Tuesday, August 20, 2019
7:00 PM. – Regular Meeting

Council Committee Room, 4th Floor, City Hall

Members: Kevin Montgomery (Co-Chair)
Stephen Laidlaw (Co-Chair)
Leslie Benfield
Laura Bowman
Kathy Cecchetto
Rani Gill
Alina Grzejszczak
Dayle Laing
Barry Lavallee
Eric Lister
Patrick McLeavey
Lisa Stokes
Pauline Thornham
Regional Councillor Rowena Santos

For inquiries about this Agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:

Tammi Jackson, Legislative Coordinator
Phone (905) 874-3829, TTY (905) 874-2130, cityclerksoffice@brampton.ca

Note: Meeting information is also available in alternate formats upon request.

Note: Any difficulty accessing meeting rooms, buildings, elevators, etc. please contact security at 905-874-2111
1. **Approval of Agenda**

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

3. **Previous Minutes**

4. **Delegations / Presentations**
   4.1. Presentation by Laura Bowman, Member, re: *Cycling Advisory Committee 2019-2020 Work Plan and Budget*
   
   (See item 6.2 and 7.1)

   4.2. Presentation by Nelson Cadete, Project Manager, Active Transportation, Planning and Development Services, re: *Active Transportation Master Plan Update*

   4.3. Presentation by Dayle Laing, Member, re: *Bike Valet Parking - Brampton Cycling Advisory Committee Policy*

5. **Reports / Updates**

   5.1. Update by Nelson Cadete, Project Manager, Active Transportation, Planning and Development Services, re:
   
   - Planned Bike Parking
   - Peel Region Cycle Tracks and Brampton 2040 Cycle Paths Along Queen Street

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

   6.1. Discussion at the request of Nelson Cadete, Project Manager, Active Transportation, re: *Vision Zero Education and Awareness Working Group - Terms of Reference*
6.2. Verbal Update by Laura Bowman, Member, re:
- Cycling Advisory Committee 2019-2020 Work Plan and Budget
- Minutes – Work Plan Subcommittee

(see items 4.1)

7. Correspondence

7.1. Correspondence from Rani Gill, Member, dated July 3, 2019, re: Review of Committee Mandate, Expectations and Events

(See item 4.1)

7.2. Correspondence from Kathy Cecchetto, dated July 30, 2019, re: Resignation from the Cycling Advisory Committee

8. Question Period

9. Public Question Period

15 Minute Limit regarding any decision made at this meeting.

10. Adjournment

Next Meeting: Tuesday, October 15, 2019
Work Plan

2019/2020
Much of the work proposed in the 2019/2020 Work plan aligns with the “Key Steps To Silver” suggested by Share The Road Cycling Coalition, and Vision 2040 “Vision 4”

“In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit”
We’re not waiting 20 years.
Policy

- Identify items to maintain and improve Bicycle Friendly Community status.
- Identify low-stress connections.
- Work with Shoppers World, Downtown Brampton BIA, and Bramalea City Centre to add wayfinding and bike parking.
- Challenge by-laws that hinder the effectiveness and feasibility of using bicycles as transportation.
Programs

- Delivery of annual community ride program. Provide survey to riders.
- Advertising budget to promote Community Rides.
- Develop a framework to guide the BCAC’s role in the delivery of sustainable community programs.
- Provide insights into ideal location, design, and delivery of bike valet and other bike parking.
- Reintroduce cycle training / CAN-BIKE courses in Parks and Recreation guide.
- Advise city and stakeholders (Ex: Credit Valley Conservation, SNAP) on information collection and incumbrances to cycling.
Infrastructure

- Assist with outreach and promotion of the “Big Ask”. Advise Council and Planning Staff as required.
- Ensure ATMP and other planning documents include adequate budget and provision to install curb cuts.
- Ensure adequate bike parking is included in ATMP, bylaws and other planning documents.
“The best time to start was yesterday. The next best time is now.”
Thanks!
Active Transportation
Master Plan

Brampton Cycling Advisory Committee
Tuesday, August 20, 2019
Consultation

Exhibit 1.3: Summary of Consultation Activities

- **Oct 19th, 2017**: Public Information Centre #1
- **Sept 16th, 2017**: Public Information Centre #2
- **Oct 30th 2017 – Mar 30th 2018**: Staff Surveys
- **Jan 18th, 2017**: Brampton Cycling Advisory Committee Meeting
- **Nov 9th, 2017**: Meeting with the Region of Peel
- **April 2018 – May 2018**: Digital Consultation

**NEW!**

**A COMMUNITY IN ACTION: BRINGING THE 2040 VISION TO LIFE**

- **Saturday, May 11, 2019**
- **9 am – 4 pm**
- **Brampton City Hall**
What's inside?

