THE REGIONAL MUNICIPALITY OF NIAGARA
REGIONAL NIAGARA BICYCLING COMMITTEE
MINUTES

RNBC 7-2015
Tuesday, November 3, 2015
Committee Room 4
Niagara Region Headquarters
1815 Sir Isaac Brock Way, Thorold ON

Committee: Councillor Quirk (Committee Chair), K. Forgeron (Committee Vice Chair), Councillor Timms, C. Hunt, P. Maloney, C. Thompson, E. Van Vliet, T. Whitelaw.

Absent/Regrets: Regional Chair Caslin; Councillor Campion; J. Charlebois, M. Griffiths.

Staff: M. Dilwaria, Associate Director, Transportation Systems & Planning, A. M. Norio, Legislative Coordinator, N. Palomba, Director, Transportation Services, K. Ranjan, Manager, Transportation Systems & Planning, R. Tripp, Commissioner, Public Works.

Others Present: L. Thompson, Regional Marketing Planner, Ministry of Transportation.

1. CALL TO ORDER
Committee Chair Quirk called the meeting to order at 6:32 p.m.

2. DISCLOSURES OF PECUNIARY INTEREST
There were no disclosures of pecuniary interest.

3. PRESENTATIONS
There were no presentations.

4. DELEGATIONS
There were no delegations.
5. **ITEMS FOR CONSIDERATION**

5.1. **RNBC-C 24-2015**

Terms of Reference for the Transportation Steering Committee (TSC) and the Active Transportation Sub-Committee (ATSC)

Moved by Councillor Timms
Seconded by K. Forgeron

That this Committee recommends to the Public Works Committee:

That Memorandum RNBC-C 24-2015, dated November 3, 2015, respecting the Terms of Reference for the Transportation Steering Committee (TSC) and the Active Transportation Sub-Committee (ATSC), **BE RECEIVED**; and

That the Terms of Reference of the Active Transportation Sub-Committee **BE AMENDED to include representation from at least two Regional Councillors.**

Carried

**Councillor Information Request(s):**

Consider the comments submitted by Ken Forgeron, for the final draft of the Active Transportation Sub-Committee Terms of Reference. The comments are attached to these minutes as RNBC-C 29-2015.

6. **CONSENT ITEMS FOR INFORMATION**

That the following items **BE RECEIVED** for information:

**RNBC-C 22-2015**
Ontario Municipal Cycling Infrastructure Program
Expression of Interest Submission
Merrittville Highway, Thorold

**RNBC-C 23-2015**
A memorandum from N. Guglielmi, Manager, GIS Services, IT Solutions, dated October 20, 2015, respecting Upcoming Changes to Scenic Bike Routes

**RNBC-C 25-2015**
A discussion paper from the Canadian Institute of Transportation Engineers respecting Narrower Lanes, Safer Streets
7. **OTHER BUSINESS**

7.1. **Toronto International Bike Show 2016**

Committee members discussed participation in the Toronto International Bike Show being held on March 4 -6, 2016 and options to enhance the display and materials available.

7.2. **Complete Streets Forum (Toronto Centre for Active Transportation)**

Curtis Thompson and Ken Forgeron, Regional Niagara Bicycling Committee members, provided information on the 2015 Complete Streets Forum. A copy of their summary from the forum is attached to these minutes as RNBC-C 28-2015.

7.3. **Reflective Paint**

Lisa Thompson, Regional Marketing Planner, Ministry of Transportation, provided information on a new product called Life Paint, made by Volvo, that is a clear, highly reflective paint that can be sprayed on items and shows up reflective under lighting. Life Paint is available from any Volvo dealership.

8. **NEXT MEETING**

The next meeting will be held on Wednesday, December 2, 2015 at 6:30 p.m. in Committee Room 4.
9. **ADJOURNMENT**
   The meeting adjourned at 8:30 p.m.

