

Ontario Bike Summit

Update from Lisa

Day 1

Bicycle Friendly Community Presentation

- Bicycle Friendly Community - no platinum in Canada
- Toronto, Ottawa and Kitchener Waterloo are gold
- Aug 2 deadline this year, only once per year now
- Brampton is Bronze, last applied in 2021
- Must apply in 2025 to maintain or improve status
- Presentation from Waterloo, Kitchener and Ingersoll
- Friendly rivalry between Waterloo and Kitchener for implementing new infrastructure

Waterloo Fun Facts

- Population: 121,000

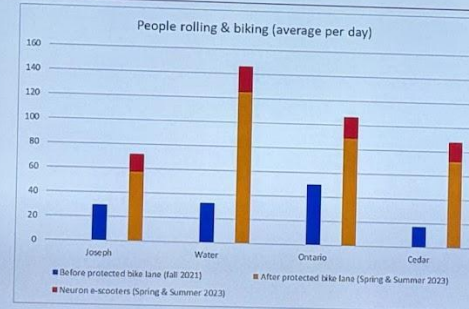
Fun Facts:

	Silver (2014) 	Gold (2018) 
On and off-road cycling facilities (in km's)	219	332
Trail Users	152,547	4,962,606

Today:

	2024
Number of on and off-road cycling facilities (in km's)	395
Trail Users	11,855,778

If we build it, will they come?



Kitchener

- Director of Transportation Services
- Silver level
- No parking minimum- first in Canada
- Makes housing more attainable
- Keep momentum through “Controversial” change
- Cycling generates more economic activity per trip than cars
- 2019 approve complete streets guidelines
- Done in-house to foster internal buy in
- [Highland road - wider sidewalks, cycle tracks, continuous sidewalk and cycle track](#)
- Used consultants to help with community buy-in
- Visited each ward for 10 weekends in a row
- Upgrade stone trails to pavement to allow winter maintenance
- 25km of All ages and abilities infrastructure (slide shows protected lane)
- First protected intersections
- Bike bar to rest on at intersections
- Kitchener's Complete Streets Guidelines [presentation](#)



Implementing a Road Diet

- Dr Jochen Echart
- Karlsruhe
- Famous for trams 420km of LRT
- One seat LRT/Regional Rail ride from city centre to suburbs
- Mode share 25% walk, cycling, transit, driving
- Road diets, necessary but not easy
- Capacity determined by intersections, not lanes
- Makes argument for slower speeds to reduce traffic noise
- This exercise is good to do with public to build support before Council

Counting Cyclists - eco counter



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Data-driven bike and pedestrian planning

Inform decisions on planning, maintenance and investment

Communicate success with local partners, funding agencies and the public

Justify Investments With Data

Evaluate Infrastructure Usage

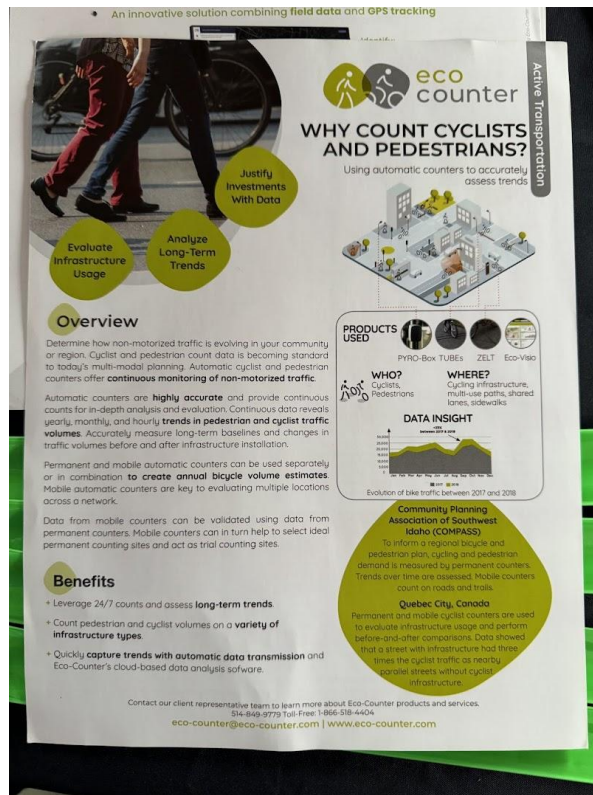
Analyze Long-Term Trends

Permanent and mobile automatic counters can be used separately or in combination to create annual bicycle volume estimates. Mobile automatic counters are key to evolving multiple locations across a network.

Data from mobile counters can be validated using data from permanent counters. Mobile counters can in turn help to select ideal permanent counting sites and act as trial counting sites.

