



Regular Meeting Revised Agenda
Cycling Advisory Committee
The Corporation of the City of Brampton

Date: Tuesday, February 16, 2021
Time: 5:00 p.m.
Location: Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting
Members: Rani Gill (Co-Chair)
Pauline Thornham (Co-Chair)
Leslie Benfield
Laura Bowman
Alina Grzejszczak
Stephen Laidlaw
Dayle Laing
Barry Lavallee
Eric Lister
Patrick McLeavey
Kevin Montgomery
Lisa Stokes
Regional Councillor Rowena Santos

NOTICE: In consideration of the current COVID-19 public health orders prohibiting large public gatherings and requiring physical distancing, in-person attendance at Council and Committee meetings will be limited to Members of Council and essential City staff only.

Public attendance at meetings is currently restricted. It is strongly recommended that all persons continue to observe meetings online or participate remotely.

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Tammi Jackson, Legislative Coordinator, Telephone 905.874.3829, TTY 905.874.2130
cityclerksoffice@brampton.ca

Note: Meeting information is also available in alternate formats upon request.

1. Call to Order

2. Approval of Agenda

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

4. Previous Minutes

The minutes were considered by Planning and Development Committee on January 18, 2021, and were approved by Council on January 27, 2021. The minutes are provided for Committee's information.

5. Presentations / Delegations

5.1. Presentation by Stephen Laidlaw, Member, re: Orenda Court Resurfacing

To be received.

5.2. Presentation by Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: Providing Year-Round Mobility – Current Winter Maintenance Practices

To be received.

5.3. Presentation by Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: 2021 Active Transportation Project (\$1M)

To be received.

6. Reports / Updates

7. Other/New Business / Information Items

- *7.1. Discussion Item at the request of Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re:

BCAC delegation to the Region of Peel as per CYC019-2020 below:

1. That the presentation from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, Planning and Development, to the Cycling Advisory Committee Meeting of December 15, 2020, re: Implementation of the Active Transportation Master Plan – Annual Report 2020/2021, be received;
2. That a copy of the subject presentation be forwarded to the Region of Peel for information; and,
3. That Dayle Laing, Committee Member, delegate the Region of Peel on behalf of the Cycling Advisory Committee on the need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goals.

Presentation material received February 16, 2021.

To be received.

- 7.2. Cycling Advisory Committee - Sub-Committee Minutes - January 19, 2021

To be received.

- 7.3. Discussion Item at the request of Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: 2021 Bike Month Campaign

8. Correspondence

- 8.1. Correspondence from Michael Longfield, Interim Executive Director, Cycle Toronto, re: 2021 Bike Month Campaign

To be received.

9. Question Period

10. Public Question Period

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

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at cityclerksoffice@brampton.ca, to be introduced during the Public Question Period section of the meeting.

11. Adjournment

Next Meeting: Tuesday, April 20, 2021 @ 5:00 p.m.



Minutes

Cycling Advisory Committee

The Corporation of the City of Brampton

Tuesday, December 15, 2020

Members Present: Pauline Thornham (Co-Chair)
Rani Gill (Co-Chair)
Laura Bowman
Alina Grzejszczak
Stephen Laidlaw
Dayle Laing
Barry Lavallee
Kevin Montgomery
Lisa Stokes
Regional Councillor Rowena Santos

Members Absent: Leslie Benfield
Eric Lister
Patrick McLeavey

Staff Present: Henrik Zbogar, Senior Manager, Transportation Planning,
Planning, Building and Economic Development
Nelson Cadete, Project Manager, Active Transportation,
Planning, Building and Economic Development
Tamara Kwast, Transportation Planner, Planning, Building and
Economic Development
Sonya Pacheco, Legislative Coordinator

1. **Call to Order**

The meeting was called to order at 5:04 p.m. and adjourned at 6:42 p.m.

2. **Approval of Agenda**

The following motion was considered.

CYC017-2020

That the agenda for the Cycling Advisory Committee Meeting of December 15, 2020, be approved, as published and circulated.

Carried

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

Nil

4. **Previous Minutes**

The minutes were considered by Planning and Development Committee on November 16, 2020, and approved by Council on November 25, 2020. The minutes were provided for Committee's information.

5. **Presentations / Delegations**

5.1 Presentation by Stephen Laidlaw, Member, re: City of Brampton Snow Clearing Policy To Encourage Winter Cycling

Stephen Laidlaw, Committee Member, addressed Committee regarding the City's snow clearing policy and practices specifically relating to municipal bike parking facilities. He advised that the bike racks at the Earnscliffe Recreation Centre were not cleared from snow, and provided details on staff's response to his inquiry, and request for the snow to be cleared. Mr. Laidlaw advised that bike racks at all municipal facilities should be cleared from snow in order to encourage

cycling year-round, and suggested that the related policy and/or practice be amended accordingly.

Committee discussion on this matter included the following:

- Minimum maintenance standards for clearing snow on municipal parking spaces
- A request for information on snow clearing standards for bicycle facilities in other jurisdictions
- Winter maintenance on active transportation facilities, and the need to coordinate snow clearing on sidewalks and pathways to ensure there is no obstruction for active transportation
- Responsibility for clearing snow on municipal bike parking facilities

Nelson Cadete, Project Manager, Active Transportation, advised that he would prepare a summary of current winter maintenance practices for bike parking facilities to present at the next Committee meeting.

The following motion was considered.

CYC018-2020

1. That the delegation from Stephen Laidlaw, Co-chair, to the Cycling Advisory Committee Meeting of December 15, 2020, re: **City of Brampton Snow Clearing Policy To Encourage Winter Cycling**, be received; and
2. That staff be requested to report back to a future Cycling Advisory Committee meeting with information regarding current winter maintenance practices for municipal bike parking facilities.

Carried

- 5.2 Presentation by Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, Planning and Development Services, re: Implementation of the Active Transportation Master Plan – Annual Report 2020/2021

Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, Planning and Development Services, provided a presentation entitled "2020/2021 Active Transportation Implementation Annual Report".

Henrik Zbogor, Senior Manager, Transportation Planning, outlined the challenges and opportunities of the COVID-19 pandemic on active transportation in Brampton, which included a culture shift both internally and externally. He highlighted the approval of the budget for the implementation of active transportation, and thanked staff for their efforts and dedication. In addition, Mr. Zbogor thanked the Committee for their passion and cooperation, and Council for its support.

Committee discussion on this matter included the following:

- Expressions of thanks to staff for their efforts
- The need to focus efforts on prioritizing active transportation at the Region of Peel
- Suggestion for staff to forward the subject presentation to the Region of Peel and that the Cycling Advisory Committee submit a delegation request to the Region on the importance of investing in active transportation and creating connectivity between the Peel municipalities
- Indication that staff would review and provide an update to Committee regarding the recent budget approval for the implementation of active transportation
- Active transportation funding opportunities Staff advised this would be reviewed with Government Relations staff and an update would be provided to Committee
 - Staff advised this would be reviewed with Government Relations staff and an update would be provided to Committee
- Indication that the communication insert on bike lanes, which was provided with the municipal tax bill, was well received
- Improvements in the cycling infrastructure in Brampton
- Communication strategy and driver education on how to negotiate active transportation facilities
- Cost of pedestrian crossovers (PXO)
- Suggestion that a fulsome review of the implementation of the ATMP could be undertaken during a sub-committee meeting
- Concerns relating to parking on bike lanes and an indication from staff that an education campaign would be appropriate in 2021 Suggestions for the

education campaign included distributing information pamphlets at schools and placing them on vehicles parked in bike lanes in lieu of a ticket to educate drivers

- Suggestions for the education campaign included distributing information pamphlets at schools and placing them on vehicles parked in bike lanes in lieu of a ticket to educate drivers

Staff responded to questions regarding the implementation of various active transportation elements and "Book 18" guidelines (e.g. green paint standards, solid vs dashed lines, multi-use paths), and advised that any specific questions or feedback regarding active transportation facilities/elements can be sent to Mr. Cadete.

The following motion was considered.

CYC019-2020

1. That the presentation from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, Planning and Development, to the Cycling Advisory Committee Meeting of December 15, 2020, re: **Implementation of the Active Transportation Master Plan – Annual Report 2020/2021**, be received;
2. That a copy of the subject presentation be forwarded to the Region of Peel for information; and
3. That Dayle Laing, Committee Member, delegate the Region of Peel on behalf of the Cycling Advisory Committee on the need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goals.

