Thursday, May 19, 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 – Wards 2 and 6

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
Telephone (905) 874-2116, TTY (905) 874-2130, cityclerksoffice@brampton.ca

Note: Some meeting information may also be available in alternate formats, upon request.
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 - April 21, 2016

The minutes are pending consideration by Planning and Infrastructure Services Committee on May 16, 2016, and approval by Council on May 25, 2016. The minutes are included on this agenda for information only.

4. Delegations / Presentations

4.1. Presentation from Dayle Laing, Member, re: Ontario Bike Summit

4.2. Presentation from J. Spencer, Manager, Parks and Facility Planning, Engineering and Development Services, Planning and Infrastructure Services, re: Parks and Recreation Master Plan

5. Reports / Updates

6. Active Transportation Ideas

7. Other/New Business / Information Items

7.1. Minutes - Infrastructure Subcommittee - April 13, 2016

7.2. Discussion at the request of Kevin Montgomery, Co-Chair, re: Provincial Cap and Trade - Cycling Infrastructure Funding
8. **Future Agenda Items**

   Items to be considered at future Committee meetings include:

   (nil)

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, June 16, 2016, at 7:00 p.m.
Thursday, April 21, 2016

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

Members Absent:  
Patrick McLeavey

Staff Present:  
Planning and Infrastructure Services Department  
H. Zbogar, Manager, Long Range Transportation Planning  
N. Cadete, Project Manager, Active Transportation  
A. Oliveira, Project Manager, Engineering and Development  
J. Mete, Landscape Architect, Engineering and Development  
Corporate Services Department  
S. Danton, Legislative Coordinator
The meeting was called to order at 7:05 p.m., and adjourned at 9:18 p.m.

1. **Approval of Agenda**

CYC018-2016 That the Agenda for the Cycling Advisory Committee Meeting of April 21, 2016, be approved as printed and circulated.

Carried

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

3. **Previous Minutes**

3.1. **Minutes - Cycling Advisory Committee - March 17, 2016**

   The minutes were considered by Planning and Infrastructure Services Committee on April 4, 2016, and the recommendations approved by Council on April 13, 2016. The minutes were included on the agenda for information only.

4. **Delegations / Presentations**

4.1. Presentation by Dayle Laing, Member, re: Bike the Creek

   Dayle Laing, Member, presented details on Bike the Creek including volunteer opportunities for Committee members.

   Staff noted that Bike the Creek is included in the Committee’s work plan and budget funds are available, up to $2500.00. Committee was requested to determine if funding is required for the event.

   Committee consideration of the matter included consensus to purchase a cycling safety kit that may be used at Bike the Creek for the Bike Rodeo, and at future cycling events. Staff was requested to purchase a cycling safety kit on behalf of the Committee.

   The following motion was considered:

   CYC019-2016 1. That the presentation from Dayle Laing, Member, to the Cycling Advisory Committee Meeting of April 21, 2016, re: Bike the Creek be received; and,
2. That approval be given for the purchase of a cycling safety kit from the Bike the Creek budget allocation.

Carried

5. Reports / Updates

5.1. Verbal update from J. Mete, Landscape Architect, Planning and Infrastructure Services, re: Franceschini Bridge Project Status - Update for Brampton Cycling Advisory Committee

Jake Mete, Landscape Architect, Planning and Infrastructure Services, provided an update on the status of the Franceschini Bridge.

Committee discussion of the matter included suggestions of safety features, connectivity and accessibility.

In response to a question from Committee, staff noted that an update on a nearby pathway will be provided at a future meeting.

The following motion was considered:

CYC020-2016 That the verbal update from J. Mete, Landscape Architect, Planning and Infrastructure Services, to the Cycling Advisory Committee Meeting of April 21, 2016, re: Franceschini Bridge Project Status – Update for Brampton Cycling Advisory Committee be received.

