



Agenda

Brampton Community Safety Advisory Committee The Corporation of the City of Brampton

Date: June 17, 2021

Time: 7:00 p.m.

Location: Council Chambers - 4th Floor, City Hall - Webex Electronic Meeting

Members: City Councillor C. Williams (Chair)
Gurpreet Bains (Vice-Chair)
Regional Councillor P. Vicente
Regional Councillor M. Palleschi
Regional Councillor P. Fortini
Lucy Papaloni, Dufferin-Peel Catholic District School Board
Representative, Peel Region District School Board
Rick Evans, Chair, Downtown Brampton BIA Safety Committee
Monica Hau, Region of Peel, Public Health
Liane Fernandes, Central LHIN
Sandra Solonik, Region of Peel, Human Services
Superintendent Navdeep Chhinzer, Peel Regional Police
Shahbaz Altaf
David Colp
Andrew deGroot
Danielle Dowdy
Jushan Galhan
Marcia Glasgow
Mbengi Julie Lutete
Ivan Marco Macri
Peter Shah
Vickramjeet Aujla
William Vollmar

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 Committee of Council on April 14, 2021, and were approved by Council on April 21, 2021. The minutes are provided for Committee's information.

[Link to Peel Regional Police Services Board meeting agendas and minutes.](#)

5. Presentations\Delegations

- 5.1. Delegation by Richard Miller, Founder, Keep 6ix; Rachel Xyminis-Chen, Director of Programs & Community Culture, Keep 6ix; Hubert Hultz, Peel Regional Police, re: Gangs 4 Tuition Program

To be received.

- 5.2. Presentation by Gloria Ruiz, Coordinator, Planning Building and Economic Development and Tristan Costa, Planner, Planning Building and Economic Development, re: Nurturing Neighbourhoods Update

To be received.

- 5.3. Delegation by Alexandra Hopkins, Business Professional Women Brampton, and Geraldine Esemezie, Business Professional Women Brampton, re: (BPW) Brampton

Resolution To Increase Options Available To Victims Of Domestic Violence to Live Safely In Their Community.

Presentation published on the City's Website on June 16, 2021.

To be received.

6. Reports/Updates

6.1. Sub-Committee Updates re:

- Gang and Gun Violence
- Youth Safety and Education
- Domestic Violence
- Priority Neighborhoods
- Road Safety

6.2. Verbal Update by Suzy Godefroy, Executive Director, Downtown Brampton BIA, re: Creating a Welcoming Streets Pilot Program for Brampton

To be received.

7. Other/New Business/Information Items

7.1. Compendium of Background Information, re: City of Brampton Traffic Information and Countermeasures

For Information Only.

8. Correspondence

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 Regular Meeting: Thursday, September 16, 2021 at 7:00 p.m.



Minutes

Brampton Community Safety Advisory Committee

The Corporation of the City of Brampton

Thursday, March 25, 2021

Members Present: City Councillor C. Williams (Chair)
Gurpreet Bains (Vice-Chair)
Regional Councillor P. Vicente
Regional Councillor M. Palleschi
Jason Boiley, Dufferin-Peel Catholic District School Board
Rick Evans, Chair, Downtown Brampton BIA Safety Committee
Marley Budreau, Region of Peel, Public Health
Sandra Solonik, Region of Peel, Human Services
Superintendent Navdeep Chhinzer, Peel Regional Police
Shahbaz Altaf
Andrew deGroot
Danielle Dowdy
Jushan Galhan
Marcia Glasgow
Mbengi Julie Lutete
Ivan Marco Macri
Peter Shah
William Vollmar

Members Absent: Regional Councillor P. Fortini
Representative, Peel Region District School Board
Marla Krakower, Central West LHIN
David Colp
Alana Del Greco
Vickramjeet Aujla

Staff Present: Razmin Said, Manager, Community Safety and Well Being,
Community Services
Peter Fay, City Clerk
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 meeting was limited and physical distancing was maintained at all times during the meeting.

The meeting was called to order at 7:04 p.m. and adjourned at 9:31 p.m. Gurpreet Bains served as Chair for this meeting.

As this meeting of the Brampton Community Safety 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: Councillor Williams; Gurpreet Bains; Councillor Vicente; Councillor Palleschi; Jason Boiley, on behalf of Lucy Papaloni, Dufferin-Peel Catholic District School Board; Rick Evans, Chair, Downtown Brampton BIA Safety Committee; Marley Budreau, on behalf of Monica Hau, Region of Peel, Public Health; Sean Major, on behalf of Sandra Solonik, Region of Peel Human Services; Superintendent Navdeep Chhinzer, Peel Regional Police; Shabaz Altaf; Andrew DeGroot; Danielle Dowdy; Jushan Galhan; Marcia Glasgow; Mbengi Julie Lutete; Ivan Marco Macri; Peter Shah; William Vollmar.

Members absent during roll call: Councillor Fortini; Representative for Peel District School Board; Marla Krakower, Central West LHIN; David Colp; Vickramjeet Aujla; Alana DelGreco.

2. **Approval of Agenda**

BCS007-2021

That the Agenda for the Brampton Community Safety Advisory Committee Meeting of March 25, 2021, 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 Committee of Council on March 10, 2021, and were pending approval by Council on March 24, 2021. The minutes were provided for Committee's information.

5. **Presentations\Delegations**

- 5.1 Presentation by Tristan Costa, Planner, Planning, Building and Economic Development, and Andrew McNeill, Manager, Official Plan and Growth Management, Planning, Building and Economic Development, re: **The Brampton Plan - Official Plan Review**

Item 7.3 was brought forward and dealt with at this time.

Andrew McNeill, Manager, Official Plan and Growth Management, Planning, Building and Economic Development provided a brief overview of the subject matter The Brampton Plan - Official Plan Review and answered questions of clarification pertaining to the Precinct Plan, Transportation Development, Light Rail Transportation (LRT), and the use of Principals of Crime Prevention through environmental design.

BCS008-2021

That the presentation by Tristan Costa, Planner, Planning, Building and Economic Development, and Andrew McNeill, Manager, Official Plan and Growth Management, Planning, Building and Economic Development, re: **The Brampton Plan - Official Plan Review**, to the Brampton Community Safety Advisory Committee Meeting of March 25, 2021, be received

Carried

6. **Reports/Updates**

- 6.1 Verbal Update at the request of Brampton Community Safety Advisory Committee - Gangs and Gun Violence Sub-Committee, re: **Virtual Town Hall To Discuss Gun And Gang Violence**

Danielle Dowdy, Member and Marcia Glasgow, Member of the Gangs and Gun Violence Sub-Committee provided an overview of their meeting with staff and placed the following motion on the floor for consideration:

It is the recommendation of the Brampton Community Safety Committee:

1. That Council direct the City of Brampton to host a virtual town hall to address gun violence in t Brampton;
2. That the City of Brampton Community Safety manager coordinate with and support the Gangs and Gun Violence Sub-committee with technical support and community outreach in hosting this town hall;
3. That the town hall include collaboration with the Region of Peel, Peel Regional Police Service, and community agencies within the Region of Peel, who serve residents of Brampton.

Committee discussion on the matter included:

- Clarification provided regarding what the sub-committee's end goal is for the town hall.
- Questions relating to who would lead the project, The City of Brampton or the Sub-committee
- Peel Regional Police and Peel Public Health both welcomed the opportunity to be involved with the town hall.
- Inquiry regarding the possibility to a friendly amendment to remove "City Involvement" and add "Concerned Residents"
- Sub-committee members said they would not be comfortable with the removal of "City Involvement."

Peter Fay, City Clerk, provided clarification regarding the official wording of the motion that would go before Committee of Council on April 14, 2021 and ratified at Council on April 21, 2021. In addition, Mr. Fay advised that the process of planning a virtual town hall will take time to plan and may not occur until possibly May or June 2021. Mr. Fay suggested changing the wording in Recommendation # 2 to indicate that the City of Brampton host a virtual town hall to address gun violence in the City.

The following motion was considered.

BCS009-2021

1. That the verbal update from Brampton Community Safety Advisory Committee - Gangs and Gun Violence Sub-Committee, to the Brampton Community Safety Advisory Committee Meeting of March 25, 2021, re: **Virtual Town Hall to Discuss Gun and Gang Violence**, be received; and,
2. It is the position of the Community Safety Advisory Committee that:
 - a. the City of Brampton host a virtual town hall to address gun violence in the City.
 - b. the City of Brampton Community Safety Office, in conjunction with other City Departments, coordinate the town hall, supported/hosted by the Committee/subcommittee, with City technical support and community outreach in hosting this town hall.
 - c. the town hall include collaboration with the Region of Peel, Peel Regional Police Service, and community agencies within the Region of Peel, who serve residents of Brampton.

Carried

7. Other/New Business/Information Items

7.1 Sub-Committee Updates re: **Brampton Community Safety Advisory Committee Worksheets**

No updates were provided.

7.2 Discussion re: **Committee Accomplishments to Date and Area of Focus for the Remainder of the Term.**

Peter Fay, City Clerk, provided a brief overview of the Committee accomplishments to date and opened the floor for discussion on areas of focus for the remainder of the term.

Committee discussion on the matter included:

- Request to add links on future agendas to Peel Police Services Board recent Board minutes related to Community Safety.
- Suggestion to email Committee members with the Council decision on gun violence town hall request (after April 23 Council meeting)

- Request to pause at Agenda Item “4 - Previous Minutes” during future BCSAC meetings to recap any outcomes from Committee recommendations presented to Council for consideration.
- Staff clarified that Quorum, Attendance and Committee Makeup was put on hold through the deferral motion passed at the February 18, 2021 meeting and explained that the Citizen Appointments Committee was very clear regarding the process they will follow for filling vacancies.
- Reference to Council Workshop to be scheduled on community safety
- Concerns the Committee is not receiving feedback with respect to motions that go before Council for consideration.

The following motion was considered.

BCS010-2021

1. That the presentation by Peter Fay, City Clerk, re: Committee Accomplishments to Date and Area of Focus for the Remainder of the Term, to the Brampton Community Safety Advisory Committee Meeting of March 25, 2021, be received; and,
2. That relevant comments from committee members during the discussion be brought forward for consideration to the Community Safety council workshop; and,
3. That the report on the Community Safety Office directions and recommendations coming out of the council workshop be brought back to the Brampton Community Safety Advisory Committee for comments and support prior to council ratification.

Carried

7.3 Memo re: **Brampton Engagement Plan**

Dealt with under Item 5.1 - Recommendation # BCS008-2021.

8. Correspondence

8.1 Correspondence from Alana Del Greco, Member, dated March 17, 2020 re: **Resignation from the Brampton Community Safety Advisory Committee**

The following motion was considered.

BCS011-2021

That the correspondence from Alana Del Greco, Citizen Member, to the Brampton Community Safety Advisory Committee Meeting of March 25, 2021, re: **Resignation from the Brampton Community Safety Advisory Committee**, be received.

Carried

9. Question Period

Tammi Jackson, Legislative Coordinator, answered questions regarding a template for sub-committee minutes and advised that a copy of the template would be emailed to all members of the Committee.

Peter Fay, City Clerk, provided clarification regarding the process the meeting minutes will follow for consideration and ratification.

10. Public Question Period

The public was given the opportunity to submit questions via e-mail to the City Clerk's Office regarding any decisions made at this meeting.

Peter Fay, City Clerk, confirmed that no questions were submitted regarding decisions made at this meeting.

11. Adjournment

Next Regular Meeting:

BCS012-2021

That the Brampton Community Safety Advisory Committee do now adjourn to meet again on Thursday, June 17, 2021, at 7:00 p.m., or at the call of the Chair.

Carried

Councillor Charmaine Williams, Chair

Gurdeep Bains, Vice-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:

[Safety Advisory Committee](#)

Meeting Date Requested: [June 17, 2021](#) Agenda Item (if applicable): [Gangs 4 Tuition Program](#)

Name of Individual(s):
[Richard Miller](#)
[Rachel Xyminis-Chen](#)
[Hubert Hultz](#)

Position/Title:
[Richard Miller, Founder Keep 6ix](#)
[Rachel Xyminis-Chen, Director of Programs & Community Culture Keep6ix](#)

Organization/Person
being represented:
[Keep6ix](#)

Full Address for Contact: [16 Rutherford Rd S](#)
[Brampton, ON](#)
[L6W 3J1](#)

Telephone: [416-207-0440](#)

Email: rchen@keep6ix.org

Subject Matter to be Discussed: [GANGS 4 TUITION PROGRAM - provides individuals with the necessary support for a successful transition to a more positive lifestyle, through the acquisition of transferable skill sets and training, leading to employment and sustainable, and self-sufficient living.](#)

Action Requested: [Disuss the options for implementing within the city as a pilot option](#)

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.

PROPOSAL

Gangs 4 Tuiton



WHO IS KEEP6IX

Keep6ixOrg is a not-for-profit organization with a mission to provide the highest standard of mentorship, workshops and capacity building sessions to individuals involved in the justice system.

KEEP6IX MISSION

At Keep6ix our mission is three-fold:

1. Provide integrated capacity-building programs for justice system involved youths.
1. Prevent first time young offenders from going down a disempowering path by providing 1-1 mentoring, career counselling and employment skills training.
1. Promote healthy self-esteem by providing counseling for youths with core life skills such as communication, interpersonal and leadership skills to make healthy life decisions.

Our service offering are for the community at large, regardless of religion, ethnic background, gender, sexual orientation, or race.