Carried

6. **Reports / Updates**

Nil

7. Other/New Business / Information Items

7.1 Cycling Advisory Committee 2021 Schedule of Meetings

The Cycling Advisory Committee 2021 Schedule of Meetings was provided for information. There was no discussion on this item.

7.2 Discussion at the request of Kevin Montgomery, Member, re: Williams Parkway Project Status

This item was withdrawn from the agenda.

7.3 Discussion at the request of Kevin Montgomery, Member, re: Community Energy and Emissions Reduction Plan

This item was withdrawn from the agenda.

7.4 Discussion at the request of Kevin Montgomery, Member, re: Vodden Street Report and Clarification of Bike Lanes

This item was withdrawn from the agenda.

7.5 Discussion at the request of Kevin Montgomery, Member, re: Seasonal Summary of Subcommittee Meetings During Pandemic Period

This item was withdrawn from the agenda.

7.6 Minutes - Cycling Advisory Committee - Sub-committee

The following motion was considered.

That the following **Minutes of the Cycling Advisory Sub-Committee Meetings**, to the Cycling Advisory Committee Meeting of December 15, 2020, be received:

- May 19, 2020
- June 16, 2020
- July 21, 2020
- August 18, 2020
- September 15, 2020

- November 17, 2020

Carried

8. **Correspondence**

Nil

9. **Question Period**

Nil

10. **Public Question Period**

Nil

11. **Adjournment**

The following motion was considered.

CYC020-2020

That the Cycling Advisory Committee do now adjourn to meet again for a Regular Meeting on February 16, 2021 at 5:00 p.m. or at the call of the Chair.

Carried

Pauline Thornham (Co-Chair)

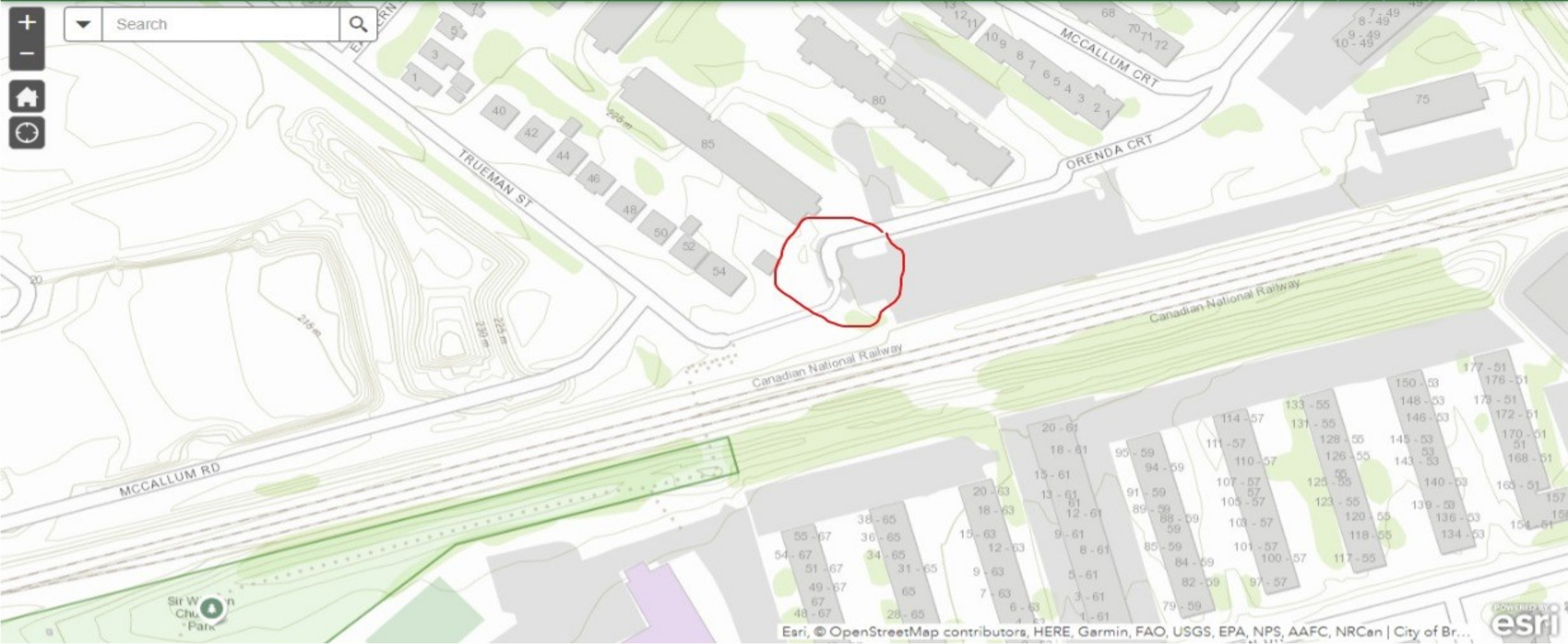
Rani Gill (Co-Chair)

ORENDA COURT RESURFACING

2021

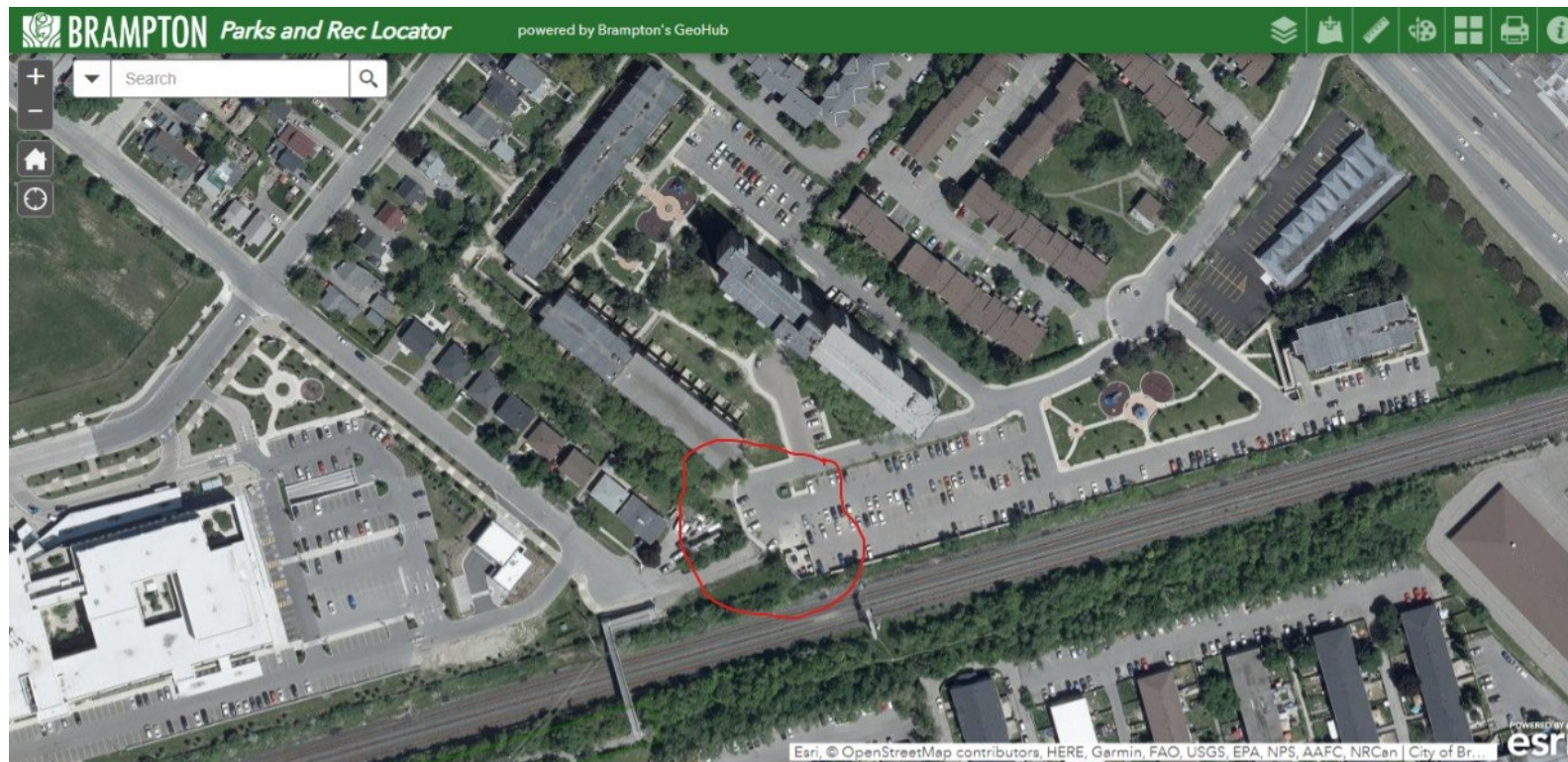
BACKGROUND

- Orenda Court is scheduled to be resurfaced in 2021. Originally I thought this would result in a much needed curb cut at the end of Trueman Street where it meets Orenda Court, with easy access to the Trueman Street bridge, which spans the CN railway tracks.
- The reality is that Orenda Court ends up well short of abutting the end of Trueman Street. Upon consultation with Nelson Cadete, City of Brampton project manager, active transportation, we arrived at the conclusion that the sidewalk that required the curb cut was on private property. Nelson suggested the possibility of negotiating with the property owner to arrange to get this curb cut done.

