Thursday, January 21, 2016
7:00 PM. – Regular Meeting

Council Committee Room, 4th Floor, City Hall

Members:
Kevin Montgomery (Co-Chair)
Anthony Simone (Co-Chair)
Alina Grzejszczak
Stephen Laidlaw
Dayle Laing
Patrick McLeavey
Gaspard Ndayishimiye
Julius Pokol
George Shepperdley
Lisa Stokes
Pauline Thornham
City Councillor Jeff Bowman

For inquiries about this Agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Shauna Danton, Legislative Coordinator
Phone (905) 874-2116, TTY (905) 874-2130, cityclerksoffice@brampton.ca

Note: Some meeting information may also be available in alternate formats, upon request
Agenda
Cycling Advisory Committee

Note: Please ensure all cell phones, personal digital assistants (PDAs) and other electronic devices are turned off or placed on non-audible mode during the meeting

1. Approval of Agenda

2. Declarations of Interest under the Municipal Conflict of Interest Act

3. Previous Minutes

3.1. Minutes – Cycling Advisory Committee – December 17, 2015

The minutes will be considered by the Planning and Infrastructure Services Committee on January 25, 2016, and the recommendations approved by Council on January 27, 2016. The minutes are included on this agenda for information only.

4. Delegations / Presentations

5. Reports / Updates

5.1. Update from Nelson Cadete, Project Manager, Active Transportation, Planning and Infrastructure Services, re: Recent Changes to Ontario Highway Traffic Act Regulations – Ontario Bill 31 – Making Ontario Roads Safer (File BC.x)

5.2. Update from Nelson Cadete, Project Manager, Active Transportation, Planning and Infrastructure Services, re: Cycling Advisory Committee Draft 2016 Work Plan (File BC.x)

6. Active Transportation Ideas

7. Other/New Business / Information Items
7.1. Discussion at the request of Kevin Montgomery, Co-Chair, re: Consideration of Separate Bike Lanes Pilot Project within the City

8. Future Agenda Items

Items to be considered at future Committee meetings include:

- Staff update on City bicycle stands

9. Correspondence

10. Question Period

11. Public Question Period

15 Minute Limit re any item discussed as part of this agenda.

12. Adjournment

Next Meeting: Thursday, February 18, 2016, at 7:00 p.m.
Thursday, December 17, 2015

**Members Present:**
Kevin Montgomery *(Co-Chair)*  
Anthony Simone *(Co-Chair)*  
Alina Grzejszczak  
Stephen Laidlaw  
Dayle Laing  
Gaspard Ndayishimiye  
George Shepperdley  
Lisa Stokes  
Pauline Thornham  
City Councillor Jeff Bowman

**Members Absent:**
Patrick McLeavey *(regrets)*  
Julius Pokol *(regrets)*

**Staff Present:**
Planning and Infrastructure Services Staff:  
Nelson Cadete, Project Manager, Active Transportation  
Maria Doyle, Coordinator, Special Projects

Corporate Services Staff:  
Shauna Danton, Legislative Coordinator
The meeting was called to order at 7:01 p.m., and adjourned at 7:33 p.m.

1. **Approval of Agenda**

   CYC054-2015 That the agenda for the Cycling Advisory Committee Meeting of December 17, 2015, be approved as printed and circulated.

   Carried

   Later in the meeting on a two-thirds majority vote, Approval of the Agenda was reopened and the following items were added:

   5.2. Verbal Update from Nelson Cadete, Project Manager, Active Transportation, Long Range Transportation Planning, Planning and Infrastructure Services, re: Ministry of Transportation Cycling Training Fund

   5.3. Verbal Update from Dayle Laing, Member, re: Region of Peel School Safety Videos

2. **Declarations of Interest under the Municipal Conflict of Interest Act** - nil

3. **Previous Minutes**

   3.1. Minutes – Cycling Advisory Committee – November 19, 2015

   The minutes were considered by Planning and Infrastructure Services Committee on December 7, 2015, and approved by Council on December 9, 2015. The minutes were provided on the agenda for information only.

   Alina Grzejszczak, Member, noted that the title of Item 4.2 should be “Bike Parking”.

4. **Delegations / Presentations**

   4.1. Delegation from Michael Merrall, Web Administrator, Bike Challenge Website, re: Establishing a Brampton Specific Bike Challenge Website

   Note: Mr. Merrall was not present at the meeting. Committee will provide Mr. Merrall with a list of the 2016 meeting dates and he may submit another request to delegate.
5. **Reports / Updates**

5.1. Update from Nelson Cadete, Project Manager, Active Transportation, Long Range Transportation Planning, Planning and Infrastructure Services, re: **Motion to the Ontario Ministry of Education Regarding Cycling Education** (File BC.x)

Nelson Cadete, Project Manager, Active Transportation, referenced the motion provided in the printed agenda and noted that after Committee endorsement, the motion and an accompanying report will be prepared for consideration by the Planning and Infrastructure Services Committee.

The following motion was considered:

CYC055-2015 1. That the update from Nelson Cadete, Project Manager, Active Transportation, Long Range Transportation Planning, Planning and Infrastructure Services, to the Cycling Advisory Committee Meeting of December 17, 2015, re: **Motion to the Ontario Ministry of Education Regarding Cycling Education** (File BC.x) be received; and,

2. That the **Motion to the Ontario Ministry of Education Regarding Cycling Education** (File BC.x) be approved; and,

3. That staff be directed to prepare a report on the **Motion to the Ontario Ministry of Education Regarding Cycling Education** (File BC.x) for consideration by the Planning and Infrastructure Services Committee at a future meeting.

Carried

5.2. Verbal Update from Nelson Cadete, Project Manager, Active Transportation, Long Range Transportation Planning, Planning and Infrastructure Services, re: **Ministry of Transportation Cycling Training Fund**

Nelson Cadete, Project Manager, Active Transportation, provided an update on the status of the application for the 2016 Cycling Training Fund related to Bike Rodeos.

Alina Grzejszczak, Member, provided an update on the Can Bike 2 course training.

The following motion was considered:
CYC056-2015 That the verbal update from Nelson Cadete, Project Manager, Active Transportation, Long Range Transportation Planning, Planning and Infrastructure Services, to the Cycling Advisory Committee Meeting of December 17, 2015, re: Ministry of Transportation Cycling Training Fund be received.

Carried

5.3. Verbal Update from Dayle Laing, Member, re: Region of Peel School Safety Videos

Dayle Laing, Member, provided a status update on the Walk and Bike to School in Peel videos and noted that a link will be provided to the Committee.

The following motion was considered:

CYC057-2015 That the verbal update from Dayle Laing, Member, to the Cycling Advisory Committee Meeting of December 17, 2015, re: Region of Peel School Safety Videos be received.

Carried

6. Active Transportation Ideas - nil

7. Other/New Business / Information Items

7.1. 2016 Cycling Advisory Committee Schedule of Meetings

Committee consideration of the matter included:

- Finalizing the Work Plan and forming subcommittees
- Suggestion that meetings be held on a bi-monthly basis to accommodate subcommittee meetings and activities

In response to questions from Committee, staff stated that a final draft plan will be presented to Committee at a future date for endorsement.

Committee agreed to revisit the 2016 meeting schedule after finalization of the Work Plan.

The following motion was considered:
CYC058-2015 That the 2016 Cycling Advisory Committee Schedule of Meetings to the Cycling Advisory Committee Meeting of December 17, 2015, be received.

Carried

8. Future Agenda Items

Items to be considered at future Committee meetings include:

- Staff update on City bicycle stands

9. Correspondence - nil

10. Question Period - nil

11. Public Question Period - nil

12. Adjournment

CYC059-2015 That the Cycling Advisory Committee do now adjourn to meet again on Thursday, January 21, 2016.

