP-MMM Group made a presentation about the construction of the Bloor Street Pilot Project of a separated bike lane. It was titled “Balancing Demands and Building Support”. This project, a bike lane from Shaw Street in the west, to Avenue Road in the east, spans 2.4 kilometres along Bloor Street, has been planned for four decades. This initiative will inform other projects, some nearby, on streets which are due for upgrades. Questions which needed to be considered were:

Safety – separation, parked cars, parking cars, turning cars, pedestrians, streetscape
Operations – supply, times, loading/delivery, lack of alleys, bus service accommodation, waste/recycling collection, Wheeltrans vehicles, snow clearing, emergency vehicles.

A grid with five options for streetscapes was presented to the public. This opened minds to all of the issues that needed consideration. After public consultation, two options were removed. People liked the option with parking between the traffic and the bike lane.

Public consultation was very important. This took the form of online pre and post surveys, a mailout,, door-to-door interviews, and Public Information Centres. Businesses were asked about trucks loading. There was one day of deputations from all across the spectrum of stakeholders. A piano sales business owner was the sole negative deputation. The final vote of Council was 38-3 in favour. The mayor praised the comprehensive roll-out of the project.

Several studies have been conducted, with parking authority, including video analysis of near misses in traffic, Business Improvement Area economic study, traffic counts, and left-turn queuing studies. There has been a lot of support from the public and businesses in the area. The cycling count has gone up by 36%, while motor vehicle volume has decreased by 22%. Travel time through the route has reportedly increased by 2-8 minutes, although it may be actually less. Experiments are being done to adjust signal timing, to improve travel time.

Sue Sauve, of the City of Peterborough talked of quick, easy ways to implement cycling demand management. Cheap and easy ways to improve cycling generally engender less controversy, and provide multiple gains.

Many streets have been built, providing 10 metres per two lanes, though only 7 metres is required. This leaves 3 metres for possible bike lanes. Narrowing lanes has the added benefit of tending to slow or calm traffic.

Ms. Sauve stated that reconstruction or repair of streets is a fine opportunity for adding infrastructure. She recommends finding the reconstruction schedule and using it, to advocate for bike lanes. Abandoned rail lines provide an excellent base for bike or multi-use pathways, being solid, often raised, and level.

Such groups as the Rotary Club, as well as some entrepreneurs, are keen to support the construction of trails. It might be worth asking for sponsorship.

A quick win, as mentioned above, is traffic-calming (not to be called “Road Diets”), which reduces the width of streets, to slow down the vehicles. This provides extra space along the streets for bike lanes. Persistence and relationship-building will eventually win the day.

Ms. Sauve recommended the book, “Joyride: Pedalling Toward a Healthier Planet”, by Mia Birk, for more ideas. <https://www.amazon.com/Joyride-Pedaling-Toward-Healthier-Planet/dp/0615384110>

Zlatko Krstulic, of the City of Ottawa, told the story of Ottawa's Complete Streets initiative, on older, more constrained main streets of the city. These streets have a lot of retail businesses, with few options for parking, so it was not possible to remove parking on the street.

In the Transportation Master Plan, provisions were made for measuring pedestrian and cycling traffic, as well as motor vehicles. The measurements after the changes revealed little increase in car congestion, but a great increase in pedestrian and cycling traffic.

Other cities' best practices were studied, to improve active transportation in Ottawa. For example, in Toronto, in order to check accuracy, surveys were done with shoppers as well as businesses, and areas outside the study area were also surveyed. Traffic delays were measured using GPS in sample cars, at different times of day.

Tactical urbanism, a collection of low-cost, temporary changes to the built environment, intended to improve local neighbourhoods, was used, with some improvement. Many small factors worked together, to create a huge change in Ottawa, warranting the Gold Bicycle Friendly Community status it enjoys.

Another book: “Tactical Urbanism: Short-term Action for Long-term Change”, by Mike Lydon and Anthony Garcia. <https://dirt.asla.org/2015/05/19/everything-you-wanted-to-know-about-tactical-urbanism/>

Keynote Lunch

Enforcing the 1M Safe Passing Law

Kale Brown, of Safer Roads, Ottawa, spoke about a variety of methods to help spread the word about the new 1 metre safe passing law. His list of methods was:

- make print and video ads available to download, from the provincial government, pooling government resources
- education, via such organizations as Share the Road
- enforcement – Safer Roads Ottawa has a new action plan to make it the safest city for all users: <http://ottawa.ca/calendar/ottawa/citycouncil/occ/2011/12-14/cpsc/02%20-%20Safe%20Roads%20Document%201%20-%20Action%20Plan%20-%20English.pdf>
- “Stay Safe, Stay Back” stickers for trucks
- 1-metre sonar device, placed on the end of the left handlebar, making a beep to warn car drivers that they are passing too closely to bicycles

