



**Community Cycling Program
Brampton Caledon
Year Two Interim Report
October 24, 2020**

COVID -19 Changes Everything!!



Figure 1- COVID-19 masked interactions at Farmers Market; Regional Councillor Rowena Santos, her son, and BikeBrampton members David Laing & Cindy

Table of Contents

CCP Program Summary	1
COVID-19 Changes Everything	1
Activity in the Bike Library	2
BikeWrX Pop-Ups	3
Pedalwise Program	6
Bicycle Safety and Education	12
SmART Ride Promotion.....	14
October Pedalwise Protégé Cycling Challenge Promotion	15
Other CCP Related Activities.....	15
Work Plan Update.....	16
Acknowledgements.....	16



Figure 2 - Pedalwise protégé Eyad and his daughter borrowing bike from Sunny Meadow bike hub cage

CCP Program Summary

Now in its second year of operation, the CCP in Brampton and Caledon continues to be delivered by PCHS as the lead agency. Management and operational program support are provided under contract by members of BikeBrampton and BikeBrampton volunteers with help from Town of Caledon staff. Venues

for program activities have been generously provided by PCHS, the City of Brampton, the Town of Caledon, The Journey Community Centre, and Caledon Community Services.



Figure 3 Brampton/Caledon Bike Hub locations

The CCP program year one report can be viewed here.¹ The current CCP contract runs until April 2021. This document is an interim report on program activities from March 2020 to October 24, 2020.

COVID-19 Changes Everything

The COVID-19 global pandemic had a significant impact on our planned deliverables for the program. Lockdowns and

Public Health restrictions stemming from the outbreak required a considerable change to our operational strategy. In March, we suspended all indoor activities. All large group rides, including Bike the Creek were cancelled. From that point on, communications pivoted to on-line interactions. Group meetings were delivered virtually using ZOOM. We relied to a greater extent on video productions and social media for promotion. In-person activities required implementation of safety protocols including face shields, masks, physical distancing, and tools and equipment sanitization. In most cases activities were limited to one-on-one sessions, by appointment only.

A silver lining in the COVID-19 cloud was that it led to an increase in outdoor activities including cycling. Cycle shops across the globe reported significant increases in demand. Supply chain disruptions, caused by the pandemic, meant bicycles and bike parts were increasingly in short supply.²

Both the City of Brampton and the Town of Caledon experienced these trends. Bike shops throughout the region experienced higher than normal demand, stocks of new bikes ran out and parts were in short supply. In Brampton, the challenge was exacerbated when The Brampton CyclePath, the only dedicated bicycle shop in Brampton, closed its doors in July after 30+ years of operation.

Ironically, even though COVID-19 meant that we were severely restricted in our operations, the pandemic also created unprecedented demand for services within the Community Cycling Program.

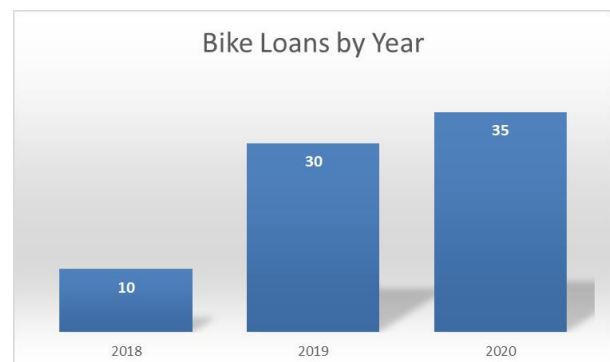
¹ <https://bikebrampton.ca/wp-content/uploads/2020/04/2020-03-24-CCP-Community-Cycling-Program-Year-One-Final-Report.pdf>

² <https://www.cbc.ca/news/canada/ottawa/covid-19-cycling-increase-popularity-demand-backlog-lack-of-supply-1.5596814>

Many people applied to the Pedalwise program in order to gain access to the bike library. The increased use of bikes on Brampton and Caledon Trails, meant there was a significant demand to borrow bikes as well as bike skills training both and bike repair training.

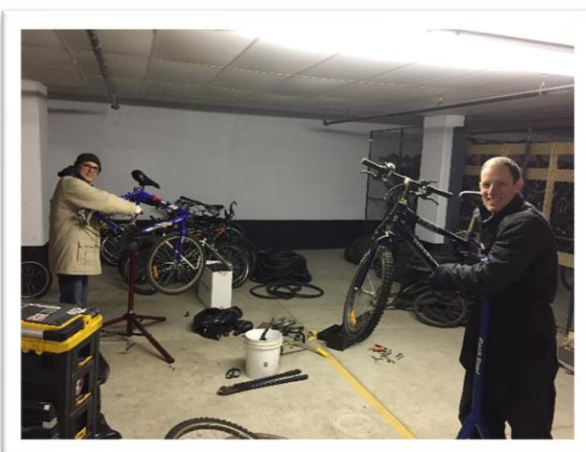
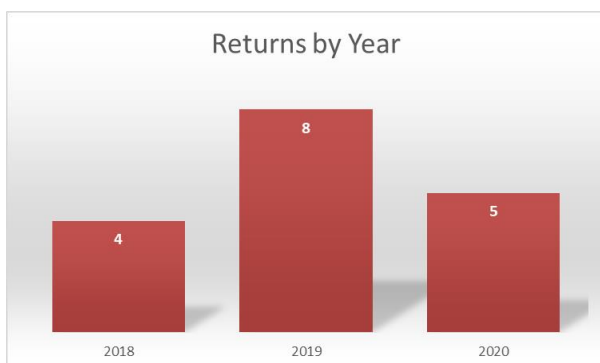
Activity in the Bike Library

We experienced unprecedented demand to borrow bicycles from the Bike Hub library. Since the Bike Hub started 34 months ago in December of 2017, 75 bikes have been lent from the library. Almost half of those were lent in the past 8 months. **From February through October 2020, 35 bikes were borrowed, a 16% increase over last year.** With 40 bikes still out on loan from the previous year, we were hard-pressed to source and maintain sufficient bikes to meet the demand. Some bikes came from the previous year's stock of unrepaired donated bikes. We received 11 adult bike donations this year plus 9 children's bikes. We also used bikes from the Peel bike cage at 230 Advance Blvd.