1. Introduction
   - Overview of the ATMP
   - Study Process
   - Document Structure

2. Policy Context
   - Community Overview
   - Existing Program Achievements

3. Designing for Safety & Comfort*
   - Design of Pedestrian & Cycling Facilities

4. Connecting the Network
   - Network Development
   - Network Phasing

5. Providing Year-Round Mobility
   - Maintenance

6. Developing a Walking & Cycling Culture
   - Programs
   - Policies

7. Implementation
   - Monitoring & Evaluation
   - Program Delivery

LET'S CONNECT
ACTIVE TRANSPORTATION MASTER PLAN

Brampton Flower City
Through developing an integrated, attractive, and accessible system of sidewalks, cycling facilities and trails, Brampton will be a liveable city where all members of the community can safely and conveniently access places, goods and services and connect to transit using active modes of transportation.
Design for Safety and Comport

Connecting the Network

Providing Year-Round Mobility

Developing a Walking & Cycling Culture

Implementation

Themes
Designing for Safety & Comfort

- **SHARED FACILITIES**
  - Signed Route
  - Bicycle Boulevard

- **DESIGNATED FACILITIES**
  - Bike Lane
  - Buffered Bike Lane
  - Paved Shoulder

- **SEPARATED FACILITIES**
  - Protected Bike Lane
  - Cycle Track
  - Multi-use Path

Source: Payton Chung

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**LET'S CONNECT**

**ACTIVE TRANSPORTATION MASTER PLAN**
## Designing for Safety & Comfort

<table>
<thead>
<tr>
<th>ROAD CLASS</th>
<th>CONTEXT/CONDITIONS</th>
<th>FACILITY TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIAL</td>
<td>• Mobility function 50-70km/hr • AADT typically greater than 10000 veh/day</td>
<td>Cycle Tracks</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>• Mobility &amp; access function 40-50km/hr • AADT typically between 3000 &amp; 12000 veh/day</td>
<td>Multi-Use Paths on Both Sides</td>
</tr>
<tr>
<td>LOCAL</td>
<td>• Access function 30-40km/hr • AADT typically less than 3000 veh/day</td>
<td>Varies by context:</td>
</tr>
<tr>
<td></td>
<td>• Support for traffic calming; or • Important connection between major cycling facilities</td>
<td>• Buffered bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Protected bike lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Multi-use trails</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Cycle tracks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bicycle Boulevard</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Signed Route</td>
</tr>
</tbody>
</table>
Designing for Safety & Comfort

- Protected Intersections
- Pedestrian Crossovers
- Bicycle Signals
- Driveway Conflict Zone Markings
- Crossrides
- Decorative Crosswalks
Designing for Safety & Comfort - Design Compendium

Chinguacousy South of Sterritt

Typical Stopping Distances

<table>
<thead>
<tr>
<th>Speed (km/h)</th>
<th>Thinking Distance</th>
<th>Braking Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>6 m</td>
<td>12 m</td>
</tr>
<tr>
<td>48</td>
<td>9 m</td>
<td>14 m</td>
</tr>
<tr>
<td>64</td>
<td>12 m</td>
<td>24 m</td>
</tr>
<tr>
<td>80</td>
<td>15 m</td>
<td>38 m</td>
</tr>
<tr>
<td>96</td>
<td>18 m</td>
<td>55 m</td>
</tr>
<tr>
<td>112</td>
<td>21 m</td>
<td>75 m</td>
</tr>
</tbody>
</table>

The distances shown are a general guide. They depend on your attention (thinking distance), road surface, the weather conditions, and the condition of your vehicle at the time.

