
Mississauga Cycling Advisory Committee

Date

2017/10/10

Time

6:30 PM

Location

Civic Centre, Committee Room A - Second Floor,
300 Civic Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Donnie Morris, Citizen Member, (Chair)
Irwin Nayer, Citizen Member, (Vice-Chair)
Councillor Chris Fonseca, Ward 3
David Daglish, Citizen Member
Dorothy Tomiuk, Citizen Member
Edisa Kozo, Citizen Member
Ewelina Luczki, Citizen Member
Greg Symons, Citizen Member
Jonathan Giggs, Citizen Member
Leonard Verwey, Citizen Member
Natalie Half, Citizen Member
Richard Dubiel, Citizen Member
Roy Buchanan, Citizen Member

Agency Representatives/City Staff

Brandon Quigley, Planner, Sustainable Transportation, Region of Peel
Susan Tanabe, Acting Manager, Transportation Planning
Jeremy Blair, Manager, Transportation Infrastructure Management
Max Gill, Supervisor, Traffic Operations
Matthew Sweet, Active Transportation Coordinator
Jelmer Stegink, Active Transportation Demand Management Coordinator
Kimberly Hicks, Communications Advisor

Contact

Allyson D'Ovidio, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5411
allyson.dovidio@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/cyclingadvisory>

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1. CALL TO ORDER
 2. APPROVAL OF AGENDA
 3. DECLARATION OF CONFLICT OF INTEREST
 4. MINUTES OF PREVIOUS MEETING
 - 4.1. Mississauga Cycling Advisory Committee Previous Minutes - September 12, 2017
 5. DEPUTATIONS
 6. PUBLIC QUESTION PERIOD - 15 Minute Limit
(Persons who wish to address the Mississauga Cycling Advisory Committee about a matter on the Agenda. Persons addressing the Mississauga Cycling Advisory Committee with a question should limit preamble to a maximum of two (2) statements, sufficient to establish the context for the question, with a 5 minute limitation. Leave must be granted by the Committee to deal with any matter not on the Agenda.)
 7. MATTERS TO BE CONSIDERED
 - 7.1. Tour de Mississauga Debrief (Jelmer Stegink, Active Transportation Consultant, Marketing and Education, 15 minutes)
 - 7.2. Bike Challenge Debrief (Jelmer Stegink, Active Transportation Consultant, Marketing and Education, 10 minutes)
 - 7.3. Quarterly Capital Program Update (Matthew Sweet, Active Transportation Coordinator, 15 minutes)
 - 7.4. Safety Blitz Pilot Program (Jelmer Stegink, Active Transportation Consultant, Marketing and Education, 15 minutes)
 - 7.5. Burnhamthorpe Road East Study Area Update (Matthew Sweet, Active Transportation Coordinator, 15 minutes)
 - 7.6. Cycling Master Plan Update (5 minutes)
 - 7.7. Network and Technical Subcommittee Updates (Donnie Morris, 5 minutes)
 - 7.8. Communications and Promotions Subcommittee Updates (Dorothy Tomiuk, 5 minutes)
 - 7.9. Cycling in Mississauga - Email dated September 25, 2017 from Anna Milochik

8. INFORMATION ITEMS

8.1. Mississauga Moves (5 minutes)

8.2. Business Insider Article "Opening your car door using the Dutch Reach", September 12, 2017

9. OTHER BUSINESS

10. DATE OF NEXT MEETING(S)

11. ADJOURNMENT

City of Mississauga

Minutes



Mississauga Cycling Advisory Committee

Date

2017/09/012

Time

6:33 PM

Location

Civic Centre, Committee Room A - Second Floor,
300 Civic Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members Present

Donnie Morris, Citizen Member, (Chair)
Irwin Nayer, Citizen Member, (Vice-Chair)
David Daglish, Citizen Member
Dorothy Tomiuk, Citizen Member
Jonathan Giggs, Citizen Member
Leonard Verwey, Citizen Member
Natalie Halff, Citizen Member
Richard Dubiel, Citizen Member

Members Absent

Edisa Kozo, Citizen Member
Ewelina Luczko, Citizen Member
Councillor Chris Fonseca, Ward 3
Roy Buchanan, Citizen Member
Greg Symons, Citizen Member

Staff Present

Jeremy Blair, Manager, Infrastructure Management
Matthew Sweet, Active Transportation Coordinator
Jelmer Stegink, Active Transportation Marketing and Education Specialist
Kimberly Hicks, Communications Advisor
Angie Melo, Legislative Coordinator

Find it online/

<http://www.mississauga.ca/portal/cityhall/cyclingadvisory>

1. CALL TO ORDER – 6:33PM

2. APPROVAL OF AGENDA

Add:

1. Item 7.5 Etobicoke Creek Trail Closure from the August 8, 2017 meeting – Leonard Verwey
2. Lakeshore Open House – Matthew Sweet, Active Transportation Coordinator

Delete/Deferred

1. Item 7.4 – Safety Blitz Pilot Program
2. Item 7.7 – Living Green Infrastructure Design

Approved (J. Giggs)

3. DECLARATION OF CONFLICT OF INTEREST – Nil

4. MINUTES OF PREVIOUS MEETING

4.1. Mississauga Cycling Advisory Committee Previous Minutes – August 8, 2017

The minutes were approved as amended. The word summited was changed to submitted under item 7.8

Approved (I. Nayer)

5. DEPUTATIONS

5.1 Region of Peel, Sustainable Transportation Strategy

Arthur Lo, Project Manager, Region of Peel spoke to the Region of Peel's Sustainable Transportation Strategy, highlighting that the action plan outlines the Region's responsibility to make walking, cycling, transit and carpooling more desirable, the work that has been done so far, the feedback collected from individuals surveyed, the development of the cycling network and identifying partnership opportunities. Mr. Lo, Advised that the

Members inquired about opportunity for grants being a two tiered government; identifying distinction between cycling infrastructure and community infrastructure and focus on infrastructure that would be attractive to cycling commuters; consideration of speed limits; phased approach for posted speed and operating speed.

Donnie Morris, Chair, Citizen Member, requested that Mr. Lo send the draft route maps to the Members via the Legislative Coordinator, so that Members can provide further feedback.

RECOMMENDATION

MCAC-0034-2017

That the deputation and associated PowerPoint presentation by Arthur Lo, Project Manager, Region of Peel with respect to the Region of Peel Sustainable Transportation Strategy be received.

Received (J. Giggs)

6. PUBLIC QUESTION PERIOD - 15 Minute Limit
(Persons who wish to address the Mississauga Cycling Advisory Committee about a matter on the Agenda. Persons addressing the Mississauga Cycling Advisory Committee with a question should limit preamble to a maximum of two (2) statements, sufficient to establish the context for the question, with a 5 minute limitation. Leave must be granted by the Committee to deal with any matter not on the Agenda.)