Most of the sourced bikes require extensive repairs and parts. On average, each bike that goes into the bike library requires 90 minutes of restoration work to make it ready to be borrowed. And that does not include time taken for parts salvage.

The “value” of low-end bikes is particularly difficult because they are not designed to be repaired. Parts, like gear and brake handle assemblies are made of plastic, which cracks when trying to disassemble. Even at the best of times, new parts for cheap bikes are not easily sourced. It has become even more difficult this year due to the COVID-19 supply issues.



We dismantled and took parts from more than 40 bikes. We try to minimize waste. Frames were also dismantled, and the metal sorted into the different types. We made one trip to the metal recycler just before the COVID-19 shut-down and we have several more frames that are waiting to be recycled.

Figure 4 – Volunteer Steve & bike mechanic Gerald sort, repair, dismantle bikes at Sunny Meadow bike cage

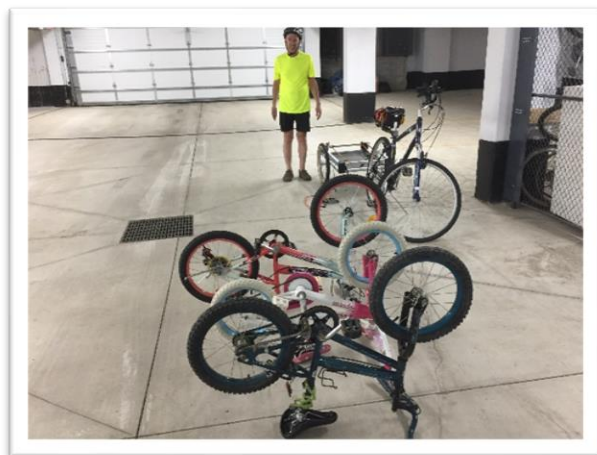
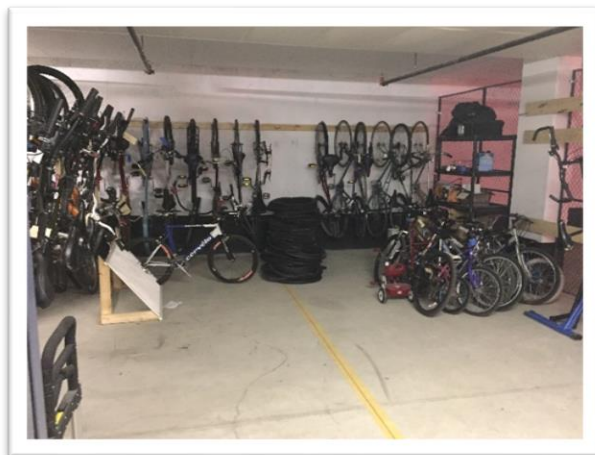


Figure 5 - Sunny Meadow bike cage after sorting and tidying Figure 6 - Mentor Yvon donates bikes at Sunny Meadow bike cage

BikeWrX Pop-Ups

COVID-19 precluded us from delivering indoor BikeWrX sessions. But, while COVID-19 closed that door it opened another one. The increased popularity of outdoor activity meant that pathways in Brampton and Caledon became points of conflict, despite the increased space for active travel.

We began hearing reports about unsafe conditions and behaviours including:

- Cyclists not having or using bells
- Pedestrians wearing headsets or walking abreast, blocking the entire path
- Kids playing on the path without attention to cyclists or pedestrians
- Adults on the path in groups talking, oblivious to what was going on around them
- Cyclists intimidating pedestrians on paths and sidewalks with excessive speed

A Caledon Councillor recounted an incident on the Caledon Trailway. She and her eight-year-old were out riding when a cyclist “blew past them at close range and high-speed without bell or warning”. Her daughter was basically “blown” off her bike. Although she was not physically hurt by the fall, the incident scared her badly enough that she didn’t want to ride with her Mom anymore.

Both Caledon and Brampton approached us to ask how we could help. In response, we designed and offered a series of BikeWrX pop-up Cafés at strategic path and bike lane locations. We prepared a workplace health and safety plan that conformed to both Provincial and Region of Peel Health guidelines.³ We ordered a logo-branded tent that promoted both Brampton and Caledon Bike Hubs, and

³ <https://1drv.ms/b/s!AgPyIO7Xy2XN4Us19az3tV1RnfWd?e=HaleUC>

appropriate PPE which allowed us to deliver parts of the BikeWrx curriculum in an outdoor setting under varying weather conditions.

