

2020 11 18 Williams Parkway Committee of Council Delegation by BikeBrampton

Re: Agenda Item 10.2.1

I am Dayle Laing, delegating on behalf of BikeBrampton.

Given that 59% of survey respondents favoured not widening Williams Parkway, as outlined in the Staff report, we understand that the choice for Council may be between Options 2,3 or 4.

BikeBrampton favours Option 3 as the ideal solution for pedestrians, cyclists and vehicles, in keeping with the 2040 Vision, the Active Transportation Master Plan and the Community Energy and Emissions Reduction Plan.

Option 3 does target 4/5 of the most commonly identified items in the Staff report, namely:

- need to manage traffic congestion
- desire for enhanced greenery/landscaping
- provision of safe paths for walking/cycling
- desire for slower traffic speeds

Given the likely budgetary constraints due to COVID-19, we expect that Council may be more realistically considering Option 2 or 4.

BikeBrampton's 2<sup>nd</sup> choice would be Option 2. Replacing the sidewalk with a multiuse path would accommodate modest use by both pedestrians and cyclists. This will also give the City an opportunity to plant trees. This would satisfy the needs of children travelling to school and the air quality for local residents.

If Council selects Option 4 for financial reasons, the road width can be revisited again in 15 years, when resurfacing is due. In the meantime, the City can plant trees, provided they are placed where they will not have to be disturbed should the sidewalk be replaced with a multiuse path.

Could Council please clarify that the noise wall will not be extended if Options 2,3 or 4 are selected?

It is BikeBrampton's position that the City should advance our 2040 Vision of planting 1 million trees at every early opportunity. Extending the noise wall would necessitate the cutting of more mature trees.

The Staff report referred to the need to shift peoples' travel behaviour in favour of more sustainable modes of transportation.

Council is to be congratulated for its vision and the rapid Staff response to COVID-19 by expanding the Active Transportation network this year. City of Brampton showed leadership in this area that was recognized by Share the Road's Apr 22<sup>nd</sup> Webinar on Making Space for physical distancing in Ontario, where City Staff and BikeBrampton were featured presenters. Staff will also be presenting on expanding the network at Share the Road's Ontario Bike Summit in December.

The City's data have shown a doubling of use of the new bike lanes on Vodden. Anecdotally, we are seeing more families using the new bike lanes on Vodden, Howden, Central Park and North Park. The new bike lanes on Main Street will add to the connectivity of our network.

Continued Council high priority for Active Transportation implementation of the Active Transportation Master Plan will be essential for addressing our Climate Emergency. The CEERP (Community Energy and Emissions Reduction Plan) has a targeted 7% mode share for Active Transportation. Transportation accounts for 60% of our carbon emissions. Addressing reduced energy use in buildings is crucial but cannot contribute enough of a reduction without focus on shifting our transportation habits and making our streets people-friendly.

Which ever option is selected, there should also be a speed reduction to make pedestrians and cyclists more comfortable and to advance Vision Zero.

Thank you.