7. MATTERS CONSIDERED

- 7.1. Canada 150 Update (Matthew Sweet, Active Transportation Coordinator)

Matthew Sweet, Active Transportation Coordinator noted that further to the update Mr. Sweet provided at the August 2017 Mississauga Cycling Advisory Committee meeting regarding the cancellation of the Creditview Road Multi-Use Trail project, approval has been given to proceed with alternative project, the Eglinton Avenue Multi-Use Trail, which replaces the Creditview Road Multi-Use Trail, for the Canada 150 Community Improvement Program. Mr. Sweet further advised that there is a report before Council on September 13, 2017 for the approval of a single sourcing contract. Mr. Sweet noted that the trail extends between Creditview Road and Terry Fox Way.

Jonathan Giggs, Citizen Member inquired about anticipated derailments on project. Mr. Sweet advised that residents and business owners have all been provided notices, and that there have been no objections received. Members also commented on options of enhancing driveway crossings treatments.

- 7.2. Burnhamthorpe Trail Operational Audit

Matthew Sweet, Active Transportation Coordinator provided an overview of the Burnhamthorpe Trail Operational Audit which focused on signage, markings, and maintenance issues and/or deficiencies.

Jonathan Giggs, Citizen Member commented on the driveway issues at Rockwood Mall that needs attention. Donnie Morris, Chair, Citizen Member, expressed concern with the driveway entrances/exits on the west side of Mavis Road at Burnhamthorpe Road (at the gas station). Irwin Nayer, Vice-Chair, Citizen Member, advised that there is a significant mis-alignment along the Burnhamthorpe Trail where cyclists have to search for curb cuts because they are not aligned with the Trail. Mr. Nayer further noted that this issue was identified in a previous audit, and issue still persists. Mr. Nayer suggested that staff either realign the trail to the curb cuts, or paint them so that cyclists can easily identify the curb cuts. Mr. Sweet advised he would look into the previous

Other comments by Members included the use of tactile plates for identifying curb cuts, and conflict of bus shelters and bollards on trails.

RECOMMENDATION

MCAC-0035-2017

That the Memorandum dated August 29, 2017 from Matthew Sweet, Active Transportation Coordinator entitled Burnhamthorpe Trail Operational Audit be received.

Received (J. Giggs)

7.3. Living Arts Drive Extension EA (Matthew Sweet, Active Transportation Coordinator)

Matthew Sweet, Active Transportation Coordinator provided an overview of the Living Arts Drive Extension highlighting the purpose of the study and advising that there is a Public meeting scheduled for early October 2017, and that Mr. Sweet will distribute to Members, a Notice of the Public Information, at the end of September 2017.

RECOMMENDATION

MCAC-0036-2017

That the Memorandum dated September 6, 2017 from Matthew Sweet, Active Transportation Coordinator, entitled Living Arts Drive Extension EA, be received.

Received (L. Verwey)

7.4 Safety Blitz Pilot Program (Jelmer Stegink, Active Transportation Marketing and Education Specialist)

This matter was deferred to a future Mississauga Cycling Advisory Committee meeting.

7.5. Cycling Master Plan Update

Members reviewed the Memorandum dated September 11, 2017 from Pauline Craig entitled Does Cycling Move You Project Status. No discussion took place.

RECOMMENDATION

MCAC-0037-2017

That Memorandum dated September 11, 2017 from Pauline Craig, Active Transportation Coordinator, entitled Does Cycling Move You Project Status, be received.

Received (D. Tomiuk)

7.6. Cycling on Sidewalks – Email dated September 9, 2017 from Councillor Mahoney

Jelmer Stegink, Active Transportation Consultant, Marketing & Education Specialist, provided comments on the follow up to this issue received. Mr. Stegink advised that he has had discussions with staff from Community Services regarding this matter and will continue to follow up with Community Services and provide comments to the Councillor's office.

7.7. Living Green Infrastructure Design (Dorothy Tomiuk, Citizen Member)

This matter was deferred to a future Mississauga Cycling Advisory Committee meeting.

7.8. 2018 Mississauga Advisory Committee Meeting Dates

Members inquired why meeting dates were scheduled only until June 2018. Angie Melo, Legislative Coordinator advised Members that the upcoming 2018 elections will affect regularly scheduled Advisory Committee meeting dates.

RECOMMENDATION

MCAC-0038-2017

That the Memorandum dated September 6, 2017 from Stephanie Smith, Legislative Coordinator, entitled 2018 Mississauga Cycling Advisory Committee meeting dates, be received.

Received (N. Half))

7.9. Network and Technical Subcommittee Update (Donnie Morris)

Donnie Morris, Chair, Citizen Member, advised that at the last Network and Technical Subcommittee meeting, all routes have been assigned. Mr. Morris further advised that another meeting will be scheduled after the community ride and the Tour de Mississauga.

Mr. Morris noted that the community rides are going well; they are well attended. Irwin Nayer, Vice-Chair, Citizen Member, advised that the next ride is scheduled for Thursday, September 14, 2017 at the bike share area of UTM, and noted the time for the ride has changed to 5:45 PM. Mr. Nayer further noted that the routes and test rides have all been completed.

7.10. Communications and Promotions Subcommittee Update (Dorothy Tomiuk, Citizen Member)

Dorothy Tomiuk, Citizen Member, sent Members an email prior to the meeting providing an overview of the Communications Sub-Committee August Activities.

Jelmer Stegink, Active Transportation Marketing and Education Specialist, provided an update on the Mississauga Bike Challenge tree planting event which is scheduled for October 14, 2017, in Malton. Mr. Stegink advised that residents will be advised of the event via local communications, so that they can register for this event.

Donnie Morris, Chair, Citizen Member, provided a brief update on the Tour de Mississauga, taking place on Sunday, September 17, 2017, and thanked Jelmer Stegink and the volunteers who worked on the Tour de Mississauga. Mr. Stegink advised that registration has closed and that there are 1,600 registered riders.

8. INFORMATION ITEMS

8.1 Community Environment Alliance (CEA) – Bike2Health Campaign 2017

Members reviewed the memorandum and discussion ensued regarding cross promoting the Community Environment Alliance (CEA) Bike2 Health Campaign and the City of Mississauga's Bike Challenge; future bike challenges and the value of the data collected from the challenges, and external communications to promote the bike challenge events.

Jelmer Stegink, Active Transportation Marketing and Education Specialist will follow up with staff from Community Environment Alliance regarding the 2018 bike challenge campaign.

RECOMMENDATION

MCAC-0039-2017

That the letter dated August 3, 2017 from Sarah Verma, Coordinator, Programs and Partnerships, Community Environment Alliance with respect to Bike2Health Campaign 2017 be received.

Received (I. Nayer)

8.2 Etobicoke Creek Trail Closure (Item 7.5 on August 8, 2017 Agenda)

Lenard Verwey, Citizen Member inquired about the request emanating from the August 8, 2017 meeting regarding detour signage along the Etobicoke Creek Trail, and noted that City staff are working on upgrades along the trail, including paving. Matthew Sweet, Active Transportation Coordinator, advised that an alternate route/road is too long for a detour to be identified, and advised that closures signs are posting along the trail.