Carried
Mr. Zbogar,

Attached are a number of regulations that were released by the Province of Ontario, relating to the recent changes to the Highway Traffic Act (Ontario Bill 31 – Making Ontario Roads Safer).

Of interested to us are two regulations that involve significant changes to active transportation infrastructure, one relating to pedestrian crossovers and the other bicycle signals.

Regulation 402/15 (Pedestrian Crossover signs) – This regulation outlines specifications for the signs, pavement markings and other control devices to be used at new types of pedestrian crossovers. The new crossovers were developed to provide pedestrians with a controlled opportunity to cross low volume roads that traditionally wouldn’t meet the technical justification for a pedestrian crossover or warrant the associated costs. The new regulations support four different layouts of a pedestrian crossover dependant on the justification criteria. For example as the distance to cross the roadway increases and the vehicle volumes increase, there is a higher requirement for traffic control measures. These new crossing opportunities will play a key role in addressing gaps in our AT network, however, they regulate the right of way for pedestrians over vehicles and do not address crossing opportunities for cyclists. Within a Planning & Infrastructure Services report last year, Public Works committed to using the new law and regulations in the review of current practices and the development of a number of revised standards that will define the location and design of all active transportation crossings. This review will also be included within our 2016 work plan (Long Range Transportation Planning).

Regulation 408/15 (Bicycle Signal) – This regulation is an amendment to the existing traffic control signal regulation (reg.626) which outlines specifications for traffic control signals. The regulations specific to bicycles signals comes into effect January 1, 2017. The province recently amended the Highway Traffic Act to allow a cyclist to ride along side of a crosswalk. The intent of the change was to facilitate a new type of crossing (referred to as a “cross-ride”) that could accommodate both pedestrians and cyclists traveling along an in-boulevard facility (such as a multi-use path). At locations where these crossings are signalized, much like pedestrian signals at traditional crosswalks, the new cross-ride will need control signals for both pedestrians and cyclists. Due to the additional infrastructure costs associated to the new bike signals, staff will be developing an implementation approach and report to Council with an update.
With the implementation of these new laws and regulations within the City, Long Range Transportation Planning will play a key contributing role and will ensure that the proper stakeholders (including the Brampton Cycling Advisory Committee) are engaged throughout the process.

I trust that this update is satisfactory.

**Nelson Cadete**  
Project Manager, Active Transportation  
Long-Range Transportation Planning, Planning & Infrastructure Services

City of Brampton | 2 Wellington Street W | Brampton ON L6Y 4R2  
T 905.874.2552 | F 905.874.2099 | E nelson.cadete@brampton.ca
5.1-3

ONTARIO REGULATION 402/15
made under the
HIGHWAY TRAFFIC ACT
Made: December 7, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015

PEDESTRIAN CROSSOVER SIGNS

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7. Erection of Level 2 pedestrian crossover signs

8. Roadway markings and sign placement for Level 2 pedestrian crossover signs

   COMMENCEMENT

9. Commencement

INTERPRETATION AND APPLICATION

Interpretation

1. In this Regulation,

   (a) the word “text” in the provisions refers to “legend” in the Figures; and

   (b) the word “markings” in the provisions refers to “background”, “border”, “outline”, “stripe” and “symbol” in the
       Figures and to roadway markings in the diagrams.

Level 1 and Level 2 pedestrian crossover signs

2. For the purpose of this Regulation and section 140 of the Act, a pedestrian crossover may be indicated,

   (a) by the Level 1 pedestrian crossover signs described and illustrated in section 3 and erected in accordance with section
       4 and by the markings described and illustrated in section 5; or

   (b) by the Level 2 pedestrian crossover signs described and illustrated in section 6 and erected in accordance with section
       7 and by the markings described and illustrated in section 8.

   LEVEL 1 PEDESTRIAN CROSSOVER SIGNS

Level 1 pedestrian crossover signs

3. (1) Following are the Level 1 pedestrian crossover signs:

   1. A sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the text and markings and
      having the dimensions illustrated in the following Figure:
2. A sign, not less than 45 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:

3. A sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:
4. One or more double-sided signs, rectangular in shape, as near as practicable to 40 centimetres high and either 180 centimetres or 90 centimetres wide, each side being translucent, bearing opaque markings and having the dimensions described and illustrated in the following Figures:

Figure 1
(2) Despite subsection (1), in an area designated by the French Language Services Act, the Level 1 pedestrian crossover signs are the following:

1. Instead of the sign illustrated in paragraph 1 of subsection (1), a sign, not less than 90 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:

2. Instead of the sign illustrated in paragraph 2 of subsection (1), a sign, not less than 60 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:
3. In addition to the sign illustrated in paragraph 3 of subsection (1), a sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:
4. One or more signs illustrated in paragraph 4 of subsection (1).

(3) The signs illustrated in paragraph 4 of subsection (1) shall be continuously illuminated on both sides from the inside and shall project light downward to illuminate the pedestrian crossing from one edge of the roadway to the other.

**Erection of Level 1 pedestrian crossover signs**

4. (1) The sign illustrated in paragraph 1 of subsection 3 (1) or in paragraph 1 of subsection 3 (2) shall be erected,

(a) on both sides of the highway;

(b) in two places on the same standard, mounted back to back, so that the signs face in opposite directions and one sign faces approaching traffic; and

(c) at a point not more than 4 metres from the edge of the roadway, adjacent to the place where the pedestrian crossover illustrated in section 5 meets the edge of the roadway.

(2) The sign illustrated in paragraph 2 of subsection 3 (1) or paragraph 2 of subsection 3 (2) shall be erected in the same manner as and immediately below the sign illustrated in paragraph 1 of the same subsection.

(3) The signs illustrated in paragraph 3 of subsection 3 (1) and paragraph 3 of subsection 3 (2) shall be erected,

(a) on both sides of the highway;

(b) in one place on the standard so that they face approaching traffic;

(c) at a point not more than 4 metres from the edge of the roadway and 30 metres before the place where, from the perspective of approaching vehicular traffic, the pedestrian crossover illustrated in section 5 meets the edge of the roadway; and

(d) such that the sign illustrated in paragraph 3 of subsection 3 (2) is below or to the right of the sign illustrated in paragraph 3 of subsection 3 (1).

(4) Where the roadway has been divided into two clearly marked lanes for traffic, the sign illustrated as Figure 1 of paragraph 4 of subsection 3 (1) shall be erected above the pedestrian crossover facing vehicular traffic as nearly as practicable over the centre of the roadway.

(5) Where the roadway has been divided into more than two clearly marked lanes for traffic, two signs illustrated as Figure 1 of paragraph 4 of subsection 3 (1) shall be erected such that one sign is erected as nearly as practicable over each half of the roadway above the pedestrian crossover facing vehicular traffic.

(6) Where the characteristics of the highway require a combination of the signs illustrated as Figure 1 and Figure 2 in paragraph 4 of subsection 3 (1), the signs shall be erected above the pedestrian crossover facing vehicular traffic as nearly as practicable over the centre of the roadway or over the centre of each half of the roadway.

(7) A sign erected under subsection (4) shall have four circular pedestrian-activated flashing amber beacons such that there are two beacons, mounted back to back, on each end of the sign.

(8) Signs erected under subsection (5) or (6) shall have a total of four circular pedestrian-activated flashing amber beacons such that there are two beacons, mounted back to back, near the inside end of each sign and as close as practicable to the centre of the roadway.

(9) For each direction of travel on the roadway, the beacons required by subsection (7) or (8) shall be illuminated and flash alternately when activated by a push button or other device, and shall not otherwise be illuminated or flash.