Panel Discussion: Why Cycling Matters To Communities

The four panelists invited to discuss the above topic are:

- **Steve Parish**, Mayor of Ajax invited those present to have him address their local councils or cycling committees.
- **Deb Doherty**, Councillor, Town of Collingwood, stated that cycling has a long history in Collingwood. There are 60 kilometres of cycling infrastructure in Collingwood. Twenty-seven years ago, the Georgian Trail was built on an old rail bed, to Meaford. Now, cycling infrastructure is a mandatory part of the official town plan.
- **Pat Hoy**, Director of Transportation, Grey County commented that 137 kilometres of roads in Blue Mountain area of Grey County have paved shoulders, good for cycling and for maintenance, with 18 more kilometres on the way. This is the top initiative, now the 2018 shoulder policy.
- **Dave Augustyn**, Mayor of Pelham spoke of the influence of Steve Bauer, winner of the first Canadian Olympic medal in cycling, who is from Pelham. The Steve Bauer Trail goes through Welland, Ontario. Pelham is the highest point in Niagara. Dave said that the people in Pelham started doing a series of small projects, and then made a plan. Just doing a bunch of small things is a way to make progress. Understanding the importance of making connections is key. Dave came to this realization when on a bike ride, reflecting on his progress in promoting cycling. He finally realized his accumulated progress, after doing many little projects.

Collectively, here are several important concepts in making progress in cycling:
Real progress starts when cycling is in the official plan, and part of the long-term capital budget. At this point, it becomes more resistant to changes in personnel. The viewpoint changes from “This is nice!” to “This is what we do.”

When a key gap is filled in a trail, the trail system will turn a corner, so to speak. Make sure the project is built-in, so it is part of what we do. It becomes a paradigm shift, when residents start to park the car from Friday to Monday. Paved shoulders are a big deal with road maintenance people. It is a positive for them, as well as cyclists.

Elect good people on Council in 2018. Look for cycling champions.

Put signs up for the 1-metre law.

Change engineering standards to Complete Streets standards.

Open Streets – shut streets to cars on a regular basis, as in Sarnia's Art Walk, which is very popular. After 10 years, it has grown to a huge event.

In Collingwood, during the Elvis Festival, Main Street is closed for 3 days - also, during Side Launch Days.

All in all, the conversation on cycling has changed a lot since 2010.

Bikes Bring People Together: Emerging Partnerships

Marlaine Koehler, of Waterfront Regeneration Trust, spoke about the Lake Huron North Channel Cycling Route, part of the Great Lakes Waterfront Trail. The Great Lakes Waterfront Trail stretches from the Quebec border, along the St. Lawrence, to Windsor, following the lake shores, and up along Lake Huron, towards Sarnia. The section from Sault Ste. Marie will be complete this summer, and then the only connections remaining in southern Ontario will be up the rest of the Lake Huron route, and from Sudbury to Almonte, through Ottawa to the St. Lawrence.

This huge project is possible with the cooperation of the partners, CAA, TransCanada Trail, Ontario Trillium Foundation, Ontario Government, Heart and Stroke Foundation, St. Lawrence Parks Commission, Ragnar Relay Series, Share the Road Cycling Coalition, Ontario by Bike, Ontario Trails Council, Ontario Provincial Parks, and many community, agency and conservation authority partners. Municipalities own and maintain the trail. The job of the partners is to bolster success and community confidence, make it easy for staff to do their jobs, promote community champions and staff. If the partners work with the willing, once the momentum has been established, the not-so-willing will soften.

The Ministry of Tourism is a key partner in the development of destinations.

Arthur Lo and **Brandon Quigley**, of the Region of Peel, work in planning on various projects in Peel. They work with several other partners, to bring many different activities to fruition. Some of the projects and participants are:

- School Travel work – Peel Safe and Active Routes to School involves Peel Police, OPP, school boards, City of Mississauga, City of Brampton, Town of Caledon, Peel Public Health nurses, and others.
- Bike to School Week – an event involving as many schools as will sign up (129 so far this year), in conjunction with Metrolinx.
- Active Transportation promotion in schools – Peel Public Health nurses assigned to each school.
- Bike Parking Program – Peel school boards, Active Living Department of the Region of Peel, donating bike racks (90 so far) to schools, developing deeper relationships with the school boards.
- Infrastructure: water mains and bike lanes – adding bike lanes to Dixie Road, from Lakeshore to the QEW, in Mississauga, partnering with Region of Peel Waterworks and City.
- Hurontario LRT AT links – Metrolinx, Cities, pushing for multi-use trail development.
- Multi-use trail: 10 kilometres along Lakeshore, plus the crossing of Credit River – Ministry of Transport Ontario

Creating a sustainable transport strategy and coordination of the cities with the regional governments, along with the various stakeholders, will get people out of their transportation bubble, to help solve social, environmental and economic problems with an integrated approach.

