Thursday, July 21, 2016

7:00 p.m. – 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
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


The minutes are pending consideration by the Planning and Infrastructure Services Committee on September 12, 2016 and the recommendations are pending approval by Council on September 14, 2016. The minutes are provided for Committee’s information.

4. Delegations / Presentations

4.1. Verbal Presentation by Peter Fay, City Clerk, re: Committee Meetings and Conduct

4.2. Presentation by Lisa Stokes, Committee Member, re: Cycling Advisory Committee Accomplishments – 2016.

5. Reports / Updates


Note: A presentation to accompany the subject report is attached.

6. Active Transportation Ideas

7. Other/New Business / Information Items


7.3. Discussion at the request of Kevin Montgomery, Co-Chair, re: Application for Bicycle Friendly Community Status with Share The Road.

7.4. Discussion at the request of Kevin Montgomery, Co-Chair, re: Cycling Advisory Committee Presentations at Local Secondary Schools.
   - Peel Alternative School North
   - Turner Fenton Secondary School (proposed)
   - Central Peel Secondary School (proposed)
   - Brampton Centennial Secondary School (proposed)

7.5. Discussion at the request of Kevin Montgomery, re: Traffic By-law 93-93, as amended – Bike Lanes.

7.6. Discussion at the request of Kevin Montgomery, Co-Chair, re: Requests for Information from Staff:
   - Status Update – Franceschini Bridge (email attached)
   - Presentation – Traffic Computer System
   - Response to Questions re: Cycling Facility Paint and Signage
   - Status Update – Etobicoke Creek Signage Audit
   - Status Update – Active Transportation Master Plan.

7.7. Discussion at the request of Kevin Montgomery, Co-Chair, re: Draft Letter to the Minister of the Environment and Climate Change regarding Funding for Cycling Infrastructure.

7.8. Report from R. Moryc, Traffic Operations Technologist, Public Works, Planning and Infrastructure Services, dated April 19, 2016, re: Traffic Calming Plan – Edenbrook Hill Drive (Sandalwood Parkway West to Bovaird Drive West) and Fernforest Drive (Sandalwood Parkway East to Bovaird Drive East) – Wards 6 and 9.

   Note: This report was considered by the Planning and Infrastructure Services Committee on June 20, 2016 and approved by Council on June 22, 2016. This report is provided for information.

Note: This report was considered by the Planning and Infrastructure Services Committee on June 20, 2016 and approved by Council on June 22, 2016. This report is provided for information.

8.  **Future Agenda Items**

Items to be considered at future Committee meetings include:

(nil)

9.  **Correspondence**

9.1. Email from Leanne Ryan, Marketing Specialist, The Family Enhancement Center (TFEC)/The Career Doctors (CD) and Butterfly Kids (BK), to Bike Brampton, dated June 29, 2016, re: Request to Participate in Cycling Advisory Committee Events to Promote Counselling Services.

9.2. Correspondence from Finu Lype, Director, Bramalea Cyclefest, dated June 6, 2016, re: Expression of Thanks to the Cycling Advisory Committee for Bike Rodeo Training at Bramalea Cyclefest.

10. **Question Period**

11. **Public Question Period**

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

12. **Adjournment**

Next Meeting: Thursday, August 18, 2016, at 7:00 p.m.
Members Present: Kevin Montgomery (Co-Chair)
                   Anthony Simone (Co-Chair)
                   Alina Grzejszczak
                   Stephen Laidlaw
                   Dayle Laing
                   Patrick McLeavey
                   Gaspard Ndayishimiye
                   George Shepperdley
                   Lisa Stokes
                   Pauline Thornham
                   City Councillor Jeff Bowman (left at 8:00 p.m. – personal)

Members Absent: Julius Pokol (regrets)

Staff Present: Nelson Cadete, Project Manager, Active Transportation,
               Planning and Infrastructure Services
               Shauna Danton, Legislative Coordinator, Corporate Services
The meeting was called to order at 7:06 p.m. and adjourned at 8:27 p.m.

1. **Approval of Agenda**

   CYC036-2016  That the Cycling Advisory Committee Agenda for June 16, 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 - May 19, 2016**

   The minutes were considered by Planning and Infrastructure Services Committee on May 30, 2016, and the recommendations approved by Council on June 8, 2016. The minutes were provided for information only.

4. **Delegations / Presentations**

   4.1. Presentation by Lisa Stokes, Member, re: **Advocacy Success Story**

   Lisa Stokes, Member, noted success in using social media to convey cyclists' needs to the property owners of the Bramalea City Centre. Ms. Stokes encouraged committee members to do the same when visiting public locations that are in need of cycling infrastructure such as bike racks.

   The following motion was considered:

   CYC037-2016  That the presentation by Lisa Stokes, Member, to the Cycling Advisory Committee Meeting of June 16, 2016, re: **Advocacy Success Story** be received.

   Carried

5. **Reports / Updates** - nil

6. **Active Transportation Ideas** - nil

7. **Other/New Business / Information Items**
7.1. Committee Discussion at the Request of N. Cadete, Project Manager, Active Transportation, re: Status Update - Community Rides

Committee provided an update on the community rides which included the following:
- Registration and participation
- Various route connections and overall “ride-ability”; some routes may change
- Member communication during the rides; suggestion to purchase walkie-talkies
- Member and participant safety; staggered start times, leader and sweeper safety vests
- Budget considerations; suggestion to seek sponsors
- End of ride complimentary refreshments; organization and reconciling costs
- Snack coordinator; submission of complimentary refreshment menu to Nelson Cadete prior to the community rides

The following motion was considered:

CYC038-2016 That the Community Rides Snack Coordinator submit a refreshment menu to Nelson Cadete, Project Manager, Active Transportation, Planning and Infrastructure Services, for approval prior to the Community Rides.

Carried

7.2. Committee Discussion at the Request of Nelson Cadete, Project Manager, Active Transportation, re: Status Update - Committee Work Plan

In response to questions from staff, Committee noted that at the next meeting, the Work Plan Subcommittee will provide a review of the 2016/2017 Work Plan.

8. Future Agenda Items

Items to be considered at future Committee meetings include:

(nil)

9. Correspondence

9.1. Update from Lisa Stokes, Member, re: Programs Subcommittee - Promotional Material Spending Approval for Bike Sign Trailers
Lisa Stokes, Member, noted that a promotional bike trailer had been purchased prior to the meeting and it is being used during the Community Rides. Ms. Stokes requested that a second trailer be purchased.

Committee discussion of the matter included budget considerations and reconciliation of committee purchases.

Staff requested that all future purchase requests include, where possible, estimates, itemization and comparisons.

The following motion was considered:

CYC039-2016 That the verbal update and email from Lisa Stokes, Member, dated May 20, 2016, to the Cycling Advisory Committee Meeting of June 16, 2016, re: Programs Subcommittee – Promotional Material Spending Approval for Bike Sign Trailers be received.

Carried

9.2. Correspondence from Kevin Montgomery, Co-Chair, re: Peel Alternative School North - Request for Cycling Presentation

The following motion was considered:

CYC040-2016 1. That the email from Kevin Montgomery, Co-Chair, dated June 6, 2016, to the Cycling Advisory Committee Meeting of June 16, 2016, re: Peel Alternative School North – Request for Cycling Presentation be received; and,

2. That Kevin Montgomery and/or Anthony Simone, Co-Chairs, represent the Cycling Advisory Committee on Friday, September 16, 2016, at Peel Alternative School North (PASNorth), 315 Bartley Bull Parkway, Brampton, L6W 2L4, to discuss cycling, including but not limited to:

- Cycling safety and networks
- Why bike?
- How to improve cycling skills
- Where to learn how to ride
- What type of bicycle to buy?
- Where are the bike trails in Brampton?
- How to transport a bike on a Brampton Transit Bus
- Supportive items such as gloves, water bottle, bike lock
- Which road traffic signs do cyclists need to obey? Why?

Carried
9.3. Correspondence from Kevin Montgomery, Co-Chair, re: CAN-BIKE Instructor Ad Hoc Subcommittee

Consideration of the matter included consensus that the Committee Members who are CAN-BIKE certified instructors establish an ad hoc subcommittee to suggest ways to use their skills and expand knowledge within the community.

The following motion was considered:

CYC041-2016

1. That the email from Kevin Montgomery, Co-Chair, dated June 6, 2016, to the Cycling Advisory Committee Meeting of June 16, 2016, re: CAN-BIKE Instructor Ad Hoc Subcommittee be received; and,

2. That a CAN-BIKE Instructor Ad Hoc Subcommittee be established; and,

3. That Committee Members Kevin Montgomery, Alina Grzejszczak, and Gaspard Ndayishimiye be appointed to the CAN-BIKE Instructor Ad Hoc Subcommittee, and that they invite other non-member CAN-BIKE Instructor training recipients to participate in the subcommittee; and,

4. That the subcommittee discuss how to best use their CAN-BIKE Instructor training and knowledge and report back with suggestions at a future meeting.

Carried

10. Question Period - nil

11. Public Question Period - nil

12. Adjournment

CYC042-2016 That the Cycling Advisory Committee do now adjourn to meet again on Thursday, July 21, 2016, at 7:00 p.m.

Carried

________________________    __________________________
Kevin Montgomery, Co-Chair    Anthony Simone, Co-Chair
Curb Depression Under New Bylaw

Sandy Shores Drive

- Thanks to Nelson
- Quick action when notified that curb cut hadn’t been made
- Determined the location qualified
- Arranged for brand new curb to be cut
Ride Your Bike. Discover Your City.

- Garden Square
- LED Screen
- July 11
- 6pm
- 6:30pm
Other Accomplishments to Share

- Community Ride postcard - excellent feedback
- Arranging the Bike Rodeo kit
- Acquiring the sign trailer and sign in time for Celebrampton and Community Ride #3
- We have a website! Check it out: Brampton.ca/Cycling
- First municipality in the Western Lake Ontario area to approve motion on Cycling Curriculum Education; sent to both school boards and Minister of Education
- Chairing the Bike to Work Day Committee
- “Gator” training to do final route check on the morning of Bike the Creek
- Sign removal at Bramalea Cyclefest and sign installation for Bike the Creek
- And so on...
2016 07 21 BCAC Program Subcommittee Half Year Report

Members: Lisa Stokes, George Shepperdley, Alina Grzejszczak, Dayle Laing

‘June is Bike Month’ is over and it is time to report on program activities against our 2015/2016 BCAC Work Plan.

Programs contribute to the Encouragement part of “Go for Bronze” vision of Brampton becoming a Bicycle Friendly Community (under Share the Road Cycling Coalition), as more residents in Brampton become exposed to benefits and practicalities of cycling. Anecdotally, there is a large increase in cycling on Brampton’s roads and pathways which warrants measurement for a baseline count to help gauge the success of our programs. This will be specified in 2017 Work Plan.

1. Bike the Creek
Brampton’s 3rd annual signature cycling event was held June 18th with attendance of 550 cyclists, up from 400 in the 2nd year and 180 in the first year. Partners included City of Brampton, Town of Caledon, Toronto and Region Conservation (TRCA) and BikeBrampton. Brampton supported with planning committee membership by Recreation, Emergency Response, Heritage, Active Transportation, BCAC and prizes. Parks assisted with pre-event signage installation and temporary asphalt ramps along the route. Region of Peel was the Title Sponsor, supplying the complimentary lunch and contributing prizes such as metal refillable water bottles. BCAC’s sign trailer augmented the BikeBrampton booth at Jim Archdekin Recreation Centre. The event attracted cycle tourists from Kitchener, Cambridge, Toronto and as far away as Chile! Read blog post and view photos.

BCAC supported with a Bike Rodeo handled by staff, Community Bike Centre and a BCAC volunteer which trained several dozen children. The BCAC members volunteered for route position directors, pavillion volunteers, dignitary escorting, sign installation (Friday preceding) and sign removal (Monday following).

Bike the Creek received dignitary support in the ribbon cutting by Councillor Michael Palleschi and Fire Chief Michael Clark from Brampton; Mayor Allan Thompson, Councillors Jennifer Innis and Johanna Downey from Caledon; Dr. Eileen de Villa Medical Officer of Health, Commissioner Gilbert Sabat and Paramedic Superintendent Sean Large from Region of Peel; Minister of Natural Resources and Forestry Kathryn McGarry (MPP Cambridge), MPP Harinder Malhi (Brampton-Springdale), MPP Jagmeet Singh (Bramalea-Gore-Malton) from Ontario, TRCA Director Chandra Sharma, and Peel Police Inspector Dan Richardson. Peel Police attended and rode with 8 bike patrol officers. Caledon OPP attended and rode with 4 bike patrol officers. Minister McGarry, MPP Malhi, MPP Singh, Commissioner Sabat, Councillors Downey and Innis, and Director Sharma also cycled a route. Dr. de Villa, Minister McGarry and MPP Malhi also spoke in the opening ceremonies with messages of cycling encouragement.

