



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

Date: Tuesday, April 20, 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 March 8, 2021, and were approved by Council on March 24, 2021. The minutes are provided for Committee's information.

5. **Presentations / Delegations**

- 5.1. Delegation by Manvir Tatla, Project Manager, Sustainable Transportation, Region of Peel, re: Region of Peel 2020/2021 Active Transportation Implementation

6. **Reports / Updates**

- 6.1. Discussion item at the request of Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, re: Winter Maintenance of Cycling Facilities

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

- 7.1. Memo re: Brampton Engagement Plan

For Information Only.

- 7.2. Report by Leslie Benfield, Citizen Member, re: Ontario Bike Summit

To be received.

- 7.3. Cycling Advisory Committee - Sub-Committee Minutes -March 16, 2021

To be received.

7.4. Cycling Advisory Committee - Sub-Committee Minutes - March 30, 2021

To be received.

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, June 15, 2021 at 5:00 p.m.



Minutes

Cycling Advisory Committee

The Corporation of the City of Brampton

Tuesday, February 16, 2021

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

Members Absent: Laura Bowman
Patrick McLeavey

Staff Present: Henrik Zbogar, Sr. Manager, Active Transportation, Planning,
Building and Economic Development
Nelson Cadete, Project Manager, Active Transportation,
Planning, Building and Economic Development
Tammi Jackson, Legislative Coordinator

1. **Call to Order**

Note: In consideration of the current COVID-19 public health orders prohibiting large public gatherings of people and requirements for physical distancing between persons, in-person attendance at this Committee of Council meeting was limited and physical distancing was maintained in Council Chambers at all times during the meeting.

The meeting was called to order at 5:08 p.m. and adjourned at 7:06 p.m.

As this meeting of the Cycling Advisory Committee was conducted with electronic participation by Members of the Committee, the meeting started with the City Clerk calling the roll for attendance at the meeting, as follows:

Members present during roll call: Rani Gill (Co-Chair), Pauline Thornham (Co-Chair), Leslie Benfield, Alina Grzejszczak, Stephen Laidlaw, Dayle Laing, Barry Lavallee, Eric Lister, Kevin Montgomery, Lisa Stokes, Regional Councillor Rowena Santos

Members absent during roll call: Laura Bowman, Patrick McLeavey

2. **Approval of Agenda**

CYC001-2021

That the agenda for the Cycling Advisory Committee Meeting of February 16, 2021, be approved, as published and circulated.

Carried

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

1. Dayle Laing declared a conflict of interest with respect to the Brampton Cycling Advisory Committee delegation to the Region of Peel as per CYC019-2020, as Ms. Laing was subcontracted by Punjabi Community Health Services to assist in the delivery of the Community Cycling Program (CCP).

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 were provided for Committee's information.

5. **Presentations / Delegations**

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

Stephen Laidlaw, Committee Member, provided an overview of Orenda Court Resurfacing , and responded to questions of clarification from Committee.

Committee discussion on this matter included the following:

- Identified two other locations within Brampton that require curb cuts on properties owned by Brampton residents - Sandalwood Parkkway and Bramalea Road and Steeles Avenue and Malta Avenue.
- Questions regarding the process of possibly contacting the property owner with respect to obtaining permission for a curb cut.
- Staff clarified the matter was beyond the scope of the road resurfacing project and that the property was not a City-owned asset.
- Suggestion was made to have staff investigate the opportunity to reach out to the private entity owner located where Trueman Street meets the Orenda Court properties access to the public pass.

The following motion was considered.

CYC002-2021

1. That the Delegation from Stephen Laidlaw, Member, to the Cycling Advisory Committee of February 16, 2021, re: **Orenda Court Resurfacing**, be received; and,
2. It is the position of the Cycling Advisory Committee that staff be requested to investigate the opportunity to reach out to the private entity owner located where Trueman Street meets the Orenda Court properties access to the public pass at Orenda Court on behalf of the Committee and ask them to consider a curb depression.

Carried

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

Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, provided an overview of the Year-Round Mobility - Current Winter Maintenance Practices, and responded to questions of clarification from Committee.

Committee discussion on this matter included the following:

- Suggestion was made to refer the matter back to staff to work with the Brampton Cycling Advisory Committee Sub-Committee members for further recommendations with respect to the Winter Maintenance AT infrastructure and outline operations costs for implementation next winter season.
- Advised that when trails/bridges have not been cleared of snow, members of the public can contact the City at 311 to report the trail or bridge requires snow clearing. Staff will then be dispatched out to the location for snow clearing.
- Clarification was provided regarding recreation trail maintenance procedures and practices.
- Questions relating to the type of product used to salt the bridges within the trail paths in Brampton

The following motion was considered.

CYC003-2021

1. That the presentation from Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, to the Cycling Advisory Committee of February 16, 2021 re: **Providing Year-Round Mobility – Current Winter Maintenance Practices** be received; and,
2. That the matter be referred back to staff to work with the Brampton Cycling Advisory Committee on further recommendations with respect to the Winter Maintenance AT infrastructure and outline operations costs for implementation next winter season.

Carried

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

Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, provided an overview of the 2021 Active Transportation Project (\$1M) and outlined projects designated for implementation in 2021. Mr. Cadete advised that \$850,000 has been allocated for planned infrastructure from the \$1-million budget and responded to questions of clarification from Committee.

Committee discussion on this matter included the following:

- Clarification was provided regarding industrial area roads and developing cycling infrastructure.
- Advised that the \$1-million allocation is strictly for the purpose of the road resurfacing program.
- An information report will be going to a future Planning and Development Committee meeting outlining the list of infrastructures and the fix it program.

The following motion was considered.

CYC004-2021

That the presentation from Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, to the Cycling Advisory Committee of February 16, 2021 re: **2021 Active Transportation Project (\$1M)** be received.

Carried

6. **Reports / Updates**

Nil

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.**

Committee advised that due to a conflict of interest Dayle Laing, Committee Member will no longer be delegating on behalf of the Cycling Committee. Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development advised that Pauline Thornham will now be delegating at the Region of Peel on February 25, 2021 regarding need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goals.