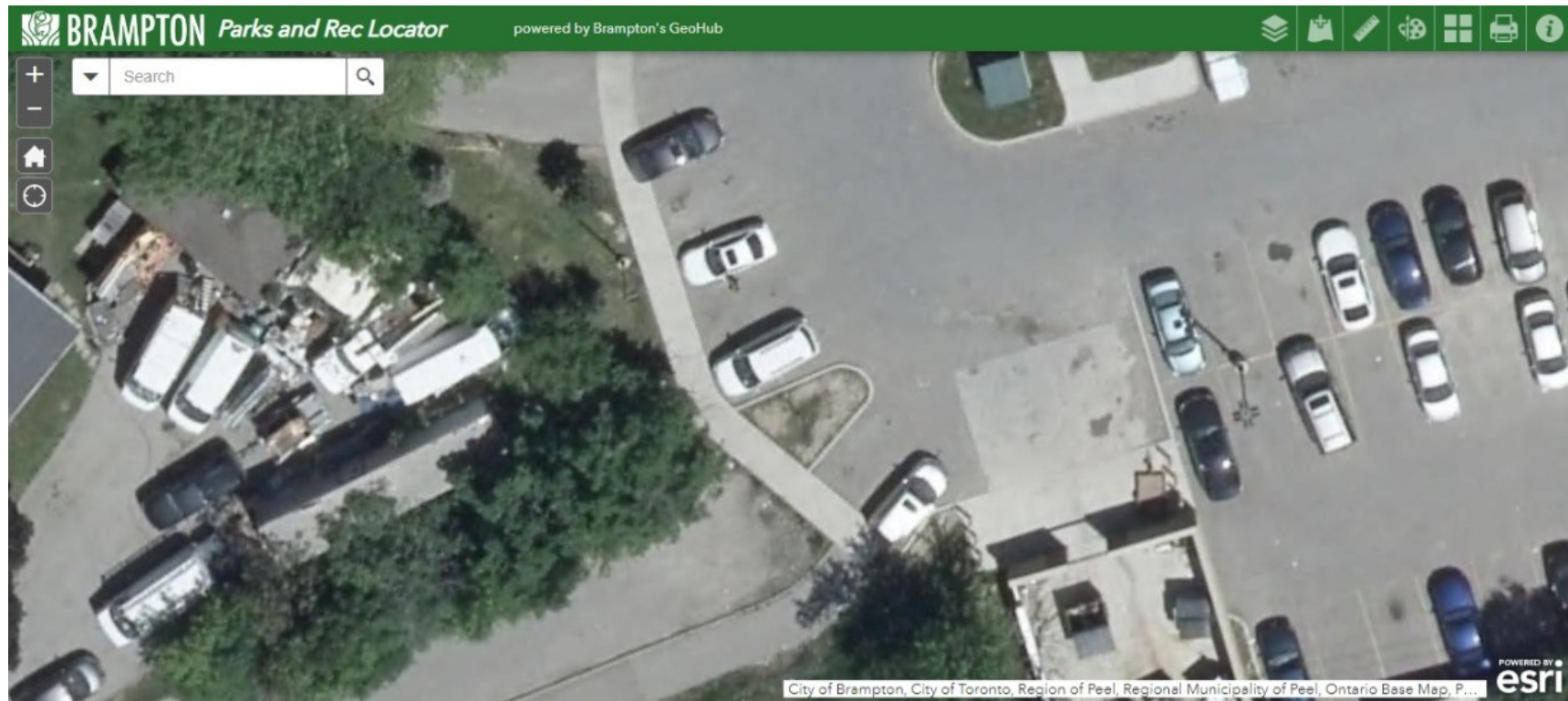


ORENDA COURT SATELLITE VIEW

APRIL 2019



CLOSE UP OF AREA IN QUESTION



19

IMPORTANCE

- A curb cut at this location will not only make cycling passage through the area easier, but it will also serve the residents of the Orenda Court neighbourhood with easy abilities access to the Peel Memorial Centre and park land as well as Sir Winston Churchill Public School.
- How this simple situation is approached could be a learning opportunity for future circumstances where the cycling network links involving crossing private property.

ANTICIPATED PROBLEMS

- Apathy on the part of the property owner.
- Reticence to give up one parking space to facilitate this.
- Cars parking at curb cut path entrance.
- Incorporating the cost of the curb cut into the fix it budget.

Providing Year-Round Mobility

Current Winter Maintenance Practices

Active Transportation Facilities

Brampton Cycling Advisory Committee
Meeting - Tuesday, February 16, 2021

CITY OF BRAMPTON SNOW CLEARING POLICY TO ENCOURAGE WINTER CYCLING

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Introduction

Consistent messaging is essential when trying to reform attitudes of the citizens of Brampton. When we say we want to encourage active transportation, all our policies should be on board with this end. That being said, if we are encouraging people to cycle year round, for transportation, we should make sure there is a welcome spot for their bikes at municipal destinations. This means bike racks should be cleared of snow, in a consistent basis, across the city.

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unrelated matter, I asked if 311 would be on centre. She put me on hold while she informed me that her supervisor said

ing for this policy in writing as well as the facilities maintenance.

med me she could arrange to have the bike there I patronize. I explained that I

the snow was being cleared satisfactorily is requesting that all municipal facilities be pay specifically since I had not visited many tion of the person who would be in charge

ed that the bike racks closest to the main ton Cycling Advisory Committee.

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CYC018-2020

1. That the delegation from Stephen Laidlaw, Co-chair, to the Cycling Advisory Committee Meeting of December 15, 2020, re: City of Brampton Snow Clearing Policy To Encourage Winter Cycling, be received; and,
2. That staff be requested to report back to a future Cycling Advisory Committee meeting with information regarding current winter maintenance practices for municipal bike parking facilities.



Scope

Infrastructure/Facility Types

- Bike Racks
- Bike Lanes (on-road)
- Multi-use Paths (road allowance)
- Rec. Trail (valleyland/utility corridor)

Maintenance

- Responsibility (Operating Group)
- Response Times
- Level of Service



Bike Racks

Responsibility (Operating Group):

Facility Staff (recently revised to align with City organization changes)

Response Times: as needed/required (regular maintenance task)

Level of Service: snow fully removed from rack, with operations at a lower capacity due to facility closures there may be some delays in overall removal timing.

* A reminder to clear snow around bike racks was recently send out by District Managers to all recreation facilities.



Bike Lanes (On-road)

Responsibility (Operating Group):

Roads Maintenance, Operations & Fleet

Response Times:

Same as roads, “safe and passable” within 24 hours following the end of a snow event.