GANGS 4 TUITION

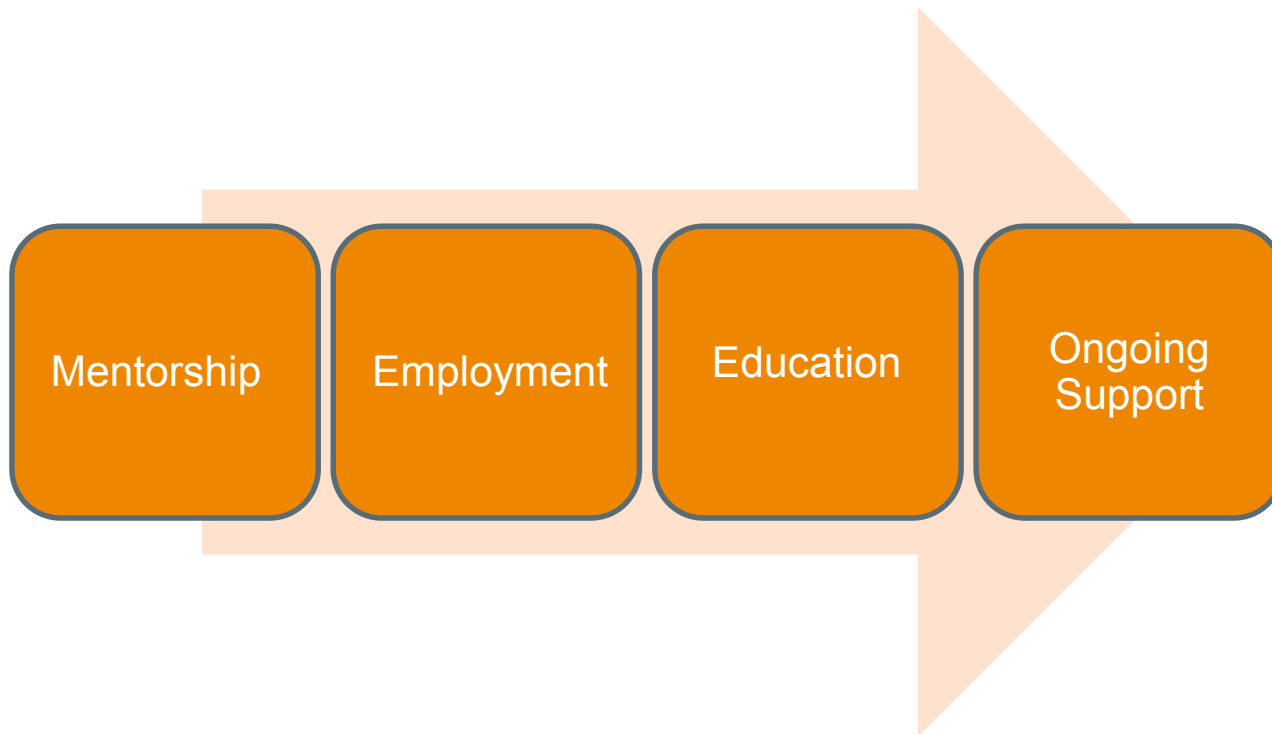
The Gangs 4 Tuition program provides individuals with the necessary support for a successful transition to a more positive lifestyle, through the acquisition of transferable skill sets and training, leading to employment and sustainable, self-sufficient living. This program is a collaborative effort with multiple community partners, providing support in the areas of social reintegration and mental health to ensure individuals are prepared for success.

PREMIER PROCESS

WRAP AROUND
SUPPORT

CONTRIBUTE

KEEP6IX MISSION



KEEP6IX PARTNERS

1. T.R.A.P - Transition Recidivism Action Plan

The Transition & Recidivism Action Plan (T.R.A.P) is a innovative program that addresses known risks for recidivism and offending among at-risk youth and high risk offenders using initiatives that highlight specific factors associated with violence and gangs in marginalized communities where these issues previously exist, or are emerging.

1. ELEVATE Talent

Elevate Talent is a collaboratively designed program, created in partnership with community organizations like ours, national and regional companies in the tech and innovation sectors, and leading learning institutions. It's specifically designed to break down the barriers to in tech for underrepresented communities including Black, Indigenous, People of Colour, 2SLGBTQ+, and Francophone professionals. From culturally sensitive skills training, micro-credentialing programs designed with underrepresented communities at the centre and equity-informed employment support, Elevate Talent levels the playing field for underrepresented communities in the tech sector.

KEEP6IX PARTNERS contd.

3. LiUNA – Local 183 Training Centre

LiUNA training center provides Apprenticeship Training, Construction Skills Training and Health and Safety Training from 5 Key Campus sites: Vaughan, Cobourg, Toronto, Barrie and Kingston. They are a key partner in helping candidates achieve success in their employment is the most progressive, aggressive and fastest growing union of construction workers, waste management workers, show services.

4. CrueTV

CrueTV provides access to innovative technologies for learning, creating and doing business in the digital era. This partnership provides opportunities for the participants to create educational, employment and training pathways for careers in the digital sector.

LiUNA – Training Programs

With the shortage in trade employment, the following LiUNA program will help participants be successful in attaining long term employment.

- Apprenticeships
- Basic Safety Equipment for Construction
- Bridge Construction
- Concrete and Drain
- High Rise Forming
- Road Constructions
- Sewer and Water Main
- Vacuum Trucks
- Asphalt Worker
- Tile Setting
- Utilities
- Low Rise Forming

What's Included:

- Training Cost
- Union Membership Fee
- Safety Equipment
- Transportation Cost
- Ongoing Mentorship

CrueTV – Digital Media Training

With increasing dependency on technology, and digital world, CrueTV offers unique training to help take advantage of growing gap in demand and supplies of trained professionals.

- Video Editing
- Web Development
- Camera Production
- Streaming Productions
- Digital Literacy
- Photoshop, In Design, Adobe Premiere
- Illustrator, After Effects
- Data Analysis, Basic Excel

What's Included:

- Training Cost
- Union Membership Fee
- Safety Equipment
- Transportation Cost
- Ongoing Mentorship

Date: 2021-06-17

Subject: **Nurturing Neighbourhoods Update**

Secondary Title: Update to Brampton Community Safety Advisory Committee

Contact: **Gloria Ruiz, Coordinator, gloria.ruiz@brampton.ca**
Tristan Costa, Planner I, tristan.costa@brampton.ca

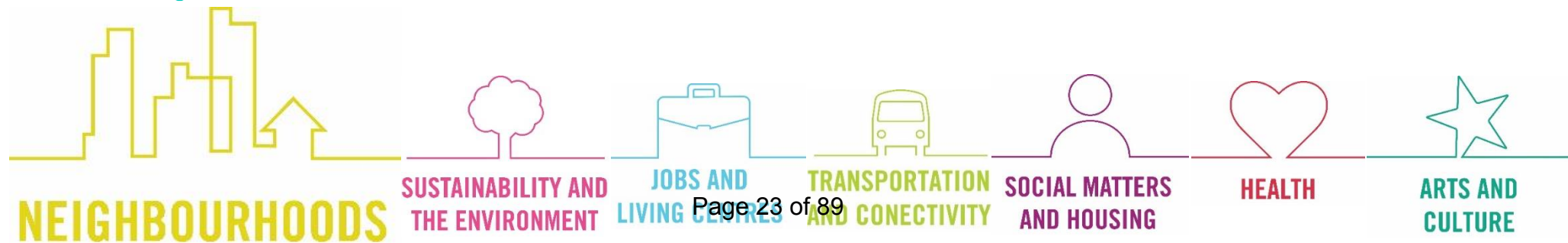
Report Number: Community Services-2021-734

Recommendations:

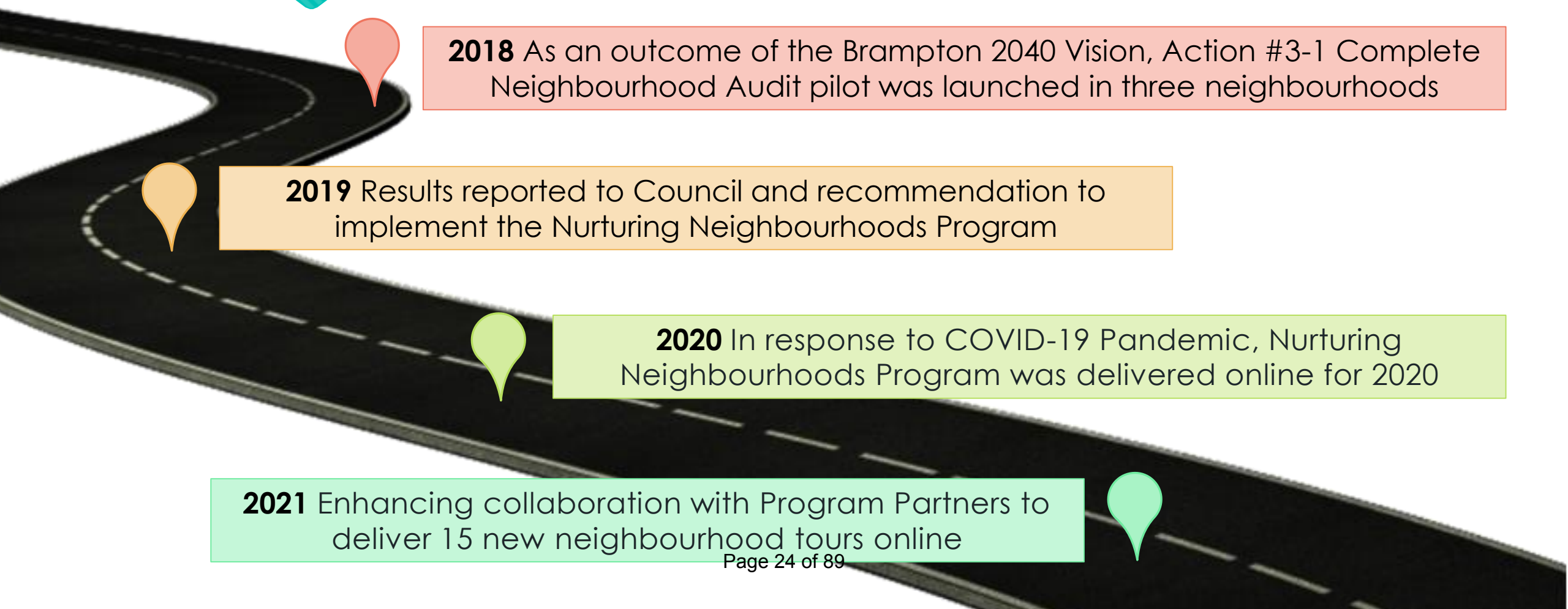
That the presentation by Gloria Ruiz, Coordinator, and Tristan Costa, Planner I, to the Community Safety Advisory Committee meeting of June 17, 2021, re: Nurturing Neighbourhoods Update be received.

Brampton 2040 Vision Nurturing Neighbourhoods Program Overview

Brampton Community Safety Advisory Committee Presentation
June 17, 2021



THE JOURNEY TOGETHER SO FAR



2018 As an outcome of the Brampton 2040 Vision, Action #3-1 Complete Neighbourhood Audit pilot was launched in three neighbourhoods

2019 Results reported to Council and recommendation to implement the Nurturing Neighbourhoods Program

2020 In response to COVID-19 Pandemic, Nurturing Neighbourhoods Program was delivered online for 2020

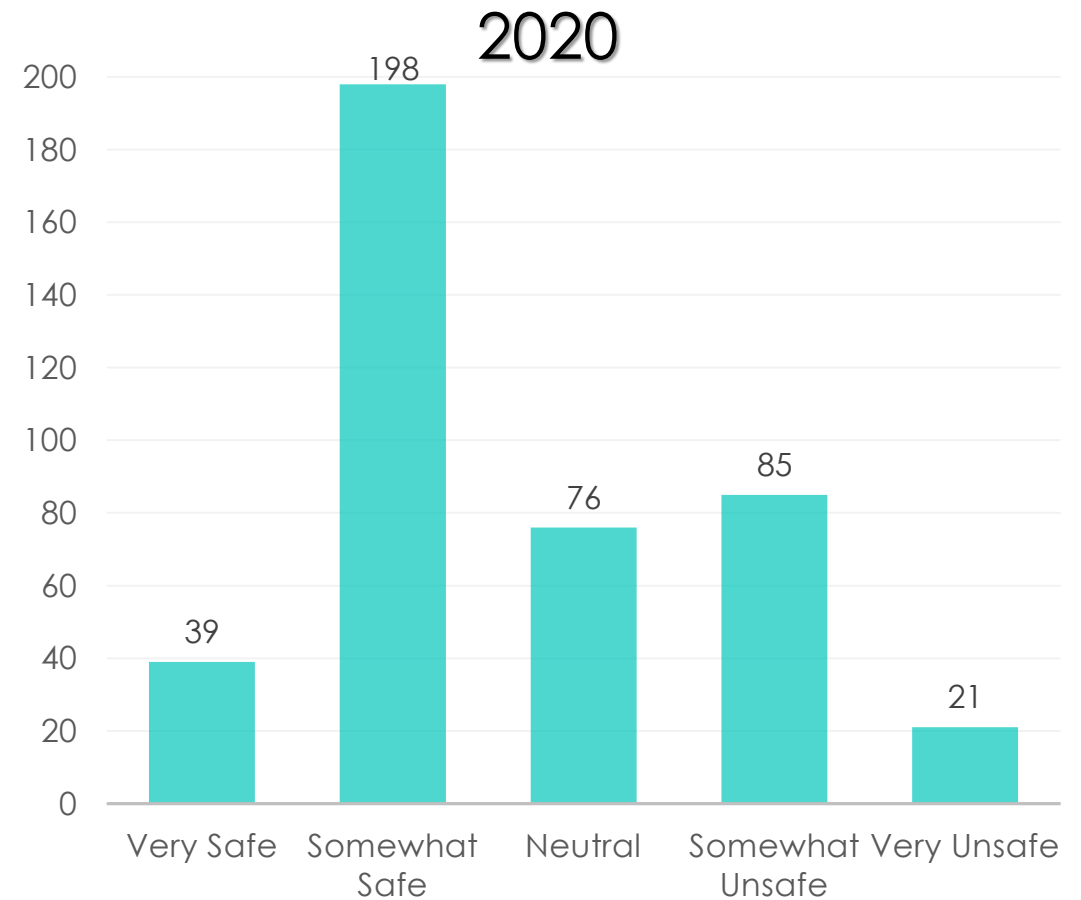
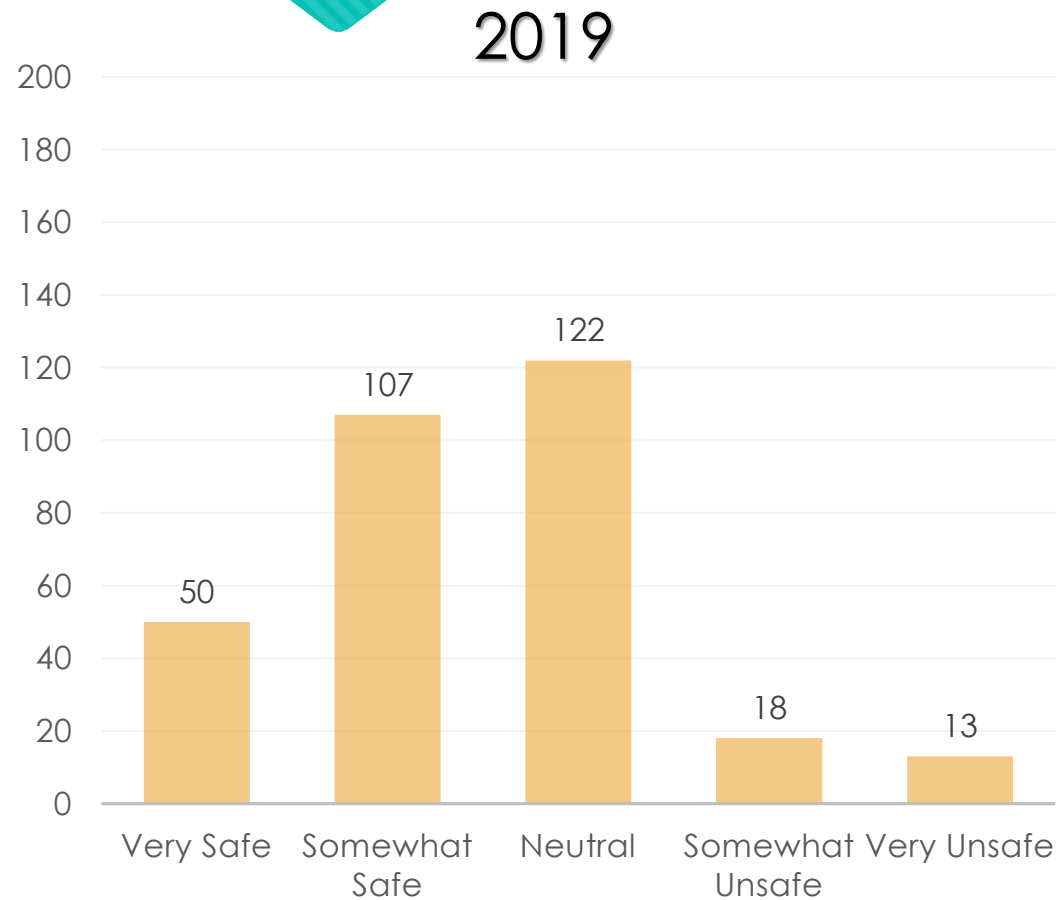
2021 Enhancing collaboration with Program Partners to deliver 15 new neighbourhood tours online