**Roadway markings for Level 1 pedestrian crossover signs**

5. (1) Where Level 1 pedestrian crossover signs are used, a pedestrian crossover that is at an intersection on the highway shall have markings on the surface of the roadway having the dimensions and being the distance from each other illustrated in the following diagram:
(2) Where Level 1 pedestrian crossover signs are used, a pedestrian crossover that is not at an intersection shall have markings on the surface of the roadway having the dimensions and being the distance from each other illustrated in the following diagram:
Text alternative: Diagram of an overhead view of a mid-block pedestrian crossover on a four-lane roadway. Two “X” markings of 2.5 x 6 m size appear on the roadway in the two lanes approaching the crossover and are set 30 m back from the crosswalk lines. The crossover has double crosswalk bars marking the roadway that measure 15 cm to 20 cm wide and 15 cm to 20 cm apart. The space between the two sets of double bars is not less than 2.5 m wide. The stroke width of solid “X” markings is 30 to 50 cm and outlined “X”s must have a minimum line width of 10 cm. This text alternative is provided for convenience only and does not form part of the official law.

**Level 2 Pedestrian Crossover Signs**

6. (1) Following are the Level 2 pedestrian crossover signs:

1. Two signs, each not less than 75 centimetres high and not less than 60 centimetres wide, bearing the markings and having the dimensions illustrated in the following Figures:
2. A sign, not less than 45 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:
3. A sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:

4. A sign, not less than 60 centimetres high and not less than 60 centimetres wide, bearing the markings and having the dimensions illustrated in the following Figure:
(2) Despite subsection (1), in an area designated by the *French Language Services Act*, the Level 2 pedestrian crossover signs are the following:

1. The signs illustrated in paragraph 1 of subsection (1).

2. Instead of the sign illustrated in paragraph 2 of subsection (1), a sign, not less than 60 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:

3. In addition to the sign illustrated in paragraph 3 of subsection (1), a sign, not less than 75 centimetres high and not less than 60 centimetres wide, bearing the text and markings and having the dimensions illustrated in the following Figure:
4. The sign illustrated in paragraph 4 of subsection (1).

Erection of Level 2 pedestrian crossover signs

7. (1) The signs illustrated in paragraph 1 of subsection 6 (1) shall be erected as follows:

1. For each direction of travel, each sign shall be erected in two places on the same standard, mounted back to back, so that the signs face in opposite directions and one sign faces approaching traffic.

2. Each sign shall be at a point not more than 4 metres from the edge of the roadway, adjacent to the place where the pedestrian crossover described and illustrated in section 8 meets the edge of the roadway.

3. Where the highway is divided into two separate roadways, the sign illustrated as Figure 2 shall be erected on the left side of each roadway facing traffic at a point not more than 4 metres from the edge of the roadway.

(2) The sign illustrated in paragraph 2 of subsection 6 (1) or in paragraph 2 of subsection 6 (2) shall be erected,

(a) in the same manner as and immediately below the signs illustrated in paragraph 1 of subsection 6 (1); and

(b) with the bottom of the sign not less than 1.5 metres from the ground.

(3) Subsection (2) does not apply to the signs illustrated in paragraph 1 of subsection 6 (1) that are mounted overhead as set out in subsection (5) or (6).

(4) The signs illustrated in paragraph 3 of subsection 6 (1) and in paragraph 3 of subsection 6 (2) shall be erected,

(a) on the right side of the highway facing approaching traffic;

(b) at a point not more than 4 metres from the edge of the roadway and 30 metres before the place where, from the perspective of approaching vehicular traffic, the pedestrian crossover illustrated in section 8 meets the edge of the roadway; and

(c) such that the sign illustrated in paragraph 3 of subsection 6 (2) is below or beside the sign illustrated in paragraph 3 of subsection 6 (1).
5.1 - 15

(5) Where the roadway has been divided into two clearly marked lanes for traffic, the sign illustrated as Figure 1 in paragraph 1 of subsection 6 (1) may also be erected above the pedestrian crossover facing vehicular traffic as nearly as practicable over the centre of each lane.

(6) Where the roadway has been divided into more than two clearly marked lanes for traffic,

(a) the sign illustrated as Figure 1 in paragraph 1 of subsection 6 (1) may also be erected above the pedestrian crossover on the right side facing vehicular traffic as nearly as practicable over each half of the roadway for each direction of travel; and

(b) the sign illustrated as Figure 2 in paragraph 1 of subsection 6 (1) may also be erected above the pedestrian crossover on the left side facing vehicular traffic approaching on the right side of the roadway as nearly as practicable over each half of the roadway for each direction of travel.

(7) A rapid rectangular pedestrian-activated flashing amber beacon may be erected directly above the signs illustrated in paragraph 1 of subsection 6 (1) as illustrated in section 8.

(8) For each direction of travel where a rectangular beacon described in subsection (7) is erected, each indication shall be illuminated and flash alternately when activated by a push button or other device, and shall not otherwise be illuminated or flash.

(9) The sign illustrated in paragraph 4 of subsection 6 (1) may be erected on the right side of the highway facing approaching traffic no more than 100 metres before the sign illustrated in paragraph 3 of that subsection.

Roadway markings and sign placement for Level 2 pedestrian crossover signs

8. (1) Where Level 2 pedestrian crossover signs are used, a pedestrian crossover that is at an intersection on the highway shall have markings on the surface of the roadway having the dimensions and being the distance from each other illustrated in the following diagram and may have the signs and flashing beacons illustrated in the following diagram:
Text alternative: Diagram of an overhead view of a pedestrian crossover at an intersection on a four-lane roadway. A ladder crosswalk, consisting of many parallel bars positioned between two horizontal outer lanes and with a minimum width of 2.5 m, runs from one edge of the roadway to the other. A yield to pedestrians line, known as shark teeth, is positioned on each side of the crossing 6 m back from the outer crosswalk lines. No passing zones are indicated with solid pavement markings in the traffic lanes starting at the yield to pedestrians lines and continuing for a distance of 30 m. The placement of the signs described in paragraphs 1, 2 and 3 of subsection 6 (1) and in subsection 7 (5) and of rapid rectangular flashing beacons described in subsection 7 (7) are shown. This text alternative is provided for convenience only and does not form part of the official law.

(2) Where Level 2 pedestrian crossover signs are used, a pedestrian crossover that is not at an intersection shall have markings on the surface of the roadway having the dimensions and being the distance from each other illustrated in the following diagram and may have the signs and flashing beacons illustrated in the following diagram:
5.1 - 17

Text alternative: Diagram of an overhead view of a mid-block pedestrian crossover on a four-lane roadway. A ladder crosswalk, consisting of many parallel bars positioned between two horizontal outer lines and with a minimum width of 2.5 m, runs from one edge of the roadway to the other. A yield to pedestrians line, known as shark teeth, is positioned on each side of the crosswalk 6 m back from the outer crosswalk lines. No passing zones are indicated with solid pavement markings in the traffic lanes starting at the yield to pedestrians lines and continuing for a distance of 30 m. The placement of the signs described in paragraphs 1, 2 and 3 of subsection 6 (1) and in subsection 7 (5) and of rapid rectangular flashing beacons described in subsection 7 (7) are shown. This text alternative is provided for convenience only and does not form part of the official law.

(3) The ladder crosswalks and shark teeth yield to pedestrians lines illustrated in the diagrams in subsections (1) and (2) shall meet the requirements set out in the following Figures:
Text alternative: Illustration of pavement markings for a ladder crosswalk. This is a line of parallel bars separated by spaces and positioned between two horizontal bars. Each parallel bar and each space is between 45 and 60 cm wide. This text alternative is provided for convenience only and does not form part of the official law.

