



Agenda

Active Transportation Advisory Committee
The Corporation of the City of Brampton

Date: Tuesday, June 10, 2025

Time: 7:00 p.m.

Location: Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall

Members: Stephen Laidlaw (Co-Chair)
Lisa Stokes (Co-Chair)
Cindy Evans
Alina Grzejszczak
Dayle Laing
Barry Lavallee
Steven Lee
Regional Councillor Rowena Santos

Accessibility of Documents: Documents are available in alternate formats upon request. If you require an accessible format or communication support contact the Clerk's Department by email at City.clerksoffice@brampton.ca or 905-874-2100, TTY 905.874.2130 to discuss how we can meet your needs.

Note: This meeting will be live-streamed and archived on the City's website for future public access.

1. **Call to Order**

2. **Approval of Agenda**

3. **Declarations of Interest under the Municipal Conflict of Interest Act**

4. **Previous Minutes**

4.1 Minutes - Active Transportation Advisory Committee - April 8, 2025

The minutes were considered by Planning and Development Committee on May 12, 2025, and were approved by Council on May 14, 2025. The minutes are provided for Committee's information

5. **Presentations / Delegations**

5.1 Presentation by Stephen Laidlaw, Co-Chair, re: The Effects of Ontario Highway Traffic Act (OHTA) 38(2) on Family Mobility

To be received.

5.2 Presentation by Nelson Cadete, Manager, Transportation Planning, Planning, Building and Growth Management, re: Howden Boulevard Bike Lanes Alternatives

To be received.

6. **Reports / Updates**

7. **Other / New Business / Information Items**

7.1 Active Transportation Advisory Committee - Sub-Committee Minutes - May 13, 2025

To be received.

7.2 Discussion at the request of Lisa Stokes, Co-Chair, re: 2025 Planned Curb Cuts

7.3 Discussion at the request of Lisa Stokes, Co-Chair, re: Concerns Regarding Curb Cut

Rules in New Subdivisions

- 7.4 Discussion at the request of Stephen Laidlaw, Co-Chair, re: The City of Brampton's Enforcement and By-law Services Strategy for 2025 Regarding Ticketing Vehicles Parking in Bike Lanes

8. Correspondence

9. Question Period

10. Public Question Period

15 Minute Limit (regarding any decision made at this meeting)

11. Adjournment

Next Regular Meeting: Tuesday, August 12, 2025 at 7:00 p.m.



Minutes

Active Transportation Advisory Committee

The Corporation of the City of Brampton

Tuesday, April 9, 2024

Members Present: Steven Laidlaw (Co-Chair)
Lisa Stokes (Co-Chair)
Enzo Bek
Cindy Evans
Alina Grzejszczak
Dayle Laing
Barry Lavallee
Steven Lee
Regional Councillor Rowena Santos

Staff Present: Fernanda Duarte Peixoto Soares, Project Manager, Active
Transportation, Integrated City Planning, Planning Building and
Growth Management
Tyron Nimalakumar, Transportation Planner, Planning, Building
and Growth Management
Kristina Dokoska, Policy Planner, Environment and Development
Engineering, Planning, Building and Growth Management
Tammi Jackson, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 7:04 p.m. and adjourned at 9:23 p.m.

2. **Approval of Agenda**

The following motion was considered.

ATC011-2024

That the agenda for the Active Transportation Advisory Committee Meeting of April 9, 2024, be approved as amended:

To Add:

7.5 Discussion at the request of Councillor Santos: **Bike Lanes on Royal West Drive**

Carried

3. **Declarations of Interest under the Municipal Conflict of Interest Act**

Nil

4. **Previous Minutes**

4.1 Minutes - Active Transportation Advisory Committee - February 15, 2024

The minutes were considered by Planning and Development Committee on March 18, 2024, and were approved by Council on March 27, 2024. The minutes were provided for Committee's information.

5. **Presentations / Delegations**

5.1 Presentation by Steven Laidlaw, Co-Chair, re: Wayfinding Signage

Steven Laidlaw, Co-Chair, provided an overview of Wayfinding Signage, and responded to questions of clarification from Committee.

Committee discussion included the following:

- Question regarding which department is responsible for wayfinding signage and what budget the funds come out of for the cost of the signage.
- Question regarding whether the City of Brampton is responsible for signage on Regional Roads.
- Staff clarified that wayfinding signage is included in the Active Transportation Master Plan report being presented to Planning and Development Committee on April 22, 2024.

ATC012-2024

That the presentation from Stephane Laidlaw, Co-Chair, re: **Wayfinding Signage**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

- 5.2 Presentation by Kristina Dokoska, Policy Planner, Environment and Development Engineering, Planning, Building and Growth Management re: Grow Green Award

Kristina Dokoska, Policy Planner, Environment and Development Engineering, Planning Building and Growth Management, provided an overview of the Grow Green Awards, and responded to questions of clarification from Committee.

The following motion was considered.

ATC013-2024

That the presentation from Kristina Dokoska, Policy Planner, Environment and Development Engineering, Planning Building and Growth Management, re: **Grow Green Award**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

- 5.3 Delegation by David Laing, Brampton Resident, re: The 2024 Improvement Plans for the Vodden Street Bike Lanes

David Laing, Brampton Resident, provided an overview of the 2024 Improvement Plans for The Vodden Street Bike Lanes, and responded to questions of clarification from Committee.

Committee discussion included the following:

- Concerns raised that there is no physical protection when approaching the intersection.
- Clarification that the markings on the ground at the intersection are a temporary response from complaints received. The intersection could not be completed due to weather constraints.
- Advised that the contractors will be back to complete the project.

The following motion was considered.