29 NEIGHBOURHOODS TOURED IN PERSON + VIRTUALLY

Mount Royal Ebenezer West Creditview Downtown West
Professors /Pavilion Springbrook Gore/Castlemore Bramalea SNAP
Lake Valley Creek Bramalea E Section Madoc E F K Sections
Bramalea Snelgrove Mount Pleasant Hickory Woods Deerfield
A B C D Trinity Commons Village Heart Lake South Credit Valley
Sections County Court Northwood Sheridan Ebenezer East Lakelands
Peel Village Meadowland Park Spring Valley Mount Pleasant Village

2019 vs. 2020 NEIGHBOURHOOD SURVEY

Q) How safe is your neighbourhood for children to walk to and from school?





THOUGHTS

- **What recommendations can the Advisory Committee make to help promote the Nurturing Neighbourhoods Program to residents?**
- **How can the Nurturing Neighbourhoods Program help promote safety in your neighbourhood?**

WHAT IS OUR DATA TELLING US?

THEMES INCLUDE:

- Getting Around
- Community
- Environment (built/natural)

60%

KNOW SOME OR MOST OF THEIR NEIGHBOURS

Q7: Which of the following most describes you



50%
**HAVE A STRONG
SENSE OF
BELONGING**

Q6: How would you respond to this statement: "there is a strong sense of belonging in my neighbourhood"



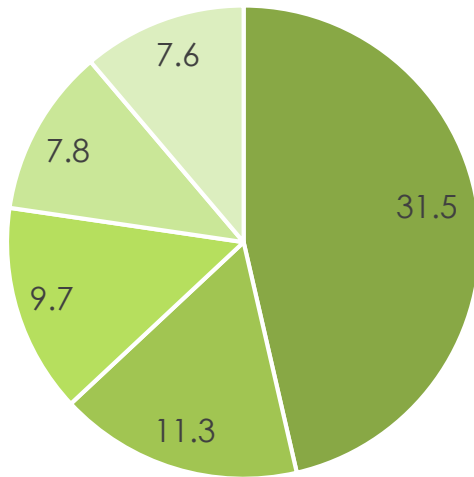
78%
**LOVE THE PLACES
THEY LIVE**

Question 5: How do you feel about the neighbourhood you live in?

Preliminary City-wide Data Results

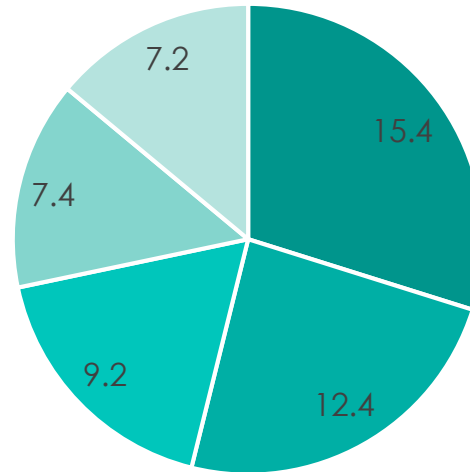
Top 5 Themes: Survey Results Q18, 19 + 20

I love it here!



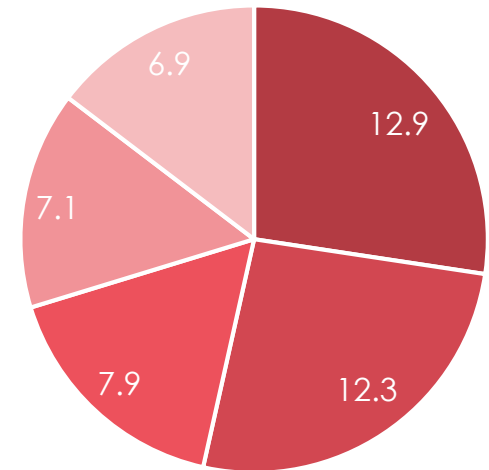
- Parks and Trails
- Community Building/Connectedness
- Active Transportation
- Entertainment & Retail
- Connectivity (Infrastructure)

I wish this was here!



- Public Spaces & Community Hubs
- Parks and Trails
- Entertainment & Retail
- Public Art
- Community Building/Connectedness

We can do better here!



- Traffic Calming
- Parks and Trails
- Waste Management
- Property Maintenance
- Active Transportation



THOUGHTS

- **As a member of the Advisory Committee, are you interested in being a community champion?**
- **Do you know anyone who would be interested in being a community champion?**

NEXT STEPS



**Continue to deliver
Nurturing Neighbourhoods
Program online**



**Community Safety &
Wellbeing Office**



**15 new neighbourhoods
will be visited in 2021**



Thank You

Tristan Costa
Planner, City Planning & Design
Planning, Building & Economic Development
905.874.2557

Gloria Ruiz
Coordinator, Community Engagement
Strategic Communication, Culture & Events
905.874.3485



Delegation Request

For Office Use Only:

Meeting Name:

Meeting Date:

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

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

Meeting Date Requested: June 17, 2021 Agenda Item (if applicable): BPW Brampton Resolution

Name of Individual(s): Alexandra Hopkins and Geraldine Esemzie

Position/Title: Vice President & Resolutions Chair and Programs Chair & Resolutions Committee member

Organization/Person being represented: Business Professional Women Brampton

Full Address for Contact: 10 George St N., Suite 154
Brampton, ON
L6X 1R3

Telephone: 289 668 2998

Email: info@alexandrahopkinstherapeutics

Subject Matter to be Discussed:	<u>BPW Brampton Resolution to increase options available to victims of domestic violence to live safely in their community</u>
Action Requested:	<u>We are seeking endorsement from the committee to City Council</u>

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

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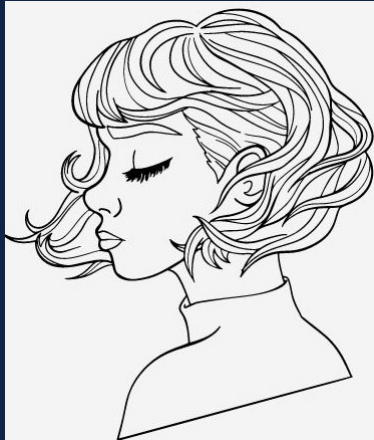
Submit by Email

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BPW Brampton
"Women Working For Women"



**"Dedicated to the advocacy of
social, political, and economic
equity of all women"**



SUSTAINABLE DEVELOPMENT GOALS

17 GOALS TO TRANSFORM OUR WORLD



BPW and the United Nations

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Resolutions Committee

Past Resolutions from Brampton

- Human Trafficking
- Equitable divorce laws
- Climate change
- Long term care regulations
- Equality in Boards of Governance in universities



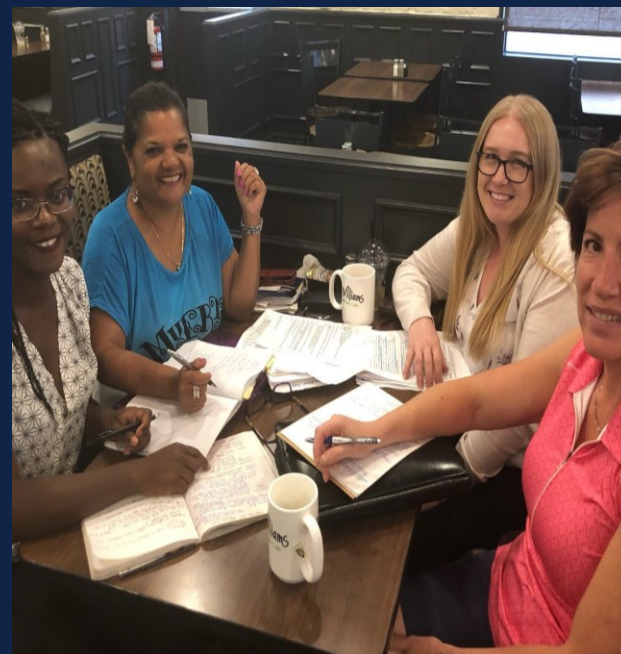
What Changed for Us?

- We became a committee!
- We met monthly
- We focused our efforts at the local level, we used what we could see and hear from our community
- We focused on building partnerships, a collective voice



Resolutions Today

- Resolution to BPW Ontario
- Complimentary Resolution distributed at the municipal level
- Currently working to complete a version of this resolution to be submitted to Peel Region for implementation and endorsement





2021 BPW Brampton Resolution

The Expansion of Funding for Victims of Domestic Violence to Live Safely in their Communities

- Emphasizes an existing pilot program, Project Guardian, and highlights it as an alternative support for victims of violence
- This considers alternatives to shelter system which isn't an option for some due to a variety of reasons including, but not limited to shelter capacity and accessibility
- Witnessing women and their children fleeing their homes, their friends, their places of worship, their jobs, and sense of community so that they can live safely exacerbates gender gaps
- Domestic violence and domestic violence homicides are a significant issue in Brampton specifically, our focus is to encourage options so that all victims might find safety
- Covid-19 has increased domestic violence rates and made it more difficult for victims to access services; those charged with assaults are often released from custody immediately due to the risk of contracting coronavirus

Partners

- Zonta
- Roots
- Hope 24/7



With Input from

- Victim Services of Peel
- Elizabeth Fry Society
- Peel Regional Police
- City Councillor Charmaine Williams



Why Now?

- In 2019, Brampton saw a 24% increase in homicides, a year where nearly half of all homicides were domestic related



- New programs and program structures allow for appropriate providers to reach victims in a larger capacity



Page 39 of 89



- Police spend more time on scene for domestic calls than any other type of incident

- Government funding has increased to support the VAW sector in response to Covid-19



Our Next Steps

- Brampton City Council
- Peel Region
- Province of Ontario
- Local Agencies





Making BPW history



Thank
you!

Proposal submitted by



**THE BUSINESS & PROFESSIONAL
WOMEN OF BRAMPTON**

**contact@bpwbrampton.com
bpwbrampton.com**

Member of:

The Ontario Federation of Business and Professional Women (BPW Ontario)
The Canadian Federation of Business and Professional Women (BPW Canada)
The International Federation of Business and Professional Women (BPW International)

March 2021



INTRODUCTION

The Business and Professional Women of Brampton (BPW Brampton) is a non-partisan, non-profit, and non-sectarian organization comprised of women across Brampton, dedicated to the advocacy of the social, political, and economic equity of all women. For almost 75 years, we have represented the local chapter of an international federation of clubs with a shared vision of equality as a basic human right.

While Covid-19 has had a significant impact on the work we do, BPW Brampton persevered through many obstacles and re-imagined how to continue meeting the demands of the community we represent. Our focus remains in alignment with our provincial, federal, and international chapters (BPW Ontario, BPW Canada, and BPW International, respectively) and our collective understanding that Covid-19 has had a profound impact on women and issues that affect us, including domestic violence, health, and poverty and financial autonomy. BPW is dedicated to the recognition of and support of the United Nations Sustainable Development Goals in the work we do.

Since 2019 BPW Brampton's Resolution Committee has focused on improving the lives of women in our community who are experiencing domestic or intimate partner violence. In our general membership of 40 women, this is an issue that hits close to home. We are women who love someone living in a dangerous situation, remember a colleague who feared going home after work, or are ourselves women who have lived in a violence against women shelter when they had nowhere else to go. We are women who have lost someone unnecessarily due to domestic violence.