________________________________ _______________ _________________
Councillor Quirk
Committee Chair

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Ann-Marie Norio
Legislative Coordinator

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Ralph Walton
Regional Clerk
Comment Submission on Proposed Terms of Reference for Transportation Steering Committee and Active Transportation Sub-Committee

Submitted by Ken Forgeron, Regional Niagara Bicycling Committee Member

November 3, 2015

1. ToR for TSC (Part 1)

- My preference is for the RNBC to remain as it currently structured and not amalgamated with TSC (see my September 9 notes attached)
- I disagree with the statement in TSSC-C 15-2015 (Pg 3 of 8) that the RNBC has delivered on its mandate. This implies that its work as reflected in its Strat. Plan and work plans has been completed, rather its work is ongoing and quite diverse.
- I am very concerned that the voice for AT will not be given much attention at a TSC given the very high level, strategic areas of focus and priorities. Will new members of TSC have any background or connection to what is happening locally, Regionally, or Provincially on AT matters given their other transportation issues? Will bicycle tourism, education, encouragement enforcement for example, be on their radar?
- Pg 4 TSC “may” set up sub-committees? Should be “shall” where it concerns AT.
- Pg 5 The list of AT areas of Strategic focus is far too narrow and does not appear to include… See pg 5 Policy work: local bike networks, policies, studies (eg Pelham AT Plan), bicycle parking in zoning, Planning and design guidelines, Provincial policies (next phase of Cycle On Strategy, Encouragement/Education: Bike show, tourism, mapping, Bike Friendly Communities/Business Network, EA reviews. These should be included on any new T of R.
- Pg 6 Under Sub-Comm. (of which the RNBC/ATSC) would be part Are considered to “time limited” – “project specific” “specific deliverables” “defined time period” This does not reflect the work that the RNBC/new ATSC does
• Pg 7 Meetings
Meeting minutes of TSC included on PWC mtgs for information. Often RNBC minutes include “recommendations for approval”. The proposed T. of R. should be amended to reflect this. Unfortunately this process of review and approval included one extra step (ie approval by TSC before going to PWC and Council. Fortunately provision has been made to by-pass TSC – directly to PWC (Bottom of Appendix 1)

• Pg 7 Amendments to T of R
Proposals “may” require approval of a majority…. Should be changed to “shall” Leaves things to discretion of staff, may not be supported by TSC or ATSC

• Appendix 1
“Sub Committees as Required” – hasn’t this been established already for ATSC?

2. T of R for ATS (Part 2)

• Pg 3 of 9 (1st paragraph) General
The role and requirements of the Regional Official Plan as approved by Regional Council should be referenced here (eg Bicycling policies and bicycle network)

• 2nd paragraph is incomplete at the end of sentence

• Pg 3 Mandate
The mandate of the ATSC should include “advocacy” not just “advice and recommendations”. This is referenced in the chart – first row (advocacy)

• Pg 3-4 Areas of Strategic Focus
Like I outlined earlier, the list of areas of focus should allow for a broader range of projects that are very important from a cycling standpoint

• Pg 4 Membership (and Sect 7 pg 6)
I feel very strongly that the Chair of the ATSC should be a Regional Councillor. This has been a strength of the RNBC over last 20 years and the envy of similar committees in Ontario. The political chair can speak at Standing Committees and Regional Council

• Pg 5 Why does the make-up of the ATSC works groups (i.e. Policy, Network, Education/Encouragement Task Forces) need the “endorsement” of TSC. Delete this! – Not workable for time sensitive projects
• Pg 7 Meetings of workgroups (ie Task Forces) should be scheduled whenever they please

• Pg 7 Quorum (for a Sub-Committee?)
  I would prefer that this be deleted. Work with members present. TSC, PWC, Regional Council are the decision makers. Quorum slows down/stops the process of important work.

• Pg 8 Par 9 & 10
  Meeting notes “and recommendations” should be recorded in the minutes and forwarded to TSC

• Pg 9 Amendments
  Like the wording for TSC, amendments should be discussed by the ATSC and their merits outlined
Memo to: Members of the Regional Niagara Bicycling Committee

From: Ken Forgeron
Member

Date: September 9, 2015

Subject: Comments on Proposal to Merge the RNBC and TSSC into a STAC

The purpose of this memo is to inform the Committee of my observations and recommendations regarding the above proposal.