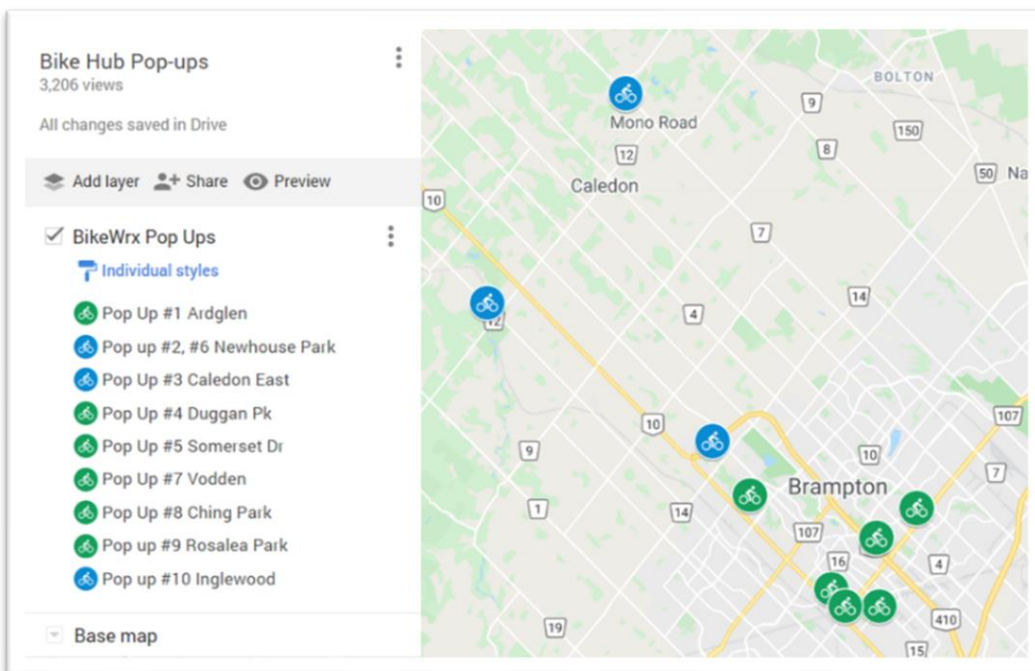


Figure 7 - BikeWrx Pop-up Cafe locations

A total of **ten BikeWrx pop-ups were delivered**, six in Brampton and four in Caledon. DIY activities were curtailed to reduce risk of virus spread. The sessions focused instead on providing basic bike repair, bike tune-ups, the installation of lights and bells, and education on bike maintenance, cycling skills, cycling safety, and trail etiquette.⁴ Brampton BikeWrx pop-ups⁵ Caledon BikeWrx pop-ups⁶

The sessions proved to be very popular, and the feedback from passersby, both pedestrians and cyclists, was extremely positive. The offer of free installation of Peel Walk and Roll bells on the bikes was a popular draw, as was the offer of a free basic bike tune up. This allowed us to provide information on bike safety and trail etiquette during the interaction with the cyclists.

We ran the sessions both on weekday afternoon/evenings and on weekends. We had mostly good weather although two of the sessions were curtailed by lightning and rain. Despite that, **we averaged 30 interactions per session, 300 in total and installed more than 200 bells, plus light sets.**

⁴ <http://bikebrampton.ca/useful-links/brampton-bike-hub/>

⁵ <http://bikebrampton.ca/2020/07/10/brampton-bikewrx-pop-up-cafe/>

⁶ <http://bikebrampton.ca/2020/07/10/caledon-bikewrx-pop-up-cafe/>



Figure 8 – Ardglen, Brampton BikeWrx Pop-up cafe

Caledon Mayor Allan Thompson, Regional Councillor Johanna Downey and Councillor Lynn Kiernan attended Caledon events, and Regional Councillor Rowena Santos came out to a Brampton pop-up.



Figure 9 - Caledon East BikeWrx pop-up - Mayor Allan Thompson



Figure 10 - Caledon East BikeWrx pop-up - family of cyclists

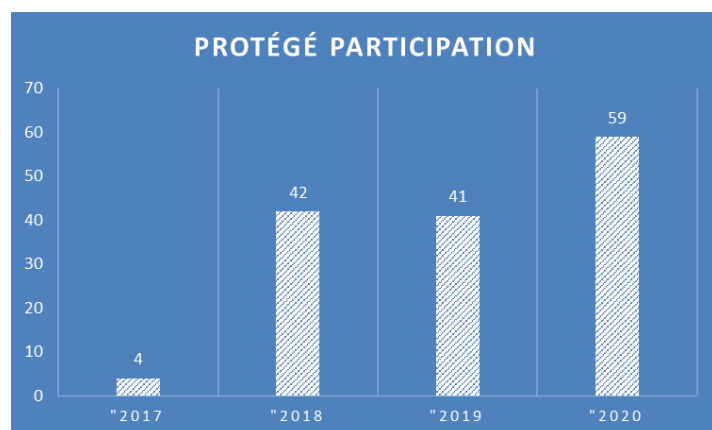


Figure 11 - Brampton Chinguacousy Park BikeWrx pop-up

Thanks to the Region of Peel for supplying the bells and other swag. Thanks to the City of Brampton for providing a City tent plus trail etiquette signage. Thanks to the Town of Caledon for providing a tent, table and A-frames. Thanks to Alyson Monery from the Town of Caledon Community Services who helped staff the Caledon Pop Ups. Thanks to the good folks at The Journey Neighbourhood Community Centre for allowing us to use their parking lot for the first session to try out our PPE and safety protocols. Thanks to the Ardglen building manager who brought us free samosas for lunch. And thanks to both Brampton and Caledon for permitting us to set up on City and Town property. The reason we were given permits was because CCP is a Region of Peel program.

Pedalwise Program

From **April through September 2020**, **59 new protégés** registered for the Pedalwise program, bringing the **total to 146**. That represented a **68% growth over 2019**.



