

Ingersoll Safe Cycling Committee - MINUTES
October 11th 2018 - Town Hall - JC Herbert Room

Present: Annette Riley Sandra Lawson
Costantino Mongelli Sam Horton
Kyle Stefanovic Meagan Lichti

Regrets: Angila Peters Darryl Capern
Fred Freeman Brian Petrie
Jeremy Wilson

1. Introductions, Welcome – 7:36pm

- Welcome Costantino Mongelli and John Bell

2. Acceptance of Agenda

1st Megan Lichti, 2nd Kyle Stefanovic. Carried

3. Approval of September Minutes

1st Kyle Stefanovic, 2nd Sandra Lawson. Carried

-Bicycle Salvage Program update: Sandra talked to Waste Management. Once they have approx. 10 bikes, they will call Kyle and he will send Darryl out. Kyle will then contact Jeremy to see what parts to salvage. Will need to talk to Jeremy regarding next steps and space management.

- ISCC involvement in the creation of a Cycling Association: Preference for informal group, advertise ride nights and join us if you wish. No involvement with insurance, simply the coordinator of those who want to ride. Annette: mindful of where you meet; if you want informal you need to meet in different locations. This informal 'core' group could become an advocate to this safe cycling committee – identify needs/wants/considerations. Sam to look into it further, and then bring back ideas and formalize. Formalizing as a group is an option with the Towns insurance in the future.

- Budget for 2019. What did we spend? What do we see as additional expenses for the upcoming year is any? Sam: ultimate dream is to have CAN-BIKE instructor here in Ingersoll. Build into budget to have 1 person to continue on with CAN-BIKE training (approx. \$500). Bike conference, close to \$1,000 for 2 participants. Family Day proceeds will be given back to community (\$2000 budgeted). Educational campaign (\$1000). Trail opening (\$500). Helmets (\$500). Jeremy will need to purchase bike parts (\$500). Registration for big cheese challenge will be the proceeds – coverage of incidentals will come out of committee budget. Looking to ask for \$6,000. Kyle – add revenue stream for proceeds of June Bike Month, to go to Bike for Kids.

Motion: Sam Horton – 2019 budget be \$6,000 to cover our known expenses. 2nd – Megan Lichti. Carried.

-Share the road – review and determine what we need to obtain silver. John Bell: a lot of the future planning in Waterloo has included bike safety forethought. A big buy in from the city – John's involvement is education and enforcement. Education: month ahead of upcoming changes they are out talking and educating, he is leaving literature and they blitz as it happens. It has also included social media campaigns.

Does cycling increase once infrastructure is in? Social media campaigns are huge, accessible over social media. Emails and comments are addresses quickly and the community is seeing the responsiveness. By law officers are on bicycles and so they are effected as well when people are breaking bylaws. Community Outreach officers address motorists enforcement. The process has evolved.

Has there been a buy in from motorists to respect cyclists? Overall yes – but still a present issue. Lots of media coverage to get the message out for what is expected and the consequences. Available material to share? Safety videos are on website, under cycling webpage.

4. Public Health – Vision Zero Presentation

- Zero fatalities and injuries on our highways. Skepticism around achieving zero. It changes the mindset when you no longer accept any deaths. There is a level of acceptance that dying on the road is common and you take that risk by going out – it's important to challenge that assumption and say it does not have to be so unsafe. Oxford county has a higher percentage of people killed or injured on roads per population that the average for Ontario and Canada. The average for Ontario is 3.8 for 100,000. Oxford County has 11. Rural roads are deadly and Oxford County has a lot. Vision zero takes a systems approach to road safety. Has shared responsibility among all those involved in the road framework (politicians, engineers, police, industry, health, all road users, etc.) Sweden started it, now they lead the word in some of the safest roads. We can demand freedom and mobility and demand safety at the same time. "In every situation a person might fail, the road system should not". Sweden is down 34.5% road fatalities since implementing vision zero. This is data driven – a corner with tons of collisions without death will be overlooked compared to a corner with a death. We need to evaluate data, and measure effects to see what where doing and if it's working. Speed is a concern – how can share the road and vision zero mesh to use all evidence and have the best possible strategies and data and info. Pedestrian or school zone, no higher than 30KM. No higher than 50KM for shared roads. If it's 80 or over, a cyclist should have a separate lane, no sharing. If you really want zero road deaths – should we separate roads or have lower speed? November Vision Zero forum for smaller rural communities is planned – hoping to have members from Oxford County. Smaller budgets, but similar problems. Is a southwestern committee an option? Education campaigns could have a larger reach will pooled money.