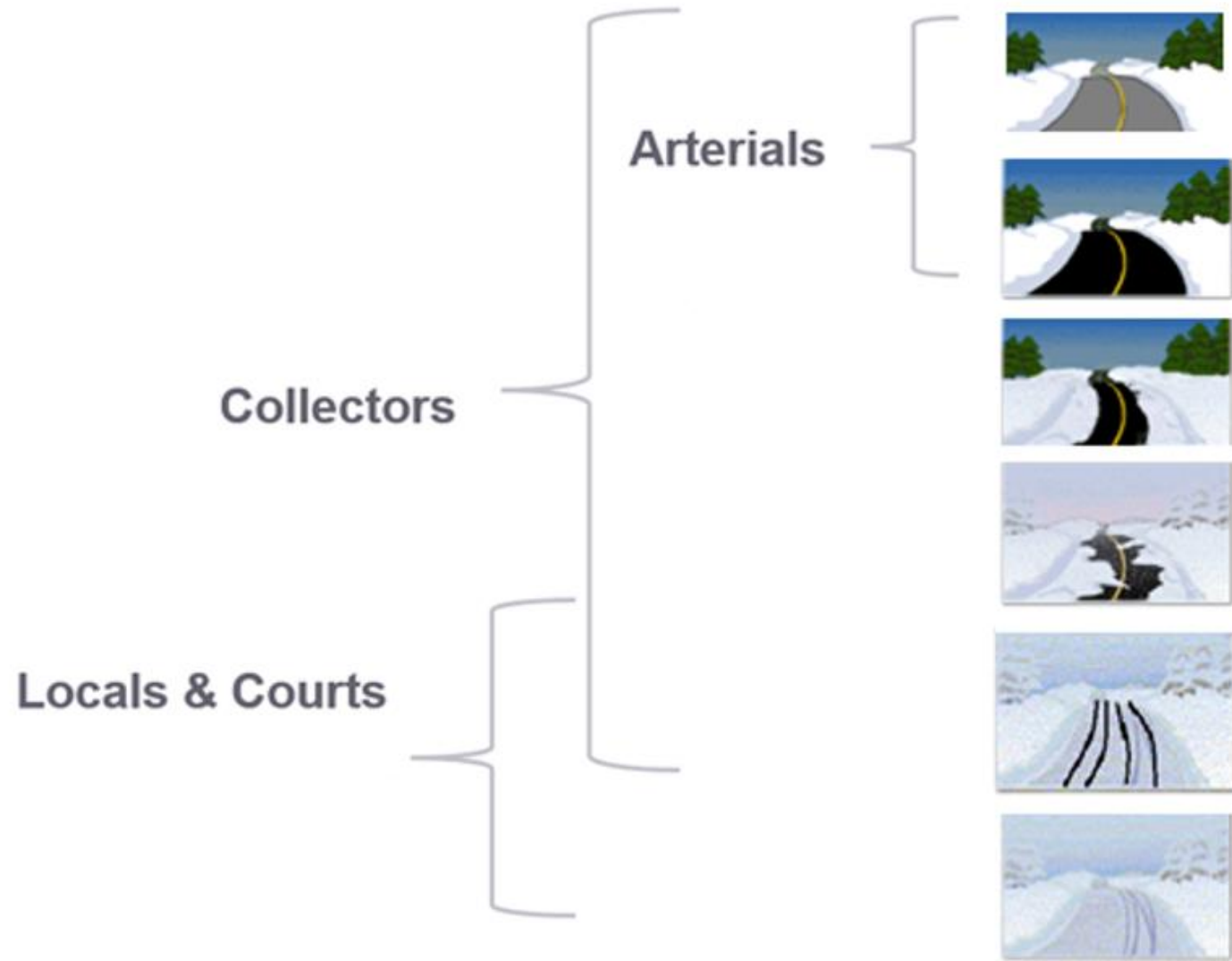
Level of Service:

Safe and passage means:

- Arterials – bare pavement, completely clear of ice and snow, may be wet or dry, pre-treated and plowed continuously during any snowfall
- Collectors – conditions range from bare to track bare pavement (snow covered except for wheel tracks), receive second priority during snow clearing operations
- Locals – roads can be track bare or snow-covered, plowed when at least 5 cm of snow falls in a single storm

<https://brampton.focus511.com/> - snow plow tracker map







Multi-use Paths (In-Boulevard)

Responsibility (Operating Group):

Roads Maintenance, Operations & Fleet

Response Times:

- within 24 hours after snow fall or if a major event within 48 hours
- once snow exceeds 5.0 cm depth, plow is deployed

Level of Service:

- maintained as if sidewalk, with equipment design to clear 1.5m wide sidewalk and only one facility type/side of road (boulevard paths next to s/w not maintained)
- maintains Region MUPs/sidewalks

www.brampton.ca/snow



Recreational Trails (Valleyland/Utility Corridor)

Responsibility (Operating Group):
Parks Maintenance

Response Times:

- within 24 hours after snow fall or if a major event within 48 hours
- once snow exceeds 7.5 cm depth, plow is deployed

Level of Service:

- plow a 3.0 m width
- snow removal and apply material (salt/sand/mixture)
- paved paths only
- “hand” locations: hard to get at locations, bridges that can’t accommodate vehicle load
- as a part of Winter Wonderland named trails (Etobicoke, Fletchers, Ching. Esker and Doan Doan) are inspected daily at 6:00 am for ice/snow, etc.

www.brampton.ca/snow





Parks Maintenance & Forestry



Winter Maintenance Recreational Trails

NOV 2020



Regular Maintenance	Hand Location	Tractor	Not Maintained	Gravel Pathway
Pathway	Pathway	Pathway	Pathway	
Easement	Easement	Easement	Easement	
Bridge	Bridge	Bridge	Bridge	
Underpass	Underpass	Underpass	Underpass	



BRAMPTON IS A HEALTHY AND SAFE CITY



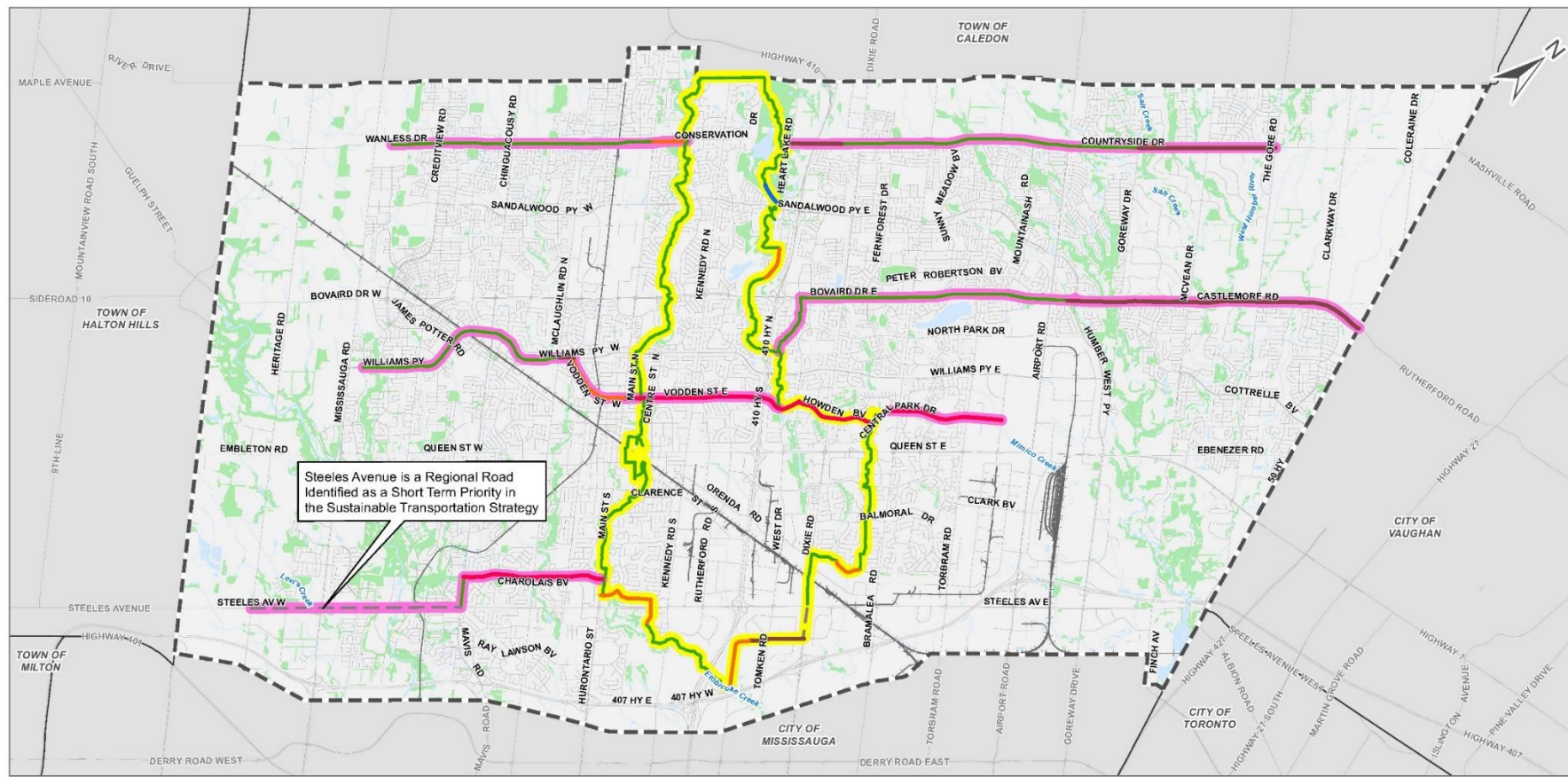
ATMP

Recommendations – Winter Maintenance

1. Develop priority network
2. Assess best practices and service level thresholds to determine impact to operating budgets, equipment needs and resources.