Region of Peel and Sierra Club Peel supported with final passport station that handled event waste at Jim Archdekin. 4 blue bins of recycled material, 3 green bins with organics & compostables and only 1 black bin of garbage/landfill material were generated.
Sponsors for the event included WIKE a walk & bike company from Guelph, The Cyclepath Brampton, North Hub Bike Shop from Bolton, Wanigan Organic Fruits and Vegetables from Brampton, City of Brampton, TRCA, Town of Caledon, Brampton Flying Club, Bacardi, and others.

Several dozen volunteers lined the routes at strategic locations, pavilion stations, the registration table, assisted with lunch serving, photographing and the rodeo. One volunteer in a wheel chair came from Scarborough to help!

Last year, Bike the Creek received promotion on the ‘crawler’ on the Garden Square screen in advance of the event and its own delegation to Brampton Council. This year, Bike the Creek was included within Bike Month activities without separate mention on the big screen nor a dedicated delegation to Council. For better promotion as the ‘signature cycling event’, it should be considered that Bike the Creek receive stand-alone promotion coverage.

2015/2016 Funding: $2,250 was allocated in the Work Plan for Bike the Creek promotion, booth materials, signage and staffing. Staff was directed to purchase and compile a cycling safety kit from this budget, as authorized at March 21, 2016 BCAC meeting. (See comments below in Bike Rodeo section on the value of this kit and the appreciation of staff.) Extra equipment required to augment the safety kit was noted as part of Bike the Creek meeting debrief comments and will be directed for left over funds (if available) from the 2016 Work Plan budget. The program subcommittee requests a report on how much of this budget has been spent.

Bike the Creek 2017 planning commences September 2016. It is recommended for the 2017 Work Plan, that BCAC partner with local businesses to permanently install bike repair stations along the Etobicoke Creek Trail and throughout the city. This will help not only for the Bike the Creek event, but also make cycling in Brampton more bike-friendly!

2. Community Rides
Community Rides were designed and implemented by members of BCAC with support from staff and BikeBrampton members as Brampton’s first City-sponsored rides. 10 rides were organized by BCAC volunteers (one for each Ward in Brampton), starting May 15th and ending Aug 7th.

Designed to encourage riders with modest 5km and 15km routes, it is expected that this initial offering will be adjusted based on outcomes. One attendee was a 6-year old who rode the 5km route on training wheels! Our youngest attendee to date is a 3-year old. A BCAC volunteer had to pump up a tire of a cyclist. Some riders heard about rides while attending Bike the Creek and other Bike Month events. One cyclist has participated in every ride! The refreshment time afterward cements community bonding and friendship. Most of those who finish the short ride stay to connect with the longer route riders. Peel Police requested the Community Ride schedule so they could send bike patrol Neighbourhood Policing Unit officers if available. Program subcommittee has welcomed them and is appreciative of their support on several of the rides.
Community Rides require 5 volunteers at this point: 2 leaders, 2 sweeps and 1 snack coordinator. As the rides gain in popularity, flank volunteers will be required and groups may have to be split up with multiple leaders and sweeps. Walkie-talkies are used in Mississauga Rides and provide the safety of communication between leaders and sweeps in case of rider issues and delays.

The subcommittee appreciated that staff designed and had printed a postcard to advertise the event. Postcards were distributed at all events attended by BCAC and BikeBrampton. Rides were posted by on a BikeBrampton event page, with each ride having its own separate page for description, maps, waiver download. Pre-registration for each of the 10 events was set up with on Eventbrite by BCAC.

- Ride 1 – Garden Square - Sun May 15th (it was snowing!) – 16 cyclists – refreshments invoiced directly to City
  - http://bikebrampton.ca/2016/05/16/first-brampton-community-ride/
- Ride 2 – Loafers Lake – Sun May 29th - 43 cyclists – refreshments $132.80
- Ride 3 – Peel Village – Sun Jun 12th – 25 cyclists – refreshments $68.40
- Ride 4 – Flower City Campus – Tues Jun 21st – 17 cyclists – refreshments $34.39
- Ride 5 – James Potter – Sun Jun 26th - 25 cyclists – refreshments $69.02
- Ride 6 – Mount Pleasant – Tues July 5th – 23 cyclists – refreshments $53.52 + for 5km riders (to be reported)

While staff initiative was appreciated in developing promotional materials, Programs subcommittee suggests in future, creative should be reviewed by the subcommittee, and should include a direct call to action including a link to an information webpage and online registration. A registration link was included subsequently on the new webpage on the City website. Program subcommittee also requests that staff provide costing and number of the postcards printed and quantity remaining, to allow for 2017 budget planning. It would also helpful for planning purposes to know locations where staff has placed postcards so we can achieve the greatest possible coverage of promotion.

The Programs Subcommittee requested 2 bicycle sign trailers, one for each of the Community Ride routes, as part of the promotion of these and other events. Staff purchased one bicycle sign trailer, designed and had double-sided sign attached as per direction arising from the BCAC May 19th meeting. BCAC members have been attaching the sign trailer to their bikes for promoting Community Rides during one of the two rides, as well as cycling to and from the event. At the most recent Community Ride 6, the member pulling the trailer was stopped at a traffic light by a passing motorist with 2 children in the backseat. When the man asked about the sign, the member directed him to the webpage for registration information. This is an example of the intended consequence of the sign trailer promotion.

The trailer has also been used as a display banner at Bike the Creek, CeleBrampton BikeFest, and Manitou Bike Parade. The trailer hitch needs to be affixed to the rear axle of member’s bicycles, which is awkward unless cyclist has quick release and no installed rear rack. At least 5 additional hitches are required and should be purchased from 2016 Work Plan budget, if funds are available. The
subcommittee believes that the sign trailer was $282.50 ($250 + tx). The subcommittee requests that staff provide the vinyl sign cost to allow for 2017 budget planning, as it is most likely that additional signage will need to be produced as the sign wears out. The Program subcommittee would like to see an additional trailer purchased in 2016 if the budget is available, given how well received the first trailer has been. It is recommended that for 2017, we add to the budget 4 light weight portable bike pumps for inflating tires by group leaders or sweeps.

2015/2016 Budget for Community Rides is $5000 for promotion and refreshments.

Included in Community Rides in the Work Plan, was Bramalea Cyclefest, which was held Jun 4th. The event was run by All Peoples Church. BCAC supported by checking the route designed by BikeBrampton. BCAC helped Recreation and Active Transportation staff and BikeBrampton install and remove route signage (borrowed from Bike the Creek event signage). BCAC ran a Bike Rodeo, and BCAC and BikeBrampton led the rides for the 2 routes. $2400 was raised for William Osler Foundation Pediatric Wing. This amount was matched equally by CN for a total donation of $4800. Church volunteers joined BikeBrampton volunteers to take apart 75 donated bicycles and repair to obtain 42 bicycles which were distributed to children without bikes, at the local school. See event page and CycleFest Facebook page. No money was spent by BCAC on this event.

3. Bike Rodeos
The Work Plan subcommittee anticipated a program for Bike Rodeos in the 2015/2016 Work Plan. Budgeted was $1570 for Bike Rodeo expenditures for: park rental, instructor training and background checks. As a separate line item (see #8), Can-Bike2 Training had a budget of $800 for instructor training and background checks. Combining Bike Rodeos and Training would total $2370 budgeted.

Staff successfully applied for a Ministry of Transportation Cycling Training Fund. A grant of $2932.35 was subsequently received for CanBike2 and Instructor training. 6 instructors were trained: 3 from BCAC, 2 from BikeBrampton and 1 from Community Bike Centre.

Program subcommittee requests how much of this budget, if any remains.

What has occurred is a Bike Rodeo support role for existing and ad hoc events.

Parachute Agency Awareness Kids Safety Week – May 27th – BCAC and BikeBrampton volunteers supported with a bike rodeo at Century Gardens, after being approached by Brampton Recreation. The kit used was borrowed from Peel Police Safety Village. This gave the CanBike Instructors an opportunity to set out a course for the first time, without the pressure of large attendance. Suggestions were made on how to better promote so children would cycle to event, ready to participate in the rodeo. No budget was spent. This is an example of an event that we supported with less than 2 weeks pre-knowledge. It will be difficult to predict the exact number of bike rodeo requests that BCAC will receive, especially as cycling gains popularity.
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Bramalea CycleFest – Jun 4th. (See description above in item #2.) BCAC supported with 2 CanBike instructor members conducting a rodeo on the closed-off Finchgate Boulevard, while older children rode the routes. Peel Safety Village kit was borrowed and used for the event (this was prior to the BCAC kit being available). Sharing is awkward and subject to availability as only 2 kits are available for all of Peel region. No budget for Bramalea CycleFest was spent.

Bike the Creek – Jun 18th – see description above. The new Bike Rodeo kit will enhance the ability of the city to deliver bike rodeos with partners. Program subcommittee appreciates the initiative by staff to produce professional signs and props for the Bike Rodeo kit and for helping design the course layout with partner Community Bike Centre. Procedures need to be established for using the Bike Rodeo kit for future events and for the maintenance (ie. chalk replacement, etc.) The program subcommittee requests that staff supply costs for kit to allow subcommittee to plan for Work Plan 2017.

Safe Biking Event for Brampton County Court SNAP Neighbourhood – August 13th – the initially proposed date of Aug 6th was approved at Apr21st BCAC meeting. It is proposed that BCAC CanBike Instructors will be meeting with Community Bike Centre to partner in organize programming for the event. It is not known if there will be budget requirements for this event, as it is a brand new concept to develop a program for the target group anticipated to be primarily adult new immigrant women.

4. Bike Month Events

Bike to Work Day was held May 30th. BCAC directed the Program subcommittee to participate on the organizing committee chaired by AT staff, affirming the Work Plan direction for an “active role” in the event. Event partners included City of Brampton, Downtown BIA, Region of Peel and BikeBrampton. Six starting points with BCAC/BikeBrampton volunteer-led rides into Garden Square were organized by BCAC and posted on a BikeBrampton webpage. Eventbrite registrations were set up for cyclists by BCAC. City promotion directed cyclists to bikemonth.ca rather than these direct links. The group-led rides were not advertised, leading to much lower group ride participation than last year.

BCAC shared the BikeBrampton booth in Garden Square. One BCAC Co-Chair spoke about the BCAC Work Plan and the other acted as Master of Ceremonies. Staff produced a poster advertising Community Rides, the new city webpage: http://www.brampton.ca/cycling and email address: cycling@brampton.ca. This poster was subsequently displayed at CeleBrampton BikeFest and Bike the Creek.

Total event participation exceeded the previous 3 years. Peel Police Chief Jennifer Evans brought a message of cycling safety, and Mayor Linda Jeffrey spoke of a vision for cycling infrastructure in Brampton.

It is recommended by the Program subcommittee that Bike to Work Day 2017 coincide with the City’s SmartCommute Bike to Work Day event to dramatically increase promotion and therefore participation.
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**Bike to School Week** was held May 30th – Jun 3rd. The event subcommittee of Metrolinx GTHA HUB Committee (see item #7 below) organized Bike to School Week for a unified theme of activities and promotion across the GTHA. Posters obtained from Region of Peel were distributed to BCAC members for promotion.

BCAC supported Bike to School Week on an informal basis. A BCAC member (in her capacity as a parent) helped organize the event at Robert J Lee Public School. Before Bike to School Week in 2015, the school of 770 students had 10-15 kids biking daily on average. By the end of the week, there were 77 children riding and 50-60 in the weeks following. This year, 90-130 students cycled each day, with 75-85 students cycling daily in the weeks since. The mode share was 17%. The member reported:

> “On the final day of Bike to School Week, the mother of a kindergarten student was locking his bike to the rack as I was counting the bikes. The bell had already rung. She told me that they had been running late and she told her son they would drive the car to school. "No Mum", he told her, "I have to ride my bike and exercise my brain". I was thrilled. The message is working and children, even very young ones, can influence their car dependent parents’ behaviour.”

She also reported that during Bike to School Week, she had a conversation with the teacher who has for years directed traffic in the Kiss ‘n Ride as her morning duty. The teacher gestured to a driveway that had only a few cars and no line of cars on the street waiting to turn into the school causing a traffic jam. The teacher said: "My job has gone from being the hardest one to the easiest one”.

**CeleBRAMPTON BikeFest** was held Jun 11th. BCAC shared the BikeBrampton booth on Main Street, downtown. The BCAC sign trailer was attached to a member’s tandem cargo bike and parked on the centre line of the street, attracting much attention to the sign message and the booth. Residents requested trail maps (last printed in 2011), asked intelligent questions and received cycling safety education. Community Rides and Bike the Creek events were promoted. No 2015/2016 budget money was spent. The demand for printed trail maps is an item for 2017 Work Plan consideration.