Pauline Thornham, Co-Chair, provided an overview of the need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goal, and responded to questions of clarification from Committee.

CYC005-2021

That the presentation from Pauline Thornham, Committee Member, to the Cycling Advisory Committee of February 16, 2021 re: **BCAC delegation to the Region of Peel as per CYC019-2020** be received.

Carried

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

The following motion was considered.

CYC006-2021

That the **Cycling Advisory Committee Sub-committee Minutes**, to the Cycling Advisory Committee of February 16, 2021 be received.

Carried

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

Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development, provided an overview of the 2021 Bike Month Campaign and advised he would like to see the Committee more involved in the planning of the event. Mr. Cadete advised he would canvass members' availability to arrange a sub-committee meeting to start planning the campaign.

8. **Correspondence**

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

The following motion was considered.

CYC007-2021

That the correspondence from Michael Longfield, Interim Executive Director, Cycle Toronto, to the Cycling Advisory Committee of February 16, 2021 re: **2021 Bike Month Campaign** be received.

Carried

9. **Question Period**

Nil

10. **Public Question Period**

Nil

11. **Adjournment**

The following motion was considered.

CYC008-2021

That the Cycling Advisory Committee do now adjourn to meet again on Tuesday, April 20, 2021 at 5:00 p.m. or at the call of the Chair.

Carried

Pauline Thornham (Co-Chair)

Rani Gill (Co-Chair)



Delegation Request

For Office Use Only:
Meeting Name:
Meeting Date:

Please complete this form for your request to delegate to Council or Committee on a matter where a decision of the Council may be required. Delegations at Council meetings are generally limited to agenda business published with the meeting agenda. Delegations at Committee meetings can relate to new business within the jurisdiction and authority of the City and/or Committee or agenda business published with the meeting agenda. **All delegations are limited to five (5) minutes.**

Attention: City Clerk's Office, City of Brampton, 2 Wellington Street West, Brampton ON L6Y 4R2

Email: cityclerksoffice@brampton.ca Telephone: (905) 874-2100 Fax: (905) 874-2119

Meeting: ☐ City Council ☐ Planning and Development Committee
☐ Committee of Council ☒ Other Committee:

[Cycling Advisory Committee](#)

Meeting Date Requested: [April 20th, 2021](#)

Agenda Item (if applicable):

Name of Individual(s): [Manvir Tatla](#)

Position/Title:

[Project Manager, Sustainable Transportation and Strategic Initiatives](#)

Organization/Person
being represented:

[Region of Peel](#)

Full Address for Contact: [10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9](#)

Telephone: [905-791-7800 ext. 4554](#)

Email: Manvir.Tatla@peelregion.ca

Subject Matter
to be Discussed:

[Region of Peel 2020/2021 Active Transportation Implementation](#)

Action
Requested:

A formal presentation will accompany my delegation: ☒ Yes ☐ No

Presentation format: ☐ PowerPoint File (.ppt) ☒ Adobe File or equivalent (.pdf)
☐ Picture File (.jpg) ☐ Video File (.avi, .mpg)

☐ Other:

Additional printed information/materials will be distributed with my delegation: ☐ Yes ☒ No ☐ Attached

Note: Delegates are requested to provide to the City Clerk's Office **well in advance of the meeting date:**

- (i) 25 copies of all background material and/or presentations for publication with the meeting agenda and /or distribution at the meeting, and
- (ii) the electronic file of the presentation to ensure compatibility with corporate equipment.

Submit by Email

Once this completed form is received by the City Clerk's Office, you will be contacted to confirm your placement on the appropriate meeting agenda.

Personal information on this form is collected under authority of the Municipal Act, SO 2001, c.25 and/or the Planning Act, R.S.O. 1990, c.P.13 and will be used in the preparation of the applicable council/committee agenda and will be attached to the agenda and publicly available at the meeting and on the City's website. Questions about the collection of personal information should be directed to the Deputy City Clerk, Council and Administrative Services, 2 Wellington Street West, Brampton, Ontario, L6Y 4R2, tel. 905-874-2115.

2020/2021 Active Transportation Implementation

Brampton Cycling Advisory Committee

April 20, 2021

Manvir Tatla
Project Manager, Sustainable Transportation
Region of Peel

Agenda Items

Overview

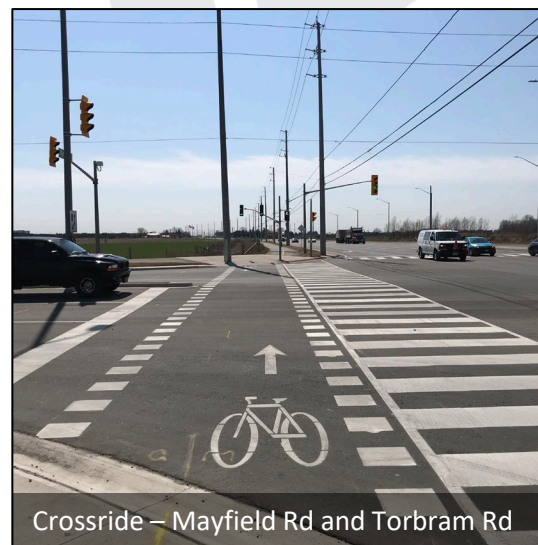
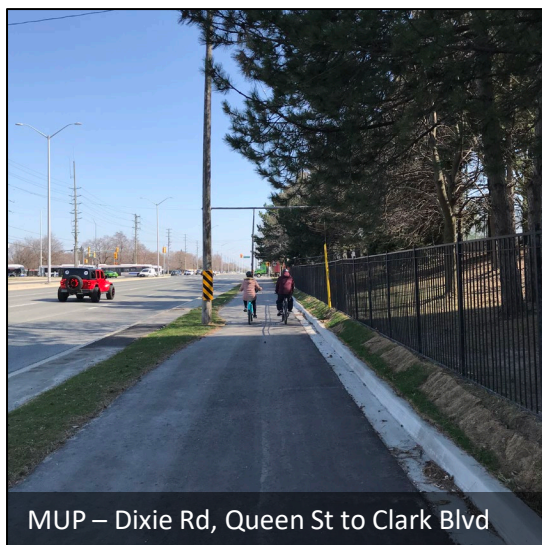
- 2020 Completed Infrastructure
- 2021 Planned Infrastructure
- Implementation Map
- Projects in Detailed Design
- Looking Ahead
- Program Coordination