Operating Thresholds/Best Practices:

- bare pavement condition
- 1 m min. width for uni-directional
- 2.4 m min. width for bi-directional



Priority Cycling Network:
Loop Route and East-West Connections

Brampton ATMP
City of Brampton



Notes
1. Coordinate System: NAD 1983 UTM Zone 17N

Path: \\c:\east\bigroup.com\U\H\102159_BramptonATMP\6.0 Design (Work) Phase\2-GIS\MXD\ATMP\Analysis_Mapping\REV\102159-Fig-09-loop-and-ew-connections_2019-04-29.mxd

Date: April 2019



BRAMPTON IS A HEALTHY AND SAFE CITY





Ride your bike. Discover your city.

Brampton Cycling Advisory Committee

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BRAMPTON
Flower City

2021 Active Transportation Project (\$1M)

2020/2021 Active Transportation Implementation

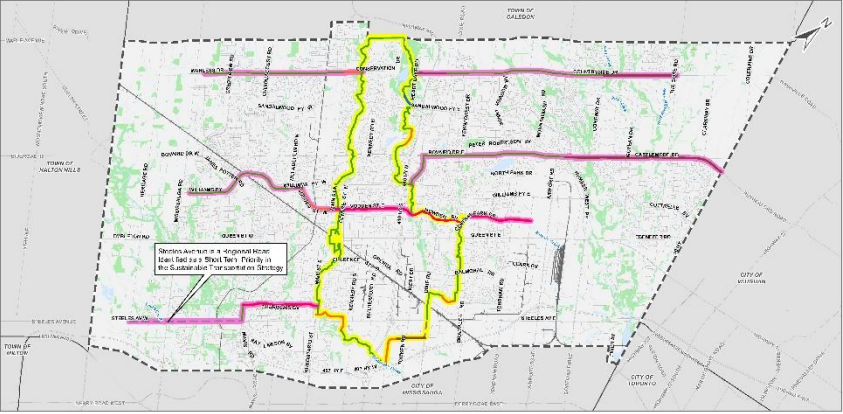
Annual Report Update

Brampton Cycling Advisory Committee

Tuesday, February 16, 2021



LOCATION	ATMP REC.	LENGTH
Charolais Boulevard - James Potter Road to Main Street South*	Protected Bikes Lane (priority network)	3.0
Central Park Drive - Bramalea Road to Torbram Road*	Protected Bikes Lane	1.3
Avondale Boulevard (the Loop) - Birchbank Road to Bramalea Road*	Bike Lanes (loop)	1.0
Westcreek Boulevard (the Loop) - Steelwell Road to south limit o f the road*	Bike Lanes (loop)	1.1
Malta Avenue - Ray Lawson Boulevard to Tina Court	Bike Lanes	0.7
Ray Lawson Boulevard - Mavis Road to Hurontario Street	Protected Bikes Lane	2.9
Sir Lou Drive - Malta Avenue to Hurontario Street	Bike Lanes	0.4
Dearbourne Boulevard - Bramlea Road to Balmoral Drive	Bike Lanes	1.3
Avondale Boulevard - Bramlea Road to Balmoral Drive	Bike Lanes	1.8
Balmoral Drive - Bramalea Road to Torbram Road	Bike Lanes	1.9
Eastbourne Drive - Balmoral Drive to Clark Boulevard	Bike Lanes	0.6
North Park Drive - Bramalea Road to Torbram Road*	Multi-use Path	1.3
Great Lakes Drive - Sandalwood Parkway to Bovaird Drive	Protected Bike Lanes	1.7
Jordan Boulevard - Williams Parkway to North Park Drive	Bike Lanes	0.9
Hilldale Crescent - Central Park Drive to Central Park Drive	Bike Lanes (2021 Road Resurfacing)	1.2
Glenvale Boulevard - Clark Boulevard to Queen Street East	Bike Lanes	0.7
Finchgate Boulevard - Queen Street East to Central Park Drive	Bike Lanes	0.5
Edgeware Road - Mississauga Road to Heritage Road	Multi-use Path	1.4
Elgin Drive - Main Street South to McLaughlin Road	Bike Lanes	1.4
Ganton Heights - Creditview Road to Commuter Drive	Bike Lanes	0.4
TOTAL		25.2



BRAMPTON IS A HEALTHY AND SAFE CITY



Priority	Rationale	*Location	From	To	Ward	Facility Type (ATMP Rec.)	Length (km)
1	ATMP Priority Network	Charolais Boulevard	James Potter Road	Main Street South	3, 4	Protected Bike Lanes	3.01
2	ATMP Priority Network	Central Park Drive	Bramalea Road	Torbram Road	8	Protected Bike Lanes	1.40
3	ATMP Priority Network	Avondale Boulevard	Birchbank Road	Bramalea Road	7	Bike Lanes	0.96
4	ATMP Priority Network	Westcreek Boulevard (the Loop)	Steelwell Road	south limit o f the road	3	Bike Lanes	1.08
5	SNAP	Finchgate Boulevard	Queen Street East	Central Park Drive	7	Buffered Bike Lanes	0.48
6	SNAP	Balmoral Drive	Bramalea Road	Torbram Road	7	Buffered Bike Lanes	1.90
7	SNAP	Eastbourne Drive	Balmoral Drive	Clark Boulevard	7	Buffered Bike Lanes	0.63
8	Connection to SNAP	Avondale Boulevard	Bramlea Road	Balmoral Drive	7	Buffered Bike Lanes	1.80
9	Connection to SNAP	Dearbourne Boulevard	Bramlea Road	Balmoral Drive	7	Buffered Bike Lanes	1.27
10	Connection to SNAP	Glenvale Boulevard	Clark Boulevard	Queen Street East	7	Buffered Bike Lanes	0.72
11	Connection to SNAP	Jordan Boulevard	Williams Parkway	North Park Drive	7	Buffered Bike Lanes	0.88
12	Ext. to 2020 lanes	North Park Drive	Bramalea Road	Torbram Road	7,8	Buffered Bike Lanes	1.30
13	Rec. from Metrolinx SAP	Ganton Hieghts	Creditview Road	Commuter Drive	6	Buffered Bike Lanes	0.35
14	New Budget	Elgin Drive	Main Street South	McLaughlin Road	3	Buffered Bike Lanes/Bike Lanes	1.35
15	HuLRT	Sir Lou Drive	Malta Avenue	Hurontario Street	4	Buffered Bike Lanes	0.37
16	HuLRT	Malta Avenue	Ray Lawson Boulevard	Tina Court	4	Buffered Bike Lanes	0.69
17	HuLRT	Ray Lawson Boulevard	Mavis Road	Hurontario Street	4	Protected Bike Lanes	2.86
18	-	Great Lakes Drive	Sandalwood Parkway	Bovaird Drive	9	Protected Bike Lanes	1.71
19	-	Edgeware Road	Mississauga Road	Heritage Road	6	Protected Bike Lanes	1.40
20	-	Chrysler Dirve	Queen Street East	Williams Parkway	8	Buffered Bike Lanes	1.52

* Aside from Westcreek Blvd, these are four lane collector roads that have been identified within the ATMP as candidates for cycling infrastructure with on-road bikes lanes identified as the most appropriate facility type.