Figure 2

Text alternative: Illustration of pavement markings for a shark teeth yield to pedestrians line. This is a line of triangles with the bottom points facing the direction of approaching traffic. The base of each triangle is between 30 and 60 cm wide and the space between each triangle at the base is between 7.5 and 30 cm wide. This text alternative is provided for convenience only and does not form part of the official law.
Commencement

9. This Regulation comes into force on the later of the day subsection 39 (4) of the *Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015* comes into force and the day this Regulation is filed.

Made by:

STEVEN DEL DUCA  
Minister of Transportation

Date made: December 7, 2015.
ONTARIO REGULATION 403/15
made under the
HIGHWAY TRAFFIC ACT
Made: December 9, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015
Amending O. Reg. 339/94
(DEMERIT POINT SYSTEM)

1. Section 8 of Ontario Regulation 339/94 is amended by adding the following subsection:
(2.1) The Minister may cancel the person’s driver’s licence if the person fails to pay a fee required under subsection 56 (4) of the Act.

2. Section 16 of the Regulation is amended by adding the following subsection:
(2.1) The Minister may cancel the person’s driver’s licence if the person fails to pay a fee required under subsection 56 (4) of the Act.

Commencement

3. This Regulation comes into force on the later of January 1, 2016 and the day it is filed.

52/15
ONTARIO REGULATION 404/15
made under the
HIGHWAY TRAFFIC ACT
Made: December 9, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015

Amending O. Reg. 277/99
(RED LIGHT CAMERA SYSTEM EVIDENCE)

1. (1) Subsection 4 (2) of Ontario Regulation 277/99 is amended by striking out “Subject to subsections (4) and (5)” at the beginning and substituting “Subject to subsections (4), (5) and (5.1)”.

(2) Section 4 of the Regulation is amended by adding the following subsection:

(5.1) Where the provincial offences officer who issued the certificate of offence believes that the person charged resides or, in the case of a corporation, has its principal place of business, outside Ontario, the address outside Ontario at which the officer believes the person resides or has its principal place of business shall be used.

Commencement

2. This Regulation comes into force on the later of the day section 56 of the Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015 comes into force and the day this Regulation is filed.

52/15
ONTARIO REGULATION 405/15
made under the
HIGHWAY TRAFFIC ACT
Made: December 9, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015

Amending O. Reg. 468/05
(SCHOOL BUS OFFENCE - SERVICE OF OFFENCE NOTICE ON VEHICLE OWNER)

1. (1) Section 1 of Ontario Regulation 468/05 is amended by adding the following subsection:

(1.1) Where the provincial offences officer who issued the certificate of offence for an offence described in subsection (1) believes that the person charged resides or, in the case of a corporation, has its principal place of business, outside Ontario, the offence notice may be served by regular prepaid mail to the person charged, at the address outside Ontario at which the officer believes the person resides or has its principal place of business, within 23 days after the occurrence of the alleged offence.

(2) Subsection 1 (2) of the Regulation is amended by adding “or (1.1)” after “subsection (1)”.

Commencement

2. This Regulation comes into force on the later of the day subsection 50 (4) of the Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015 comes into force and the day this Regulation is filed.

52/15
ONTARIO REGULATION 406/15
made under the
PROVINCIAL OFFENCES ACT

Made: December 9, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015
Amending Reg. 950 of R.R.O. 1990
(PROCEEDINGS COMMENCED BY CERTIFICATE OF OFFENCE)

1. (1) Items 354 to 367.1 of Schedule 43 to Regulation 950 of the Revised Regulations of Ontario, 1990 are revoked and the following substituted:

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<tbody>
<tr>
<td>354.</td>
<td>Fail to stop at crossover</td>
<td>clause 140 (1) (a)</td>
</tr>
<tr>
<td>355.</td>
<td>Fail to stop at crossover — community safety zone</td>
<td>clause 140 (1) (a)</td>
</tr>
<tr>
<td>356.</td>
<td>Pass stopped vehicle at crossover</td>
<td>clause 140 (1) (b)</td>
</tr>
<tr>
<td>357.</td>
<td>Pass stopped vehicle at crossover — community safety zone</td>
<td>clause 140 (1) (b)</td>
</tr>
<tr>
<td>358.</td>
<td>Fail to yield to pedestrian on roadway</td>
<td>clause 140 (1) (c)</td>
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<tr>
<td>359.</td>
<td>Fail to yield to pedestrian on roadway — community safety zone</td>
<td>Clause 140 (1) (c)</td>
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(2) Items 369 and 369.1 of Schedule 43 to the Regulation are revoked.

(3) Items 404 and 404.1 of Schedule 43 to the Regulation are revoked and the following substituted:

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<tbody>
<tr>
<td>404.</td>
<td>Cyclist — disobey lane light</td>
<td>clause 144 (10) (a)</td>
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<tr>
<td>404.1</td>
<td>Cyclist — disobey lane light — community safety zone</td>
<td>clause 144 (10) (a)</td>
</tr>
<tr>
<td>404.2</td>
<td>Disobey lane light</td>
<td>clause 144 (10) (b)</td>
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<tr>
<td>404.3</td>
<td>Disobey lane light — community safety zone</td>
<td>clause 144 (10) (b)</td>
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Commencement

2. (1) Subject to subsections (2) and (3), this Regulation comes into force on the day it is filed.

(2) Subsections 1 (1) and (2) come into force on the later of the day subsection 39 (1) of the Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015 comes into force and the day this Regulation is filed.

(3) Subsection 1 (3) comes into force on the later of the day subsection 40 (1) of the Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015 comes into force and the day this Regulation is filed.

52/15
RÈGLEMENT DE L’ONTARIO 406/15

prise en vertu de la

LOI SUR LES INFRACTIONS PROVINCIALES

prise le 9 décembre 2015
déposé le 11 décembre 2015
publié sur le site Lois-en-ligne le 11 décembre 2015
imprimé dans la Gazette de l’Ontario le 26 décembre 2015

modifiant le Règl. 950 des R.R.O. de 1990
(INSTANCES INTRODUITES AU MOYEN DU DÉPÔT D’UN PROCÈS-VERBAL D’INFRACTION)

1. (1) Les numéros 354 à 367.1 de l’annexe 43 du Règlement 950 des Règlements refondus de l’Ontario de 1990 sont abrogés et remplacés par ce qui suit :

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>354.</td>
<td>Omettre de s’arrêter à un passage pour piétons</td>
</tr>
<tr>
<td>355.</td>
<td>Omettre de s’arrêter à un passage pour piétons — zone de sécurité communautaire</td>
</tr>
<tr>
<td>356.</td>
<td>Dépasser un véhicule arrêté à un passage pour piétons</td>
</tr>
<tr>
<td>357.</td>
<td>Dépasser un véhicule arrêté à un passage pour piétons — zone de sécurité communautaire</td>
</tr>
<tr>
<td>358.</td>
<td>Omettre de céder le passage à un piéton sur la chaussée</td>
</tr>
<tr>
<td>359.</td>
<td>Omettre de céder le passage à un piéton sur la chaussée — zone de sécurité communautaire</td>
</tr>
</tbody>
</table>

(2) Les numéros 369 et 369.1 de l’annexe 43 du Règlement sont abrogés.

(3) Les numéros 404 et 404.1 de l’annexe 43 du Règlement sont abrogés et remplacés par ce qui suit :

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>404.</td>
<td>Dans le cas d’un cycliste, ne pas observer les feux de la voie</td>
</tr>
<tr>
<td>404.1</td>
<td>Dans le cas d’un cycliste, ne pas observer les feux de la voie — zone de sécurité communautaire</td>
</tr>
<tr>
<td>404.2</td>
<td>Ne pas observer les feux de la voie</td>
</tr>
<tr>
<td>404.3</td>
<td>Ne pas observer les feux de la voie — zone de sécurité communautaire</td>
</tr>
</tbody>
</table>

Entrée en vigueur

2. (1) Sous réserve des paragraphes (2) et (3), le présent règlement entre en vigueur le jour de son dépôt.