Carried

5.2. Update from Dayle Laing, Member, re: Safe Biking Event - Brampton County Court SNAP (Sustainable Neighbourhood Retrofit Action Plan)

Dayle Laing, Member, provided an overview and noted that the Toronto and Region Conservation has requested that Committee host a Safe Cycling booth during County Court Sustainable Neighbourhood Retrofit Action Plan (SNAP) community events.

Committee consideration of the matter included discussions of possible events and booths to host, and consensus to refer the matter to the Programs Subcommittee for a report at a future meeting.

The following motion was considered:
1. That the update from Dayle Laing, Member, to the Cycling Advisory Committee Meeting of April 21, 2016, re: **Safe Biking Event – Brampton Court SNAP (Sustainable Neighbourhood Retrofit Action Plan)** be received.

2. That the matter be referred to the Programs Subcommittee for a report back at a future meeting.

   Carried

5.3. Verbal Update from Nelson Cadete, Project Manager, Active Transportation, re: **Motion to the Ontario Ministry of Education Regarding Cycling Education**

Nelson Cadete, Project Manager, Active Transportation, Planning and Infrastructure Services, provided an update on the motion to the Ontario Ministry of Education regarding cycling education, and noted that it will be considered at the next Planning and Infrastructure Services Committee meeting.

The following motion was considered:

CYC022-2016 That the verbal update from Nelson Cadete, Project Manager, Active Transportation, Planning and Infrastructure Services, to the Cycling Advisory Committee Meeting of April 21, 2016, re: **Motion to the Ontario Ministry of Education Regarding Cycling Education** be received.

   Carried

5.4. Verbal Update from Nelson Cadete, Project Manager, Active Transportation, re: **Committee Procedures**

Nelson Cadete, Project Manager, Active Transportation, provided an update on committee procedures and requested subcommittee invites and minutes be circulated to him for consideration. Mr. Cadete noted that if members wish to attend external events on behalf of the Committee, it must be approved by a recommendation prior to the event.

The following motion was considered:

CYC023-2016 That the verbal update from Nelson Cadete, Project Manager, Active Transportation, to the Cycling Advisory Committee Meeting of April 21, 2016, re: **Committee Procedures** be received.

   Carried
6. **Active Transportation Ideas**

7. **Other/New Business / Information Items**

7.1. **Minutes - Programs Subcommittee - March 21, 2016**

Lisa Stokes, Member, provided an overview of the minutes.

Committee consideration of the matter included:

- **Community Rides:**
  - Participant registration
  - Promotional materials; printed and electronic
  - Budget requirements and consensus to spend within the budget allotment on promotional materials, a participant stamp, refreshments, and prizes

- **Bike Month:**
  - Committee participation in events
  - Promotional materials and signage
  - Budget requirements and consensus to spend within the budget allotment on Committee signage

The following motion was considered:

**CYC024-2016**

1. That the *Minutes – Programs Subcommittee – March 21, 2016* to the Cycling Advisory Committee Meeting of April 21, 2016, be received;

2. That approval be given for the purchase of promotional materials, a participant stamp, refreshments, and prizes from the Community Rides budget allocation; and,

3. That approval be given for the purchase of Committee signage from the Bike Month budget allocation.

   Carried

7.2. **Update re: Council Announcement - Community Rides**

Lisa Stokes, Member, noted that the material provided in the agenda was presented to Council on March 30, 2016.

The following motion was considered:
8. **Future Agenda Items**

Items to be considered at future Committee meetings include:

(nil)

9. **Correspondence**

9.1. Correspondence from Pauline Thornham, Member, re: *Joint Committee of Western Lake Ontario Cycling Advisory Committee*

Pauline Thornham, Member, noted that she would like to attend the event and inquired if there are any other Members interested in attending. Kevin Montgomery and Dayle Laing expressed their interest.