It is with this experience we have compiled the attached resolution in support of the expansion of options for women experiencing domestic violence to live safely in their communities. BPW Brampton believes that women should not have to compromise their sense of community, financial stability, and their children's mental health to seek safety in a shelter simply because it is her only option.

Business and Professional Women of Brampton appreciates your review of the attached resolution and letters of support from fellow local organizations who believe in a

community where women can live free of violence. We look forward to the opportunity to discuss the resolution and ways in which we can work collaboratively to improve the lives of the women living and working in Brampton.

Respectfully submitted,

Alexandra Hopkins, MSW RSW
BPW Brampton Vice President, Resolutions Chair

Lynne Taylor
BPW Brampton President

Indira Persaud
BPW Brampton Past President

Copy of this submission sent to:

Mayor Patrick Brown
patrick.brown@brampton.ca

Councillor Michael Paleschi
michael.paleschi@brampton.ca

Councillor Paul Vicente
paul.vicente@brampton.ca

Councillor Charmaine Williams
charmaine.williams@brampton.ca



Business and Professional Women of Brampton

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BPW Brampton

Expansion of funding directed to increase options for women who are victims of violence to live safely in their community

Background

Emergency response systems have existed in Peel for those who are at high risk of violence for many years. In 2016, with the support of a grant through the Region of Peel, Victim Services of Peel was able to update this system from a home alarm system to a mobile GPS-enabled emergency alert device. This new system was titled 'Project Guardian' and continues to be a pilot project in Peel Region. Project Guardian functions to improve the safety of those at risk of violence from assaults, human trafficking, hate crimes, and domestic violence. The project also consists of extensive safety planning, maintaining contact with a crisis counsellor, and supports individuals living in Brampton or Mississauga who meet eligibility criteria including having reported the violence or threat of violence to the police, do not reside with the accused, and seek out and utilize other safety measures (e.g., peace bonds, restraining orders, or no contact orders). At the time of this resolution, ten (10) GPS-enabled emergency alert devices exist for Brampton/Mississauga, a population of over one million people, all of which are currently allocated to individuals; a waitlist exists (Victims Services of Peel, 2020). The emergency alert devices are provided to individual victims of violence who wish to remain living safely in their own residence, after the perpetrator has left or been removed. The GPS-enabled device has an emergency call feature linking the individual and important details of their risk directly to the police and once pressed, allows for an immediate response by police, should the perpetrator breach the safety order, threaten, and/or harm the victim(s).

The Minister for Women and Gender Equality stated COVID-19 is empowering domestic violence abusers with some regions reporting 20-30% increase in violence rates since the onset of Covid-19 intervention (Patel, R., 2020). Thousands of women, girls, transwomen, and non-binary people now face a heightened risk of violence at home with COVID-19 isolation measures. In a recent survey, one in 10 women reported being very or extremely concerned about the possibility of violence in the home (Gunraj, A. & Howard, J., 2020). Further, more individuals accused of domestic and gender-based violence have not been held in custody so as to prevent overcrowding at the police station or within holding cells in response to Covid-19; there is a higher opportunity for recidivism and revictimization of the victim if they remain in the home.

Women who experience domestic violence are frequently referred to a women's shelter. Of those who seek emergency shelter, 60% are women. Of those women, 40% attend shelters with their children. In Ontario, 42% of shelters were at capacity, and shelter being at capacity was the reason women were turned away in 82% of situations (Moreau, 2019). According to a 2017/2018 Statistics Canada report, on a snapshot day, more than 3, 500 women sought shelter; of those who cited abuse as their reason for seeking shelter, 80% reported their alleged abuser as an intimate partner (current or former) (Moreau, 2019; Sinha, 2013).

Due to the overcrowding of shelters and their reduced capacity in response to Covid-19 safety measures, women and children often have to go to shelters outside of their home regions, often meaning they have to leave their employment due to transportation issues and their children are made to change schools, all of which can compound their traumatic experience. The use of GPS-enabled emergency devices alleviates the need for women and their children to rely on shelters as their primary or sole option, by being able to remain safely in their own

home (with the aid of significant safety planning), and retain a sense of normalcy and financial stability for themselves and their children.

Peel Regional Police reported the highest number of calls they respond to are intimate or family violence related, and have been for the past several years (Peel Regional Police, 2018; Peel Regional Police, 2019; Peel Regional Police, 2020); Police saw an increase of over 850 domestic incidents in 2019, a year in which nearly half of the Region's homicides were domestic related (Peel Regional Police, 2020; Bond, M., & Amin, F., 2020)

Despite women utilizing all current available safety resources (e.g., restraining order, custody order, police), leaving an abusive relationship remains the most dangerous time; pending or actual separation was present in 67% of homicides investigated by the Domestic Violence Death Review Committee between 2003-2018 (Office of the Chief Coroner, 2019). This report also identified additional high risks such as a current or past history of domestic violence by the perpetrator (71%), victims having an intuitive sense of fear (43%), prior threats to kill the victim (36%) and the perpetrator having failed to comply with authority (28%). Programs such as 'Project Guardian' aim to provide individuals safety through immediate, informed intervention to reduce risk of violence, including homicide, and help to increase autonomy, independence, and stability (Victim Services of Peel, 2020).

WHEREAS there has been an increased risk of domestic violence against women and children during COVID-19;

AND WHEREAS Peel Regional Police reported spending more hours on scenes of domestic incidents than any other type of incident; they spent 40, 000 hours more than the next highest type of incident in 2016/2017;

AND WHEREAS Peel Regional Police responded to over 18,000 family violence calls, including 10, 000 intimate partner calls, in 2019, a rate of approximately 50 per day;

AND WHEREAS the rate of police-reported incidents of domestic violence in Peel has increased over the past several years with an increase of 859 intimate and family violence incidents in 2018/2019, an increase higher than any other type of incident in Peel, however intimate partner violence victims represent only one third of all police-reported violent crime in Canada;

AND WHEREAS the rate of homicides in Peel increased 24% in 2019 and nearly half of all homicides in Peel Region were domestic related;

AND WHEREAS more than 60% of those who utilize emergency shelters in Canada are women and 80% of women seeking shelter as a result of abuse cited a former or current intimate partner as being their abuser;

AND WHEREAS on a snapshot day in Ontario, 42% of shelters were at capacity, and shelter being at capacity was the reason women were turned away in 82% of situations;

AND WHEREAS in 2009, 15% of female victims of spousal violence obtained a protection order (e.g., restraining order, no contact, peace bond), and 32% of these orders were breached; 65% of these breaches were reported to police;

AND WHEREAS the most dangerous time for a victim of intimate partner violence is during a pending or actual separation, and was a risk factor present in 67% of homicides investigated by the Domestic Violence Death Review Committee between 2003-2017;

AND WHEREAS the City of Brampton continues to support Pilot Project Guardian and other support programs that similarly offer options to victims of domestic and gender-based violence to better meet the needs of the Brampton community;

THEREFORE BE IT RESOLVED THAT Brampton City Council write a letter of support to endorse BPW Brampton's resolution for the Region of Peel and Province of Ontario.

Implementation:

Contact: Alexandra Hopkins info@alexandrahopkinstherapeuticservices.com

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February 28, 2021

The Zonta Club of Brampton-Caledon supports the BUSINESS & PROFESSIONAL WOMEN OF BRAMPTON (BPW) proposal to expand the funding for Project Guardian which will increase options for women who are victims of violence to live safely in our community. We also see Brampton as a leader to promote provincial establishment of core funding to similar programs that work to improve women's safety and reduce the impact of gender-based violence.

Both BPW and Zonta International believe that gender-based violence, or violence against women and girls, is a severe violation of human rights. Violence not only negatively affects women; it also affects their families, communities and countries. The Zonta Club of Brampton-Caledon envisions a world in which no woman lives in fear of violence and so for 47 years, we have contributed to help achieve a world free of violence against women and girls through service and advocacy.

We recognize the awareness that this project will bring to the issue of domestic and intimate-partner violence and commend BPW for their contribution to this pervasive and unrelenting scourge of human right.

Appendix B



Inspiration. Empowerment. Action.

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office@rootscs.org
www.rootscs.org

March 19, 2021

The City of Brampton
Wellington St W
Brampton, ON L6Y 4R2

RE: Project Guardian

TO WHOM IT MAY CONCERN

Roots Community Services Inc., a non-profit organization located in Brampton, Ontario, has been serving children, youth, women, seniors and families in the Region of Peel since 1985. Our mission is to provide culturally-relevant programs and services to inspire residents in the Region of Peel, primarily from the Black, African and Caribbean communities, to make positive changes in their lives and within their communities.

We are pleased to support The Business and Professional Women of Brampton (BPW) resolution for "Project Guardian", a life-alert system for women and girls who are at high risk of becoming victims of violence. This project is aimed at reducing the impact of gender-based violence and increasing the options for women and girls to live safely in their community.

We recognize the City of Brampton as a leader in promoting core funding to promote causes such as this and are appealing for the City to consider this project as one that could save many lives. BPW and Roots Community Services Inc. believe that gender-based violence, or violence against women and girls, has long-lasting and negative health, social and economic impacts, which the City cannot ignore.

We recognize the high level of awareness that this project will bring to the issue of domestic and intimate partner violence and Roots Community Services Inc. is pleased to offer a letter of support to The Business and Professional Women of Brampton.

Yours sincerely,

Angela J Carter
Executive
Director

36 Queen Street E., Lower Level Brampton ON L6V 1A2 Canada



Appendix C

March 24, 2021

Hope 24/7, the designated Sexual Assault Centre for the Region of Peel, is pleased to submit a letter of support for the Business & Professional Women of Brampton (BPW) proposal to expand the funding for Project Guardian. We recognize that women and girls continue to be the target of violence because of their sex, and as such they represent a vulnerable group. Thus, we strongly support the expansion of choices for women that will increase their safety and reduce the impact of gender-based violence in our community.

Hope 24/7's vision is a thriving community free from relationship, sexual and gender-based violence and from systems of oppression that contribute to them. Our organization provides therapeutic services for people who have been impacted by relationship or sexual violence. Through psychotherapy, psychoeducational groups, outreach efforts and advocacy in support of marginalized groups, our goal is to stand with community partners like BPW for the sake of justice and human rights.

We believe that GPS-enabled emergency alert devices are a practical and important option for individuals at risk and the support of Project Guardian is significant in protecting victims from further violence.



10 Gillingham Drive #305, Brampton, Ontario L6X5A5
www.hope247.ca

REPORT TITLE: Creating a Welcoming Streets Pilot Program for Brampton

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the Region of Peel enter into a one-time grant agreement with The Corporation of the City of Brampton in response to Resolution Number 2020-991, which directed Regional staff to investigate the feasibility of a grant program administered by the Downtown Brampton Business Improvement Association (BIA);

And further, that a one-time grant be issued to a maximum of \$250,000 to The Corporation of the City of Brampton, to be funded from Regional Tax Rate Stabilization Reserves;

And further, that the subject grant agreement be used to fund a “Welcoming Streets” Pilot Program to assist vulnerable individuals and to provide support to local businesses and property owners in the downtown Brampton area;

And further, that the Commissioner of Human Services be delegated authority to enter into and execute the subject grant agreement and necessary documents with The Corporation of the City of Brampton on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor.

REPORT HIGHLIGHTS

- On November 26, 2020, through Resolution 2020-991, Council directed staff to investigate the feasibility of a grant program that would support business owners with services to include, but not be limited to, additional garbage collection and graffiti clean-up.
- Based on the feasibility study, staff recommend that a “Welcoming Streets” Pilot Program be created in response to Regional Council’s motion, ongoing concerns reported by the Downtown Brampton Business Improvement Association (BIA) and other constituents, and gaps identified on issues affecting businesses and vulnerable individuals in downtown Brampton.
- To implement the program, staff seek approval to provide one-time funding to the City of Brampton, to be utilized to hire two program staff for a one-year pilot program, funded from Regional Tax Rate Stabilization Reserves to a maximum of \$250,000.
- The pilot program would be co-designed by the Region of Peel and the City of Brampton. The two-program staff would support vulnerable populations in accessing programs and services designed to improve their outcomes and act as a liaison between these individuals and downtown stakeholders, building trusting and effective relationships over time.
- Throughout the pilot period, Regional staff, together with City of Brampton staff, will monitor program outcomes and determine where program funding, administration and oversight are ideally suited.

Creating a Welcoming Streets Pilot Program for Brampton

- Regional Staff will return with recommendations to both City of Brampton and Region of Peel Councils in advance of the 2023 budget deliberations.
 - Should the Region be directed to fund the program beyond a one-year pilot, it will require an incremental increase to the net levy.
-

DISCUSSION

1. Background

At the September 24, 2020 Regional Council meeting, several delegations came forward to share concerns about homelessness in downtown Brampton. Following these delegations, on October 15, 2020, the Strategic Housing and Homelessness Committee directed staff to explore further actions. On November 26, 2020, Regional Council approved a report on “Additional Immediate Actions to Address Concerns about Homelessness”, whereby up to \$550,000 of temporary COVID-19 funding provided by senior levels of government would be used to support homelessness programs and other vulnerable residents. At the same meeting, through Resolution 2020-991, Council directed staff to investigate the feasibility of a grant program that would support business owners with services to include, but not be limited to, additional garbage collection and graffiti clean-up.

2. Feasibility Study – Methodology

To assess the feasibility of a grant program to support businesses in downtown Brampton, staff reviewed the legislation that governs the relationship between Business Improvement Associations (BIAs) and government. Staff also reviewed the roles and responsibilities of regional and local governments as well as that of business improvement associations.

Staff also interviewed key stakeholders, including:

- Downtown Brampton Business Improvement Association;
- Ontario Business Improvement Area Association;
- Downtown Yonge Business Improvement Association;
- Region of Peel staff in Human Services, Waste Management, Health, Legal, Finance, Planning, and Corporate Security;
- City of Brampton staff in Economic Development, Community Services, Public Works, and Security Services;
- Local Councillors representing the area; and,
- Program staff from successful ambassador programs located in the cities of Guelph, Oshawa and Cambridge.

A survey of businesses located in downtown Brampton was also conducted with the assistance of the City of Brampton and the Downtown Brampton BIA.

Finally, staff reviewed best practices in other municipalities in Ontario to understand how they were addressing similar concerns.

