

BikeBrampton minutes

January 20, 2021 – 6:30pm – 7:30pm

ZOOM Video Conference call

Attendees: Kevin Montgomery, Rob Muller, Yvon Rochefort, Dayle Laing, David Laing, George Sheppardley, Steve Laidlaw, Cindy Evans, Polly Thornham, Lisa Stokes, Ross Redford, Andrew Ellis

cc: Nelson Cadete

Meeting Started: 6:37pm

Review & approve minutes [November meeting minutes](#) -Steve moved, approved

Competition from Presidential inauguration likely affected attendance!

Brampton City Update:

1. [2021 Preliminary Road Resurfacing Program](#) – discussed proposed list of roads that are considered for AT infrastructure as a result of routine resurfacing maintenance done by traffic engineering to extend life of roadways. Redesign is not part of this program, however AT paint lines can be added. Any curbs that need to be replaced can be depressed if they fall into criteria for low volume (less than 750 cars per day), if roads are minor, short and straight. This has allowed for **curb cuts** to a significant number of spots in 2020, and more will be implemented each year as per the ATMP and budget availability. Overflow will be added to the 2022 list. Provisional roads listed will be completed should budgets permit. **Tactile strips** (raised bumps) are added to curb depressions (cuts) according to accessibility guidelines. Bike lanes are proposed for roads that are part of the network as identified in the ATMP, plus cul-de-sac roads that enter parkland pathways. Larger roads need more assessment of data: volume, speed, which are subject to OTM Book 18 guidelines. Some roads simply do not have enough width to add bike lanes, and sharrows are suggested instead. Traffic engineering has proposed a “**super sharrow**” concept with large centrally placed sharrows in **highly visible green boxes**. This is well worth the trial to see how these work for successfully sharing bike / vehicle space and for wayfinding to destinations (eg. Mill St S to Shoppers World). **Advisory Lanes**, as suggested by Kevin, are being considered for very, low volume, narrow, minor roads. This consists of a single traffic lane flanked by bike lanes on either side. Approaching traffic would have to yield to cyclists. However, since they are only mentioned in draft version of OTM Book 18, City

BikeBrampton minutes

cannot consider them until approved by province. Mill St, Centre south of Clarence, and Parkland are 3 potential candidates. Members definitely **prefer bike lanes to urban shoulders** and would volunteer to advocate to assist Councillors in Wards where residents are given preference options. eg. Harold, McMurchy and Black Forest. **Standardized crossing of paths at roadways** will include an offset to the path (one pathway width) to slow cyclists and pedestrians before they cross the road at a depressed curb. Yield signs will also be used. This will allow **phase out of p-gates**, sharply angled fencing, and dangerous high curbs that potentially trip cyclists and place them in the road crossing for too long a time. This road resurfacing program is separate from the City's AT planning budget of \$1 million annually, which will be used for roads identified as part of the ATMP network. eg. North Park from Bramalea to Torbram, and Charolais. Cycling Advisory Committee will have some input into this allocation discussion at February meeting. Finishing the East-West Cycling Corridor (Vodden/Howden/Hanover) with barrier separations as per the "Big Ask" and the ATMP, is still part of the 2020 budget. **Members expressed their appreciation for the City's new bike lanes, curb cuts and advanced notice of proposed 2021 infrastructure. All City departments worked hard and communicated well as we navigated through COVID-19 interim and then final infrastructure. Council support was also much appreciated. 2020 was a highly successful year for cycling in Brampton!** **Action:** please review the spreadsheet in above link and make comments known to Dayle, for forwarding to Staff in advance of next BCAC meeting Feb 17th.

2. [Heart Lake Road & Countryside intersection EA](#) - Environmental Assessment announced in October on City Website. This is a traffic calming opportunity to **install a roundabout** at intersection of Heart Lake Road and Countryside Drive. Slowing traffic will help protect the wildlife on this road situated within a Provincially Significant Wetland, and which is designated a Cultural Heritage Landscape. City has adopted the short-range action items of the **Design and Function Review of Heart Lake Road Corridor Report**: installing 2 more wildlife culverts, and wildlife fencing. The roundabout was the longer-range action item. **Action:** members to familiarize themselves with this link to [HLR background](#) which has links to all the relevant documents since 2011. Please open City link and click on [Notice of Study Commencement](#) and make comments known to Dave Hallman and Soheil Nejatian. Timeline for comments not specified, but sooner is better.
3. [Bramalea Road EA](#) – **DEADLINE FOR COMMENTS FEB 8TH** -Steve explained background and actions for members. There are 2 projects. From Steeles to Avondale is scheduled for resurfacing only. From Queen St south to 790m south of #407 (Mississauga border) is the area of Bramalea Road

BikeBrampton minutes

undergoing Phase 2 of 5 phases. The archeological and natural impact assessments have been done. Very busy 4-lane road with high schools, industrial, apartment buildings. Considered for this Public Information Centre (PIC), are Vision Zero, 2040 Vision and goods movement documents. It is underserved for AT, as many of us have found by cycling Bramalea Rd. Don Doan Trail is part of study area. South of Steeles, there is no infrastructure, not even a sidewalk. Road was originally slated to be widened to 6 lanes. Local residents were very opposed at previous study phase, as they do need to cross road on foot. Widening might still happen between Steeles and Avondale due to truck traffic. Preference is to divert trucks to Dixie or Torbram and then concentrate on AT and transit combination. Proposed are transit queue jump lanes for better bus merging, and priority traffic signals for busses. The alternative PIC slides rate options. AT is considered high priority. Also important is connection to Bramalea GO mobility hub. **Action:** review documents and comment before Feb 8th. Next PIC will be later in spring. Best to comment now to help planners prepare for next phase of design. A consultant is dealing with the southern end of Don Doan, Esker Lake and Chinguacousy Trails. The city owns connection from Avondale to Victoria Cres., where the pathway is cut up and in rough shape.