**Brampton Library Community Spotlight Presentations.** Brampton Libraries contacted BikeBrampton to organize presentations at 6 libraries during June. Region of Peel Walk+Roll AT supported with printing posters and supplying easels for each library location. BikeBrampton and BCAC volunteers supported this series with 5 presentations. This could be organized by BCAC in the future, given advance planning. Feedback has been given to the organizers to schedule potential events earlier in the season – mid-April to mid-May to better accommodate scheduling in advance of Bike Month.

### 5. Cycling Handbook

In progress. Scheduled for Q4 2016.

### 6. Trade Shows & Conferences

**Toronto International Bike Show** – March 4-6th BCAC members attended and worked multiple shifts at the BikeBrampton booth which was shared with Mississauga Cycling Advisory Committee (MCAC)
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under the umbrella of a Region of Peel Walk+Roll double booth location at CNE Better Living Centre. The 3-day event was very popular with crowds similar to last year. Bike the Creek and Community Rides were promoted. There were many questions from non-Brampton residents suggesting a demand for cycling tourism. Most other communities in the GTHA and many from across the province, had booths promoting cycle tourism specifically. Mississauga was very interested in cross-promoting with their community rides (our days were selected as to not conflict with their established ride days). Booth attendees were required to provide tables, table-top displays and banners. Booth space was complimentary. $40 was budgeted for entrance fees but expenditures included parking & GO-Train transit ($85) and ($208) for mileage. Budget for 2017 will be increased in the Work Plan to $300 to accommodate these expenses.

Ontario Bike Summit – Apr 19-20th Three BCAC members (Lisa, Alina and Dayle) attended this 2 day event that provided a packed series of excellent workshops and networking opportunities, put on by Share the Road Cycling Coalition. Workshops included specific information on how communities can become Bicycle Friendly. Other communities shared their experiences. The information and educational aspect of this summit was outstanding. The first of several potential presentations to share information with BCAC members was given at the May 19th meeting.

Funding for 2 BCAC members was budgeted in the Work Plan. The first alternate member was able to attend in lieu of the Councillor who had previously scheduled City business. It is recommended that, in future, all BCAC members who are able to attend should be given the opportunity to do so, and this summit receive the appropriate budget to allow for 2-3 members per year.

Joint Committee of Western Lake Ontario Cycling Advisory Committees – May 28th Kevin, Pauline and Dayle were directed to attend on behalf of BCAC at Apr 21st meeting. MCAC hosted the event at Mississauga City Hall. There was representation from regional Niagara AT Committee, Hamilton, Burlington, Oakville, Mississauga, Peel. Absent at this meeting were reps from Milton, Guelph, Haldimand and Waterloo. Regions updated with their status. Vision Zero (zero cycling/pedestrian fatalities) was presented. The Sobi bike share program was presented and strategies to encourage more cycling were discussed, including cycle tourism and political support. The Cycling Curriculum Education Motion that has been approved in Brampton, was initiated by a BCAC member, is working its way through the civic process in other communities. Staff is to be commended for leading the way to be the first to gain a municipal Council’s approval of this Motion. (See separate report on this Committee meeting, to BCAC for July 21st agenda)

Funding of $940 was budgeted for 2015/2016. So far approximately $840 for 2 Bike Summit attendees has been spent, with GO Train expenses and mileage still to be submitted / paid. The Subcommittee requests confirmation from staff on amounts spent.

Peel School Safety Committee - A member made an Oct 15th presentation to BCAC regarding children walking/cycling to school, the Peel School Safety Committee, which is a partnership of Peel Police, Brampton Traffic Safety & ByLaw, Mississauga TDM, Peel AT & Public Health, PDSB & DPCS school
boards, CAA, Insurance Bureau of Canada and BikeBrampton. The committee was originally started by Peel Police at the request of Peel District School Board to deal with the traffic congestion concerns around schools at the start and end of the school day. The partnership assessed the problems and then produced videos, print materials and presentation/events for a pilot project 16 Peel Region schools (8 in Brampton – 4 from each Board). It is recommended that BCAC and staff formally support the Peel School Safety Committee, as this pilot is rolled out across Peel. The next meeting is August 23rd. There was no budget allocated or spent for 2015/2016. Links to the materials produced:

http://bikebrampton.ca/events/bike-month/peel-bike-to-school-week/
http://bikebrampton.ca/useful-links/peel-region/peel-school-walk-bike/
http://bikebrampton.ca/useful-links/peel-region/peel-school-walk-bike/peel-walk-bike-to-school-posters/

7. Metrolinx HUB Committee for Active and Sustainable School Transportation

Metrolinx started the HUB Committee for the GTHA (Greater Toronto and Hamilton Area) in January 2015. Participation by BCAC involves both the Policy and the Programs mandate of BCAC.

Pauline and Dayle have been attending on behalf of BCAC since the 2015/16 Work Plan was initiated. This would include December 15, 2015, March 29th, and June 28th meetings. Approximately 50 representatives from Ajax to Hamilton (the majority of which are municipal staff) attend meetings at Union Station.

The purpose is to coordinate regionally ‘Active and Sustainable School Travel’ within the context of Metrolinx’ “The Big Move” strategy of 2008, which has one of its goals that "60% of children will walk or cycle to school by 2031". This HUB builds on the ASST Strategy Roadmap process prepared by 30+ stakeholders across GTHA, published in 2014. These meetings discuss facilities, strategic planning, monitoring & evaluating, and share ‘best practices’ to increase AT participation. Subject matter experts are brought in for presentations.

Most recently, Metrolinx HUB Event Subcommittee coordinated the GTHA Bike to School Week program with participation by each region. Coordination gained the benefit of cross-promotion, with one website and a unified Twitter identifier #biketoschool. (See Bike to School Week above, in item #4 Bike Month.)

While the report is not public yet, the initial information is that the number of schools and number of students participating has increased substantially over 2015. Peel will be presenting their report at the Aug 23rd meeting of Peel School Safety Committee.

The next step for Metrolinx HUB Committee is to plan input into a 25 year multimodal transportation plan that will set a new baseline, incorporating 10 years of data since the Big Move. Brampton has a voting seat at this Committee and it is recommended that staff (as well as continuing with member(s) of
BCAC) attend the meetings. The decisions being made will affect the transportation and livability future of Brampton and the Region of Peel.

Funding of $80 budgeted based on 4 meetings per year for 2015/2016. Mileage/Go-Train expenses have yet to be submitted.

**PSARTS (Peel Safe and Active Routes to Schools)** – Although not specified in the 2015/2016 Work Plan, it was discussed at the Nov 19th BCAC meeting. Pauline has been attending on behalf of BCAC. This stakeholder committee consists of Region of Peel Public Health and AT, Peel Police, PDSB and DPCDSB school boards, Mississauga Traffic Demand Management, Eco-Schools, BikeBrampton, MCAC and STOPR. It touches on both Policy and Program implications for BCAC. The Mission of PSARTS is that Peel children and youth regularly use active and public transportation to and from school. The target is STP (School Travel Planning) in 100 Peel elementary and middle schools by the end of 2017.

No money has been budgeted or spent. This should be included in 2017 Work Plan and Program Subcommittee recommends that staff and one member of BCAC support PSARTS.

8. **Can-Bike2 Training (and Instruction)**
(See Bike Rodeo, item #3.) These 2 categories have effectively been combined due to the CanBike2 and Instructor Training and ability to conduct Bike Rodeos. It is anticipated that all the BCAC members for CanBike have now been trained and that this item will not need to be included in the 2017 Work Plan.

9. **Open Data: Online Map**
In progress Q4 2016. Budget assigned was nil.

10. **Communications: BCAC Website**
Q4 2016. In the interim, a page was created on the existing City website. Budget assigned for 2015/2016 was nil.

Suggested Motions:
1. That staff report on 2015/2016 budgeted expenses to date for: Bike Rodeo Cycling Safety Kit, Community Rides postcard production, Bicycle sign trailer, signage for trailer, CanBike2 & Instructor training, and Ontario Bike Summit registration costs.
2. That staff report on quantity of postcards produced, quantity remaining and where staff has distributed, and
3. That staff advise members on City policy for mileage and expense reimbursement.
Selected BCAC Event Participation

Ride your bike. Discover your city.
Brampton Cycling Advisory Committee
Bike the Creek

• Brampton’s signature cycling event
• 550 cyclists (1st year – 180, 2nd year 400)
Bike the Creek

- Partners: Brampton, Caledon, TRCA, BikeBrampton
- Title Sponsor: Region of Peel
- Volunteers
Bike the Creek

• BCAC’s new Bike Sign Trailer
• http://bikebrampton.ca/2016/07/01/bike-the-creek-2016/
Bike the Creek Bike Rodeo

- New BCAC Cycling Safety Kit
- Partners: Brampton Active Transportation, BCAC, Community Bike Centre
Community Rides

• 10 rides in each Ward
• 17-43 cyclists / ride
Community Rides

- New Bike Sign Trailer
Bike to Work Day

- Partners: Brampton, Downtown BIA, Peel, Brampton Transit, BikeBrampton
- More than 100 cyclists
Bike to Work Day

- BCAC / BikeBrampton shared booth
CeleBrampton BikeFest

- New BCAC Bike Sign Trailer
Bramalea Cyclefest

- BCAC Bike Rodeo
- Partners: All Peoples Church, BikeBrampton, BCAC
Bike to School Week

“On the final day of Bike to School Week, the mother of a kindergarten student was locking his bike to the rack as I was counting the bikes. The bell had already rung. She told me that they had been running late and she told her son they would drive the car to school. "No Mum", he told her, "I have to ride my bike and exercise my brain". I was thrilled. The message is working and children, even very young ones, can influence their car dependent parents' behaviour.” – Lisa Stokes
Minutes - Work Plan Subcommittee

Cycling Advisory Committee

July 2, 2016
Members Present
- Kevin Montgomery (Meeting Chair)
- Pauline Thornham
- Dayle Laing
- David Laing

Regrets
- Krishna Udaiwal (followed-up via email)

The meeting was called to order at 9:15am, and adjourned 12:30pm

Discussion Items

Status of Bicycle Friendly Community
Subcommittee discussion took place on how to determine the status of achieving Bicycle Friendly Community standing. Subcommittee agreed best direction is to submit another application for Fall 2016, and that staff will be directed to do so.

Traffic Signals
Inspired by a recent video from the Netherlands, subcommittee discussion took place on making traffic signals more bicycle-friendly. Subcommittee agreed to request a presentation from Craig Kummer at a future date.

Work Plan Review
Subcommittee discussion took place with respect to reviewing the Work Plan for 2015/2016. Discussion included:
- Requiring all promotional material to have it’s own item in the Work Plan.
- Prioritization of Budget Asks and things we need NOW: Curb cuts, traffic counters, and bike parking.
- Review of Snow Maintenance Bylaws
- All actions must be justified according to the work plan.
- Status of Recreational Trail signage in Etobicoke Creek Trail.
- 2nd promotional trailer and more trailer hitches.
- Traffic count methods, including purchase of Strava data and portable counters.
- Links on City of Brampton website.
- Paint is worn on Bonnie Braes and McMurchy cycling infrastructure.
● “Share The Road” signs are missing on McMurchy. Was understood they would be installed?

● Encouragement is a large piece of BCAC’s goal. Involves a lifestyle change to accomplish health and congestion goals.

● Cycling handbook.

● Bike Rodeos

● Hiring CAN-BIKE instructors.

● Vision Zero presentation

● Ontario Bike Summit

● Metrolinx HUB Meetings

● Can the Programs Subcommittee help expedite decisions for ad-hoc events as they come up?

● Demonstration videos featuring CAN-BIKE instructors

● Grassroots activity updating Google Maps.

● Traffic calming Public Notices should suggest bike lanes, always. Not just shoulders.
Date: July 3, 2016

Subject: Brampton Cycling Advisory Committee
Draft 2016/2017 Work Plan
Tabled to Brampton Cycling Advisory Committee on July 21, 2016
For Discussion and Comment
Version 3
Staff and Committee edits pending

Ride your bike. Discover your city.
Brampton Cycling Advisory Committee
**Overview**

The Brampton Cycling Advisory Committee (BCAC) 2016/2017 Work Plan outlines BCAC tasks and projects for 2016/2017. 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 Udaiwal

**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 policies 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 (OCA, 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.

Since Council first approved the BCAC mandate in 2014, a number of changes occurred affecting that mandate.