5. Safe Cycling related issues within the Town and our response – next meeting (how will we orchestra the media and messaging)

- **Adults riding on sidewalks. Review.**

- **Children no helmets. Review.**

- **Rules of the road violations. Review.**

-**Kyle: update of cycling trail and infrastructure (use of trails – numbers from counter)**

6. Family Day Planning

- Sam sent out message to previous partners: Masons Lodge, BIA, Fred Freeman, Local ING, Nancy Nadalin, Sam Horton, and others to be a part of the day. Vision: children's events, rec ride, 2 bigger rides (45K 90-100k, considerations of 160k). Meeting call in late October, early November.

7. Marketing and Advertising – Town Website Updates

- next meeting

8. Opening of new Trail

- Sandra met with county regarding ribbon cutting. Oct 26th was goal for paving trail. Rethinking event dates as end of April/beginning of May and hosting a big event. Saturdays mean CAMI parking lot is available. Walk over to trail. People actually use the trail because trail will be fully open. The trail would be seeded, grass will be there, signage will be out, build on education piece by April. Better photo ops. Support given in moving the date when it's complete and allow for better attendance. Once it's operational, it will be plowed over the winter. Is there promotional items that could be given out? Bike lights! First Friday in June? A little too late – missed the whole month of usage. If April/May, it would be a good promotional item of bike month events in June. Proposed: Saturday May 11th, 11am with Food/BBQ.
- Trail Counter should be put on the multi use trail over the winter to know what the action is like.

9. OPP Involvement – Officer Volunteer

- Next meeting.

10. New Business

- E bikes: E bikes becoming more popular on trail systems – what is our stance on whether they are allowed or not allowed and how would we police it? Throttle vs peddle assist E bike is the question. Oxford County is looking for Ingersoll's opinion – Annette: in London, speed limit on trails. No throttle bikes, pedal only. They have people who patrol (city staff). Sam: It would be difficult to turn away someone with limitations. Should we give leeway by having an identifier for someone with limitations (like the park space signs/stickers in a windshield)? Concern: the E bike needs to be defined. Kyle: Cyclists whipping by pedestrians is a common complaint as well. Sam: should we follow suit with London? Code of conduct sign is currently at the beginning of the trail – concerns whether people read it. Concerns over whether E bikes are explicitly stated. 1) Should we look for by law that puts 20km per hour maximum on all off road trails in town of Ingersoll. 2) Education: part is signage, social media, websites, printed media around E bike usage around town 3) Finally, involvement of the OPP to bike patrol on the town trails and to address the proposed by law and other infractions should they arise. OPP volunteer in the group will help, hear the concerns and help address the issues. A ton of education may be the key – we should do media, education and then enforcement. We should focus on the education blitz first. Develop a campaign – education around trail etiquette (for pedestrian and cyclists... everyone!) marketing component to educate what is a multi use trail REALLY? Public forum, the ISSC is coordinating and public are invited; here is what's going on around town, here's about trails, etc. Gives us an outreach so they know we exist – maybe early April. Let's define trail etiquette – let's combine with recreational trails committee. We take care of cycle, they take care of pedestrians. Kyle to orchestrate. Proposed to stick with 20KM/HR discussed as reasonable for commuters and rec riders, road riders will ride the road and speed limits on the trail won't be a hindrance. E bikes – won't turn away as long as they are less than 20km and following etiquette. Do they fall under motorized? Does the Highway traffic act prohibit them from sidewalks and trails? Pedal assist is the gray area! Trailhead, accessibility and code of conduct is required of all trails for insurance – new multi use trail will not be any different.

11. Share the road –we should have a small committee to look at the application again and see what we need to do to get silver. There are a list of recommendations to do in Bronze to become silver so we should get that list and review. Continuing Item. **Motion: create an ad hoc committee to analyze our current status in the share the road with the goal of obtaining a silver award for Ingersoll. Anyone interested in the committee we can take names.** 1st Sam Horton. 2nd Megan Lichti. Carried.

12. New Business – Cycling Map

Missing: Ingersoll street commuter trail is not on the map, it's on the trails map and not this. Ingersoll commuter trails ended up on the trails brochure, this map is the county road map. This is only showing bicycle paths and routes on road. If you are a cyclist, and following these, you are seeing/using the commuter trail. Missing: King to Bell is a bicycle lane. Missing: Karn is not marked. Seems to be only routes advertised – not showing these pieces because it's not a part of the routes. Committee is fine with listed/advertised routes.

13. Adjournment. Next Meeting: November 8th 2018