



## Minutes

### Active Transportation Advisory Committee

### The Corporation of the City of Brampton

**Tuesday, June 10, 2025**

Members Present: Stephen Laidlaw (Co-Chair)  
Lisa Stokes (Co-Chair)  
Alina Grzejszczak  
Dayle Laing  
Barry Lavallee  
Steven Lee  
Regional Councillor Rowena Santos (arrived at 7:06 p.m.)

Members Absent: Cindy Evans

Staff Present: Nelson Cadete, Sr. Manager, Transportation Planning, Planning,  
Building and Growth Management  
Fernanda Duarte Peixoto Soares, Project Manager, Active  
Transportation  
Tyron Nimalakumar, Transportation Manager, Active  
Transportation  
Sara Cullen, Transportation Planner, Planning, Building and  
Growth Management  
Tammi Jackson, Legislative Coordinator

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1. **Call to Order**

The meeting was called to order at 7:03 p.m. and adjourned at 8:50 p.m.

2. **Approval of Agenda**

The following motion was considered.

**ATC016-2025**

That the agenda for the Active Transportation Advisory Committee Meeting of June 10, 2025, be approved, as amended:

**To Add:**

7.5 - Verbal Update from Stephen Laidlaw, Co-Chair, re: Citizen Appointments to the Active Transportation Advisory Committee.

**To vary the order:**

To deal with Item 5.2 before Item 5.1.

Carried

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

Nil

4. **Previous Minutes**

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

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

5. **Presentations / Delegations**

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

Stephen Laidlaw, Co-Chair, provided an overview of The Effects of Ontario Highway Traffic Act (OHTA) 38(2) on Family Mobility and responded to questions and clarification from Committee.

Committee discussion included the following:

- Inquiry regarding what evidence or research the Ministry of Transportation has to justify the law as necessary or safe.
- Expressed concerns regarding the lack of available statistics related to the law
- Concerns regarding the law being applied the law uniformly to all types of vehicles.
- Clarification questions regarding how the law applies to child passengers.

The following motion was considered.

#### **ATC017-2025**

1. That the presentation from Stephen Laidlaw, Co-chair, re: **The Effects of Ontario Highway Traffic Act (OHTA) 38(2) on Family Mobility**, to the Active Transportation Advisory Committee Meeting of June 10, 2024, be received; and,
2. That the Active Transportation Advisory Committee supports the rewording of Section 38(2) of the OHTA and work with Jamie Stuckless of Stuckless Consulting Incorporated to assist with the rewording.

Carried

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

Nelson Cadete, Manager, Transportation Planning, Planning, Building and Growth Management, provided an overview of Howden Boulevard Bike Lanes Alternatives and responded to questions of clarification from Committee.

Committee discussion included the following:

- Clarification on the use of automatic speed cameras in four-lane community safety zones near schools.
- Suggestions to improve renderings by including bikes and curb cuts.

- Committee questioned the basis for traffic improvements and requested speed data and visual graphs to support a “road diet” narrative.
- Recommendation to convert charts to graphs for better public and Council understanding.
- Comments that Option 3 is the most balanced in terms of traffic, pedestrian, and cyclist needs, while minimizing tree removal.
- Safety concerns raised about drivers only checking for pedestrians when making right turns, potentially conflicting with cyclists using multi-use paths.
- Clarification requested on sidewalk and path transitions in Option 1A.
- Inquiry regarding the current Multi-Modal Level of Service rating and whether a study was conducted; staff confirmed a Level D rating for cars.
- Question regarding signalized crossings in Option 1A; staff confirmed use of existing signals and a future pedestrian crossover between Horton Crescent and Hedgeson Court.
- Clarification on whether lighting is included in cost estimates; staff confirmed high-level costs only (facilities, signage, markings, tree/pole conflicts).
- Clarification regarding traffic data sufficiency for the Charolais Boulevard area.

The following motion was considered.

#### **ATC018-2025**

That the presentation from Nelson Cadete, Manager, Transportation Planning, Planning, Building and Growth Management, re: **Howden Boulevard Bike Lanes Alternatives**, to the Active Transportation Advisory Committee Meeting of June 10, 2024, be received

Carried

#### **6. Reports / Updates**

Nil

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

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

The following motion was considered.

**ATC019-2025**

That the **Active Transportation Advisory Committee Sub-Committee Minutes of May 13, 2025**, to the Active Transportation Advisory Committee Meeting of June 10, 2024, be received.