The NACTO Urban Street Design Guide suggests the following:

Lane width should be considered within the overall assemblage of the street. **Travel lane widths of 3.0 m generally provide adequate safety in urban settings while discouraging speeding.** Cities may choose to use 3.35 m lanes on designated truck and bus routes (one 3.35 m lane per direction) or adjacent to lanes in the opposing direction.
### Designing for Safety & Comfort - Design Compendium

#### Exhibit 3.10: Design criteria for unidirectional protected bike lanes

<table>
<thead>
<tr>
<th>BICYCLISTS / PEAK HOUR (ONE-DIRECTION)</th>
<th>BIKE LANE / CYCLE TRACK WIDTH (m)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Recommended</td>
<td>Minimum*</td>
</tr>
<tr>
<td>&lt;150**</td>
<td>1.8m</td>
<td>1.5m</td>
</tr>
<tr>
<td>150-750***</td>
<td>2.4m</td>
<td>2.0m</td>
</tr>
</tbody>
</table>

#### Exhibit 3.11: Design criteria for bidirectional protected bike lanes

<table>
<thead>
<tr>
<th>BICYCLISTS / PEAK HOUR (BOTH-DIRECTIONS)</th>
<th>BIKE LANE / CYCLE TRACK WIDTH (m)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Recommended</td>
<td>Minimum*</td>
</tr>
<tr>
<td>&lt;150**</td>
<td>3.0m</td>
<td>2.4m</td>
</tr>
<tr>
<td>150-400***</td>
<td>3.4m</td>
<td>3.0m</td>
</tr>
</tbody>
</table>

**MULTI-USE PATH WIDTH (m)**

<table>
<thead>
<tr>
<th>Recommended</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0m</td>
<td>3.0m</td>
</tr>
<tr>
<td>2.4m over short, constrained sections such as bridge decks</td>
<td></td>
</tr>
</tbody>
</table>

#### Width (m)

<table>
<thead>
<tr>
<th>ELEMENT</th>
<th>WIDTH (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Lane</td>
<td>1.8-2.0m</td>
</tr>
<tr>
<td>Buffer</td>
<td>0.8-1.2m</td>
</tr>
<tr>
<td></td>
<td>1.5m</td>
</tr>
<tr>
<td></td>
<td>1.2m for constrained corridors</td>
</tr>
<tr>
<td></td>
<td>0.5m</td>
</tr>
</tbody>
</table>
Designing for Safety & Comfort - Design Compendium

Motorist Yield Zone
Forward Bicycle Queuing Area
Landing to Separate Pedestrians and Cyclists
Align Multi-use Path with Cross-ride
Connecting the Network

NEW LINEAR INFRASTRUCTURE
- Missing Sidewalks Program
- Capital Program
- Infill Program

UPGRADES TO EXISTING FACILITIES
- Curb Depressions
- School Crosswalks
- Fix-it Program
- Recreational Trails
- Fix-it Program
- In-Boulevard Trails
- Fix-it Program
- On-Road Cycling
- Fix-it Facility
- Program

NETWORK AMENITIES
- Priority Cycling Network
- Bike Parking & End-of-Trip Facilities
Analysis Scoring

Brampton ATMP
City of Brampton

Analysis Scoring

- Watercourse
- Road
- Right Line
- Water Body
- Wooded Area

Note: Coordinate System: NAD 83 UTM Zone 17N
Path: NewActPlatform/30001124/2014/08/14/08111148/MapAnalysis/MapAnalysis_Atlas/AGI_City_of_Brampton/Analysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/MapAnalysis_Atlas/Map 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Network Phasing

Network Horizon
- Short Term
- Medium Term
- Long Term
- To Be Determined
- Development Project
- Existing Network Link

Watercourse
Road
Rail Line
Waterbody
Wetland Area

Brampton ATMP
City of Brampton

LET'S CONNECT
ACTIVE TRANSPORTATION MASTER PLAN
Future Network - Facility Types
Off-road Rec. Trails
In-Boulevard Facilities
School Crosswalks
Priority Cycling Network - Brampton Loop/ East-West Connections
Bicycle Parking
Off-road Rec. Trails
In-boulevard Facilities
School Crosswalks

Legend
- Existing (Municipal)
  - Side Lane Path
  - Boulevard Path
  - Bi-directional Bike Lane
  - Dedicated Roadway
  - Park Path

Potential School Crossing Improvements

Brampton ATMP
City of Brampton

Note: 1. Good route/alternative: N/O 1983 UTM Zone 17N
Priority Cycling Network - Brampton Loop/East-West Connections

Priority Cycling Network: Loop Route and East-West Connections
Brampton ATMP
City of Brampton

Date: April 2015

Legend:
- Brampton Trail Loop
- East West Connection Desired
- Watercourse
- Road
- Trail Links
- Waterbody
- Wooded Area

Note: 1. Coordinator System: MAB 1983 UTM Zone 17N

NEW!