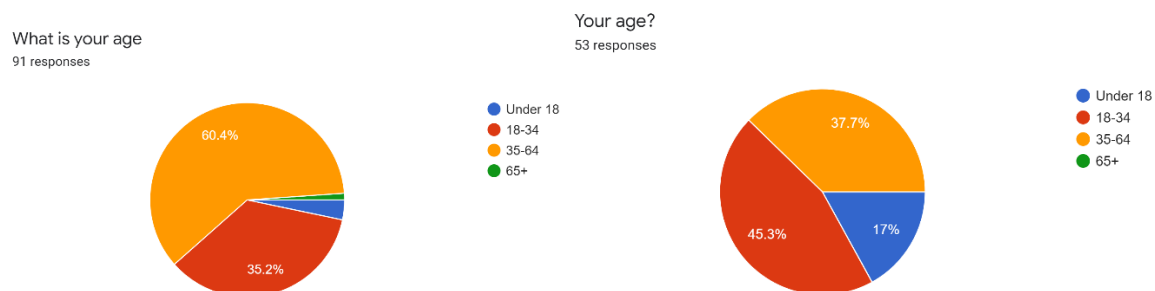
At the same time, we had three of our active volunteer mentors drop out of the program for personal reasons. We were able to add one new mentor. All the mentors were concerned about interacting with protégés due to COVID-19. Some were not comfortable doing in-person mentoring rides at all. Others rode with their protégés but only in small groups, mostly one-on-one, or one-on-two.

A group of senior mentors put together a **protégé training program** using materials from the Pedalwise 2015 pilot. Four one-hour weekly sessions were delivered in June-July using the ZOOM platform. With more protégés continuing to join Pedalwise over the summer, the series was repeated and delivered again over 4 weeks in July-August. These sessions were well received by both protégés and mentors, with **15-25 attendees at each of the sessions**.



Figure 12 - Pedalwise Protege ZOOM Training Sessions

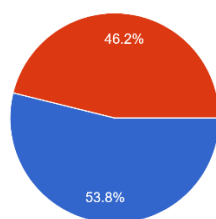
This year, protégés came from a younger demographic with **62% being under the age of 35**, whereas previously that age group represented under 40% of the total.



Males also dominated this new group whereas previously females were more than half of the total.

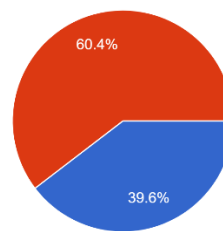
Community Cycling Program – Interim Report October 24, 2020

What is your gender
91 responses



Your gender?
53 responses

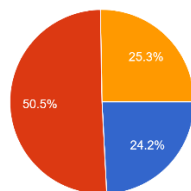
Female
Male



Female
Male
Non-binary

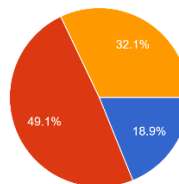
The immigration status of the new protégés did not change much from previous years. Approximately one third have been in Canada for less than five years, which is a slight increase from previous years. The percentage of those who have been in the country for more than 5 years remained at about 50%, while the percentage of those who were born in Canada decreased from 24% to 19%.

How long have you lived in Canada?
91 responses



Less than 5 years
Longer than 5 years
I was born in Canada

How long have you lived in Canada?
53 responses



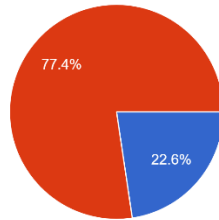
I was born in Canada
5 years or longer
Less than 5 years

More than **three quarters of the new protégés indicated they did not have a bicycle to use**. Most of the bike loans were done by appointment at the Sunny Meadow location, beside the bike cage in the underground parking. Some Caledon protégés travelled to this location. Where possible we grouped appointments into sessions and worked on bike repairs or received bike donations in between the appointments. Over the spring, summer, and fall, we ran **18 of these sessions** and had a **total of 133 participants**.

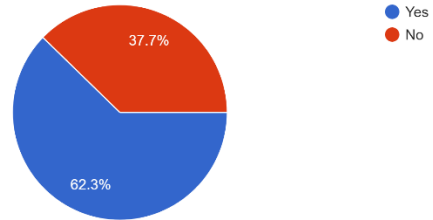
Cycling ability among the new protégés varied considerably. **More one third of them had not ridden a bike in the past year**. Four of the protégés did not know how to ride at all and 10 others had limited experience on a bike.

Community Cycling Program – Interim Report October 24, 2020

Do you have a bicycle that you can use?
53 responses



Did you ride a bike at all in the past year?
53 responses



We did have some success in teaching these skills. Lessons were offered to all those with limited cycling ability. After the lessons, some felt comfortable riding alone. But the COVID-19 restrictions made it more difficult to set up bike lessons. Combined with the limits on mentorship and the lack of group rides, this presented significant barriers to encouraging more ridership.