1. The Brampton Safe City organization, along with the Road Safety Committee was disbanded in June 2015. This has left a significant gap in the interaction with such important safety partners such as MTO’s Road Safety Marketing Office. It also left a gap for support for Bike Rodeos and cycling skills and safety training. BCAC chose to take on much of this mandate as part of the 2015/2016 Work Plan, directing staff to create a City owned Bike Rodeo Kit. It also applied Provincial Cycling Education Program funds to allow several BCAC members to take CAN-BIKE instructor training. The 2016/2017 BCAC Work Plan identifies how BCAC will work with Peel Schools and Peel Police to support bike rodeos in the City. It outlines how it will work with BikeBrampton on road safety education programs supported by MTO’s Road Safety Marketing office. It also outlines how it will work with BikeBrampton on activities in support of the Schools Safety Committee, formed by Peel Regional Police in 2015. Lastly it identifies the need to work in concert with the Traffic Safety Council to promote cycling safety and education.

2. In lieu of updating the 2002 Master Pathways Plan, the City has launched a process to create an Active Transportation Master Plan to be released in early 2018. The 2017 Work Plan BCAC outlines activities to assist staff with the development and implementation of this plan.

3. BikeBrampton continues to be a significant driver for cycling advocacy in the City and a catalyst for the creation and implementation of cycling related programs and policy. The 2016/2017 Work Plan outlines where BCAC will work with BikeBrampton and the Community Bike Centre to promote, develop and deliver Education and Encouragement programs related to cycling.
Becoming a Bicycle Friendly Community

Vision “Go For Bronze”
As in last year’s Work Plan, the activities of the 2016/2017 Work Plan continue to be directed towards the City achieving Bicycle Friendly Community Bronze status at the end of this Council term. Working towards a Bicycle Friendly Community designation for Brampton provides a recognizable achievement as BCAC delivers on its mandate. Refer to SharetheRoad.ca for a description of the Bicycle Friendly Communities Program and the 5 “E;s”.

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

The past 12 months has seen much progress toward filling the gaps identified in the Share the Road report received by the City in the fall of 2013.

Spurred by the 2013 Share The Road report, significant strides have been made since to raise the awareness and stature of cycling in Brampton.

Here are some of the highlights of what has been achieved so far:

**Engineering**

- The City has built x KM of on-road cycling infrastructure in the past year (see By_Law93-93. For example, new bike lanes were installed along Bonnie Braes as part of a newly released subdivision. All in all bike lanes or urban shoulders were installed at 10 different locations throughout the City either as part of new development as a traffic calming solution under the Bicycle Facilities Implementation Program.
- The City contracted with an outside consultant to perform an audit on a portion of the City’s trail network (Etobicoke Creek Trail and Don Doan Trail). Designed to review aspects of trail condition and maintenance as well as make recommendations on way-finding signage, the audit was completed in the fall of 2015. The report is due to be published shortly.
- Residents are now using technologies such as Google-Maps to identify missing links in cycling routes.

**Education**

- City of Brampton Recreation, with help from BikeBrampton and BCAC, offered cycling safety and skills training sessions as part of kids safety programs (Parachute Agency Safe Kids)
- Brampton Library, with participation from both BikeBrampton and BCAC members, featured cycling safety seminars as part of their Community Spotlight Series on active and healthy living.
- Peel Health launched an initiative to have School Travel Planning (STP) completed in 100 Peel schools, (including Brampton) by the end of the 2017 school year.
- Peel Police created the School Safety Committee which, with help from BikeBrampton, the School Boards and other stakeholders (including Brampton By-Law and Traffic Safety), created and then launched promotion and educational materials for walking and cycling to school in 16 Peel schools, 8 of which were in Brampton. Materials produced included, pamphlets, posters, presentation material and 4 public service videos. Beyond the initial 16 schools, these materials
have been given wide distribution through the Public Health Nurses and events in the Schools organized by parents and teachers.

- BikeBrampton with financial support from MTO Road Safety Challenge developed an interactive game to promote cycling safety and created a -metre passing law banner. The game and the banner were used at more than a dozen events during Bike Month 2016.

**Encouragement**

- BikeBrampton has created a strong web-presence in the City through bikebrampton.ca and through social media. More than 500 people have signed up to the monthly BikeBrampton newsletter and @bikebrampton has more than 500 followers on Twitter.
- In June 2016, City of Brampton Active Transportation had IT initiate a city webpage brampton.ca/cycling, which links to Community Rides, Facilities, external sites, and provides the address cycling@brampton.ca directing inquiries to Active Transportation staff.
- In the summer of 2015 the Community Bike Centre started a bicycle mentorship program called Pedalwise. The program offered free bikes on loan and mentors organized riding events throughout the summer. This year the CBC organized free weekly community rides starting from 1 of 4 recreation centres located in various parts of the City. The CBC has also initiated a Bike4Brampton cycling challenge, offering to plant 1 tree in the City for every 20 kilometres ridden.
- Critical Mass Rides (CMR) have occurred the last Friday of every month for the past 18 months. Rides happen rain or shine, summer or winter. For special months, like Halloween and Christmas, riders often come with decorated bikes and dressed for the occasion.
- Starting in the Spring of 2016, BCAC began to host Community Rides in each Ward of the City. The City sponsors free refreshments for participants at the end of each ride. To date the rides have attracted between 16 and 43 participants.
- BikeBrampton, implemented the Bicycle Friendly Business (BFB) award program in Brampton this past year. BFB is a program similar to Bicycle Friendly Communities which is administered by Share the Road Cycling Coalition. City of Brampton and Region of Peel applied and both received Bronze status.
- With the help of multiple partners including the City of Brampton, BikeBrampton organized the 3rd annual Bike the Creek, Brampton’s signature cycling event. This year’s event drew an estimated 550 participants. City of Brampton supported with Recreation, Emergency Response, Heritage, Active Transportation, and Parks.
Active Transportation staff designed and produced a bike rodeo cycling safety kit from BCAC budget for Bike the Creek. BCAC assisted AT and Community Bike Centre in conducting a bike rodeo.

- City of Brampton with the help of BCAC organized and ran this year’s Bike to Work Day breakfast with about 100 riders participating. The City’s event team and Recreation also organized BikeFest as part of the CeleBrampton festival. CeleBrampton draws thousands of City residents into the downtown to celebrate the city and all it has to offer.
- BikeBrampton and BCAC worked with the All People’s Church to organize and run the second annual Bramalea Cyclefest. Cyclefest offers free food and entertainment along with 3 walk/ride events. BCAC ran a bike rodeo for the children.

**Enforcement**

- Peel Police have 4 separate bike patrol Neighbourhood Policing Units in Brampton, 2 in each Division. Peel Police regularly participate on PSARTS committees as well the School Safety Committee. They have also participated in Bike to Work Day, Bike the Creek and most of the Community Rides.

**Evaluation**

- As stated, Parks Planning initiated a pathway audit
- Long-range Transportation Planning has initiated the creation of an Active Transportation Master Plan to replace the 2002 Pathways Master Plan. The Plan is due to be released at the beginning of 2018

Achieving success involves encouraging lifestyle changes to meet health and congestion goals. There are many tasks still left to do, identified below under the categories of: Policy, Programs and Infrastructure. BCAC recommends submitting an application in the fall of 2016 for Bicycle Friendly Community status.

Longer term, BCAC, working with staff will implement an action plan that will allow continued 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 (*Enforcement, and Evaluation/Planning*)
B. Programs (*Education and Encouragement*)
C. Infrastructure (*Engineering*)
## Policy

*Creating the ‘Journey to Bronze’ Roadmap*  
*(Evaluation/Planning)*

Active Transportation staff to identify and prioritize objectives to achieve “Bronze” status and re-apply for Bicycle Friendly Community award in Fall 2016.

<table>
<thead>
<tr>
<th>Background</th>
<th>A summary report providing feedback on the City’s 2013 Bicycle Friendly Community application was provided by Share The Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task</td>
<td>Assistance as needed for Bicycle Friendly Community application. Pending response, identify short, medium and longer term initiatives that will allow the City to achieve Bronze status by the end of this term of Council.</td>
</tr>
</tbody>
</table>
| Expected Outcome(s) | ● City of Brampton will re-apply for Bicycle Friendly Community status.  
● BCAC to help staff prioritize initiatives and assess new report. |
| Timeline | Application: Q4 2016 |
| Funding | Nil |

## Active Transportation Master Plan  
*(Evaluation/Planning)*

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

<table>
<thead>
<tr>
<th>Background</th>
<th>Brampton’s Active Transportation Master Plan is currently being developed.</th>
</tr>
</thead>
</table>
| Task       | Assist staff by offering insight into development of Master Plan.  
Assist with the development of policies to achieve mode shift targets. Assist with reviewing the Terms of Reference . Assist with linkage to Brampton’s Official Plan. |
### Active Transportation Traffic Count Policy
*(Evaluation/Planning)*

BCAC to provide input on a policy to monitor cyclist traffic within the City of Brampton. Two steps: Strava and Traffic Counters.

**Background**

According to Preliminary forecasts prepared for the City of Brampton by Hemson Consulting Ltd., Brampton’s population is estimated to be at 614,300 people.


In 2011, cycling modal share was estimated to be at 0.18% when measured during PM Peak Period. This equates to 1106 people.


Strava cycling counts provided by Strava Metro indicate 2,599 unique cycling users in Brampton, 1,409 of them being commuters. This does not include users of other trip-counting applications, or those not counting their commutes at all.

**Task**

- Work with City staff to acquire a cycling traffic count application.
- Develop policy to assess most appropriate routes for monitoring in greater detail with traffic counters.
- Guide staff toward identifying where infrastructure will best serve utilitarian and recreational cycling.
### Expected Outcome(s)

- Promotion of traffic counting app.
- Acquisition of cycling count data.
- Purchase of cycling traffic counters. (infrastructure)
- Policy for recommending locations for bicycle parking based on data.

### Timeline

Q4 2016 - Q2 2017

### Funding

- Acquisition of app: $0
- Acquisition of data: $5000 ($3000US)
- Purchase of cycling traffic counters: Staff to advise

## Curb Cut Policy

*Evaluation/Planning*

BCAC to review and provide input on the current practices that define the location and design of all active transportation crossings (including the depression of curbs where multiuse paths intersect roads). A comprehensive update is expected with the development of the Active Transportation Master Plan.

### Background

Recreational trails, including multi-use trails and beach access routes are identified as public spaces that provide pedestrians with leisure/recreational experiences and that are intended to be maintained. At present, there are no technical requirements in the legislation to provide curb cuts for these amenities.

The City is currently undertaking an Active Transportation Master Plan (ATMP) study which will include a review of all active transportation (pedestrian and cycling) crossings throughout the City.

The current City policies/standards need to be updated to reflect OTM Book 15, OTM Book 18, and AODA standards and requirements. As of January 1, 2016, new and redeveloped...
recreation trails and beach access routes, and public outdoor paths of travel, should have accessible curb cuts.

<table>
<thead>
<tr>
<th>Task</th>
<th>Work with City staff to review and revise policies relating to curb cuts.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected Outcome(s)</td>
<td>A streamlined process for identifying and recommending locations for applicable curb cuts.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q1 2017</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>

**Crossride Policy**  
*(Evaluation/Planning)*

Ontario has created guidelines and legislation which now allows crossrides to be installed where a bike path or multiuse path intersects a controlled intersection.