ATC014-2024

That the delegation from David Laing, Brampton Resident, re: **The 2024 Improvement Plans for The Voddan Street Bike Lanes**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

5.4 Presentation by Cindy Evans, Citizen Member, re: Howden Road Bicycle Lane at Intersection of Dixie Road and Howden Road

Cindy Evans, Citizen Member, provided an overview of Howden Road Bicycle Lane at the Intersection of Dixie Road and Howden Road, and responded to questions of clarification from Committee.

Committee discussion included the following:

- Expressed concerns regarding safety at the intersection as there are no bollards installed.
- Outlined that protected lanes are necessary at the intersection to ensure public safety.
- Suggestion to utilize large flowerpots at the intersection in place of bollards for the spring and summer season until permanent bollards are installed.
- Staff advised a report would be brought to Council recommending the installation of physical barriers at the intersection.

Councillor Santos placed the following motion on the floor for Committee consideration:

That staff be directed to work with Strategic Communications and Public Works and Engineering to produce education videos to assist with educating the public on safety in sharing the road and active

transportation infrastructure and with input from members of the Active Transportation Advisory Committee.

The following motion was considered.

ATC015-2024

1. That the presentation from Cindy Evans, Citizen Member, re: **Howden Road Bicycle Lane at Intersection of Dixie road and Howden Road**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received; and,
2. That staff be directed to work with Strategic Communications and Public Works and Engineering to produce education videos to assist with educating the public on safety in sharing the road and active transportation infrastructure and with input from members of the Active Transportation Advisory Committee.

Carried

6. Reports / Updates

- 6.1 Verbal Update by Rowaidah Chaudhry, Transportation Planner, Planning Building and Growth Management, re: Knightsbridge and King's Cross Intersection

Fernanda Soares, Project Manager, Active Transportation, Planning Building and Growth Management, provided an overview of the Knightsbridge and King's Cross Intersection, and responded to questions of clarification from Committee.

The following motion was considered.

ATC016-2024

That the verbal update from Rowaidah Chaudhry, Transportation Planner, Planning Building and Growth Management, re: **Knightsbridge and King's Cross Intersection**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

- 6.2 Verbal Update by Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, re: Bike Month

Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, provided a brief overview of Bike Month and advised the Bike

Month campaign will run from May 25 to June 30, 2024, and responded to questions of clarification from Committee.

The following motion was considered.

ATC017-2024

That the verbal update from Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, re: **Bike Month**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

7. Other / New Business / Information Items

7.1 Active Transportation Advisory Committee - Sub-Committee Minutes - March 19, 2024

The following motion was considered.

ATC018-2024

That the **Active Transportation Advisory Committee Sub-Committee Minutes of January 9, 2024**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

7.2 Discussion at the request of Dayle Laing, Citizen Member, re: Park Maintenance Inspections Regarding The Verbal Update From The Last Subcommittee Meeting, Entitled - Update On How Trails Are Scheduled To Be Repaved, And Current Maintenance Practices.

Dayle Laing, Citizen Member requested the item be referred to staff to report back at a future Committee of Council meeting and placed the following motion on the floor for consideration:

*That the verbal update from Dayle Laing, Citizen Member, be **referred** to Parks Maintenance staff to report back to the Committee of Council meeting of April 24, 2024, re: How trails are scheduled to be repaved, and current maintenance practices.*

The following motion was considered.

ATC019-2024

That the verbal update from Dayle Laing, Citizen Member, be **referred** to Parks Maintenance staff to report back to the Committee of Council meeting of April 24, 2024, re: How trails are scheduled to be repaved, and current maintenance practices.

Carried

- 7.3 Memorandum from Kevin Minaker, Manager, Traffic Operations and Parking, Public Works and Engineering re: Process and Timeline for Installing Regulatory Signs on

Committee discussion included the following:

- Question regarding whether or not by-law enforcement can enforce the bike lanes without regulatory signs installed.
- Question about educational material being distributed to residents in neighborhood's where bike lanes are implemented.
- Clarification that signage and paint markings need to be installed in order for bikes lanes to be considered bike lanes and for by-law to enforce.
- Outlined bikes lanes were installed along Peter Robertson Blvd with regulatory signs still outstanding.

The following motion was considered.

ATC020-2024

That the memorandum from Kevin Minaker, Traffic Operations and Parking, Public Works and Engineering, re: **Process and Timeline for Installing Regulatory Signs on New Bike Lanes and Amendments to the By-law (Peter Robertson Blvd - Bramalea Rd and Dixie Rd)**, to the Active Transportation Advisory Committee Meeting of April 9, 2024, be received.

Carried

- 7.4 Discussion at the request of Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management, re: Trail Maintenance

Dealt with under Item 7.2 - Recommendation ATC019-2024.

7.5 Discussion item at the request of Councillor Santos: Bike Lanes on Royal West Drive

Councillor Santos advised that Royal West Drive has newly installed active transportation lanes between Queen St West to Mississauga Road. There have been concerns raised by local constituents regarding fines issued to vehicles parked in the bike lanes. Parking fines have caused some concerns in the local area. Councillor Santos advised she started organizing a neighborhood meeting with the neighborhood association to assist with educating residents on the work the Committee has undertaken with the Active Transportation Master Plan and implementing active transportation. Councillor Santos asked if there were any Committee members interested in attending the neighborhood meeting to represent the Active Transportation Advisory Committee.

Barry Lavelle, Citizen Member, volunteered to attend the neighborhood meeting to represent the Committee.

8. **Correspondence**

Nil

9. **Question Period**

Lisa Stokes, Co-Chair, asked questions regarding wayfinding signage at the following locations:

- Loafers Lake Trail
- Bramalea Road and sidewalk signage from Avondale Boulevard to Steeles Avenue extension.

