

Education and Safety Subcommittee
Minutes of meeting
24 April 2006

Attendance: Clay McFayden, Crawford Murphy, Brigitte Nowak (Chair), Michael Paulin (Scribe), John Sherk, Barb Wentworth (Staff)

Regrets: Paulette Blais

1. Introductions.

2. Item #5 from TCC agenda: “Make cyclist education mandatory for all public school students in Toronto. In particular, students at roughly the Grade 6-8 level should be taught cyclist safety at roughly the level of CAN-BIKE 1. etc...”

Excellent idea. The subcommittee fundamentally agrees that cycling should be a regular part of schooling. Some discussion notes...

- There may not be enough qualified trainers to meet demand. We have difficulty finding instructors as is.
- The “Grade 4 Packages” discussed in earlier meetings are presently being sent out to 31,000 students in Toronto.
- The Province would have to list cycling as part of the curriculum – the subcommittee (and most certainly, the TCC) would be pleased to assist the Boards of Education with implementation.
- Suggested that we host a one-day conference for interested parties – Trustees, P.E. Department Heads, Parents, Students – to discuss educational and safety programs that are presently available.
- Sustainable funding would be required otherwise focus is lost. The Boards and the City would have to come to agreement on the funding process.

3. MTO Cycling Skills revisions – deletions and additions.

The MTO is looking to reduce the size of their Cycling Skills booklet (ISBN 0-7778-3884-2)

- The booklet was reviewed during the session and suggested amendments were recorded.
- TCC members are invited to review the booklet and forward their thoughts to Barb Wentworth

Having spent the better part of the session on 2 items, it was suggested that a second meeting be held on Monday 1 May 2006 at 1 p.m. to discuss the rest of the Agenda. All in attendance agreed unanimously

Attendance on May 1, 2006: Brigitte Nowak, Clay McFadden, Michael Paulin, Barb Wentworth (staff),
Regrets: Crawford Murphy

4. Licensing of bicycles:

Toronto City Council, at its meeting, December 8, 9, and 12, 2005 amended the Parks, Forestry and Recreation Programme Budget, as recommended by the Policy and Finance Committee, by adding that, “the City Manager be requested to report to the Planning and Transportation Committee on an on-line licensing system through which additional Capital money can be used for enhancing bike rings, upgrades or signage, funded through licensing bicycles”. The following recommendations are formulated for submission to the Planning and Transportation Committee’s June agenda to be considered with the report “Implementation of an On-Line Bicycle License System” from City Manager Shirley Hoy.

The Toronto Cycling Committee does not support the licensing of bicycles or cyclists and makes the following recommendations to City Council:

a) That City Council not support the licensing of bicycles or cyclists due to the following concerns:

- licensing causes additional barriers to cycling
- licensing is not cost efficient due to the administrative resources required and the direct costs to multi-bicycle households
- licensing programs are not enforceable given the lack of police resources currently available for enforcing existing Highway Traffic Act infractions.
- a license fee would raise expectations of cyclists that the City should be providing extensive bike lanes and other bicycle friendly services and a more robust response to bicycle theft.
- licensing programs will not apply to cyclists entering Toronto from other jurisdictions.

b) that City Council recognize that all of the valid reasons that the City discontinued licensing bicycles in 1956 are still present today (as evidenced by reports in 1984, 1992 and 1996) and, that until these issues change significantly or disappear, that bicycle licensing not be entertained again in the near future.

c) That City Council recognize that encouraging more citizens to cycle benefits everyone living in Toronto by reducing congestion on our roads, improving air quality by reducing

automobile use, reduces health care costs related to obesity and inactivity and that every effort must be made to remove barriers that prevent people from choosing to cycle.

d) That City Council implement a local tax credit for cyclists who ride on a regular basis in recognition that they pay their fair share of road taxes while contributing nothing to the wear and tear on our roads that require expensive road repairs.

5. Truck Safety Update:

In response to the cycling fatalities involving large vehicles, the City hosted a Media Event on Friday April 28, 2006 to provide information to cyclists and drivers about safety. The event was well attended and received media coverage, and the press release is attached for information. The Education and Safety Subcommittee discussed the following recommendations related to improving safety for cyclists:

Recommendations:

a) That the City report back on the feasibility of installing the following safety features on all City trucks:

- sideguards
- audible warning system for trucks making turns (similar to the audible system used when backing up)
- more turn signals on the side of trucks
- cameras and mirror systems to eliminate the blind spots on trucks
- deflectors on the front of trucks (also know as an air dam or cow catcher)
- b) that the City report back on the feasibility of requiring the above equipment on all City contracted trucks.

c) that the City report back on the feasibility of requiring the above equipment on all trucks entering the City

d) that the City recognize that bike lanes are intrinsically a safety feature that provides protection for cyclists from trucks and motor vehicles, making it easier for vehicles to pass cyclists safely and that in order to protect the City's citizens on bikes that bike lane installation receive the highest priority on roads.

e) that the City request Transport Canada to provide information on the progress of the Road Safety 2010 plan in regards to cyclists as vulnerable road users .

f) that the City request Transport Canada to provide information on what progress has been made in developing a policy for sideguards on trucks, the creation of standards for

such sideguards and any statistics from other jurisdictions on the effectiveness of sideguards on trucks.

g) that the City report back on the feasibility of the following initiatives to improve safety for cyclists and pedestrians:

- a) restricting truck traffic during rush hours
- b) restricting truck traffic between 7 am and 7 pm on city streets
- c) right turn restrictions for trucks on popular bicycle routes
- d) restrict the size of trucks in the down town core

h) that City Council allocate 1% of the road budget towards road safety programs to reduce fatalities and injuries to cyclists in order to enhance the safe and efficient transportation of all road users.

i) that the Toronto Cycling Committee invite the following groups to present information on the education of truck drivers regarding interaction with vulnerable road users, licensing requirements, and their perspective on measures that can enhance road user safety at future meeting(s) of the TCC in order to form a partnership to work cooperatively to reduce truck - bicycle conflicts:

- The Ontario Trucking Association
- The Canadian Transport Association
- Transport Canada
- Ontario Ministry of Transportation (carrier safety and enforcement branch)

j) that Police Traffic Services and City Transportation and Planning Staff present an annual report to the Toronto Cycling Committee with detailed information on the circumstances associated with cycling fatalities and serious injuries.

6. Cyclometer stats for March – please see attached.

7. Collision Pamphlet for March – please see attached.