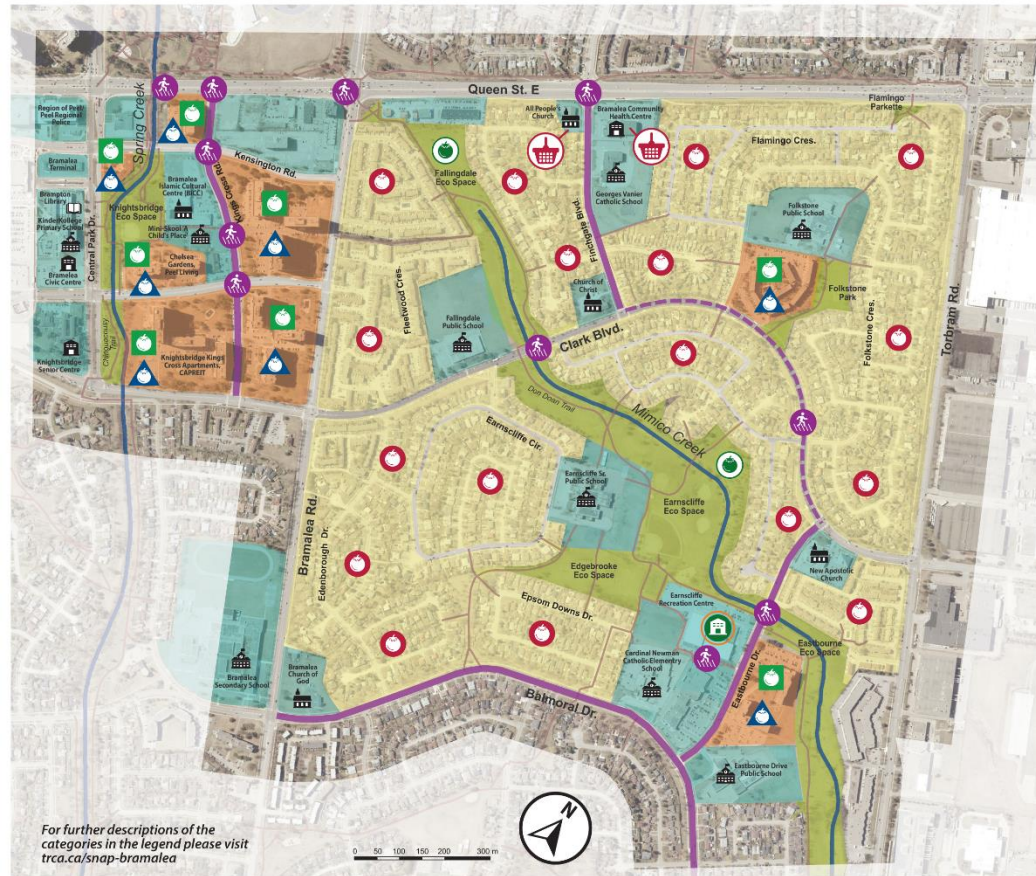
Assumes \$65K per km for buffered bike lanes (durable markings), road diet conversion 4 to 3 lanes.

Assume a 15% contingency, therefore \$1M budget equals \$850K in planned infrastructure.



Recommendations:

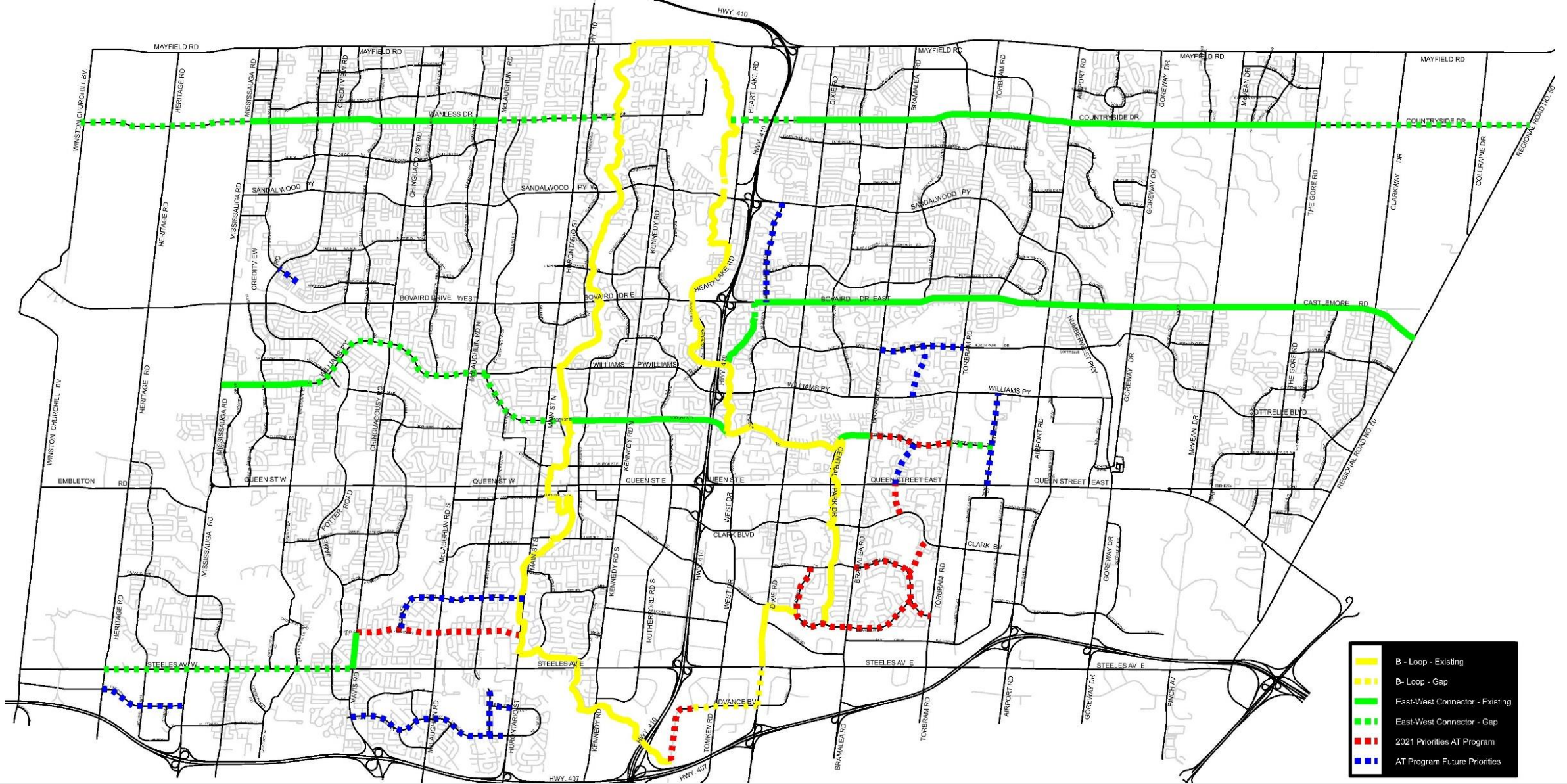
1. That the report titled re: Bramalea Sustainable Neighbourhood Action Program (SNAP) to the Committee of Council meeting of February 3, 2021, be received;
2. That Council endorse the “Bramalea Sustainable Neighbourhood Action Plan” dated November 2020; and
3. That staff be directed to form a Bramalea SNAP Implementation Team in collaboration with the Toronto and Region Conservation Authority and the Region of Peel.



In collaboration with The City of Brampton, Region of Peel and the Healthy Communities Initiative (HCI)

* Exact locations may vary and are subject to further analysis and refinement during the implementation process.





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brampton.ca/cycling

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 **BRAMPTON**



Active Transportation Coordination within Region of Peel

Brampton Cycling Advisory Committee

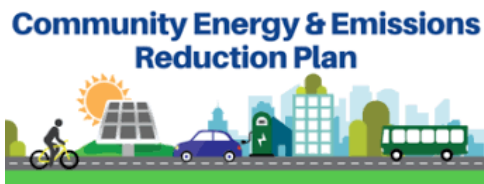
Feb 25, 2021



Active Transportation, part of the Environment



- ▶ Global Covenant of Mayors for Climate and Energy
- ▶ Peel Climate Change Master Plan 2020-2030
- ▶ Brampton Community Energy and Emissions Reduction Plan
- ▶ Brampton Grow Green Environmental Master Plan
- ▶ Caledon's Community Climate Action Plan
- ▶ Mississauga Climate Change Action Plan

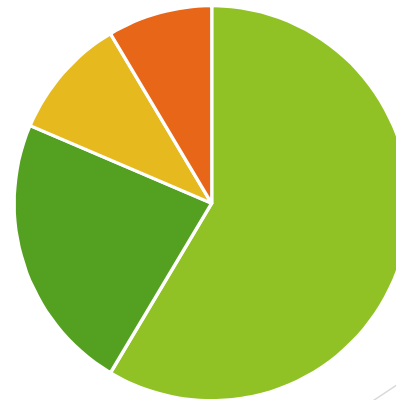


The BCAC Request

- ▶ **Brampton Cycling Advisory Committee respectfully requests a policy for notification and consultation of upcoming Regional road projects so that Active Transportation plans of Region of Peel and all three municipalities can be coordinated and implemented for the benefit of all road users.**
 - ▶ BCAC has worked with City of Brampton on a list of priorities for implementing the Active Transportation Master Plan's network projects and road resurfacing opportunities. This leverages our goals and makes better use of municipal resources.
 - ▶ This level of civic engagement allows the cycling advisory committee members to use their experience, expertise and local knowledge to provide valuable input that saves taxpayer dollars and benefits the community.