The following motion was considered:

CYC026-2016 1. That the correspondence from Pauline Thornham, Member, to the Cycling Advisory Committee Meeting of April 21, 2016, re: *Joint Committee of Western Lake Ontario Cycling Advisory Committee* be received; and,

2. That the following Members attend the Joint Committee of Western Lake Ontario Cycling Advisory Committee meeting on behalf of the Committee:
   1. Dayle Laing
   2. Kevin Montgomery
   3. Pauline Thornham

Carried

9.2. Correspondence from Pauline Thornham, Member, re: *Ministry of Education Motion*

The following motion was considered:
3.1 - 7
Minutes
Cycling Advisory Committee

CYC027-2016 That the correspondence from Pauline Thornham, Member, to the Cycling Advisory Committee Meeting of April 21, 2016, re: Ministry of Education Motion be received.

Carried

10. Question Period

11. Public Question Period

No questions were asked with respect to decisions made at this meeting.

12. Adjournment

The following motion was considered:

CYC028-2016 That the Cycling Advisory Committee do now adjourn to meet again on Thursday, May 19, 2016, at 7:00 p.m.

Carried
Toronto Bike Ride & Tour
Ontario Bike Summit 2016

Presentation to Brampton Cycling Advisory Committee
May 19, 2016
7 km Bike Tour using Bike Share

1. Wellesley Cycle Track
2. Sherbourne Cycle Track
3. Martin Goodman Waterfront Trail
4. Simcoe Contra-Flow Bike Lane
5. Richmond-Adelaide Cycle Track
Wellesley Cycle Track

- Painted buffer lane
- Before installation, approx 1,000/day (2012)
- After installation, approx 1,500/day (2015)
Wellesley

- Dashed paint at driveway
Sherbourne Cycle Track

- Rolled curb separation
- Green paint delineates bike lane
- Wayfinding signage
• Green paint at conflict areas (intersections)
• 40 speed limit
• Cutaway rolled curb – accessible pick up
• Before installation approx, 1,000/day (2011)
• After installation approx, 4,000/day (2014)
Sherbourne

- Tactile pavers (visual impaired guidance)
• Raised cycle track with mountable curb separation from traffic lanes
• Paver separation from sidewalk
Sherbourne & Dundas intersection

- Cyclist comfort & safety
Martin Goodman Waterfront Trail

- 4m wide multiuse trail
- 20km continuous
• Before installation, approx 1,500/day (2011)
• After installation, approx 6,000/day (2015)
Martin Goodman Waterfront

- Caution for pedestrians sign
• Bicycle signal
Simcoe & Queens Quay

- Bike box
Simcoe Cycle Track

- Contraflow bike lane
- Separated with flexible posts & planters
• Directional arrow
• Before installation, approx 500/day (2010)
• After installation, approx 2,000/day (2015)
Richmond / Adelaide Cycle Track

- Bathurst to Parliament – 2 phases
- Painted buffer bike lanes
- Before installation <100-250/day (2013)
- After installation 1,000-2,200/day (2015)
Parks and Recreation Master Plan

PRESENTATION FOR CIRCULATION TO CITY ADVISORY COMMITTEES

May 2016
The Parks & Recreation Master Plan

- The City of Brampton is working with the services of a consulting team in the development of a master plan for parks and recreation services.

- The City’s Advisory Committees were asked earlier this year to put forth the names of representatives to sit on a Citizen Panel – one meeting has been held to date and another scheduled for June.

- The City is attempting to ‘spread the word’ about the plan and is therefore forwarding this abbreviated presentation to Advisory Committees in May and June.
What is it?

- Long-range plan to guide Brampton’s parks and recreation system
  - Parks and open space, and outdoor sports and recreational facilities;
  - Indoor sports and recreational infrastructure and buildings; and
  - Programming and services.

- Fifteen year focus (to the year 2031)

- Will assist with annual budgeting, preparation of Development Charges studies, implementation of other guiding documents
4.2 - 4

What are the Scope of Facilities and Programs being evaluated?