<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>Expected Outcome(s)</td>
<td>Determine where Crossride standards can be implemented in advance of an Active Transportation Master Plan update. Define implementation priorities and costs for input to the 2018 infrastructure budget.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q2 2017</td>
</tr>
<tr>
<td>Funding</td>
<td>Nil</td>
</tr>
</tbody>
</table>
**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 both in terms of timing of clearing and quality of clearing. Lack of cleared sidewalks discourages activities such as walking to school and transit, and creates hazardous situations when pedestrian traffic decides to walk on the cleared road instead. Without the appropriate commitment to having the paths and sidewalks cleared in a timely and consistent fashion, AT multiuse users will be forced onto the roadway or may choose to use other forms of transportation.</th>
</tr>
</thead>
</table>
| Task | ● Work with City staff to review and assess current winter maintenance practices with the intent of recommending level of service improvements.  
● Recommendation to expand snow maintenance policy to include all sidewalks. Maintain current policy for prioritized sidewalk clearance, followed by all remaining sidewalks thereafter. |
| Expected Outcome(s) | Define a policy for AT infrastructure maintenance that will improve reliability and availability for AT users.  
● Consistently walkable sidewalks in winter.  
● Improvement in winter walking rates.  
● Less complaints RE: lack of cleared sidewalks. |
| Timeline | Q4 2016 |
| Funding | Nil. While the review itself will have no cost there are financial implications for the City to provide improvements to AT infrastructure maintenance. |
**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><strong>Background</strong></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><strong>Task</strong></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><strong>Expected Outcome(s)</strong></td>
<td>Production of an analysis report to be submitted to BCAC and Brampton City Council, based on policy recommendations on best options for styles of bike racks to implement for different applications.</td>
</tr>
<tr>
<td><strong>Timeline</strong></td>
<td>Q3 2017</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>Nil</td>
</tr>
</tbody>
</table>

**Cycling-Friendly By-Law Review**  
*(Evaluation/Planning)*

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

<table>
<thead>
<tr>
<th><strong>Background</strong></th>
<th>Currently the City of Brampton has several by-laws and policies which act as a deterrent to increased cycling behaviours. For example, Brampton has a by-law requiring cyclists in the city to ride in single file. Research has indicated single-file cycling is not always the best policy, even from a safety and traffic management standpoint. As a result, communities such as Ottawa and Toronto have recently revoked by-laws that prohibit cycling “2-abreast”.</th>
</tr>
</thead>
</table>
Brampton also has an 8km/hour speed limit on its pathways. While this speed limit has not been consistently enforced it could be used as a way to have cyclists be consistently in the wrong in any altercation involving other path users.

| Task | 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. |
| Expected Outcome(s) | Produce a report identifying existing cycling by-laws which hinder cyclists and do not lead to safe cycling. Provide recommendations for whether these laws should be repealed or modified. |
| Timeline | Q3 2017 |
| Funding | Nil |

**Year-End Report To Council**  
(Evaluation/Planning)

Prepare a year end progress report for BCAC.

| Background | An opportunity to report on the achievements of BCAC for the year. |
| Task | 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. |
| Expected Outcome(s) | To attain ever-greater political support for cycling and to position the budget for 2017. |
| Timeline | Q4 2016 and Q4 2017 |
| Funding | Nil |
### Event Waivers
(Evaluation/Planning)

<table>
<thead>
<tr>
<th>Background</th>
<th>The process of requiring and collecting signed waivers has been a source of frustration for Community Rides.</th>
</tr>
</thead>
</table>
| Task       | • BCAC to recommend opportunities for streaming process of collecting waivers.  
• BCAC to work with City Staff to clarify language in the waiver. |
| Expected Outcome(s) | Revised waiver. |
| Timeline   | Q2 2017 |
| Funding    | Nil |

### PingStreet App
(Encouragement)

The City of Brampton utilizes a PingStreet App to offer easy access to city services.

<table>
<thead>
<tr>
<th>Background</th>
<th>PingStreet App allows Brampton residents the opportunity to report problems like bylaw infractions, or repairs needed to streetlights and signs. BCAC recommends adding cycling related features.</th>
</tr>
</thead>
</table>
| Task       | • Recommendation to add Ring and Post request into app.  
• BCAC to consider additional features to recommend. |
| Expected Outcome(s) | Cycling related featured in the PingStreet App |
| Timeline   | Q2 2017 |
| Funding    | Nil |

### Programs
**BCAC Representation**

*(Encouragement)*

| Background | Cycling programs, including Community Rides, and speaking engagements, have been remarkably successful in Brampton. We’re experiencing a bottleneck with acquiring approval for the Co-Chairs to represent the BCAC at speaking engagements until Committee approval is attained. This delay usually stretches approval beyond the event date. |
| Task | - Recommendation that Programs Subcommittee assess approvals for the Co-Chairs to represent the BCAC at events as opportunities and requests to do so present themselves.  
- Programs Subcommittee would report back at the next BCAC meeting on the event that took place, and an overview of what was presented. |
| Expected Outcome(s) | Streamlined process for approving BCAC representation at events. |
| Timeline | Q1 2017 |
| Funding | Nil |

**Event Promotions**

*(Encouragement)*

A learning of 2016 is that the purchasing of promotional material is not limited to any one event, as materials can be frequently reused. The Work Plan Subcommittee proposes a separate item for BCAC promotional material for all events.

| Background | Staff purchased a bicycle sign trailer, designed and had double-sided sign attached as per direction at the BCAC Apr 21st meeting. BCAC members have been attaching the sign trailer to their bikes for promoting Community Rides during the ride, as well as cycling to and from the event. The trailer has also been used at Bike the Creek, CeleBrampton BikeFest, and Manitou Bike Parade. The trailer hitch needs to be affixed to the rear axle of member’s bicycles, which is awkward unless cyclist has quick release and no installed rear rack. |
Demand was high for printed trail maps at every event attended in 2016. Display material needed for BCAC display booths. A table, table-top display, and banner are needed.

| Task | • At least 5 additional hitches are required and should be purchased.  
• One additional bike trailer to be purchased  
• Additional signage will need to be produced as the sign wears out.  
• Update and reprint Brampton Trail Map for 2017  
• A pamphlet describing BCAC mandate should be printed for distribution at City events |
| Expected Outcome(s) | • Materials to be purchased and available in time for 2017 cycling season  
• A comprehensive promotional toolkit that can be deployed at any event where BCAC is present. |
| Timeline | Q1 2017 |
| Funding | • Funding is dependent upon 2015/2016 budget expenses being provided by staff  
• 5 ad trailer hitches: $125  
• Folding Table: $100  
• Table-top display: $200  
• Banner: Staff to advise on internal cost.  
• 2017 Community Rides promotional postcards: Staff to advise on internal cost. |
**Bike The Creek**  
*(Encouragement)*

Bike the Creek has become the City’s signature annual cycling event in partnership amongst: 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. Year 1, ridership was 180, Year 2 this grew to 400 riders, In Year 3, 550 riders participated. 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, as well as cycling tourists. In the past, the event has been supported by the City of Brampton (Recreation, Emergency Response and Heritage staff), the Toronto and Region Conservation Authority, Town of Caledon and BikeBrampton. Region of Peel has supplied funding for the complimentary lunch, as they do for the City of Mississauga’s Tour de Mississauga. External funding, through grants and sponsorships, supports ancillary costs such as prizes and passports. Bike the Creek has attained provincial interest. |
| **Task** | BCAC to support BikeBrampton and the Bike the Creek Planning Committee to plan and deliver the Bike the Creek event on June 17, 2017 |
| **Expected Outcome(s)** | A successful 2017 event |
| **Timeline** | Q4 20156, Q1-Q2 2017. |
| **Funding** | • Pending discussion with staff on 2015/2016 expenses |

**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 were designed and implemented by members of BCAC with support from staff and BikeBrampton members as Brampton’s first City-sponsored rides. 10 rides were organized by BCAC volunteers (one for each Ward in Brampton). Designed to encourage riders with modest 5km and 15km routes, it is expected that this initial offering will be adjusted based on outcomes. The refreshment time afterward cements community bonding and friendship. Most of those who finish the short ride stay to connect with the longer route riders.

Rides require 5 volunteers at this point: 2 leaders, 2 sweeps and 1 snack coordinator. As the rides gain in popularity, flank volunteers will be required and groups may have to be split up with multiple leaders and sweeps. Walkie-talkies are used in Mississauga Rides and provide the safety of communication between leaders and sweeps in case of rider issues and delays.

The subcommittee appreciated that staff designed and had printed a postcard to advertise the event. Postcards were distributed at all events attended by BCAC and BikeBrampton volunteers. Rides were posted by BikeBrampton on an event page, with each ride having its own separate page for description, maps, waiver download. Pre-registration for each of the 10 events was set up with on Eventbrite by BCAC.

## Task

- Staff to ensure that creative is reviewed by BCAC Programs Subcommittee.
- Creative to include a direct call to action including a link to an information webpage and online registration.
- Routes, distances and potential themes to be designed by Program Subcommittee
- Policies developed for Ride Volunteers
- Further tasks pending discussions with staff

## Expected Outcome(s)

Successful Community Ride events with greater average participation.

## Timeline

Q4 2016, Q2-Q3
### Funding

$5,000 total:
- $200 per Ward for promotion – flyers x 10
- Inclusion in Ward Councillors newsletters
- Placement ads in local media
- Placement advertising at City recreation centres and City signage including Garden Square, and Rose Theatre exterior panels
- $300 per Ward for food/refreshments x 10
- Sponsorship, depending on discussion?

### Bike (Rodeos/Education)

*(Education, Encouragement)*

BCAC members led a number of Bike Rodeos with school-age, Brampton youth. Requests for Rodeos at events may be planned well in advance, (i.e. Bike the Creek) or may come in ad-hoc at the last moment, (i.e. Parachute Kids Safety event).

While it may be difficult to predict the number and timing of Bike Rodeo requests, BCAC needs to establish procedures for booking instructors and using the Bike Rodeo kit. Procedures also need to be established for kit maintenance (ie. chalk replacement, etc.)

### Background

Peel Police Safety Village, runs bike rodeos 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.

### Task

Work with Peel Police Safety Village, the Region of Peels’s Active Transportation staff and the Community Bike Centre to establish a cross communication for defining Bike Rodeo capacity and for booking events.

Establish additional items for inclusion in bike rodeo cycling safety kit, such as measuring tape, chalk line, thick chalk &
<table>
<thead>
<tr>
<th>Expected Outcome(s)</th>
<th>Coordinated approach to providing bike rodeos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timeline</td>
<td>Q2 2017 (before Bike Month in June)</td>
</tr>
<tr>
<td>Funding</td>
<td>May have costs associated with a developing and implementing a common booking system. Costs for Bike Rodeo instructors Discussion with staff regarding expenses to date</td>
</tr>
</tbody>
</table>

### Bike Month Events
*(Education, Encouragement)*

BCAC will play an active role in Bike Month activities, including Bike To Work Day, Bike To School Week, Bike Fest at CeleBrampton, cycling in the CeleBrampton Flower Day Parade, and Bramalea Cyclefest

<table>
<thead>
<tr>
<th>Background</th>
<th>During 2016 BCAC members became more involved in Bike Month events providing signage (Bike trailer, posters) and sharing booth space with BikeBrampton. BCAC and the City were the primary organizers of Bike to Work Day</th>
</tr>
</thead>
</table>
| Task       | • Work with BikeBrampton, Recreation, Events, Corporate Communications and Active Transportation Planning staff to support, promote and participate in Bike Month activities and events.  
• BCAC members to support Bike Month activities.  
• City staff to ensure promotion directs people to information web-pages and Eventbrite registration links. |
| Expected Outcome(s) | Increased awareness and participation in Bike Month event activities |
**Timeline**
<table>
<thead>
<tr>
<th></th>
<th>Q1-Q2 2017</th>
</tr>
</thead>
</table>

**Funding**
- discussion with staff regarding funding requirements for Brampton’s participation.

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**Brampton Library Community Spotlight Presentations**
*(Education, Encouragement)*

BCAC will play an active role in Brampton Library Community Spotlight Presentations.

**Background**
Brampton Libraries contacted BikeBrampton to organize presentations at 6 libraries during June. Region of Peel Walk+Roll AT supported with printing posters and supplying easels for each library location. Feedback has been given to the organizers to schedule potential events earlier in the season – mid-April to mid-May to better accommodate scheduling in advance of Bike Month.

**Task**

**Expected Outcome(s)**

**Timeline**

**Funding**

---

**Cycling Guide**
*(Education, Encouragement)*

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

**Background**
Kevin re-connected with Kristin Schwartz at CultureLink. The Cycling Handbook project is now under the ownership of Cycle Toronto. A new Handbook for Toronto has been produced for 2016. Cycle Toronto has indicated that graphics will be available in late August, 2016.

**Task**
Work with Cycle Toronto and City of Brampton staff to acquire graphics to produce a guide, for digital and print distribution,
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.

<table>
<thead>
<tr>
<th>Expected Outcome(s)</th>
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<tbody>
<tr>
<td>● Availability of online and print guides.</td>
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<table>
<thead>
<tr>
<th>Timeline</th>
<th>Q4 2016</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>Funding</th>
<th>Undetermined</th>
</tr>
</thead>
</table>

**Trade Shows & Conferences**

*(Encouragement)*

BCAC members to support trade shows and conferences that deal with cycling and active transportation advocacy. These should include but not be limited to: Ontario Bike Summit, International Bike Show, Joint Committee of Western Lake Ontario Cycling Advisory Committees, Vision Zero Conference, and Western GTA Summit.

<table>
<thead>
<tr>
<th>Background</th>
<th><strong>Ontario Bike Summit</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Task</th>
<th><strong>International Bike Show</strong></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>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</td>
</tr>
</tbody>
</table>

<p>| 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. Support BikeBrampton Region of Peel Walk+Roll and Mississauga Cycling |</p>
<table>
<thead>
<tr>
<th><strong>Advisory Committee</strong> in a joint booth at the International Bike Show. Report back to BCAC on attendance at Trade Shows, Conferences.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expected Outcome(s)</strong></td>
</tr>
<tr>
<td><strong>Timeline</strong></td>
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<tr>
<td><strong>Funding</strong></td>
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</table>

**Metrolinx HUB Committee for Active and Sustainable School Transportation** *(Encouragement)*

BCAC and staff 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. Pauline and Dayle have been attending on behalf of BCAC since the 2015/16 Work Plan was approved. This would include December 15, 2015, March 29, and June 28, 2016 meetings. Approximately 50 representatives from Ajax to Hamilton attend quarterly meetings at Union Station, Toronto. The purpose is to coordinate ‘Active and Sustainable School Travel’ within the context of Metrolinx’ “The Big Move” strategy of 2008. This builds |
on the [ASST Strategy Roadmap](#) process prepared by 30+ stakeholders across GTHA in 2014.

