

2019 09 23 BikeBrampton ATMP Delegation to Planning and Development Committee

I am David Laing, BikeBrampton chair and I have been advocating for Active Transportation for the past 7 years.

Staff are to be complimented on a great job of putting together this plan. It is comprehensive and well thought out. It adequately considers requirements of accessibility, vulnerable road user safety including pedestrians and cyclists. It addresses the maintenance required for all-season availability, as well as provides programs for cycling education, encouragement and support.

I can't stress enough the importance of properly designed, safe infrastructure for encouraging more cycling and walking, especially as it relates to changing transportation habits.

The plan provides for Interesting and comfortable routes both on and off road with the infrastructure matched to the speed and volume of motorized vehicles that will be sharing the road allowance. It provides amenities for recreational use and cycle tourism, such as wayfinding signage. Most importantly, to encourage people to get out of their cars and walk or bike, it provides a convenient and accessible network that will connect people to destinations whether it be for recreation or transportation. That includes connections to Regional Transit Hubs.

Earlier this summer, Council declared a Climate Emergency, in recognition of the need for the City to reduce carbon emissions. In the City of Brampton more than 60% of carbon emissions come from the transportation sector, and the vast majority of those are from personal automobiles. Facing this emergency means we need to dramatically change the way people move about the City. Encouraging more walking and cycling is a critical element in creating and supporting that change. The City has a significant opportunity to switch mode share considering the large number of short range trips that are currently being taken by car according to the Transportation Tomorrow survey.

The \$6.5M in annual costs proposed in the plan sounds like a lot of money but it is only a tiny fraction of the overall costs for road construction and maintenance. Until recently, the City made only modest investments in Active Transportation infrastructure. The 2002 master pathways plan identified a community network as the backbone of a city-wide cycling network, similar to the one being recommended in today's ATMP. While progress has been made, 18 years later, much of that network remains unbuilt. We can't afford another 18 years and we can't afford a "business as usual" scenario.

Now is the time to take bold action to change the course of events. This ATMP is an excellent first step on that journey.

Thank you.