



Hamilton

# CITIZEN COMMITTEE REPORT

<b>To:</b>	Chair and Members Public Works Committee
<b>From:</b>	Andrea Kita, Chair Hamilton Cycling Committee .....
<b>Date:</b>	November 7, 2011
<b>Re:</b>	<b>Review of Cycling Content in Ministry of Transportation Documents</b>

**Recommendation:**

That the attached letter to the Ontario Ministry of Transportation (MTO), prepared by the Hamilton Cycling Committee (HCyC) and included as Appendix A, be sent to the MTO for their consideration.

**Background:**

The HCyC recently conducted a review of provincial documents governing transportation. Two documents were included in this review: (1) The Official MTO Driver’s Handbook and (2) the Ontario Highway Traffic Act (HTA). Suggested changes have been outlined in a letter planned to be sent to the MTO.

**Analysis/Rationale:**

The purpose of this review was to highlight sections of the two MTO documents that make reference to or affect cyclists, and to propose changes that clarify the roles and responsibilities of all road users in sharing the road. The suggested changes are intended to make the provincial transportation network safer for all road users and thereby encouraging more people to cycle. The HCyC understands that the MTO accepts suggestions on an on-going basis for consideration. A second justification for this submission at this time is a study currently underway by the Ontario Public Health Association that is asking to receive the HCyC review materials.

**Appendices:**

Appendix A - Letter to Ministry of Transportation

November 17, 2011

Ministry of Transportation of Ontario  
Road User Safety Division  
Alistair.Crocker@ontario.ca

Attn: Alistair Crocker

The Hamilton Cycling Committee (HCyC) recently conducted a review of provincial documents governing transportation. The purpose of this review was to highlight sections of these documents that make reference to or affect cyclists, and to propose changes that clarify the roles and responsibilities of all road users in sharing the road. Two documents were included in this review: (1) The Official MTO Driver's Handbook and (2) the Ontario Highway Traffic Act (HTA). Suggested changes have been outlined below for each of these documents. This review concludes with a number of general suggestions developed by the HCyC that do not pertain directly to the two documents reviewed.

The HCyC is an advisory committee to the City of Hamilton. The committee is comprised of citizens, including recreational and utilitarian cyclists. The committee was established to serve as a liaison between cyclists and the City. It operates under the mandate of promoting cycling, educating cyclists and motorists, and monitoring City investment in cycling.

#### The Official MTO Driver's Handbook

The Official MTO Driver's Handbook, is read by anyone planning to obtain a driver's license in Ontario. As such, it is important that the roles and responsibilities of all road users be clearly outlined throughout this document. The handbook is an opportunity to educate prospective drivers on how to interact with cyclists on the road, recognize and promote cycling as a viable mode of transportation, as well as an opportunity to educate readers who are cyclists on their rights and responsibilities as cyclists. The handbook is currently scheduled for an update by the Ministry of Transportation (MTO). Throughout this review, we will refer to this document as the "Handbook".

The HCyC has several specific suggestions to improve the cycling content of the Handbook;

1. Revise imagery to show more cyclists as part of roadway traffic;
2. Include information on preferred interactions amongst motor vehicles, e- and hybrid vehicles, pilot vehicles, cyclists, pedestrians and public transit;
3. Include specific strategies to instruct operators of large vehicles (trucks, camper trailers, etc.) how to more safely share the road with cyclists;
4. Include images, descriptions, and applicable rules for all roadway facilities (including signage and street markings) related to cycling. These include:
  - a. Bike lanes
  - b. Contra-flow bike lanes
  - c. Sharrows
  - d. Bicycle actuated traffic signals
  - e. Bike boxes
  - f. Off-road cycling/pedestrian facilities.

## Driver Training Programs and Testing

The HCyC has some proposed strategies to enhance driver training and education. We suggest that the MTO:

1. Establish or enhance content for cyclists and road users;
2. Include content for all road users in all Driver Training and Driver Instructor Training programs;
3. Incorporate CAN-BIKE training information that is not currently available to new drivers of motor vehicles;
4. Develop comprehensive e-training modules to complement 2.) and 3.) above;
5. Develop testing protocol to include:
  - a. interaction amongst all categories of road users,
  - b. the rights of all road users, and
  - c. the concept of sharing the road;
6. Review all bicycle references in the Handbook to ensure content is consistent with existing bicycle training programs.

