
Mississauga Cycling Advisory Committee

Date: March 10, 2020
Time: 6:30 PM
Location: Civic Centre, 2nd Floor
Committee Room A
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Councillor Chris Fonseca	Ward 3 (Chair)
Anna Tran	Citizen Member
Earl Close	Citizen Member
Kris Hammel	Citizen Member
Jeff Fleming	Citizen Member
Laiq Siddiqui	Citizen Member
Larry Lindsay	Citizen Member
Paulina Pedziqiatr	Citizen Member
Rosanna Chacko	Citizen Member
Sunil Sharma	Citizen Member
Suzanne Doyle	Citizen Member (Vice-Chair)

Contact

Stephanie Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 3795
Email stephanie.smith@mississauga.ca

Find it Online

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

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 Meeting Minutes - February 11, 2020

5. **PRESENTATIONS**

6. **DEPUTATIONS**

6.1 Glenn Voakes, Resident regarding cycling infrastructure along Ninth Line

6.2 Jane Darragh, Planner regarding the Waterfront Parks Strategy

7. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

Mississauga Cycling Advisory Committee may grant permission to a member of the public to ask a question of Mississauga Cycling Advisory Committee, with the following

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.

2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.

3. The total speaking time shall be five (5) minutes maximum, per speaker.

8. **MATTERS TO BE CONSIDERED**

8.1 Ninth Line Environmental Assessment (Suzanne Doyle, Citizen Member 10 minutes)

8.2 Network and Technical Subcommittee Update (10 minutes)

8.3 Communication and Promotions Subcommittee Update (5 minutes)

8.4 Selecting Community Members to send to the Bike Summit (Matthew Sweet, Manager, Active Transportation 5 minutes)

9. **INFORMATION ITEMS**

9.1 Accessibility for Ontarians with Disabilities Act Alliance United for a Barrier-Free Society for All People with Disabilities

10. **OTHER BUSINESS**

11. **DATE OF NEXT MEETING - April 14, 2020**

12. **ADJOURNMENT**

Mississauga Cycling Advisory Committee

Date: February 11, 2020
Time: 6:30 PM
Location: Civic Centre, 2nd Floor
Committee Room A
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

Members

Councillor Chris Fonseca	Ward 3 (Chair)
Earl Close	Citizen Member
Kris Hammel	Citizen Member
Jeff Fleming	Citizen Member
Larry Lindsay	Citizen Member
Paulina Pedziqiatr	Citizen Member
Rosanna Chacko	Citizen Member
Sunil Sharma	Citizen Member
Suzanne Doyle	Citizen Member (Vice-Chair)
Laiq Siddiqui	Citizen Member

Members Absent

Anna Tran	Citizen Member
Guy Winchester	Citizen Member (Vice-Chair)

Present Agency Representatives/City Staff

Matthew Sweet, Manager, Active Transportation
Raymond Lau, Project Manager – Engineering, Park Development
Stephanie Smith, Legislative Coordinator

1. CALL TO ORDER2. APPROVAL OF AGENDA

That the Mississauga Cycling Advisory Committee representative for Road Safety Committee be added to the agenda.

Approved (L. Siddiqui)

3. DECLARATION OF CONFLICT OF INTEREST

Nil

4. MINUTES OF PREVIOUS MEETING4.1 Mississauga Cycling Advisory Committee Minutes - January 14, 2020

Approved (E. Close)

5. PRESENTATIONS6. DEPUTATIONS6.1 Teresa Chan, Climate Change Specialist regarding the Climate Change Action Plan

Ms. Chan spoke to the City of Mississauga's Climate Change Action Plan.

Members of the Committee spoke to the matter and made the following comments: the effects of greenhouse gases related to the growth of residential development; partnerships with different levels of governments; the influence of the City of Mississauga's Climate Change Action Plan office; the lack of passengers on large MiWay buses and the consideration of moving towards smaller MiWay buses; the timeline for the Pedestrian Network Master Plan; keeping the Mississauga Cycling Advisory Committee engaged with the Climate Change Action Plan; the potential to bring together Active Transportation, Forestry and the Climate Change departments to work on a potential Bike Challenge; and the commitment from the Mayor and Members of Council for the Climate Change Action Plan. Matthew Sweet, Manger, Active Transportation and Ms. Chan responded to questions.