2020 Completed Infrastructure

Multi-Use Pathways			
Road	From	To	Length (km)
Dixie Road	Queen Street	Clark Boulevard	0.63
The Gore Road	250m N of Castlemore Road	Gore Meadows Community Centre	0.31
Queen Street West	Elbern Markell Drive	Royal West Drive	0.30
Mayfield Road	Bramalea Road	Airport Road	2.60
Total			3.84

Crossrides	
Intersection	Location (Leg)
Mayfield Road and Torbram Road	South



2021 Planned Infrastructure

Multi-Use Pathways (completion in 2021)

Road	From	To	Length (km)
Dixie Road	Advance Boulevard	Steeles Avenue	0.59
Steeles Avenue	McLaughlin Road	Lancashire Lane	1.03
Bovaird Drive	Highway 410	Hurontario Street	1.00
		Total	2.62

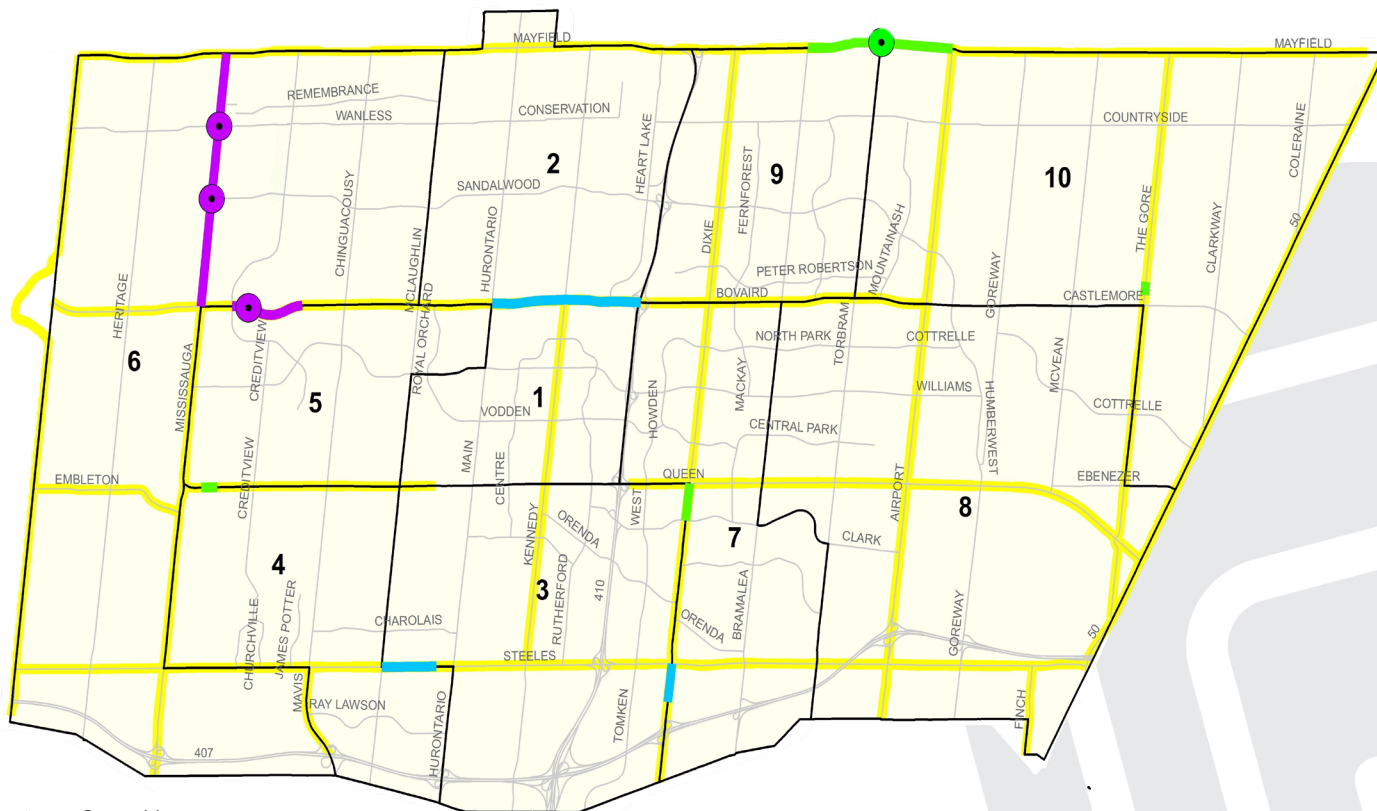
Multi-Use Pathways (construction start/continues in 2021)

Road	From	To	Length (km)
Mississauga Road	Bovaird Drive	Mayfield Road	4.00
Bovaird Drive	Lake Louise Road/Worthington Avenue	Creditview Road	1.30
		Total	5.30

Crossrides (construction start in 2021)

Intersection	Location (Leg)
Mississauga Road and Sandalwood Parkway West	East
Mississauga Road and Wanless Drive	East
Bovaird Drive and Ashbyfield Road	South
Bovaird Drive and Lagerfield Drive	North

Implementation Map



Legend

- 2020 AT Infrastructure - Crossrides
- 2020 AT Infrastructure - Multi-Use Paths
- 2021 AT Infrastructure - Multi-Use Paths
- Construction starts/continues 2021, completion beyond 2021 - Crossrides
- Construction starts/continues 2021, completion beyond 2021 - Multi-Use Paths
- Ward Boundary
- Major Roads
- Regional Roads