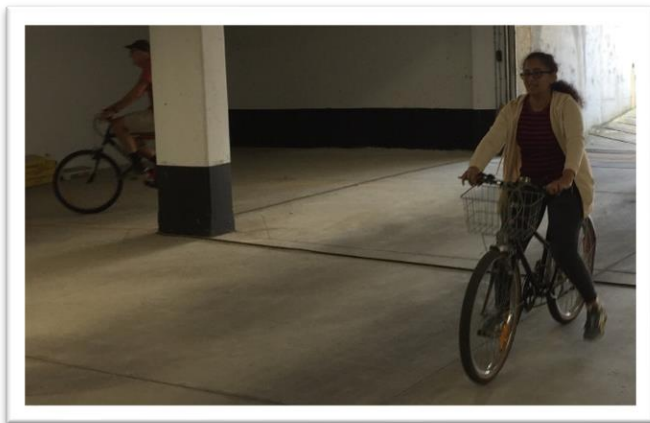
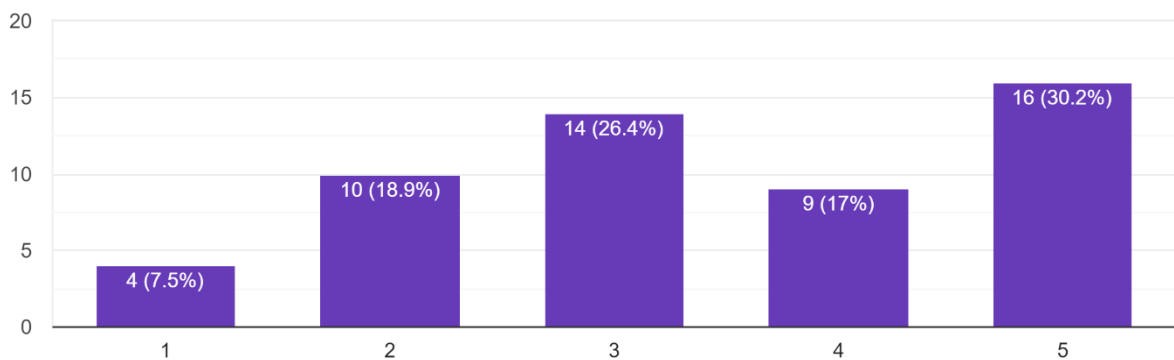


Figure 13 - Protege Anuradha borrowed a bike and successfully learned to ride

How would you rate your cycling skills? 1=I don't know how to ride a bike, 2=I feel confident riding on a trail, 3=I feel confident riding on trails and q...ne roads, 5=I feel confident riding almost anywhere.
53 responses



Community Cycling Program – Interim Report October 24, 2020

As is seen in the map below, new, and existing protégés are located overwhelmingly in Brampton, with a few in Caledon. The **protégés are dispersed throughout Brampton** although there are some natural clusters.

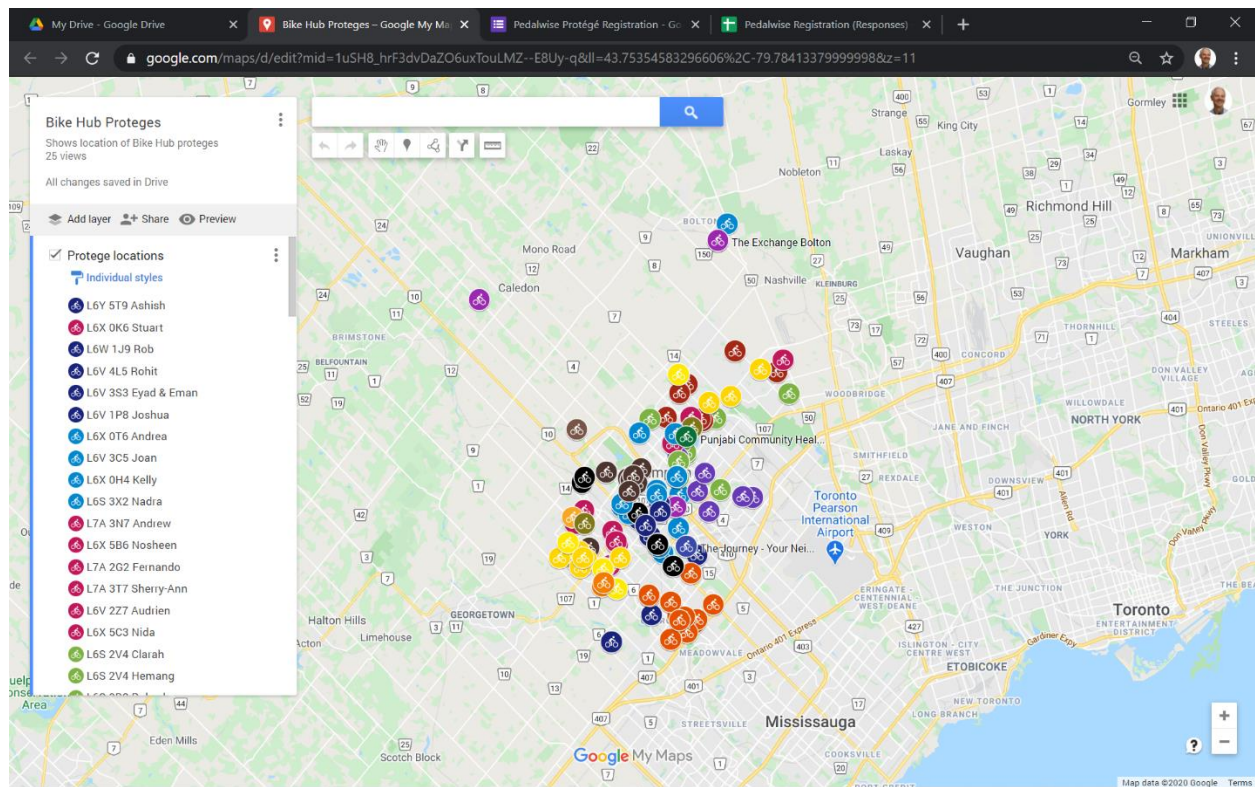


Figure 14 - Pedalwise Protege distribution map

For one of the clusters, we offered an in-person afternoon program at Cassie Campbell Recreation Centre and invited protégés who were in northwest Brampton, where there was no active mentor. The program offered a physically distanced outdoor group training session and bike fitting for those needing to borrow a bike. One-on-one skills assessments were made by a senior mentor and a CAN-BIKE instructor.

