



HEALTHY COMMUNITIES • SUSTAINABLE COMMUNITIES

November 30, 2016

Ms. Arielle Mayer  
Senior Policy Advisor  
Ministry of Transportation  
Policy and Planning Division  
Transportation Planning Branch  
Environmental Policy Office (Toronto)  
777 Bay Street  
Suite 3000  
Toronto, ON M7A 2J8

**MTO Discussion Paper  
Cycling Initiatives under the Climate Change Action Plan  
EBR Registry Number 012-8772**

Dear Ms. Mayer,

On behalf of the Ontario Professional Planners Institute (OPPI), I am submitting the Institute's response with regards to the Province's "MTO Discussion Paper on Cycling Initiatives under the Climate Change Action Plan."

OPPI is the recognized voice of the Province's planning profession. Our almost 4,500 members work in government, private practice, universities, and not-for-profit agencies in the fields of urban and rural development, community design, environmental planning, transportation, health, social services, heritage conservation, housing and economic development. Members meet quality practice requirements and are accountable to OPPI and the public to practice ethically and to abide by a Professional Code of Practice. Only Full Members are authorized by the Ontario Professional Planners Institute Act, 1994, to use the title "Registered Professional Planner" (or "RPP").

OPPI strongly supports the purpose of the MTO Discussion Paper and recognizes the need for action to improve commuter cycling networks through #CycleON: Ontario's Cycling Strategy and its related Action Plan with the overarching aims of reducing greenhouse gas (GHG) emissions and managing congestion.

As professional planners across Ontario, our perspective on active transportation has been more recently expressed through OPPI's "[Healthy Communities and Planning for Active Transportation Moving Forward on Active Transportation in Ontario's Communities: A Call to Action](#)" in 2014, as well as, "[MTO's Ontario Draft Cycling Strategy](#)". (Copies of these submissions are available on OPPI's website:

[www.ontarioplanners.ca](http://www.ontarioplanners.ca)) The role that infrastructure plays in increasing the cycling modal share cannot be underestimated and requires complementary programming including training, education and encouragement. The following provides our response to the questions:

### ***Plan to Improve Commuter Cycling Networks***

#### ***1) What infrastructure should be prioritized to make cycling in Ontario safer and more convenient to support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?***

As a starting point, on-road and off-road cycling facilities that are safe, well-connected and can be used by all ages are ideal cycling infrastructure. Separated cycling facilities, including dedicated cycling lanes and multi-use paths that provide a higher level of protection and decrease the impacts of motor vehicle speeds and volumes, are recommended.

In order for cycling to increase as part of the transportation modal share and network, a closer examination of land uses that rely solely on motor vehicles, e.g. big box retail, sprawl, and the segregation of land uses that do not contribute to long-term sustainability and are one of the largest barriers to cycling.

#### ***2) What evidence can demonstrate the impact of cycling infrastructure investments on the number of cyclists and on GHG emissions?***

It is well-documented that the largest amount of greenhouse gas (GHG) emissions originate from the transportation sector in Canada. The number of cyclists within a corridor or area (bicycle counts), the interactions between bicycles and public transit (bike and ride) are some measures of impact from cycling infrastructure. As well, the modal share of bicycle in comparison with the trips avoided/eliminated in connection with GHG emissions based on an estimated per vehicle calculation. The Province may choose to initiate a process of data collection to inform decision-making in partnership with municipalities such as counts of cyclists during the morning (6 am to 9 am) and afternoon (3:30 pm to 6:30 pm) peak periods. The counts should be undertaken before investments and after investments and during months when cyclist volumes would likely be higher due to weather (May to October).

### ***Local Cycling Infrastructure***

#### ***1) For local cycling networks, what types of cycling infrastructure would best support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?***

All types of cycling infrastructure, such as dedicated bicycle lanes and multi-use paths, as described in *Ontario Book 18* would positively contribute to increasing cycling as a form of transportation. The desired destinations of cyclists are not significantly undistinguishable from those chosen to be made by automobile trips.

## ***Provincial Cycling Infrastructure***

***1) What types of cycling infrastructure on provincial highways would best support commuter cycling between residential communities, major transit stations, employment areas and other destinations travelled to on a frequent basis?***

Dedicated and separated cycling infrastructure is recommended on provincial highways as longer distance and/or connecting local destinations (e.g. 400-series highway crossings) is often needed. Types of facilities should be of a higher level of design that promotes safety and speed to desired destinations and trip generators, examples such as Cycle Superhighways (Transport for London), Fast Cycle Routes (Netherlands), Bicycle Highway (Germany), and Cycle Super Highways (Copenhagen).

## ***Bicycle Parking***

***1) What types of bike parking facilities (e.g., bike racks, lockers, fee-based enclosures) are needed to support cycling for commuting and other frequent trips?***

Bicycle parking facilities should reflect the locations where bicycles can be left safely and securely on a short-term or long-term basis. Sheltered, weather-protected bicycle lockers are ideal for long-term parking facilities. The charging for a bicycle parking space will be dependent on market conditions but may prove attractive if provided with convenient facilities, including automatic locking and easy access. Bicycle racks placed in visible areas are good for shorter-term parking can be implemented more quickly and economically.

***2) What types of government-owned, publicly accessible facilities should have bike parking?***

To lead by example, the Province should commit to providing safe and secure bicycle parking facilities for its employees and visitors to its public buildings and service outlets. The provision of bicycle parking is essential for promoting cycling as a practical mode of travel.

***3) What types of transit or transportation stations should have bike parking to support improved cyclist access (e.g., GO Stations, LRT stations, bus terminals)?***

Efforts should be made to ensure that all transit and transportation stations include bicycle parking whether short-term or long-term facilities. End-of-trip facilities that provides the cyclist parking and service is equally important as access and influential in modal shift from single occupant use.

**4) What types of private facilities could potentially be eligible to receive provincial funding for bicycle parking facilities?**

To be effective, the private sector should be encouraged to implement facilities for sustainable transportation. Bike racks, post and ring and other types of short-term bicycle parking facilities would be recommended for ease of implementation. In particular, larger employment locations with more than 100 employees, office buildings could be targeted; further initiatives could encourage more end-of-trip facilities, including dedicated shower/lockers. A rebate program should be introduced where private property owners/building management can purchase and install bicycle parking and be reimbursed for partial costs of bike racks.

OPPI continues to support the cycling initiatives in policy and practice. We welcome the opportunity to meet with you and staff to discuss our submission and to further explore these ideas and recommendations. To schedule a meeting or for further information, please contact me at 416-668-8469 or by email at [l.ryan@ontarioplanners.ca](mailto:l.ryan@ontarioplanners.ca).

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Ryan', followed by a horizontal line.

Loretta Ryan, RPP, CAE  
Director, Public Affairs  
Ontario Professional Planners Institute