

BikeBrampton minutes

September 30, 2020 – 6:30pm – 7:30pm

ZOOM Video Conference call

Attendees: Cindy Evans, Eyad Khalifah, Rob Muller, Yvon Rochefort, Kevin Montgomery, Polly Thornham, Steve Laidlaw, Heidi Berki, Chris Drew, Lisa Stokes, Simran Gill, Bruce Marshall, Dayle Laing, David Laing, Jason Clifford

cc: Nelson Cadete

Meeting Started: 6:35pm

Review & approve minutes [June minutes](#)– Steve moved, approved

Brampton City Update:

- 1. Brampton Tourism Strategy** – Steve reported on his 4hr stakeholder workshop participation, on behalf of BikeBrampton. City of Brampton hired a consultant to develop a tourism promotional strategy (other clients: Orangeville, Burlington). 27 stakeholders included Bramalea City Centre President, Board of Trade. Strengths identified include Etobicoke Creek Trail, Rose Theatre, Farmers Market, food diversity, Gage Park skating, Bike the Creek. Weaknesses identified included changing City logo away from the rose. BikeBrampton members discussed how cycling could lead to high volume tourism beyond Bike the Creek. Discussion about promoting Bike the Creek simultaneously with the half-marathon, importance of keeping BTC routes posted and available for download in various apps.
- 2. Williams Parkway Pause – proposed widening from 4 to 6 lanes** – discussion about our critical watershed moment for a cultural shift to positively impact City’s growth, align with our 2040 Vision for a green city that accommodates AT; fulfill our Active Transportation Master Plan. We need the courage to establish leadership to see a different future. We need environmental protection that will lead to economic prosperity for all in our community (Equity). We strongly recommend Option #3 and strongly oppose Option #1. Steve Laidlaw sent letter to all Councillors, citing extra 35,000 sq metres of hard roadway surface for **storm water runoff**, in view of extra wastewater tax that all Peel residents are now paying! Considering our climate emergency, more people working from home, widening

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Williams Parkway (Option #1) is inappropriate. While it appears that development charges for Option #1 are lower, MPP Kevin Yarde responded to David's request, confirming that DC charges can be used for Active Transportation! Therefore Option #1 is actually the highest cost option. **Action:** Members write/phone your Councillors, pass along information to other groups with which you are affiliated, voice your opinion on social media. **Members deputing by letter, video or live virtually to Committee of Council on Nov 18th is very important**, if you are able.

- a. [Williams Parkway Pause Letter Template](#), for writing to your Councillors (this contains a thorough analysis of the options, as prepared by a subcommittee of BCAC)
- b. [Virtual Council Workshop Presentation slides](#) – Jun 15th
- c. [Council Live Stream link](#) – Jun 15th
- d. [BikeBrampton Blog post](#) – Jun 25th
- e. [Steve Laidlaw's op ed in Brampton Guardian](#) – Jun 30th –
- f. [Sierra Club of Canada blog post](#) – Jul 2nd
- g. [letter to Councillors from BikeBrampton](#) – Jun 18th

Action: David to find out when Williams Parkway is coming before Council again – target Nov 18

3. **GTA West #413** – COB Staff recommended, and Council endorsed boulevard option instead of limited access highway. Several BikeBrampton members participated in workshops last year and support the boulevard option as well. Environmental Defense is working on this file. [Ontario Task Force Report](#) on #413 was contracted by previous provincial government to examine need for #413. Report stated that the **#413 would save 30 to 60 seconds per trip**. Further, #407 is under capacity and dedicated truck lanes could be implemented there instead. Induced demand is not being considered at provincial level. Issue is that province is streamlining approval process for #413, by removing Environmental Assessments (EA) requirements if under 75 km.
4. **East – West Cycling Corridor Project** – COVID-19 interim bike lanes along Vodden/Howden have now been turned into **permanent infrastructure**. The hash lines of separation will have some additional barrier separation as planned for in 2021 road resurfacing. Our participation in the stakeholder and staff workshop May 28th with the consultant WSP, and subsequent survey response resulted in superior outcome to our 'Big Ask' Project phase 1, and Phase 1 of [ATMP](#) implementation. Howden will have both bike lanes and multiuse path. Vodden, North Park and Hanover will have bike lanes. Central Park Drive bike lane from Howden to Bramalea Road has

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already been completed. Additionally, bike lanes planned for Balmoral from Bramalea to Torbram, and on Main from Nanwood to Wellington.

