THE REGIONAL MUNICIPALITY OF NIAGARA
REGIONAL NIAGARA BICYCLING COMMITTEE
REPORT 6-2012

Minutes of a meeting of the Regional Niagara Bicycling Committee held on Wednesday, September 18, 2012 commencing at 7:00 p.m. in Committee Room 4, Regional Municipal Building, Thorold, Ontario.

ATTENDANCE

Committee: Councillor Caslin (Chair); Mr. Adam Bunz; Mr. Joe D'Agostino; Mr. John Hoffner, Mr. Dave Hunt, Ms. Janice Makepeace, Mr. Pat Mahoney, Mr. Paul Pattison, Mr. Daniel Plante, Mr. Jeff Poulsen, Mr. John Swart, and Mr. Tom Whitelaw.

Staff: Mr. Phil Bergen, Transportation Planning Technologist; Mr. Scott Elliott, Niagara Regional Police Service; Ms. Landry, Regional Policy Planning; Ms. Jackie Gervais, Regional Public Health; Ms. Lisa McManus, Legislative Assistant.

Guests: Mr. Ken Forgeron, Regional Niagara Bicycling Policy Task Force.

Regrets: Councillor Sharpe, Councillor Petrachenko, Mr. Drew Seemple, Mr. Wade Smith

56. Moved by Mr. D'Agostino
   Seconded by Mr. Hunt

That a Presentation entitled Complete Streets for Niagara and Correspondence Item RNBC 31-2012 respecting Complete Streets for Niagara, BE BROUGHT FORWARD AND DEALT WITH AT THIS TIME.

PRESENTATIONS

57. Complete Streets for Niagara

Mr. Craig Rohe, Planner, Regional Policy Planning provided Committee members with a presentation respecting Complete Streets for Niagara.
Highlights of the presentation were, in part, as follows:

- Project Outline
- Process
- What Are Complete Streets?
- Realm of Responsibility
- Areas of Interest
- Why are they needed?
  - Issues:
    - Obesity
    - Air Quality, Noise and Heat
    - Economic Growth
    - Safety
    - Create Community
    - Promote Culture
- Site Selection
- Obstacles
- Roles, Responsibilities and Stakeholders

Moved by Mr. Mahoney
Seconded by Ms. Makepeace

That Mr. Rohe’s presentation respecting the Complete Streets for Niagara, BE RECEIVED for information.

Carried.

(A copy of Mr. Rohe’s presentation can be found attached to these minutes)

(Refer to Councillor Information Requests)

ITEMS FOR INFORMATION

58. Complete Streets for Niagara
    RNBC 31-2012

Moved by Mr. Mahoney
Seconded by Ms. Makepeace


Carried.
59. Bicycle Map – Meeting the Needs of Today and Tomorrow  
RNBC 43-2012

Moved by Mr. Mahoney  
Seconded by Mr. Plante

That this Committee recommends to the Public Works Committee:

That Memorandum RNBC 43-2012, September 18, 2012, respecting the Bicycle Map – Meeting the Needs of Today and Tomorrow, **BE RECEIVED** for information;

That Staff **BE DIRECTED** to investigate methods that would address the future structure, responsibility (print, revisions, distribution etc.,), funding, revenue and cost associated with the Bicycle Map; and

That Staff **BE DIRECTED** to contact Regional Niagara Bicycling Committee members for their input respecting the future of the Bicycle Map.

Carried.

60. Corporate Policy – Room Bookings  
RNBC 44-2012

Moved by Mr. Whitelaw  
Seconded by Mr. Poulsen

That Memorandum RNBC 44-2012, September 18, 2012, respecting the Corporate Policy and Meeting Room Bookings at Regional Headquarters, **BE RECEIVED** for information.

Carried.

(Refer to Councillor Information Requests)

61. Staff Direction from RNBC – Update  
RNBC 45-2012

Moved by Mr. Whitelaw  
Seconded by Mr. Hunt

That Memorandum RNBC 45-2012, September 18, 2012, respecting the Staff Direction from RNBC - Update, **BE RECEIVED** for information.

Carried.
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(Refer to Councillor Information Requests)

62. Deadlines for Agenda Items and Reports for RNBC Meetings
RNBC 46-2012

Moved by Mr. Bunz
Seconded by Mr. D’Agostino

That Memorandum RNBC 46-2012, dated September 18, 2012, respecting the Deadlines for Agenda Items and Reports for RNBC Meetings, BE RECEIVED for information.

Carried.

