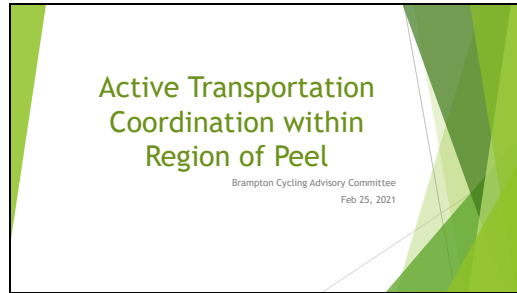


Slide 1



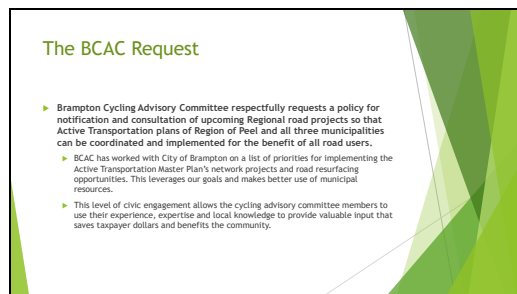
Good morning, my name is Pauline Thornham. I am the Co-chair of Brampton Cycling Advisory Committee.

Slide 2



Region of Peel and all 3 municipalities agree we need to address climate change with urgent actions, and multiple strategies to lower carbon emissions. Active Transportation significantly impacts the environment and our healthy lifestyles.

Slide 3




If we are going to reach our Active Transportation targets, we need to be working together. Brampton Cycling Advisory Committee respectfully requests a policy for notification and consultation of upcoming Regional road projects so that Active Transportation plans of Region of Peel and all three municipalities can be coordinated and implemented for the benefit of all road users. We have been successfully working with the City on AT priorities.

Slide 4

### Active Transportation Mode Share

- ▶ "Most trips made by Peel residents are done in vehicles. If travel habits remain unchanged and the population continues to grow, the Region would face untenable increases in traffic congestion, demands for road infrastructure, negative health impacts, and rising GHG emissions."
  - ▶ Peel Sustainable Transportation Strategy, 2018
- ▶ Sustainable Transportation Strategy (STS) mode share:
  - ▶ 11.1% (2% - cycling, 9.1% - walking) by 2041

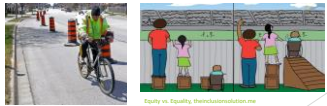


Travel in Peel must shift to more Active Transportation since there will not be room for all the vehicles no matter how many roads we build.

Slide 5

### Climate Equity includes Transportation Equity

- ▶ "Climate equity is a principle promoting solutions that give equal opportunity for everyone to benefit from investments in climate change, while ensuring vulnerable populations do not bare an unequal burden from impacts."
  - ▶ Peel Climate Change Master Plan 2020-2030
- ▶ "Equitable - people of all ages, abilities, incomes and cultures get around easily"
  - ▶ Peel Sustainable Transportation Strategy, 2018



Equity vs. Equality: [theconversation.me](http://theconversation.me)

Climate equity must include equity in transportation, where ALL people can get around easily. One example is Steeles Avenue, where workers who may have no alternative, cycle on narrow sidewalks to their manufacturing jobs.

Slide 6

### Peel Vision Zero Road Safety



## VISIONZERO Peel

- ▶ "Any injury or death on a Peel road is unacceptable."
- ▶ "In a Vision Zero jurisdiction, safety is prioritized over factors that traditionally influence transportation decision making, such as cost, vehicle speeds, delay to vehicular traffic, and vehicular level of service."
- ▶ <https://www.peelregion.ca/pw/transportation/residents/vision-zero.asp>



For Peel to achieve Vision Zero, safety is prioritized over all the other traditional transportation decisions.

Slide 7



BCAC is requesting that we look for AT opportunities in ALL Regional projects. For example, when Williams Parkway sidewalks are torn up for watermains, let's explore replacing with multi-use paths instead. Only very confident cyclists legally use Williams. It is illegal to cycle on a sidewalk unless the wheel base is less than 50cm (ie. a child's bike size).

Slide 8



The following are examples of how the Region and municipality can work together. This beautiful Active Transportation infrastructure aligns with Vision Zero. The signalized crossroad connects Fletchers Creek Trail across busy Bovaird. BCAC would like to see coordinated winter maintenance, signage corrected, and wayfinding signage added at the trail access points.

Slide 9



With future construction of the Bus Rapid Transit route, this connection could enhance where Esker Lake Trail crosses Queen Street. Just east, a new multi-use path from Queen Street south on Dixie could also be a key connection if the sidewalk on the south side of Queen is converted to multi-use path. In the meantime, the Region can work with the City to create wayfinding signage for trail users.

Slide 10



Here's that new multi-use path on Dixie, south from Queen Street.

Slide 11



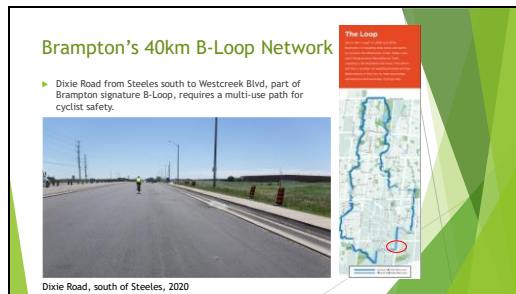
BCAC does not favour 'Pork chop' traffic islands that allow vehicles to slow only minimally at intersections and smoothly turn right without stopping. Vehicles are required to yield to pedestrians and cyclists, but drivers may not see them in time. For this reason, the industry is moving towards replacing pork chops with Smart Channel right turn lanes that decrease the radius to slow drivers. Pork chop islands also force cyclists to dismount and prevent efficient commuting on paths.

Slide 12



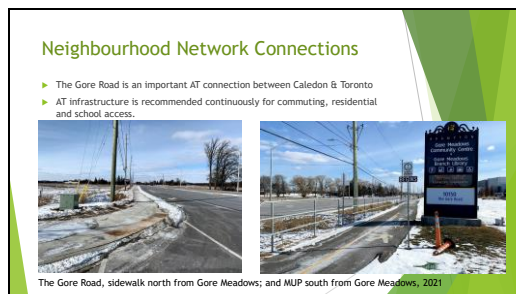
This recently completed intersection at Queen & The Gore has signalized crossrides and crosswalks. Note the good separation between cyclists and pedestrians, and the use of green paint clearly marked for cyclists. There is no right turn channel, which makes vehicles slow for right turns, making this the preferred intersection option for safety.

Slide 13



Dixie Road from Steeles south to Westcreek Blvd, part of Brampton's signature B-Loop, requires a multi-use path for cyclist safety.

Slide 14



The Gore Road is an important AT connection between Caledon and Toronto. Cycle tracks are planned for the south end from Queen to Castlemore, and a multi-use path extends from Castlemore north to the Recreation Centre. Immediately north of the Centre, a sidewalk was completed in 2020. Residents in the community at Mayfield should have a multi-use path so they can safely cycle to the rec centre, to school and to commute to work.

Slide 15



TRCA & City of Brampton are planning a 3.8km multi-use path in Claireville Conservation Area, which will ultimately connect south to the West Humber Trail.

Slide 16



By engaging the cycling community in the planning phase of projects, taxpayer dollars can be saved. Let's work together across municipal boundaries and across departments to achieve Active Transportation goals for our Environment and the livability of our communities!