- 5. Road Resurfacing** – This issue came up on short notice, when Council was apprised that several roads were being resurfaced without AT consideration. Mayor Brown and Councillor Santos requested a pause and feedback, and Council endorsed unanimously. [Mayor Brown made these remarks](#) about the issue and the importance of Active Transportation in this city. David and Lisa quickly analyzed the list, compared it to roads identified in the ATMP. Chris Drew prepared a report based on input from BikeBrampton. Staff responded, and David provided [feedback on this edited Road list](#). Lisa with Barry's assistance, made 2 videos demonstrating the difference between [cycling on an Urban Shoulder](#) and [cycling in a Bike Lane](#). Lisa's delegation including the 2 videos and [her covering video](#) was made on Sept 30th at Committee of Council. She invited Councillors to accompany her to cycle on both types of infrastructure. The videos very clearly provide the cyclist experience. [Chris Drew delegated with this presentation](#). Kevin sent an email delegation, the ideas of which were included on page 7 in the AT Staff [update report on road resurfacing \(specific report link\)](#) in the meeting. Discussion about need for earlier future consultation and road engineering project transparency to avoid pausing construction, which was cited in the Staff report. Our first ever ATMP is conceptually very well done. It will be revised over time, as are all City plans. The scoring system is complicated and weighted towards capital projects already funded. Data should be more accessible in a spreadsheet from the ATMP so that streets can be sorted and analyzed. Historically, cars and bikes have been separated. Now with our larger population and the popularity of paths such as the Etobicoke Creek Trail, busy paths cannot be the only source for Active Transportation. We need to provide additional on-road AT space for faster speeds and more direct commuting potential. Multiuse paths have their place. Bike lanes are safer and e-assist bikes are not permitted on MUPs. Our MUPs have variable widths, depending on when they were constructed. On-road Bike lanes are more cost-effective because they mostly require lane painting on existing pavement and some signage. Of course, there are some more sophisticated additional costs like separate bicycle lights, curb depressions at trail and school entrances and education. Council quite rightly questioned the road resurfacing process and called for the pause to make sure the City follows our approved ATMP plan and gets the best value for our tax dollars. It makes sense to create bike lanes when roads are being resurfaced as per their life cycle

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schedule. BikeBrampton had no hand in this pause and worked very quickly in excellent collaboration with Staff, to assist with appropriate advocacy. We in no way cost the City money by creating delay. Creating bike lanes later would likely cost even more. Both Chris and Lisa received complimentary email thanks from Staff for their delegations.

6. **CEERP** – [Brampton endorses historic energy plan](#) – David summarized the [CEERP is this blog article](#). 7% mode share is the AT target. Region of Peel’s Sustainable Transportation Strategy AT mode share target was 4.6%. At 7%, there starts to be a significantly positive impact on road congestion. Council added an interim 30% reduction in carbon emissions by 2040, to the report’s 2050 target of 50%. BikeBrampton is thrilled that their participation in the planning of the [Institute for Sustainable Brampton](#) is now to take life in the Community Centre for Energy Transformation (CCET).