Active Transportation Mode Share

- ▶ *“Most trips made by Peel residents are done in vehicles. If travel habits remain unchanged and the population continues to grow, the Region would face untenable increases in traffic congestion, demands for road infrastructure, negative health impacts, and rising GHG emissions.”*
 - ▶ Peel Sustainable Transportation Strategy, 2018
- ▶ Sustainable Transportation Strategy (STS) mode share:
 - ▶ 11.1% (2% - cycling, 9.1% - walking) by 2041



Climate Equity includes Transportation Equity

- ▶ *“Climate equity is a principle promoting solutions that give equal opportunity for everyone to benefit from investments in climate change, while ensuring vulnerable populations do not bare an unequal burden from impacts.”*
 - ▶ Peel Climate Change Master Plan 2020-2030
- ▶ *“Equitable - people of all ages, abilities, incomes and cultures get around easily”*
 - ▶ Peel Sustainable Transportation Strategy, 2018



Equity vs. Equality, theinclusionsolution.me

Peel Vision Zero Road Safety



- ▶ *"Any injury or death on a Peel road is unacceptable."*
- ▶ *"In a Vision Zero jurisdiction, safety is prioritized over factors that traditionally influence transportation decision making, such as cost, vehicle speeds, delay to vehicular traffic, and vehicular level of service."*
- ▶ <https://www.peelregion.ca/pw/transportation/residents/vision-zero.asp>



Future Opportunities

- ▶ Look for opportunities within all Regional projects that will advance Active Transportation goals.
- ▶ e.g. Williams Parkway is scheduled for watermain work that will mean sidewalks are torn up on this City road.
- ▶ Instead, replace sidewalks with Multi-use paths that benefit both pedestrians and cyclists.



Bicycle Signals & Crossride, Crosswalk



Fletchers Creek Trail crossing Bovaird Road, west of McLaughlin Road, 2021

AT Connection Opportunity with BRT Route



Esker Lake Trail crossing Queen Street East at Laurelcrest/West Drive, 2020

AT Connections Between Regional Roads



New multi-use path on Dixie Road, south from Queen Street, 2020

Intersection ‘Pork Chop’ Traffic Islands

- “More than 71% of collisions that cause injuries or death happen at intersections” - <https://www.peelregion.ca/pw/transportation/residents/vision-zero.asp>



Dixie Road and Orenda Road, 2021

Preferred Regional Intersection Design



NW corner of Queen Street East & The Gore Road, 2021

Brampton's 40km B-Loop Network

- Dixie Road from Steeles south to Westcreek Blvd, part of Brampton signature B-Loop, requires a multi-use path for cyclist safety.



Dixie Road, south of Steeles, 2020



Neighbourhood Network Connections

- ▶ The Gore Road is an important AT connection between Caledon & Toronto
- ▶ AT infrastructure is recommended continuously for commuting, residential and school access.



The Gore Road, sidewalk north from Gore Meadows; and MUP south from Gore Meadows, 2021

Network Connections to Toronto

- ▶ TRCA & City of Brampton are planning a 3.8km multi-use path in Claireville Conservation Area, which will ultimately connect the Regional network to the West Humber Trail



Claireville Conservation Area, on Queen Street East at McVean, 2019

By engaging the cycling community in the planning phase of projects, it can save taxpayer dollars.

Let's work together across municipal boundaries and across departments to achieve Active Transportation goals for our Environment and the livability of our communities!

BCAC Subcommittee Meeting

Zoom

January 19, 2021

Present: Polly Thornham, Lisa Stokes, Dayle Laing, Steve Laidlaw, Eric Lister, Barry Lavallee, Laura Bowman, Rani Gill, Nelson Cadete, Councillor Rowena Santos

Regrets: Leslie Benfield, Kevin Montgomery, Patrick McLeavey

Discussion: 2021 Road Resurfacing presentation

- Nelson: He is asking for input from BCAC members on the \$1,000,000 budget which will be tabled in February.
- Active Transportation will be inserted into ongoing road maintenance program to extend road life. This will be an opportunity to fix issues like curb depression creation. These fixes must fit into the scope of the projects being done in the road resurfacing. No civil design is needed for curb work. The final work program for 2021 is still subject to change. A provisional list of extra locations will be available, in case there is any money left over, and some locations will be done in 2022. The question of whether these curb depressions and other AT fixes fall into the scope of road resurfacing needs to be answered. Larger roads, e.g., Bramalea Road, need more data collection, in compliance with OTM Book 18, such as traffic volume and speed. They cannot be dealt with in THIS program. Some roads don't have enough width available. The new draft OTM Book 18 includes the suggestion of “advisory bike lanes”
<https://trec.pdx.edu/events/professional-development/Seminar-10202017> (one middle lane shared by 2-way traffic, with one-way bike lines on the outside) but because it is only in draft form, it is unlikely that there will be buy-in by the traffic department. Mill, Centre, Parkland are 3 potential streets for advisory lanes in future, after OTM Book 18 is fully updated. When residents resist the creation of bike lanes, the traffic department is prone to the use of urban shoulders, as they accommodate 3-hour, on-street parking. It is understood by BCAC and other cyclists that bike lanes are preferred.

On the following streets – Harold, McMurchy, Black Forest – residents will be asked to choose to have urban shoulders or bike lanes. When this happens, it will be an excellent opportunity to advocate for bike lanes, and to educate residents on the differences between bike lanes and urban shoulders. Streets with low traffic and speed, no trucks, are suitable for Sharrows. Risk management is less if the vehicular traffic is low. Some streets need way-finding signage, such as Mill Street, downtown to Shoppers World.

- Steve: Are tactile strips required for curb depressions? N: Yes, they are required for accessibility, as spelled out re pedestrian crossings in OTM Book 15. P-gates are unpopular with all users, including park maintenance workers, so off-set crossings will be used, to slow AT traffic when crossing streets (the crossing will be about one trail width to the left or right of the trail).
- Steve: Is there a plan to phase out different styles, and standardize AT infrastructure? N: Yes, he will do a presentation to BCAC in April, to present roadway entrance standards. He will put it on the agenda.

- Lisa: Clarification – some bike lanes are part of the \$1,000,000 budget.
- Nelson: Next month, he will discuss the section of North Park, from Bramalea to Torbram, and Charolais. To make sure we allocate the \$1,000,000, we need a priority list. We are asked to think about any other roads in need of AT, and let road engineering cost them out.
- Lisa: Question about consistency of bike lane design, regarding placement of lanes at curb or in centre. N: Rutherford has parking at curb, with cars crossing the bike lane to drive off. He will get an answer about the placement of the lanes on North Park.
- Lisa: Signs and education are needed, to ensure that pedestrians' right of way is considered. She likes the super sharrow icons painted in the middle of the lane, as they are visible and good for way-finding. Also, the green box at intersections is more obvious to motorists and cyclists.
- Barry: What is the purpose of the supersharrows? N: Raising awareness, direction, education and way-finding. It is not effective as a stand-alone program, but there is an opportunity to try it, and to work with traffic operations, who suggested it. Supersharrows in front of the Region of Peel building at Central Park and Peel Centre Drives.
- Cllr. Santos: Comment – the number of complaints that she and Cllr. Vicente have received has been decreasing. She has offered to involve the Mayor and other councillors with these bike lane areas, and will discuss this further with Nelson.
- Nelson: He wants to reassess old urban shoulders and replace them with bike lanes.
- Laura: She feels so unsafe using the sharrows on McMurchy, south of Queen St., that she doesn't cycle there. North of Queen, people park cars on the street, when they could park behind the apartment building, for example. She doesn't see the benefit of sharrows there. Bike lanes would work.
- Nelson: Having fewer than 750 vehicles per day on a street now allows for curb cuts at trails crossing streets, which were not allowed previously, due to liability.
- Steve, Re Bramalea Road: Bramalea Rd, from Avondale to Steeles Avenue is set for repaving. There was a Public Information Centre (PIC) on January 11, in phase 2 of a 5-phase project. This is a busy road, primarily because it is a priority public transit route. It is a minor arterial road that has 4 lanes. A natural impact study has been done, cataloguing trees, wildlife and birds. There have been 7 proposals made, the first being to do nothing, and the seventh, to widen the road to 6 lanes, including 2 dedicated transit/HOV lanes, and AT improvements. Staff are recommending a combination of options 3, 4 and 5, which is to keep it to 4 lanes, plus a transit queue-jump lane (an extended bus stop and acceleration lane), and to improve AT infrastructure. This is considered to be a good compromise.