RECOMMENDATION MCAC-0005-2020

That the deputation by Teresa Chan, Climate Change Specialist regarding the Climate Change Action Plan be received.

Received (E. Close)

7. PUBLIC QUESTION PERIOD

Jonathan Giggs, Resident spoke to the Network and Technical Subcommittee and enquired if an infrastructure safety audit would be completed in the area of Dixie Road and Lakeshore Road. Mr. Giggs further spoke to item 9.1 and enquired if the

Mississauga Cycling Advisory Committee model is out of date. Matthew Sweet, Manager, Active Transportation noted that Dixie Road and Lakeshore Road is a Regional Road. Members of the Committee spoke to the formation of the new Committee, the advancement of the Committee and the loss of the resignation of Guy Winchester.

8. MATTERS CONSIDERED

8.1 2020 Capital Program (Matthew Sweet, Manager, Active Transportation 15 Minutes)

Matthew Sweet, Manager, Active Transportation spoke to the 2020 Capital Program.

Members of the Committee asked Mr. Sweet questions related to the 2020 Capital Program.

RECOMMENDATION MCAC-0006-2020

That the 2020 Capital Program be received.

Received (K. Hammel)

8.2 Tour de Mississauga 2019 (Matthew Sweet, Manager Active Transportation 10 Minutes)

Mr. Sweet spoke to the 2019 Tour de Mississauga.

Members of the Committee spoke to the matter and made the following comments: the number of sponsors for the 2019 Tour and future engagement for 2020 sponsors; the Epic Tour Management fee; age participation gaps; the operational costs compared to the management fee; opportunities to lower the management fee; the need for a long distance ride; bench-marking other events to increase ridership; that staff bring back an update on the planning of the 2020 Tour de Mississauga; engaging the Youth Advisory Committees to promote the Tour; opportunity to promote the Tour during Bike to School Week and at other upcoming events; and direction was given to staff to review the possibility of incorporating Highway 403 or the BRT into a route.

RECOMMENDATION MCAC-0007-2020

That the memorandum dated February 11, 2020 from Fred Sandoval, Active Transportation Coordinator entitled Tour de Mississauga 2019 Review be received.

Received (J. Flemming)

8.3 2020 Ontario Bike Summit

Councillor Fonseca spoke to the Ontario Bike Summit and encouraged members to attend the event.

Mr. Sweet spoke to selecting two community members to attend this years Ontario Bike Summit and that a section criteria would be established to select the two community members.

RECOMMENDATION MCAC-0008-2020

That Earl Close, Citizen Member, Kris Hammel, Citizen Member and Suzanne Doyle, Citizen Member from the Mississauga Cycling Advisory Committee (MCAC) attend the 2020 Ontario Bike Summit in Toronto on April 6 and April 7, 2020 and that the cost to attend the event be funded from the Committees of Council 2020 budget.

Approved (P. Pedziqiatr)

RECOMMENDATION MCAC-0009-2020

That the Mississauga Cycling Advisory Committee supports sending two community members to attend the 2020 Ontario Bike Summit through a selection criteria process and that Jeff Fleming, Citizen Member and Sunil Sharma assist with reviewing the nominations through the selection process.

Approved (P. Pedziqiatr)

8.4 Promotions and Communications Subcommittee Update (5 minutes)

No discussion took place.

8.5 Network and Technical Subcommittee Update (10 minutes)

Kris Hammel, Citizen Member provided an update on the Network and Technical Subcommittee and spoke to the 2020 Capital Program updates regarding the Ninth Creek Trail, Erin Centre Trail, Square One Drive at Rathburn Road; and Confederation Road.

Members of the Committee enquired about the signal button location at the Cawthra Road location along the Ninth Creek Trail and guidelines for traffic controls at specific locations throughout the City. Matthew Sweet, Manager, Active Transportation responded to questions.

Received (E. Close)

8.6 Working Groups: Result Summary

Suzanne Doyle, Citizen Member spoke to the Working Groups: Result Summary. Sunil Sharma, Citizen Member noted that he would review the document. Matthew Sweet, Manager, Active Transportation spoke to the recruitment process for the Active School Travel Programming staff member.