Projects in Detailed Design

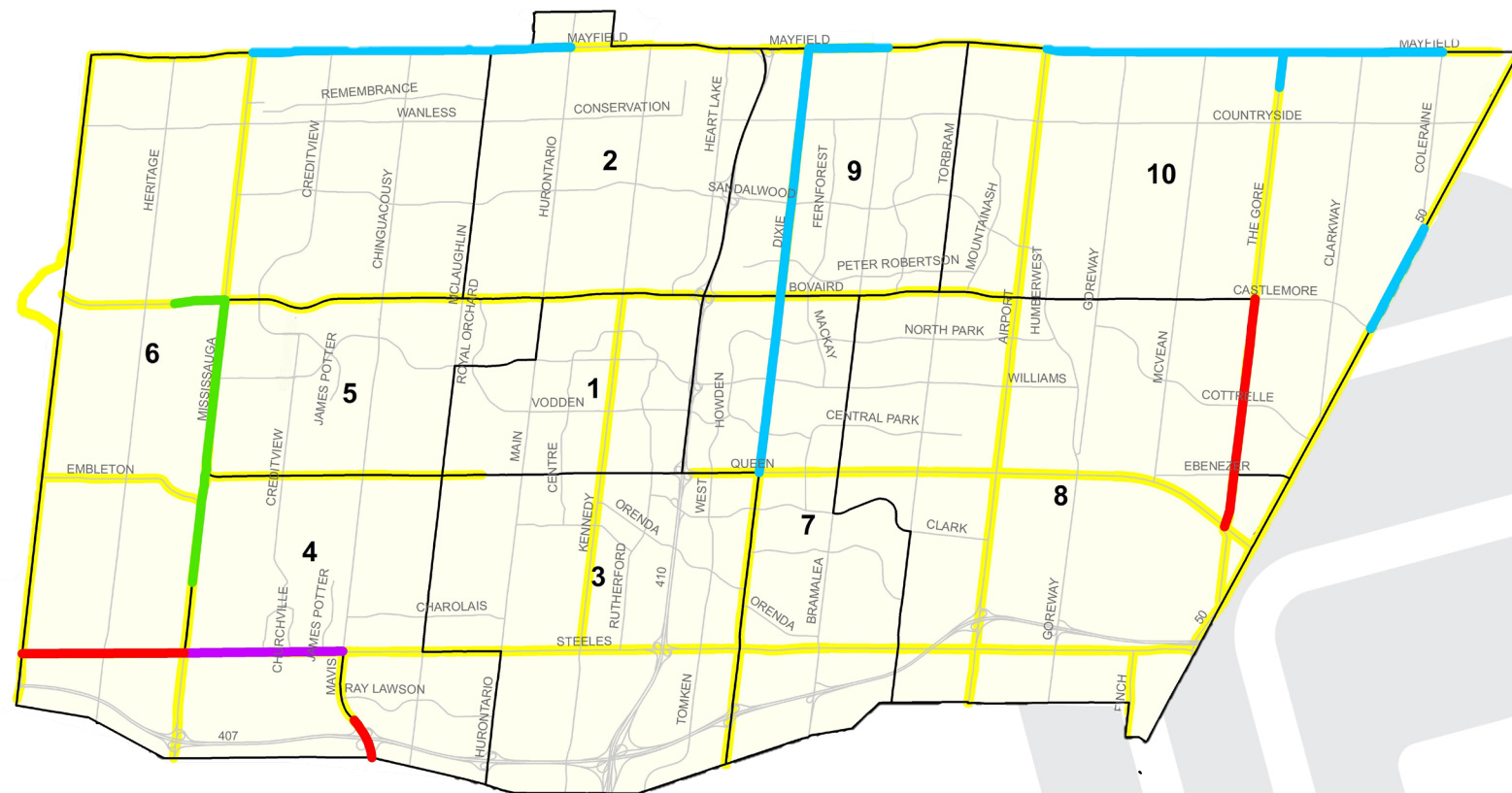
Multi-Use Pathways			
Road	From	To	Length (km)
Dixie Road	Queen Street	Bovaird Drive	6.10
Airport Road	Williams Parkway (intersection project)		0.36
Mississauga Road	Financial Road	South of Bovaird Drive	2.50
Steeles Avenue	Chinguacousy Road	Mississauga Road	5.50
Steeles Avenue	Mississauga Road	Winston Churchill Boulevard	5.60
Bovaird Drive	Mississauga Road	West of Heritage Drive	1.20
Dixie Road	Bovaird Drive	Countryside Drive	4.06
		Total	25.32

Cycle Tracks			
Road	From	To	Length (km)
The Gore Road	Queen Street	Castlemore Road	4.00
		Total	4.00

Projects in Detailed Design - Cont'd

Multi-Use Pathways (shared with other municipalities)			
Road	From	To	Length (km)
Dixie Road	Countryside Drive	North of Mayfield Road	4.42
Highway 50	Castlemore Road	Major Mackenzie Drive West	5.50
Mayfield Road	Dixie Road	Bramalea Road	1.50
Mayfield Road	Airport Road	The Gore Road	4.10
The Gore Road	Mayfield Rd	Squire Ellis Drive	0.90
Mayfield Road	The Gore Road	Coleraine Drive	2.80
Mayfield Road	Hurontario Street	Chinguacousy Road	5.50
Mayfield Road	Chinguacousy Road	Mississauga Rd	5.50
Mavis Road	North of Highway 407	South of Highway 407	1.00
Total			31.22

Looking Ahead (beyond 2021)



Legend

- Detailed Design 0-30%
- Detailed Design 30-60%
- Detailed Design 60-90%
- Property Acquisition
- Ward Boundary
- Major Roads
- Regional Roads

Program Coordination

- Capital Budget meetings held biannually with regional and local municipal programming staff
- Active Transportation Infrastructure Coordination meetings held quarterly with regional and local municipal active transportation staff
- Ongoing discussions with Conservation Authorities (CVC and TRCA) on their respective trail network goals and objectives (ex. Credit Valley Trail)
- Ongoing discussions with other agencies such as the Waterfront Regeneration Trust on broader connections (ex. Greenbelt Route)
- Propose annual updates in Q1 of each year to BCAC as well as additional updates throughout the year, as requested by the committee



Thank you! | Questions?

