

HALTON HILLS COMMUNITY CYCLING SUMMIT

MARCH 6, 2019



PRESENTED BY THE HALTON HILLS BIKE IT COMMITTEE

INTRODUCTION

The Halton Hills Community Cycling Summit was organized by the Halton Hills Bike It Committee, a sub-committee of the Town's Active Transportation Advisory Committee. It was held on March 6, 2019 at the Mold-Master SportsPlex.

The purpose of the Summit was to check in with the community to develop a vision for the future of cycling in Halton Hills and determine what work and improvements needed to be done to realize that vision. A secondary purpose was to recruit more volunteers to the Bike It Committee and create a volunteer roster to support cycling events.

Thirty-seven members of the general public and 6 members of the Bike It Committee attended the Summit as well as 5 Town of Halton Hills and Regional of Halton Staff.

CYCLING MASTER PLAN IMPLEMENTATION

The Halton Hills Cycling Master Plan was endorsed by Town Council in December 2010. Since that time, many of the recommendations in the Master Plan have been acted upon which has resulted in an increase in cycling in the Town.

In terms of investment in cycling infrastructure, the Town has expanded its multi-use pathways from 4.3km to 11.24km. Since 2010, when there were no bike lanes, the Town has added approximately 8km of bike lanes as well as 4.2km of paved and edge-lined wide shoulder on 17 Side Road.

Approximately 100 way-finding signs have been installed for cyclists and pedestrians that give distances to popular destinations.

The Provincially significant Green Belt Cycling Route was signed within the boundaries of Halton Hills. The Green Belt Route is 475km and runs from Niagara Falls to Northumberland and is managed by the Waterfront Regeneration Trust. More information can be found at <https://www.greenbelt.ca/route-about>.

In 2011, the Town added 'Cycling' to the Terms of Reference for the Trails Citizen Advisory Committee which was later renamed the Active Transportation Committee. In 2012, the Bicycle Friendly Community (BFC) Sub-committee was endorsed by the Active Transportation Committee. The BFC rebranded itself in 2018 as the Halton Hills Bike It Committee.

BIKE IT COMMITTEE ACHIEVEMENTS

The Bike It Committee, since its inception in 2012, has undertaken a number of events including several that have occurred annually. These initiatives include:

- Bike it to Work Day Noon Hour Ride
- Bike it to the Market
- Bike it to Leathertown Festival

- The Halton Hills Community Bike Challenge (ended in 2017 after 5 successful years)
- Cyclepalooza
- Dust Off Your Bike Group Rides
- Pop Up Helmet Spotting
- 1 Metre Law campaign
- GDHS Fit Day Youth Engagement
- School Bike Rodeo
- Halton Hills Pit Stop at Halton Epic Tour

In 2019 the Bike It Committee will also run a Used Bike Buy and Sell as part of the Works Department Annual Earth Week Event.

The intent of the Bike Summit on March 6th was to discuss a vision for the future of cycling in Halton Hills and to recruit more volunteers to the Bike It Committee. Below is a summary of the format of the summit as well as information relating to what we learned and the priorities of the participants that attended.

BIKE SUMMIT INFORMATION GATHERING

Exercise #1

What needs to happen to make Halton Hills a great bicycle friendly community?

As attendees signed in for the Summit and before the formal session began attendees were given four coloured dots and were asked to review 25 statements of ideas or actions that needed to take place to make Halton Hills a great bicycle friendly community. The participant's answers were ranked by first, second, third, and fourth choices.

This exercise served to get people thinking of a broad range of cycling initiatives and gave a visual indication of the priorities of those who attended.

INTRODUCTORY PRESENTATIONS

It was explained that the purpose of calling a Bike Summit was to create a vision for cycling in Halton Hills by the year 2025 and to identify the priorities for achieving that vision.

The events and initiatives of the Bike It Committee undertaken since 2012 were described.

The Town and Region's involvement in Cycling and Cycling Tourism were presented. The Town's cycling infrastructure improvements since adopting the Cycling Master Plan were described as well as the next improvements scheduled for later in 2019 or 2020.

A new community cycling event to be run as a fundraiser for CASHH was presented.

Exercise #2

A Cycling Vision for Halton Hills in 2025

There were three tables with sets of maps of Halton Hills for reference and drawing. Facilitators asked the participants to think broadly about all aspects of cycling and to give ideas about what needs to happen to make that vision a reality. Participants were encouraged to use markers to draw on the maps to show where they would like to see cycling infrastructure improved. There were no limitations or conditions placed on the participants and they were encouraged to think broadly.