10. **Public Question Period**

David Laing, Brampton resident, asked what the Committee does, including interested members of the public do to level the playing field so that cyclists are treated as legitimate road users and to get ahead concerning within the City of Brampton.

11. **Adjournment**

The following motion was considered.

ATC021-2024

That the Active Transportation Advisory Committee do now adjourn to meet again on Tuesday, April 9, 2024 at 7:00 p.m. or at the call of the Chair.

Carried

Steven Laidlaw (Co-Chair)

Lisa Stokes (Co-Chair)

Ontario Highway Traffic Act Section 38 (2) 2024

E-Bikes and passengers under the age of 16.

Stephen Laidlaw

City of Brampton Active Transportation Advisory Committee

June, 2025

Ontario Highway Traffic Act

Applicable Sections.

Minimum age to drive motor assisted bicycle.

38(1) No person under the age of 16 years shall drive or operate a motor assisted bicycle on a highway. 2024, c 21, s. 4

Same

38(2) No person who is the owner or is in possession or control of a motor assisted bicycle shall permit a person who is under the age of 16 years to ride on, drive or operate the motor assisted bicycle on a highway. 2024, c 21, s.





Conclusion

Effect of OHTA, Section 38 (2)

- This section of the act will result in unnecessarily limiting the mobility choices of families with young children.

Hello,

Thanks for reaching out and for your interest. I am trying to get that changed!

That rule is wrapped up in the current process to update e-bike definitions in Ontario. I recently hosted a webinar with advocates, industry reps and government staff to discuss the current state of e-bike definitions in Ontario and our options for moving forward. I published a blog post about it, including links to additional background content: <https://www.jamiestuckless.ca/blog/defining-e-bikes-what-are-the-options>

I am also attaching the webinar discussion summary for your reference.

The webinar group was quite interested in getting together again soon and my (possibly too ambitious, but hopefully not) goal is for us to develop a cohesive recommendation for MTO that is submitted as a group, or endorsed by everyone/most participants and other associations. The MTO has also been following these discussions and I am keeping them updated on progress.

In terms of next steps, I have added your email to my e-bike webinar participants list so you will receive an invitation to our next webinar. You can also sign up for my newsletter where I promote a lot of these opportunities: <https://jamiestuckless.myflodesk.com/u2crtsu73k>

As of now, there is no official timeline from the MTO on when they will be releasing new e-bike categories. I am hopeful we can get our suggestions in before they do perhaps over the summer.

Let me know if you have additional questions, and thanks again for reaching out.

Jamie Stuckless (*she/her*)
Owner & Principal Consultant
Stuckless Consulting Inc.

Howden Bike Lanes

Howden Bike Lanes
Active Transportation Advisory Committee
June 10, 2025



Motion Requirements

1. That the 2025 Capital Budget be amended to include a new project in the amount of \$170,000, to design the relocation of active transportation bike lanes from the road to the boulevard on Howden Boulevard between North Park Drive and Central Park Drive, with the funding source to be determined by the Treasurer;
2. That staff report back regarding any implications related to safety of vulnerable users and traffic patterns in Brampton, should more lanes of traffic be added;
3. That Vision Zero be incorporated into the design;
4. That staff review the increase of service in addition to associated costs when bike lanes move to the boulevard to ensure the bike lanes are maintained in a similar manner to roads within Brampton;
5. That staff be directed to undertake public consultation prior to the report coming back to Council for consideration; and
6. That the design be completed in time for construction funding to be requested in the 2026 Budget submission, subject to the Mayor's consideration.

Current Conditions

A road diet is a reconfiguration of a roadway where the number of travelled lanes and/or width of the road is reduced.

Road diets in Brampton involve reducing four traffic lanes down to two traffic lanes and are used to increase safety when roadways show evidence of increase operating speed, traffic volumes and collisions.

Vision Zero principles are embedded in every aspect of the proposed road diet design, focusing on preventing serious injuries and fatalities.

Benefits of Howden Blvd. Road Diet

- Reduces vehicle speeds typically between 5-7 km/h
(Canadian Guide to Traffic Calming; TAC 2018)
- Reduces collision by 25%
(Canadian Guide to Traffic Calming; TAC 2018)
- Reduced traffic volumes
- Shortens pedestrian crossing distance
- Crossing guards navigate less live traffic lanes
- Creates safe cycling space
- Enables Automated Speed Enforcement (ASE)

Challenges if Howden is Returned 4 Lanes

- Increased speeds
- Increased collisions
- Increase traffic volumes
- Increase pedestrian exposure to live traffic
- Crossing Guards have to navigate 4 lanes of live traffic
- Removal of Automated Speed Enforcement in school area

Pre/Post Howden Blvd Road Diet

Speed Data

Before Data (April 2021 – COVID)

Segment	Avg Speed (km/h)	85 th Percentile Speed (km/h)
Williams Pkwy to Vodden St	53	61
Vodden St to Dixie Rd	N/A	N/A
Dixie Rd to Central Park Dr	49	58

After Data (April 2025)

Segment	Avg Speed (km/h)	85 th Percentile Speed (km/h)	Difference in Avg Speed (km/h)	Difference in 85 th Percentile Speed (km/h)
Williams Pkwy to Vodden St	42	49	-11	-12
Vodden St to Dixie Rd	45.5	52.5	NA	NA
Dixie Rd to Central Park Dr	39	45	-10	-13

Pre/Post Howden Blvd Road Diet

Bicycle and Traffic Data

Cut-Through Traffic & Bike Volume % Change:

Roads	Cut Through Traffic		% change	Average Daily Bike Volume		% change
	Before	After		Before	After	
Howden Blvd	3,692	2,387	-35%	145	298	+106%



Design Options Under Consideration

1 a/b

Multi-use Path (One Side)

Replace sidewalk with a multi-use path along one side of the road for pedestrians and cyclists.