8.3 Lakeshore Open House

Matthew Sweet, Active Transportation Coordinator, provided Members brochure handout of the Lakeshore Open House which will provide residents an update and review on the study and to get resident feedback on the transit strategy for the Lakeshore Communities, the additional crossing of the Credit River and the alternate street designs for the Lakeshore Road and Royal Windsor Drive. A list of dates, times and locations of the open house are listed on the handout and on the City's website.

9. DATE OF NEXT MEETING October 10, 2017

10. ADJOURNMENT – 8:09 (I. Nayer)

City of Mississauga

Memorandum



Date: 2017/09/26

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Jelmer Stegink, Active Transportation Consultant, Marketing & Education

Meeting Date: 2017/10/10

Subject: Tour de Mississauga 2017 Debrief

Background

In April 2017, SustainMobility informed City staff that they could not manage the 2017 Tour de Mississauga (Appendix 1). SustainMobility advised that due to increasing demands from several core projects they could not dedicate the staff time required to manage the 2017 Tour de Mississauga.

A partnership between the Active Transportation office, SustainMobility, and MCAC was established after Council approved the recommendations outlined in the report titled *2017 Tour de Mississauga*, dated May 16, 2017, from the Commissioner of Transportation and Works.

Under the direction of the Active Transportation office significant changes were made to the 2017 Tour de Mississauga event structure to lower the cost and effort to organize the event and create a sustainable business model.

2017 Tour de Mississauga Debrief

Tour de Mississauga 2017 was a success. With the support of SustainMobility and MCAC, the Active Transportation office was able to change the event structure to significantly lower the cost and effort required to organize the event, create a sustainable business model and create a comfortable environment for novice cyclists including children, families and 'interested but concerned' residents.

The Active Transportation Office would like to thank MCAC for their volunteer efforts and contributing \$5,000 towards the 2017 Tour de Mississauga budget.

Registration System

Tour de Mississauga 2017 used a third party online registration system. The system enabled participants to register, sign their waiver and complete their payments online.

Registration Deadline

Closing the online registration 6 days prior to the event worked well and enabled the event team to focus on event operations instead of registration and customer service in the days leading up to the event.

Registration fees

Registration fees were introduced for all distances:

- 5K - \$5
- 10K - \$10
- 25K - \$15
- 50K - \$20
- Children 16 and under rode for free in all distances

Tour de Mississauga 2017 hosted 1,690 participants. Charging registration fees and cancelling the longer distances are expected to be the main reason for the decrease in participant numbers compared to 2016.

Participant breakdown

Participant Breakdown	
Distance	# participants
5K	209
10K	401
25K	423
50K	657
Total	1,690

- Youngest participant = 1
- Oldest participant = 88
- Participants <16 = 409

Registration Kits

Tour de Mississauga 2017 registration kits were shipped to participants by Canada Post letter mail prior to the event. This enabled the event team to decrease the workload during event weekend and prevented participants from having to come down to Celebration Square two days in a row.

Bike I.D. Plates

All participants rode with colour coded Bike I.D. plate on their handlebars. Police and event staff used the Bike I.D. plates to identify event participants and determine what distance they were part of. The colours of the Bike I.D. plates corresponded with the colours of the route sign arrows, making it easier for participants to navigate the route. The Bike I.D. plates had support numbers printed on the back for participants to call if they needed mechanical, non-urgent medical or route directions support.

Routes

- Tour de Mississauga 2017 offered 4 routes: 50K, 25K, 10K, and 5K. The longer 80K, 100K and 120K routes that the event offered in past years were replaced with shorter 5K and 10K routes to simplify route operations and create an opportunity for novice cyclist and families with children to participate in the event.
- Approximately 90% of the 2017 routes used on road cycling infrastructure.

- The route was identified with painted arrows on the road at every intersection and route signs at intersections where the route turned.
- Peel Police was present at 27 locations along the route to help participants pass through busy intersections.
- 3 kilometres of roads and lanes were closed around Celebration Square to help participants navigate the downtown core safely.
- The feedback from participants on the route, signage and police support has been very positive.
- There are two intersections along the route that have to be reviewed for future use. The Matheson / Cherry Rose intersection was too confusing and needed additional route marshal support. The City Centre Drive and Living Arts Drive intersection close to the finish at Celebration Square needed additional police support to help manage participants arriving eastbound on City Centre Drive and Northbound on Living Arts Drive.
- From a route operations standpoint, the route was much easier to manage. The setup and tear down time decreased from two full days to 5 hours on Saturday afternoon and 3 hours on Sunday afternoon.
- The Route operations team was able to recover 100% of the route signs. Reusing the signs for future events will result in a \$1,000 savings.

On-route support

Tour de Mississauga 2017 offered on-route mechanical, first aid and pick-up support. Participants who experienced issues called the phone numbers on the back of their Bike I.D. plates to reach the event call center. The call center team collected their information and dispatched help to their location. Ten support calls were received and completed during the event.

Rest Stops

Tour de Mississauga 2017 offered two rest stops to 50K participants and one rest stop for 25K participants. Located at Hershey Sports Zone and River Grove Community Centre, the rest stops offered snacks, drinks, washrooms, mechanical and first aid support.

Thanks to the generous support of multiple in-kind sponsors the rest stops were operated cost neutral. The feedback from participants on the number of rest stops and variety of available snacks and drinks was positive.

Finish Line Festival

The 2017 Tour de Mississauga finish line festival featured 24 vendors including sponsors, bike shops, not for profits, local businesses and city departments. Mayor Crombie and Councillor Fonseca spoke at the official event ceremony.

The free post-ride lunch was replaced with free post-ride ice-cream. The ice-cream was well received by the participants and no complaints were received about not serving lunch.

Replacing lunch with ice-cream made the event operations significantly easier and decreased the cost from \$7 to \$1.50 per participant.

Budget

SustainMobility managed the day to day finances for Tour de Mississauga 2017. They will provide the City with a full accounting of the event once all expenses have been paid and revenue has been received. There are still several outstanding invoices and SustainMobility is waiting for the last payment plus full accounting summary from the online registration system.

Once the finalized budget is available the Active Transportation office will share the information with the Mississauga Cycling Advisory Committee. If Tour de Mississauga 2017 generated an operating profit, SustainMobility will retain this profit, in full, to fund the 2018 event. If the 2018 event is canceled the profit will be transferred to the City of Mississauga.

Next Steps

The Active Transportation office will complete the 2017 Tour de Mississauga event debrief and review mid-October. A memo outlining the findings will be presented to MCAC at the November meeting. MCAC will have the opportunity to review, discuss and vote on MCAC's future involvement in the Tour.

Once a decision has been made a report outlining a recommendation on the future management of Tour de Mississauga will be presented to General Committee for Council approval.

Attachments (optional)

Appendix 1: Corporate Report: Tour de Mississauga 2017

Appendix 2: Letter of agreement – Tour de Mississauga 2017 Partnership

Prepared by: Jelmer Stegink

City of Mississauga

Memorandum



Date: 2017/09/26

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Jelmer Stegink, Active Transportation Consultant, Marketing & Education

Meeting Date: 2017/10/10

Subject: 2017 Mississauga Bike Challenge Debrief

Background

The Active Transportation office created the Mississauga Bike Challenge to motivate Mississauga residents to cycle more often, unite the local cycling community and build a culture of cycling in the city.