Within Scope
- Parkland and open space
- Arenas and outdoor rinks
- Indoor and outdoor aquatics
- Community centres and gymnasiums
- Fitness Services
- Sports fields
- Hard surface courts
- Playgrounds
- Skateboard / Bike Parks
- Service and program delivery reviews

Outside of scope
- Trails and Pathways (Active Transportation MP)
- Natural Heritage (Natural Heritage & Environmental Management Strategy)
- Arts, Culture and Heritage
- Facilities and programs by non-City providers
Consultation Timelines

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- Online Community Survey

Timeline:
- Mar '16 - Aug '16: Identifying Gaps, Opportunities and Priorities
- Sep '16 - Feb '17: Testing and Refining the Draft Master Plan
Benefits of Parks, Recreation & Sport

- Economic Prosperity
- Healthy Communities
- Environmental Sustainability
- Sense of Place and Belonging

Influences of Parks & Recreation
Future Challenges & Opportunities

1. Population Growth
2. Socio-Economic Diversity
3. Aging Infrastructure
4. Funding
5. Park and Facility Renewals/Upgrades
6. Emerging Trends
Future Challenges & Opportunities: Population Growth

- Population is estimated to reach 836,800 by 2031, growth of 223,000 persons (+36%)
  - Greatest growth West/NW (Heritage Heights, Mount Pleasant, Riverview Heights) and NE (427 Industrial Area, Vales of Castlemore).
- Fewer ‘greenfield’ developments in the future and greater urbanization / intensification in identified nodes and corridors
- Increased diversity in terms of age, income, cultural background, etc.
Future Challenges & Opportunities: Socio-Economic Diversity

- What’s the ‘right mix’ of facilities and programs to offer, in light of:
  - Cultural diversity and how diverse populations benefit from ‘the norm’ in parks and recreation provision
  - How differences in income levels affect participation rates
  - The types of services for persons with disabilities
  - Growing numbers of people over 55 years of age
4.2 - 10
Future Challenges and Opportunities: 
**Aging Infrastructure**

A number of parks and facilities were constructed 30+ years ago

Significant cost of fixing aging infrastructure (province-wide issue)

Many older facilities were not designed to be fully accessible or meet AODA requirements

Need to determine whether ongoing renewal is sustainable vs. when to consider replacement
Future Challenges & Opportunities: Funding

- Costs of land purchase, facility construction and operation
- Development Charges fund only 90% of ‘growth-related’ park and recreation project costs
- Taxes fund all operating costs and most facility renewal costs
- Needs and desires often outpace financial resources
- Many pressures beyond parks and recreation for the tax $
- Challenge: Finding the ‘best bang for the buck’
4.2 - 12

Future Challenges & Opportunities: Park & Facility Renewals / Upgrades

• Updating older parks and facilities (modern, accessible, functional, etc.)

• Repurposing facilities (indoor and outdoor) to better reflect needs of today

• Funding challenges
  o Anything that is not growth-related is not eligible for Development Charges
  o Strong competition for national and provincial grants
Future Challenges & Opportunities: Emerging Trends

- Adapting to the shift to spontaneous and drop-in activities

- Integration with other sectors (arts and culture, public health, economic development, sports tourism, etc.)

- Pursuit of partnerships to maximize choices for residents, share costs, and develop capacity of community providers

- And many more....
Next Steps

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Spread the word!

- Visit the Project Website and Online Survey: [www.brampton.ca/PRMP](http://www.brampton.ca/PRMP); **SURVEY CLOSES MAY 31ST!**
- Send an Email: PRMP@brampton.ca
Hi Shauna.

I’ve attached the minutes from the Infrastructure Subcommittee meeting of April 13, 2016.

2 Recommendations are being brought forward for consideration by the Cycling Advisory Committee.

1: Opposing Motion For an Etobicoke Creek LRT Alignment

On March 7, 2016 Planning & Infrastructure Services Committee meeting passed a motion that included the following clause:

“6 a). 2. That staff work with Toronto Region Conservation staff to come to an agreement on Route 3 – Etobicoke Creek Valley, and if an agreement cannot be reached, the matter be brought forward to the Toronto Region Conservation Board of Directors.”