The program drew 15 participants. It was uncomfortably large for the mentors and instructors, as it was difficult to maintain physical distancing throughout the program, despite everyone wearing masks. We did receive positive feedback but decided to hold back on doing more of these under the COVID-19 restrictions. As the season progressed it became evident that restrictions would not be relaxed. It was a good learning experience and something we will continue with next year, hopefully without COVID-19 restrictions.



Figure 15 - Cassie Campbell Protege Assessment & Training Session

We also tried to encourage local clusters of protégés in areas of the City with no mentors, to contact each other to set up local rides on their own. We got their permission to share contact information and tried to encourage someone in each area to administer the group on social media. The results were limited. Some protégés did volunteer to organize local rides. But momentum was difficult to maintain and only a few rides were reported.

There has been some success for the protégés that were supported by mentors:

David C. has five new protégés and has been able to meet with them on and off during the summer.

Yvon Rochefort, has four new protégés. His biggest success was with a protégé with uncertain skills, who progressed from falling often to riding on the road with confidence. She has turned out to be a cycling cheerleader in her community. At least two other protégés joined the program as a result.

Wayne Noble in Caledon has had considerable success with his protégés, even encouraging the wife of one of the local politicians to ride regularly.

Lisa and Barry and Steve have been tag-team mentoring a group of protégés in Brampton's northeast and east, providing help with route planning and organizing regular rides to various destinations. A few weeks ago, several of the protégés, including some of the new ones, completed their first grand fondo rides (100km). All riders were immensely proud of their accomplishments!

We have had two protégés who joined the program in 2018, left the program when they moved to the Niagara Region, and then rejoined Pedalwise in July after returning to Brampton. Two other long-time protégés left the program when they moved to Montreal. One protégé left the program because she moved to Guelph. So, it is a bit of a revolving door!

At this point we do not have sufficient data to do a comparative analysis. Our plan is to send out an interim survey to all Pedalwise participants before the end of the year, that will measure changes in opinions and attitudes towards cycling.

Many participants indicated they joined Pedalwise to participate in group rides. With that option not available, it may have an impact on comparative results.

Bicycle Safety and Education

In the past, as part of the Community Cycling Program, BikeBrampton would have worked with Peel Region and Municipal AT staff on providing cycling education and safety messaging at various City, Town and Region sponsored events such as Bike the Creek, Bike to Work Day and Caledon Day. With all these events cancelled, we had to find alternative ways to deliver these messages. One way was the BikeWrX pop-up sessions as previously described.

We also took advantage of other opportunities as they presented themselves. One example was creating bicycle safety and education videos and maps for the Brampton interim bike lanes on Vodden and Howden.

In the early days of the pandemic, the increased outdoor activity meant that Brampton and Caledon began experiencing overcrowding on trails, paths, and sidewalks. Many Cities around the world were experiencing the same issues. Pedestrian and cyclist activities were on the rise. Car traffic on the roads was down because of the lockdowns. Several Cities acted to increase capacity for cyclists and pedestrians by converting underutilized roadway space into open space or bike lanes⁷.

BikeBrampton campaigned to have the City of Brampton do the same. Mayor Brown and Councillor Santos became vocal champions for Active Transportation in the City. Through their leadership, City staff advanced the implementation of the AT project, labelled as “the Big Ask”, that had been identified in the City's Active Transportation Master Plan. In April, the City implemented six kilometers of new temporary bike lanes along Vodden St. and Howden St.⁸ BikeBrampton led a letter writing campaign to

⁷ <https://blogs.worldbank.org/transport/covid-19-creates-new-momentum-cycling-and-walking-we-cant-let-it-go-waste>

⁸ <https://www.brampton.ca/EN/residents/Roads/Cycling/Pages/Temporary-Bike-Lanes.aspx>

demonstrate support for these lanes and participated in a stakeholder workshop with City staff and the Consultant. These lanes and others in the City have now been made permanent.



Figure 16 - BikeBrampton & City of Brampton Staff presented in Share the Road's national webinar on how communities can successfully add bike lanes during COVID-19