63. Agenda Items – Policy Task Force
RNBC 47-2012

Mr. Tom Whitelaw, Policy Task Force member, advised Committee members that there was nothing urgent to report at this time and that he would provide a formal set of minutes of the September 5, 2012 Policy Task Force meeting to the October 30, 2012 meeting of the Regional Niagara Bicycling Committee.

Moved by Mr. Whitelaw
Seconded by Mr. D’Agostino


Carried.

64. Inclusion of RNBC e-mail addresses on the Active Transportation List Serve
RNBC 48-2012

Moved by Mr. Mahoney
Seconded by Mr. Plante

That Memorandum RNBC 48-2012, August 16, 2012, respecting the Inclusion of RNBC e-mail addresses on the Active Transportation List Serve, BE RECEIVED for information.

Carried.

(Refer to Councillor Information Requests)
65. Ontario Ministry of Transportation – EA Study
Five Bridge Structures in the Cities of Thorold and St. Catharines
RNBC 42-2012

Moved by Ms. Makepeace
Seconded by Mr. Hunt

That Memorandum RNBC 42-2012 (dated September 18, 2012), respecting the Ontario Ministry of Transportation – EA Study Five Bridge Structures in the Cities of Thorold and St. Catharines, BE RECEIVED for information.

Carried.

66. Invitation to the Niagara Bicycle Summit in Welland
RNBC 49-2012

Moved by Mr. D’Agostino
Seconded by Mr. Hunt

That Correspondence Item RNBC 49-2012 (dated August 29, 2012) respecting Minister Bob Chiarelli’s response to the invitation to the Niagara Bicycle Summit in Welland, BE RECEIVED for information.

Carried.

67. Vibrant, Multi-Use Landscape Proposed
RNBC 50-2012

Moved by Mr. Whitelaw
Seconded by Mr. Plante

That this Committee recommends to the Public Works Committee:

That Correspondence Item RNBC 50-2012 (dated September 6, 2012) being an article in the Welland Tribune respecting Vibrant, Multi-Use Landscape Proposed, BE RECEIVED for information; and

That a letter be sent to the ShortHills Cycling Club and Bike Welland congratulating them for their proposed Vibrant, Multi-Use Landscape.

Carried.
68. **Marchetti’s Constant**  
    **RNBC 52-2012**

Moved by Mr. Whitelaw  
Seconded by Mr. Plante

That the Correspondence Item RNBC 52-2012 submitted at the meeting (dated September 18, 2012) respecting an excerpt from Wikipedia entitled, Marchetti’s Constant, **BE RECEIVED** for information.

Carried.

69. **Vive la Révolution**  
    **RNBC 53-2012**

Moved by Mr. Whitelaw  
Seconded by Mr. Plante

That the Correspondence Item RNBC 53-2012 submitted at the meeting (dated September 8, 2012) respecting an article from The Economist entitled, Vive la Révolution, **BE RECEIVED** for information.

Carried.

**OTHER BUSINESS**

68. **City of Thorold Bicycle Route Feasibility Study**

Ms. Landry, Regional Policy Planning; provided Committee members with a brief update respecting the City of Thorold Bicycle Route Feasibility Study.

Highlights were, in part, as follows:

- The study had examined the existing roadway network in the City of Thorold, compared it to the Regional bicycle network and determined the most feasible and logical links and created a connected bicycle network in the City of Thorold
- The most appropriate facility types for each of the routes had also been identified in the study.
- The RNBC through the Policy Task Force provided comments to the consultants working on the study
- An information report was received by the City of Thorold Council in July, 2012
The report had been referred to the Thorold Active Transportation Advisory Committee for review and comment
The study is available to the public for review and comment

Moved by Mr. Mahoney
Seconded by Mr. D'Agostino

That the update submitted at the meeting (September 18, 2012) by Ms. Landry respecting the City of Thorold Bicycle Route Feasibility Study, BE RECEIVED for information.

Carried.

69. Welland Bicycle Summit – October 4 and 5, 2012

Mr. John Swart provided Committee members with program details for the scheduled Welland Bicycle Summit that is to be held on October 4 and 5, 2012.

Moved by Mr. Hoffner
Seconded by Mr. Swart

That the Program submitted at the meeting (September 18, 2012) by Mr. Swart respecting the Welland Bicycle Summit, BE RECEIVED for information.

Carried.

(A hard copy of the Program submitted can be found attached to these minutes)

70. Attendance – Regional Niagara Bicycling Committee

Moved by Mr. Mahoney
Seconded by Mr. Hoffner

That this Committee recommends to the Public Works Committee:

That staff send a letter to those that have missed the necessary number of consecutive meetings, as per the RNBC's Terms of Reference, Section 4.5 respecting Absenteeism, and deem them to be a resigned member of the Regional Niagara Bicycling Committee.