(2) Les paragraphes 1 (1) et (2) entrent en vigueur le dernier en date du jour de l’entrée en vigueur du paragraphe 39 (1) de la Loi de 2015 modifiant des lois en ce qui concerne le transport (accroître la sécurité routière en Ontario) et du jour du dépôt du présent règlement.

(3) Le paragraphe 1 (3) entre en vigueur le dernier en date du jour de l’entrée en vigueur du paragraphe 40 (1) de la Loi de 2015 modifiant des lois en ce qui concerne le transport (accroître la sécurité routière en Ontario) et du jour du dépôt du présent règlement.
ONTARIO REGULATION 407/15

made under the

HIGHWAY TRAFFIC ACT

Made: December 9, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015

Amending Reg. 615 of R.R.O. 1990
(SIGNs)


Commencement

2. This Regulation comes into force on the later of the day subsection 39 (4) of the Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015 comes into force and the day this Regulation is filed.

52/15
5.1 - 26
THE ONTARIO GAZETTE/LA GAZETTE DE L’ONTARIO

ONTARIO REGULATION 408/15
made under the

HIGHWAY TRAFFIC ACT
Made: December 9, 2015
Filed: December 11, 2015
Published on e-Laws: December 11, 2015
Printed in The Ontario Gazette: December 26, 2015
Amending Reg. 626 of R.R.O. 1990
(TRAFFIC CONTROL SIGNAL SYSTEMS)

1. (1) Subsection 1 (2) of Regulation 626 of the Revised Regulations of Ontario, 1990 is revoked and the following substituted:

   (2) Green arrow, amber arrow, circular green, circular amber, circular red and white vertical bar indications may be used for traffic control signals and, where they are used, they shall be arranged vertically from the bottom, as follows:

       right turn green arrow, right turn amber arrow, left turn green arrow, left turn amber arrow, straight through green arrow, circular green, circular amber, circular red and white vertical bar.

   (2) Section 1 of the Regulation is amended by adding the following subsections:

       (2.1) Despite subsection (1), a bicycle traffic control signal shall consist of three opaque circular indications, each with a coloured translucent bicycle symbol, arranged vertically from the bottom as follows:

           green, amber, red

       (2.2) A green arrow indication on an opaque circular indication may be used for bicycle traffic control signals and, where it is used, it shall be arranged vertically below the three opaque circular indications described in subsection (2.1).

       (2.3) An amber arrow indication, on the same opaque circular indication that is used for the green arrow indication described in subsection (2.2) or on a separate opaque circular indication, may be used for bicycle traffic control signals and, where a separate opaque circular indication is used, it shall be arranged vertically above the green arrow indication.

       (2.4) For the purpose of subsection (2.1), the bicycle symbol shall be as illustrated in the following Figure:

       Figure

       ![Bicycle symbol]

       (4.2) A bicycle traffic control signal installed at an intersection shall be located on the far side of the intersection from which vehicles are approaching and an additional bicycle traffic control signal may be located on the near side of the intersection from which vehicles are approaching.

       (5.1) Despite subsection (5), a bicycle traffic control signal, where installed, shall be not less than 2.5 metres above the level of the roadway when adjacent to the travelled portion of the roadway and not less than 4.5 metres above the level of the roadway when suspended over the travelled portion of the roadway.

   (3) Subsection 1 (10) of the Regulation is amended by striking out “subsections (4) and (5)” at the end and substituting “subsections (4), (5) and (5.1)”.

Commencement

2. (1) Subject to subsection (2), this Regulation comes into force on the day it is filed.
(2) Subsections 1 (2) and (3) come into force on the later of the day subsection 40 (3) of the Transportation Statute Law Amendment Act (Making Ontario’s Roads Safer), 2015 comes into force and the day this Regulation is filed.
Date: January 14, 2016

Subject: Brampton Cycling Advisory Committee
Draft 2015/2016 Work Plan
Tabled to Brampton Cycling Advisory Committee on September 17, 2015
For Discussion and Comment
Version 2.1 – with staff and committee edits

OVERVIEW

The Brampton Cycling Advisory Committee (BCAC) 2015/2016 Work Plan outlines BCAC tasks and projects for 2016. The BCAC work plan will be reviewed on a yearly basis, and will also support funding requests through the City’s annual Budget process.

WORK PLAN SUBCOMMITTEE

A BCAC Work Plan Subcommittee led the preparation of this work plan, with assistance from municipal staff. The Subcommittee comprised the following individuals:

- Kevin Montgomery
- Pauline Thornham
- Dayle Laing
- David Laing
- Krishna Udaival

MANDATE

The mandate of the Brampton Cycling Advisory committee as approved by City Council November 6, 2013, is to:

1. Provide advice on matters pertaining to cycling in Brampton by responding to requests from staff and Council related to both utilitarian and recreational cycling in the City.
2. Provide input to City staff on the delivery of the Bicycle Facility Implementation Program.
3. Review legislation and polices relating to cycling and advocate to City Council and other legislative bodies for cycling-supportive legislation and policies.
4. Assist staff with updates and implementation of the Pathways Master Plan.

5. Liaise with the following groups to effectively utilize resources and share information relating to cycling in Brampton:
   • Brampton Safe City - Road Safety Committee
   • Cycling Committees and/or staff from surrounding municipalities
   • Peel Regional Police
   • Brampton Transit
   • Professional Organizations (OTC, Velo-Ontario, etc.)

6. Represent the cycling community and promote all forms of cycling activities within Brampton through campaigns, community rides and an annual promotional event.

7. Work with the assigned City staff to meet the mandate of the committee by developing an achievable annual work plan including communications and budget requirements.

BECOMING A BICYCLE FRIENDLY COMMUNITY

Vision “Go For Bronze”

Working towards a Bicycle Friendly Community designation for Brampton provides an ideal platform for BCAC to deliver on its mandate.

Advocating for cycling supportive legislation and policies, providing input to the City’s Bicycle Facilities Implementation Program, and assisting staff with the update and implementation of the Master PathWays Plan – three elements of the BCAC mandate – are key elements to achieving first tier Bronze status for Brampton as a Bicycle Friendly Community by the end of this term of council in 2018.

Share the Road Cycling Coalition is a provincial cycling advocacy organization working to build a bicycle-friendly Ontario. Working with municipal/provincial/federal governments, the business community, road safety organizations and other not-for-profit organizations, Share the Road strives to enhance access for bicyclists on roads and trails, improve safety for bicyclists and educate Ontario citizens on the value and importance of safe bicycling for healthy lifestyles and healthy communities.

The Bicycle Friendly Community Award (BFC) Program provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. The Canadian BFC Program was launched by Share the Road in August of 2010 in partnership with the Washington based League of American Bicyclists with sponsorship from the CAA and Norco Bicycle.
Applications are judged according to the 5 “E” categories: Engineering, Encouragement, Education, Enforcement and Evaluation/Planning. Achievement in each category must be demonstrated to be considered for an award as a Bronze, Silver, Gold, Platinum, or Diamond Bicycle Friendly Community.

The 5 “E’s”

**ENGINEERING:** Physical infrastructure and hardware to support cycling (i.e. bicycle facilities on the community roads and pathways).

**EDUCATION:** Programs to ensure the safety, comfort and convenience of cyclists and fellow road users.

**ENCOURAGEMENT:** Incentives, promotions and opportunities that inspire and enable people to ride.

**ENFORCEMENT:** Equitable laws and programs that ensure cyclists and motorists are held accountable.

**EVALUATION / PLANNING:** Processes demonstrating a commitment to measuring results and planning for the future.

Becoming a Bicycle Friendly Community has been shown to be an excellent way to increase citizen participation in both recreational and commuter cycling. Increasing the rate of cycling in the city delivers a number of tangible benefits including:

- Increased citizen health resulting in lower health care costs;
- Reduced traffic congestion resulting in lowered expenses for road construction and maintenance;
- Reduced air pollution and lowered carbon intensity resulting in lower healthcare costs and costs associated with climate change adaptation;
- Increased retail spending for street based businesses where there is appropriate cycling infrastructure; and,
- Increased revenue from cycle tourism.