Carried

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

Lisa Stokes, Co-Chair, acknowledged that staff provided the updated list for the 2025 Planned Curb Cuts and asked questions regarding the process and timeline for submitting suggestions for 2026 curb cuts.

Staff advised that submissions should be submitted to staff by the end of December 2025.

**7.3 Discussion at the request of Lisa Stokes, Co-Chair, re: Concerns Regarding Curb Cut Rules in New Subdivisions**

Lisa Stokes, Co-Chair, advised that she was contacted by a member of the Brampton Cycling Club regarding the neighbourhood between Countryside Drive and Mayfield Road and Fernforest Drive to Bramalea Road. Ms. Stokes advised that the neighbourhood referenced is a new development and that high curbs were being installed at a recreational trail and entrances to parks.

In addition, staff advised that the development areas are planned and approved five to ten years before construction begins, and that the planned curbs for the area are approved under the existing by-law at the time of approval. Ms. Stokes indicated that the curbs being installed will need to be added to the “fix it program” list.

Ms. Stokes asked staff if there was a way to go back to review previously approved plans, prior to construction beginning for new developments, to make the necessary amendments for curb cuts to ensure the approvals fall under the most current by-law.

Staff advised that in older subdivisions, drawings often lack adequate curb cuts, and retroactive changes are typically cost-prohibitive. In newer or unconstructed subdivisions, efforts are being made to include trail crossings and pedestrian crossovers where possible. Technical and safety constraints may still limit implementation in some cases.

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

Stephen Laidlaw, Co-Chair, asked staff for an update regarding the Enforcement and By-law Services strategy for 2025 with respect to ticketing vehicles parked in bike lanes. Mr. Laidlaw inquired whether more officers would result in targeted enforcement or additional warnings for repeat offenders.

Staff advised that correspondence was provided by Peter Bryson, Supervisor of Enforcement and By-law Services, with updates regarding the inquiry. The correspondence was read aloud to Committee, and noted that Enforcement has received 46,597 parking-related requests for service, of which 104 complaints were for vehicles parked in Bicycle lanes. Thus far, 42 penalty notices have been issued. Enforcement's strategy for 2025 is to enforce parking restrictions in Designated Bicycle Lanes both as a result of public complaints and to enforce the restrictions proactively. In addition, the Enforcement and Bylaw Services has relaunched its Bike Unit, which came into effect on June 2, 2025.

7.5 Discussion at the request of Stephen Laidlaw, Co-Chairs, re: Citizen Appointments to the Active Transportation Advisory Committee

Stephen Laidlaw, Co-Chair, noted that the Committee's membership of the Committee is below the minimum set out in the Terms of Reference, and asked Clerk's staff for clarification.

Tammi Jackson, Legislative Coordinator, confirmed limited appointments to three specific advisory committees is currently underway, but the Active Transportation Advisory Committee was not selected. Ms. Jackson noted that she was unable to provide further comment regarding the deliberations of the Citizen Appointments Committee.

Dayle Laing, Citizen Member, expressed concerns with the decision and noted that a request for additional members was brought forward a year ago. Ms. Laing also noted that the Active Transportation Advisory Committee organizes and

implements numerous community rides in addition to the scope of work undertaken at the Committee meetings. Ms. Laing advised that the Committee is at a severe disadvantage due to the lack of members with respect to the ongoing work of the Committee.

Barry Lavelle, Citizen Member, requested that Council provide a rationale regarding the decision not to appoint additional members.

Councillor Santos clarified she does not sit on the Appointments Committee but recommended an email be sent to the Chair, Vice Chair, City Clerk, Deputy Clerk, and Mayor Brown expressing concerns and to request reconsideration.

**8. Correspondence**

Nil

**9. Question Period**

Nil

**10. Public Question Period**

David Laing, Brampton Resident, asked whether or not the Multi-Modal Level of Service could incorporate a chart that includes the prioritization of cyclists and vehicles, as there may be questions with respect to why cycling appears to be prioritized over vehicles. In addition, Mr. Laing suggested that the charts include a preamble explaining that the prioritization is based on policy documents (such as the Active Transportation Master Plan).

In response to Mr. Laing's question, staff confirmed that public materials will include introductory notes to explain the policy context and rationale behind the analysis.

**11. Adjournment**

The following motion was considered.

**ATC020-2025**

That the Active Transportation Advisory Committee do now adjourn to meet again on Tuesday, August 12, 2025, at 7:00 p.m. or at the call of the Chair.

Carried

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Steven Laidlaw (Co-Chair)

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Lisa Stokes (Co-Chair)