3. Feasibility Study – Summary of Findings

The feasibility study led to several key insights that informed the recommendations of this report.

Creating a Welcoming Streets Pilot Program for Brampton

a) Legislative Framework

A review of the *Municipal Act, 2001*, as amended, confirmed that local municipalities are the level of government to fund and establish a board to manage a business improvement area. The *Municipal Act, 2001*, as amended, under certain conditions, also provides authority for a municipality to make a grant on such terms as to security and otherwise as the council considers appropriate, to any person, group, or body within or outside of the boundaries of the municipality. In addition, the *Planning Act, 1990* permits local municipalities to establish Community Improvement Plans (CIPs) to offer financial incentives such as grants to private business owners that can be used to make improvements to an area such as a BIA. There is no legislative relationship between a BIA and a regional municipality.

b) Roles and Responsibilities

There is an established relationship between the City of Brampton and the Downtown Brampton BIA built on funding, incentive programs and supports to local businesses. There is a Downtown Area Subcommittee of the Brampton Community Safety Advisory Committee that reports to City Council, City representation on the BIA Board, and services that address litter and security on public lands. The Region's role in downtown Brampton is focused on street outreach, other homelessness services, curbside waste pick-up and needle drop boxes. Please refer to Appendix I for a Map of the Downtown Brampton BIA.

c) Survey of Downtown Businesses

Twenty-seven out of 224 businesses (12 per cent) surveyed provided a response. These results revealed that respondents were most concerned about the behaviour and loitering of vulnerable individuals, followed by community safety, litter and cleanliness. The survey results reinforced the need for a program that responds to concerns from local businesses and residents outside of a police response, that assists individuals who loiter in the downtown and provides opportunities to regularly liaise with and build trust among key downtown stakeholders.

d) Jurisdictional Scan

A review of programs in Guelph, Oshawa, and Cambridge demonstrated that staffing resources dedicated to liaising between the business community and vulnerable individuals in a downtown setting are very successful. The review also revealed that these programs are typically led and funded by the local municipalities as opposed to Regional government. Please see Table I below for outcomes.

Table I: Summary of Similar Programs in Other Jurisdictions

City and Program	Partners and Funders	Outcomes	Annual Costs & Staffing Resources
City of Guelph: Welcoming Streets	Guelph Community Health Centre, Guelph Police Services, Downtown Guelph Business Association	Over 5 months, 670 interactions, 145 calls for support, 24 presentations to local businesses.	\$156,000 2 FTEs
City of Oshawa:	City of Oshawa, C.A.R.E.A. Community Health, Downtown Oshawa BIA	Since 2019, 2,092 client interactions, 385 referrals to supports, 584 visits	\$240,000 2 FTEs & 1 PT student

Creating a Welcoming Streets Pilot Program for Brampton

Welcoming Streets		to businesses, 250 workshop participants	
City of Cambridge: Downtown Ambassador	City of Cambridge	Annually supports 448 businesses , receive 1,200-1,600 calls , removes 10-15 tonnes of trash , response time of 25-30 minutes .	\$913,000 9 FTEs (3 downtown areas)

4. Recommendation – Welcoming Streets Pilot Program

While both the Region of Peel and the City of Brampton offer services in the downtown, a program to promptly respond to businesses' concerns about the activities of individuals who loiter in the downtown as well as perceptions of community safety, littering on private property and graffiti, would address current service gaps.

While the jurisdictional scan revealed that these gaps in service are typically addressed by local municipalities due to legislative requirements and mandates, the issues of concern in downtown Brampton cross organizational boundaries and require coordination among the City of Brampton, the Region of Peel and Peel Regional Police. As such, staff are seeking approval to provide Regional funding to the City of Brampton for a one-year "Welcoming Streets" pilot program to a maximum of \$250,000. This would take the form of a grant from the Region to the City of Brampton, as opposed to funding the local businesses directly, and therefore would not trigger the legislative restrictions for municipal grants. The program would be co-designed by the Region of Peel and the City of Brampton in collaboration with Peel Regional Police and the Downtown Brampton BIA. Based in downtown Brampton, the program staff would act as liaisons between the vulnerable and downtown stakeholders, with the objective of building trusting, effective relationships over time.

In addition, the pilot program will also involve Regional staff and City of Brampton staff in investigating the inclusion of seasonal employment at the local level through social enterprise opportunities for the vulnerable in downtown Brampton, who could assist with litter pick-up and other activities.

Anticipated outcomes of the program include more timely responses to businesses' requests for assistance with loitering individuals, enhanced communication and collaboration among stakeholders, improvements in cleanliness as well as in perceptions of community safety and well-being, more options to resolve issues outside of police involvement and security responses and improved support to vulnerable populations in accessing programs and services to improve their outcomes.

Throughout the pilot period, Regional staff, together with City of Brampton staff, will monitor program outcomes and determine where program funding, administration and oversight are ideally suited. Staff will return with recommendations to both the City of Brampton and Region of Peel Councils in advance of 2023 budget deliberations.

RISK CONSIDERATIONS

The proposed pilot program supports the goals of Peel's Community Safety and Wellbeing Plan. It seeks to address gaps in service to the vulnerable population in downtown Brampton while improving coordination among the City of Brampton, the Region of Peel and Peel Regional

Creating a Welcoming Streets Pilot Program for Brampton

Police. It will be important that the design of the program meets the needs of the business community and other stakeholders, while upholding the dignity of our community's most vulnerable. It will also be essential to explore how to involve the Ministry of Health, Ontario Health Teams, and other community health organizations, as these organizations fund and/or provide mental health and addictions services in our community.

With respect to the financial implications below, a permanent program, whether funded at the regional or local level, will require additional funds to operate over the long-term. Should a permanent program be recommended, the program will increase the net levy, particularly if expanded to the entire Region.

Finally, while addressing the concerns of the business community, the program is contrary to the expectation that private businesses are responsible for addressing litter on their own property, which is confirmed through local municipal litter by-laws. The pilot program could create a precedent, such as heightened expectations among property owners and/or a standard of service that is difficult to sustain in the longer term.

FINANCIAL IMPLICATIONS

To fund the one-year pilot program, the Region of Peel will provide the City of Brampton with a one-time grant to a maximum of \$250,000 through the Regional Tax Rate Stabilization Reserves with no net impact. Should the Region be directed to fund the program beyond a one-year pilot, it will require additional funding and if the program is made permanent, an incremental increase to the net levy to cover operating costs would be required.

CONCLUSION

Through Regional Council's 2015-2035 Strategic Plan, Peel is striving to be a "Community for Life" where everyone enjoys a sense of belonging and has access to the services and opportunities they need throughout each stage of their lives.

The proposed Welcoming Streets Pilot Program has the potential to support this vision and address gaps in service for downtown Brampton businesses and residents, while also supporting the needs of the homeless and other vulnerable groups.

Should Council approve the pilot program, Regional staff, together with the City of Brampton and other partners will work to launch the program in 2021.

APPENDICES

Appendix I – Map of the Downtown Brampton Business Improvement Area
Appendix II – Background Information: Feasibility Study

For further information regarding this report, please contact Aileen Baird, Director, Ext. 1898, Aileen.Baird@peelregion.ca.

Authored By: Erin Mifflin, Advisor, Housing Innovation and Program Design

Creating a Welcoming Streets Pilot Program for Brampton

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director, Financial Support Unit and Legal Services.

Date: 2021-04-28

Subject: **Automated Speed Enforcement Update – Spring 2021**

Contact: Kevin Minaker, Manager, Traffic Operations and Parking, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-874-2590

Report Number: Public Works & Engineering-2021-554

Recommendations:

1. That the report titled: **Automated Speed Enforcement Update – Spring 2021 (File I.AC TRAF)** to the Committee of Council Meeting of May 28, 2021 be received.

Overview:

- In July 2020, a staff report titled “Timetable for Automated Speed Enforcement Implementation (RM 33/2020 and RM 34/2020)” was received by Council.
- In September/October 2020 the first five ASE cameras went live.
- Since July 2020, staff have installed 100 Community Safety Zones in the City, covering approximately 80% of all schools.
- As of April 2021, Brampton has one of the largest ASE programs in the province with 50 active cameras.
- Initial data collection has shown a reduction in vehicle speeds at all ASE locations throughout the City.

Background:

In July 2020, a staff report titled “Timetable for Automated Speed Enforcement Implementation (RM 33/2020 and RM 34/2020)” was received by Council with the following recommendations:

1. That the report titled: Timetable for Automated Speed Enforcement Implementation - (RM33/2020-RM/34/2020 - File I.AC TRAF) to the Council meeting of July 8, 2020 be received; and,
2. That staff continue to phase in Community Safety Zones throughout the City, based on a criteria developed, in order to ensure ASE is prioritized in locations requiring it the most, regardless if they are in school zones or other areas where vulnerable road users are at risk; and
3. That all school zones throughout the City eventually be converted to either a standalone Community Safety Zone or that they be incorporated into a larger Community Safety Zone encompassing a number of locations where vulnerable road users are present; and,
4. That a letter be sent by the Mayor on behalf of Council, to the Ministry of Transportation, to request the Province consider allowing the use of the Administrative Monetary Penalty System to process Automated Speed Enforcement violations, including legislative amendments that would direct the revenue from Automated Speed Enforcement penalties to municipalities; and,
5. That a letter be sent to the Ministry of the Attorney General by the Mayor on behalf of Council, requesting additional Justices of the Peace be added to the permanent complement servicing the City of Brampton in order to address the current shortage and to accommodate an increase in capacity of the Brampton Provincial Offences Court arising from Automated Speed Enforcement to enhance public safety; and,
6. That mobile Automated Speed Enforcement be implemented throughout 200 locations annually, as the initial rollout of the program, operating at key times of the day, and that additional Automated Speed Enforcement locations be added when legislative changes are made by the Province to allow for Automated Speed Enforcement violations to be processed through the Administrative Monetary Penalty System and more judicial resources become available; and,
7. That signs be installed at all access points to the City to advise motorists that Automated Speed Enforcement is in effect, in order to send the message that speeding is not tolerated in our community; and,
8. That the letters to the Ministry of the Attorney General and the Ministry of Transportation directed in Recommendation 4 and 5 above, be sent to the Association of Municipalities of Ontario, the Regional Senior Justice and Regional Senior Justice of the Peace, Brampton Members of Parliament and Provincial Parliament, and other relevant stakeholders.

Based on the recommendations above, staff have been aggressive in moving forward with this program to ensure ASE cameras are installed as quickly as possible in order to

address speeding concerns at locations with evidence of vulnerable road users. This is consistent with Bill 65 – the Safer School Zones Act, to introduce the use of ASE in school zones and CSZs across the province.

Current Situation:

Update on Recommendations

Community Safety Zones (Recommendations 2 and 3)

In July 2020, staff began making preparations to have CSZs installed in all school areas throughout the City, and within other locations that meet the criteria for the installation of an ASE camera.

Currently, through April 2021, a total of 100 CSZs have been installed covering approximately 80% of all schools. With 180 schools in Brampton, staff are well ahead of their target to phase in CSZs in all school areas by the end of 2021. To date, the Traffic Outside Services group has manufactured and installed over 1500 ASE related signs.

Administrative Monetary Penalty System (Recommendation 4)

The City of Brampton, other participating municipalities and organizations, including the Ontario Traffic Council (OTC), have been in contact with the Ministry of Transportation, requesting the use of the Administrative Monetary Penalty System (AMPS) to process ASE violations. The request includes legislative amendments that would direct the revenue from ASE penalties to municipalities. Guidelines from the Province do indicate that Municipal revenue, collected under any Municipal ASE program that exceeds the costs of delivering the Municipal ASE program is used to support local public safety and educational initiatives.

The City of Brampton is also participating in the ASE AMPS working group led by the OTC. The working group will continue the advocacy and communication towards a shift from Provincial Offences Act (POA) to an AMPS process for administering ASE, red-light camera (RLC) and automated school bus camera offences (ASBC).

The last indication from the MTO is that AMPS may be available to process ASE, RLC and ASBC in 2022.

Judicial Resources (Recommendation 5)

Although some judicial vacancies in the Central West Region have been filled, there has been no indication from the Ministry of the Attorney General that additional resources will be allocated.

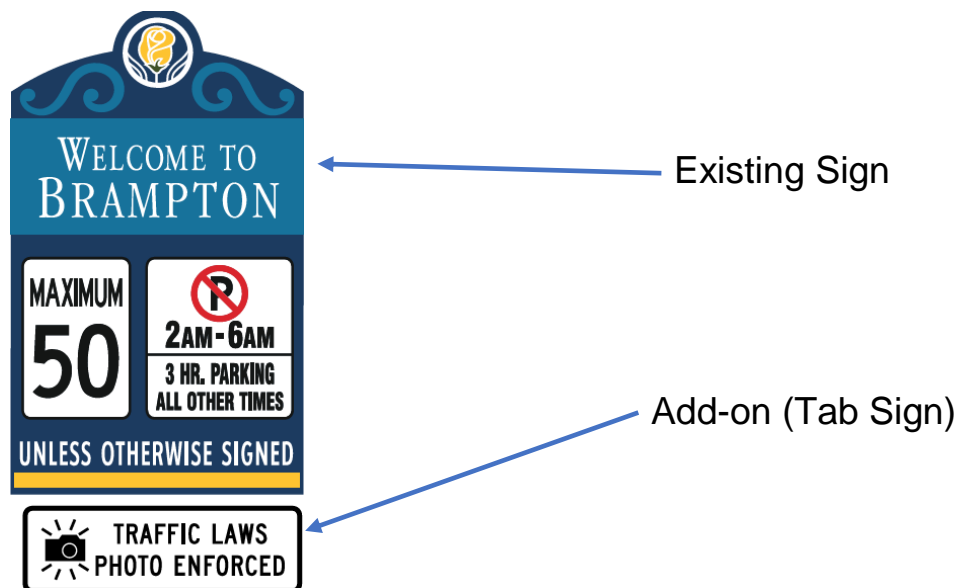
ASE Cameras (Recommendation 6)

In September/October 2020 the first five ASE cameras went live on Ray Lawson Boulevard (Ward 4), Richvale Drive North (Ward 2), Avondale Boulevard (Ward 7), Fernforest Drive (Ward 9) and Vodden Street East (Ward 1). This made Brampton one of the first municipalities in the province to implement ASE. Since then, staff have been aggressive in selecting additional locations throughout the City to implement ASE, with the 50th camera being installed in April 2021. Brampton now has the most ASE cameras in the province, the same number as the City of Toronto.