Following the exercise a representative from each table presented their ideas to the whole group.

RESULTS OF THE EXERCISES

Exercise #1: What needs to happen to make Halton Hills a great Bicycle Friendly Community?

- Most Needed= Red Dot= 4points
- Very much needed= Blue Dot= 3 points
- Needed= Green Dot= 2 points
- Needed= Yellow Dot= 1 point

The following statements are in order of total points assigned to each dot as a means of interpreting the importance those in the room attributed to each action towards achieving the cycling vision for Halton Hills.

ENGINEERING

Points	Statement
58	Cycling needs to be considered an equal element of the transportation system along with transit, walking and vehicles.
57	We need a Master Plan that prioritizes gaps in the network rather than waiting until a road comes up for reconstruction. The backbone of the system must be a priority such as establishing priority east/west and north/south routes.
37	Cycling will be a significant mode of transportation when we have a network of separated/protected bike lanes/multi-use paths.
21	We need off-road cycling trails for mountain biking.
6	We need a cycling map.
6	Cycling lanes need to be regularly swept just like the roads.
1	We need the Town and Region to adopt a Complete Street Policy.

0	Winter cycling will become popular when we have separated bike lanes that have priority winter maintenance.
0	We need better way-finding signage and bike routes

EDUCATION

Points	Statement
33	We need a campaign to educate drivers about cycling safety and the 1 metre law.
25	There should be a campaign to build mutual respect between drivers and cyclists.
16	The Town should offer cycling skills courses for adults and kids.
15	We should build a cycling culture by focusing on kids by offering bike rodeos, develop mountain biking for youth.
5	Cycling skills should be taught to all school children through the curriculum.
2	The Town should offer bike maintenance and repair courses.
2	Hospitality businesses should be trained to welcome cyclists.

ENGAGEMENT

Points	Statement
27	We need our own bike club in Halton Hills that attracts families to build a cycling culture.
21	We should create a cycling hub through partnerships with other related organizations where skills are taught, bike repair is done and/or taught, and where people meet up for group rides.
15	We should promote cycle tourism in cooperation with neighbouring municipalities in Halton and outside Halton – to leverage the Greenbelt Route that runs through Halton Hills.
13	We need to grow the Bike It Committee with a volunteer roster for cycling events and for free valet bike parking at community events such as Canada Day, Fall Fair etc.
10	We need to attract a bike shop that sells all kinds of bikes including cruisers, road bikes, electric assist, cargo bikes, etc.

4	We should organize an annual Tour de Georgetown and Tour de Acton suitable for all abilities and ages with a festival at the staging area.
3	We should work with schools to encourage biking to school.
0	We need to start a Cycling Union with a large membership at a modest fee such as \$10 that hosts events and advocates for infrastructure improvements.
0	We should have signed bike routes.

RESULTS OF TABLE DISCUSSIONS

Themes from Group Discussions

1. There is a strong desire to have the bike network completed as the current infrastructure is disjointed. The existing infrastructure is not being used to its full potential because it is impossible to reach destinations without spending part of the trip on a busy arterial road with no bike facilities.
2. It should be a priority to ensure there are continuous north/south and east/west safe bike routes across Georgetown.
3. Georgetown is not built on a grid system with alternate routes from the main arterials because of the railroad tracks and creeks with bridges and large areas with no roads through them such as the GDHS block or Dominion Gardens Park block. This necessitates bike lanes or multi-use paths along the arterials.
4. Create a safe connection between Georgetown and Acton and promote it.
5. In the rural area the roads need to have a wider shoulders and edge lines. Even ½ metre of space is better than nothing.
6. There is a marked difference between the rural roads in Peel and the rural roads in Halton Hills. In Peel there is a wide paved shoulder on the roads that connect into Halton Hills. We should look at these roads and try to match up the level of service. For example King Street and Old School Road.
7. Do not use 'chip and tar' on desirable rural cycling roads. Check apps such as Strava or Map My Ride to see which roads are most desirable for cyclists. When cyclists come to a fresh chip and tar road they turn around on the spot as chip and tar is unsafe to ride on. The gravel accumulates along the edge of the road exactly where a cyclist must go when being passed. It creates a very dangerous situation. Fresh chip and tar takes a year to smooth out.
8. More Share the Road signage.
9. More education for drivers to share the road and in particular to promote the 1 metre law.
10. Cycling-specific traffic controls/signage especially at busy intersections.
11. Make Delrex Boulevard a real enforceable bike lane.
12. Sign bike tour routes included on the Halton Bike Map.
13. Create a Halton Hills Bike Map.