Carried.
COUNCILLOR INFORMATION REQUESTS

Staff was requested to:

- Circulate the presentation respecting Complete Streets for Niagara to RNBC members requesting that they send their comments to Craig Rohe by October 14, 2012 (Refer to Minute Item #57) (Mr. Forgeron)

- Address the situation of how Task Force members will be able to meet and schedule rooms without staff representation present (Refer to Minute Item #160) (Mr. Poulsen)

- Show the directions from March 8, 2012 (Minute Item #24) and May 8, 2012 (Minute Item # 52) as complete and that Jillian Stephen provide Committee with an update at the October 30th meeting respecting the May 8, 2012 (Minute Item #54) request for a report on the review of the decal program on regional vehicles (Refer to Minute Item #61) (Councillor Caslin)

- Circulate an invitation letter to all Regional Niagara Bicycling Committee members asking if they would like their e-mail addresses to be included on the Active Transportation List Serve (Minute Item #64) (Councillor Caslin)

ADJOURNMENT

The Committee adjourned at 8:31 p.m. to meet again at 7:00 p.m. on October 30, 2012. in Committee Room #4, Regional Headquarters.

Councillor Caslin
Chair

Lisa McManus
Legislative Assistant

Janet Pilon
Acting Regional Clerk
Niagara Bike Summit

October 4 - 5 2012
Cycling in Niagara... Realizing our Economic Potential

Pre-Summit Ride & Reception
Thursday, October 4, 2012
5:00 - 7:00 pm
Roundtrip ride along the Welland Canal from Best Western, Welland, to Smokin’ Buddha, Port Colborne. Free bike valet.
8:00 - 9:30 pm
Reception at Best Western Plus Rose City Suites & Hotel, 300 Charles St., Welland. Free bike valet.

Niagara Bike Summit
Friday, October 5, 2012
9:00 am - 3:30 pm
Welland Community Wellness Centre, 145 Lincoln St., Welland

Keynote Speakers
April Economides, Green Octopus Consulting, Long Beach, CA
Dave Cleeston, Former Mayor of Madison, WI, Bicycle Friendly Community (Gold Level)
Janice Thomson, Niagara Parks Commission Chair & Niagara-on-the-Lake Chamber of Commerce Executive Director

To Register: www.sharetheroad.ca/niagara-bike-summit-15734
If you require any accommodations for a disability in order to attend and participate in meetings or events, please contact Niagara Region’s Accessibility Advisory Coordinator at 905-685-4223 ext. 3321 or accessibility@niagararegion.ca
Pre-Summit Bike Ride and Reception: Thursday October 4th, 2012

Best Western Plus Rose City Suites & Hotel, 300 Prince Charles Drive South, Welland

5:00pm – Guided Ride along scenic Welland Canal Parkway (paved & off-road)
8:00pm – 9:30 PM – Reception

Summit: Friday October 5th, 2012

Welland Community Wellness Centre, 145 Lincoln St, Welland

8:30am – 3:30pm

The Regional Niagara Bicycling Committee, in partnership with Share the Road Cycling Coalition, and the City of Welland, is hosting the first Niagara Bike Summit on October 5th, 2012. Designed for civic and business leaders, cycling advocates and Economic Development decision-makers, the Summit will focus on the economic impacts of cycling. Local and international experts will present on topics including:

- the value-added economic potential of Bicycle Friendly Communities
- bicycle tourism and events – successes and opportunities
- how downtown businesses can benefit from more bicycle travel

Confirmed Speaker List

Dave Cieslewicz – Keynote speaker - ex-Mayor of Madison Wisconsin, a Gold level Bicycle Friendly Community. Perhaps the best source of what he’ll present is found by searching Building the Bikable (their spelling not mine) City, a presentation for the Ontario Bike Summit by Madison Mayor Dave Cieslewicz. He’ll change it up to fit Niagara.

April Economides – Keynote Speaker #2 – founder of Green Octopus Consulting. If you go to www.greenoctopus.net you’ll see the list of things she’s been involved in, and that her specialty is revitalizing downtown cores through cycling and active transportation.

Eleanor McMahon – co- sponsor of the Summit. She was a professional lobbyest for her career, then when her husband got killed on a training ride in Milton by an unlicensed driver a few years ago, Eleanor turned all her energies to cycling advocacy. Her whole story is at www.sharetheroad.ca.