2

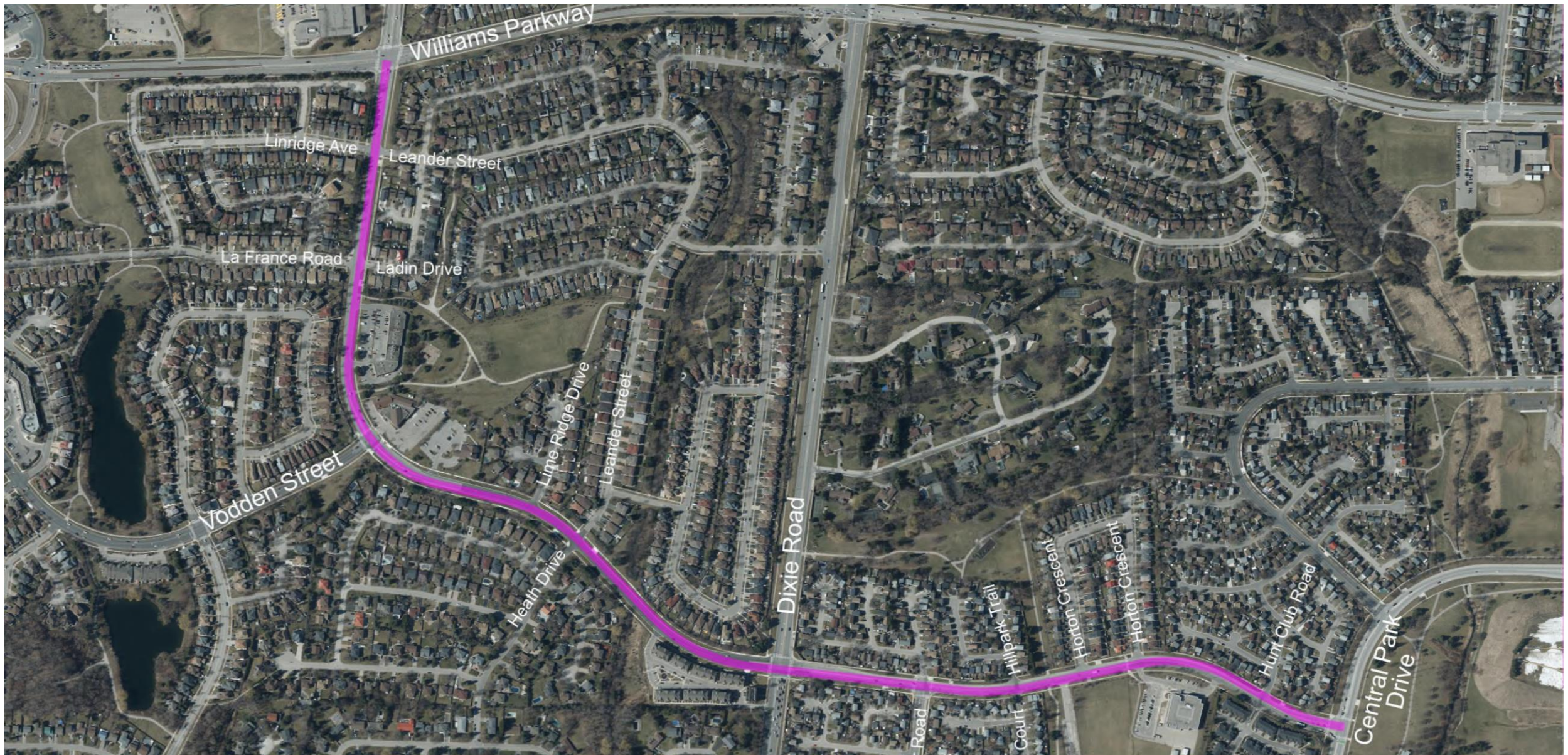
Cycle Tracks (Both Sides)

Uni-directional 1.8–2.0m wide tracks to the sidewalk on both sides of Howden Boulevard.