14. Put signage at rural “S” curves warning drivers to watch for and accommodate cyclists.
15. Promote cycling to children in the schools.
16. Attract a Bike Shop to Georgetown.
17. Advertise that we are a cycling community via entrance signage.
18. Develop a trail along the Hydro Line between 4th and 5th lines.
19. Develop a mountain bike area.
20. Close the McNabb Street/John Street tunnel to vehicles.
21. Advertise where the repair stations are.
22. Post maps at repair stations.
23. Create cycling paths through and around Trafalgar Sports Park.
24. Create a cycling safety village like the safety village at Halton Regional building.
25. Cooperate with neighbouring municipalities to promote cycling tourist routes.
26. Provide more secure bike parking.
27. Host a cycling race event to promote the sport.
28. Host a gravel cycling event.
29. Engage kids.
30. Start a cycling club for Halton Hills.

Map Mark Ups (Maps in appendix A)

Georgetown Map

- Guelph Street/Main Street North from Banting to Winston Churchill Boulevard
- Princess Anne Drive from Atwood Avenue to Hyde Park Drive
- Paved connection through Georgetown Fairgrounds connecting Park Street to Hyde Park Drive
- Maple Avenue from Trafalgar Road to Mountainview Road
- Mountainview Road the entire length and continuing up Confederation Street to rural area. The missing connection between Delrex Boulevard and the start of the multi-use path needs to be fixed.
- Eighth Line South intersections at Miller Drive, Argyll Road, and Danby Road are difficult
- Barber Drive East at 10 SR difficult to negotiate.

Rural Map

- 25 Side Road west
- Glen Lawson Road
- Fourth Line Glen Lawson Road to 17 Side Road
- Third Line north to 32 Side Road
- 32 Side Road from Third Line to Trafalgar Road
- Highway 7 from Acton through Georgetown
- 22 Side Road from Fourth Line to Eighth Line
- Eighth Line from 22 Side Road to Wildwood Road
- Sixth Line from 22 Side Road to 17 Side Road
- Glen Lawson Rd.

- Trafalgar from 10 Side Road to Steeles Avenue
- 10 Side Road from Trafalgar Road to Eighth Line
- Ninth Line from 10 Side Road to Steeles Avenue
- Steeles Ave. from Milton to Winston Churchill

Acton Map

- Mill Street west to Dublin Line
- Third Line south from Churchill Road South to Glen Lawson Road

LET'S TALK HALTON HILLS ON-LINE ENGAGEMENT

The question about most desired new bike lanes resulted in the following list by votes:

1. Maple Avenue
2. Mountainview Road North
3. Mountainview Road South
4. Guelph Street
5. Main Street North
6. Trafalgar Road
7. Main Street from Maple to Highway 7
8. 22 Side Road
9. Argyll Road
10. Fourth Line
11. Princess Anne Drive
12. Churchill Road North
13. Eighth Line south of 10 Side Road
14. Winston Churchill Boulevard
15. Fifth Line
16. Ninth Line
17. Glen Lawson Road

INTERPRETATION

- There was a strong desire to complete a network of bicycle facilities that make cycling safe for all ages and abilities. In particular there is a need to make safe east/west and north/south routes in Georgetown.
- The practice of only looking at cycling improvements when a road is due for paving or reconstruction should be replaced with a program for priority cycling route improvements. This would allow the most important connections to be made in a more reasonable amount of time and will allow the investments already made to become more useful. This would allow for the most needed connections to be addressed, including Maple Avenue, Mountainview Road North, Guelph Street, Main Street North, and Main Street from Maple Avenue to Highway 7.
- Rural roads need improvement particularly along the edges. Chip and Tar treatment is very bad for cyclists as the gravel accumulates at the edge of the road making it very dangerous. Solutions include widening the shoulder and use asphalt to match what Peel/Caledon is doing or at a minimum eliminating chip

and tar from most desirable cycling routes and widen the road even 1 foot on each side and add an edge line.