With 50 cameras now installed, staff are currently making plans to move cameras to other roadways, and continue to rotate them on a fixed schedule throughout the year.

Border Signs (Recommendation 7)

Staff have completed manufacturing and installing an add-on (tab sign) to existing border signs to indicate photo enforcement is in effect. This provides a clear message to those entering the City, that speeding and aggressive driving is not tolerated in our community. A sample of the sign is depicted below.



Other Updates

Impacts of COVID-19 on POA Courts

In March 2020 all courtrooms were closed, with the exception of audio courts for Early Resolution which recommenced in July 2020, and Part III 1st Appearance and Speak to matters recommenced in September 2020. Trials have not been heard since March 2020.

Video trials have now been approved to commence in June 2021 (subject to installation of equipment, protocols and training), however COVID-19 and Judicial resources may cause further delays.

Early resolutions for ASE and other Part I offences are proceeding daily via audio appearance and are being scheduled into August 2021. Table 1 below provides a summary of responses to the 12492 total certificates (tickets) filed between September 2020 and the end of March 2021.

Table 1: Certificate Response Summary (Sept. 2020 – end of March 2021)

Category	Total	Description
Paid or No Response to Offence Notice	6892	Paid or no response has been received but has not exceeded time period allotted to respond.
Request for Trial	301	Trial has been requested to dispute ticket.
Request for Early Resolution with Prosecutor	2031	An Early Resolution meeting is a meeting with a prosecutor where you can discuss the charge in an attempt to resolve the case without having to schedule a trial.
Fail to Respond	3268	No response has been received and the time allotted to respond has expired.
Total Certificates Filed	12492	

Effectiveness of ASE Cameras

Now eight months into the program, a sufficient amount of data has now been collected at many of the locations to confidently determine the effectiveness of ASE cameras. Speed data collected to date has indicated a significant reduction in speeds when compared to other traffic calming measures used throughout the City. The roadways near the top of Table 2 would be considered locations with low compliance to the speed limit before the introduction of ASE. Moving closer to the bottom of list are locations with more acceptable compliance levels, before the introduction of ASE, with primarily only sporadic speeding evident. For example, Avondale Boulevard, with a speed limit of 50 km/hr, had an average speed of 43.72 km/hr before the introduction of ASE. With the average operating speed well below the posted speed limit, the site still showed a 2.47 km/hr reduction in average speed in the presence of ASE. In this case, and with other similar locations, the ASE camera has been successful in reducing the sporadic speeding concern in the area.

Table 2: Comparison of Operating Speeds Before and After ASE Implementation

Code	ASE Camera Location	Ward	Speed Limit	Average Speed (km/h) Before ASE Implementation	Average Speed (km/h) ASE In Use	Difference (km/h)	85th Percentile Speed (km/h) Before ASE Implementation	85th Percentile Speed (km/h) ASE In Use	Difference (km/h)
M001	Main St. S. north of Frederick St.	3	50	62.57	44.72	-17.85	71	51	-20
M010	Heart Lake Road south of Birchcliffe Dr.	2	40	62.77	47.71	-15.06	71	63	-8
I001	Ray Lawson Blvd. west of Berkingdale Court	4	50	56.48	45.79	-10.69	64	53	-11
M008	Guru Nanak St. east of Riverbank Rd.	9	50	54.93	45.61	-9.32	62	55	-7
I002	Richvale Dr. North near Driftwood Cres.	1	40	46.48	37.25	-9.23	55	44	-11
M002	Brisdale Dr. south of McCrimmon Dr.	6	40	51.06	42.57	-8.49	59	53	-6
M025	Vodden St. East east of Robwill Court	1	40	49.28	41.04	-8.24	58	50	-8
M009	Laurecrest St. south of Lamont Place	7	40	49.48	41.28	-8.2	56	48	-8
M031	Torrance Woods East of Cannon Cres.	4	40	43.73	36.07	-7.66	52	43	-9
M004	Charolais Blvd. east of Duggan Dr.	4	50	54	46.99	-7.01	65	57	-8
I004	Vodden St. East west of Kennedy Rd. North	1	50	50.87	44.44	-6.43	58	52	-6
M017	Elgin Dr. near Gervais Cres.	4	50	47.65	41.39	-6.26	56	50	-6
I005	Fernforest Dr. north of Black Forest Dr.	9	40	44.5	38.39	-6.11	51	46	-5
M019	Clementine Dr. near Maddybeth Cres.	6	50	42.36	36.62	-5.74	50	45	-5
M029	Royal Orchard Dr. south of Beaverhall Rd.	5	40	46.47	40.88	-5.59	54	50	-4
M032	McCrimmon Dr. East of Trudelle Cres.	6	40	42.9	37.37	-5.53	51	46	-5
M005	Don Minaker Dr. south of Vespahills Cres.	8	50	46.89	41.91	-4.98	49	51	2
M023	Centre St. South south of John Street	3	40	44.14	39.17	-4.97	53	48	-5
M022	Southlake Blvd. north of Seahorse Ave.	1	50	45.62	40.98	-4.64	53	48	-5
M006	Elbern Markell Dr. south of Junetown Circle	5	40	42.64	38.08	-4.56	52	46	-6
M014	Conservation Dr. east of Braidwood Lake Rd.	2	50	53.31	48.85	-4.46	60	58	-2
M018	Sunny Meadow Blvd. south of Chapparral Dr.	9	40	43.98	39.69	-4.29	52	48	-4
M011	Balmoral Drive east of Bramar Drive	7	50	44.51	40.5	-4.01	54	50	-4
M027	Conestoga Dr. south of Ebby Ave.	2	40	43.57	39.78	-3.79	52	47	-5
M027	Conestoga Drive South of Ebby Ave.	2	40	43.57	39.92	-3.65	52	47	-5
M016	Jordan Blvd. south of Joyce Gate	8	50	45.66	42.16	-3.5	55	53	-2
M012	Lisa Street north of Clark Blvd.	3	50	44.49	41.12	-3.37	54	51	-3
M007	Father Tobin Rd. east of Sunny Meadow Blvd.	9	40	43.12	39.89	-3.23	52	49	-3
M021	McMurphy Avenue south of Driscoll Dr.	3	40	45.34	42.19	-3.15	53	51	-2
M024	Fernforest Dr. south of Hartwell Gate	9	40	42.31	39.51	-2.8	51	48	-3
I003	Avondale Blvd. west of Autumn Blvd.	7	50	43.72	41.25	-2.47	50	49	-1
M020	McMurphy Avenue south of Royce Gate	3	40	43.15	40.68	-2.47	51	48	-3
M015	Rutherford Road North south of Reigate Ave.	1	50	47.58	45.32	-2.26	54	54	0
M013	Central Park Dr. near Hilldale Cres.	7	50	52.75	50.59	-2.16	61	60	-1
M003	Centre St. N. near Claypine Trail	1	40	44.84	44.35	-0.49	53	54	1

Vandalism

Although there was an initial surge of vandalism when the ASE cameras were installed and activated, the number of incidents has since subsided. Staff continue to work closely with the vendor, and have established a process to ensure vandalism is dealt with promptly. Other proactive measures are being considered to deter vandalism such as anti-graffiti wraps.

Communications

Public Works and Engineering staff have been working closely with the Strategic Communications, Digital Innovation and IT teams to develop a communications strategy. This includes a dedicated ASE page on the City's website with access to an interactive map showing the locations of all ASE cameras and CSZs. This information is also available on the City's GeoHub (Open Data site).

In addition, external applications, such as WAZE, are now utilizing the ASE camera locations from our open data site to inform their users. It is felt that these types of applications can act as an additional reminder to motorists to reduce speeds and

comply with the posted speed limit as alerts are received when users are approaching the camera locations.

Joint Processing Centre (JPC)

The City of Toronto manages a JPC on behalf of participating municipalities. Based on capacity and COVID-19 physical distancing protocols, the JPC has had challenges increasing capacity to service the increasing number of municipalities operating ASE programs. Due to security and privacy issues, JPC staff are not able to work from home. However, the JPC has been able to create some extra capacity through additional shifts and repurposing of space in their facility.

With the expansion of ASE throughout the province, the demand for additional processing capacity continues to increase. That being said, the eventual expansion of the Toronto JPC will assist with this demand, but there may also be a need for the creation of additional JPCs as the program progresses. City staff will continue discussions with the Provincial ASE Steering Committee to determine future processing requirements, including the possibility of a Brampton operated JPC. It should be noted that the requirement for an additional JPC, specific to the City of Brampton, may weigh heavily on the ability to have ASE offences processed through AMPS.

Finance

There are no financial implications resulting from the information in this report. Based on the current trends in ASE collected revenue under Legislative Services and associated program costs incurred under Public Works and Engineering, staff expects that the ASE program costs will be recoverable fully from fines revenue.

Any future operating and capital funding required for the ASE program will be included in operating/capital budget submissions for consideration during future budget processes, pending Council approval.

Term of Council Priorities:

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

Conclusion:

Initial data analysis indicates that ASE cameras are functioning as intended to reduce vehicles speeds through areas where vulnerable road users are present. With the

program still in its infancy, staff will continue to collect and analyze data in order to determine where ASE cameras are most effective to ensure they are being utilized to their full potential.

With 50 cameras now live, staff will be working on a more comprehensive data analysis to not only measure vehicle speeds but to also determine if ASE cameras are contributing to the City's Vision Zero goal to prevent fatal and serious injury collisions.

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Public Works and Engineering

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Submitted by:

David Barrick
Chief Administrative Officer

Date: 2020-05-29

Subject: **Timetable for Automated Speed Enforcement Implementation (RM 33/2020 and RM 34/2020)**

Contact: Kevin Minaker, Manager, Traffic and Parking Operations,
 Road Maintenance, Operations and Fleet, Public Works and
 Engineering Department, 905-874-2590

Recommendations:

1. That the report titled: **Timetable for Automated Speed Enforcement Implementation - (RM33/2020-RM/34/2020 - File I.AC TRAF)** to the Council meeting of July 8, 2020 be received; and,
2. That staff continue to phase in Community Safety Zones throughout the City, based on a criteria developed, in order to ensure ASE is prioritized in locations requiring it the most, regardless if they are in school zones or other areas where vulnerable road users are at risk; and ,
3. That all school zones throughout the City eventually be converted to either a standalone Community Safety Zone or that they be incorporated into a larger Community Safety Zone encompassing a number of locations where vulnerable road users are present; and,
4. That a letter be sent by the Mayor on behalf of Council, to the Ministry of Transportation, to request the Province consider allowing the use of the Administrative Monetary Penalty System to process Automated Speed Enforcement violations, including legislative amendments that would direct the revenue from Automated Speed Enforcement penalties to municipalities; and,
5. That a letter be sent to the Ministry of the Attorney General by the Mayor on behalf of Council, requesting additional Justices of the Peace be added to the permanent complement servicing the City of Brampton in order to address the current shortage and to accommodate an increase in capacity of the Brampton Provincial Offences Court arising from Automated Speed Enforcement to enhance public safety; and,
6. That mobile Automated Speed Enforcement be implemented throughout 200 locations annually, as the initial rollout of the program, operating at key times of

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the day, and that additional Automated Speed Enforcement locations be added when legislative changes are made by the Province to allow for Automated Speed Enforcement violations to be processed through the Administrative Monetary Penalty System and more judicial resources become available; and,

7. That signs be installed at all access points to the City to advise motorists that Automated Speed Enforcement is in effect, in order to send the message that speeding is not tolerated in our community; and,
8. That the letters to the Ministry of the Attorney General and the Ministry of Transportation directed in Recommendation 4 and 5 above, be sent to the Association of Municipalities of Ontario, the Regional Senior Justice and Regional Senior Justice of the Peace, Brampton Members of Parliament and Provincial Parliament, and other relevant stakeholders.

Overview:

- This report is in response to Council's referred matter (RM 33/2020) where staff are requested to provide a timetable back to Council by the July 8, 2020 Council Meeting, on the implementation of Automated Speed Enforcement in every school zone, and adjacent parkettes across the City, within a maximum of two years, including the making of school zones into Community Safety Zones, and any proposed by-law amendments as may be required.
- This report is also in response to Council's referred matter (RM 34/2020) that staff be directed to review the increasing speeds of vehicles travelling on City roadways, and report on potential methods of reducing driving speeds, and additional alternatives which could be implemented.
- Currently, there are 10 Community Safety Zones (CSZ) in the City that incorporate 13 schools. On a concurrent report, staff are recommending the implementation of an additional 25 CSZs that will incorporate an additional 30 schools. These locations are just to first phase of implementation, as a number of other roadways are in the queue to be converted to CSZs at a future Council meeting.
- So far in 2020 staff have collected speed data from 77 local and collector roadways throughout the city with speed limits of either 40 km/h or 50 km/h. Of those roadways, 4 were identified as having operating speeds in excess of what would be expected. As a result, these locations have been provided to Peel Regional Police for their consideration of additional enforcement.
- Currently there is 100.63 km of bike lanes and urban shoulders combined in the City (excluding Vodden Street/Howden Boulevard temporary bikes lane).

- Staff are in the process of updating the Neighbourhood Traffic Management Guide (NTMG) to reflect new and emerging philosophies (Vision Zero) and new technologies including speed cushions, Automated Speed Enforcement (ASE) and in-road flexible traffic calming signs.
- Staff have been incorporating countermeasures, outlined in the NTMG, through the development process and through a wide range of other initiatives including road widening, road resurfacing and other traffic related projects.
- Staff expect the ASE program to become eventually revenue neutral. However, the current capacity of judicial resources to process offences is expected to limit the revenues from fines. The financial impact will be included in the budget submission for consideration during the 2021 and respective future budget process, subject to council approval.