Steeles Avenue is a Regional Road identified as a Short Term Priority in the Sustainable Transportation Strategy.
Bicycle Parking
Bicycle Parking
Bicycle Parking

Legend

Bicycle_Repair_Stations

Bike Parking Locations
- Photo
- No Photo

MunicipalBoundaries - Adjacent Counties
# Bicycle Parking

## bicycle parking requirements

<table>
<thead>
<tr>
<th>Land Use or Facility</th>
<th>Metric</th>
<th>Target number of Bike Parking spaces</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shopping Centre (mall)</td>
<td>Per entrance</td>
<td>5-10</td>
<td>Serves both staff and visitors</td>
</tr>
<tr>
<td>Commercial street</td>
<td>Per block</td>
<td>2-5</td>
<td>Serves both staff and visitors</td>
</tr>
<tr>
<td>Office</td>
<td>Per 200 square metres of Net Floor Area</td>
<td>1</td>
<td>Serves workers, and customers if office has a counter function.</td>
</tr>
<tr>
<td>School – Primary or Secondary</td>
<td>Per classroom</td>
<td>1-2</td>
<td>Serves both students and teachers</td>
</tr>
<tr>
<td>School – Post-Secondary</td>
<td>Per classroom</td>
<td>4</td>
<td>Serves both students and teachers</td>
</tr>
<tr>
<td>High-density residential (i.e. apartments or condos)</td>
<td>Dwelling Unit</td>
<td>0.3-0.6</td>
<td>Serves residents and visitors</td>
</tr>
<tr>
<td>Retail, personal service shop, business service, or restaurant</td>
<td>Per 300 square metres of Net Floor Area</td>
<td>1</td>
<td>Serves employees and customers</td>
</tr>
<tr>
<td>Sports Complex</td>
<td>Per visitor capacity</td>
<td>0.2-0.3</td>
<td>Serves both staff and event attendees</td>
</tr>
<tr>
<td>Cultural Destination (theatre, concert hall, cinema, museum, church, etc.)</td>
<td>Per visitor capacity</td>
<td>0.2-0.3</td>
<td>Serves staff, performers and attendances</td>
</tr>
<tr>
<td>Health Care Institution</td>
<td>Per bed</td>
<td>0.2</td>
<td>Serves facility staff and visitors</td>
</tr>
<tr>
<td>Destination Park</td>
<td>Per visitor during seasonal peak</td>
<td>0.2-0.4</td>
<td>Serves facility staff and visitors</td>
</tr>
<tr>
<td>Transfer points (railway stations, bus terminals etc.)</td>
<td>Location dependent</td>
<td>Location dependent</td>
<td>Site operators should provide racks where most convenient for staff and travelers, then observe demand to ensure sufficient supply.</td>
</tr>
</tbody>
</table>

### Municipality

- **Burlington**: Bylaw applies to retail, industrial and educational facilities. Required quotes vary depending on GFA and number of students.
- **Hamilton**: Bylaw requires where new units are being constructed, bicycle parking must amount to 5% of the total required motor vehicle parking spaces.
- **Oakville**: Bylaw requires 1 bicycle parking spot per dwelling unit, plus 0.25 per dwelling unit for visitors.
- **Toronto (See Note 1)**: Bylaw for bicycle parking space requirements for dwelling units in an apartment building or a mixed-use building are:
  - In Bicycle Zone 1, a minimum of 1.0 bicycle parking spaces for each dwelling unit, allocated as 0.9 "long-term" bicycle parking space per dwelling unit and 0.1 "short-term" bicycle parking space per dwelling unit.
  - In Bicycle Zone 2, a minimum of 0.75 bicycle parking spaces for each dwelling unit, allocated as 0.68 "long-term" bicycle parking space per dwelling unit and 0.07 "short-term" bicycle parking space per dwelling unit.
- **City of Vaughan**: Bylaw requires that for various commercial and office buildings a minimum of 6 bicycle parking spaces be provided for all buildings, and that 0.1 bicycle parking spaces per unit be provided thereafter.
- **Vancouver**: Bylaw legislates according to building classes, between 0.1 and 2.25 bicycle parking spaces may be required per unit.
Bicycle Parking

Notes:

1. Installation to be completed in accordance with the manufacturer's specifications.
2. Racks must be embedded or anchored to concrete surface.
3. Alternative rack design will be subject to review and approval. Any design must contain a closed loop and allow locking of frame and one wheel with a U-lock.