Janice Thomson – Niagara Parks Commission Chair, NotL Chamber of Commerce Executive Director, Tourism Partnership Niagara Board of Directors. This woman paid for the insurance of ViaRail employees to unload the bikes from the BikeTrain way back before cycle tourism was in vogue. She gets it! She’ll tell us how to get the attention of decision-makers on cycle tourism issues.
Jacquelyn Hayward Gulati - Manager Cycling Office, City of Mississauga. The deal here is that Miss has two full time people to deal with cycling. Part of the ask at the Summit is that each Niagara Municipality have a designated go-to person for cycling issues (part-time or someone who’s already on staff is fine). Jackie will talk about how to get there, and the benefits.

Pam Damoff – Oakville Ward 2 Councillor – involved in Oakville BIAs with April, and Oakville Cycles. Pam can tell us about her experiences with April and working with the BIAs. We are working to bring April back in January if the attendees like what they hear, and hold a workshop with any interested BIAs and such organizations from Niagara to Oakville.

Marleaine Koehler - Waterfront Regeneration Trust, The Great Waterfront Trail Adventure Tour, the new Lake Erie Bicycle Route. This woman has done more to put cycle tourism on the Ontario map than anyone. She’ll moderate one of our panels, talk about what’s new in bicycle tourism in Ontario, and plug all the benefits of her new tour along Lake Erie that will terminate in Niagara. If you need hard tourism numbers, she’s the one. Justin LaFontaine may join her.

Barry Sharpe – Mayor of Welland, Regional Councillor. Opening and welcome.

Jillian Stephens – Senior Transportation Planning Engineer for Niagara Region.

Dan Dakin – Business columnist for the Review, reporter for all three Sun Media papers, founder of Canadian Cycling Magazine

Scott Elliot will bring welcome and greetings on behalf of the NRPS.

Invited not confirmed speakers

Robin Garrett – CEO of Tourism Partnership Niagara
Ward 2 – Owner of Blue Mountain Resort.

Sponsors/Donations & Costs

We are working with the intention to be self-funding. Currently projecting costs of $5450 and revenues of $6050 including $1000 from RNBC budget, based on 100 attendees. We have sponsorship from: Royal Lepage & Pat Maloney, Pen Financial, Niagara Freewheelers, Niagara Region, Thornton’s Cycle, Liberty! Bikes, Bikefit, and Zoom Liesure, Mac’s Bikes, Niagara Wine Tours International, and 2 Wheels 2 Adventure. Every bicycle tour company in Niagara is a financial sponsor!

Attendees

To date we have 20 registrations, and we have sent 200 invitations 4 weeks ago, and another 110 are going now. We have just completed a pdf poster for distribution, done for us by Bike Welland’s Elise Gatti, which we will distribute mercilessly. We also intend to do a phone call follow up to key people.
Various groups like Niagara Health Promotion, Pelham Active Transportation, etc are forwarding notification through their networks.
Our Summit is included in StRCC’s newsletter that just went out this AM.

Media

Thanks to Dan Dakin, there will be a major story in the three papers pre-summit on the Tuesday, then a major wrap-up in all three post-summit on Saturday.
Cogeco TV will cover the Ride & Reception
CHCH TV will “likely” be at the Summit as of now.

Our Asks

We want the following takeaways or asks to be achieved by our summit:
- more emphasis on cycle tourism in the Region, both through promotion and developing infrastructure
- more applications for Bicycle Friendly Community Status. Going through the BFC process is simply the best way to engage a community and begin the journey. We really need our other two population centres to get on board
- that every municipality have a go-to person for cycling issues within their administration.

Where we need your assistance!

This summit is exceptional for a Regional Summit for a couple reasons:
- we have 2 keynote speakers that are extremely highly regarded, and can offer significant on-the-ground experience to attendees
- we have a high degree of industry support – financially and attendance.

It is all for nothing if we do not get councilors, Mayors, administrators and economic development people from the public sector of each municipality out to attend. And, we really need private sector business people that can benefit from hearing our to Keynotes to attend. We need for this summit to produce a few champions that like what they hear, and will go back into their communities and make something happen. Here’s how you can help – contact them and get them out!!!
Marchetti's constant

From Wikipedia, the free encyclopedia

Marchetti's constant is a term for the average amount of time spent travelling each day, which is approximately one hour. Developed by Venetian physicist Cesare Marchetti, it posits that although forms of urban planning and transport may change, and although some live in villages and others in cities, people gradually adjust their lives to their conditions (including location of their homes relative to their workplace) such that the average travel time stays approximately constant.\[1\][2] Even since Neolithic times, people have kept the time at which they travel per day the same, even though the distance may increase.