Most recently, Metrolinx HUB coordinated the GTHA Bike to School Week program with participation by each region. The next step is to plan a 25 year multimodal transportation plan that will set a new baseline with 10 years of data since the Big Move.

<table>
<thead>
<tr>
<th>Task</th>
<th>Have a BCAC member and AT staff attend and participate in quarterly meetings and report back to BCAC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected Outcome(s)</td>
<td>To provide greater cooperation amongst GTHA cycling communities, leveraging area-wide active and sustainable school transportation planning programs, and to provide input into GTHA and provincial policies.</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q1-Q4 2017</td>
</tr>
</tbody>
</table>
| Funding | $80 total:  
  - mileage/GO Train Fare to Union Station - $20 X 4 meetings |

**Peel Safe and Active Routes to Schools (PSARTS)**  
*(Encouragement and Education)*

BCAC and staff to attend and participate in PSARTS committee meetings.

| Background | PSARTS was formed as a multi-stakeholder committee to encourage student participation in active transportation to Peel schools. The committee is currently co-chaired by Peel Public Health and City of Mississauga. This stakeholder committee consists of Region of Peel Public Health and AT, Peel Police, PDSB and DPCDSB school boards, Mississauga Traffic Demand Management, Eco-Schools, BikeBrampton, MCAC and STOPR. It touches on both Policy and Program implications for BCAC. The Mission of PSARTS is that Peel children and youth regularly use active and public transportation to and from school. The target is |

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<table>
<thead>
<tr>
<th><strong>Task</strong></th>
<th>Have a BCAC member and staff attend and participate in meetings and report back to BCAC.</th>
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<tbody>
<tr>
<td><strong>Expected Outcome(s)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Timeline</strong></td>
<td>Q1-Q4 2017</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>Travel expenses</td>
</tr>
</tbody>
</table>

### Peel School Safety Committee

*(Encouragement and Education)*

BCAC and staff to attend and participate in Peel School Safety Committee meetings.

<p>| <strong>Background</strong> | The Peel School Safety Committee, which is a partnership of Peel Police, Brampton Traffic Safety &amp; ByLaw, Mississauga TDM, Peel AT &amp; Public Health, PDSB &amp; DPCSB school boards, CAA, Insurance Bureau of Canada and BikeBrampton. The committee was originally started by Peel Police at the request of Peel District School Board to deal with the traffic congestion concerns around schools at the start and end of the school day. The partnership assessed the problems and then produced videos, print materials and presentation/events for a pilot project 16 Peel Region schools (8 in Brampton – 4 from each Board). It is recommended that BCAC and staff formally support the Peel School Safety Committee, as this pilot is rolled out across Peel. The next meeting is August 23rd. There was no budget allocated or spent for 2015/2016. Links to the materials produced: |
| <strong>Funding</strong> | Travel expenses |</p>
<table>
<thead>
<tr>
<th>Task</th>
<th>Have a BCAC member and staff attend and participate in meetings and report back to BCAC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expected Outcome(s)</td>
<td>Increased participation in students’ active transportation to school, increased health and academic benefits, increased safety around school zones and reduced traffic congestion</td>
</tr>
<tr>
<td>Timeline</td>
<td>Q1-Q4 2017</td>
</tr>
<tr>
<td>Funding</td>
<td>Travel expenses</td>
</tr>
</tbody>
</table>

### Walk [Your City] Signs
*(Encouragement/Planning)*

<table>
<thead>
<tr>
<th>Background</th>
<th>Walk [Your City] helps boost a community’s walkability, linking informational street signs for people with web-based campaign management and data collection to complement traditional approaches to wayfinding.</th>
</tr>
</thead>
</table>
| Task       | ● BCAC to recommend hubs and useful destinations within a 20 minute cycling ride on a recreation trail, and  
             ● BCAC recommends cost sharing cost of producing signs wither other partners that stand to benefit from additional cycling traffic.  
             ● Capture scans of QR codes using URL tracking. |
| Expected Outcome(s) | Cycling related featured in the PingStreet App |
| Timeline | Q2 2017 |
| Funding | $20 per sign |
**Open Data: Online Map**
*Encouragement*

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

| **Background** | 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. |
| **Task** | 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 |
| **Expected Outcome(s)** |  |
| **Timeline** | Ongoing |
| **Funding** | Nil |

**Communications: BCAC Website**

Create web content to support BCAC.

<p>| <strong>Background</strong> | As the committee develops its promotions strategy, it will need a channel to reach people online. Until the City has the resources to support a cycling specific web-site and provide timely updates, the City should piggy-back on the BikeBrampton web-site which already enjoys significant traffic |
| <strong>Task</strong> | Explore how a cycling specific page under the City of Brampton home page could provide the necessary information either by having its own content or by linking to external sites such as Peel Walk + Roll and BikeBrampton. |</p>
<table>
<thead>
<tr>
<th>Expected Outcome(s)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Timeline</strong></td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>Nil</td>
</tr>
</tbody>
</table>

**Bike Library Proposal**  
*(Encouragement)*

| Background | There is a non-profit in Hamilton already running bike libraries. For a membership of $500 per year they provide expertise on how to set up a library and more importantly liability insurance that covers all of Canada with coverage up to $2M. They purchased Canadian Tire bikes for about $200 each for the Hamilton program. |
| Task       | • Determine if Brampton owns unused bikes purchased for By-Law that can be donated to a library program, for cost reduction  
• Investigate possibilities of program |
| Expected Outcome(s) | Create a bicycle library |
| Timeline       | Q4 2017 |
| Funding        | Nil |

**Infrastructure**  
*Implementation of Cycling Infrastructure*  
*(Engineering)*

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

The following infrastructure investments are considered key priorities for the 2017 budget year to help meet the Bronze status criteria and set the stage for higher designations of Bicycle Friendly Community.

**Curb Cuts**

Pending review on the current practices that define the location and design of all active transportation crossings, funding will be required to apply curb depressions at identified locations.

<table>
<thead>
<tr>
<th><strong>Background</strong></th>
<th>The City currently has specific parameters for where curb depressions can be considered.</th>
</tr>
</thead>
</table>
| **Tasks**     | • Identify and prioritize locations where pathways meet roads for consideration of curb depressions.  
• Confirm cost to implement curb depressions with staff |
| **Expected Outcome(s)** | • A streamlined process for recommending prioritized locations for curb depressions based on existing policy framework.  
• Report on curb depressions applied per BCAC recommendations. |
| **Timeline**  | Q4 2017 |
| **Funding**   | Staff to advise on unit cost |

**Bicycle Traffic Counters**

The BCAC recommends a 2-step approach to obtaining detailed bicycle traffic counts. The first is to encourage use of the Strava mobile app. Strava offers high-level insights into bicycle traffic patterns. Bicycle traffic counters will be required for the second step, which will allow for detailed counts of bicycle traffic regardless of whether bicycle traffic is using Strava to record their trip or not.

<table>
<thead>
<tr>
<th><strong>Background</strong></th>
<th>As part of the Active Transportation Master Plan update, the BCAC recommends current and accurate supportive bicycle traffic data.</th>
</tr>
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<tbody>
<tr>
<td><strong>Tasks</strong></td>
<td>• Recommend purchasing 2 portable traffic counters to accurately measure bicycle traffic.</td>
</tr>
</tbody>
</table>
### Expected Outcome(s)
- Acquisition of traffic counters.
- Policy recommendation for identifying locations for traffic counting based on high-level Strava data.

### Timeline
Q4 2017

### Funding
Staff to advise on unit cost

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### Bicycle Parking

Related to acquiring data on cycling travel patterns, the BCAC also recommends using travel pattern data to infer where bike racks are needed.

### Background
Bicycle traffic data not only reveals where people travel, but where they travel to. People are discouraged from cycling to places that do not have bicycle parking available.

### Tasks
- Recommend policy for BCAC or City of Brampton to offer cost-share bike racks to private businesses, identified by ridership data, if they do not yet have bicycle parking available.
- In addition, offer higher capacity of bike rack if data supports it.
- Recommend having inventory of bike racks on hand for temporary installation.
- Policy to add permanent bike racks to subsequent budget at temporary bike rack locations. Reclaim temporary bike rack to continue program.

### Expected Outcome(s)
- Acquisition of appropriate bike racks for temporary installation.
- Policy for identifying recommended locations of bike racks, contacting property owners, installation of temporary and permanent bike racks, and temporary rack reclamation.

### Timeline
Q4 2017

### Funding
Staff to advise on unit costs

BCAC will provide input on the implementation of cycling infrastructure in the City.
- Bike lanes a must for traffic calming consideration.
- BCAC must be informed of all traffic calming proposals in order to organize representation at PIC meetings.
## 7.2 - 32

<table>
<thead>
<tr>
<th><strong>Background</strong></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><strong>Task</strong></td>
<td>Play an advisory role in the implementation of the proposed cycling infrastructure.</td>
</tr>
<tr>
<td><strong>Expected Outcome(s)</strong></td>
<td></td>
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<tr>
<td><strong>Timeline</strong></td>
<td>On an as required basis.</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>Nil</td>
</tr>
</tbody>
</table>

**Assist With Community Outreach**

*Engineering, Education*

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

<table>
<thead>
<tr>
<th><strong>Background</strong></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><strong>Task</strong></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><strong>Expected Outcome(s)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Timeline</strong></td>
<td>As required throughout 2017.</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>Nil</td>
</tr>
</tbody>
</table>
Reference Documents

- Share the Road Cycling Coalition - Cycling Friendly Community Application
- Worksheet
  https://docs.google.com/spreadsheets/d/1OauxKuhkBE1X3P_dLFiIZQrusHVbKFMOfiT7uIN4os4/edit?usp=sharing

Appendix 1 - Proposed Budget

Appendix 1 – Proposed Budget
Brampton Cycling Advisory Committee
2016
Hi Pauline,

The project update provided at the April 2016 BCAC meeting stated that: “We expect the project to be tendered this Spring and construction is anticipated to be late Summer 2016 and be operational by Fall 2016. However, these dates are contingent upon MTO approvals and the City’s Purchasing timelines, which may impact the completion date”.

The following is the most recent update on the project status:

The design of the repairs to the Franceschini Bridge has been completed and we received confirmation from the Ministry of Transportation (MTO) last week, that they have no further comments on the design. The MTO has also confirmed that due to the value of the repairs, they do not require the contractor to be registered with the MTO Registry, Appraisal and Qualification System (RAQS), which allow more Contractors to bid on the project and may reduce the cost of the project.

Staff are finalizing the tender documents and drawings and will forward them to Purchasing in two weeks (July) to begin the procurement tendering process.

MTO will be forwarding the draft agreement based on the approved design, which will be reviewed by the Legal and Realty department.

It is anticipated that Purchasing will tender the project in July, close the tender in August and issue the Purchase Order in the middle of September. The Contractor would then mobilize late September and complete the work in October and November 2016. The contract would not be awarded until the agreement with the MTO is finalized. If there is a delay in finalizing the agreement with the MTO, the tender may need to be delayed until the Spring to complete the work. We are, however, working diligently to avoid that potential scenario and are continuing to push forward.

I trust that this is satisfactory.

Is this something you still want to table at the July meeting?

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
From: PAULINE THORNHAM
Sent: 2016/07/06 5:37 PM
To: Danton, Shauna
Subject: Fw: Franceschini Bridge

Hello Shauna,

I am forwarding three photos that I took of the Franceschini Bridge today, when I went to have a look at the progress being made towards its opening. I understood that it was to open sometime this summer, but was very disappointed to see that nothing has been done thus far. It's a shame that the bridge won't be ready for the height of the season.

I am requesting a report on the progress of this project at the next BCAC meeting, for the record. I won't be present, personally, but I would like to have a report in the minutes, in any case.

Thanks so much!

Regards,

Pauline Thornham
July 21, 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 Brampton Cycling Advisory Committee to echo Share the Road Cycling Coalition’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. We concur with Share the Road’s view that this funding commitment will help to achieve the goals set out in Ontario’s Climate Change Strategy, and at the same time help to meet 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 will 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% (and is less than 1% in Brampton). 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 was 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. Brampton in particular is in need of viable transportation alternatives to address the challenges presented by its evolution over the last several decades as a low-density car-oriented residential suburb, continuing and projected population growth and its demands on the transportation network, and road infrastructure that tends to discourage alternative, active modes as a travel option, and that prioritizes and encourages automobile use instead. Moreover, providing suitable transportation alternatives may also help mitigate auto insurance rates in Brampton which are among the highest in the country. There is 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, and included Brampton as a successful recipient.