ONTARIO BIKE SUMMIT 2020

DECEMBER 1-3

ONLINE

Before the Summit began, Share The Road Cycling Coalition (STRCC) presented a training session, to minimize the technical issues and maximize the value of the Summit to all attendees. It was very thorough.

The set-up included a menu of the Summit on the left, a lobby with chatting capabilities, and advertisers' booths. A list of attendees was available, along with the ability to send private messages to them.

The system was well-planned, and few glitches occurred throughout the Summit. There is a 5-slide summary online, at https://www.sharetheroad.ca/files/OBS2020_Summary.pdf

The 2020 summit included these sessions:

Tuesday, December 1

•Cycling during the pandemic and beyond, including remarks from The Honourable Caroline Mulroney, Minister of Transportation

The Minister brought greetings from the Ministry of Transportation, and informed attendees of the comment period on updating regulations on e-bikes, as well as a possible pilot project on Cargo e-bikes.

•Changing hearts & minds

The main sponsor of the Summit was CAA.

Their message was that cycling has increased during the COVID pandemic, and AT is on the rise.

Some of the changes municipalities made to accommodate people during COVID were:

Toronto: major roads closed for AT, for a day at a time; 40Km of new bike lanes; 8-80 Cities helped collect data

Guelph: sidewalk expansion project; 1-way sidewalks, etc.; patios on roadways/pedestrianized downtown; rerouting downtown traffic successful

North Bay: Memorial Drive closed for 4 days (well-received); AT projects -connector routes; cycling police got positive feedback

Points to ponder: 1 – bikes can give positive results to groups with very different motivations; 2 – push for change, to fight against “If we want to get re-elected, we don't advocate for change”; 3 – real-life engagements work best, involvement by community members is increased by using a variety of methods, e.g., community D-I-Y bike hubs; 4 – make it easy to join campaigns and voice need for cycling infrastructure

In Peterborough, School Travel Planning is used in neighbourhood planning programs.

Engagement tools used are pop-up tables/tents in school zones, cafes, offers of stickers for participation, mapping existing journeys to school, walkabouts with stakeholders, led by residents, vision statements written by stakeholders.

Make sure to allow enough time, and provide food. It's a good idea to piggyback on school parent nights, etc.

Takeaways:

>1000 residents participated, and the consensus was that people want more social gatherings, an active website, better connectivity, slower traffic, trees, gardens, safe, accessible cycling infrastructure

***WHEELS OF CHANGE AWARDS**

There are three categories:

Community Champion(s)

Organization of the Year

Professional(s) of the Year

Perhaps we could submit nominations this year?

***Bicycle Friendly Communities seminar**

CAA Michael Stewart (major sponsor)

Main points

In 2020, a year of major challenges, there were also many opportunities:

- the positive perception of bikes rose greatly
- road space for Active Transportation increased
- road closures for AT increased
- 25% of CAA members cycle
- CAA assistance can be given to members who are cycling
- the Dutch Reach is encouraged in CAA publications
- bike racks are available at CAA stores

Mississauga

Some interesting points

- Historian-led bike tour of village area of Mississauga
- Lakeview community bike ride
- Tour of Town of Port Credit, to see flags and artwork by residents
- Ride, clean up and yoga session in Lorne Park

- Sheridan College's bike repair hub-stand
- Peel Multi-Cultural Council plan for bike rides, along with other immigrant-focused services

Durham Region

Main points

- a major growth area, with 700,000 people, expected to grow by 500,000 soon
- made a video presenting joys of biking, and promoting cycling tourism
- updated the Regional Cycling Plan, to be approved in early 2021
- 2 surveys done, with the data gathered, used to update the plan
- Meadoway Durham is in the early planning stages, following existing trails and the Hydro Right-of-Way <https://www.trailforks.com/trails/meadoway-durham-draft-plan/>
- also working to improve Durham infrastructure and design, especially where trails cross regional roads and bridges; studying 75 crossings and bridges

Saugeen Shores, on Lake Huron

Main points on ways to improve bike infrastructure

- find partners to work with – they are key to gaining focus, money, volunteers, community outreach
- engage the Recreation Department, as they have strong local ties
- keep it local and grassroots
- leverage the parks, green space, trails that you have
- think of budget-friendly events/activities, such as providing bike valet service at other events

•Association of Pedestrian and Bicycle Professionals (APBP) workshop

APBP website: www.community.apbp.org Memberships available for professionals for \$120, and advocates for \$88.

- ECO-Counter <https://www.eco-counter.com/products/>

Main points

- there are 2 scenarios: pop-up counters, to be moved around; permanent counter stations, to be left in place year-round
- the pop-ups can be used to build a case, collaborate and integrate information
- the permanent stations can be used to answer questions, such as:

How many people ride in winter?

How do rain/snow days affect rides?

- a display counter is impressive, and attracts attention and consideration
- data can be integrated with other tracking programs, such as Strava, bikeshare company stats, and GPS

- consider having open data, and sharing it with ECO-Counter

Bike Maps <https://bikemaps.org/>

- Bike Safety reporting site, to gather info on dangerous locations, etc.
- bike safety info is limited, usually to police collision/casualty statistics, and not widely available
- no near-misses are recorded
- no single-bike crashes are recorded
- no injury and recovery information is recorded
- this site is useful for gathering otherwise unreported incidents, for the education of cycling advocates
- capable of recording details, including weather data
- anonymous, but includes demographics
- able to combine info from police, personal data
- able to be shared with municipality
- makes cycling danger hotspots apparent

Happy Maps <https://happymaps.org/>

- Bike Safety reporting site, to gather info on comfort levels of various streets and infrastructure
- able to report on level of fun, noise, scenery, and if it is good for newbies and kids

Please check out these two sites and give feedback to the sites. Brampton has one report for both sites together, made in 2014!

***Cyclists and Roundabouts**

Roundabouts consist of a central island, sometimes splitter islands and yield lanes. Crosswalks are before the yield lanes. Bike lanes generally end at crosswalks.

