

# ONTARIO BIKE SUMMIT 2020

DECEMBER 1-3

ONLINE

Before the Summit began, Share The Road Cycling Coalition (STRCC) presented a training session, to minimize the technical issues and maximize the value of the Summit to all attendees. It was very thorough.

The set-up included a menu of the Summit on the left, a lobby with chatting capabilities, and advertisers' booths. A list of attendees was available, along with the ability to send private messages to them.

The system was well-planned, and few glitches occurred throughout the Summit. There is a 5-slide summary online, at [https://www.sharetheroad.ca/files/OBS2020\\_Summary.pdf](https://www.sharetheroad.ca/files/OBS2020_Summary.pdf)

## **The 2020 summit included these sessions:**

### **Tuesday, December 1**

#### **•Cycling during the pandemic and beyond, including remarks from The Honourable Caroline Mulroney, Minister of Transportation**

The Minister brought greetings from the Ministry of Transportation, and informed attendees of the comment period on updating regulations on e-bikes, as well as a possible pilot project on Cargo e-bikes.

#### **•Changing hearts & minds**

The main sponsor of the Summit was CAA.

Their message was that cycling has increased during the COVID pandemic, and AT is on the rise.

Some of the changes municipalities made to accommodate people during COVID were:

Toronto: major roads closed for AT, for a day at a time; 40Km of new bike lanes; 8-80 Cities helped collect data

Guelph: sidewalk expansion project; 1-way sidewalks, etc.; patios on roadways/pedestrianized downtown; rerouting downtown traffic successful

North Bay: Memorial Drive closed for 4 days (well-received); AT projects -connector routes; cycling police got positive feedback

Points to ponder: 1 – bikes can give positive results to groups with very different motivations; 2 – push for change, to fight against “If we want to get re-elected, we don't advocate for change”; 3 – real-life engagements work best, involvement by community members is increased by using a variety of methods, e.g., community D-I-Y bike hubs; 4 – make it easy to join campaigns and voice need for cycling infrastructure

In Peterborough, School Travel Planning is used in neighbourhood planning programs.

Engagement tools used are pop-up tables/tents in school zones, cafes, offers of stickers for participation, mapping existing journeys to school, walkabouts with stakeholders, led by residents, vision statements written by stakeholders.

Make sure to allow enough time, and provide food. It's a good idea to piggyback on school parent nights, etc.

Takeaways:

>1000 residents participated, and the consensus was that people want more social gatherings, an active website, better connectivity, slower traffic, trees, gardens, safe, accessible cycling infrastructure

### **\*WHEELS OF CHANGE AWARDS**

**There are three categories:**

**Community Champion(s)**

**Organization of the Year**

**Professional(s) of the Year**

**Perhaps we could submit nominations this year?**

**\*Bicycle Friendly Communities seminar**

CAA Michael Stewart (major sponsor)

Main points

In 2020, a year of major challenges, there were also many opportunities:

- the positive perception of bikes rose greatly
- road space for Active Transportation increased
- road closures for AT increased
- 25% of CAA members cycle
- CAA assistance can be given to members who are cycling
- the Dutch Reach is encouraged in CAA publications
- bike racks are available at CAA stores

Mississauga

Some interesting points

- Historian-led bike tour of village area of Mississauga
- Lakeview community bike ride
- Tour of Town of Port Credit, to see flags and artwork by residents
- Ride, clean up and yoga session in Lorne Park

- Sheridan College's bike repair hub-stand
- Peel Multi-Cultural Council plan for bike rides, along with other immigrant-focused services

## Durham Region

### Main points

- a major growth area, with 700,000 people, expected to grow by 500,000 soon
- made a video presenting joys of biking, and promoting cycling tourism
- updated the Regional Cycling Plan, to be approved in early 2021
- 2 surveys done, with the data gathered, used to update the plan
- Meadoway Durham is in the early planning stages, following existing trails and the Hydro Right-of-Way <https://www.trailforks.com/trails/meadoway-durham-draft-plan/>
- also working to improve Durham infrastructure and design, especially where trails cross regional roads and bridges; studying 75 crossings and bridges

## Saugeen Shores, on Lake Huron

### Main points on ways to improve bike infrastructure

- find partners to work with – they are key to gaining focus, money, volunteers, community outreach
- engage the Recreation Department, as they have strong local ties
- keep it local and grassroots
- leverage the parks, green space, trails that you have
- think of budget-friendly events/activities, such as providing bike valet service at other events

### •Association of Pedestrian and Bicycle Professionals (APBP) workshop

APBP website: [www.community.apbp.org](http://www.community.apbp.org) Memberships available for professionals for \$120, and advocates for \$88.