Share The Road’s recommendation of $200 million for cycling infrastructure represents 0.6% of the province’s 10-year capital transportation budget. We agree 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 transits 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.

Sincerely,

<table>
<thead>
<tr>
<th>Anthony Simone</th>
<th>Kevin Montgomery</th>
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<tbody>
<tr>
<td>Co-Chair</td>
<td>Co-Chair</td>
</tr>
<tr>
<td>Brampton Cycling Advisory Committee</td>
<td>Brampton Cycling Advisory Committee</td>
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Cc.  Hon. Steven Del Duca, MPP, Minister of Transportation
     Hon. Kathryn McGarry, MPP, Minister of Natural Resources and Forestry
     Hon. Eleanor McMahon, MPP, Minister of Tourism, Culture and Sport
     Jamie Stuckless, Executive Director, Share the Road Cycling Coalition
     Sue Shikaze, Board of Directors, Chair, Share the Road Cycling Coalition
Date: 2016-04-19

Subject: Traffic Calming Plan – Edenbrook Hill Drive (Sandalwood Parkway West to Bovaird Drive West) and Fernforest Drive (Sandalwood Parkway East to Bovaird Drive East) - Wards 6 and 9 (File T35CALM)

Contact: Radoslaw Moryc, Traffic Operations Technologist, Road Maintenance and Operations, Public Works Division, 905-874-2583

Recommendations:

1. THAT the report from Radoslaw Moryc, Traffic Operations Technologist, Road Maintenance and Operations Division, Public Works Division, dated April 19, 2016, to the Planning and Infrastructure Services Committee Meeting of June 20, 2016 re: Traffic Calming Plan – Edenbrook Hill Drive (Sandalwood Parkway West to Bovaird Drive West) and Fernforest Drive (Sandalwood Parkway East to Bovaird Drive East) - Wards 6 and 9 be received; and,

2. THAT staff implement the recommended traffic calming measures for Edenbrook Hill Drive and Fernforest Drive as outlined in this report.

Overview:

- Edenbrook Hill Drive between Sandalwood Parkway West and Bovaird Drive West and Fernforest Drive between Sandalwood Parkway East and Bovaird Drive East have been identified as priority locations to be studied in accordance with the Neighbourhood Traffic Management Guide.

- The proposed traffic calming plans for Edenbrook Hill Drive and Fernforest Drive consist of pavement markings that include centre line and edge lines (urban shoulders) and curb extensions (textured pavement).

- Various points of public contact were made in accordance with the process defined in the Neighbourhood Traffic Management Guide.

- Based upon the public input, the proposed Traffic Calming Plans for Edenbrook Hill Drive between Sandalwood Parkway West and Bovaird Drive West and Fernforest Drive between Sandalwood Parkway East and Bovaird Drive East are recommended for approval.
Background:

In April 2007, Brampton City Council adopted the Neighbourhood Traffic Management Guide (NTMG) as a means for staff to address traffic problems on residential streets. The NTMG was developed to improve the safety and the liveability of neighbourhoods by minimizing negative impacts of traffic, such as noise, pollution, and visual intrusion. It also seeks to improve safety for pedestrians, cyclists, motorists and all other road users by implementing a wide range of measures.

The process of Neighbourhood Traffic Management includes the development and ongoing maintenance of the Traffic Calming Priority List. This is a tool to quantify traffic related issues and rank locations based on current conditions. The ranking of any particular roadway is determined by taking many factors into consideration. These factors include: traffic volume, speed, cut-through traffic, average number of collisions over three years, presence or absence of school frontage, parks, sidewalks and other pedestrian generators.

In September 2014, City Council approved Edenbrook Hill Drive between Sandalwood Parkway West and Bovaird Drive West and Ferndale Drive between Sandalwood Parkway East and Bovaird Drive East as priority locations to be studied in accordance with the NTMG.

Current Situation:

The development of a neighbourhood traffic calming plan involves a comprehensive review of the existing right of way conditions. The purpose of this review provides staff with an understanding of current traffic conditions and verifies addresses identified traffic related issues. The review also includes an overview of the road network, pedestrian facilities and existing traffic control devices.

Edenbrook Hill Drive

Edenbrook Hill Drive is a north-south two lane collector road with posted speed limits of 50 km/hour and 40 km/hour (through a school zone). The roadway is 9.5 metres wide and provides a direct connection between Sandalwood Parkway West and Bovaird Drive West. The convenience and comfort provided by the alignment and width of the roadway has resulted in a higher than typical percentage of cut-through traffic and prevailing speed. There are two existing schools that abut Edenbrook Hill Drive; a primary school (Edenbrook Hill Drive Public School) and an elementary school (St. Angela Merici Elementary School). There are also several community parks and recreational areas (Kay Snelgrove Valley, Bristol Way, McMicking Park, Guy Bell Valley and Fletcher’s Creek Valley) that are located adjacent to Edenbrook Hill Drive. The above noted pedestrian generators are located throughout the entire stretch of Edenbrook Hill Drive. With excessive speeding, and higher collision rates within the area, safety for pedestrians within the surrounding neighbourhood is of concern.
Fernforest Drive

Fernforest Drive is a north-south two lane collector road with posted speed limits of 50 km/hour and 40 km/hour (through a school zone). The roadway is 10.4 metres wide and provides a direct connection between Sandalwood Parkway East and Bovaird Drive East. The convenience and comfort provided by the alignment and width of the roadway has resulted in a higher than typical percentage of cut-through traffic and prevailing speed. There is an existing elementary school (Fernforest Public School), and several community parks and recreational areas (Batsman Park, Blue Oak Park, Fernforest Way and Springdale Forest). The above noted pedestrian generators are located throughout the entire stretch of Fernforest Drive. With excessive speeding, and higher collision rates within the area, safety for pedestrians within the surrounding neighbourhood is of concern.

Traffic Calming Measures

The proposed traffic calming plans for Edenbrook Hill Drive and Fernforest Drive were selected based on their effectiveness at addressing the traffic related issues within the neighbourhood while considering site-specific challenges and opportunities, which include:

**Bump-outs** are horizontal intrusions of the curb line into the roadway resulting in a narrower section of roadway. The bump-outs on Edenbrook Hill Drive and Fernforest Drive are to be constructed with a decorative textured asphalt treatment. The bump-outs will address the excessive speeds and provide improved crossings for the high volume of pedestrian traffic.

**Pavement Markings Centre Line and Edge Line (Urban Shoulder)** involves the use of pavement markings to visually narrow the travelled portion of a roadway, thereby encouraging lower travel speeds. Similar to the bump-outs, the narrowing effect of the centre lines and edge lines will address the excessive speeds and discourage traffic infiltration into the neighbourhood.

Illustrations of the above measures and their proposed locations are provided in Appendix A1/A2/A3 and Appendix B1/B2/B3.

Agency Review and Public Consultation

An objective in the development of the subject traffic calming plans is to involve stakeholders, service providers and the public in the development of the plans.

Staff provided the details of the preferred plan to service providers such as Brampton Transit and the Accessibility Advisory Committee. No concerns or objections were received regarding the proposed plans.

Various points of public contact were made in accordance with the process defined in the NTMG. Residents of the subject roadways were notified of the study commencement, invited to a public information centre and surveyed to measure support of the proposed plans.
The intent of the traffic calming survey is to determine the level of support for traffic calming measures and to provide residents with a way to voice any opposition to the proposed plans. Surveys were delivered to the residents of Edenbrook Hill Drive and Fernforest Drive. The survey described the proposed traffic calming plans and asked whether or not the residents support the implementation.

The survey was sent out to residents in March 2016. The following table summarizes the results of the survey.

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<th>Location</th>
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<td>7 (70% of returned)</td>
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<td>Option 3 – Do Nothing</td>
<td>2 (20% of returned)</td>
<td>7 (17% of returned)</td>
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</tbody>
</table>

The results of the returned surveys indicate support for Urban Shoulders for Edenbrook Hill Drive and Fernforest Drive, as such, the proposed traffic calming plans are recommended for approval.

Next Steps

*Detailed Construction Drawings*

Once approved by Council, detailed construction drawings will be developed for the concept plans with the intent of commencing construction in the Summer of 2016.

*Implementation, Monitoring and Evaluation*

The final stage of the study involves the implementation, monitoring and evaluation of the recommended plan. The monitoring/evaluation program will be developed consistent with the data collection activities that occurred in the problem identification stage of the process. This will facilitate comparison of “before and after” data.

The monitoring and evaluation of the relevant traffic characteristics of Edenbrook Hill Drive and Fernforest Drive after implementation should occur after a sufficient period of time has elapsed in order to allow for the desired effect to be achieved (i.e. 1 – 2 years post installation). The suggested timeframe also allows staff to monitor and evaluate the installation in all four seasons.

*Corporate Implications:*

*Financial Implications:*

The 2016 Planning and Infrastructure Services Capital Budget includes $250,000 designated for traffic calming measures. As has been done with past projects, any
surplus funds from the budgeted allotment are transferred to future traffic calming projects.

Other Implications:

Traffic calming measures by design restrict the flow of traffic along a subject roadway with the intent of minimizing traffic infiltration. Physical measures chosen for these particular plans will impact residents adjacent to the subject roadways. In order to minimize the impact of these measures on residents, a public consultative process (including a public meeting and resident feedback questionnaire) will allow affected residents the opportunity to assist in the design of the traffic calming plans.

Strategic Plan:

This report achieves the Move and Connect Priority of the Strategic Plan by keeping people and goods moving efficiently by investing in new infrastructure and maintaining a good state of repair.

Conclusion:

Driver behaviour is influenced by the geometric characteristics of the subject roadway and when combined with neighbourhood features such as frequent driveways, pedestrian traffic and adjacent parkland/schools, a reduction of safety and neighbourhood liveability is the result.

The traffic calming plans recommended for Edenbrook Hill Drive and Fernforest Drive are expected to lower vehicle speeds, reduce cut-through traffic, improve safety, and improve pedestrian accessibility within the adjacent neighbourhoods.

In accordance with the Neighbourhood Traffic Management Guide, staff recommends that the proposed traffic calming plans for the subject roadways be approved as outlined within this report.

Radoslaw Moryc, 
Traffic Operations 
Technologist, Roads 
Maintenance and 
Operations

Michael Parks, C.E.T. 
Director, 
Roads Maintenance 
and Operations 
Public Works
Attachments:

Appendix A: Edenbrook Hill Drive - Traffic Calming Concept Plan

Figure A1: Edenbrook Hill Drive Traffic Calming (Sandalwood Parkway West to Amboise Crescent)

Figure A2: Edenbrook Hill Drive Traffic Calming (Amboise Crescent to 65 metres south of Packham Circle)

Figure A3: Edenbrook Hill Traffic Calming (46 metres north of Briarcroft Road Bovaird Drive West)

Appendix B: Fernforest Drive - Traffic Calming Concept Plan

Figure B1: Fernforest Drive Traffic Calming (Sandalwood Parkway East to Blue Oak Avenue/Deerglen Drive)

Figure B2: Fernforest Drive Traffic Calming (240 metres north of Black Oak Drive/Black Forest Drive to 110 metres south of Bobcat Street/Hackberry Gate)

Figure B3: Fernforest Drive Traffic Calming (152 metres north of Peter Robertson Boulevard and Bovaird Drive East)

Report authored by: Radoslaw Moryc
FIGURE A3
Edenbrook Hill Drive Traffic Calming
(46 metres north of Briarcroft Road to Bovaird Drive West)
Date: April 7, 2016

Subject: Traffic Calming Program – City Wide (File IAC)

Contact: Radoslaw Moryc, Traffic Operations Technologist, Road Maintenance and Operations, Public Works Division, 905-874-2583

Recommendations:

1. THAT the report from Radoslaw Moryc, Traffic Operations Technologist, Road Maintenance and Operations, Public Works Division, dated April 7, 2016, to the Planning and Infrastructure Services Committee Meeting of June 20, 2016, re: Traffic Calming Program – City Wide (File IAC), be received; and,

2. THAT staff proceed with the development of traffic calming plans for Richvale Drive North/Richvale Drive South (Kennedy Road North to Bovaird Drive East) and Mountainash Road (Countryside Drive to Peter Robertson Boulevard/ Mountainberry Road).

Overview:

- The Neighbourhood Traffic Management Guide (NTMG) was adopted by Council in 2007. The guide provides the framework for the deployment of mitigating measures and the installation of traffic calming devices in response to neighbourhood traffic concerns.