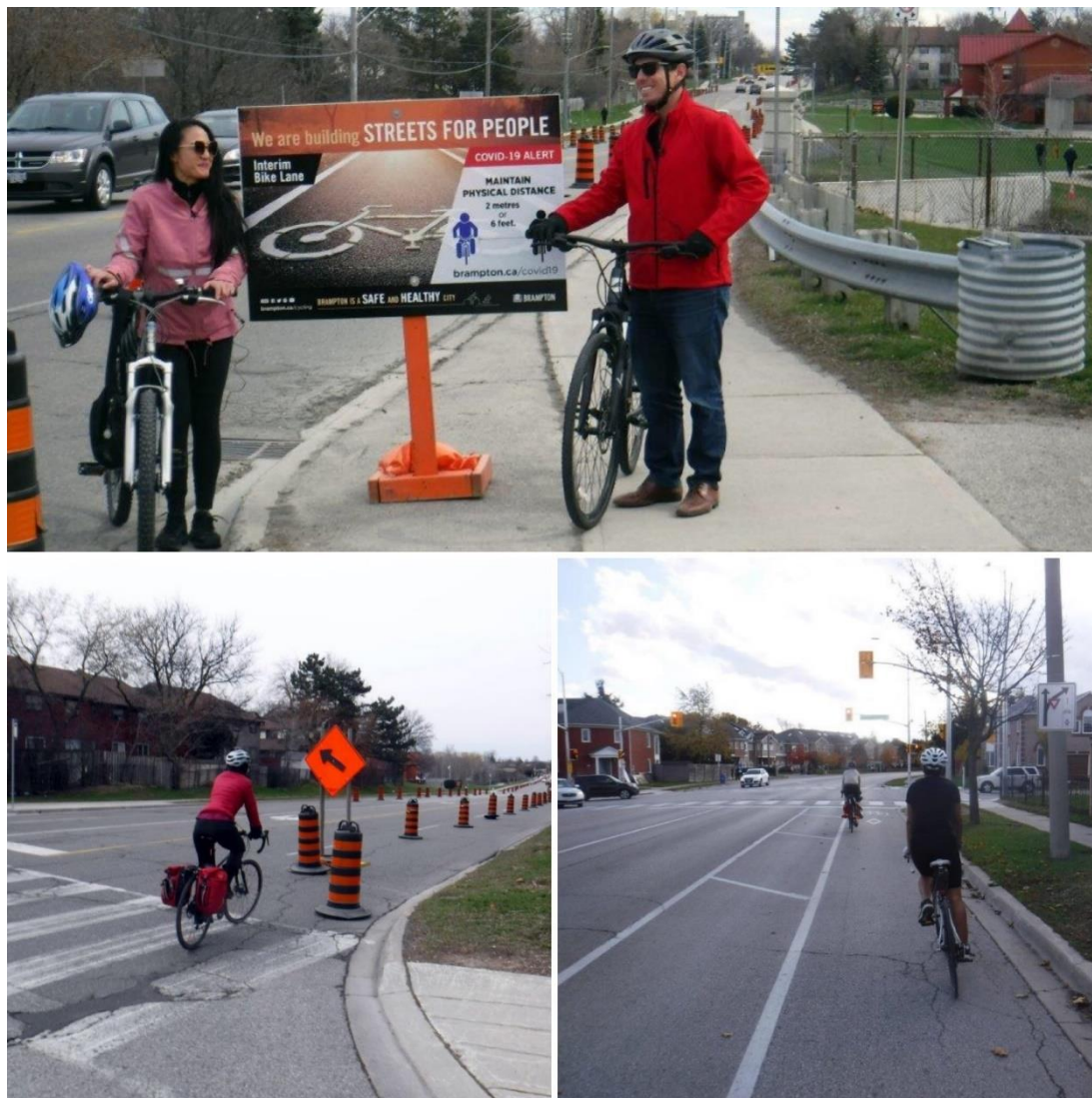


Figure 17 - Regional Councillor Rowena Santos, Mayor Patrick Brown opening COVID-19 interim bike lanes; Mentor Lisa on interim Vodden; David Laing & protege Sonia on Howden bike lane

BikeBrampton produced a series of videos to educate cyclists on the safe use of these new lanes. The videos were produced in both English⁹ and Punjabi¹⁰ and posted on the BikeBrampton website. While the temporary bike lanes have been replaced by more permanent infrastructure, the cycling skills demonstrated in the videos are still valid across the Region of Peel.

BikeBrampton also worked with the City to produce maps demonstrating how the bike lanes could be used and connect to places that were providing “essential services” thus helping promote active transportation.¹¹

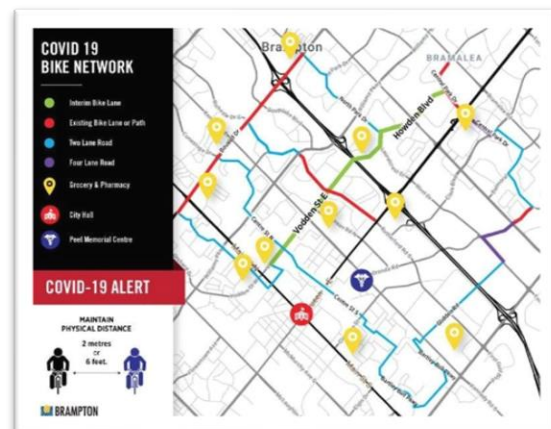
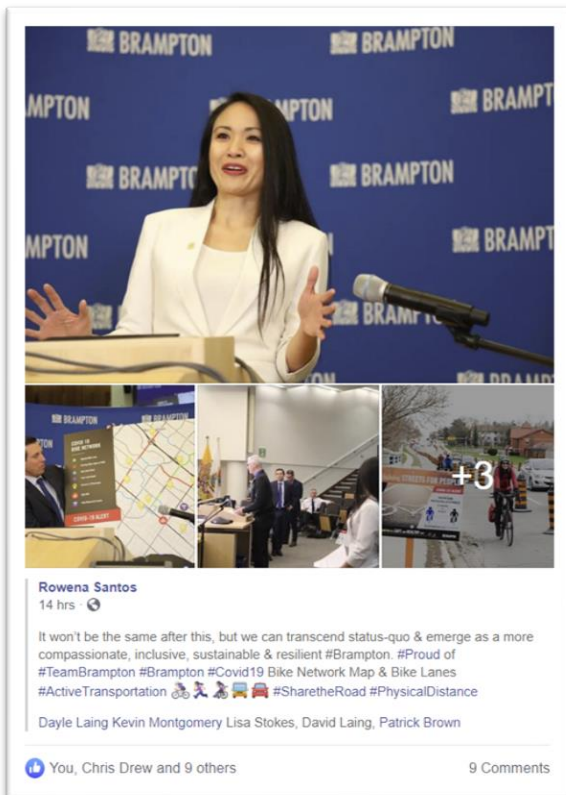


Figure 18 - Facebook: Regional Councillor Rowena Santos, Mayor Patrick Brown, BikeBrampton Chair David Laing unveil City of Brampton COVID-19 bike network map at Press Conference

SmART Ride Promotion

Last week, in conjunction with the City of Brampton and the Rose Theatre, BikeBrampton and the Brampton Bike Hub launched the SmART Ride

Contest.¹² The promotion is aimed at connecting arts and culture to cycling and active transportation, portraying the latter as a normal part of today’s modern urbanism. Our diverse expert panel includes, visual artist **Norbert Augustine**, stand-up comic **Kez Vicario-Robinson**, Brampton’s Executive Artistic Director, Performing Arts **Steven Schipper**, and Indigenous Arts and Culture advocate **Mshimkehn Ense Kwe (Angela Boyer)**.