Darrell Blakely, of Cornwall Community Police Service, talked about finding the **right** people to act as partners.

One project he was involved with was Bikes and Badges. In the first year, 50 helmets, along with bells, lights and rules of the road, were given out. Last year, the atmosphere was more positive, and 90 helmets were given out. This year, Mr. Blakely is hoping for 100.

It is important to make an appearance in schools to talk about cycling and safety, but it must be more than once a year.

Some of the important factors for successfully promoting cycling with young people are:

- pride
- promotion
- planning and project management
- listening and learning

- a staged approach
- measurement

Just Add Bikes: Building the Movement

Julie Sawchuk, of Huron County, is a change maker, and she spoke about how she became one, and how others can do it too.

Ms. Sawchuk was a high school teacher, and an avid cyclist. She was training for a triathlon when she was hit by a car near Goderich, and paralyzed.

She became the lightning rod for change in her community, and the creation of the Huron Coalition. This coalition has partnered with local stakeholders and Share the Road, to create the Huron County Cycling Strategy, which is intended to improve cycling safety and enjoyment in Huron County.

<https://www.huroncounty.ca/wp-content/uploads/2016/10/3-2-17-UPDATED-Cycling-Strategy-FNL.pdf>.

In the next five years, a rail trail from Goderich to Guelph is planned.

If you have a plan, you need to:

- Decide. What is your experience? What is your expertise?
- Secure funding.
- R and D – Rip off and Deploy, or borrow and use good ideas from others, as Ms. Sawchuk and the Coalition did, from surrounding municipalities and cycling groups.
- Petition, to gain support.
-

The question of whether riding two abreast is recommended, it is necessary to make the law very clear, so everyone understands it. If we tell families and friends that kids will be out there on the road, maybe they will be more **careful**.

Hon. Steven Del Duca, Minister of Transportation

Minister Del Duca began his remarks with a brief story. He went to Hamilton, to give a speech, in which he was to make an announcement about the LRT. On his way, he was told not to give the speech in his binder, because there were changes, and a revised speech would be given to him.

He gave his speech from the loose pages that were given to him, and afterward, he was asked by an aide, why he hadn't mentioned the LRT. It was then that he realized that he had only read the front of each page, but that the speech was printed double-sided. He had only read half of the speech.

Mr. Del Duca was amazed that the speech had flowed so well, missing half of its content. The lesson he learned was that at least 50% of speeches is unnecessary!

Mr. Del Duca has been in the job for less than 3 years, and still, he has been the Minister of Transportation for the longest time since 1994.

In the present Liberal government, there are 3 important champions for cycling: Premier Kathleen Wynne, Minister Glen Murray, and Minister Eleanor McMahon. He asked those present to keep pushing him on cycling. He needs us to keep the advocacy coming, as there are so many pieces to transportation in Ontario.

As a lifelong resident of the GTHA, Mr. Del Duca has seen a lot of change, and so much is changing right now, that we need to keep pushing the levers of government, to get what we want.

One change is in attitude toward driving. Mr. Del Duca grew up in Etobicoke. He turned 16 in July 1989, and a week later, got his “365” driver's licence. In the fall, he got his full licence, just as all his friends did, when they turned 16. However, this is not the way it is today. Many students do not get their licences for years.

We need to provide options for students at an early age, to set habits for life. Where we need to be, is what cyclists are pushing for. We need to respect all road users, especially the most vulnerable.

Last year, the government committed \$10 million for new and improved cycling facilities, such as new cycling paths around York University, and another \$15 million, for routes along provincial highways, such as the Thousand Islands, Highways 33 and 17.

The recent Cap and Trade auctions and program may yield as much as \$225 million for cycling infrastructure, including local, provincial infrastructure and bike parking. There is to be new funding for this later this year.

Minister Del Duca stated that he had just, earlier in the day, posted a draft province-wide cycle path network, to be found at <http://www.mto.gov.on.ca/english/safety/province-wide-cycling-network.shtml>. There are to be 8000 kilometres of cycling routes to connect different areas of Ontario. Over 70% of Ontario's residents live within 5 kilometres of the cycling network.

Important: There are 30 days for comment online. The network needs to be identified and finalized. With the upcoming CycleON 2.0, they will refresh the website, and provide one-stop cycling information. The government NEEDS our INPUT. Please go to the website!