- Staff is currently in the process of implementing a traffic calming plan on Edenbrook Hill Drive from Sandalwood Parkway West to Bovaird Drive West (Ward 6) and on Fernforest Drive between Sandalwood Parkway East and Bovaird Drive East (Ward 9).

- The Point Assessment Priority List for the new locations reveals Richvale Drive North/Richvale Drive South from Kennedy Road North to Bovaird Drive East (Ward 2) and Mountainash Road from Countryside Drive to Peter Robertson Boulevard/Mountainberry Road (Ward 10) are the top-ranked locations citywide.

- Staff recommends that the next steps of the NTMG process be executed and traffic calming plans be developed for Richvale Drive North/Richvale Drive South and Mountainash Road.
Background:

The Neighbourhood Traffic Management Guide (NTMG) was adopted by Council in 2007 and provides the City with a consolidated strategy to respond to a wide range of public concerns related to traffic in residential neighbourhoods. The strategy includes the development and ongoing maintenance of the Traffic Calming Priority List. This is a tool to quantify traffic related issues and rank locations based on current conditions. The ranking of any particular roadway is determined by taking many factors into consideration. These factors include traffic volume, speed, cut-through traffic, average number of collisions over three years, presence or absence of school frontage, parks, sidewalks and other pedestrian generators.

One of the preliminary steps in the process is to define the problem statement and study limits for priority location(s) and seek Council approval to move forward with the selected location(s).

Currently, staff are in the process of implementing traffic calming measures along Edenbrook Hill Drive (from Sandalwood Parkway West to Bovaird Drive West) and Fernforest Drive (between Sandalwood Parkway East and Bovaird Drive East). Both roadways are currently in phase three of the Neighbourhood Traffic Management Study Process (further details on the process and phases are outlined below).

Current Situation:

The NTMG provides a framework for the use of mitigating measures and the installation of traffic calming devices in response to neighbourhood traffic concerns.

The process described within the NTMG contains the following four phases:

- Phase I: Front Line Measures
- Phase II: Assessment and Prioritization
- Phase III: Plan Development and Approval
- Phase IV: Design and Implementation

A list of 101 streets has been compiled from locations identified by Council, residents and staff. All locations included have received front line measures identified in the NTMG.

Detailed data collection at each location on the list was performed to measure current conditions. Traffic studies and observations were conducted to gather data related to vehicle speed, traffic volume, traffic infiltration, collisions and site specific characteristics such as sidewalks, schools and playgrounds.

The data collected was applied to the point assessment formula, which gives precedence to sensitive road/traffic characteristics through weighted factors. The current Point Assessment Priority List includes new locations identified over the last year and were considered in identifying the location for potential traffic calming measures as part of the new traffic calming roadway selection.
The Point Assessment Priority List reveals that Richvale Drive North/Richvale Drive South from Kennedy Road North to Bovaird Drive East and Mountainash Road from Countryside Drive to Peter Robertson Boulevard/Mountainberry Road are the top-ranked locations citywide. As such, it is recommended that neighbourhood traffic calming plans be developed for Richvale Drive North/Richvale Drive and Mountainash Road. Please see Appendix 2 and Appendix 3 attached for illustrations of the locations.

Next Steps

The following are the steps involved in the development of neighbourhood traffic calming plans for the new priority locations, as identified within the NTMG process:

Notification of Study to Residents

A notification letter will be delivered to all residences with direct frontage onto the street under investigation, with the intent to:

- Advise residents that their roadway has been selected for consideration of traffic calming measures
- Serve as the first point of contact to residents unaware of previous activity on their street
- Inform residents of Council’s approval to proceed
- Give a brief description of traffic calming
- Provide an overview of the process and next steps

Develop Alternatives

Staff will determine the measures most suitable for the location based on the following considerations:

- Roadway geometric features (right-of-way / pavement widths, horizontal / vertical alignment, radii, on-street parking, etc.)
- Potential implications of diverting traffic to adjacent streets
- Capital and operating costs
- Impact on roadway maintenance activities

Select Suitable Plan

The feasibility of the proposed traffic calming measures will be evaluated based on the following:

- Adherence to City and other design standards
- Driveway and intersection locations
- Utility locations or relocations
- Sightlines and sight distances
- If limitations are identified which challenge the feasibility of the traffic calming measure, alternative measures will need to be considered
Circulate Plan to Emergency and Maintenance Services

The preferred plan will be provided to the various review agencies (i.e. Fire and Emergency Services, Brampton Transit and Accessibility Committee). Comments will be solicited and feedback with respect to potential impacts to their operations will be requested.

Public Meeting

A meeting will be held to provide the public with information about the plan, its purpose and the next steps of the implementation process. Visual aids will be available and staff will be present to answer questions and provide additional information to those in attendance.

Survey Residents

Surveys will be delivered to all residences with direct frontage onto the street under investigation. The objective of the traffic calming survey is to determine the level of support for the proposed traffic calming plan and to provide residents the opportunity to voice any opposition. To ensure public support of the proposed plan, a minimum of 51% of the surveys returned must favour the plan as proposed.

Report to Council

Staff will submit a report to Council outlining the results of the survey with recommendations on how to proceed.

Detailed Design

Following approval of the recommended plan, detailed engineering drawings are required taking into consideration, but not limited to, the following:

- Surface drainage and sub-base requirements
- Roadway slope and surface type
- Location of utilities
- Requirements for warning signs and pavement markings
- Cost considerations

Implementation, Monitoring and Evaluation

The final stage of the study involves the implementation, monitoring and evaluation of the recommended plan. The monitoring/evaluation program should be developed consistent with the data collection activities that occurred in the problem identification stage of the process. This would facilitate comparison of “before and after” data.

The monitoring and evaluation of the relevant traffic characteristics of an area after implementation should occur after a sufficient period of time has elapsed
in order to allow for the desired effect to be achieved (i.e. 1 – 2 years post installation). In particular, evaluation of winter operating conditions will be included to verify that the installations operate adequately under diverse conditions.

Corporate Implications:

Financial Implications:

The 2016 Planning and Infrastructure Services Capital Budget includes $250,000 designated for traffic calming measures. The actual cost for the implementation of traffic calming measures on Richvale Drive North/Richvale Drive South and Mountainash Road will be dependent on the concept plan and acceptance of the proposed plan by the area residents and Council. As has been done with past projects, any surplus funds from the budgeted allotment are transferred to future traffic calming projects.

Other Implications:

Traffic calming measures by design restrict the flow of traffic along a subject roadway with the intent of minimizing traffic infiltration. Physical measures chosen for these particular plans will impact residents adjacent to the subject roadways. In order to minimize the impact of these measures on residents, a public consultative process (including a public meeting and resident feedback questionnaire) will allow affected residents the opportunity to assist in the design of the traffic calming plans.

Strategic Plan:

This report achieves the Move and Connect Priority of the Strategic Plan by keeping people and goods moving efficiently by investing in new infrastructure and maintaining a good state of repair.

Conclusion:

The Traffic Calming Priority List reveals that Richvale Drive North/Richvale Drive South from Kennedy Road North to Bovaird Drive East and Mountainash Road from Countryside Drive to Peter Robertson Boulevard/Mountainberry Road are the top-ranked locations citywide. As such, it is recommended that neighbourhood traffic calming plans be developed for Richvale Drive North/Richvale Drive South and Mountainash Road.

In accordance with the NTMG, the traffic calming plans for Richvale Drive North/Richvale Drive South and Mountainash Road will meet the following specific goals of Neighbourhood Traffic Management:
• Increase the Safety of Neighbourhoods
• Improve the Liveability of Neighbourhoods
• Restore Streets to Their Intended Function
• Preserve Access and Minimize Impact to Emergency Service, Public Transit and Maintenance Providers
• Promote Public Participation and Community

Radoslaw Moryc,  
Traffic Operations  
Technologist, Roads
Maintenance and Operations

Michael Parks, C.E.T.
Director, 
Roads Maintenance and Operations
Public Works

Attachments:

Appendices:
Appendix 1: Point Assessment and Priority Ranking
Appendix 2: Traffic Calming Program – Priority Location (Richvale Drive North/Richvale Drive South)
Appendix 3: Traffic Calming Program – Priority Location (Mountainash Road)

Report authored by: Radoslaw Moryc
## The Corporation of the City of Brampton
Planning and Infrastructure Services
Traffic Engineering Services

### Appendix 1 - Point Assessment and Priority Ranking

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<th>To</th>
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<th>No of Mains</th>
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No. Mains: Number of main streets in the area.
Senility: Degree of senility in the area.
Adjacent Streets: Number of adjacent streets.
Pedestrian Generators: Number of pedestrian generators.
Paved Speed: Paved speed limit in the area.
Desirability: Overall desirability of the area.
| Item | Year of | Field | Foot | Total | State Route | Other Mile | Total Miles | Length of | Average Daily | Combined AADT | Combined Type | Combined Total |
|------|---------|-------|------|-------|-------------|------------|-------------|-----------|--------------|---------------|---------------|---------------|---------------|
|      |         |       |      |       |             |            |             |           |              |               |               |               |               |

**Notes:**
- AADT: Average Daily Traffic
- Combined: Combined Traffic
- State Route: State Route Number
- Other Mile: Other Mile Marker
- Total Miles: Total Miles
- Length of: Length of Segment
- Average Daily: Average Daily Traffic
- Combined AADT: Combined Average Daily Traffic
- Combined Type: Combined Traffic Type
- Combined Total: Combined Traffic Total
Hello, Leanne,

Thanks for your inquiry. Participating in the Community Rides is easy; simply visit the following link for information and to register, [http://bikebrampton.ca/events/brampton-community-rides/](http://bikebrampton.ca/events/brampton-community-rides/).

The Community Rides are relatively informal; there is no booth or table space designated at the refreshment area.

The Community Rides are organized by the Brampton Cycling Advisory Committee in cooperation with the City of Brampton. I've copied your note to the city and would invite you to check with them regarding policies for handing out materials or if you have further questions about Community Ride events.

All the best,
David

David Laing - Chair, BikeBrampton

www.bikebrampton.ca
BIKING IN BRAMPTON BUILDS OUR COMMUNITY!

From: Leanne Ryan
Sent: June 29, 2016 11:23 AM
To: info@bikebrampton.ca
Subject: bikebrampton.ca: Contact Us Submission

Name: Leanne Ryan
Email: leanne@tfec.ca
Message: To the Bike Brampton Team,

I would like to connect with Bike Brampton on behalf of the Family Enhancement Center and their new branches, The Career Doctors and Butterfly Kids. We are a full service counselling center for children, youth and adults, with locations in Brampton, Mississauga, Orangeville and Niagara, as well as services in 8 languages: English, French, Spanish, Hindi, Punjabi, Urdu, Malayalam and Cantonese. TFEC mainly offers counselling to improve relationships and to better understand and manage emotions. The Career Doctors overlap with TFEC by providing similar support in combination with career training and help job searching. We are also starting
online counselling for TFEC and The Career Doctors which could be beneficial for those who cannot, or will not, physically see a counselor. Butterfly Kids is another therapeutic spa service in Brampton that promotes self-care and is available for all ages!

Not all therapies or counselors work for everyone, but I believe that the more counselling options available to the community, the better chance they have at finding something that works for them. I would not recommend a treatment option that I would not go to myself. Dawn Griffith RSW, Founder, and Director is absolutely an amazing human being and she is just that - human. Real.

I believe that our organizations share similar goals and values, which is why I hope we can work together to support and empower our communities. We are looking to expand our team of social workers and increase our reach to community clients. We would love to connect at the Chinguacousy Ride and potentially become part of your recommended counselling services. Please let me know if there is an opportunity to set up a small booth at the event or any other ways we can get involved. (Our booth would provide information pamphlets and a self care station with free nail art, butterfly face painting and butterfly hennas).

I have participated in (and worked) many Brampton community rides and I have found cycling to be the best therapy for managing my own well being and emotions. TFEC, The Career Doctors and Butterfly Kids would love to promote Brampton Cycling events as another means of self-development and community development.

For more information on who we are check out our websites!
Tfec.ca
bflyparty.com
careerdoctorscan.com

Warm Regards,

Leanne Ryan
Marketing Specialist
TFEC/CD/BK
June 6, 2016

Brampton Cycling Advisory Committee

To Alina Grzejszczak, Dayle Laing and Lisa Stokes

On behalf of All People's Church and Bramalea Cyclefest, we would like to extend our appreciation to you and your team for the bike rodeo training provided at our event. Without your support, we could not have had such a successful event and we want to express our gratitude to you and your team for your time spent teaching the kids how to ride. Your support to both the church and Peel Memorial Hospital is greatly appreciated and immeasurable.

Again, thank you for your support to our community, All People's Church, and Peel Memorial Hospital. We look forward to working in conjunction with you for future events.

Thank you for your support.

Sincerely,

[Signature]

Finu Iype
Director, Bramalea Cyclefest