The 2017 Mississauga Bike Challenge challenged Mississauga residents to collectively cycle and log 150,000 kilometres to celebrate Canada's 150th birthday between June 29th and September 17th, 2017. The City rewarded participants for contributing towards the community goal by planting a tree for every 150 kilometres cycled and logged into the challenge.

The 150,000 km community goal was reached by the end of August and in the final 3 weeks of the challenge, participants cycled and logged an additional 54,026 kilometres, bringing the total cycled kilometres to 204,026. Together participants earned 1,360 trees that will be planted on municipal property in the fall of 2017 and spring of 2018.

2017 Mississauga Bike Challenge Debrief

The 2017 Mississauga Bike Challenge was a success. Participants reached the community goal within the set timeframe and the challenge united the local cycling community and quantified cycling activity in the city. Further data analysis and a participant survey will indicate if the challenge has succeeded in its main goal: motivating more Mississauga residents to cycle more often.

The Active Transportation office would like to thank the Mississauga Cycling Advisory Committee for supporting the Mississauga Bike Challenge. The continuous social media promotion and committee member's participation in the challenge have been essential for its success.

2017 Bike Challenge Statistics

2017 Bike Challenge Statistics	
Participants	590*
Logged rides	5,803
Logged kilometres	204,026
Trees earned	1,360

* During the registration process participants had the option to create a personal or family profile. Both profile types were counted as 1 participant in the Bike Challenge home page dash board. Out of the 590 participants, 248 created a family profile. The Active Transportation office will follow up with participants who created a family profile to ask how many family members cycled and logged kilometres and determine the correct number of participants in the 2017 challenge.

Participant Distribution

Participant Distribution		
Age	Male - 64.76%	Female - 35.24 %
18 - 24	11.73%	10.18%
25 - 34	10.42%	17.37%
35 - 44	19.87%	15.57%
45 - 54	30.94%	31.14%
54 - 65	19.87%	20.36%
65+	7.17%	5.39%

Data in table above is based on 474 participants, 116 participants chose to not disclose their age and / or gender during the registration process.

Ride Distribution

Ride Distribution				
Ride type	# rides	Kilometres	% of total	Average Ride length (km)
Exercise	3,388	132,100	64.7	38.99
Recreation	1,242	50,045	24.5	40.29
Commute	881	18,036	8.8	20.47
Errand	292	3,845	1.9	13.17
Total	5,803	204,026	100	35.16

Next steps

Tree Planting event - Fall 2017

The City's Parks and Forestry Division will organize a Mississauga Bike Challenge tree planting event on Saturday October 14th at Elmcreek Park in Malton. During the event up to 100 challenge participants will plant 200 trees in close proximity to the Malton Greenway Trail. Participants who cycled and logged 150 kilometres or more will receive an invitation to the event. Registration will be on a first come first serve basis.

Tree Planting event - Spring 2018

The Active Transportation office is planning to partner with Parks and Forestry to organize a second Bike Challenge tree planting event in the spring of 2018. The event will likely take place in late May or early June. This timing coincides with the kick off of the 2018 Community Ride series. The Active Transportation office proposes to combine the 2018 spring tree planting with a community ride to create a tree planting ride where participants will plant trees during the ride.

Data analyses

The 2017 Bike Challenge has generated a large amount of data that can be used to learn more about cycling behaviour in the Mississauga. The Active Transportation office will analyze this data over the coming months and will report back to MCAC once the data analysis has been completed.

Participant survey

The Active Transportation office will create a survey to solicit feedback from 2017 Bike Challenge participants. The Active Transportation office will report back to MCAC once the survey has been completed and the data analyzed.

2018 Mississauga Bike Challenge

The Active Transportation office will review the results of the data analysis, participant survey and the overall feedback to determine how to proceed with the Mississauga Bike Challenge in 2018.

City of Mississauga

Memorandum



Date: 2017/09/20

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Matthew Sweet

Meeting Date: 2017/10/10

Subject: Quarterly Capital Program Update

The Transportation and Works Department has prepared a list of locations where bicycle facilities are proposed for construction in 2017.

These locations have been selected based on the criteria contained within the 2010 Cycling Master Plan and in coordination with other City of Mississauga and/or Region of Peel capital projects. The focus in 2017 is on connections to public transit stations, including GO and BRT. Public Transit Infrastructure Fund (PTIF) grants require this focus. As shown below, the 2017 Transportation and Works program represents one component of work underway by multiple departments and levels of government and represents an ambitious plan to grow cycling infrastructure in the City of Mississauga.

Please note that the nature and schedule of the proposed projects listed herein are subject to change in accordance with budget, engineering and construction constraints, public consultation and Council approval.

On-Road Bicycle Lanes and Edge Lines – City of Mississauga Transportation and Works Department						
Location	From	To	Length (km)	Type of Facility	Ward	Status
Commerce Blvd	Matheson Blvd	Eglinton Avenue	-	Bicycle Lanes	5	Cancelled – On-street permit parking cannot be removed
Explorer Drive	Matheson Blvd	Eglinton Avenue	2.8	Bicycle Lanes	5	Premarking Underway; Expected Completion Oct.
Fieldgate Drive/Orchard Drive	Eastgate Parkway	Cedar Tree Cres	4.2	Edge Lines	3	Coordinating with proposed Traffic Calming project
Orbitor Drive	Explorer Drive	Eglinton Avenue	1.0	Bicycle Lanes	5	Premarking Underway; Expected Completion Oct.
Spectrum Way	Matheson Blvd	Eglinton Avenue	0.8	Bicycle Lanes	5	Premarking Underway; Expected Completion Oct.
Bicycle Lanes and Edge Lines			8.8 km			

On-Road Signed Cycling Routes – City of Mississauga Transportation and Works Department						
Location	From	To	Length (km)	Type of Facility	Ward	Status
Atwater Drive	West Shore Drive	Haig Boulevard	1.0	Signed Bike Route	1	Proposed following construction of ORT 20
Bell Harbour Drive	Wickham Road	Castlebridge Drive	0.3	Signed Bike Route	9	Design Complete
Bentley Drive	Winston Churchill Boulevard	Tenth Line	0.6	Signed Bike Route	10	Design Complete
Broadway Street	Pearl Street	Thomas Street	0.2	Signed Bike Route	11	Coordinating with completion of Thomas St MUT
Castlebridge Drive	Bell Harbour Drive	Winston Churchill Boulevard	1	Signed Bike Route	9	Design Complete
Fieldgate Drive	Eastgate Parkway	Haven Glenn	2	Signed Bike Route	3	Coordinating with proposed Traffic Calming project
Fairview Road	Confederation Parkway	Mississauga Valley Boulevard	1.0	Signed Bike Route	4 & 7	Design underway
Forestwood Drive	McBride Avenue	Wolfedale Road	0.3	Signed Bike Route	6	Complete
Haig Boulevard	Atwater Drive	Lakeshore Road E	0.7	Signed Bike Route	1	Proposed following construction of ORT 20
Mississauga Valley Road	Fairview Road	Central Parkway	0.3	Signed Bike Route	4	Design underway
McBride Avenue	The Credit Woodlands	Forestwood Drive	1.6	Signed Bike Route	6	Complete
Pearl Street	Queen Street	Broadway Street	0.2	Signed Bike Route	11	Coordinating with completion of Thomas St MUT
The Credit Woodlands	Burnhamthorpe	Dundas Street	2.3	Signed Bike Route	6	Complete
Turney Drive	Vista Boulevard	Erin Mills Parkway	0.6	Signed Bike Route	11	Coordinating with completion of Thomas St MUT
Vista Drive	Thomas Street	Erin Mills Parkway	0.9	Signed Bike Route	11	Design Complete
Wickham Road	Erin Mills Parkway	Bell Harbour Drive	0.1	Signed Bike Route	9	Design Complete
Signed Routes			13.1 km			