Received (P. Pedziqiatr)

8.7 Committee Involvement with the Micromobility Update (Matthew Sweet, Manager, Active Transportation 5 minutes)

Mr. Sweet enquired about the involvement of the Committee regarding Micromobility. Larry Lindsay, Citizen Member noted that that the Committee should be active participants regarding Micromobility and enquired about the micromobility pilot project.

8.8 Mississauga Cycling Advisory Committee Representative on Road Safety Committee

Laiq Siddiqui, Citizen Member noted that he cannot continue as the Mississauga Cycling Advisory Committee representative on the Road Safety Committee . The Committee engaged in discussion regarding appointing a new representative.

RECOMMENDATION MCAC-0011-2020

1. That Laiq Siddiqui, Citizen Member resign as the Mississauga Cycling Advisory Committee Member Representative on the Road Safety Committee effective immediately
2. That Suzanne Doyle, Citizen Member be appointed as the Mississauga Cycling Advisory Committee Member Representative on the Road Safety Committee until November 14, 2022 or until an successor is appointed.

Approved (L. Lindsay)

9. INFORMATION ITEMS

9.1 Email dated January 17, 2020 from Guy Winchester, Citizen Member entitled Resignation MCAC - Ward 8

Laiq Siddiqui, Citizen Member spoke to the replacement of Guy Winchester.

Members of the Committee engaged in discussion regarding appointing an additional vice-chair.

RECOMMENDATION MCAC-0010-2020

That the email dated January 17, 2020 from Guy Winchester, Citizen Member entitled Resignation MCAC - Ward 8 be received.

Received (P. Pedziqiatr)

10. OTHER BUSINESS

Sunil Sharma, Citizen Member thanked the Committee for approving his extended absence on the Mississauga Cycling Advisory Committee.

Kris Hammel, Citizen Member noted that Friday is Winter Bike to Work Day.

11. DATE OF NEXT MEETING - March 10, 2020

12. ADJOURNMENT – 9:06PM (L. Siddiqui)

Accessibility for Ontarians with Disabilities Act Alliance
United for a Barrier-Free Society for All People with Disabilities
Web: www.aodaalliance.org Email: aodafeedback@gmail.com Twitter: @aodaalliance
Facebook: www.facebook.com/aodaalliance/

Dear Councillor Fonseca,

I am a volunteer with the [Accessibility for Ontarians with Disabilities Act Alliance](#). We are a volunteer grassroots non-partisan coalition that advocates to make Ontario accessible to 2.6 million Ontarians with disabilities. I write on behalf of our Chair, David Lepofsky.

We ask you to help prevent a new danger being created in your community to people with disabilities and others. Last fall, over our strong objection, the Ontario Government passed a new regulation that lets a municipality pass a bylaw to allow the use of electric scooters (e-scooters) in public places in their community such as roads and sidewalks.

E-scooters present a serious danger to safety and accessibility for people with disabilities and others. Unlicensed, uninsured, untrained e-scooter riders could silently rocket at up to 24 KPH on our roads, sidewalks and other places. They are known to cause personal injuries and to create barriers to accessibility for people with different disabilities.

On January 22, 2020, the AODA Alliance made public a compelling open letter from 13 major disability organizations to all mayors and municipal councillors across Ontario. I set it out below, and urge you to read it carefully. It explains how and why e-scooters present such a danger to Ontarians with disabilities and others. It urges every municipality not to allow e-scooters in their community. If they are to be allowed, it explains the restrictions on them that your municipality should impose and enforce.

The good news is that if your municipal council does nothing, then the ban on e-scooters remains in place in your community. You don't have to do anything to keep it in place. That ban on e-scooters is only lifted if your municipal council passes a bylaw to lift it.

Corporate lobbyists for e-scooter rental companies lobbied hard to get Queen's Park to pass its new e-scooters regulation last fall. They clearly had the inside track with Premier Ford. We expect that those corporate lobbyists will be lobbying municipalities very hard to get them to lift the ban on them. Please listen to the serious safety and accessibility concerns people with disabilities, and not to those corporate lobbyists.