Regional Update:

1. **PSARTS (Peel Safe and Active Routes to School)** – N/A

BikeBrampton Projects:

1. [2020 Year in Review Video](#) – unveiled at Dec 16th holiday party, where virtual fun was had by all.
2. **(CCP) Community Cycling Program** – this program contract ends Apr 30th. Provided renewal occurs, it could be supplemented with an additional grant to expand and ramp up the BikeWrX pop-ups. The objective would be to incorporate elements of Pedalwise and mentorship that have been difficult to offer during COVID. It is also difficult to replicate the success of some of the volunteer mentors without hiring additional staff. Idea is to operate with on-line registration to limit crowding beyond what public health permits, and to offer service 3 x /wk for 16 weeks. We found with the 10 pop-ups in 2020, that the public was asking for more frequency and return offerings to the same location. “Are you coming back tomorrow night?” In addition to offering bike repair, we could add route planning and skills assessment, and CAN-BIKE instruction for families, youth and adults. We envision engaging Brampton Performance Arts for comedy for a more engaging program experience. Schedules would be published well in advance and promoted via flyers into the

BikeBrampton minutes

surrounding community. See the [Interim Report](#) for assessment of needs as we go forward. The City is offering a few adventure camps through Recreation. Our experience indicates there is a much larger demand for programming. Our bike cage was broken into last weekend and 2 bikes were stolen. Police have been contacted and advised of the serial numbers and descriptions. Gerald had just finished repairing those particular bikes! 😞

3. [smART Ride Contest](#) – The panelists met and selected winners who then answered their skill-testing question! This has been a productive partnership between BikeBrampton and The Rose Theatre / City of Brampton. For the gala in COVID times, we are going to have a YouTube world premiere of a video compilation that showcases the winning art, features the artists’ descriptions of their pieces and what inspired them for artistic creation and cycling. The panelists will provide video feedback on the art pieces! City of Brampton will be working their magic to pull all of this together into a video! Stay tuned for the time and date, which will be announced on the website and on social media. Panelists include: Steven Schipper, Executive Artistic Director, Performing Arts, City of Brampton; Norbert Augustine, artist (5 Vivian Lane cycling murals); Kez Vicario-Robinson, Stand-up comedy non-binary artist; and Angela Boyer (Mshimkehrn Ense Kwe), Indigenous advocate for arts and culture.
4. **Active Transportation Wayfinding Program pilot** - David reported that he has been making virtual Peel classroom presentations on cycling safety & wayfinding routes to school along with TRCA educational team – 5 last month and 2 this past week. Kids from grades 2- 6, both in-class and online. TRCA produced stencils (frog, butterfly, squirrel, acorn) for schools to use chalk on pavement (sidewalks) with arrows to directing students to actively reach their schools.
5. **OBS 2020 Summary** – Polly was pleased to see reports from communities all over Ontario. Many issues are similar despite some urban and some rural. The virtual convention worked fairly well. An exhibit hall allowed for some interaction and ability to download some useful information. Induced demand not being considered, seemed to be a common theme. CAA produced a survey with extensive data on Active Transportation. Brampton is featured in Share the Road’s resources page on [Rebalancing Streets](#). Our city photo of Councillor Santos, Lisa, Steve and Dayle on the Vodden interim bike lanes heads this section. Discussion about our aspiration to model our city on Ottawa and Kitchener-Waterloo.
6. **Orangeville-Brampton Rail Trail** – discussion about rail line losing money. This has long been on George’s wish list for Brampton infrastructure! Orangeville Mayor has asked staff to investigate rail

BikeBrampton minutes

trail. Mayor Brown is supportive of the rail trail, according to this article: [Council to look at repurposing rail line after it ceases operations in Dec 2021. Orangeville Citizen, Dec 23, 2020](#)
Discussion about the G2G (Guelph to Goderich) Trail had 18km graded in 20 days in a 2020 blitz.

7. **Bike the Creek** – meeting planned for 25th is being postponed until February.

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. **Trail signage** – trails have been audited for signage. – Esker, Chinguacousy, Don Doan – some sign installation along Esker Lake Trail – incomplete
6. **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.
7. **Riverwalk:** Discussion re: bike facilities as part of Riverwalk and issue with tunnel under railway. Question whether AT can be included in CN building of 3rd track for 2-way all day GO train for 2024. **Action:** Dayle to research current AT status of Riverwalk.

BikeBrampton minutes

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. |
| 2. Earth Day Apr 22, 2021 | 50 th Anniversary! |
| 3. Smelling Pink Festival | Apr 30 – May 2, 2021. Cherry blossom walking tour in Joyce Archdekin Park, beside Etobicoke Creek Trail (opposite Brampton Mall, Main Street). BikeBrampton is participating with a booth. |
| 4. Bike the Creek Jun 12, 2021 | SAVE the DATE. Check the website . |
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| Next meeting Feb 17th, 6:30-7:30 pm | Meeting adjourned 8:10 p.m. |
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