Boulevard Multi-Use Trails – City of Mississauga Transportation and Works Department						
Location	From	To	Length (km)	Type of Facility	Ward	Status
Creditview Road	Bristol Road W	Eglinton Avenue	-	Multi-use Trail	6	Project Cancelled
Creditview Road	Bridge over Credit River	100 m north and south of bridge	0.7	Multi-use Trail, West Side	11	Construction underway; Anticipated completion late 2018
Central Parkway	Central Parkway Transitway Station	Rathburn Road	0.2	Multi-use Trail, East Side	4	Project awarded, construction to begin Oct 2017
Central Parkway	Burnhamthorpe Road	150 metres south of Bloor Street	0.8	Multi-use Trail, East Side	4	Project awarded, construction to begin Oct 2017
Eglinton Avenue	Creditview Road	Terry Fox Way	1.3	Multi-use Trail, North Side	6	Replacement for cancelled Creditview project; Single Source approved
Kennedy Road / Central Parkway	Bristol Road	Central Parkway Transitway Station	1.9	Multi-use Trail, East Side	4 & 5	Project awarded, construction to begin Oct 2017
Thomas Street	Broadway Street	Turney Drive	0.7	Multi-use Trail, North Side	11	Construction complete; Signage and Markings W/O issued. Section between Gaffney and Streetsville GO Station deferred
Tomken Road	Courtneypark Drive	Derry Road	1.6	Multi-use Trail, West Side	5	Complete
Winston Churchill Boulevard	Aquitaine Ave	Battleford Rd	0.6	Multi-use Trail, East Side	9	Project awarded, construction to begin Oct 2017
Winston Churchill Boulevard	Battleford Road	Oka Road	1.3	Multi-use Trail, East Side	9	Project awarded, construction to begin Oct 2017
Winston Churchill Boulevard	Erin Centre Boulevard	Eglinton Avenue	0.6	Multi-use Trail, East Side	9	Project awarded, construction to begin Oct 2017
Winston Churchill Boulevard	Eglinton Ave W	Credit Valley Road	0.4	Multi-use Trail, West Side	8	Project awarded, construction to begin Oct 2017
Wolfedale Road	Forestwood Drive	Dundas Street	0.3	Multi-use Trail, West Side	6	Design Complete; Anticipated tender release delayed to 2018
Multi-Use Trails – Boulevard			10.4 km			

Multi-Use Trails – Off-Road Trail (Community Services Department)						
Location	From	To	Length (km)	Type of Facility	Ward	Status
Danville Park	N/A	N/A	0.8	Off-Road Multi-use Trail	5	Complete
Etobicoke Creek Trail (ORT10)	Courtneypark Drive	Courtneypark Drive	0.2	Pedestrian Bridge for Off-Road Multi-use Trail	5	Cancelled
Hydro One East Corridor Trail (ORT 11A)	Etobicoke Creek	BRT	4.0	Off-Road Multi-use Trail	3	Public Information Centre being scheduled
Lakeshore Corridor Trail (ORT 2A/2B)	Winston Churchill Blvd	Westfield Drive	9.5	Off-Road Multi-use Trail	1, 2 & 7	Project Tendered
Lakeview Trail (ORT 20)	South Service Road	Serson Park	1.3	Off-Road Multi-use Trail	1	Final review for permits underway
Sawmill Valley Trail (ORT 17A)	Link from trail to Mississauga Road	N/A	0.7	Off-Road Multi-use Trail	8	Construction Complete.
Transitway (ORT 7A & 7B)	Central Parkway West	Fieldgate Drive	4.2	Off-Road Multi-use Trail	3 & 4	Final review for permits underway
Multi-Use Trails – Off-Road			20.7 km			

Active Transportation Facilities – Cycling (Region of Peel, Regional Roads)						
Location	From	To	Length (km)	Type of Facility	Ward	Status
Cawthra Road	Meadows Blvd	Burnhamthorpe Road East	0.8	Multi-use Trail, West Side	4	Construction Underway
Eastgate Parkway	Cawthra Road	Tomken Road	0.8	Multi-use Trail, South Side	3	Tendered with Hanlan Water Project.
Tomken Road	Eastgate Parkway	Britannia Road	3.9	Multi-use Trail, East Side	3 & 5	Construction Underway
Multi-Use Trails – Boulevard (Region)			5.5 km			



Prepared by: Matthew Sweet

City of Mississauga

Memorandum



Date: 2017/09/05

To: Chair and Members of Mississauga Cycling Advisory Committee

From: Jelmer Stegink

Meeting Date: 2017/09/12

Subject: Cycling safety & sidewalk cycling

Recommendations

1. That the Cycling Master Plan Update will address cycling on sidewalks in the promotion and education chapter.
2. That the Active Transportation office will set up a meeting with the City's Enforcement Division, Peel Police and Peel Region Active Transportation to discuss cycling safety including sidewalk cycling and identify opportunities and limitations within the current jurisdiction and enforcement landscape.
3. That Active Transportation office will develop a cycling safety campaign pilot in the spring of 2018.

Background

Cycling on sidewalks is a wide spread problem in the Greater Toronto Area and beyond. Over the past few years several local concerns have been raised by residents, committee members and councillors. The Active Transportation office has made several attempts at addressing sidewalk cycling and other common cycling safety issues through education and enforcement campaigns. Unfortunately none of the previous attempts have resulted in successful campaigns.

Addressing cycling on sidewalks is a complex issue due to laws, jurisdiction and enforcement challenges:

- Sidewalks are not covered under the MTO Highway Traffic Act. Laws about cycling on sidewalks are covered in municipal by-laws. Section 43.(1), Bicycle Rules, of the City of Mississauga's Traffic By-law states that "No person shall drive a vehicle except a wheelchair or a bicycle with all wheels fifty (50) centimeters or less in diameter upon a sidewalk". It does not matter whether there is a bicycle lane on the roadway or not. The intent of the by-law is to allow young children to cycle on the sidewalk with their smaller bicycles while they learn to ride a bicycle.
- Cycling through crosswalks is prohibited under the MTO Highway Traffic Act.
- Under the current status of the by-law, Mississauga By-law Enforcement Officers do not have the authority to stop cyclists and ask for identification, which makes it impossible for them to enforce the sidewalk cycling by-law.
- Peel Police focusses on monitoring and enforcing infractions of the Highway Traffic Act.
- There is a lack of data on sidewalk cycling.