- ECO-Counter <https://www.eco-counter.com/products/>

### Main points

- there are 2 scenarios: pop-up counters, to be moved around; permanent counter stations, to be left in place year-round
- the pop-ups can be used to build a case, collaborate and integrate information
- the permanent stations can be used to answer questions, such as:

How many people ride in winter?

How do rain/snow days affect rides?

- a display counter is impressive, and attracts attention and consideration
- data can be integrated with other tracking programs, such as Strava, bikeshare company stats, and GPS

- consider having open data, and sharing it with ECO-Counter

Bike Maps <https://bikemaps.org/>

- Bike Safety reporting site, to gather info on dangerous locations, etc.
- bike safety info is limited, usually to police collision/casualty statistics, and not widely available
- no near-misses are recorded
- no single-bike crashes are recorded
- no injury and recovery information is recorded
- this site is useful for gathering otherwise unreported incidents, for the education of cycling advocates
- capable of recording details, including weather data
- anonymous, but includes demographics
- able to combine info from police, personal data
- able to be shared with municipality
- makes cycling danger hotspots apparent

Happy Maps <https://happymaps.org/>

- Bike Safety reporting site, to gather info on comfort levels of various streets and infrastructure
- able to report on level of fun, noise, scenery, and if it is good for newbies and kids

Please check out these two sites and give feedback to the sites. Brampton has one report for both sites together, made in 2014!

### **\*Cyclists and Roundabouts**

Roundabouts consist of a central island, sometimes splitter islands and yield lanes. Crosswalks are before the yield lanes. Bike lanes generally end at crosswalks.

In the Netherlands, injury at roundabouts is reduced 44-73%, compared to intersections. The low speed of roundabouts is helpful, as are the good sightlines.

### **\*Update on MTO's New Book 18 (which is coming soon!)**

Main points

- more separation of bike lanes
- universal accessibility
- 12 design issues in new version
- effort to include public consultation in changes included online survey, and a series of workshops at OBS
- new emphasis on design for all ages, bike-ability, equity (more detail)
- section on non-traditional bike types (more than recreation)
- consideration of Complete Streets – all interactions, spatial analysis, use of Strava data, different purposes – commuting on spine network vs recreation, quiet streets

- Section 4 has new design details, with 3 categories:
  - 1 physical separation - lanes (planters, bollards) tracks, MUPs
  - 2 designated space
  - 3 shared cycling – advisory bike lanes only in low traffic areas
  
- 3-step Selection Process:
  - 1 urban vs rural levels
  - 2 study of roadway, context, use
  - 3 animations to study intersection designs
  
- Section 8 has a 5-step implementation process, including determining the type of project, the support features needed, and maintenance standards and strategies.
- Designs are not mandatory, only guidelines; municipalities will now create own standards, but best practices will encourage consistency across province
- new treatments for mid-block cross rides and walks are in Book 18
- Book 18 does address conflicts between pedestrians and cyclists

## **Wednesday, December 2**

### **•Cycling tourism & trails**

Eleanor McMahon spoke of the changing attitudes to cycling, and advocated changing from a hydrocarbon to a carbohydrate society.

Main points, from various speakers

- champions are critical to cycling advancement, e.g., Mathieu Roy, VP of Trail Development, Trans Canada Trail, who says to give politicians reasons and justification to get to yes
- trails are having a moment – they have become a lifeline, as a low-cost way to get out in nature
- the Great Lakes Waterfront Trail was greatly improved by paved shoulders on Hwy 17 in 2015 and now has 3600 km of roads and trails
- the Great Waterfront Trail Adventure has become an annual event
- next year, the trail will be expanded along Lake Superior
- Blind River started very small, and added cycling/hiking/snowmobiling features, planted trees, installed gardens, artwork, phone-charging and bike repair stations, to attract tourism dollars
- North Bay Discovery Routes partnered with 40 groups, including snowmobile clubs, to create a network of trails
- the Voyageur Cycling Route started in 2013, and expanded eastward towards Ottawa, as well as westward, so it now reaches from west of Sudbury into Quebec, overlapping the Trans Canada Trail near North Bay and Ottawa
- the Northern Ontario Travel website has had a 58% increase in traffic over 2019, and adventure and cycling interest have grown exponentially, while motorized travel interest has dropped 31%
- the 132-km Guelph2Goderich Rail Trail has been a great success, largely created and maintained by volunteers, based on advocacy to bring 13 small towns together