1. After considerable thought and discussion, my preference and recommendation is that the RNBC and TSSC not be amalgamated. Like the GNCR Committee, the RNBC should remain as a stand-alone advisory committee with the Regional Public Works Department as the lead department, with significant and regular representation from:
   - The Planning and Development Department,
   - The Public Health Department,
   - Police Service, and
   - Venture Niagara (now an important lead on bicycle tourism initiatives for Niagara)

2. While the amalgamation the RNBC and TSSC into a STAC may be “administratively efficient” from operations and staffing perspectives, in my view it weakens and waters down the “effectiveness and technical efficiency” of Niagara’s longstanding role and leadership in bicycle transportation initiatives.

3. It is my understanding that the proposed STAC will be charged with many significant and key corporate/strategic transportation planning functions like:
   - A broader transportation master plan,
   - The NGTA Corridor initiative,
   - Bringing Go Rail to Niagara, and
   - A Mobility Hub Strategy

These are very important strategic initiatives that will require significant staff and Council attention. While the voices of bicycling and walking should be heard around the STAC table, the large corporate areas of Regional transportation focus involving cars, trucks, rail, ship and planes will likely take centre stage and drown out the voices of active transportation. As I have observed from past practice on TSSC, the interest in bicycling and walking got very limited play at that Committee.
4. The proposal for STAC allows for a maximum of 3 “time limited” working groups that presumably would be struck to address the broad range of transportation issues of the Committee. Historically, the RNBC had 3 very active working groups (Task Forces of the main Committee) working on a wide diversity of policy, bicycle network/engineering, education/encouragement and enforcement projects. That work led to very productive outcomes and made Niagara a leader the Provincial bicycle transportation context. We presented project results at numerous conferences including the Velo-City Global conference in Vancouver in 2012. In my view, this work would be significantly reduced and not allow for “time sensitive” involvement or Regional “nimbleness” on projects that come along e.g. Commenting on local municipal planning projects, EA’s, or Provincial policy initiatives involving bicycling.

5. The possible merging of Committees (including the GNCR Committee) has been hotly debated for several years now, including the T. Dobbie report. Those recommendations to merge were not supported at the RNBC, GNCRC, Standing Committees or Regional Council. The key rationale/benefits for not merging have not changed in my opinion.

6. It is my opinion that the RNBC should remain as a stand-alone advisory committee focusing its efforts on bicycle transportation and recreation which is growing in importance across the Province. In terms of future liaison with TSSC or STAC, the political Chair of the RNBC, could continue to represent and advocate for the interests of cycling when the need arises at that venue.

Ken Forgeron
Member,
Regional Niagara Bicycling Committee
Memo to: Councillor Quirk, Chair, and Members of the Regional Niagara Bicycling Committee

From: Curtis Thompson and Ken Forgeron, Members of the RNBC

Date: November 3, 2015

RE: Highlights of the 2015 Complete Streets Forum:
“Moving Conversations!”
Toronto Centre for Active Transportation (TCAT)
October 1, 2015

The following is a summary of some of the highlights from the recent TCAT forum which was attended by Curtis Thompson and Ken Forgeron. TCAT provided the following synopsis which succinctly outlines many of the forum highlights. Also, included are some additional points made at sessions we attended which may be of interest to members of the RNBC.

TCAT Summary:

“On October 1st, close to 250 planners, engineers, and researchers from across North America and beyond attended TCAT’s 8th annual Complete Streets Forum at the University of Toronto’s historic Hart House in downtown Toronto.

Leading up to, and following the conference day, delegates also participated in pre-conference and post-conference events, including a Queens Quay walking tour, a Scarborough cycling tour, and an Open Streets workshop. The pre-conference activities wrapped up with a casual get-together at Buddies in Bad Times, featuring live music by Evalyn Parry and a lively public lecture by one of our keynotes, Veronica O. Davis, followed by a fantastic conversation facilitated by Malvern community leader Alex Dow. A post-conference master class workshop to design safe intersections for all road users was an inspiring and practical finale.

Over the three days, delegates engaged in an open knowledge exchange that built on previous Complete Streets Forum themes. This year’s Forum featured 4 engaging keynote speakers, as well as 44 break-out session speakers and 16 moderators all of whom addressed this year’s themes: Plan it; Build it; and Ensure that “They Will Come.”