**Achieving BFC Bronze**

City of Brampton staff submitted a Bicycle Friendly Community application in July of 2013. The City was awarded “honorable mention” for submitting the application and received a detailed report with recommended improvement actions.

There are a number of obvious actions that BCAC can do starting in 2016 to assist staff in addressing the recommendations included in the Share the Road report. These actions are identified below under the three categories of: Policy, Programs
and Infrastructure. Longer term, BCAC, working with staff will implement an action plan that will allow the City to apply for and receive Bronze status prior to the end of this term of Council. Once achieved, the municipality, in conjunction with the BCAC could continue building toward Silver, Gold, etc.

**WORK PLAN ITEMS**

The BCAC work plan items are organized according to three areas, each with its own focus on one or more of the 5 “E” criteria for Bicycle Friendly Community designation:

A. Policy (*Evaluation/Planning* and *Enforcement*)
B. Programs (*Education* and *Encouragement*)
C. Infrastructure (*Engineering*)

### A Policy

1. **Creating the ‘Journey to Bronze’ Roadmap**
   (*EVALUATION/PLANNING*)

   BCAC to meet with Bicycle Facilities Implementation Program (BFIP) committee to identify and prioritize objectives to achieve “Bronze” Bicycle Friendly Community status.

   **Background**
   A summary report providing feedback on the City’s 2013 Bicycle Friendly Community application was provided by Share the Road.

   **Task**
   Identify short, medium and longer term initiatives that will allow the City to achieve Bronze status by the end of this term of Council. Update the 2015 Work plan to reflect short term initiatives not already included.

   **Timeline**
   Q1 2016

   **Funding**
   Nil

2. **Transportation Master Plan Update 2015**
   (*EVALUATION/PLANNING*)

   BCAC to provide input on the Transportation Master Plan Update 2015 – Technical Report #5: Active Transportation

   **Background**
   Obtain from City of Brampton website

   **Task**
   Review document and provide feedback.

   **Timeline**
   End of October 2015

   **Funding**
   Nil
3. Active Transportation Master Plan
(EVALUATION/PLANNING)

Assist staff in updating existing plan(s)/prepare an Active Transportation Master Plan.

| Background | Brampton’s PathWays Master Plan (2002) refers to a “Community Network” as “the spine of the PathWays network to provide connections across Brampton and to neighbouring municipalities”. |
| Task | Assist staff by identifying and prioritizing network links and on-road bicycle facilities appropriate for cycling infrastructure. Assist with the development of policies to achieve mode shift targets. |
| Timeline | Q1-Q4 2016 |
| Funding | Nil |

4. Active Transportation Traffic Count Policy
(EVALUATION/PLANNING)

BCAC to provide input on a policy to monitor cyclist traffic within the network.

| Background | This policy will guide the City toward identifying where infrastructure will best serve utilitarian and recreational cycling. |
| Task | Work with City staff to develop most appropriate routes for monitoring. |
| Timeline | Q1 2016 |
| Funding | Nil |

5. Curb cut Policy
(EVALUATION/PLANNING)

BCAC to provide input on the review of current practices and the development of a number of revised standards that will define the location and design of all active transportation crossings (including the depression of curbs where multiuse paths intersect roads).

| Background | The current City policies/standards need to be update to reflect OTM Book 15, OTM Book 18, and AODA standards and requirements. Brampton Accessibility Advisory Committee on November 4, 2014 “That it is the position of the Accessibility Advisory Committee that the inclusion of curb cuts and depressed curbs on exterior paths of travel be supported.” These minutes were approved by Council on December 3, 2014. |
| Task | Work with City staff to review and revise policies relating to active transportation crossings. |
| Timeline | Q1 2016 |
| Funding | Nil |
6. **Crossride Policy**  
*(EVALUATION/PLANNING)*

BCAC to provide input on the development of an implementation strategy for the use of crossrides in the City, in accordance with OTM Book 18 – Cycling Facilities.

<table>
<thead>
<tr>
<th>Background</th>
<th>Ontario has created guidelines and legislation which now allows crossrides to be installed where a bike path or multiuse path intersects a controlled intersection.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>Work with City staff to develop an implementation strategy.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q2 2016</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>

7. **Snow Clearing Priorities Policy**  
*(EVALUATION/PLANNING, ENCOURAGEMENT)*

Review the City’s policies/practices for snow clearing of multi-use paths and sidewalks during the winter season and recommend enhancements where appropriate.

<table>
<thead>
<tr>
<th>Background</th>
<th>Clearing of multiuse paths and sidewalks has been inconsistent throughout the city.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>Work with City staff to review and assess current winter maintenance practices with the intent of recommending level of service improvements.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q4 2016</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>

8. **Bike Parking lockup Standards Policy**  
*(EVALUATION/PLANNING)*

Conduct research relating to end of trip facilities that could assist the creation of a future City policy that would govern the type, number and location of appropriate bicycle parking facilities.

<table>
<thead>
<tr>
<th>Background</th>
<th>Experience in other communities suggests that sufficient secure bicycle parking encourages cycling both by physically supporting parking and by providing the perception that cycling is the norm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>Conduct a best practices exercise of neighbouring communities relating to the types of suitable parking facilities and share the results with City staff to incorporate into a policy relating to end of trip facilities.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q3 2016</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>
9. **Cycling-Friendly Bylaw Review**  
*(ENFORCEMENT)*

Provide advice on cycling-friendly by-laws that encourage cycling, increase safety and reduce congestion.

| Background | Ottawa and Toronto have revoked by-laws that prohibit cycling “2-abreast”.
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Task</td>
<td>Provide advice to City staff relating to the relevance of all current by-laws that govern cycling and encourage the development of by-laws that promote safe cycling and do not hinder cyclists.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q3 2016</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>

10. **Year-End Report to Council**  
*(EVALUATION/PLANNING)*

Prepare a year end progress report for BCAC.

<table>
<thead>
<tr>
<th>Background</th>
<th>There is value in reporting on the achievements of BCAC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>Prepare a year-end report which outlines projects/tasks that have been completed and provide an updated status on projects/tasks that are in progress.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q4 2016</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>
B Programs

1. **Bike The Creek** *(ENCOURAGEMENT)*

*Bike the Creek is a large signature annual event partnered with the City of Brampton, Town of Caledon, Toronto and Region Conservation Authority and BikeBrampton.*

| Background | Bike the Creek was started in 2013 with the vision of showcasing Brampton’s natural and cultural heritage and encouraging cycling. In the first year, ridership was 180. In 2014 this grew to 400 riders. The range of route types and lengths and the ‘no fee’ policy attracts all types of cyclists – young, older, families, singles, diversity and all income levels. In the past, the event has been supported by the City of Brampton (Recreation and Culture, Emergency Measures and Heritage staff). Region of Peel has supplied funding for the complimentary lunch, as they do for the City of Mississauga’s Tour de Mississauga. External funding has been sought through grants and sponsorships. |
| Task | Work with the Bike the Creek Planning Committee to plan and deliver the Bike the Creek event on June 18, 2016. |
| Timeline | Q4 2015, Q1-Q4 2016. |
| Funding | $2,250 total: |
| | • $1,000 – promotion of event |
| | • $750 – booth materials & signage (to be used at other events) |
| | • $500 - bike rodeo staffing |

2. **Community Rides** *(ENCOURAGEMENT)*

*BCAC members organize and lead one ride per Ward per year to promote awareness and cycling infrastructure available for both recreational and utilitarian purposes.*

| Background | Community Rides have yet to be implemented in Brampton, although they are well-established in other communities such as Mississauga. In addition, Bramalea CycleFest was held for the first time on June 27, 2015, planned by All Peoples Church with assistance from BikeBrampton. There were 150 riders traveling the Chinguacousy Trail, finishing with a donated picnic lunch. The goal was to raise money for Sick Kids Hospital. They received a Canadian Tire jumpstart grant for 65 bike helmets and arranged bike donations from their congregation. Canadian Tire required the helmets be accompanied by 6 hours of safety training. BikeBrampton volunteers assisted with the training on 2 evenings. |
before the event. Region of Peel, Active Transportation staff also supported with time, supplied bike bells and ran a Bike Rodeo.