3

Transition to Cycle Tracks at Intersections

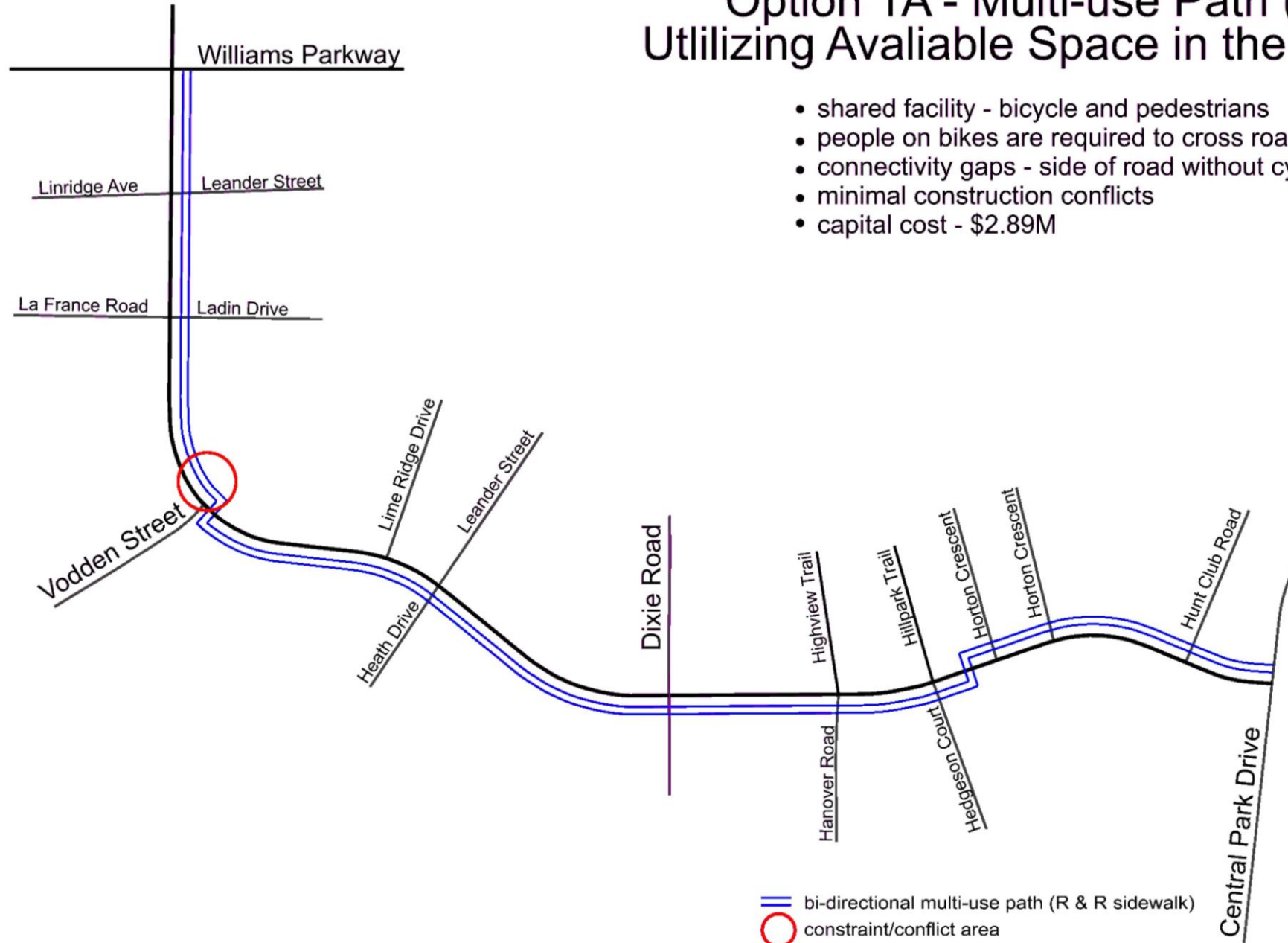
Convert separated bike lanes to 1.8–2.0 m uni-directional in-boulevard cycle tracks at intersections to accommodate turn lanes



Project Scope

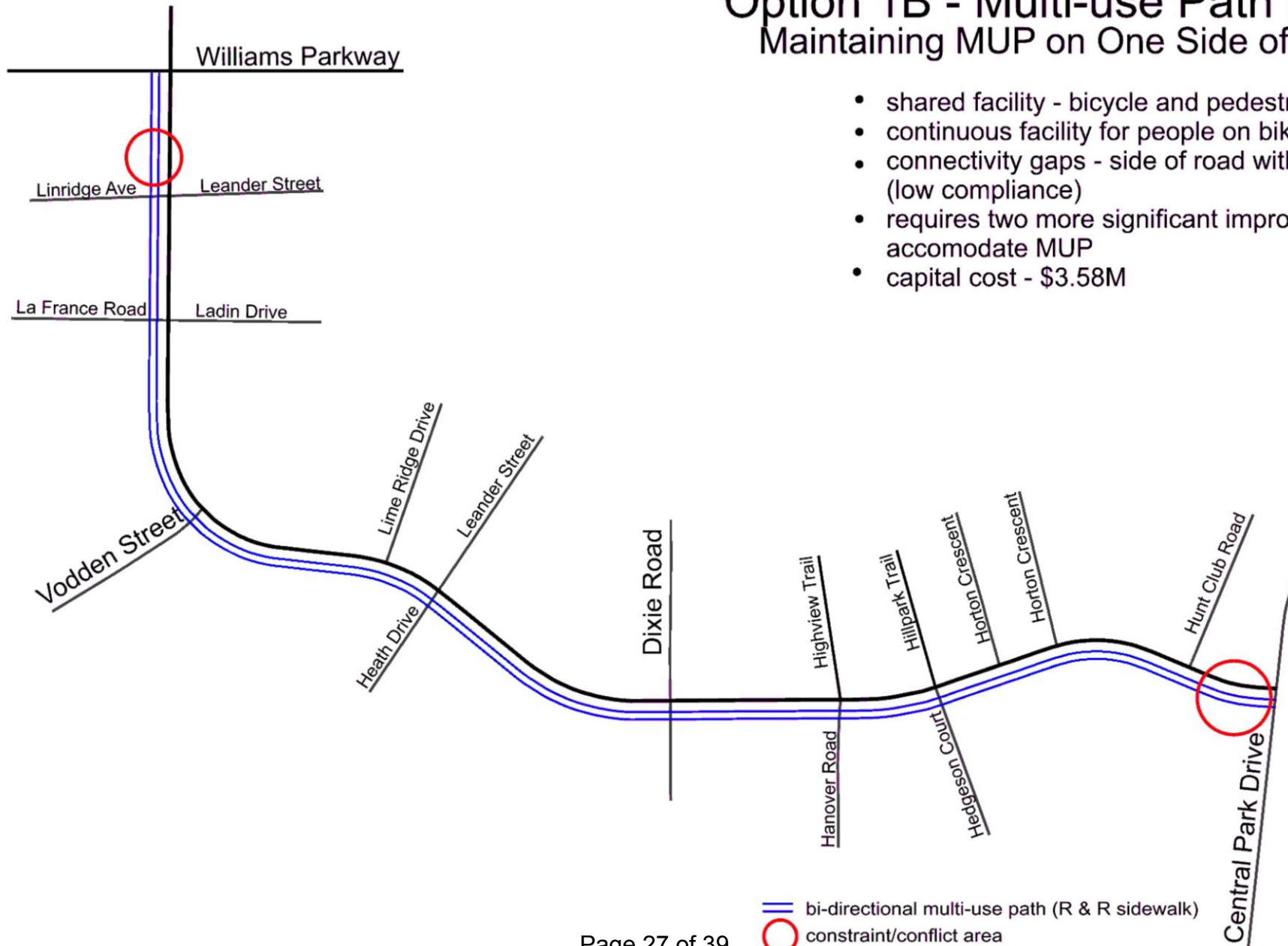
Option 1A - Multi-use Path (One Side) Utilizing Available Space in the Boulevard

