

From: Sylvia Menezes Roberts

Sent: Friday, June 9, 2023 1:16 PM

To: City Clerks Office <City.ClerksOffice@brampton.ca>

Cc: Cadete, Nelson <Nelson.Cadete@brampton.ca>

Subject: [EXTERNAL]Correspondence for 13 June 2023 Active Transportation Committee

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Dear Active Transportation Committee,

Congratulations on your appointment, there are major files to handle this term of council.

City trails: trails in the city are being used as transportation corridors, and that's great, some are even being used a lot, and that's both good and bad. Some trails in Bramalea are under sufficient use that it is causing conflict between pedestrians and cyclists. Multi Use Paths have a capacity limit for safe mixes of pedestrians and cyclists, and these trails are hitting it. MUPs have fairly limited capacity, for a 3 metre wide MUP, it can handle up to ~150 AT users if under 20% are pedestrians, or up to 100 AT per hour if over 20% are pedestrians, this means MUPs are not feasible for if Brampton actually gets a decent amount of cyclists, and many trails need to start being planned for a separated cycle track. The City also needs to upgrade maintenance standards for busy trails to road standards. If you have enough traffic that you need to consider cycle tracks, they should be plowed to the same standards as roads.

Bikes on sidewalks

Brampton has a lot of bikes on sidewalks, as a pedestrian this frustrates me, and I have had at least a half dozen near misses, but I also understand that Brampton has many roads that are entirely unsafe to cycle on. The City needs to consider permitting cyclists to bike on sidewalks where the road speed is above 40 km/h, because otherwise there are many roads that would act as de jure barriers to cyclists, such as Steeles. A change would largely just reflect a recognition of what is happening, though such a change should require cyclists to yield, considering pedestrians are the primary users of the sidewalks. On June 3rd I witnessed what looked like an altercation between a cyclist and pedestrians on Main Street South next to the bike lanes, with the cyclist on the sidewalk, these bike lanes seem to be of limited use as most cyclists I see along this corridor are on the sidewalk next to the bike lane.

E bikes

Brampton needs to review the e-bike policy, as far as I know these are still de jure prohibited on a wide variety of infrastructure that bikes are allowed, if people actually followed the rules, this would significantly hinder e-bike adoption, although it doesn't actually seem like they are being followed, with near misses by speeding bikes on trails.

Bike share

Brampton really needs to get a bike share program, especially with electric bikes included, as Brampton is a sprawling city. It takes time to set up and roll out a program, so it is better to start it sooner rather than later. Please ensure that people can use a Presto card to unlock the bikes like with SoBi in Hamilton, having a universal card for transit and bikes helps facilitate adoption.

Bikes on GO trains

A significant number of bike couriers commute from Brampton to Toronto to do bike delivery, and bring their bikes on the GO train, this is causing issues to GO train passengers. The City should dialogue with Metrolinx to try to get bike cars on the Kitchener line. Additionally, it would be good to find out which stations the couriers get on, and talk to them about where they live, so the City can prioritize areas where they live for rolling out cycling infrastructure, after all if they are biking to work and biking for work, they would likely get significant use out of bike infrastructure in Brampton.

I wish you all a successful term of council for active transportation.

Sincerely,

Sylvia