Activist, consultant and author Peter Newman often makes reference to Marchetti's Constant in his arguments for sustainable urban planning and transport.\[3\]

A related concept is that of Yakov Zahavi, who also noticed that people seem to have a constant 'travel time budget'. Zahavi's work is cited by David Metz in his book 'The Limits to Travel' (2008) published by Earthscan, London p. 8. Metz refers to the travel time budget as 'a stable daily amount of time that people make available for travel' (ibid). Metz cites data of average travel time in Britain drawn from the British National Travel Survey in support of Marchetti's and Zahavi's conclusions. This work casts doubt on the contention that investment in infrastructure saves travel time. Instead it appears from Metz's figures that people invest travel time saved in travelling a longer distance. The point is also made in a 2009 paper by Yves Crozet: 'Economic Development and the Role of Travel time: The key concept of accessibility' published in Commissioned Papers for the 4th International Future Urban Transport Conference of the Volvo Research and Educational Foundations, Gothenburg, Sweden, April 19–21 2009.

References


http://en.wikipedia.org/wiki/Marchetti's_constant 18/09/2012
http://www.cesaremarchetti.org/archive/electronic/basic_instincts.pdf


Categories: Urban studies and planning stubs | Urban studies and planning | Urban geography | Commuting | Transport economics | Transportation planning | Sustainable transport

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Transport to cities

Vive la révolution

CHICAGO

A cycling renaissance is taking place in America

More and more Americans are taking to the road on two wheels. Between 1977 and 2009 the total number of annual bike trips more than tripled, while the bike's share of all trips rose from 0.6% to 1%. Commuting cyclists have also increased in number, with twice as many biking to work in 2009 as in 2000.

Cities are increasingly trying to be bike friendly. Among them, Chicago wants to become the most cycle-friendly large city in the country—and has said it will build over 30 miles of protected cycle lanes this year. At the moment it ranks fifth, according to Bicycling magazine. Ahead of it are Washington, D.C., Boulder, Colorado, Minneapolis and Portland, Oregon. And cycling is growing fast in all these cities, as it is in New York and San Francisco.

The growth comes thanks to cycle-friendly policymaking and increases in government spending. In Portland, which brought in a comprehensive programme, cycling levels have increased sixfold since the early 1990s. In Chicago the motivation is to improve the quality of life, and thus encourage both businesses and families to move there.

In a forthcoming book, “City Cycling”, John Pucher and Ralph Buehler argue that the bike boom needs to be expanded to a broader cross-section of people. Almost all the growth in cycling in America has come from men aged 25-64. Rates of cycling have actually fallen slightly among women and sharply among children, most probably because of nervousness about safety. But in fact cycling is getting safer all the time. According to a paper by Messrs Pucher and Buehler with Mark Seinen, fatalities per 10m bike trips fell by 63% between 1977 and 2009, from 5.1 to 1.8. In their book, the authors claim that the health benefits of cycling far exceed the safety risks.


HMOS usually gave a fixed fee for each patient to groups of doctors and hospitals—if a patient got too expensive, the groups bore the cost. Now lost money. Patients complained that HMOS discouraged doctors to skimp on care (“drive-through deliveries”, with mothers ejected from hospital soon after birth, were particularly notorious). For some, the acronym “HMOS” remains lodged in the pantheon of toxic terms, somewhere between “rationing” and “death panel”.

The 1990s are not being repeated, but some elements are. Vanguard is a “patient-centred medical home”, an absurd term for a promising idea. The “home” does not house patients; rather Vanguard is a hub, where a group of doctors oversee the health of patients. It is part of a broader experiment with Horizon Blue Cross Blue

Health-care services

The good old ways

VERONA, NEW JERSEY

Doctors and hospitals are rediscovering a few ideas from the 1990s

Janet Duni has a tiny office and a wide reach. From her desk in the heart of Vanguard Medical Group in New Jersey she combs through data, helping to co-ordinate care for thousands of patients. She checks on those who have recently left hospital, for example, and tries to encourage best practice among the staff. Thomas McCarrick, a primary-care doctor and chief medical officer, is grateful for Ms Duni's help. Working with her, he hopes to lower costs, see more patients and keep them well—the holy grail of American health care. But Ms Duni is not Vanguard's employee. She works for an insurer.

Beneath the interminable squabbles over Barack Obama's health law, a transformation is taking place. To date most doctors have been rewarded for providing more rather than better services. This is unsustainable. Health care gobbles nearly 18% of GDP. Now a myriad experiments are under way, as described in the newest issue of Health Affairs, the wonk's Bible. Some programmes are prodded by Mr Obama's reform. Others are independent of it. But they share a common goal: pushing doctors and hospitals to provide better, cheaper care.

This seems familiar. In the 1990s health maintenance organisations (HMOS) used primary-care doctors to co-ordinate patient services and try to lower spending.