In the Netherlands, injury at roundabouts is reduced 44-73%, compared to intersections. The low speed of roundabouts is helpful, as are the good sightlines.

***Update on MTO's New Book 18 (which is coming soon!)**

Main points

- more separation of bike lanes
- universal accessibility
- 12 design issues in new version
- effort to include public consultation in changes included online survey, and a series of workshops at OBS
- new emphasis on design for all ages, bike-ability, equity (more detail)
- section on non-traditional bike types (more than recreation)
- consideration of Complete Streets – all interactions, spatial analysis, use of Strava data, different purposes – commuting on spine network vs recreation, quiet streets

- Section 4 has new design details, with 3 categories:
 - 1 physical separation - lanes (planters, bollards) tracks, MUPs
 - 2 designated space
 - 3 shared cycling – advisory bike lanes only in low traffic areas
- 3-step Selection Process:
 - 1 urban vs rural levels
 - 2 study of roadway, context, use
 - 3 animations to study intersection designs
- Section 8 has a 5-step implementation process, including determining the type of project, the support features needed, and maintenance standards and strategies.
- Designs are not mandatory, only guidelines; municipalities will now create own standards, but best practices will encourage consistency across province
- new treatments for mid-block cross rides and walks are in Book 18
- Book 18 does address conflicts between pedestrians and cyclists

Wednesday, December 2

•Cycling tourism & trails

Eleanor McMahon spoke of the changing attitudes to cycling, and advocated changing from a hydrocarbon to a carbohydrate society.

Main points, from various speakers

- champions are critical to cycling advancement, e.g., Mathieu Roy, VP of Trail Development, Trans Canada Trail, who says to give politicians reasons and justification to get to yes
- trails are having a moment – they have become a lifeline, as a low-cost way to get out in nature
- the Great Lakes Waterfront Trail was greatly improved by paved shoulders on Hwy 17 in 2015 and now has 3600 km of roads and trails
- the Great Waterfront Trail Adventure has become an annual event
- next year, the trail will be expanded along Lake Superior
- Blind River started very small, and added cycling/hiking/snowmobiling features, planted trees, installed gardens, artwork, phone-charging and bike repair stations, to attract tourism dollars
- North Bay Discovery Routes partnered with 40 groups, including snowmobile clubs, to create a network of trails
- the Voyageur Cycling Route started in 2013, and expanded eastward towards Ottawa, as well as westward, so it now reaches from west of Sudbury into Quebec, overlapping the Trans Canada Trail near North Bay and Ottawa
- the Northern Ontario Travel website has had a 58% increase in traffic over 2019, and adventure and cycling interest have grown exponentially, while motorized travel interest has dropped 31%
- the 132-km Guelph2Goderich Rail Trail has been a great success, largely created and maintained by volunteers, based on advocacy to bring 13 small towns together

- the G2G is totally wheelchair accessible, and passes through farmland
- funding is available from both federal and provincial governments, especially the ON Ministry of Tourism, to promote staycations and cycle tourism
- asking for support and partnering with such organizations as CAA, Trans Canada Trail and Share the Road will help with funding
- such projects as G2G will bring economic benefits to towns

•Cycling & the new normal: Provincial perspective, a panel discussion with MPPs from all four parties Norm Miller (PC), Jessica Bell (NDP), Mike Schreiner (Green) and Steven Blais (Liberal)

Main points

- Now that cycling is taking off, and bike sales are exploding, what opportunities are there to cooperate with colleagues in Queen's Park?
- NM: cyclist; cycling shouldn't be partisan; shouldn't have motorists vs cyclists; re CAA survey: motorists=cyclists; increased paved shoulders means we've moved on from cyclists don't belong on highways
- JB: 3 ways to collaborate: 1- road safety, raise penalties for drivers who injure AT people; ZERO deaths would be an opportunity for government to take credit; 2- when the Highway Act is opened up, make changes; 3- introduce amendments to bill before going to committee; Vision Zero Bill had lots of support – build on that
- MS: outside of legislature, create an all-party cycling caucus, to promote safety and education; through MPPs' offices, work to achieve all-party support; promote staycations and ensure a strong cycling component in tourism, and keep money in Ontario
- SB: there is much more cycling talk in villages and suburbs; Ontario should have a Road Safety Action Plan, like Ottawa's, which he worked on; they should pass the Ontario Plan proposed by JB
- all agree that a cycling caucus is a good idea; MS wants municipal representation on it; make it about all AT, not just cyclists; they need to educate other MPPs
- equity: look at design of cities to include cycling infrastructure, trails and parks in low-income areas; essential workers need access to AT infrastructure, and it would relieve transit crowding; cycling infrastructure should not be all in one place, as in downtown TO; connections should include rural access to jobs in towns

•Building support and overcoming challenges

This requires lots of NOT TAKING NO FOR AN ANSWER.

8-80 Cities worked on a temporary pilot project on Danforth, TO, to reduce speed and to effect a change in the car culture. It involved some furniture, barricades and paint, and created separated cycle lanes, two parkettes, music and exercise groups. It took 29 hours to set up, and the data recorded was a rise in active transportation, especially among women, greater diversity of age in participants, greater general activity, standing and sitting along the pilot section of the street. As a result of this pop-up, TO added 55 km of shared streets, as well as more cycle lanes.

Another approach is the “iterative approach”, which gets from A to Z via many small steps. The advice is to maintain a balance between “perfect” and “built”. Start with a pilot project,

learn from it, build, and repeat. An example is Hamilton's Cannon St Bikeway, which began as a pilot in 2017, was made permanent in 2018 and improved in 2019, with curb extensions and green paint, after some collisions.

In London, the King Street corridor required collaboration among all stakeholders. When eight options for street configuration were presented, they all worked together to produce a ninth option, which was a combination of the eight options. The consultations started with a public info session, then individuals, businesses, cycling organizations, and a second information session. Parking was removed from King and added to some side streets, after studying them.