Subcommittee found that in the absence of concessions to retain or improve active transportation in the aforementioned motion, the existing Recreational Trail that the Committee has a mandate to support is at risk. Therefore, the subcommittee recommends opposing the motion for an Etobicoke Creek LRT alignment, and; that notice of opposing this motion be sent to Brampton city staff and Council, and to TRCA staff and Board of Directors if applicable.

2: Joining Metrolinx HLRT Stakeholders Mailing List

Subcommittee also recommends that the email address “cycling@brampton.ca” be added to the Metrolinx Hurontario LRT “Stakeholders Mailing List”, since the project includes an active transportation component.
Minutes - Infrastructure Subcommittee

Cycling Advisory Committee

Wednesday, April 13, 2016

Members Present

- Kevin Montgomery (Meeting Chair)
- Gaspard Ndayishumiye
- Gerald Pyjor
- Julius Pokol
- Stephen Laidlaw

The meeting was called to order at 7:10pm, and adjourned 8:35pm

Discussion

BFIP - Problem with “Cycle of Failure”
Subcommittee discussion took place on the problem of pushback often received when changes in road function is proposed to accommodate cycling facilities. Problem described as: Opportunity for bike lanes; People don’t cycle, don’t see value in losing parking, bike lanes not built. Process of BFIP requires property owner buy-in, unclear why -- change to road function? Concessions are made for “urban shoulders” instead to retain parking function. Convenient for people who choose to drive, not so convenient for those who cycle.

Proposal: Sharrows Program
At the request of Kevin Montgomery, subcommittee discussion took place on a comprehensive program to paint sharrows on local and collector/secondary roads.

Background: Kevin pointed out two case studies where cities have been able to increase cycling modal share with modest investment in cycling infrastructure. Rather, the focus was on education and establishing expectations, understanding the bicycle as a tool and not a toy, and above all, respect for all road users.

Bike Share in Mexico City

“In other cases, the success of the bike-sharing program is high, even if there are not a lot of cycle lanes. In Mexico City, there is not a lot of cycling infrastructure, and many of the streets in the coverage Bicycle Lanes and Bike-share area are small streets that do not need separated space for bicycles. Given that and in preparation for the
opening of the system, the city conducted a safety campaign to teach motorists and cyclists how to share the street with each other. Since Mexico City’s bike-share system opened in 2012, there have been five million trips, with few accidents and no fatal collisions (Goday 2013).” - Page 62
“THE BIKESHARE PLANNING GUIDE”
Institute for Transportation & Development Technology

Cycling Modal Share in Tokyo, Japan (Streetfilms)

“In Tokyo, bicycling accounts for 14 percent of all trips. Yet Tokyo does not have the cycling infrastructure of Amsterdam or even Hamburg. As much as wider bike lanes would help, Tokyo residents will bike Regardless. If there’s no bike lane, they’ll just hop on the sidewalk or wherever they feel safe.”

Joe Baur produced this excellent Streetfilm. He writes:

...  

“I was surprised by just how young the kids were cycling around the city. I was told that kids start in the back of their parent’s bike, then they move up to a handlebars seat when the second child comes along before hopping onto their own bike when they’re too heavy. This all makes sense when you consider that it’s very common for Japanese children to be sent off on their own at an age many North Americans would consider too young.”

There’s at least one thing the rest of the world can take from cycling in Tokyo. That is the ‘Gaman Spirit.’ Literally, it means ‘to endure.’ But when applied to cycling in Tokyo, it refers to everybody getting along.

Whether you’re a cyclist, pedestrian, or driver, it doesn’t matter. We all have a job to get done, so as Kidd put it, “get it done.”

http://www.streetfilms.org/the-gaman-spirit-why-cycling-works-in-tokyo/

Kevin suggested that road allowances have a lack of equity. The form of the roads do not communicate their function with respect to inferring how cyclists are supposed to use them. Road widths are wide enough to indicate cars fit there. There are narrow pavements where cars clearly don’t fit, and people walk there. Sometimes one can observe signs and benches that indicate the presence of a transit route. Nowhere are there any clues as to where cyclists should be expected. This is a problem for both people who are driving, and for people on bicycles as well. While the laws determine that people on bicycles should be on the street,
and even states expectations for lane positioning, there are no clues offered in Brampton’s road allowance to remind people of what these expectations are.