Previous cycling safety campaign attempts

The Active Transportation office has made several attempts at addressing cycling safety issues through education and enforcement campaigns in partnership with Peel Police and Mississauga's Enforcement Division. Developing a campaign concept that works for all involved parties has proven to be difficult due to jurisdiction, enforcement and resource challenges.

2014 Cycling Safety blitz campaign

The Active Transportation office tried to establish a coordinated strategy for education and enforcement about the rules of the road, and sharing the road in the fall of 2013. Several meetings with key stake holders including Enforcement Division, Peel Police, Peel Region Active Transportation and Share the Road took place to discuss a safety blitz campaign concept that Share the Road and Halton Region Police executed throughout Halton Region in 2012. A presentation outlining the Halton Region safety campaign has been attached in the appendix of this memo.

The meeting notes of the last meeting that took place on November 12th, 2013 indicate that representatives of Peel Police planned to report back to their Chief to discuss how to proceed and report back to the group. A meeting follow-up email sent to Peel Police by Mississauga staff indicates the Police had not reported back to the group of stakeholders by January 23rd, 2014.

At this point it is unclear why the campaign did not proceed. The Active Transportation office has followed up with meeting attendees to obtain additional information. This has proven to be difficult because all involved people have moved on new roles or retirement.

2016 Cycling safety campaign

The Active Transportation office initiated a cycling safety campaign targeting groups of road cyclist in response to several resident complaints about large groups of road cyclists ignoring traffic rules. After several discussions with Peel Police, the Active Transportation office proposed a campaign concept in which Peel Police officers would catch groups of cyclists in the act of infraction, and provide them with a short education of the rules of the road and a post card instead of a ticket.

Unfortunately the campaign was cancelled because Peel Police was unable to provide the required support. Peel Police informed the Active Transportation office that their officers were not able to stop vehicles, including cyclists for educational purposes without the intent of ticketing them for the infraction.

Next Steps

Best Practice Research

Best practice research is required to identify if and how other municipalities have addressed sidewalk cycling. The Active Transportation office will execute this best practice research as part of the Cycling Master Plan Update. Sidewalk cycling and other common cycling safety issues will be addressed in the marketing and education chapter that will be written in the fall of

2017.

Enforcement Partnerships

The Active Transportation office will set up a meeting with the City's Enforcement Division, Peel Police and Peel Region Active Transportation to discuss cycling safety including sidewalk cycling and identify opportunities and limitations within the current jurisdiction and enforcement landscape.

Sidewalk Cycling By-law Amendment

The Active Transportation office will meet with the the City's Enforcement Division to discuss if and how the current sidewalk cycling by-law could be amended to give Mississauga By-law Enforcement Officers the authority to enforce it.

2018 Cycling Safety Campaign Pilot

The Active Transportation office will use the findings and recommendations of the Cycling Master Plan Update to develop a cycling safety promotion and education campaign to address common cycling safety issues including sidewalk cycling. The Active Transportation office plans to execute a pilot cycling safety campaign in the spring of 2018.

Financial Impact

The Active Transportation office will set aside budget for a spring 2018 cycling safety campaign and will try to obtain grants and or match funding to increase campaign budget and reach.

Attachments

Appendix 1: Halton Region Police Service Share the Road Presentation

Prepared by: Jelmer Stegink, Active Transportation Consultant, Marketing and Education



Share the Road

Trust & Respect

Integrity

Accountability

Excellence

Teamwork

Justice

Progress Through Participation

Deputy Chief Bob Percy

Halton Region



Halton Regional Police Service

Deputy Chief Bob Percy

The 3 “E”s

- Enforcement
- Engineering
- Education



Education is important for all road users including motorists, pedestrians and cyclists.

Rights and Responsibilities

Under the Highway Traffic Act, bicycles are considered vehicles.

Cyclists have the same rights and responsibilities as motorists do.



Halton Regional Police Service

Deputy Chief Bob Percy

Life Threatening Injury and Fataals^{7.4.8}



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Unacceptable

7.4.9



Halton Regional Police Service

Deputy Chief Bob Percy

Partnerships

- Share the Road (SRCC) approaches HRPS
- HRPS meets with SRCC Local Cycling Community Reps
- Open Houses
- Engage Stakeholders



Organizational Shift

- Clear organizational message
- Focus on internal buy in
- Urban Myths
- Involve all levels
- Multiple outlets



Share the Road Brochure

In Case of Emergency or Collision:

- Check for injuries.
- Move off the roadway to a place of safety.
- Contact 9-1-1 to request appropriate emergency assistance (police/fire/ambulance). Provide as much detail as possible about your emergency to the dispatcher, including your **specific location**.
- Continue rendering first aid to injured parties, if necessary.

Road Rage:

Road rage is the product of anger from one or more people who share a roadway. Incidents of road rage may involve verbal threats and/or physical violence. Depending on the actions of those involved, arrest and/or criminal charges may be laid by police for one or all of the parties. Think before you act.

- Take a moment to compose yourself to responding to any incident that aggravates you. Realize that your emotions and those of another may be running high.
- If you are operating a motor vehicle, remain in it to limit your exposure to an angry party. Speak through an opening in your window if confronted.
- If operating a bicycle, place distance between yourself and the other person involved.
- Do not engage with involved parties if you feel your safety may be in jeopardy.
- Contact 9-1-1 for assistance, if necessary.

Additional Safety Tips:

Additional motorist and cyclist safety tips are available online at www.haltonpolice.ca in the Community Policing section under *Safety & Security Tips*.



Report Unsafe Incidents:

Record as many details of the incident as possible (e.g. date, time, location, vehicle descriptor, licence plate, etc.) and submit online at www.haltonroadwatch.ca.

Additional Resources:

www.sharetheroads.ca

For more information contact:

Halton Regional Police Service
905-878-5511 or 905-825-4777
www.haltonpolice.ca



SOLVE CRIMES ANONYMOUSLY: CRIME STOPPERS OF HALTON
1-800-222-TIPS (8477)



Halton Regional Police Service
Progress Through Participation

Safely Sharing Halton's Roadways



In conjunction with:



Progress Through Participation



Halton Regional Police Service

Deputy Chief Bob Percy

Share the Road Brochure

Cycling in Halton:

With urban expansion taking place in the south end of Halton Region and to the east in Peel Region, our area has become a haven for outdoor cycling enthusiasts eager to test themselves with long-distance riding. Cycling routes stretch from the lakeshore to the top end of Halton Hills. It has scenic lengths of urban and rural roads coupled with challenging routes through escarpment bluffs and ravines.



Halton Regional Police Service officers routinely patrol North Halton roadways to ensure public safety.