- shared facility - bicycle and pedestrians
- people on bikes are required to cross road (low compliance)
- connectivity gaps - side of road without cycling facility
- minimal construction conflicts
- capital cost - \$2.89M



Option 1B - Multi-use Path (One Side) Maintaining MUP on One Side of the Roadway

- shared facility - bicycle and pedestrians
- continuous facility for people on bikes
- connectivity gaps - side of road without cycling facility (low compliance)
- requires two more significant improvements to accommodate MUP
- capital cost - \$3.58M



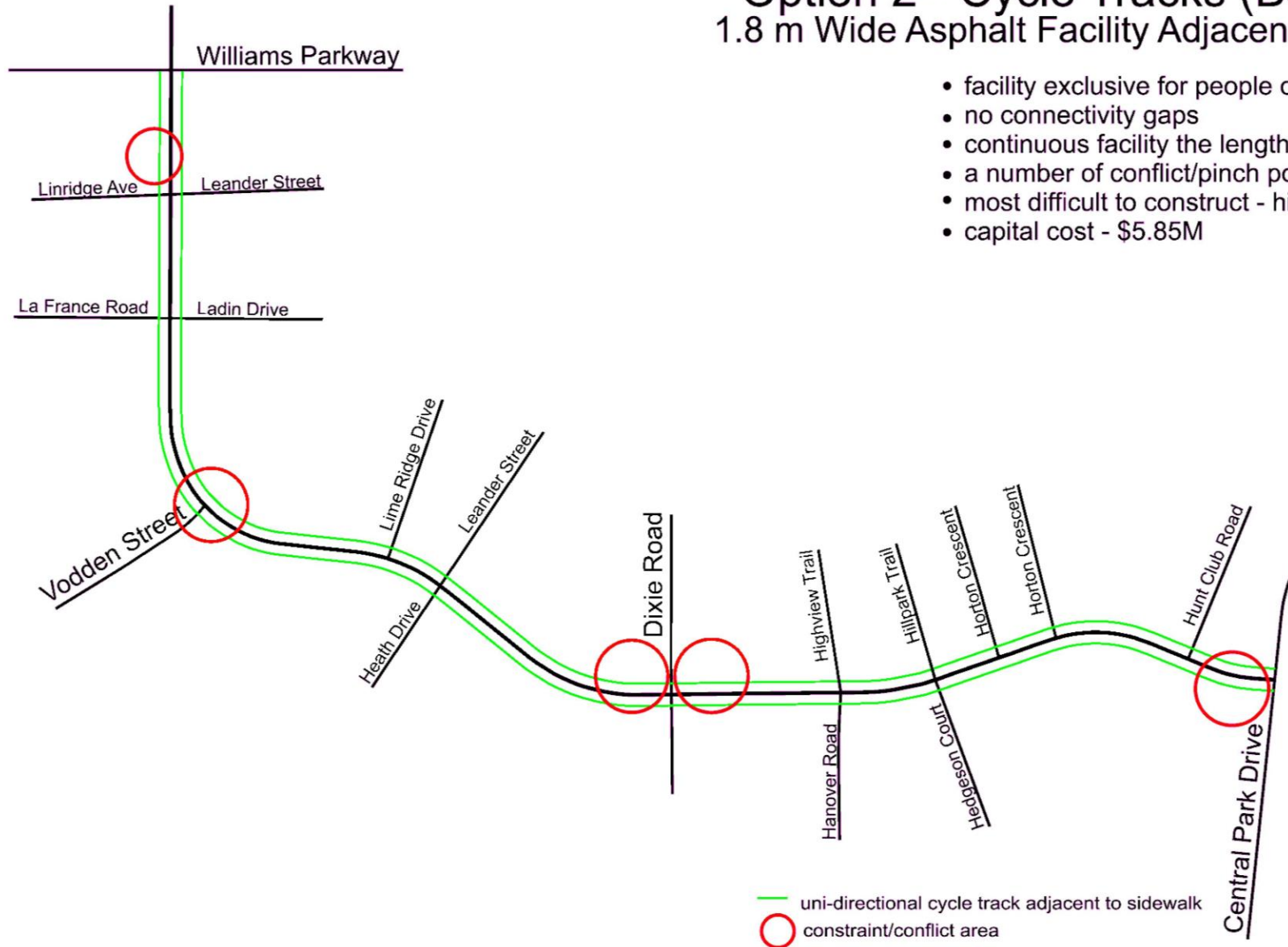


Option 1A/B: Multi-use Path (One Side)

Option 2 - Cycle Tracks (Both Sides)

1.8 m Wide Asphalt Facility Adjacent to Sidewalk

- facility exclusive for people on bikes
- no connectivity gaps
- continuous facility the length of the corridor
- a number of conflict/pinch points
- most difficult to construct - high conflicts
- capital cost - \$5.85M



