

Intro

- We have come such a long way from my delegation to you 2 yrs ago requesting the AT Big Ask.
- We have gone from being a community behind others, to one leading. People are asking how we did it!

Slide 2 – Streets for People

- Brampton's 2040 vision has a reverse pyramid, with pedestrians at the top, then cyclists, then goods movement, then car drivers.
- When we complain that a bike lane causes us to spend an extra couple of minutes, we are not considering the proper priority for our liveable community.

Slide 3 – Support AT Plans

- Bike lanes will make lives better – people will be more comfortable and become more confident on these buffered bike lanes. The buffer makes a huge difference.
- I am seeing many more people using these bike lanes; even families with small children.
- Imagine how people feel who walk down the sidewalks of Vodden or Main Street, now with a bike lane and a buffer between cars and them?
- It is so much more pleasant. It feels safer. The whole community feels safer.
- Bike lanes are also a good traffic calming technique.
- Fewer crashes and safer roads are good for all of us as we strive for Vision Zero.

Slide 4 – AT Infrastructure

- Only children-sized bikes are allowed on the sidewalk.
- As the paths become more crowded, pedestrians and cyclists must work harder to share.
- BikeBrampton educates users with the City's Trail User Safety message at our BikeWrx pop-up cafés
- We need the bike lanes as outlined in the AT Annual Report, to manage capacity.

Slide 5

- Council, many Staff departments, and the cycling community have worked collaboratively.
- We appreciate the necessity to use different types of infrastructure to build out the network.
- Paths are good for slow recreational cycling.
- Those commuting will prefer bike lanes so they can travel faster.
- Urban shoulders are not a substitute for bike lanes. As Lisa Stokes' video delegation last autumn demonstrated, bike lanes are safer and more comfortable.
- Curb depressions will make our existing paths much more user-friendly and safer where they intersect with roads.
- Traffic signals and green paint will make our use of intersections safer. Vision Zero lists the intersection as the cyclist's area of greatest potential risk.

Slide 6

- Last June 24th Mayor Brown sent a letter to Minister Catherine McKenna, requesting a National Cycling Strategy, as part of a COVID-19 Economic Stimulus.
- March 12th, we have the announced funding!
- Let's get Brampton's fair share and have shovel-ready projects!

Slide 7

- BikeBrampton encourages City Council to endorse the recommendations for planned 2021 AT infrastructure implementation.
- Thank you