On February 3, 2020, Toronto's Municipal Accessibility Advisory Committee unanimously voted to recommend that Toronto City Council leave in place the ban on e-scooters. That is sound advice that should be followed.

Every Ontario municipality should learn from the Montreal experience with e-scooters. Last year, Montreal embarked on a pilot with e-scooters. It has just announced that it is cancelling that pilot, because of the problems they experienced. E-scooters were a failure with a very high and troubling rate of e-scooter users breaking the rules. Ontario does not need to repeat the same mistake. Here is a link to a news report on this: <https://news.yahoo.com/montreal-ends-electric-scooter-experiment-citing-disorder-220751742.html>

We believe that you and your municipal council have enough important things to do, without taking up your time with the e-scooters issue. The safest, wisest and easiest course of action is to simply leave in place the current ban on them.

Please read our open letter. Let us know if you support the ban on e-scooters and if you will oppose any effort to lift that ban.

Let us know your position on this issue. Please reply to this email, and copy your reply to aodafeedback@gmail.com. We would also be happy to provide you with any additional information that you may require.

For more background, you might wish to read:

* the AODA Alliances September 12, 2019 [brief](#) to the Ontario Government on e-scooters, which the Government in effect ignored, in favour of the e-scooter rental companies' corporate lobbyists.

* The AODA Alliance's November 28, 2019 [news release](#) in response to the enactment of the Ford Government's new e-scooter regulation.

We invite you to sign up to get regular AODA Alliance Updates. Just go to our home page to sign up at www.aodaalliance.org or send an email to us at aodafeedback@gmail.com just say "Sign me up!" For more background,

For more information on the AODA Alliance's campaign for accessibility in Ontario, visit www.aodaalliance.org

Sincerely,

Henry Coleman

January 22, 2020

To: Hon. Premier Doug Ford

Via Email: premier@ontario.ca Doug.ford@Pc.ola.org

Room 281, Legislative Building

Queen's Park

Toronto, Ontario

M7A 1A1

And to: All Members of the Ontario Legislature

And to: The Mayors and Councils of All Municipalities in Ontario

Copy to: The Hon. Raymond Cho, Minister for Accessibility and Seniors

Via email: Raymond.cho@ontario.ca

College Park 5th Floor

777 Bay St

Toronto, ON M7A 1S5

And copied to:

The Hon. Caroline Mulroney, Minister of Transportation

Via email: caroline.mulroney@pc.ola.org

5th Floor

777 Bay St.

Toronto, ON M7A 1Z8

I. Introduction

The undersigned community organizations and groups ask the Ontario Government and Ontario municipalities to take the actions listed below to protect the public, and especially

Ontarians with disabilities, from the danger to public safety and the accessibility of their communities that is created by the Ontario Government's new regulation on electric scooters (e-scooters). This regulation lets municipalities choose to permit people to use e-scooters in public.

On November 27, 2019, the Ontario Government announced a new regulation. It lets Ontario municipalities allow the use of e-scooters for a pilot of up to five years. An e-scooter is a motor vehicle that a person rides standing up. It can be very quickly throttled up to fast speeds of at least 24 KPH. It is silent even when ridden at fast speeds.

This Ontario regulation lets e-scooters be ridden on roads as well as sidewalks. It does not require a rider to have a driver's license, or to have training in the e-scooter's safe use or in the rules of the road. It does not require the e-scooter's driver or owner to have insurance.

The e-scooter model does not have to be certified as safe by the Canada Safety Association or other recognized certifying body. The e-scooter need not have a vehicle license, or display a license number, that could help identify the vehicle in the case of an injury.

The Ontario Government said that this pilot is to study use of e-scooters. However, the regulation has not required a municipality that permits e-scooters to study their impact, or to report any study to the public. There has been no showing why five years is needed.

II. E-Scooters Endanger Public Safety, Especially for People with Disabilities

Unlicensed, untrained, uninsured people racing on silent e-scooters in public places, including sidewalks, endanger the public, and especially people with disabilities. Ontarians with disabilities and others will be exposed to the danger of serious personal injuries or worse. Pedestrians cannot hear silent e-scooters racing towards them. This is especially dangerous for people who are blind or have low vision or balance issues, or whose disability makes them slower to move out of the way.

