

City of Brampton Active Transportation Advisory Committee Sub-committee Meeting Minutes January 21, 2025 7:00 p.m.

Present: Fernanda Soares, Tyron Nimalakumar, Nkechi Nwokoye, Sara Cullen, Cindy Evans, Dayle Laing, David Laing, Steven Lee, Stephen Laidlaw, Enzo Habej-bek, Barry Lavalee, and Alina Grezejszczak

Regrets: Lisa Stokes

Agenda Item 1. - Input for the City of Brampton Active Transportation Master Plan update.

Fernanda was requesting input for the upcoming update of the City of Brampton Active Transportation Master Plan. Information will be collected from the existing plan, in addition to new input, to be submitted to a contracted firm for preparation of the new A.T.M.P. This policy document will be prepared to mesh with other city planning documents. The overview remains the same as the 2019 A.T.M.P.

David emphasized the importance of having a planning document, to maintain a vision and implement it over multiple years.

Alina suggested that monitoring progress should be emphasized.

Dayle recommended incorporating the use of mode share targets.

Fernanda said that, although we face challenges to implementation today, the city's official plan reinforces the A.T.M.P., plus the adopted usage of the complete streets guide will dictate future infrastructure construction. New neighbourhoods will be built to this standard.

Barry expressed concerns over the will of individual councillors to sabotage certain aspects of the plan.

Fernanda expressed hope that getting councillors fully involved in the process will help get everyone on board.

Dayle commented that during the life of the plan, new councillors will be elected.

Fernanda thinks that public engagement is the answer to get support. She encouraged all members of the committee to submit ideas, regarding this.

Stephen Laidlaw asked about how the downloading of certain services and responsibilities from the Region of Peel to the City of Brampton would effect the plan.

Fernanda replied that it may cause some updates to be made in the A.T.M.P.

Dayle commented on the need for road analysis.

Stephen Laidlaw emphasized the importance of the Missing Sidewalks program and bicycle parking program, as parts of the 2019 plan, be carried on.

Alina brought up the continuing need to make sure all bus stops are fully accessible, with a side walk fix it plan.

Stephen Laidlaw emphasized the importance of considering the less entitled, when implementing a active transportation network. Members were encouraged to submit any ideas for the A.T.M.P. update via email to Fernanda and Tyron.

Agenda Item 2. - The Toronto Outdoor Adventure Show at the International Centre.

The City of Brampton has rented a booth at the show, through the tourism department. It will be staffed by volunteers and city staff. One of the events promoted will be Bike The Creek.

Dayle reported that there will be Bike The Creek cards available, with a QR code on them.

Show hours:

Friday, Feb. 21 10:00 a.m. to 6:00 p.m.

Saturday, Feb.22 10:00 a.m. to 6:00 p.m.

Sunday, Feb.23. 10:00 a.m. to 5:00 p.m.

Sara and Alina expressed interest in working at the booth. All others were encouraged to contact Stephen Laidlaw if interested in participating. Dayle offered all the details and spread sheets from last years show.

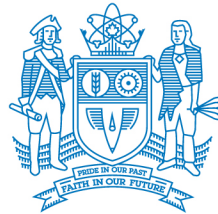
Agenda Item 3. Discussion of a letter sent by the Mayor of Mississauga, Carolyn Parrish, condemning Bill 212 as an unnecessary imposition on the City of Mississauga's official plans, most specifically their Cycling Transportation Master Plan. This letter was sent to the Ontario Minister of Transportation, Prabmeet Sakaria, as well as Ontario Premier Doug Ford.

Stephen Laidlaw introduced the letter as a discussion item, with regard to the importance of the Mayor of Brampton drafting a similar letter.

Dayle expressed the opinion that it might be irrelevant, at this point, and might not fit with other political strategies.

Other members registered little interest in pursuing the matter.

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Hon. Prabmeet Sarkaria
 Minister of Transportation
 5th Flr, 777 Bay Street
 Toronto, ON M7A 1Z8

November 20, 2024

RE: Mississauga's Cycling Master Plan and Bill 212

Dear Minister Sarkaria,

I'm writing to you on behalf of both City Council and the Mississauga Cycling Advisory Committee (MCAC) regarding Bill 212, *Reducing Gridlock, Saving you Time Act, 2024*, to convey the city's continued support for building safe cycling infrastructure in Mississauga as part of a broader strategy to break congestion and gridlock, build more housing, and move people safely across our city.

MCAC is a citizen advisory committee who make recommendations to Council regarding the city's plans for cycling infrastructure. They have worked with city staff and Council for many years to develop Mississauga's Cycling Master Plan - a long-term strategy to build more safe and accessible cycling infrastructure in Mississauga. This commitment is aligned with the city's commitment to Vision Zero, which aims to reduce to zero the fatalities and serious injuries on our roads.

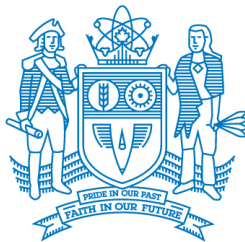
The city's cycling strategy is also aligned with our commitment to build more homes in Mississauga and meet our provincial housing target. As our population increases, we need to provide both existing and new residents with expanded options to meet their transportation needs, including cycling, to move around our city quickly and safely. We share the objective of building complete, livable communities, which require a variety of safe and connected mobility options.

Research from around the world and right here in Ontario shows that safe and accessible cycling lanes are critical to breaking urban congestion and gridlock. More people using bikes to get around means less traffic on our roads. But we know that people will not ride if they do not feel safe. In 2023 alone, two cyclists were killed and 51 injured on Mississauga's roads. 85% of serious cycling injuries and fatalities take place on roads without safe, dedicated cycling infrastructure. In short, separated and protected bike lanes save lives.

I raise these facts in light of Bill 212, which will significantly limit new bike lane construction on our roads if a lane of traffic is removed. While we appreciate the Province's focus on reducing congestion and gridlock, this must be balanced with the ability of all road users to move safely, including cyclists. Sometimes, this means

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reducing a lane of vehicle travel to install safe cycling infrastructure. The city does not make these decisions lightly, but only after extensive study and community consultation. We always work to improve travel times and reduce traffic wherever possible, while building cycling infrastructure that will move people by bike, and now e-scooters and e-bikes, across our city safely.

You will note from my October 30, 2024 letter that, in the case on Bloor Street, while the redesign removes a lane of traffic, cycle tracks are being provided in the boulevard. The removal of the traffic lane is needed to improve road safety and mobility for all users, while travel times are expected to remain constant, if not improve with this change.

On behalf of MCAC and Mississauga Council, I ask that you and your ministry make decisions based on facts and studies, and work with municipalities, including Mississauga, to ensure we build roadways that support the safe mobility of all users. Cities know the infrastructure needed to move people effectively and to build safe communities.

Regards,

Carolyn Parrish
 Mayor

Cc., Hon. Doug Ford, Premier
 Hon. Nina Tangri, Associate Minister of Small Business
 Hon. Natalia Kusendova, Minister of Long-Term Care
 Sheref Sabawy, MPP
 Deepak Anand, MPP
 Rudy Cuzzetto, MPP
 Kaleed Rasheed, MPP
 Laurie Scott, MPP and Chair of Standing Committee on Heritage, Infrastructure
 and Cultural Policy
 Members of Mississauga Cycling Committee
 Members of Mississauga Council