<table>
<thead>
<tr>
<th>Task</th>
<th>Work with City staff, Councillors and other community groups (Community Bike Centre, BikeBrampton, Faith-based organizations) to organize and lead, and promote community rides.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timeline</td>
<td>Q2, Q3 2016</td>
</tr>
<tr>
<td>Funding</td>
<td>$5,000 total:</td>
</tr>
<tr>
<td></td>
<td>• $200 per Ward for promotion – flyers x 10</td>
</tr>
<tr>
<td></td>
<td>• $300 per Ward for food/refreshments x 10</td>
</tr>
</tbody>
</table>

### 3. Bike Rodeos

*EDUCATION, ENCOURAGEMENT*

*BCAC members lead a series of Bike Rodeos with school-age, Brampton youth.*

| Background | Bike Rodeos are run by Peel Police at the Peel Safety Village, which runs approximately 6 weeks per year and handle about 6% of Peel grade 3 students. Brampton Safe City (now closed), operated bike rodeos which handled a small portion of the potential students. A PSARTS (Peel Safe and Active Routes to School) subcommittee developed a bicycle education kit for grades 3 to 6. The online kit (with curriculum) is available on the Peel Walk+Roll website. It was reported that 30% of Brampton children participating in Bike Week May 25-29, 2015 did not own bicycles. The Community Bike Centre (an initiative of Community Environment Alliance, Region of Peel and BikeBrampton) has a “bike library” of bicycles available for lending as a result of donations and the BikeWrx program for bike repairs. |
| Task | Work with Peel Police Safety Village, the Region of Peel’s Active Transportation staff and the Community Bike Centre to establish a series of Bike Rodeos. Establish a common booking system, as the number of requests for rodeos often exceeds supply of kits and instructors. |
| Timeline | Q1 2016 (before Bike Month in June) |
| Funding | $1,570 total: |
| | • $1000 for city park rental |
| | • $500 for rodeo instructor training |
| | • $35 / person for police background checks x 2 |
4. Bike Month Events
(EDUCATION, ENCOURAGEMENT)

BCAC will play an active role in Bike Month activities, including Bike To Work Day, Bike To School Week, BikeFest at CeleBrampton.

| Background | Bike to Work Day has evolved to become one of the largest events of its kind in Canada and is now celebrated across the GTHA. Bike Month brings together families, artists, commuters and community groups to promote cycling at hundreds of events throughout the month of June. Bike Month 2015 was supported across the GTHA by Smart Commute, a program of Metrolinx, and by the cities of Brampton, Burlington, Hamilton, Mississauga, and Toronto, and the Regions of Peel, York, Halton, and Durham. |
| Task | Work with Recreation, Events and Transportation Planning staff to support, promote and participate in Bike Month activities and events. BCAC members to support Bike Month activities. |
| Timeline | Q1-Q2 2016 |
| Funding | see booth & signage funding under Bike the Creek |

5. Cycling Handbook
(EDUCATION, ENCOURAGEMENT)

Develop a Brampton Cycling Handbook with trail maps, by-laws, useful information and links specifically for Brampton cyclists.

| Background | Cycling handbook (similar to that developed by CultureLink and used in Mississauga, Toronto, and Vancouver)
- Per BikeBrampton correspondence with Kristin Schwartz, CultureLink, from February 2014, “For community groups, we have a sliding scale of anywhere from $50 to $1000” as a contribution towards our future publication efforts.
- There are costs to consider for additional languages. Mississauga contributed “several thousands of dollars” to translate into five languages. Actual amount was not disclosed.
- Funding is based on $1000 contributions toward three languages: English, French, and Punjabi.
- Final costs, quantities, and languages will depend on negotiations with CultureLink, which have not been initiated. |
| Task | Work with CultureLink to develop a cycling handbook, appropriate for Brampton, in 3 languages (English, French, and Punjabi). Distribute at cycling events, and perhaps at City Hall and/or city-owned recreation facilities, depending on demand and quantities ordered. |
| Timeline | Q4 2016 |
| Funding | $3000 total:
- Contribution of $1000 x development in 3 languages. |
6. **Trade Shows & Conferences**

*(ENCOURAGEMENT)*

*BCAC members to attend trade shows and conferences that deal with cycling and active transportation advocacy.*

| Background | Share the Road hosts an annual Ontario Bike Summit in Toronto. The 2-day event features a variety of highly informative presentations that provide education and information on infrastructure, encouragement and policy. Other communities share their expertise that will benefit the City of Brampton. The International Bike Show is held in Toronto in March and features exhibits by cycling associations, cycle tourism, cycling vendors, cycling advocacy organizations, which can offer an educational opportunity for BCAC members. Vendors can also be approached for sponsorship opportunities for Brampton cycling events. |
| Task | Attend the Share the Road Ontario Bike Summit conference and the International Bike Show in Toronto for educational purposes that will facilitate education, encouragement, and policy. |
| Timeline | First and second quarter 2016 |
| Funding | Funding – $940 total |  
  - Ontario Bike Summit fee $450/person x 2  
  - International Bike Show entrance $20 x 2 |

7. **Metrolinx HUB Committee for Active and Sustainable School Transportation**

*(ENCOURAGEMENT)*

*BCAC to attend and participate in the Active and Sustainable School Transportation committee meetings.*

| Background | Metrolinx started the HUB Committee for Active and Sustainable School Transportation Planning for the GTHA in January 2015. The Committee has Terms of Reference that allows for City of Brampton participation and voting. |
| Task | Have a BCAC member attend and participate in quarterly meetings and report back to BCAC. |
| Timeline | Q1-Q4 2016 |
| Funding | $80 total:  
  - mileage/GO Train Fare to Union Station - $20 X 4 meetings |
8. **CAN-BIKE2 Training**  
*(EDUCATION)*

Arrange CAN-BIKE2 Training for BCAC members, for the purposes of facilitating community outreach and education activities, consistent with the BCAC mandate.

<table>
<thead>
<tr>
<th>Background</th>
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<tbody>
<tr>
<td>CAN-BIKE 2 is an advanced course in defensive cycling for commuters and recreational cyclists who already ride in traffic. This is an adult course for cyclists aged 14 and up. This course will improve confidence and skills required for riding in challenging traffic situations. This course is quite often a requirement for jobs that involve cycling. CAN-BIKE 2 training is a prerequisite for Instructor Training, a useful outreach tool.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Task</th>
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<tbody>
<tr>
<td>BCAC members to attend CAN-BIKE2 training (once the new curriculum has been established)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Timeline</th>
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<tbody>
<tr>
<td>Q4 2016</td>
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<table>
<thead>
<tr>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>$800</td>
</tr>
<tr>
<td>$400 / member x 2</td>
</tr>
</tbody>
</table>

9. **Open Data: Online Map**  
*(ENCOURAGEMENT)*

Create a municipally-supported, cycling road map for Open Data.