Kevin proposed a comprehensive “Sharrows Plan”, whereby all local and secondary/collector roads would have “sharrows” markings, positioned appropriately based on available lane width, to remind both drivers and cyclists of what the expectations are with respect to how the road allowance is supposed to be used. He suggested that secondary/collector roads are meant to connect people from their homes to destinations, while arterials are meant to connect on and off highways and to move at higher speeds in and out of the city. Therefore, local and collector roads are ideal for in terms of their intended function of local transportation, and establishing the missing framework for east-west cycling connectivity.

Kevin presented the following benefits:

- An education campaign with permanent access to online videos on how sharrows work will remind and educate people who drive and cycle where bicycles are meant to be placed in the road allowance.
- Promotes equity of the road allowance, and reminds people to expect cyclists on the road.
- **Does not change the function of the road.** Public consultation not necessarily required, as nothing is being lost or gained with respect to functions drivers are already able to do. Sharrows are a reminder of what is already in law.
- A comprehensive sharrow project might be executed faster than building a business case and capital funding for a network of separated infrastructure where merited (high speed arterials).
- Appears to be consistent with the Nomograph presented in the 2015 Transportation Master Plan. Would likely be compatible with the Active Transportation Master Plan when completed, and could be executed using the current design tools under the existing BFIP plan.

Subcommittee agreed to discuss further, and Kevin will prepare an illustrative presentation that upon subcommittee approval will be brought forward to the Committee for Recommendation.

**Franceschini Bridge***

Subcommittee discussion took place on the status of the Franceschini Bridge, crossing the 410. Subcommittee proposed a recommendation to direct Brampton Staff to investigate connecting the Recreation Trail to the nearby GO parking lot at Williams Pkwy., to request the current status of the project, and to better understand how much flexibility still exists for recommendations at this point in the project.
* Staff presented a project update to Committee after the Infrastructure Subcommittee met. The project update addressed many of the points intended to be brought forward as recommendations. These recommendations are no longer required.

**Etobicoke Creek Alignment of LRT**

Subcommittee discussion took place regarding the March 7, 2016 Planning & Infrastructure Services Committee meeting. In it, a motion was passed that included the following clause:

“6 a). 2. That staff work with Toronto Region Conservation staff to come to an agreement on Route 3 – Etobicoke Creek Valley, and if an agreement cannot be reached, the matter be brought forward to the Toronto Region Conservation Board of Directors.”

Subcommittee expressed concern with this motion on the grounds that such an alignment would definitely have an impact on the existing Etobicoke Creek Recreation Trail.

Subcommittee discussed the Mandate of the Committee, including:

- Providing advice on matters pertaining to cycling in Brampton related to both utilitarian and recreational cycling in the City
- Provide input to City staff on the delivery of the Bicycle Facility Implementation Program
- Review policies related to cycling and advocate to City Council for cycling-supportive policies

Subcommittee found that in the absence of concessions to retain or improve active transportation in the aforementioned motion, the existing Recreational Trail that the Committee has a mandate to support is at risk. Therefore, the subcommittee recommends opposing the motion for an Etobicoke Creek LRT alignment, and; that notice of opposing this motion be sent to Brampton city staff and Council, and to TRCA staff and Board of Directors if applicable.

Subcommittee further recommends that the email address “cycling@brampton.ca” be added to the Metrolinx Hurontario LRT “Stakeholders Mailing List”, since the project includes an active transportation component.

**Bike Rack Design**

Subcommittee discussion took place on developing a standard library of assets that can be made available to Brampton businesses. Stephen Laidlaw recalled a story that Dayle Laing had shared regarding an experience with TD Canada Trust. Dayle was able to request a Ring and Post at a TD Canada Trust location, and one was installed. Kevin speculated that TD Canada Trust must already have a catalogue of branded bike racks that branch managers can
pick from, just as they would any other promotional material. Kevin also shared his experience with bike racks at Walmart near Steeles and Kennedy. They use a gang of ring and posts, which allows any kind of bike to lock up without hindrance, including his cargo and dutch style bike with front carriage capacity. No decisions were made. Item will be discussed again at a future meeting.
Hi Shauna.