In jurisdictions where they are allowed, e-scooters present these dangers. Ontario does not need a pilot to prove this. In an August 30, 2019 [CityTV report](#), the Ontario Government stated that it had compromised between protecting public safety on the one hand, and advancing business opportunities and consumer choice on the other, when it first designed its proposal for a five-year e-scooter pilot.

III. E-Scooters Will Create New Accessibility Barriers for People with Disabilities

The new Ontario e-scooter regulation will also lead to the creation of serious new accessibility barriers against accessibility for Ontarians with disabilities. In jurisdictions where e-scooters are allowed, e-scooters are frequently left lying in public, strewn around sidewalks and other public places.

Leaving e-scooters on sidewalks is central to the plans of at least some businesses who want to rent e-scooters in Ontario, according to a [September 10, 2019 Toronto Star article](#). The companies that rent e-scooters to the public provide a mobile app. Using that app, anyone can pick up an e-scooter, rent it, ride it to their destination, and then leave it in a random place on the sidewalk or other public place for another person to later pick it up and rent it.

For people who are blind, deafblind or have low vision, e-scooters can be a serious and unexpected tripping hazard. There is no way to plan a walking route to avoid them. They should not have to face the new prospect of e-scooters potentially lying in their path at any time.

Leaving e-scooters randomly on sidewalks also creates a serious, unpredictable new accessibility barrier for people using a wheelchair, walker or other mobility device. An e-scooter can block them from continuing along an otherwise-accessible sidewalk. People with disabilities using a mobility device may not be able to go up on the grass or down onto the road, to get around an e-scooter blocking the sidewalk. Sidewalks or other public spaces should not be made available to private e-scooter rental companies as free publicly-funded parking spaces.

Under the Charter of Rights, the Ontario Human Rights Code and the Accessibility for Ontarians with Disabilities Act, the Ontario Government and municipalities are required to prevent the creation of new accessibility barriers against Ontarians with disabilities. As the 2019 [final report](#) of the most recent Independent Review of the AODA's implementation, by former Lieutenant Governor David Onley revealed, Ontario is behind schedule for becoming accessible by 2025. The [Onley report](#) found that Ontario remains a province full of "soul-crushing barriers". The introduction of e-scooters will create new barriers and make this worse.

IV. Measures In Place Don't Effectively Remove These Serious Dangers to Public Safety and Disability Accessibility

The Ontario Government's November 27, 2019 announcement of its new e-scooter regulation did not refer to any disability concerns. The Government announced some restrictions on use of

e-scooters. However, those measures do not effectively address the serious concerns raised here.

The Government lists some optional recommended “best practices” for municipalities. Those don’t remove the dangers to public safety or accessibility for people with disabilities. In any event, no municipality is required to implement them.

The regulation permits the use of e-scooters on sidewalks if a municipality wishes. It has restrictions on the speed for riding an e-scooter on sidewalks, and on the rider leaving an e-scooter on the ground, blocking pedestrian travel. However, these are extremely difficult, if not impossible, to enforce. Municipalities don’t have enforcement officers on every sidewalk to catch offenders. When a pedestrian, including a person with a disability, is blocked by an e-scooter abandoned on the sidewalk, there is no way to identify the rider who left it there. A pedestrian who is the victim of a hit and run, will find it extremely difficult if not impossible to identify who hit them. E-scooter rental companies are not made responsible for their e-scooters endangering public safety or accessibility.

E-scooters will increase costs for the taxpayer, including hospital and ambulance costs and law enforcement costs. The Ontario Government has not announced any new funding for municipalities for these costs.

The new Ontario regulation leaves it to each municipality to decide whether to allow e-scooters, and if so, on what terms. This requires Ontarians with disabilities to have to advocate to hundreds of municipalities, one at a time, to protect their safety and accessibility in public places. Ontarians with disabilities don’t have the resources and capacity for this.