<table>
<thead>
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<th>Background</th>
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<tbody>
<tr>
<td>Increasing cycling ridership will involve creative new methods that target youth and provide bike to school routes for STP (school travel planning). Peel Walk+Roll website supports School Travel Planning where routes are already established.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify cycling corridor alternatives to arterial roads, where arterial roads are lacking separate cycling infrastructure. Display kilometers of cycling infrastructure, existing and proposed. Establish standard routes to connect key public landmarks across Wards in Brampton. Examples of existing tools include Open Street Map, Google Maps and Social Cycling</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q4 2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nil</td>
</tr>
</tbody>
</table>

10. **Communications: BCAC Website**

Create web content to support BCAC.

<table>
<thead>
<tr>
<th>Background</th>
</tr>
</thead>
<tbody>
<tr>
<td>As the committee develops its promotions strategy, it will need a channel to reach people online.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explore the development of a BCAC website.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q4 2016</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nil</td>
</tr>
</tbody>
</table>
C Infrastructure

1. Implementation of Cycling Infrastructure
   (ENGINEERING)

   BCAC will provide input on the implementation of cycling infrastructure in the City.

<table>
<thead>
<tr>
<th>Background</th>
<th>The Bicycle Facilities Implementation Plan, The Transportation Master Plan Update (2015) and the future Active Transportation Master Plan all include proposed infrastructure changes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>Play an advisory role in the implementation of the proposed cycling infrastructure.</td>
</tr>
<tr>
<td>Timeline</td>
<td>On an as required basis.</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>

2. Assist with Community Outreach
   (ENGINEERING, EDUCATION)

   BCAC will play a support role in the implementation of cycling infrastructure.

<table>
<thead>
<tr>
<th>Background</th>
<th>When City of Brampton has added bicycle lanes / urban shoulders to existing roads, there has been objection from some residents.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>BCAC to assist City staff and Councillors in community outreach to help explain the importance of cycling facilities in the City, overcoming congestion, and the health and economic benefits of cycling, particularly as it applies to safe and active routes to schools.</td>
</tr>
<tr>
<td>Timeline</td>
<td>As required throughout 2016.</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>

Reference Documents

The Essentials of a Cycling Friendly City
https://docs.google.com/document/d/1PA5eeQora9BnHsXsTO3tyl2rt3JQNV3Is2RJK6Q7glA/edit?usp=sharing

Share the Road Cycling Coalition - Cycling Friendly Community Application

Worksheet
https://docs.google.com/spreadsheets/d/1OauxKuhkBE1X3P_dLFiZQrusHVbKFMOemT7uIN4os4/edit?usp=sharing

Appendix 1 – Proposed Budget
Appendix 1 – Proposed Budget
Brampton Cycling advisory Committee
2016
<table>
<thead>
<tr>
<th>Event</th>
<th>Deliverable</th>
<th>Subcommittee</th>
<th>Contact</th>
<th>Estimated Cost</th>
<th>Status</th>
<th>Start Date</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Rodeos</td>
<td>Funding Support (Pending Budget Approval)</td>
<td>Programs</td>
<td></td>
<td>$1,570</td>
<td>Not Started</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike To Work Day/School Week/Month</td>
<td>Funding Support (Pending Budget Approval)</td>
<td>Programs</td>
<td></td>
<td>$750</td>
<td>Not Started</td>
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<tr>
<td>Community Rides</td>
<td>Funding Support (Pending Budget Approval)</td>
<td>Programs</td>
<td></td>
<td>$5,000</td>
<td>Not Started</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike The Creek</td>
<td>Funding Support (Pending Budget Approval)</td>
<td>Programs</td>
<td></td>
<td>$2,500</td>
<td>Not Started</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Deliverable</td>
<td>Subcommittee</td>
<td>Contact</td>
<td>Estimated Cost</td>
<td>Status</td>
<td>Start Date</td>
<td>Completion Date</td>
</tr>
<tr>
<td>--------------</td>
<td>------------------------------------------------------------------------------</td>
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<td>----------------</td>
<td>------------</td>
<td>------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Map</td>
<td>Identifying cycling corridor alternatives to arterials</td>
<td>Infrastructure (City Led)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Map</td>
<td>a municipally supported, cycling road map for Open Data</td>
<td>Infrastructure (City Led)</td>
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<td>Map</td>
<td>Bike To School Routes</td>
<td>Infrastructure (City Led)</td>
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<tr>
<td>Map</td>
<td>Kilometres of Cycling Infrastructure: Existing and Proposed</td>
<td>Infrastructure (City Led)</td>
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</tr>
<tr>
<td>Policy</td>
<td>By-law review: Identify bylaws that hinder cycling; Suggest cycling-friendly ones.</td>
<td>Policy (City Led)</td>
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<tr>
<td>Policy</td>
<td>&quot;Go For Bronze&quot; Strategy</td>
<td>Policy (City Led)</td>
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<tr>
<td>Work Plan</td>
<td>Developing an achievable annual work plan including communications and budget requirements</td>
<td>Work Plan Subcommittee</td>
<td>Kevin Montgomery</td>
<td></td>
<td>In Progress</td>
<td>August 20, 2015</td>
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<tr>
<td>Year End</td>
<td>Report To Council</td>
<td>Work Plan Subcommittee</td>
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<tr>
<td>Engagement</td>
<td>CAN-BIKE Instructor Training (Requires CAN-BIKE 2)</td>
<td>Programs</td>
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<tr>
<td>Engagement</td>
<td>Events Funding Strategy</td>
<td>Events Funding</td>
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<tr>
<td>Encouragement</td>
<td>Metrolinx HUB for Active and Sustainable School Transportation</td>
<td>Programs</td>
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<tr>
<td>Item</td>
<td>Deliverable</td>
<td>Subcommittee</td>
<td>Contact</td>
<td>Estimated Cost</td>
<td>Status</td>
<td>Start Date</td>
<td>Completion Date</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------------</td>
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<td>---------</td>
<td>----------------</td>
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</tr>
<tr>
<td>Promotional Material</td>
<td>Cycling Handbook from CultureLink</td>
<td>Programs</td>
<td></td>
<td>$3,000</td>
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<tr>
<td>Trade Show/Conference</td>
<td>Share The Road - Ontario Bike Summit, April 19-20, 2016, 2 tickets</td>
<td>Programs</td>
<td></td>
<td>$900</td>
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<td>Trade Show/Conference</td>
<td>International Bike Show, 2 tickets</td>
<td>Programs</td>
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<td>$40</td>
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<tr>
<td>Trade Show/Conference</td>
<td>Metrolinx HUB for Active and Sustainable School Transportation</td>
<td>Programs</td>
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<td>$80</td>
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<tr>
<td>Training</td>
<td>CAN-BIKE 2 Training (Prerequisite for Instructor Training), 2 members</td>
<td>Programs</td>
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<td>$800</td>
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<tr>
<td>Event</td>
<td>Bike To Work Day/School Week/Month, Signage and booth materials</td>
<td>Programs</td>
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<td>$750</td>
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<td></td>
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</tr>
<tr>
<td>Event</td>
<td>Community Rides, Promotion, Food/Refreshment, 10 wards</td>
<td>Programs</td>
<td></td>
<td>$5,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Event</td>
<td>Bike The Creek, Promotion, Booth materials and signage, Bike Rodeo staffing</td>
<td>Programs</td>
<td></td>
<td>$2,250</td>
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<tr>
<td>Event</td>
<td>Bike Rodeos, City park rental, Rodeo instructor training, Police check</td>
<td>Programs</td>
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<td>$1,570</td>
<td></td>
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</tr>
</tbody>
</table>

Total Costs $14,390
Promotional Material $3,000
Trade Show/Conference $1,020
Training $800
Event $9,570