- the G2G is totally wheelchair accessible, and passes through farmland
- funding is available from both federal and provincial governments, especially the ON Ministry of Tourism, to promote staycations and cycle tourism
- asking for support and partnering with such organizations as CAA, Trans Canada Trail and Share the Road will help with funding
- such projects as G2G will bring economic benefits to towns

**•Cycling & the new normal: Provincial perspective, a panel discussion with MPPs from all four parties Norm Miller (PC), Jessica Bell (NDP), Mike Schreiner (Green) and Steven Blais (Liberal)**

Main points

- Now that cycling is taking off, and bike sales are exploding, what opportunities are there to cooperate with colleagues in Queen's Park?
- NM: cyclist; cycling shouldn't be partisan; shouldn't have motorists vs cyclists; re CAA survey: motorists=cyclists; increased paved shoulders means we've moved on from cyclists don't belong on highways
- JB: 3 ways to collaborate: 1- road safety, raise penalties for drivers who injure AT people; ZERO deaths would be an opportunity for government to take credit; 2- when the Highway Act is opened up, make changes; 3- introduce amendments to bill before going to committee; Vision Zero Bill had lots of support – build on that
- MS: outside of legislature, create an all-party cycling caucus, to promote safety and education; through MPPs' offices, work to achieve all-party support; promote staycations and ensure a strong cycling component in tourism, and keep money in Ontario
- SB: there is much more cycling talk in villages and suburbs; Ontario should have a Road Safety Action Plan, like Ottawa's, which he worked on; they should pass the Ontario Plan proposed by JB
- all agree that a cycling caucus is a good idea; MS wants municipal representation on it; make it about all AT, not just cyclists; they need to educate other MPPs
- equity: look at design of cities to include cycling infrastructure, trails and parks in low-income areas; essential workers need access to AT infrastructure, and it would relieve transit crowding; cycling infrastructure should not be all in one place, as in downtown TO; connections should include rural access to jobs in towns

**•Building support and overcoming challenges**

This requires lots of NOT TAKING NO FOR AN ANSWER.

8-80 Cities worked on a temporary pilot project on Danforth, TO, to reduce speed and to effect a change in the car culture. It involved some furniture, barricades and paint, and created separated cycle lanes, two parkettes, music and exercise groups. It took 29 hours to set up, and the data recorded was a rise in active transportation, especially among women, greater diversity of age in participants, greater general activity, standing and sitting along the pilot section of the street. As a result of this pop-up, TO added 55 km of shared streets, as well as more cycle lanes.

Another approach is the “iterative approach”, which gets from A to Z via many small steps. The advice is to maintain a balance between “perfect” and “built”. Start with a pilot project,

learn from it, build, and repeat. An example is Hamilton's Cannon St Bikeway, which began as a pilot in 2017, was made permanent in 2018 and improved in 2019, with curb extensions and green paint, after some collisions.

In London, the King Street corridor required collaboration among all stakeholders. When eight options for street configuration were presented, they all worked together to produce a ninth option, which was a combination of the eight options. The consultations started with a public info session, then individuals, businesses, cycling organizations, and a second information session. Parking was removed from King and added to some side streets, after studying them.

### •Harnessing data in support of cycling: examples

One method to collect data is a large-scale, detailed survey, as was the 2019 household travel survey used in Kingston. The 22,000 person phone/email sampling was address-based. It had a 15.8% response, which is better than average. It was done before COVID, so the baseline is solid. The main takeaway is that cars are used least in central Kingston, and most in rural areas, while AT and transit are the reverse.

### Thursday, December 3

### •Equity, diversity and inclusion: Ontario examples

Discussion questions: Who is allowed to move freely outside, without fear of attack, fear of experiencing racism, etc? For whom is AT infrastructure built? What do you understand equity to mean? Have you heard the expression, "Bike Lanes are White Lanes"?

Main points:

- in planning, remember that different people use AT for different reasons
- remove barriers to bike-share programs
- create AT/bike-share access in low-income areas
- remove requirement for a bank account or permanent address for bike-share use (city subsidizes low/no-income riders)
- provide riding education
- have partner organizations do outreach to ensure subsidy
- make sure to purposely have many diverse partner organizations
- provide a bike-share station at the free-meal locations (e.g. Knight's Table)
- provide 3 free hours of bike use, as well as group-ride passes for 3 hours
- provide a varied sampling of adaptive bikes (3-wheel, cargo)
- provide tandem passes, so a trainer can train a rider

### •Connecting the cycling network

Here is a very useful link to a huge amount of data:

<[www.censusmapper.ca](http://www.censusmapper.ca)>

It is possible to overlay a map of cycling infrastructure for your community, on maps of various equity measurement distributions. This will allow gaps to be found, in terms of AT equity. Then cycling and accessibility infrastructure can be added in places where it is needed.