It would not be sufficient for e-scooter rental companies to launch a campaign to urge renters not to leave e-scooters on sidewalks, or for e-scooter rental companies to make it a condition on their mobile app that the user will not leave a rented e-scooter on a sidewalk. People routinely agree to mobile app conditions without reading them. This does not excuse e-scooter rental companies from e-scooters’ known dangers.

V. Actions We Ask the Ontario Government and Ontario Municipalities To Take

We therefore ask for the following actions to protect Ontarians with disabilities:

(i) Actions We Ask The Ontario Government To Take

1. E-scooters should not be allowed in public places in Ontario. There should be no pilot project in Ontario because it would endanger public safety and disability accessibility. If the Ontario Government wants to study e-scooters, it should study their impact on public safety and disability accessibility in other jurisdictions that have allowed them.

2. If, despite these concerns, the Ontario Government wants to hold a trial period with e-scooters, it should suspend its new Ontario e-scooters regulation until it has implemented measures to ensure that they do not endanger the public's safety or accessibility for people with disabilities.

3. If Ontario holds an e-scooter pilot, it should be for much less than five years, e.g. six months. The Ontario Government should retain a trusted independent organization with expertise in public safety and disability accessibility to study e-scooters' impact. It should make public the study's findings.

4. If despite these dangers, Ontario allows the use of e-scooters in public in Ontario, the Ontario Government should first enact and effectively enforce the following strong province-wide mandatory legal requirements for their use. Ontarians with disabilities should not have to advocate to each of the hundreds of Ontario municipalities to set these requirements:

a) Riding an e-scooter on any sidewalk should be strictly prohibited with strong penalties.

b) The rental of e-scooters should be prohibited, because the rental business model is based on e-scooters being left strewn about in public places like sidewalks.

c) There should be a strict ban on leaving an e-scooter in a public sidewalk or like public location, except in a municipally-approved rack that is located well out of the path of pedestrian travel. If an e-scooter is left on a sidewalk or other public place that is not such a rack, it should be subject to immediate confiscation and forfeiture, as well as a strict penalty.

d) If e-scooter rentals are allowed, rental companies should be required to obtain a license. They should be liable for loss or injuries caused by any renter of the company's e-scooter.

e) There should be a ban on parking an e-scooter within 250 meters of a public establishment serving alcohol.

- f) If e-scooters are permitted, they should be required to make an ongoing clearly audible beeping sound when powered on, to warn others of their approach.
- g) The speed limit for e-scooters should be set much lower than 24 KPH, such as 15 KPH.
- h) An e-scooter driver should be required to successfully complete training on its safe operation and on the rules of the road, and to get a license.
- i) Each e-scooter should be required to have a vehicle license whose number is visibly displayed.
- j) An e-scooter's owner and driver should be required to carry sufficient liability insurance for injuries or damages that the e-scooter causes to others.
- k) E-scooter drivers of any age should be required to wear a helmet, and not just those under 18.

5. If the Ontario Government does not impose all the safety and accessibility requirements in Recommendation 4 above, then it should pass legislation that empowers each municipality to impose all the preceding requirements.

(ii) Actions We Ask Each Municipality in Ontario To Take

6. To protect the safety of the public, including people with disabilities, and to avoid creating new barriers to accessibility impeding people with disabilities, no municipality should allow e-scooters in their community.

7. If a municipality nevertheless decides to allow e-scooters, it should impose all the requirements in Recommendation 4 above. It should not allow e-scooters for more than six months as a pilot project, while undertaking the study on their impact on public safety and accessibility for people with disabilities.

In proposing these seven measures, we emphasize that nothing should be done to reduce or restrict the availability or use of powered mobility devices used by people with disabilities, which travel at much slower speeds and which are a vital form of accessibility technology.

Signed,

1. Accessibility for Ontarians with Disabilities Act Alliance
2. March of Dimes of Canada
3. Canadian National Institute for the Blind
4. ARCH Disability Law Centre
5. Spinal Cord Injury Ontario
6. Ontario Autism Coalition
7. Older Women's Network
8. Alliance for Equality of Blind Canadians
9. Guide Dog Users of Canada
10. Views for the Visually Impaired
11. Citizens With Disabilities – Ontario

12. Ontario Disability Coalition
13. The Brain Injury Society of Toronto