- There needs to be a more concerted effort to educate both drivers and cyclists about mutual respect and safety.
- Bike lanes should be viewed as the minimum standard for cycling safety. This level of safety is considered inadequate by parents to allow for children to cycle to school. For most reluctant cyclists the standard for feeling safe is the buffered or physically separated bike lane or off-road facility. Wherever space allows, a buffered or separated bike lane should be installed.
- A safe cycling route should be created and signed linking Acton and Georgetown.
- Creation of a cycling community would be facilitated by several conditions being met such as the attraction of a bike shop, creation of a cycling hub where bike repair could be taught and meet ups for rides could occur or creation of a local cycling club that included activities for children.
- Cycling accessories such as outdoor bike repair stations with air pumps, signage for the repair stations, a bike map, posted bike maps, route signage, and secure bike parking would all help make the community more bike friendly.
- Creation of mountain bike trails and/or trails at Trafalgar Sports Park would encourage more youth cycling.
- Hosting of cycling events continues to be a good way to engage more people in cycling. New events such as gravel road tours or night rides are fun ways to expand people's experience with cycling and group the interest.
- Cycling tourism should be promoted and needs to be in cooperation with neighbouring municipalities or on a provincial basis. We have the Greenbelt Route and should leverage it as well as promote it with local residents and businesses.

CONCLUSIONS

Since adopting the 2010 Cycling Master Plan, Halton Hills has made significant progress in improving cycling infrastructure and promoting cycling. In 2010 cycling infrastructure was limited to trails and the multi-use path on Main Street South/Eighth Line. Now there are 11.24km of multi-use paths, 8.32km of bike lanes, and 4.2km of wide paved shoulder on 17 Side Road.

Cycling infrastructure improvements have largely been made as roads identified in the Cycling Master Plan have come up for repaving or complete reconstruction. Other bike lanes have been added as a means of slowing traffic by narrowing the lanes for cars. Notable exceptions have occurred on Miller Drive, Armstrong Avenue, and Sinclair Avenue where the impetus for improvements was triggered by the need for safer cycling and pedestrian infrastructure.

In addition, the formation of the Bike It Committee has resulted in the creation of many cycling events designed to encourage more people to ride their bikes more often. The most prominent event was the Halton Hills Community Bike Challenge that saw over

2,000 participants log 416,000km in its 5th and final year. This season-long event served to keep cycling in the public's eye for 6 months each year.

The Cycling Summit participants and the Let's Talk Halton Hills visitors strongly supported more investment in safe cycling infrastructure. The top priority was to make more linkages to make the cycling infrastructure into a true network whereby one could travel the entire distance from start to finish using safe cycling infrastructure. The roads that most frequently were identified as needing cycling infrastructure were arterial roads in Georgetown.

There was a call to address these roads in a more strategic and timely fashion with the objective to make a coherent network of north/south and east/west continuous routes in Georgetown and to complete a route connecting Georgetown and Acton. There was also a strong desire to make the bike lanes safer by using more than a painted line to protect the cyclists. It was felt that the only way to make the big leap to attracting a large portion of the population in cycling for recreation of utilitarian purposes would be to have a physical barrier between cyclists and cars.

A VISION FOR CYCLING IN HALTON HILLS IN 2025

The vision that emerged for the future of cycling in Halton Hills from the Bike Summit and on-line engagement foresaw safe bike routes linking residents to all the most popular destinations so that everyone from children to seniors could comfortably cycle from their homes to schools, to jobs, and to services. Upon arrival there would be sufficient bike parking. There would be a visible increase in the number of people choosing to ride their bikes to get to downtown Georgetown, downtown Acton, and to the other major commercial areas.

The cyclists would be knowledgeable about how to ride safely and would obey the rules and be considerate of others sharing the roads and trails. At the same time drivers would respect the cyclists and make the adjustments necessary to ensure their safety.