Some highlights included:

Dr. Monica Campbell’s Why Complete Streets are Healthy Streets detailed the numerous health benefits of walking and cycling and how they have been shown to outweigh the safety risks.

Charles Marohn’s Responding to Congestion with Complete Streets tackled the complex cultural and economic issues faced by planners and engineers as modern cities fight traffic congestion.
Veronica O. Davis’ *Who is ALL and what is Complete? A New Way Forward for Engineers* offered an engaging and unique perspective on how diverse transportation stakeholders and users’ needs can be addressed.

Johan Diepens’ breakout session *The Right to Come Home: Shared Space, Woonerfs, and Safe Streets for all Road Users* drew on key elements of the Dutch experience in creating people-oriented cities that provide safe forms of mobility for all including the most vulnerable.


TCAT Director Nancy Smith Lea concluded the day with a heartfelt call to delegates to be moved by the conversations that took place throughout the Forum, and to remember that we can actually save lives by the work we are doing together to complete our streets.”

*Copies of all of the forum presentations can be found by clicking on the following link:*

http://www.tcat.ca/knowledge_types/speaker-presentation-csf2015/page/2/

**Other Highlights:**

1. **Sessions Attended by Ken**

   - Data collection on participation rates is critical to future planning efforts. Toronto has found that separated bike lanes has led to a doubling and tripling of the number of cyclists along Adelaide and Richmond streets.
   - Toronto is looking to incorporating international best practices toward a “Vision Zero” approach in its roadway/trail design work.
   - 2/3rd of all pedestrian deaths in Toronto are due to driver error. But the number of cycling injuries and death is coming down over time due to better infrastructure.
   - Historically cities have overbuilt and designed roads for peak rush hour traffic.
   - Use of well-designed roundabouts is found to be safer for all road users.
   - Wider roadway lanes lead to higher speeds and more accidents.
   - Slow down traffic through better street design techniques.
   - Great streets create wealth, lead to more intensive/diverse land uses, lower speeds, are highly accessible, safe, prioritize pedestrians, bikes and transit over auto/truck traffic.
   - The metric for success: the number of people on the street (an indicator species).
   - “Productive” streets accommodate automobiles in an environment dominated by people.
   - To deal with congestion, intensify the land uses, which will lead to more productive areas.
   - Toronto has amended its Official Plan to include a vision for Complete Streets. Also, it is developing CS Guidelines to provide a framework to improve decision-making. It will address safety, mode choice, accessibility, context sensitivity, livability.
New development standards should require a grid pattern of streets (no cul de sacs) and sidewalks on both sides of a street.

Evidence shows that the secret for safer streets is NARROWER LANES! [A copy of the study outlining this finding is included on tonight’s RNBC agenda]

Wider, over-designed streets (e.g. >3.6 metres) are unsafe. 3.0m to 3.3 metres on collectors and arterials are safer from a review of the crash data, especially where road diet projects are implemented. Exceptions are made for bus routes in Chicago. Speed limits on local (not arterials) streets should be 30 km/hr. Quebec is quickly adopting this approach.

Municipalities should start developing and adopting bicycle “level of service” standards.

In designing Complete Streets, everyone needs to be at the table earlier (including diverse stakeholders from the neighbourhood unofficial mayors to non-traditional communities like the homeless).

Engineers need to help change the conversation:
- From traffic flow to traffic safety,
- From vehicle throughput to people throughput, and
- From on-street parking for cars, to accommodating people.

Use of “pop up” meetings on the street can get lots of public input on projects. Cheaper and more nimble public engagement method.

Use pilot projects on a small scale and incentivize public transport.

Toronto has done much work on the complex task of developing a way finding strategy (including for cycling) through a pilot study. [Ken will provide Kumar Ranjan with contact information for the staff person at the City of Toronto who has offered to provide advice to Niagara in its future work on this topic].

Ajax has given active transportation planning and Complete Streets significant prominence in both its Official Plan and Transportation Master Plan. They are applied rigorously in both development applications (e.g. subdivisions) as well as capital projects (e.g. EAs). Winter plowing of off-road multi-use trails is a requirement.