The contest runs through November 30th. The top three submissions will be recognized in a virtual performance gala in January, 2021.

⁹ <https://youtu.be/M3PQkyG5PK4>

¹⁰ <https://youtu.be/5JfaBk6tdz4>

¹¹ <http://bikebrampton.ca/2020/04/19/covid19-interim-bike-lanes/>

¹² <http://bikebrampton.ca/?s=smart+>



Figure 19 - smART Ride Contest collaboration with The Rose / City of Brampton

October Pedalwise Protégé Cycling Challenge Promotion

To encourage the Pedalwise protégés to extend their cycling season, we announced an October Cycling Challenge contest. Protégés registered to be part of the contest and then logged their kilometres using the Strava app. Only Pedalwise protégés were eligible to participate. \$5 was put into a pot for each protégé who registered for the challenge. Ten cents was added to the pot for each kilometre ridden and logged on Strava during October 2020. The pot maxed out at \$750. That means, collectively the protégé group needed to ride 5,000 km during the month or about 100km for the average participant.

Other CCP Related Activities

BikeBrampton developed several on-line “how-to” videos and blog posting on various topics related to cycling safety and cycling in COVID-19 times.¹³ Some of these videos were produced under contract with **Toronto and Region Conservation Authority** as part of the **Ontario Active School Travel Program**.¹⁴

BikeBrampton also worked with the TRCA on developing a parent engagement strategy for the fall, “**back to school**” campaign. Consistent messaging was developed and published across a **PSARTS** (Peel Safe & Active Routes to School) stakeholder group including schoolboards, STOPR and municipalities.¹⁵

¹³ <http://bikebrampton.ca/useful-links/cycling-tips/>

¹⁴ A: <https://youtu.be/04SJlaYlBrM> B: <https://youtu.be/9QNDQBzJXE> C: <https://youtu.be/XRaTiANvL34> Quick Check: <https://youtu.be/6TjNCya9f2l>

¹⁵ <http://bikebrampton.ca/2020/08/05/active-transportation-to-school/>

BikeBrampton is currently under contract with the TRCA to help develop a **pilot program that includes fun wayfinding activities** that support student travel to school. This fun interactive (online) program will support classes in mitigating climate change. The activities will tie in with **'EcoSchools' Canada certification** and classes/schools will be able to use this program as a part of their certification. BikeBrampton's role is to help educate both the school and community on the benefits of Active Transportation and encourage behaviour change. The pilot will run in November 2020 and be delivered to 6 schools: 4 in Brampton and 2 in Caledon.

Lastly, BikeBrampton has virtually presented to community groups such as the **Camp Climate program** for the **Peel Community Climate Council** and the Newcomer classes at **Catholic Cross-Cultural Services**. At least one new protégé has resulted from these presentations.

Work Plan Update

At this point the weather is becoming too unpredictable to hold outdoor events with any expectation of participation. Indoor Bike Hub activities are not practical under the current COVID-19 conditions. We continue monitoring the COVID-19 numbers in Brampton and Caledon and will open indoor facilities when it is deemed safe to do so.

PCHS continues working on renovations at 50 Sunny Meadow Blvd to Units 108 and 109. PCHS has committed to provide shared space in that facility for Brampton Bike Hub activities once it is opened. The bike cage storage space in the underground parking remains open and available. The Bike Hub will continue with appointment-based activities to borrow, receive and repair bikes over the winter months, if the weather is not too severe.

PCHS and Caledon Community Services have also offered Bike Hub space at the new recreation centre in Caledon Southfields once that facility is opened. The storage locker, which is currently located in the Mayfield Arena can be moved to the Southfields location. The outdoor storage shed at The Exchange in Bolton continues to be available to the Bike Hub and can be used next year to assist with programming in the Bolton area.

The Bike Hub's cooperative relationship with The Journey at Ardglen will provide shared access to their storefront location once it is reopened to the public post COVID-19.

There are also on-going discussions with the City of Brampton to make Bike Hub space available in the Brampton downtown. We are hopeful arrangements can be made for spring availability.

The mentor training has now been moved to the spring due to mentor turnover and instructor availability.

Acknowledgements

It takes a lot of dedicated people and organizations to make the Bike Hubs successful.

Thanks to our political leaders in Brampton and Caledon for recognizing the importance of cycling to the health and vitality of their communities.

Community Cycling Program – Interim Report October 24, 2020

Thanks to our supporting organizations, especially PCHS, which have provided space, administrative support, and advice.

Thanks to our contractors who delivered more than they were required to under less than ideal conditions that seemed to be constantly changing.

Thanks to Peel Public Works and Peel Public Health for their financial support and advice.

And thanks especially to the BikeBrampton mentors and volunteers who gave so willingly of their time. Without their support, this program would not be possible!