Background:

At the May 20, 2020 Committee of Council meeting, staff presented a report titled: “Automated Speed Enforcement (ASE) Implementation Plan” recommending the following:

1. That additional Community Safety Zones be established throughout the City; and,
2. That Automated Speed Enforcement be considered for implementation within newly established Community Safety Zones; and,
3. That five Automated Speed Enforcement cameras be installed as part of the initial rollout of the program and that additional cameras be added as resources and annual budget permit.

The report also outlined the following ongoing challenges faced by all municipalities throughout the province:

- Currently ASE charges are not permitted to be processed through the Administrative Monetary Penalty System (AMPS) and must be processed through Provincial Offences Act Court; and
- Lack of judicial resources represents an external constraint on the City’s ability to process large volumes of ASE charges through the traditional Provincial Offences Act Court process: see “Provincial Offences Court Shortages of Judicial Resources” (see Appendix A) from the November 13, 2019 Committee of Council meeting.

Although ASE will be utilized as a key countermeasure to deter speeding throughout the City, staff will continue to supplement ASE with other countermeasures and strategies

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outlined in the NTMG and through the continued application of the Vision Zero framework.

Based on the aforementioned report, the following referred matters were directed back to staff:

1. That staff be requested to provide a timetable back to Council by the July 8, 2020 Council Meeting, on the implementation of Automated Speed Enforcement in every school zone, and adjacent parkettes across the City, within a maximum of two years, including the making of school zones into Community Safety Zones, and any proposed by-law amendments as may be required.
2. That staff be directed to review the increasing speeds of vehicles travelling on City roadways, and report on potential methods of reducing driving speeds, and additional alternatives which could be implemented.

Current Situation:

School Zones

A school zone is defined as the portion of a highway that adjoins the entrance to or exit from a school, and is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school. Based on the definition above, there is a limited area and associated challenges with implementing ASE in school zones. As a result, at the December 11, 2019 Council meeting, staff recommended that all areas where ASE is being considered should be converted into a CSZ. This will allow staff to not only include school zones, as with the definition above, but expand the area to include other locations where vulnerable road users are present, such as: school crossings, school walking routes and active transportation facilities (bike lanes and urban shoulders). For example, a proposed CSZ along Balmoral Drive between Dixie Road and Torbram Road is a 3.3 km stretch of road that includes 5 schools. Instead of implementing 5 different CSZs, the entire segment can be included as one CSZ to ensure other vulnerable areas including four school crossings, two major connections/crossing of the Chinguacousy Trail and 2 km active transportation facilities are also captured within it.

Community Safety Zones

Currently, there are 10 CSZs in the City that incorporate 13 school zones. As a result of the recommendations from the May 20, 2020 Committee meeting, staff have identified an additional 25 locations throughout the City to implement CSZs as the first phase on implementation (see Table 1). These locations are being recommended in a concurrent report, and are just to first phase of implementation, as a number of other roadways are in the queue to be converted to CSZs at a future Council meeting. These new CSZs

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(first phase) will incorporate an additional 30 school zones, and were prioritized using a ranking system based on the following criteria:

- Operating Speeds
- Vehicle Volume
- Collisions
- Presence of Sidewalks
- Adjacent Schools
- Presence of Parks, Playgrounds and Recreation Areas
- Cut-through Traffic
- School Crossings
- Pedestrian Crossovers
- Active Transportation Facilities
- School Walking Routes

Although the criteria above, naturally targets schools zones, there are also a number of locations outside of schools zones that have been prioritized due to their proximity to school crossings, active transportation facilities (bike lanes and urban shoulders) and school walking routes. Mid-block school crossings are one area that has been prioritized, as the school crossing guard must navigate two directions of traffic without the assistance of a traffic control device (traffic signals or all-way stop). Often, these areas outside of school zones can generate higher vehicular speeds when vulnerable road users are present, as opposed to school zones that are highly congested and deal more with illegal parking/stopping concerns rather than speed concerns when children are present.

There are currently 189 school crossings and 234 crossing guards in the City, of which some are within school zones and some are not.

With this in mind, staff recommend continuing to phase in CSZs throughout the City, based on the criteria developed, in order to ensure ASE implementation is prioritized based on data, regardless if they are in school zones or other areas where vulnerable road users are at risk. Through this process, all schools throughout the City will eventually be converted into CSZs.

Table 1: Proposed New Community Safety Zones

Street	Between	Ward
Balmoral Drive	Dixie Road and Torbram Road	7
Brisdale Drive	Bovaird Drive West and Wanless Drive	6
Central Park Drive	Bramalea Road and Queen Street East	7
Centre Street North	Williams Parkway and Kennedy Road North	1
Centre Street South	Clarence Street and Queen Street East	3
Charolais Blvd	Chinguacousy Road and McLaughlin Road	4

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Clementine Drive	Steeles Avenue West and Mavis Road	6
Conservation Drive	Hurontario Street and Kennedy Road	2
Don Minaker Drive	The Gore Road and Ebenezer Road	8
Elbern Markell Drive	Queen Street West and Williams Parkway	5
Elgin Drive	McLaughlin Road and Torrance Woods	4
Father Tobin Road	Bramalea Road and Torbram Road	10
Fernforest Drive	Sandalwood Parkway and Countryside Drive	9
Great Lakes Drive	Guru Nanak Street and Sandalwood Parkway	9
Gura Nanak Street	Great Lake Drive and Dixie Road	9
Heart Lake Road	Bovaird Drive East and Sandalwood Parkway	1
Jordan Street	Williams Parkway and North Park Drive	8
Laurelcrest Street	Queen Street East and Vodden Street	7
Lisa Street	Dixie Road and Clark Boulevard	3
Main Street South	Nanwood Drive and Queen Street East/ West	3
McMurchy Avenue	Queen Street West and Steeles Avenue West	3
Rutherford Road North	Queen Street East and Williams Parkway	1
Southlake boulevard	Bovaird Drive East and Williams Parkway	1
Sunny Meadow Boulevard	Bovaird Drive East and Countryside Drive	9
Vodden Street	Main Street North and Highway 410	1

Timeline for Additional Cameras

No municipality in Ontario has been able to operate ASE, due to closures associated with COVID-19, therefore no real data available to estimate costs and the number of charges. However, based on experiences from other municipalities across North America, some assumptions can be applied to Brampton to generate estimates as follows:

- The majority of motorists will voluntarily comply with the posted speed limit in the presence of ASE;
- Some licence plate images will not be legible.

Based upon the above assumption, Staff have estimated the number of charges annually if ASE cameras are operated 24/7, as follows:

Table 2: Estimated # of Charges Annually (24/7 Operation)

# of locations	Estimated # of Charges Annually
200	438,000

Currently the City of Brampton operates the Brampton Provincial Offences Court with a capacity to process approximately 65,000 charges per years ("Processing Capacity"). The Processing Capacity is based predominantly upon the allocation and availability of judicial resources, which is set by the Ministry of the Attorney General and is not a matter within the direct control of the City. In recent years Courts Administration and Prosecutions have undertaken a number of steps to maximize the Processing Capacity of the Court, including:

- Changes to the Court Schedule to make more efficient use of the existing available judicial resources and coordination with the local judiciary to add two courtrooms per week, resulting in overall efficiencies and modifications permitting the operation of 3 municipal courtroom per week (instead of 1 municipal courtroom per week), and an increase from 3 Early Resolution courtrooms operating per week to 5 operating per week;
- The City also recently established the non-parking administrative monetary penalties program which is intended to move some of the more minor municipal infractions out of the traditional court process and into a more streamlined administrative process, thereby permitting judicial resources to be more effectively used for more serious matters;
- Peel Regional Case Management days were also reorganized to allow for additional tier time within their current schedule. Additional time was allocated to the Ministry of Transportation by splitting monthly courtroom usage between them and Peel Regional Police to assist with their increasing caseloads.

Based on the current Processing Capacity of the City's POA Court and, in particular, the number of currently available judicial resources, as well as the volume of Peel Regional Police and Municipal By-law Offences, staff have identified modifications to the court schedule which would allow the City to continue to manage the existing volume of police and municipal offences, as well as assigning three courtrooms per week allocated to ASE matters.

As the estimated number of charges which would be generated based upon 24/7 operation of 200 locations (438,000 charges, as noted above in Table 2) will exceed the judicial capacity of Brampton POA Court in the future. Hence, staff would need to determine the most appropriate times of the day to operate locations, keeping in mind the hours of operation will decrease as the number of locations increase.

Based on the information above, the 200 locations can be covered annually on a rotational basis, operating at key times of the day with full implementation within 2 years.

Estimated Costs

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The following is a breakdown of the estimated costs associated with Traffic Services, POA Courts and Prosecutions, based upon the operation of the cameras at key times of day and operating within the currently available ASE charge processing capacity of 18,000 charges per annum.

Traffic Services

- Estimated Operating Costs:
 - Costs associated with the rental, installation and redeployed of cameras, which do not change based on charge volume.
 - Fees associated with the agreements with the Ministry of Transportation and Toronto's Joint Processing Centre.

Based on the information above, the estimated annual operating cost for Traffic Services based on 200 locations, with ASE cameras operating at only key times of the day, is \$2,119,984. Alternatively, the cost of a 24/7 operation is estimated at \$10,964,584.

Additional staff resources may also be required to manage the program. Any required resources will be requested through the annual budget process.

Court Administration

At the outset of the launch of ASE, there are no additional POA FTE costs, however there will be fixed disbursement processing fees including data entry charge, ICON charges, Notice of Fine and Due Date (NFDD) charges and interpreter costs. Based on 200 locations, these costs are estimated at \$2,568,741. If additional resources are required, a request will be made through the City's annual budgeting process, subject to council approval and the Province providing additional judicial resources to permit the processing of charges beyond the current Processing Capacity of the Brampton POA Court.

Prosecutions

At the outset of the launch of ASE, there are no additional Prosecutions FTE costs. If additional resources are required, a request will be made through the City's annual budgeting process, subject to council approval and the Province providing additional judicial resources to permit the processing of charges beyond the current Processing Capacity of the Brampton POA Court.

Key Issues of ASE Implementation

Under the current legislation, ASE offences are to be prosecuted by municipalities in the Provincial Offences Act (POA) Courts. All municipalities have raised concerns regarding the burden that ASE will have on the POA Court as the need for additional judicial resources will be required to meet the demand to prosecute the infractions. In

particular, currently in the Central West Region, of which Brampton is a part, there has been a marked reduction in the number of Justices of the Peace available to service the increasing needs of the Region, resulting in an increasing number of court closures. The effect of the lack of judicial resources is outlined in more detail in a report to Committee of Council on November 13, 2019 titled "Provincial Offences Court Shortage of Judicial Resource" (See Appendix A).

Therefore, having ASE prosecuted through POA Court will significantly affect the number of locations a municipality is able to accommodate and some municipalities are not participating at all at this time because of their already overburdened POA court system. Court closures due to COVID-19 have complicated matters further. An ASE program operating at full capacity (24/7) without the appropriate judicial resources and ability to move ASE into AMPS could place greater burden on the POA Court.

As a result, staff recommend a letter be sent by the Mayor on behalf of Council, to the Ministry of Transportation, to request the Province consider allowing the use of the AMPS to process ASE violations, and that a letter be sent to the Attorney General requesting additional judicial resources be added to the complement servicing the Brampton Provincial Offences Court in order to accommodate ASE charges.

There may also be limitations associated with the JPC, as a significant increase in cameras and charge volumes would require that additional staff be hired and trained. In addition, although it is not clear at this time, the JPC may not have the capacity to process increasing number charges as additional municipalities implement ASE, unless the hours of operation are scaled back significantly to limit the amount of charges. Due to COVID-19 the JPC has been closed, and because no real data is available at this time, it is difficult to determine its ultimate capacity.

Countermeasures Used on City Streets to Combat Speeding

This report is also in response to Council's referred matter RM 34/2020 that staff be directed to review the increasing speeds of vehicles travelling on City roadways, and report on potential methods of reducing driving speeds, and additional alternatives which could be implemented.

Neighbourhood Traffic Management Guide

Staff are in the process of updating the Neighbourhood Traffic Management Guide (NTMG) to reflect new and emerging philosophies (Vision Zero) and new technologies including speed cushions, Automated Speed Enforcement (ASE) and in-road flexible traffic calming signs. Currently, staff identify 2-3 roadways per year, based on available resources, to implement permanent (physical) traffic calming measures that consists of vertical and horizontal deflection. A list of these countermeasures is provided below with examples of where each has been implemented in the City:

- Curb Extensions (Brisdale Drive, Clarence Street).
- Raised Intersections (Brisdale Drive, Creditview Road).
- Raised Median Islands (Mountainash Road, Richvale Drive North, Clarence Street).
- Flush Median Islands (Father Tobin Road, Clarence Street).
- Roundabouts (Squire Ellis Drive, Elbern Markell Drive, Hallstone Road).
- Speed Cushions (Churchville Road).
- Chicanes (Mountainash Road).

Speeding on City Roadways

Through the use of traffic data collection devices, staff reactively and proactively collect speed and volume data on city roadways to determine if operating speeds are excessive. So far in 2020 staff have collected speed data from 77 local and collector roadways throughout the city with speed limits of either 40 km/h or 50 km/h. Of those roadways, 4 were identified as having operating speeds in excess of what would be expected. As a result, these locations have been provided to Peel Regional Police for their consideration of additional enforcement. The other roadways showed evidence of sporadic speeding only. Other countermeasures that are currently used to assist in dealing with speeding include:

- Speed Display Boards.
- Vehicle Activated Traffic Calming Signs.
- In-road flexible traffic calming signs.
- Regulatory signs (speed limit).
- Warning signs (Watch for Children, Playground Ahead, curve warning etc.).
- Pavement Markings (bike lane, ladder bars etc.).
- RoadWatch program.
- Peel Regional Police Enforcement - Eliminate Racing Activity on Streets Everywhere (ERASE)

Staff are also proposing that signs be installed at all access points to the City to advise motorists that ASE is in effect, in order to send the message that speeding is not tolerated in our community.