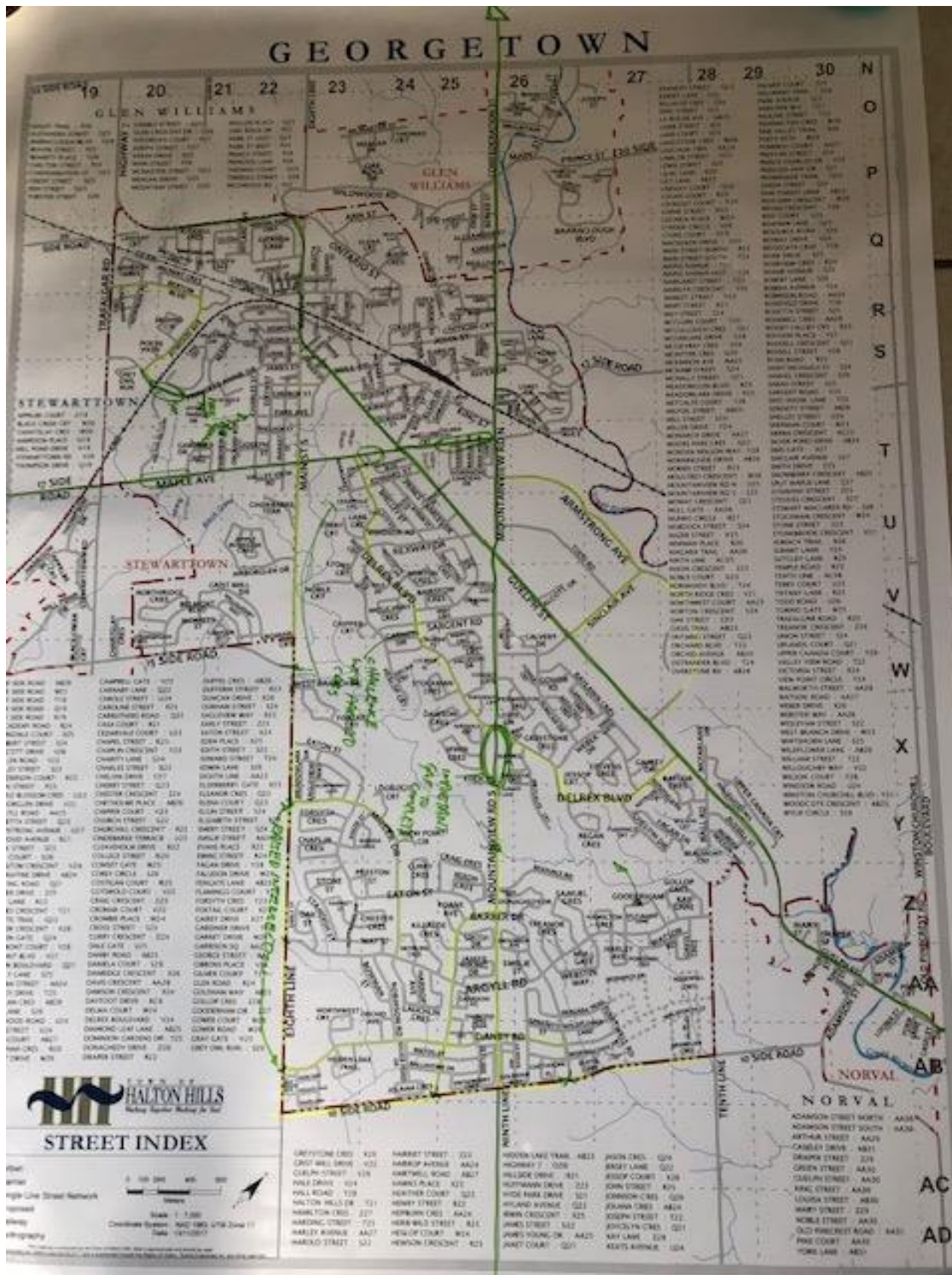
A wider variety of cycling experiences would be available including a cycling hub or cycling club where people could meet up for recreational rides or to learn skills or bike maintenance. A mountain bike area would be developed and established cycling routes would have wayfinding signage both in the rural area and in town.

Cycling routes would be established that connected to desired destinations beyond our borders for recreational cycling and commuters. Rural road maintenance would take into consideration cyclists and avoid treating popular cycling routes with chip and tar surface treatment. There would be signage posted at the entrance to the Town declaring Halton Hills to be a Bicycle Friendly Community.

Appendix A – Maps

Note: Yellow lines indicate existing infrastructure

Georgetown Map



TOWN OF HALTON HILLS

RURAL

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

ACTON

GEORGETOWN

STEWART TOWN

GLEN WILLIAMS

STREET INDEX

APPLEBY COURT U19
BLACK CREEK COURT W20
CHANTELAY CRESCENT W20
HARRISON PLACE U19

ANLEY TRAIL P26
ALEXANDER STREET Q25
BARRACLOUGH BLVD Q26
BEAVER STREET J26

ERIN STREET P25
FORSTER STREET Q26
GAMBLE STREET Q24
GLAN HART STREET Q26

MOUNTAIN STREET
MULLEN PLACE
OAK RIDGE DRIVE
DANFORTH STREET

Acton Map