Benefits

- Leverage 24/7 counts and assess long-term trends.
- Count pedestrian and cyclist volumes on a variety of infrastructure types.
- Quickly capture trends with automatic data transmission and Eco-Counter's cloud-based data analysis software.



An innovative solution combining field data and GPS tracking

eco counter

WHY COUNT CYCLISTS AND PEDESTRIANS?

Using automatic counters to accurately assess trends

Justify Investments With Data

Evaluate Infrastructure Usage

Analyze Long-Term Trends

Overview

Determine how non-motorized traffic is evolving in your community or region. Cyclist and pedestrian count data is becoming standard to today's multi-modal planning. Automatic cyclist and pedestrian counters offer continuous monitoring of non-motorized traffic.

Automatic counters are highly accurate and provide continuous counts for in-depth analysis and evaluation. Continuous data reveals yearly, monthly, and hourly trends in pedestrian and cyclist traffic volumes. Accurately measure long-term baselines and changes in traffic volumes before and after infrastructure installation.

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PRODUCTS USED

Pyro-Box TUBES ZELT Eco-Visio

WHO? Cyclists, Pedestrians

WHERE? Cycling infrastructure, multi-use paths, shared lanes, sidewalks

DATA INSIGHT

Evolution of bike traffic between 2017 and 2018

Community Planning Association of Southwest Idaho (COMPASS)

To inform a regional bicycle and pedestrian plan, cycling and pedestrian demand is measured by permanent counters. Trends over time are assessed. Mobile counters count on roads and trails.

Quebec City, Canada

Permanent and mobile cyclic counters are used to evaluate infrastructure usage and perform before-and-after comparisons. Data showed that a street with infrastructure had three times the cyclist traffic as nearby parallel streets without cyclist infrastructure.

Active Transportation

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Contact our client representative team to learn more about Eco-Counter products and services.
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INTRODUCING THE ECO-DISPLAY COMPACT

Our smallest, most versatile bike and pedestrian count display yet

Easy to Customize

Display Text Alerts

Robust & Durable

Lightweight, versatile & impactful

The Eco-DISPLAY Compact is our smallest, lightest, most portable bike and pedestrian count display ever developed with the needs of today's fast-changing cities in mind. Bike and pedestrian counts are displayed in real time, in addition to custom, dynamic text such as weather alerts, traffic updates, event information and much more. The complete design, including shape, branding and colors - of this high-impact communication tool can be customized depending on your branding needs and goals.

Benefits

- Simple to install & move around
- Easily interchangeable design
- Display live counts and text

WHO? Cyclists, Pedestrians

WHEN/WHERE? 24/7, 365 days per year. Rain, fog, snow or sunshine. Bike lanes, multi-use paths, cycle tracks, greenways, trails to train facilities, pumptracks and much more.

Ideal for temporary or permanent installations

The Compact can be easily attached to a wide variety of street furniture and is compatible with our bike and pedestrian counters, including mobile TUBE counters! The secure, resistant mounting bonds are easy to install, allowing you to display the Compact for short-term projects such as pilots, events, and demonstrating the impact of new infrastructure.

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The Joy Experiments

- Scott Higgins, Developer and author, in conversation with Diane Freeman, City of Waterloo Councillor
- There is an overlap between communities where people want to live and cycling infrastructure
- How are we engineering the experience of getting from a to b
- Good Cycling cities tend to be happy cities
- Are we building cities for joy?
- Does they foster social connections
- Cycling infrastructure also improves pedestrian realm
- What is the advocacy for? Don't just make it about safety and equity, but also about joy. Understand how people want to move
- If we change cities, we can change the world
- Need to build the complimentary infrastructure to support parking minimums
- Don't force an ideology without building the infrastructure

Day 2

Keynote Speaker - Dr Jochen Echart

- Professor Traffic Ecology in Karlsruhe, Germany
- Similar to Kitchener Waterloo, in size and age, has university
- Most bicycle friendly German city
- Local government can make a difference
- Bike mode share higher in Karlsruhe than rest of Germany
- Policy 1 : developing the tram system, one seat - region to city centre
- Policy 2: development towards multimodal mobility agency - regiomove
- Policy 3: development of car sharing
- Policy 4: integrated program for cycling promotion
- Political goal- be better than neighbour city
- Not only infrastructure but perception of being bike friendly leads to higher bike mode share
- Policy 5: sustainable urban mobility plan - an integrated approach to reduce the negative impact of cars
- Politics: consisted implementation of SUMP
- Most residential roads are 30kph, frame it as noise abatement
- Speed limit important strategy for push and pull towards Active Transportation
- Policy 6: living labs
- Policy 7: citizen science project, overtaking distances - open bike sensor
- Politics: stakeholder buy in
- key takeaway - planning administration important, integrated approach, experimenting, measuring, learning
- During winter, fewer cyclists, but about half are year round
- The LOS for cars should not impact the LOS of other modes!
- Climate mobility plans, good ones attract money from the state, 40% reduction over 15 years