PIC 1 is open until February 8, so members are recommended to post comments.

https://www.brampton.ca/EN/residents/Roads-and-Traffic/Planning-and-Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%201/PIC%201%20Display%20boards.pdf

The second PIC will be this spring. The 2040 Vision is being considered in this planning. There is an 18-minute video. It is a complex presentation, to explain all the factors. Using the first mile/last mile concept (getting to/from transit stops), the last mile is the problem for cyclists trying to get to the Bramalea GO Station on the southwest side of Steeles Avenue. The Don Doan Trail stops, and cyclists need to cycle on Bramalea Road to get to the GO Station. The planners should have a plan for a route to get to it.

- Cllr. Santos: The Bramalea/Steeles intersection is an issue. She would like to see a delegation from BCAC to the City Council.
- Lisa: What are the AT connections to the GO Station? N: There is a multi-use path (MUP) on the east side of Bramalea from Balmoral down to Dearbourne. The City is pursuing this, and has retained a consultant to see how to connect the Don Doan, Chinguacousy and Esker Lake Trails at their south ends, to Bramalea GO Station. The consultant will do the research and make proposal options.
- Bike Month Opportunity with GTA:
 - There are 8 points available for Brampton, and these are the preferred ones of members:
 - digital postcard for the website
 - no T-shirts or posters
- Cllr. Santos suggested a filter for Bike Month, with consistent branded image. Nelson will request creation of a filter image from corporate communications.
- Tammi will be asked to add Bike Month, Winter Maintenance, \$1,000,000 and delegation to Region of Peel to next month's schedule. Cllr. Santos will check on an available date for delegation.
- Cllr. Santos has spoken to councillors in Mississauga, and they are aligned in wanting to see more focus on AT for Regional goals.

The meeting was adjourned at 8:40 PM.



Safe streets
Healthy city
Vibrant voice

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December 23, 2020

Tamara Kwast
City of Mississauga

Bike Month 2021 Partnership Agreement

Dear Tamara,

Since 2013, Bike Month participation has grown to represent all six regions in the GTHA and Guelph, with the shared goals of expanding awareness and support for cycling as an integral part of the regional transportation network. Cycle Toronto would like to offer Brampton the opportunity to renew its Bike Month Regional Supporter Package in 2021. During the COVID-19 pandemic more people have (re)discovered that riding a bike can be a fun, efficient way to get around while maintaining physical distancing, and to promote physical and mental health. Bike Month continues to be an important opportunity to engage both new and experienced cyclists from Brampton.

Below you will find a revised Regional Supporter Package which reflects the growth and maturation of this program in local communities. For 2021, we are planning a virtual and contact-free program due to the continued uncertainty of the public health landscape come the spring. To help engage participants virtually we've added a few new items to the Bike Month package that will also help us track participation and the success of the overall campaign. This year, we're changing the way that we formulate our Bike Month packages to offer greater flexibility to each partner, acknowledging that different areas may have different needs. We've outlined the package offerings below.

Regional Supporter Package

Cycle Toronto requests [REDACTED] from municipalities to become a Regional Supporter of Bike Month 2020. **The Region of Peel will provide 50% of this funding, and The City of Brampton will provide the remaining [REDACTED]** The Regional Supporter Package includes all the Bike Month essentials as part of the larger community partnership.

The essential components include:

- **A seat on the Bike Month Advisory Committee (BMAC)**, which will meet virtually four times per year by video conference from February to July 2021.
- **A link on the Bike Month website landing page** that leads to Brampton's cycling events

page OR, a dedicated page on the website, e.g. BikeMonth.ca/Brampton. Links to external websites can also be added to a dedicated web page.

- **A running kilometre counter** on the Bike Month website that allows registered participants to track the number of kilometres they've ridden during Bike Month. We will also implement a counter that will track the kilograms of greenhouse gases (GHGs) saved, based on the number of kilometres ridden.
- **A generic Bike Month web graphics package** that includes a wordmark; email & website banner; Facebook, Instagram and Twitter in-stream images.
- **Social media support** where content and social media schedule should be determined by the Regional Supporter in advance of the Bike Month events and provided to Cycle Toronto.
- **Support from Cycle Toronto staff** on the development of your municipality's Bike Month campaign.
- **A Bike Month Report** that presents data from campaigns across the GTHA and Guelph and highlights accomplishments.

In addition to the all of the above, as part of your Regional Supporter Package you will be granted **eight (8) points** toward any combination of the following items to customize the best Bike Month experience for Brampton:

- **A custom Bike Month digital poster** branded with your municipality's name, logo, website link and dedicated messaging. (1 point)
- **A double-sided Bike Month digital postcard** branded with your municipality's name, logo, website link, dedicated messaging and local events determined by you. (1 point)
- **A media advisory template** which can be customized with your municipality's local priorities and messaging. (1 point)
- **A customized web graphics package** for your municipality that can include dedicated messaging. The package would include a wordmark; email & website banner; Facebook, Instagram and Twitter in-stream images. (1 point)
- **A customized digital ad template** that will be created to your specifications and dimensions (1 point)
- **A kilometre and emissions saved counter specific to your municipality** so that participants can track the number of kilometres ridden in Brampton (or starting from Brampton). (2 points)
- **100 Bike Month T-shirts** branded with your municipality's name and logo. You will have the opportunity to purchase additional T-shirts if requested as part of bulk order. (2 points)

- **A digital Bike Month Brampton Bingo Card** that would give participants a list of local activities (list provided by the municipality) they can do by bike. Once participants complete activities on their bingo cards, they can cross them off. Participants can be eligible to win prizes (provided by municipality) once they complete a full line of activities on the bingo card. (2 points)
- **Three safe cycling webinars** conducted virtually (either on Zoom or your own platform) by Cycle Toronto's cycling educators that features some municipality-specific content. See appendix A for a list of webinar offerings. (2 points)

This letter will serve as an agreement between Cycle Toronto and The City of Brampton.

We, the undersigned, consent to the terms of this agreement for Bike Month 2021 activities.



Michael Longfield
Interim Executive Director
Cycle Toronto
Date: December 23, 2020

Name:
City of Brampton
Date:

Appendix A: Webinar offerings

Workshop Title	Workshop Description
Family Biking Workshop	<p>Learn tips and tricks for biking while pregnant, biking with babies and toddlers and teaching kids to ride on their own for the first time.</p> <p>Webinar audience: Parents</p>
Safe Cycling 101 Workshop	<p>Cycle Toronto will guide you through everything you need to know about biking with confidence in Toronto. Topics include: equipment and bike fit, safe riding techniques, rules & responsibilities, interactions with others, choosing your route & more.</p> <p>School-aged children's version available upon request</p> <p>Webinar audience: Adults, school-aged children</p>
Road Rules Workshop	<p>Learn about everyday interactions with others on the road in this interactive quiz-style workshop. Topics include: laws and fines that apply to both people cycling and people driving, navigating shared space with other road users, common misconceptions about turns, parking, passing, right of way & more.</p> <p>Webinar audience: Adults (targeted towards all road users)</p>
Biking in All Weather Conditions Workshop	<p>Make all-season cycling a breeze. Cycle Toronto will guide you through topics including: choosing clothing and gear for wet and cold weather, bicycle maintenance and storage tips, winter route-planning, and safe riding techniques for weather-related hazards. (offered in early spring, fall & winter only)</p> <p>Webinar audience: Adults</p>