•Harnessing data in support of cycling: examples

One method to collect data is a large-scale, detailed survey, as was the 2019 household travel survey used in Kingston. The 22,000 person phone/email sampling was address-based. It had a 15.8% response, which is better than average. It was done before COVID, so the baseline is solid. The main takeaway is that cars are used least in central Kingston, and most in rural areas, while AT and transit are the reverse.

Thursday, December 3

•Equity, diversity and inclusion: Ontario examples

Discussion questions: Who is allowed to move freely outside, without fear of attack, fear of experiencing racism, etc? For whom is AT infrastructure built? What do you understand equity to mean? Have you heard the expression, "Bike Lanes are White Lanes"?

Main points:

- in planning, remember that different people use AT for different reasons
- remove barriers to bike-share programs
- create AT/bike-share access in low-income areas
- remove requirement for a bank account or permanent address for bike-share use (city subsidizes low/no-income riders)
- provide riding education
- have partner organizations do outreach to ensure subsidy
- make sure to purposely have many diverse partner organizations
- provide a bike-share station at the free-meal locations (e.g. Knight's Table)
- provide 3 free hours of bike use, as well as group-ride passes for 3 hours
- provide a varied sampling of adaptive bikes (3-wheel, cargo)
- provide tandem passes, so a trainer can train a rider

•Connecting the cycling network

Here is a very useful link to a huge amount of data:

[<www.censusmapper.ca>](http://www.censusmapper.ca)

It is possible to overlay a map of cycling infrastructure for your community, on maps of various equity measurement distributions. This will allow gaps to be found, in terms of AT equity. Then cycling and accessibility infrastructure can be added in places where it is needed.

•Connecting the cycling network with transit

Nelson Cadete reported on the status of AT in Brampton. He stated that the ATMP was created concurrently with the overarching Brampton Vision 2040: Living the Mosaic. This was very good, because it allowed more correlation in the plans.

There are four themes in the ATMP <<https://www.brampton.ca/EN/BUSINESS/PLANNING-DEVELOPMENT/PROJECTS-STUDIES/ATMP/Pages/Welcome.aspx>>.

They are:

- 1 Designing for Safety and Comfort
- 2 Connecting the Network
- 3 Providing Year-Round Mobility
- 4 Developing a Walking and Cycling Culture

as well as a Chapter on Implementation.

In #1, standards are stressed, following guidelines of Ontario Traffic Manual Book 18, Complete Streets. In #2, the plan is to take advantage of existing infrastructure, as well as construction and maintenance schedules and stand-alone projects, enhancing present street structures. In #3, winter maintenance is addressed, to make sure that all people who need to travel by various means, are able to get around after storms. In #4, education is promoted and implemented through many programs and activities, such as Bike to Work Day, Bike the Creek, Community Rides, CAN-BIKE training, as well as maintaining and updating the Brampton Cycling Map. The BCAC committee works with City staff, sharing neighbourhood and cycling knowledge. The City is studying such issues as new technologies, and development of a complete streets program.

The implementation chapter covers data collection, bike counters, cost estimates, and creating an update dashboard. Brampton Trail Loop, a 40-km loop through the middle of Brampton is virtually complete. As well, the City is working on filling in gaps in AT routes, as possible. This work is ramping up, and 2020 saw temporary bike lanes turned into permanent ones. Much more is planned for the coming year and beyond.

In Windsor, a bridge caused a bottleneck for cyclists, so \$9.8 million was spent to reconfigure it, with bike lanes and 350 m of tunnels, to give AT access to both sides of the city. In London, transit is good and safe, but getting to/from transit can be dangerous. There is a policy gap regarding this, in Canada. A survey of TTC riders found that 61% of them would cycle to/from transit, if bike infrastructure were there.

In Los Angeles, “The Metro Active Transportation Strategic Plan” was developed over ten years. It has templates for planning, but Portland, Oregon, has the only plan in North America, for getting to/from transit with AT.

Taking bikes on transit allows the number of people driving to transit to drop. Urban bike-share programs should be seen as a form of transit, and suburban bike-share programs should be used to get people to/from transit.

In London, the issue of bike parking was addressed by studying available bike racks and parking practices in North America, and designing a rack called Timo. The racks will be located near transit and other locations. They are refining and finalizing the guidelines for placement and design.

Newer trains, GO trains and LRTs are designed with bike storage, to make it possible to take a bike, and not leave it at the station/stop.

•Connecting the cycling network with trails

Vaughn Super Trail, a 100-km concept, started in 1973, due to the oil crisis. In 2020, COVID renewed the interest in AT.

With the population going from 335,000 to 500,000 by 2040, and density increasing, the trail will be well-used, as a way to decrease congestion on roads.

The key problem in Vaughn is the same as Brampton's: no east-west trails, only north-south. The solution is the same too: a loop route. About 39% already exists. Michael Habib spearheaded the plan, between 2015 and 2020, with 12 over/underpasses in the route. Painting existing infrastructure is helping to promote it.

Also, AT people must go to planning meetings for other city construction projects, and pitch their vision. Communication is key. Branding and a catchy title help.

Pauline Thornham

Comments from Leslie Benfield:

My personal impression was that the event was well planned. Because I am a techie I saw a few glitches that I am sure they will learn from, if they decide to have another virtual event. Being virtual also precludes the need to take a flight to attend a bike summit in another country, so that is a big plus for the cycling community.

However, I really missed the opportunity to network, and be in the same room with people. Another down side for me is that I was receiving calls from work, even though I was away from work.

What I liked, as well, was that they provided the video recordings after the event so we can catch up on anything we missed.

I would recommend the summit (in person or virtual) to anyone, as it was a great opportunity to see what other groups and cities are doing. It also allows me to appreciate the efforts and progress we have made in Brampton!

Leslie Benfield

Brampton Cycling Advisory Committee

Zoom Subcommittee Meeting 2.0

2021.03.30

Present: Polly Thornham, Dayle Laing, Eric Lister, Alina Grzejszczak, Barry Lavallee, Kevin Montgomery, Steve Laidlaw, Nelson Cadete, Henrik Zbogar, Councillor Santos

Meeting was brought to order by Dayle, until Polly was able to get in and read the Land Acknowledgement.