To implement Complete Streets approaches in its roadway program, Peel Region characterizes its roadways (into 6 types) after considering transportation and land use matters e.g. how does land use impact roadways? What is the purpose of the roadway, to move traffic or people?

Across the globe more communities are embracing “Vision Zero”: a commitment to eliminate traffic fatalities and severe injuries among all road users. A systems approach is taken to injury prevention. The concept originated in Sweden and starts with the belief that everyone has a right to safe mobility.

Sweden believes 1.) it must design streets for lower speeds, 2.) Use speed cameras for enforcement purposes and, 3.) Reduce posted speed limits.

Speed matters most: higher the speeds the higher the likelihood of injury/death and vice versa

Data (police and hospital records) = Knowledge. Need to understand why and where accidents occur to figure out what to do.

Political leadership and legislative changes are required to bring about massive cultural change.

Build a “Minimum Grid” of bikeways and avoid gaps.
2. **Sessions Attended by Curtis**

**Session 1: Transportation and Health Working Together**

Staff- (Halton Public Health & Burlington Engineering Techs)

- Halton Public Health joined Burlington's local Bike Committee
- Burlington Cycling Committee reviews the engineering drawings as they arise
- Inventory of bike racks per school in Burlington was carried out, compared with the ZBL
- Heavy youth engagement, youth also support active transportation much more favourably than older demographics
- Surveyed adults at free luncheons
- "In a car-culture" what happens when age related health concerns limit one's ability to drive?"
- Young families are usually the busiest, so staff went to them and focused on school related travel as the predominant medium of concern

**Session 2: Marketing Complete Streets: The Individualized Approach/Market Segmentation**

- Social norm- viewing other people cycling makes it easier for others to cycle
- IM = Individualized Marketing
- Phase 1- Survey segmentation (interested/regular/not interested) exclude those who won't help
- Phase 2- Motivation & Information (take orders for custom transportation info, hold events. Deliver info via custom packets, in person. Follow up with community outreach)
- Phase 3- Evaluation
- The goal should be to increase the number of people cycling and not lowering the # of SOV trips

**Veronica Davis**

- Instead of talking directly to certain cohorts of the population about transportation go through Service providers that deal directly with these people on a regular basis to reach out to (eg. Single mothers that work 3 jobs)
- Pilots without consultation- residents hate surprises, should be clear with the community the data to present and the data should be given to them for grounds for the pilot

**Session 3: Complete Streets in Toronto & Hamilton**

- Creating a new route near an existing route is less effective than creating a cohesive network (not that the route shouldn't be implemented, but that perhaps later on is more prudent)
- Hamilton public screwed pylons around street corners to enlarge the sidewalk corner areas. City ended up making a permanent concrete adjustment!
Session 4: Winterizing Cycling in Montreal

- Winter cycling is done for same reasons as summer...also other transportation systems are saturated
- Bi-directional cycle tracks are preferred during the winter time because buffer space allows for snow storage
- Ottawa's Churchill St has bike lanes adjacent and at-grade with sidewalks so saves time/$ when plowing simultaneously (economies of scale, bike lane maintenance fares better in this case vs. Being positioned on the road with vehicles)
- Perforated snow plow blades leaves snow striated, packed snow surface is ideal for biking surfaces
- Brine for skid control
- City had priority 1 and 2 snow removal routes
- Toronto should not replicate the bi-directional cycle tracks to the extent Montreal has (which were designed in the 80's)
- Seasonal bike lanes are NO longer a tool to be used in Montreal
- Flexi-posts (collapsible bollards) have begun snapping under cold/icy conditions in Toronto

Vision Zero

- Not to argue for a "safer street" but a "safe street"
- Stop using the word "accident", there is usually an outside factor from the environment by design

Conclusion:

Annual sustainable transportation forums like this one, along with the Ontario Bicycle Summit hosted by the Ontario Share the Road Cycling Coalition, are important opportunities to obtain information on current research and best practice revolving around active transportation policy and development around the world. Niagara Region staff have attended and presented at these venues in the past and should continue to do so to assist with projects and programs being developed or implemented in Niagara.

Prepared and Submitted by:

Curtis Thompson and Ken Forgeron
Members, Regional Niagara Bicycling Committee