Regional Update:

1. **PSARTS (Peel Safe and Active Routes to School)** – next meeting Oct 20th

BikeBrampton Projects:

1. **CCP – Pedalwise Protégé October Cycling Challenge** – David announced that registered protégés that sign up with him in response to his email, are eligible for a cycling challenge of \$.10 / km to a maximum of \$750 distributed equally amongst the participating protégés. 5,000 km will maximize the payout! We have 110 protégés in total now. 50 bikes were lent out this season, by appointment from our Sunny Meadow bike cage.
2. **(CCP) Community Cycling Program – BikeWrX Repair Cafés** – BikeBrampton completed 10 of 2-hr pop up cafés – 6 in Brampton and 4 in Caledon. We signed in more than 300 participants, which included a couple of events where we had to close early due to thunderstorms. Minor bike repairs were performed by Peter, Gerald and Joe. We were supported by volunteers: Steve with bell installation, Alina and David Cooper. Town of Caledon Recreation Coordinator Aly and volunteer Wayne worked at Caledon events. Participants were good about observing our COVID-19 sanitation protocols, wearing a mask, and everyone was polite and responsive. We educated about trail etiquette, bell and light use. Trail maps were a hit. Participants wanted to know when the next event was occurring! City of Brampton and Town of Caledon tents augmented our new BikeBrampton/Brampton Bike Hub/Caledon Bike Hub tent for physically distant delivery by trailside. BikeBrampton is working with Brampton for more programming opportunities for this winter.

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3. **Road Safety Consultation opportunity** – Steve attended on behalf of BikeBrampton, a session with Liberal opposition Transportation Critic, Stephen Blais, MPP Orleans. Event attended by official and unofficial representatives from London, Guelph, Ottawa, Toronto, Kingston. Kevin attended on behalf of BCAC. Vision Zero was topic and speed cameras were discussed. Toronto has ticketed over 22,000 by since they were recently installed. Steve raised the hit and run issues in Brampton.

Referred Matters List

1. **Mentor training – Action:** Lisa and Steve to finalize re-certification training for existing and new mentors. This will include advanced skills for the practicalities of cycling – on-going
2. **Protégé training – Action:** Lisa with assistance from Steve and Kevin conducted two series of 4 ZOOM calls to educate protégés. Response was excellent. This series will be scheduled for 2021.
3. **Bike-a-thon** – Anu Sharma, PCHS Chair and President approached us re PCHS bike-a-thon activity for next year – **Action:** discuss possible date and time in May. David to contact Ms. Sharma to start the organization of the event. – carry forward to 2021.
4. **BikeBrampton Introduction Video** – it was suggested at the January meeting, that David’s introduction to the BikeBrampton background be captured on a short video clip that can be posted on our website.
5. **Etobicoke Creek Trail** – trail in Mississauga under the #401, closed until November, due to construction. It is sometimes open on the weekends...
6. **Trail signage** – trails have been audited for signage. – Esker, Chinguacousy, Don Doan – some sign installation along Esker Lake Trail – incomplete
7. **National Urban Cycling Strategy Motion** – [motion by Councillor Santos](#) at Council meeting May 13th, requesting Mayor Brown write a letter of support requesting national cycling infrastructure funding of at least \$265 million as part of COVID-19 economic stimulus package. [Supporting letter](#) by Jeff Binks, Red Mile Complete Street Advocacy Group, Calgary. Dayle sent this [BikeBrampton supporting letter](#). Councillor Santos reported that the motion passed unanimously by Council. Staff charged with working on Brampton’s official letter, which will be shared with BCAC and Region of Peel first. City will reach out to TRCA and CVC (Toronto Region Conservation Authority and Credit Valley Conservation Authority) for their support. Then the letter will go to Federation of Canadian Municipalities conference.

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Events

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1. [Critical Mass Rides](#), last Fri of every month Check [BikeBrampton webpage](#) for information to this casual ride. Group rides limited to current COVID-19 standards. Cyclists who wish to ride solo may do so. Vodden Street bike lane is the focus that has been discussed.
 2. **Ontario Bike Summit** Postponed to Dec 1-3, 2020 - Those already registered will continue to be registered, from cancelled Apr6,7th time. [Draft agenda from April](#) Nov dates cancelled.
 3. [Bike the Creek](#) Jun 12, 2021 SAVE the DATE. Check the [website](#) for 2020 details, which are still posted.
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- Next meeting Oct 21st, 6:30-7:30 pm** Meeting adjourned 7:45 p.m.