## The Ontario Highway Traffic Act (HTA)

The Ontario Highway Traffic Act (HTA) applies to the variety of transportation devices on the roadways of Ontario, including motor vehicles, pedestrians, and cyclists. The HCyC suggests four edits to the HTA:

1. The addition of legislation requiring a minimum noise level for e-bikes, e-cars, and hybrid vehicles to make these vehicles more readily noticed by cyclists and pedestrians – including the visually impaired;
2. The addition of further lighting requirements for cyclists. Specifically, require a flashing or solid red light at the back of all bicycles (replacing the current requirement of a red rear-reflector) and clarify the current requirement of a white headlight to be either flashing (possibly more visible to motorists) or solid (not flashing);
3. The addition of legislation to permit an “Idaho stop” style traffic control for cyclists <http://www.bta4bikes.org/btablog/2009/01/15/frequently-asked-questions-about-idaho-stop-law/> ;
4. The addition of roundabouts information as elaborated on as follows:

The Ministry of Transportation has a helpful summary of identified issues regarding roundabouts in a question and answer format. However the HTA is silent on the subject of roundabouts. The suggestion above requests that roundabouts be included in the HTA. In order to have some uniformity in Ontario, consideration should also be given to include Design Standards and a Policy framework for roundabouts and the following are listed for consideration:

### *General Design Standards:*

- types of round-a-bouts
- approach and circulatory speeds
- design(s) for different size vehicles (such as the use of truck aprons)
- pedestrian and bicycle use
- landscaping (for centre islands)

### *Terminology/Design Elements*

- travel path for multi-lane and single-lane roundabouts

- typical signage
- typical markings
- pedestrian and bicycle details such as paths and ramps
- splitter island

*Policy Considerations:*

Document an overview of roundabouts regarding performance characteristics and justification including: safety, travel delay, environmental factors, traffic calming, and aesthetics. All of this content is suggested to be mindful of all modes of transport travelling through roundabouts.

Additional Suggestions

The HCyC has also developed a number of general suggestions that are not directly related to the documents discussed above.

We suggest that the MTO develop a program to inform the public about the rules of operating new alternative forms of vehicles. This includes recently approved vehicles (eg. e-bikes approved Oct 3, 2009) and pilot vehicles such as the Segway Human Transporter/Personal Transporter (on-going pilot beginning Oct 2006 to Oct 2013).

Secondly, two proposed laws died with the 2011 summer recess of the Legislature thus we make the following requests. We request that legislation requiring motorists to provide a minimum of 1 to 1.5 metres (three to five feet in U.S. legislation already passed in 19 states) when passing cyclists be added to the HTA; and also we request that legislation be enacted directing the MTO to include the paving of shoulders in the scope of roadwork as per the details in the recently proposed legislation.

Our last suggestion pertains to collision data. We suggest that collision data be captured in a central database for the province. This will ensure that collision data collection is standardized across the province and it will facilitate co-ordination and data sharing amongst municipalities and other agencies. The following information is suggested to be captured and coded for all collisions:

- Age of person(s) involved
- Injury to person(s) (minor, major, fatal)
- Location of collision (intersection with stop sign, intersection with traffic signal, crosswalk, roundabout, mid-block, etc.)
- Weather conditions
- Road surface condition (dry, wet, snow, ice, etc.)
- Safety equipment used/worn by person(s) (helmet, seat belt, airbags, etc.)
- Condition of person(s) involved in the collision (fatigue, impaired, etc.)

A central database and standardized collision data collection will facilitate data analysis and the development of locally focused strategies for reducing collisions. The HCyC suggests that this information be used to publish regular road safety reports that highlight common types of collisions and how to prevent them. This information can also be used to guide improvements to infrastructure, identify other collision reduction measures, and to develop educational messages for all road users.

We thank you for this opportunity to convey this review to the MTO. Please let us know how you plan to address these suggestions and an estimated timeline for implementation. Regarding any changes to

provincial documents, we suggest the review process include public consultation through which Ontario residents could comment, and please include the Hamilton Cycling Committee on your contact list as a party to keep informed of the process and to provide feedback on proposed changes.

Regards,

Andrea Kita  
Chair of the Hamilton Cycling Committee

Councillor Russ Powers  
Chair Public Works Committee

Copy to:

Mayor Bob Bratina, City of Hamilton  
Gerry Davis, CMA, General Manager of Public Works, City of Hamilton  
Daryl Bender, Public Works, Staff Liaison Hamilton Cycling Committee