Halton Region at a Glance:



Motorist Highway Traffic Act Responsibilities:

- Drivers must obey the traffic laws as outlined in the Highway Traffic Act (HTA), including stop/traffic signs, traffic lights, right of way, etc.
- Bicycles are considered vehicles under the HTA. They are allowed to travel on Halton roadways and should be respected.
- Motorists must allow cyclists sufficient room on the roadway to pass (Sec. 148 (4)).
- Drivers shall not attempt to pass cyclists unless the roadway in front and to the left is free of approaching and other overtaking traffic (Sec. 148 (8)).

Motorist Tips:

- **SHARE THE ROADWAY.**
- Always ensure ample space when passing cyclists as wind gusts and road conditions can cause cyclists to move sideways.
- Be vigilant for cyclists everywhere you drive during the warm weather months.
- Be patient. Waiting 20-30 seconds may prevent a road rage incident or collision.

Cyclist Highway Traffic Act Responsibilities:

Bicycles are vehicles under the HTA:

- Cyclists must obey HTA traffic laws, including stop/traffic signs, traffic lights, right of way, etc.
- Bicycles move slower than motor vehicles. Cyclists must turn out to the right and allow motor vehicles to pass (Sec. 147 (6)).
- Bicycles must be equipped with a bell, gong or horn to notify pedestrians of their approach, if necessary (Sec. 75 (5)).
- Cyclists shall use hand signals to alert others of changes in direction (Sec. 142 (4)).

Cyclist Tips:

- **SHARE THE ROADWAY.**
- Maximize your visibility. Wear reflective/multi-coloured clothing/cycling gear. Install front/rear reflectors/flashers on your bicycle. Lead and rear bicycles should have signal flags.
- Ride with at least one other cyclist. If riding alone, inform an emergency contact of your route and times in the event you are injured and are unable to get help.
- Always carry a communications device for use in an emergency. You may not be able to reach nearby help, if required.
- Familiarize yourself with your route in advance. Be aware of potential hazards such as blind corners/poor road conditions, and traffic patterns. This reduces the chance of becoming disoriented and allows you to convey accurate information to emergency personnel, if needed.
- Carry a portable first aid kit on your person or on the frame of your bicycle.
- Always carry personal identification.



Halton Regional Police Service

Deputy Chief Bob Percy

Media

- Great way to spread message
- Effective Releases: hit the masses and stimulate discussion
- Example: Burlington Post Editorial “Respect thy Cyclist”



Halton Regional Police Service

Deputy Chief Bob Percy

Media

- Most Services have a dedicated “Media Unit”
- Police Services have established media relationships
- Increased scope of message
- Wider audience



Halton Regional Police Service

Deputy Chief Bob Percy

Augment Safe Cycling Messaging

Example: Operation Impact

- Aggressive Driving Campaign
- HRPS Proactively included Safe Cycling Component
- 1000 Cycling Pamphlets handed out
- 526 units of enforcement

Halton police, OPP implement Operation Impact this weekend

The only thing Halton Regional Police and OPP want to see this Thanksgiving is the impact that common sense has on drivers, not the often tragic aftermath of the impact of steel on steel.

Operation Impact, a national law enforcement and educational campaign to make Canada's roads the safest in the world, is happening over the Thanksgiving weekend, from Oct. 7-10.

The goal of the program is to remind drivers that an essential part of traffic education and enforcement is to save lives and reduce injuries on roadways.

Halton and OPP officers assigned to Operation Impact will focus on behaviour that puts drivers, passengers and other road users at risk, such as impaired driving, lack of seatbelt use and all aspects related to aggressive/distracted driving.

"Operation Impact forms a part of our overall traffic strategy.

"This year, in addition to our regular commitment, we will be taking extra measures that focus on safe cycling," said Halton police Deputy Chief Bob Percy.

"Through our Share the Road safe cycling partnership, representatives from the police and cycling community will be present at various venues to emphasize the need

for mutual respect among all road users to ensure that safety remains at the forefront."

So far in 2011, there have been 10 traffic fatalities investigated by Halton police.

The start of Operation Impact coincides with the launch of the OPP's Fall Seatbelt Campaign, which runs from Oct. 7-17.

Operation Impact is sponsored by the Canadian Association of Chiefs of Police (CACP) and Transport Canada.