Development Process

Staff have been incorporating active transportation facilities and traffic calming as part of the block planning, development application and subdivision review processes. Because the actual implementation of these countermeasures is typically years after the application date, many of these measures have only been realized over the last 7 years. Table 3 (below) is a list of bicycle lanes that have been incorporated through the development process:

Table 3: Active Transportation Facilities Through Development Process

Road	Year Implemented	Ward	Lane Kilometers
Veterans Drive	2017	6	2.6
Bonnie Braes Drive	2013	4	2.8
Castle Oaks Crossing	2016	10	2.66
Bleasdale Avenue	2013	6	1.43
Martin Byrne Street	2015	10	1.59
Remembrance Road	2015	6	1.33
Remembrance Road	2015	6	0.65
Squire Ellis Drive	2015	10	1.34
Inspire Boulevard	2018	9	1.16
Russel Creek Drive	2019	9	1.2
Remembrance Road	2013	6	2.52
		Total	19.28

Many new subdivisions also/will incorporate a combination of the countermeasures listed above.

Vision Zero

Similar to measures being taken through the development process, staff are also implementing strategies to protect the City's most vulnerable road users through road resurfacing, road widening and other traffic safety projects. Below is a list of roadways that have incorporated active transportation facilities through various projects. In 2019, a more aggressive approach was taken, as per the Vision Zero mandate, that no loss of life is acceptable. The Vision Zero framework acknowledges that the transportation system must be changed since it is difficult to change human capabilities and limitations. In altering the system design and operation, safety should be prioritized over speed, convenience or cost.

Table 4: Active Transportation Facilities Through Projects

Road	Facility Type	Year Implemented	Ward	Lane Kilometers
Kenview Boulevard	Urban Shoulders	2019	8	16
Central Park Drive	Bicycle Lanes	2019	7	2.4
Mountainash Road	Urban Shoulders	2019	10	5.6
Heart Lake Road	Bicycle Lanes	2019	2	3.2
Denison Avenue	Urban Shoulders	2019	1	1.8
Railroad Street	Urban Shoulders	2019	1	0.7

10.13-12

Kingknoll Drive	Urban Shoulders	2019	4	2.6
Fernforest Drive	Urban Shoulders	2016	9	5.82
County Court Boulevard	Bicycle Lanes	2014/2015	3	2.56
Rutherford Road	Bicycle Lanes	2009	1	3.6
Birchbank Road	Bicycle Lanes	2005	7	0.97
Balmoral Drive	Urban Shoulders	2016	7	2.3
Grenoble Boulevard	Urban Shoulders	2015	8	1.5
Sunny Meadow Boulevard	Urban Shoulders	2016	9	2.04
Don Minaker Drive	Urban Shoulders	2017	8	2.8
McMurphy Avenue	Urban Shoulders	2015	3	2.32
Fletchers Creek Boulevard	Urban Shoulders	2013	5	2.44
Queen Mary Drive	Urban Shoulders	2017	6	6
Edenbrook Hill Drive	Urban Shoulders	2017	6	6.16
Conestoga Drive	Urban Shoulders	2012-2013	2	4
Colonel Bertram Road	Urban Shoulders	2017	2	2.0
MacKay Street	Urban Shoulders	2018	7	1.44
Drinkwater Road	Urban Shoulders	2017	4	3.74
Sunforest Drive	Urban Shoulders	2017	2	3.8
			Total	81.35

In addition, in the past, there were limited options available for staff to deal with vehicle speeds on the arterial road network. With the emergence of Vision Zero, a different approach to arterial road design is being implemented. Again, through both road resurfacing and road widening projects, staff have begun reducing lane widths, a proven method to reduce vehicle speeds. For example, this new approach is evolving with the Williams Parkway (McLaughlin Road to North Park Drive) road widening project. This will be the first road widening project within the City where the Vision Zero framework will be incorporated into the design. The introduction of narrower lanes is being recommended to calm traffic with the objective of lowering the operating speed of vehicles, which in turn reduces the pedestrian crossing distance at intersections, and provides more area on the boulevard to accommodate active transportation. A number of other projects, currently in the planning phase, will also receive similar treatments.

Corporate Implications:

Financial Implications:

As a result of recommendations in this report, annual funding of approx. \$2.2 million is required towards operating costs for implementation of ASE program at 200 locations. Staff expects the current approved funding of \$240,000 sufficient for the initial rollout of the ASE program in 2020.

As additional resources and capacity in court administration, prosecution, collection services, etc. will also be required depending on the implementation schedule, the financial impact for subsequent years will be included in the budget submission for consideration during the 2021 and respective future budget process, subject to council approval.

Staff expect the ASE program to become eventually revenue neutral. However, the current capacity of judicial resources to process offences is expected to limit the revenues from fines. The financial impact will be included in the budget submission for consideration during the 2021 and respective future budget process, subject to council approval.

However, staff expects that once ASE is fully operational and increased judicial resources are in place, the total estimated costs to operate the ASE program including the contract award, additional staffing, court related costs, and centralized processing are expected to be offset by fine revenue from charges issued during the operation of the program.

It should also be noted that due to the lack of real data, the analysis is based on various assumptions related to projected number of ASE charges (offenses), costs and revenues, which may impact the final numbers. In addition, there may be additional costs, which have not been captured in the above analysis.

Term of Council Priorities:

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

Conclusion:

When implemented, the ASE program will assist in reaching the City's Vision Zero goal to prevent fatal and serious injury collisions.

In addition, staff will continue to remain current with new techniques and different emerging philosophies (including Vision Zero) to combat speeding throughout the City. The NTMG is currently being updated to ensure staff have the most up-to-date tools at their disposal.

Jasbir Raina, B.Eng,
M.Tech, MBA, PMP,
MIAM.
Commissioner
Public Works and
Engineering

Joseph Pittari,
Commissioner, Legislative
Services

Attachments:

Appendix A: Provincial Offences Court Shortages of Judicial Resources

Date: 2018-05-07

Subject: **Neighbourhood Traffic Management Guide Updates – Introduction of New Device – Speed Cushions**

Contact: Kevin Minaker, Supervisor, Municipal Parking Operations
 Roads Maintenance, Operations and Fleet, Public Works and
 Engineering Department, 905-874-2590

Recommendations:

1. That the report from, Kevin Minaker, Supervisor, Municipal Parking Operations, Roads Maintenance, Operations and Fleet, Public Works and Engineering Department, dated May 7, 2018 to the Committee of Council meeting of June 20, 2018, re: **Neighbourhood Traffic Management Guide Updates – Introduction of New Device – Speed Cushions (All wards) – File I.AC – (TRAF)** be received;
2. That temporary and permanent speed cushions be added to the Neighbourhood Traffic Management Guide to be used as a traffic calming measure in the City of Brampton through consultation with emergency services and other key stakeholders;
3. That temporary speed cushions be utilized to assist police in disrupting and stopping organized illegal street racing; and
4. That all-way stops not be included as a measure to reduce vehicle speed and volume.

Overview:

- In 2007, City Council adopted a resolution (CW143-2007) approving the use of the “Neighbourhood Traffic Management Guide” intended to improve the safety and the livability of neighbourhoods by implementing a wide range of measures including physical road modifications, generally referred to as traffic calming.

6.2.7-2

- **Resolution CW143-2007 indicates “That the City of Brampton not install speed humps or speed bumps as traffic management options when addressing concerns on local roadways.”**
- **In 2013 temporary rubber speed cushions were approved for use on a trial basis in Churchville Village (Council resolution CW079-2013).**
- **Staff consulted with internal and external stakeholders (Fire/Paramedic/Police/Transit/Road Operations) to discuss the use of speed cushions in Brampton.**
- **Speed Cushions have shown to be an effective measure at combating speeding and cut-through traffic in local neighbourhoods when supplemented with enforcement and education.**
- **The intent of an all-way stop is to control right-of-way at an intersection. All-way stops are ineffective at reducing vehicle speeds and volume.**

Background:

Council adopted the Neighbourhood Traffic Management Guide (NTMG) in 2007. In accordance with the NTMG staff have implemented traffic calming on various roadways throughout the city based on a priority list. By way of traffic analysis, observations and resident input, staff have determined that the NTMG has been successful at achieving its intent to improve quality of life on residential roadways.

The use of speed humps or cushions was not considered a viable option at the time as concerns were raised related to increased response times for emergency vehicles having to slow down to traverse them, and the negative impacts in administering life saving health procedures while driving (Ambulance Services).

In 2013, Council endorsed a trial of the use of temporary speed cushions in Churchville Village to deter traffic cut through in the village, and to provide an opportunity for emergency services to assess the device. This trial was subsequently extended in 2015. Based on staff guidance, Council directed staff to install speed cushions in Churchville Village permanently and report back to Council after consulting with emergency services on the inclusion of this device in the NTMG.

In addition to evaluating the use of speed cushions and inclusion in the NTMG, residents (and some Council members) have requested the inclusion of all-way stops in the NTMG to address neighbourhood speeding concerns and traffic infiltration.

6.2.7-3

Current Situation:

The use of temporary rubber speed cushions has been completed seasonally for the past 3 years in Churchville Village.

Speed cushions (see photo below) are a raised area on a road, similar to a speed hump, but which does not cover the entire width of the road. Speed cushions are usually configured in two segments depending on the width of the road. The width of each cushion is designed intentionally so that the wider axle of emergency vehicles and buses can pass unaffected but that smaller passenger vehicles must ride over the raised area. This configuration addresses one of the main concerns with speed humps: the fact that emergency vehicles are also forced to slow down. There are both permanent (asphalt or concrete) and temporary (typically rubber) variations available for speed cushions.



Churchville Village Pilot Project

Generally, other than maintenance challenges (speed cushions coming loose or unfastened from the asphalt and the need for regular inspections) experienced by staff, reception to the speed cushions has been positive. Before and after studies confirmed that speed cushions were effective at reducing vehicle speed and volume.

Based on the success of the temporary speed cushions in Churchville Village, and as directed by Council, staff are replacing the temporary speed cushions with permanent ones. Installation is expected to be completed by the end of June 2018.

6.2.7-4

Speed Cushion Design and Consultation

Staff consulted with internal and external stakeholders to discuss the design and potential applications of speed cushions in Brampton. Some key stakeholders included:

- Brampton Fire;
- Peel Paramedics;
- Peel Regional Police;
- Roads Operations; and
- Brampton Transit.

Most agencies expressed no concerns, however, Brampton Transit cited concerns with potential health and safety issues due to unexpected vertical deflection if buses are forced over the raised portion of the cushion. Staff is confident that through the implementation of parking/stopping restrictions, enforcement and the education of bus operators that these concerns can be resolved to ensure buses are able to straddle the cushion fully. All agencies asked to be consulted on prospective locations prior to speed cushions being installed.

Location Selection and Implementation

It is recommended that speed cushions be utilized as follows:

- To be added as an additional tool to reduce vehicle speeds and volumes on local roadways as part of the Neighbourhood Traffic Management Guide.
- To be installed on roadways identified by Peel Regional Police where illegal street racing is taking place.

Neighbourhood Traffic Management Guide Update

Though the NTMG was implemented in 2007, the content remains relevant today. The NTMG outlines the processes, data collection requirements, road ranking criteria, public outreach guidance as well as providing descriptions of common methods and techniques to manage traffic issues. However, with new techniques and different philosophies emerging, there is a requirement to update the guide to ensure staff have the most up-to-date tools at their disposal. That being said, upon approval of this report the guide will be updated to ensure the appropriate tools are available for use with traffic calming projects.

Staff recommends that the speed cushion only be utilized through the NTMG process when Traffic Services staff deems it to be an appropriate measure for a given roadway. Given that each roadway presents a different set of characteristics (width, curves, access points, transit and school buses etc.), not every roadway will be able to safely accommodate speed cushions. As with the current process, staff will identify roadways

6.2.7-5

(typically two) each year that most require traffic calming. The normal consultation process, identified in the NTMG, will take place once staff have determined the appropriate design(s) for the roadway.

Illegal Organized Street Racing

During discussions with Peel Regional Police, the ongoing challenge of enforcing organized illegal street racing, which generally occurs on a select few industrial roads, was discussed. The desire and potential to utilize temporary speed cushions as a deterrent was mentioned.

Based on this, staff support the use of speed cushions to assist police in combating this issue and recommend, on a trial basis, obtaining and utilizing a set of speed cushions, seasonally, on industrial roads to assist in addressing this problem.

The location selection and use of the cushions for this purpose will involve similar consultations with emergency services, transit, road maintenance, as well as with the area Councillors and businesses.

All-way Stop as a Traffic Calming Measure

It is important to note that staff do not recommend the use of all-way stops at locations that do not meet the technical justification. Based on local, provincial and national guidelines, all-way stops should only be used to control right-of-way at an intersection, and are strongly discouraged to be used to address speeding or traffic infiltration.

Studies have shown that all-way stops are ineffective in reducing vehicle speeds, while unwarranted all-way stops result in safety concerns for pedestrian. When the conditions of an all-way stop warrant are not satisfied, in many circumstances there will be compliance issues due to drivers becoming accustomed to not seeing any conflicting cross street traffic. As such, drivers intentionally and illegally do not stop at the intersection, as they deem stopping to be unnecessary.

Corporate Implications:

Financial Implications:

There are no immediate financial implications resulting from the recommendations in this report. Speed cushion costs are estimated at approximately \$10,000 to \$36,000 per location. Funding requirements for traffic calming measures are requested through capital budget submissions, subject to Council approval.

Strategic Plan:

6.2.7-6

This report achieves the Growth Management Priority of the Strategic Plan by improving the roadway network to accommodate pedestrians, cyclists, transit and the mobility-impaired.

Living the Mosaic – 2040 Vision:

This report supports the Brampton Vision 2040 – Living the Mosaic – Vision 4: Transportation and Connectivity.

Conclusion:

Traffic staff have met with stakeholders and recommend the use of speed cushions be adopted by the city for use in both neighbourhood traffic calming (following the existing Neighbourhood Traffic Management Guide) and to assist police in addressing organized street racing. All-way stops are not recommended for inclusion in the NTMG as they are ineffective at reducing vehicle speed and volume.

Kevin Minaker
Supervisor, Municipal Parking
Operations
Roads Maintenance, Operations and
Fleet,
Public works and Engineering
Department

Michael Parks, C.E.T.
Director,
Road Maintenance, Operations and
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