Equity and Accessibility

- Infrastructure Canada. StatCan, Public Health presentation
 - [National Active Transportation strategy](#)
 - High comfort infrastructure has highest median use
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- David- TCAT - the demographics of cycling - Toronto
 - How age, income, race, gender, affect people's experiences
 - Findings from 2023 survey
 - Men more likely to own and ride a bike
 - Men more comfortable without separation than women
 - Lower income, new immigrants lower bike ownership, more use transit
 - Older people only felt safe on off road recreational paths
 - Sexual orientation, BIPOC, didn't find big difference
 - 64% of respondents rode a bike at least once a year
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- Brian Patterson, Urban Systems
 - Bus stop adjacent to cycling infrastructure
 - Case in BC, blind using bus, and lack of design guidance, human rights tribunal
 - People terrified of being hit by bike, felt denied access to transit, not knowing if a cyclist is approaching, and will stop for Island platform bus stop

Mayor's Panel - What does a BFC look like?

- Cam Guthrie, Guelph: Easy and safe
- Easy to stop at amenities
- Make it an easy choice for people
- Need to see leaders and decision makers embracing bikes
- See the community's value in its budget
- Government can't do it alone, partner with others
- Guelph - ambitious goals in ATMP- 3-10%
- 73km of dedicated infrastructure in the plan
- Bikes diverted from landfill. Available at dump
- **Frequent flyer complainers in more affluent areas, others don't know how to intersect with City Hall.** Going to invest in higher need neighbourhoods
- Expand network - street, trails
- Advocate to upper levels of government
- Better communication and education- the why for those who push back
- Better at storytelling the successes

Mayor's Panel - What does a BFC look like?

- Hilda MacDonald, Leamington Mayor
- Continuous trail very important for rural areas
- Biking became an issue in Essex because of migrant workers (10k)
- There were fatalities
- Need a no gap network
- Essex has bought rail corridors
- Connected Leamington, Kingsville, Lakeshore
- Trying to separate the bike lanes from pedestrians
- Want to build bike and pedestrian infrastructure to Point Pelée
- Goal - bike lanes and no trucks in downtown Leamington

Mayor's Panel - What does a BFC look like?

- Dorothy McCabe, Waterloo Mayor
- Needs to be safe and a complete network
- Opens up mobility options for people of all ages and stages
- Cycling is an affordable mode
- Can reduce need to own a car
- Council building on past success
- Committees very helpful
- Connecting network
- Improved winter maintenance
- Work with universities and college, very young population
- Lower speed limits
- Next 5 years: build a network active modes
- Build a carbon budget

Mayor's Panel - How can Ontario government help?

- Dedicated, stable funding makes planning easier
- A bigger pot of money
- Criteria can be too narrow
- Cycling infrastructure directly links to affordability
- It's also relatively quick to implement
- Think about cycling infrastructure as part of the broader affordability issue
- MTO needs to work more collaboratively with municipalities about highway interchanges
- Provincial legislation to set default speed limit at 40
- Expand where speed cameras can go

Mayor's Panel - Biggest Challenges

- The idea that cyclists are the problem, that bike lanes are never used
- Manage relationships and communications about drivers, try not to rub people the wrong way when advocating
- Bike parking

Safety and Accessibility Breakout Session

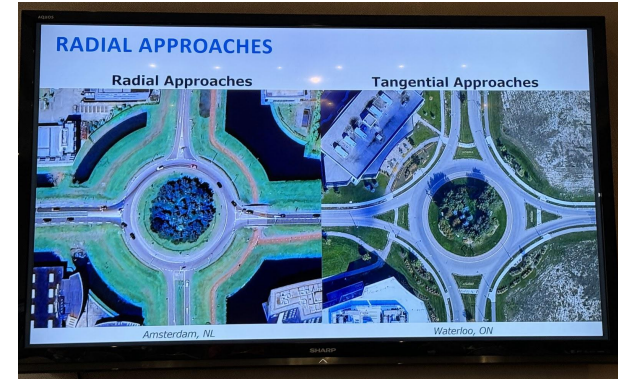
- Road safety audits (RSA)
- True North Safety Group Stephan Tsang
- Consistent application
- Clear delineation
- Address potential problems during design phase

- Island Platform Bus Stops
- Eliminates need for bus to pull into the bike lane to load and unload
- Discussed a consultation in Vancouver to make crossing the bike lane safer for vision impaired people