1. ATMP Annual Report

Henrik Zbogar took the floor, to present a preview to the Annual Report of the Active Transportation Master Plan, to be submitted to Council Wednesday, March 31, 2021. To review, he said that the ATMP was endorsed by Council in 2019, but the lockdown for COVID required much redirection and adaptation by the Active Transportation team at the City of Brampton. They consulted with BCAC, as well as other departments, taking advantage of road resurfacing.

The purpose of the Annual Report is to evaluate and measure the progress and implementation of the ATMP in the previous year (2020). The contents of the report have been shared and the feedback has been incorporated into plans for this year.

Some priorities are to design AT infrastructure for the comfort of users, and to create year-round maintenance plans, to make sure the infrastructure is usable in all four seasons.

Henrik listed several accomplishments in 2020, shown on a map with various types of construction, such as about 20 km of new bike lanes, multi-use paths and urban shoulders. This is greater than in any previous year in Brampton. AT infrastructure is included in the work of several different departments.

The priority of the ATMP for 2021 will be filling gaps in the 40-km B-Loop, and extending the priority east-west network. AT projects are being planned and executed by various different organizations, such as TRCA, the Bramalea SNAP program, and the AT Fixit program, which will fill gaps in AT connectivity with such amenities as cross-rides, both signalized and uncontrolled.

Such signs and as “Streets for People” have been developed, to encourage people to understand that AT is inclusive, necessary and desirable. Trail User Safety Rules are also being produced, to educate users about safe use of the infrastructure. The insert on AT safety in this year's tax bills was very helpful.

These were developed in 2020, and are being carried forward into 2021. Interactive GIS mapping tools are expected to be produced within the next year.

New crossing standards are being developed, as well as consistency in the use of green-painted markings for cyclists, to make sure they are all standardized across the city. The new Ontario Book 18 will be used for this. Standardized bike racks are being researched, for safety and security. These are essential in promoting cycling, especially for utilitarian purposes.

Bike Month and Bike the Creek are still being planned, though the adjustments for COVID are being worked out.

It was suggested that financial issues, such as federal funding, be included in the report, along with usage data, such as the counting of AT users on Vodden and Howden. The counter on Francescini Bridge is also a good example of how a rise in use occurs as the public awareness of a new facility grows.

It was pointed out that such useful connections as AT infrastructure connecting the two campuses of Sheridan College should not require data to prove their usefulness. However, it is hoped to gradually add counters to various AT locations, to build up a database.

2. The Two Bridge Project

Steve Laidlaw shared with the committee his personal research project on winter maintenance of park multi-use path bridges.

Steve's observations in cycling in winter was that bridges have not been generally cleared of snow to the same level as the paths themselves, and that the approaches to the bridges have been used as snow storage. He found the freeze-thaw cycles and pedestrian use made some bridges virtually impassable.

His project was to inform the people at 311 of his plan to adopt two bridges for the winter, following the "Adopt a Park" principle of the City of Brampton, and clear them himself, to see how difficult it was. He found that he could clear fresh snow in about 15 minutes per bridge, by pushing the snow into the creeks. The remaining snow would melt, once the bridge surface was exposed to the sun.

He surmised that for him to call 311, and for someone to come for snow removal, would take much longer to complete the task, than for the contracted worker to just do it when there.

Steve's question to himself was whether or not a higher standard of winter maintenance would result in a higher level of use. His conversations with pedestrians while he shovelled the bridges revealed that they were using the paths, they were concerned about the safety of using the bridges, and that they appreciated their clearance.

As for the cost of shovelling the bridges, the time is short, and the snow events are relatively few per winter, so the extra cost should not be high.

Lisa commented that she had called 311 to ask for bridge snow removal, and was told that there was no policy against it. She found out that it is policy to clear them, and concluded that perhaps all that is needed is closer City supervision of the work of the contracted workers.

3. Winter Maintenance

Nelson Cadete presented an update on his research on winter maintenance of cycling infrastructure in the City of Brampton.

He began by having conversations with people in the various departments responsible for snow removal at the different facilities: streets, sidewalks, multi-use paths in parks, city buildings, etc., to go over the current practices.

There are different levels of on-street snow clearance, depending on the class of the street. The arterial roads are ploughed bare, collector streets, bare to track-bare or sometimes, wheel-track bare. Unfortunately, many of the bike lanes are on collector streets, meaning that the bike lanes are often not cleared. Similarly, boulevard paths, like the one on Dixie Road, which are 3 metres wide, are ploughed once by 1.5-metre wide sidewalk ploughs, with the rest of the path left

snow-covered. Where there are two separate, parallel facilities, only one is ploughed.

In the case of multi-use paths, such as Etobicoke Creek, the distance of ploughing is the issue. The northern and southern extremities are not maintained, making it impossible to ride to/from Caledon or Mississauga. This forces cyclists who commute between municipalities to ride on the roads, which are dangerous in good weather, and much worse in winter conditions. Nelson reached out to Mississauga and Caledon to propose that they collaborate to make this path available year-round.

The proposed plan in future is to maintain the priority network and B-Loop to the highest standard.

The “Winter Wonderland” program showed that daily inspection of the paths is necessary. It was suggested that all AT users need to be remembered in winter maintenance, and that the most problematic areas are where there are transitions from street to trail, etc., where different crews are working. They need to collaborate. Underpasses need to be maintained as well, and ridges of snow at intersections must be avoided.

A question was asked regarding the possible re-use of sand, by street sweepers collecting it in the spring. Often glass is swept up in it, which is bad for tires and pets.

A resolution will be drawn up, to be presented at the next BCAC meeting, to the effect that it is the opinion of BCAC that the Council have staff study best practices and costs, in winter maintenance in general, and AT infrastructure in particular.

4. Polly Thornham brought up the Share the Road Wheels of Change awards, and suggested that the committee nominate some candidates for the three categories. The information on this year's awards is expected in June.

The meeting was adjourned at 8:25 PM.