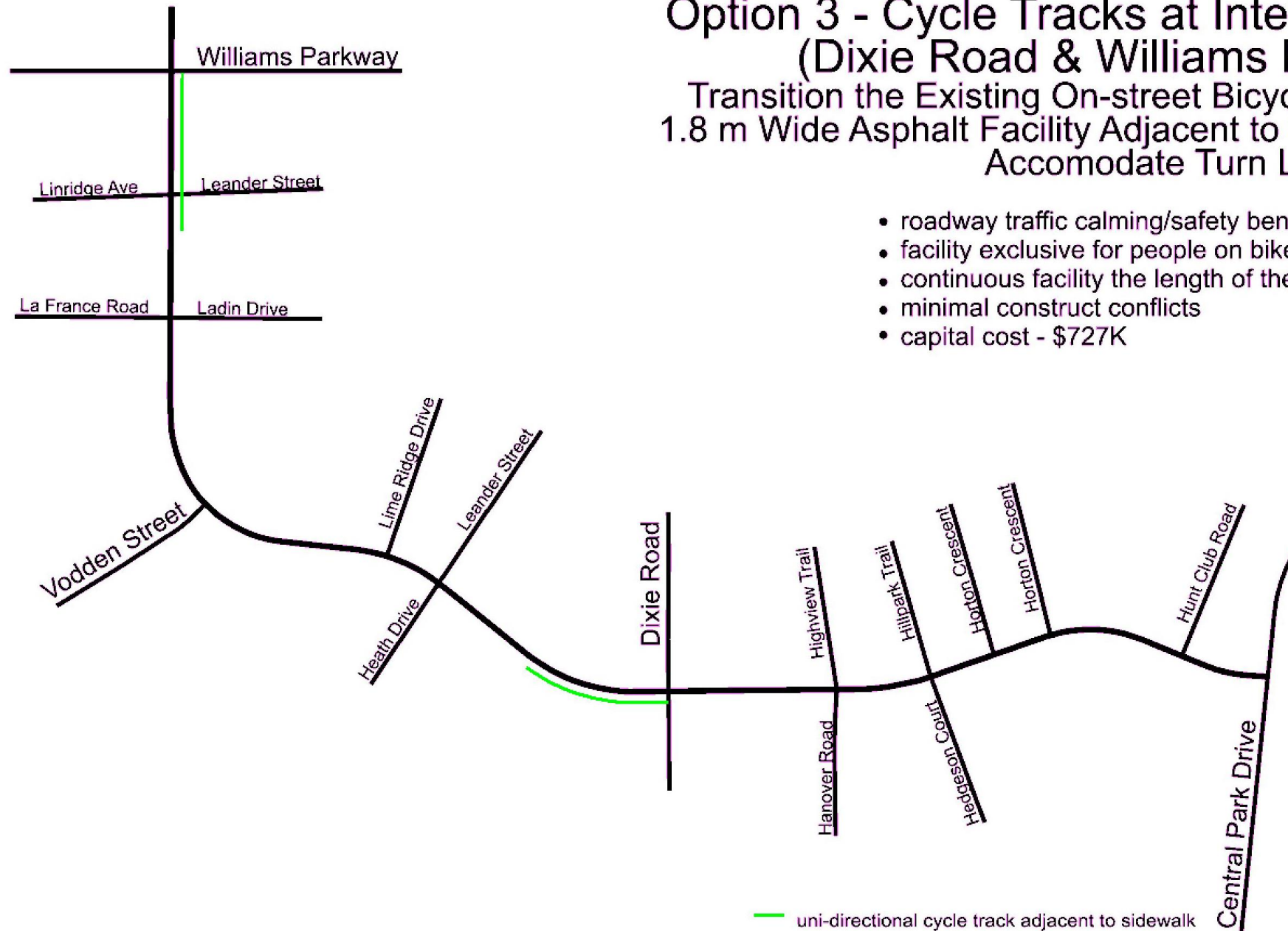


Option 2: Cycle Tracks (Both Sides)

Option 3 - Cycle Tracks at Intersections (Dixie Road & Williams Parkway)

Transition the Existing On-street Bicycle Lanes to
1.8 m Wide Asphalt Facility Adjacent to Sidewalk to
Accomodate Turn Lanes at Int.

- roadway traffic calming/safety benefits preserved
- facility exclusive for people on bikes
- continuous facility the length of the corridor
- minimal construct conflicts
- capital cost - \$727K









Option 3: Cycle Tracks at Intersections

Multi-modal Level of Service (MMLOS)

MMLOS is a way to measure how well a street or road works for **different users** — like **drivers, cyclists, pedestrians, and transit riders** — instead of just cars.

It helps inform **decision-making about road design alternatives and costs** by providing a clear, **mode-by-mode evaluation of how each design performs**.

Overall Summary (Average of Segment, Transit Stop, Signalized Intersection, Unsignalized Intersection)				
Design Alternative				
Target	B	B	D	D
Option 1A	C	C	C	D
Option 1B	C	C	C	D
Option 2	C	B	C	D
Option 3	C	B	C	C

MMLOS Levels of Service (A–F)

- **A – Excellent:** Very comfortable, safe, and efficient for all users.
- **B – Good:** Comfortable with minor issues; generally user-friendly.
- **C – Fair:** Usable but with some discomfort or delay.
- **D – Poor:** Noticeable stress or inconvenience; not ideal for many users.
- **E – Very Poor:** High stress or unsafe; most avoid using.
- **F – Failing:** Inaccessible or hazardous; unacceptable for most users.