Safety & Accessibility Breakout Session

- [Protecting Vulnerable Road Users at Roundabouts](#)
- Narayan Donaldson, Mobycon.com
- Traffic signals are a traffic management tool not a safety tool
- Signals require people to obey. Need to be customized to work best
- Netherlands had 5500 traffic signals. Toronto has 2486
- Roundabout, entering traffic yields
- Safer for motorist, but not necessarily for pedestrians
- Rural roundabouts in Netherlands - cars don't yield since fewer cyclists, pedestrians, driver might get into habit of not yielding
- Tangential - In Ontario, tangential designs have been predominant and which feature wide angles and expansive sightlines which do not reduce speeds of approaching and exiting vehicles, but do reduce severity of collisions versus traffic light controller intersections
- Tangential designs do not consistently provide a safer or more comfortable experience for vulnerable road users compared to traditional signalized and uncontrolled intersections.
- Radial - feature sharper entry and exit angles which are proven to be more effective at slowing vehicles
- Supplementing radial geometry with features such as dedicated cycling facilities, buffers, landscaping and pavement textures can produce a roundabout that is safer and more comfortable for vulnerable road users than a tangential design



CycleWR Advocacy Group

- Surveyed members about cycling risk and preferences
- Even among member cyclists half prefer or only use residential or AAA (All Ages and Abilities) infrastructure
- Asked questions about different facility types and broke down data based on cyclist's risk profile
- Slides of questions available in link at end of presentation

Day 3

Trails

- Toronto presented Implementing the Bikeway Trails Plan
- Toronto presented Kipling Avenue Road reconstruction
- G2G is Guelph to Goderich rail trail, volunteer driven
- Waterloo presented ClimateActionWR

Why is the Region Focused on Separated Cycling Facilities?

Separable Cycling Facility Pre-Selection Nomograph
Urban/Suburban Context (Step 1)



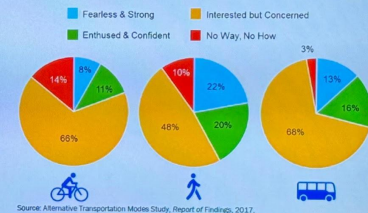
- Physically separating cyclists from motor vehicles is the **most effective tool to increase safety and cycling volumes**
- Motorists are concerned about colliding with cyclists on the road
- Separated cycling facilities decrease the pressure on the roads as more people move into the area
- >90% Regional roads operate outside the solid red line
- If maintained appropriately, also allows for safe winter cycling

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Why is the Region Focused on Separated Cycling Facilities?

- Most streets were designed to focus on car travel
- A significant percentage of short trips (trips under 8 km) are currently being taken by car
- Cycling on these streets is undesirable due to collision risk between motorists and cyclists
- Few cyclists (3-5%) are willing to cycle in mixed lanes; most are using sidewalks
- 50-70% of population is interested in cycling if they are separated from cars

EXHIBIT 3.18: ATTITUDES IN WATERLOO REGION TOWARDS CYCLING, WALKING, AND TRANSIT



Source: Alternative Transportation Modes Study, Report of Findings, 2017.

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Ontario's New Guidance for Protected Intersections

- [Link](#)
- Separates high-risk conflicts
- Eliminated large corner radii
- Defines the cycling path
- Reduces long crossing distances
- Eliminates overlapping crosswalks
- Maximizes visibility
- Reduces speed
- Better for cyclists, people with disabilities, children, seniors

Municipal Liability

- David T. Isaac
- Policy/operational distinction
 - You can't sue for policy decisions, but you can sue for how those decisions are operationalized
- What is “state of repair”
 - Cities must keep roads in a reasonable state of repair, which means people can use them safely

All (not quite) Party Cycling Caucus

- Catherine Fife (NDP), Mary-Margaret McMahon (OLP), Mike Schreiner (Greens)
- No PC representative
- The relationship between provincial and municipal governments has never been worse (Fife)
- 413, Bradford bypass push down priority for other projects
- Bill 23 took away \$5b from municipalities, added back \$2b
- Need dedicated cycling infrastructure funding
- PC Government imposing sprawl on municipalities
- 22% of Ontarians ride their bike every day
- Cyclists are eyes on the community
- Cyclists have better physical and mental health
- The best way to save people money is to get gas stations out of their lives
- French economic cycling benefit \$48b
- Quebec - \$1.2b
- 2.5m cycle tourism trips annually by Canadians but most outside Ontario
- Eleanor says they passed legislation requiring paved shoulders when redoing highways. Mike says not happening in Wellington county now. Sometimes you have to fight the bureaucrats even when government decided something
- "Tone at the top" matters
- Ontario Good Roads Association pushing Vision Zéro
- Mathew's Sweet - anti cycling voices are getting more organized and vitriolic
- Mary Margaret (Liberal) - 413 will get reversed
- We have to out-organize
- Need to build more capacity in advocacy

Photo Album of Slide Presentations