

From: Preston, Stephen <Stephen.Preston@brampton.ca>
Sent: Wednesday, October 29, 2025 12:49 PM
To: Duarte Peixoto Soares, Fernanda <Fernanda.DuartePeixotoSoares@brampton.ca>; Bianchi, Giocondo <Giocondo.Bianchi@brampton.ca>; Alessi, Fabio <Fabio.Alessi@brampton.ca>; Landry, Rod <Rod.Landry@brampton.ca>
Cc: Nimalakumar, Tyron <Tyron.Nimalakumar@brampton.ca>; Massacci, Franco <Franco.Massacci@brampton.ca>
Subject: RE: Vodden, Howden and Hanover maintenance - written answer to ATAC

Please except the following answers to the listed questions from the Road Operations side bike lane maintenance.

- *Please explain why; after inspecting the corridor, Operations did not address the maintenance issues, despite the description of the myriad issues and the pictures that I have shared.*

After our last meeting regarding the issues that were brought forward, we had crews go out and replace all the broken curb stones and took an inventory of all the missing Flex posts which we then provided to the Traffic Department.

- *Please provide a timeline for addressing the issues I have raised.*

We respond to issues on an SR basis; we first attend to make the area safe and remove any hazards. Following that, the permanent repairs are added to our scheduled work and addressed in in a timely fashion.

- *How often is the corridor inspected by staff?*

The bike lane corridor is part of the MMS inspection routes. They are inspected on a routine basis. Any other inspection on a complaint basis.

- *How often is the corridor being swept?*

This schedule follows the same routine as the primary roads. The corridor is swept once in the spring and once in the fall or if we receive complaints on certain sections.

- *Why aren't these issues being addressed on a timely basis?*

All issues are inspected and/or addressed with in a few business days of them being received.

In regards to the inspection notes above, we will have a crew going to replace or adjust any of the broken curbs indicated. As for missing curbs in the east end of Vodden, a number of them were removed due to traffic encroachments effecting the Transit buses turning corners or when pulling up to transit stops. We will conduct an inspection with in the next few days to confirm if there are any curbs missing that we are not aware of.

Regards,

Stephen Preston - CRS
Foreperson East
Public Works & Engineering
Road Operations

From: Alessi, Fabio <Fabio.Alessi@brampton.ca>
Sent: Wednesday, October 29, 2025 4:05 PM
To: Preston, Stephen <Stephen.Preston@brampton.ca>; Duarte Peixoto Soares, Fernanda <Fernanda.DuartePeixotoSoares@brampton.ca>; Bianchi, Giocondo <Giocondo.Bianchi@brampton.ca>; Landry, Rod <Rod.Landry@brampton.ca>
Cc: Nimalakumar, Tyron <Tyron.Nimalakumar@brampton.ca>; Massacci, Franco <Franco.Massacci@brampton.ca>
Subject: RE: Vodden, Howden and Hanover maintenance - written answer to ATAC

Subject: East-West Cycling Corridor Audit Observations

Thank you for sharing the observations and photos from your recent audit of the East-West Cycling Corridor. We appreciate the Committee bringing these items to our attention and looping in traffic Outside Services.

Please find below my response to the issues and questions raised:

1. Maintenance and Repair Status

I have reviewed your detailed observations and photos. I acknowledge that several flex posts are missing or damaged along several sections of the corridor.

Many of these deficiencies were identified by road ops and or through generated service requests and brought to my attention. While we have addressed some priority safety concerns, full restoration will take additional time and resources. Replacement of the damaged or missing flex posts is ongoing when weather, staffing, time, and budget permits.

2. Budget and Resource Constraints

Replacement of the flex posts is a significant and costly undertaking. The black-and-yellow and green-and-white flex posts are specialized components, and the cost per unit—including hardware, installation, is high. Currently, the Traffic Outside Services group does not have sufficient funds within its operating budget to replace all of the damaged posts along the corridors.

Additionally, the scope of work required to repair every missing or damaged post is substantial. The corridors are primarily a two-lane roadway, and repairs must be conducted using a work truck that would occupy an entire lane under moving operations. This setup would require temporary lane closures and dedicated traffic control. With current staffing levels, we do not have the resources to complete a full corridor replacement in a single season.

We will continue to prioritize locations based on safety concerns, visibility needs, and proximity to intersections or turning areas.

3. Causes of Damage

Our field staff, and some of the complaints we have received from the residents, have observed that much of the recurring damage to flex posts and curbs appears to be caused by large service vehicles, particularly garbage and recycling trucks that require wider turning movements and occasionally encroach into the cycling lane. In addition, general wear contribute to post dislodgement.

4. Next Steps and Timeline

- **Fall 2025:** Continue monitoring and replace missing or damaged sections to ensure visibility during winter operations.
- **Spring–Summer 2026:** Replace missing flex posts based on available budget and staff resources, with priority given to safety-critical areas.

Please let me know if any further clarification is required ahead of your December 9 meeting.

Fabio Alessi
Coord, Traffic Outside Services
Public Works & Engineering
Roads Mtn, Operations & Fleet