I'd like to add an item for discussion on the next agenda: Whether or not to pass a recommendation to support Share The Road's recommendation that "the provincial cap and trade program be leveraged to provide $200 million for cycling infrastructure across Ontario over the next 4 years.", and to write a letter from the Committee to indicate that support.

Please see attached original letter from Share The Road to include in agenda package.

Thanks.

Kevin Montgomery R.G.D., C.X.D.
April 18, 2016

Honourable Glen Murray, M.P.P.
Minister of the Environment and Climate Change
11th Floor, Ferguson Block
77 Wellesley Street West
Toronto, Ontario M7A 2T5

Subject: Funding for Cycling Infrastructure

Dear Minister,

We are writing to you on behalf of the Share the Road Cycling Coalition to recommend that the provincial cap and trade program be leveraged to provide $200 million for cycling infrastructure across Ontario over the next 4 years. This funding commitment will help to achieve the goals set out in Ontario’s Climate Change Strategy, and also contribute to meeting objectives in the Province’s CycleON Strategy and Action Plan 1.0.

Road transportation accounts for 27% of carbon emissions in Ontario (David Suzuki Foundation). To meet the greenhouse gas emissions reductions targets outlined in Ontario’s Climate Change Strategy, the province must look at ways to reduce private automobile travel, especially for trips under 5km. A life cycle analysis of the environmental impact of various modes of transportation concluded that for each passenger kilometer travelled, bikes emit 92% less CO2 than cars (European Cyclists Federation 2011). Studies have also shown that increasing walking and cycling rates can lead to reductions in greenhouse gas emissions of between 11 to 14% (Maizlish et. al. 2013 and Mason et. al. 2015).

Increasing cycling can play an important role in meeting our climate change goals, but provincial investment is needed to incentivize communities further to make cycling a safer and more convenient mode of transportation. Ontario’s daily cycling mode share is currently 1%. An Ontario-wide poll also shows that 4.5% of Ontario residents ride a bike at least monthly and that 54% of Ontario residents want to cycle more than they currently do. Of those, 67% would be encouraged to cycle more if there were more and better cycling infrastructure available (Share the Road, 2014).

There is pent-up demand for cycling in Ontario and a need to provide residents with meaningful transportation options. There is also strong interest among municipalities in building and investing in cycling infrastructure, as demonstrated during the first funding round of the Ontario Municipal Cycling Infrastructure Program, which received 150 applications from municipalities.

Our recommendation of $200 million for cycling infrastructure represents 0.6% of the province’s 10-year capital transportation budget. We believe that this is a necessary investment, especially in the context of provincial objectives to support and promote cycling for all trips under 5km and to become the most bicycle-friendly place in Canada (CycleON: Ontario’s Cycling Strategy). Over 4 years, this is also a fair share investment based on cycling’s current mode share. And with 68% of Ontarians in support of provincial investments in new cycling infrastructure, the potential to greatly increase cycling and reduce greenhouse gas emissions is significant.
This investment in cycling infrastructure will also complement the investments in public transit being made at both the provincial and federal levels. Cycling plays an important role in promoting public transit, helping Ontarians make the journey to and from the nearest transit stations, making transit more convenient and accessible.

We look forward to working with you to make Ontario a safer, greener and healthier place to live.

Regards,

Jamie Stuckless  
Executive Director  
Share the Road Cycling Coalition  
jamie@sharetheroad.ca  
905-233-2273 ext. 100

Sue Shikaze  
Board of Directors, Chair  
Share the Road Cycling Coalition

cc. The Honourable Steven Del Duca, Minister of Transportation  
   Kathryn McGarry, Parliamentary Assistant to the Minister of Transportation  
   Jared Kolb, Executive Director, Cycle Toronto