Infrastructure



Next Steps



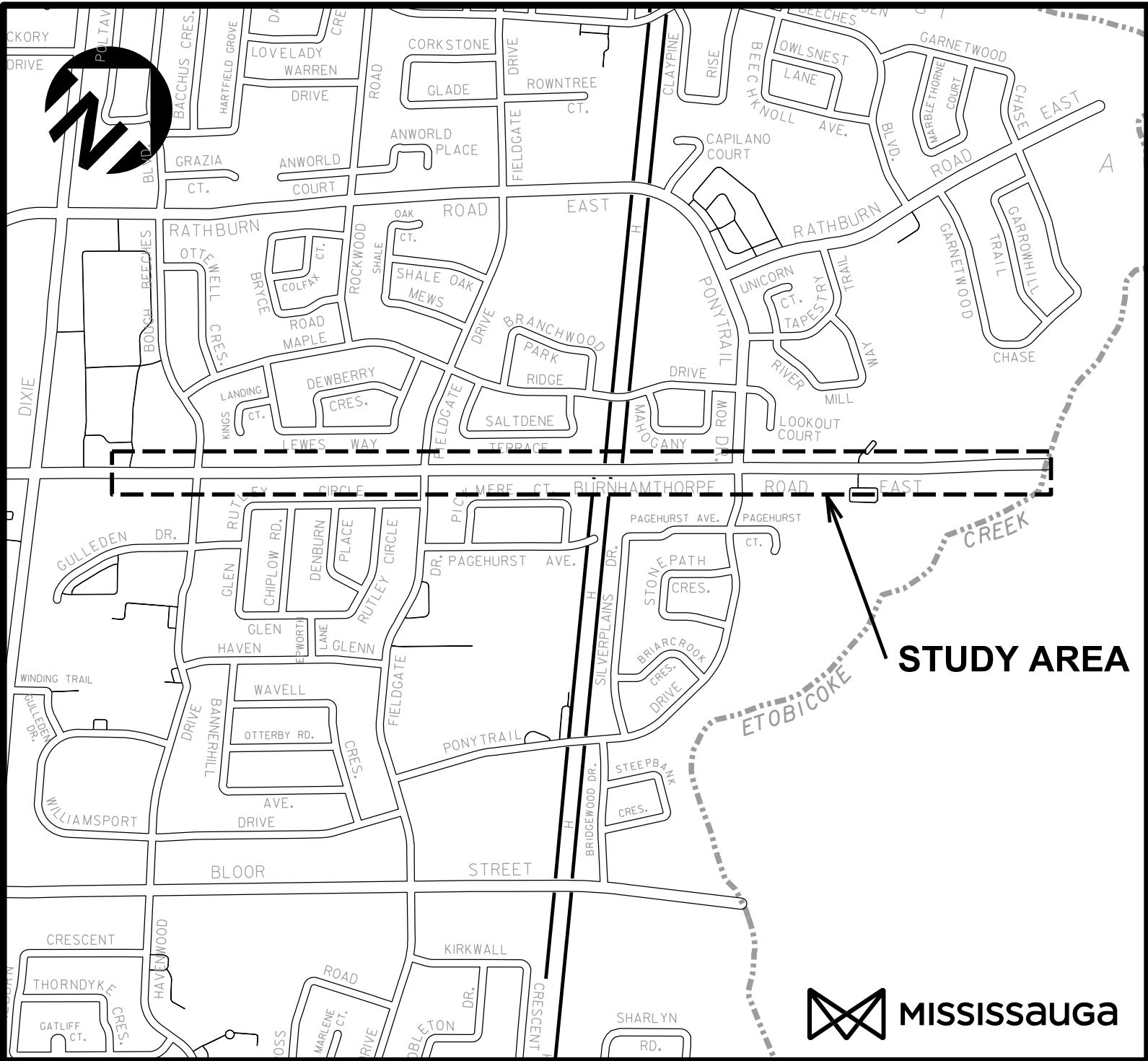
Halton Regional Police Service

Deputy Chief Bob Percy

Results

- Established Relationships
 - Traffic Safety Initiatives
 - Greater Awareness
 - Stats:
 - 2010: 1 Fatal & 6 Serious Injury Cycling Collisions
 - 2011*: 0 Fataals & 2 Serious Injury Cycling Collisions
- *to 22Nov2011 as provided by HRPS Collision Reconstruction Unit.
- We are not done!





Allyson D'Ovidio

Subject: RE: cycling in Mississauga

From: Anne Milochik
Sent: 2017/09/25 10:50 PM
To: Chris Fonseca
Cc: Karen Ras
Subject: cycling in Mississauga

Hello Karen and Chris. I am sending this message to you both because Karen, you are my neighbourhood councillor and Chris, you are on the cycling committee. I just wanted to pass on my experiences with cycling in Mississauga, as an enthusiastic, senior cyclist who rides 20-50 km per session on a weekend and sometimes through the week if time permits. .

I use my bike mainly for recreation, not as my major mode of transportation. The only time I cycled 17 km to work in Streetsville was when I was training for a Cycle for Sight ride (in support of the Foundation Fighting Blindness) sponsored by Novartis (I worked for the CIBA Vision / Alcon subsidiary). The event was 70 km from Alliston to Collingwood.

My preference is to ride on paved paths, preferably on quiet streets, not on busy roads. I don't mind sharing paths with pedestrians; however, it becomes a challenge at times to stay out of each other's ways, depending on day of week and time of day.

My preferred routes are the paths from home in Lorne Park, south then west along Lakeshore Road to Winston Churchill (only 8 km each way). Going the opposite way east to Toronto is also good as the time on the road is mainly in Port Credit on the streets that parallel the lake (about 15 km one way). Going further into Toronto is also good as it is park land and quiet streets. Going north involves Mississauga Road which has a bike path, but the road is busy. I then go into Erindale Park at Dundas and the path along the east side of the Credit River (14 km one way). This is a lovely route and has the opportunity to continue into the neighbourhood and into Streetsville. It could be perfect if the path along the river were paved.

Summary: what's good – what could be improved, from my viewpoint.

- What's good: several paths / routes available right from my home, and, according to the map of cycling routes in Mississauga, looks like that is the case in several areas of the city. This is a good feature to highlight in promoting cycling in the city.
- What could be improved: paved path along the Credit River. A longer, contiguous route through the city – maybe with a parking area for those who would not have easy access directly from their homes. (I have come across people from Toronto who came to Mississauga to cycle.)
 - Etiquette by both cyclists and pedestrians. I have been trained to call out “passing on your left” whenever I pass but have often been startled by bicycles coming up behind me and passing me. If you are doing some brochures, include this one. Also, to ring when turning blind corners and make sure groups are cycling single.
 - Mutual cooperation: I understand that pedestrians have the right of way on multi-use trails, however, it is possible to have a mutually satisfactory shared experience. I tend to ring my bell a lot to let people know I am coming up. Some people move, others are oblivious to the bell, some don't understand what it means. (cultural differences here among the new immigrants) Another item for a brochure.

A few ideas for you. Happy to answer questions about preferences for my demographic. Thanks.

BUSINESS INSIDER

Opening your car door using the 'Dutch Reach' could save cyclists' lives

ES. LIZ CONNOR, EVENING STANDARD
SEP. 12, 2017, 11:10 AM

Cycling in London has lots of great benefits: you avoid the rush hour crowds on the Underground, you save money on your travel and you get to pack in some exercise on your commute.

But everyone knows that there are dangers to cycling in any major city, especially when you have to share the roads with cars, lorries, busses and mopeds.

One of the big issues that cyclists and motorists face today is "car dooring" - where drivers carelessly open their doors and knock cyclists off of their bikes.



Ben Pruchnie/Getty Images

DfT data collected by charity Cycling UK revealed that between 2011 and 2015 there were 3,108 people injured and eight killed by motorists hastily exiting their cars without checking the traffic around them.

The group is now calling for car occupants to adopt the so-called Dutch Reach method, believing that it could save lives on the road.

But what is it and how do you do it? Here's everything you need to know.

What is the Dutch Reach?



Shutterstock / Jne Valokuvaus

The technique originated 50 years ago in the Netherlands, where there are currently more than 13 million bikes on the road.

The simple maneuver asks motorists to reach for their car door handle using their far rather than near hand; this means motorists are forced to turn their body towards the door, allowing them to look in their rear view at the traffic behind them.

The idea is that they will have an extra second or two to look over their shoulder and see whether a cyclist is coming.

Opening the door with the adjacent arm also limits how far your car door can open, preventing you from creating a fatal obstacle in the road.

Why are people calling for the Dutch Reach to be adopted?

Some UK cities are starting to build protected paths for cyclists, but in most places, cyclists routes are situated in a "door zone" - between parked cars and the main road.

This means that until cities can invest in better infrastructure for cyclists, they remain at the mercy of drivers.

[Cycling UK](#) wrote to transport minister Jesse Norman this week, calling for the launch of an awareness campaign to teach drivers and passengers of the dangers of opening car doors without looking first.

"Dooring" was responsible for 474 accidents across the UK in 2015, according to the Department of Transport (DfT).

How the Dutch Reach Could Save Lives



Cities like Amsterdam and Copenhagen already use the method, while in the Netherlands, the Dutch Reach is taught to children in school.

Being able to perform the Dutch Reach is also a required section of the driving test in Holland.

Now cycling charities are calling for the method to become a necessary component of passing your test here in the UK.

Currently offenders in the UK only face a maximum penalty of just £1,000 for "dooring", even if a cyclist is killed.

"Some people seem to see car dooring as a bit of a joke, but it's not and can have serious consequences," Paul Tuohy, Cycling UK's chief executive, said.

"Cycling UK wants to see greater awareness made about the dangers of opening your car door negligently, and people to be encouraged to look before they open.

"In the Netherlands they are known for practising a method, known sometimes as the Dutch Reach, which we think could be successfully encouraged in the UK."

Read the [original article](#) on [Evening Standard](#). Copyright 2017. Follow Evening Standard on [Twitter](#).

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