### •Connecting the cycling network with transit

Nelson Cadete reported on the status of AT in Brampton. He stated that the ATMP was created concurrently with the overarching Brampton Vision 2040: Living the Mosaic. This was very good, because it allowed more correlation in the plans.

There are four themes in the ATMP <<https://www.brampton.ca/EN/BUSINESS/PLANNING-DEVELOPMENT/PROJECTS-STUDIES/ATMP/Pages/Welcome.aspx>>.

They are:

- 1 Designing for Safety and Comfort
- 2 Connecting the Network
- 3 Providing Year-Round Mobility
- 4 Developing a Walking and Cycling Culture

as well as a Chapter on Implementation.

In #1, standards are stressed, following guidelines of Ontario Traffic Manual Book 18, Complete Streets. In #2, the plan is to take advantage of existing infrastructure, as well as construction and maintenance schedules and stand-alone projects, enhancing present street structures. In #3, winter maintenance is addressed, to make sure that all people who need to travel by various means, are able to get around after storms. In #4, education is promoted and implemented through many programs and activities, such as Bike to Work Day, Bike the Creek, Community Rides, CAN-BIKE training, as well as maintaining and updating the Brampton Cycling Map. The BCAC committee works with City staff, sharing neighbourhood and cycling knowledge. The City is studying such issues as new technologies, and development of a complete streets program.

The implementation chapter covers data collection, bike counters, cost estimates, and creating an update dashboard. Brampton Trail Loop, a 40-km loop through the middle of Brampton is virtually complete. As well, the City is working on filling in gaps in AT routes, as possible. This work is ramping up, and 2020 saw temporary bike lanes turned into permanent ones. Much more is planned for the coming year and beyond.

In Windsor, a bridge caused a bottleneck for cyclists, so \$9.8 million was spent to reconfigure it, with bike lanes and 350 m of tunnels, to give AT access to both sides of the city. In London, transit is good and safe, but getting to/from transit can be dangerous. There is a policy gap regarding this, in Canada. A survey of TTC riders found that 61% of them would cycle to/from transit, if bike infrastructure were there.

In Los Angeles, “The Metro Active Transportation Strategic Plan” was developed over ten years. It has templates for planning, but Portland, Oregon, has the only plan in North America, for getting to/from transit with AT.

Taking bikes on transit allows the number of people driving to transit to drop. Urban bike-share programs should be seen as a form of transit, and suburban bike-share programs should be used to get people to/from transit.

In London, the issue of bike parking was addressed by studying available bike racks and parking practices in North America, and designing a rack called Timo. The racks will be located near transit and other locations. They are refining and finalizing the guidelines for placement and design.

Newer trains, GO trains and LRTs are designed with bike storage, to make it possible to take a bike, and not leave it at the station/stop.

### •Connecting the cycling network with trails

Vaughn Super Trail, a 100-km concept, started in 1973, due to the oil crisis. In 2020, COVID renewed the interest in AT.

With the population going from 335,000 to 500,000 by 2040, and density increasing, the trail will be well-used, as a way to decrease congestion on roads.

The key problem in Vaughn is the same as Brampton's: no east-west trails, only north-south. The solution is the same too: a loop route. About 39% already exists. Michael Habib spearheaded the plan, between 2015 and 2020, with 12 over/underpasses in the route. Painting existing infrastructure is helping to promote it.

Also, AT people must go to planning meetings for other city construction projects, and pitch their vision. Communication is key. Branding and a catchy title help.

Pauline Thornham

### **Comments from Leslie Benfield:**

My personal impression was that the event was well planned. Because I am a techie I saw a few glitches that I am sure they will learn from, if they decide to have another virtual event. Being virtual also precludes the need to take a flight to attend a bike summit in another country, so that is a big plus for the cycling community.

However, I really missed the opportunity to network, and be in the same room with people. Another down side for me is that I was receiving calls from work, even though I was away from work.

What I liked, as well, was that they provided the video recordings after the event so we can catch up on anything we missed.

I would recommend the summit (in person or virtual) to anyone, as it was a great opportunity to see what other groups and cities are doing. It also allows me to appreciate the efforts and progress we have made in Brampton!

Leslie Benfield