KEY TAKEAWAYS

- Undoing the road diet (going back to 4 lanes of traffic) may not improve LOS for any mode, but it would renounce improvements achieved in lowering speeds and cut through traffic.
- A high-cost alternative may not yield much LOS improvement.
- A lower-cost alternative may be enough for reaching and/or improving LOS targets.

Implementation Timeline



Public Consultation (September 2025)

Public engagement session with residents to present the different alternatives.



Council Report (October 2025)

Present engagement results and final recommendations to City Council.



Design Finalization (October 2025 – Spring 2026)

Complete detailed engineering drawings and specifications.



Construction Phase (Summer 2026)

Implement preferred design option along Howden Boulevard corridor.



**Dixie and
Howden**



BRAMPTON

Thank you!



City of Brampton Active Transportation Advisory Committee Sub committee Meeting Minutes May 13th, 2025

Attending; Dayle Laing, Cindy Evans, Barry Lavallée, Alina Grzejszczak, Fernanda Peixoto Soares, Tyron Nimalakumar, David Laing, and Steve Laidlaw

Agenda Item 1 -

Discussion on the need for new members on ATAC, as the committee has fallen to a count of seven. This is below the required count of eight members.

Dayle - Expressed concern that the committee might not officially exist, with the reduced numbers. She stated that Lisa Stokes had submitted a list of interested citizens over a year ago, and no expression of interest has been put out.

Steve - Stated that he had been in contact with city clerk Charlotte Gravlev, a number of times, regarding this issue and was promised a follow up.

Fernanda - Said she would contact Charlotte to ascertain the status of future appointments to the committee.

Agenda Item 2 -

Bike Fest Update - at the request of Cindy and Dayle.

Tyron provided the latest information on Bike Fest, scheduled for Saturday, May 24th, 2025, at Chinguacousy Park. All requested vendors had committed, including Brampton Transit, the Bike Hub, the Brampton Library, Urban Design (Urban Mobility Mobs), etc. No one had yet committed to run the children's bike rodeo, or the community rides. The digital copy of the promotional poster would be sent to Dayle for publication on the Bike Brampton website.

Steve - Gave an update on the second annual City of Mississauga Bike Fest, which occurred on Saturday, May 10th. It was a low key event, with the main draw being the bike repair clinics, through the Sheridan Bike Hub and a private mechanic. The children's bike rodeo was a free form course, made up of cones and chalk markings.

Agenda Item 3 - Update on the status of the Balmoral Drive bike lanes, at the request of Cindy.

Cindy - detailed a circular quest for information on the bike lanes, through provincial elected representatives offices, ending with her local city councillor.

Fernanda - explained that on street bike lane installation projects are still frozen, until a staff report on installation of in boulevard multi-use paths, on Howden Boulevard is completed and presented, in addition of approval of a revised Active Transportation Master Plan.

Steve - asked Fernanda if her department has received any templates or directions on how to submit applications for proposed on street bike lanes to the provincial ministry of transportation, pursuant to provincial Bill 212.

Fernanda - said that no such instructions or communications have ever come from the provincial government has to her department.

There was a consensus, among attendees, that this piece of provincial legislation was only aimed at the City of Toronto.

Steve - asked Fernanda how the assumption of responsibility for regional roads, in the next year, will affect the city's ATMP.

Fernanda said that it will result in some amendments to the ATMP, but the construction principles will remain the same with regard to the complete streets philosophy.

Agenda Item 4 - Community Rides Preparation, at the request of Alina.

Dayle - went over a spreadsheet of the scheduled rides, and how many volunteers had already committed to help. She said we

were falling short of volunteers, and increased commitment was needed.

Agenda Item 5 - Bike the Creek update at the request of Alina. Dayle gave an update for the June 7th, 2025 event. She explained that some of the start times had to be adjusted because of other events that were occurring along the routes. There is a session scheduled for May 22nd, 2025 to certify volunteers at the event. The dignitary rides might not be happening, as there has only been one positive response, so far. Barry - questioned the decision not to have on trail aid available, for break downs.

Dayle - explained that it was a liability issue, so the riders are informed that they have to be self sufficient, as it was last year.

Agenda Item 6 - Maintenance/Repair of the Vodden Street separated bike lanes, at the request of Alina.

Alina - expressed concern that these bike lanes were not being maintained, in a timely manner.

Fernanda - said she has been in contact with the road maintenance department and an improvements should be seen in the near future.

Agenda Item 7 - Presentation by Steve about Ontario Highway Traffic Act, Section 38(2), 2024.

Steve - said that although retail outlets are selling specialized e-bikes to parents wishing to transport their children, according to this legislation, it is illegal for anyone under the age of 16, to operate, or ride on an e-bike. The rationale for this was not apparent. Should there be a follow up on this, with the committee.

Fernanda - said that Jamie Stuckless was organizing like minded stakeholders to get this legislation changed.

David - expressed an opinion that the committee should take action on this issue.

Steve - felt that any motion on this issue should come after communication with Jamie Stuckless, to establish her strategy, on this issue.

Agenda Item 7 - Meeting of May 13th, 2025, with members of the Downtown Revitalization Project, attended by Dayle and Tyron. An invitation came Vrinda Bhardwaj, to attend this meeting, with the thought of a collaboration between the revitalization project and the May 25th, downtown community ride. Dayle -said there was interest, by this organization, to be more involved with the Community Rides.

Ontario Highway Traffic Act

Minimum age to drive motor assisted bicycle

38 (1) No person under the age of 16 years shall drive or operate a motor assisted bicycle on a highway. 2024, c. 21, s. 4.

Same

(2) No person who is the owner or is in possession or control of a motor assisted bicycle shall permit a person who is under the age of 16 years to ride on, drive or operate the motor assisted bicycle on a highway. 2024, c. 21, s. 4.