Rack Type and Typical Dimensions

- Inverted "U"
- Ring and Post
### Providing Year Round Mobility – non Winter

<table>
<thead>
<tr>
<th>Activity</th>
<th>Regular Network (current practice)</th>
<th>Priority Network</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Patrolling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class of Highway</td>
<td>Patrolling Frequency</td>
<td>3 times every 7 days</td>
</tr>
<tr>
<td>1</td>
<td>3 times every 7 days</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2 times every 7 days</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>once every 7 days</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>once every 14 days</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>once every 30 days</td>
<td></td>
</tr>
<tr>
<td><strong>Pothole Repair</strong></td>
<td></td>
<td>600 cm² x 8 cm depth within 4 days</td>
</tr>
<tr>
<td>Class of Highway</td>
<td>Surface Area</td>
<td>Depth</td>
</tr>
<tr>
<td>1</td>
<td>600 cm²</td>
<td>8 cm</td>
</tr>
<tr>
<td>2</td>
<td>800 cm²</td>
<td>8 cm</td>
</tr>
<tr>
<td>3</td>
<td>1000 cm²</td>
<td>8 cm</td>
</tr>
<tr>
<td>4</td>
<td>1000 cm²</td>
<td>8 cm</td>
</tr>
<tr>
<td>5</td>
<td>1000 cm²</td>
<td>8 cm</td>
</tr>
<tr>
<td><strong>Surface Discontinuity Repair</strong></td>
<td>Height</td>
<td>Time</td>
</tr>
<tr>
<td>1</td>
<td>5 cm</td>
<td>2 days</td>
</tr>
<tr>
<td>2</td>
<td>5 cm</td>
<td>2 days</td>
</tr>
<tr>
<td>3</td>
<td>5 cm</td>
<td>7 days</td>
</tr>
<tr>
<td>4</td>
<td>5 cm</td>
<td>21 days</td>
</tr>
<tr>
<td>5</td>
<td>5 cm</td>
<td>21 days</td>
</tr>
<tr>
<td><strong>Pavement Markings</strong></td>
<td></td>
<td>Same</td>
</tr>
<tr>
<td>Longitudinal Markings</td>
<td>2 times a year</td>
<td>On-road - twice monthly: March to May and September to November. Once monthly during summer months. Boulevard and off-road facilities - once monthly: March to November.</td>
</tr>
<tr>
<td>Transverse Markings</td>
<td>2 times a year</td>
<td></td>
</tr>
<tr>
<td><strong>Sweeping</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Once in early Spring; following incidents (spills, construction accidents) or as needed.</td>
<td></td>
</tr>
</tbody>
</table>
### Providing Year Round Mobility - Winter

<table>
<thead>
<tr>
<th>Activity</th>
<th>Regular Network (current practice)</th>
<th>Priority Network</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bike Lanes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class of Highway</td>
<td>Depth</td>
</tr>
<tr>
<td>Snow Clearing</td>
<td>1</td>
<td>2.5 cm</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>5 cm</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>8 cm</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>8 cm</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>10 cm</td>
</tr>
<tr>
<td></td>
<td>Roadways</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class of Highway</td>
<td>Depth</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>2.5 cm</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>5 cm</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>8 cm</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>8 cm</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>10 cm</td>
</tr>
<tr>
<td></td>
<td>Ice Treatment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Class of Highway</td>
<td>Time</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>3 hours</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>4 hours</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>8 hours</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>12 hours</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>16 hours</td>
</tr>
</tbody>
</table>

Within 6 hours
Develop a Walking and Cycling Culture - Programs
Exhibit 6.2: Proposed Cycling Related Outreach Programing

<table>
<thead>
<tr>
<th>Proposed Outreach Program</th>
<th>Existing / New</th>
<th>Encouragement</th>
<th>Education</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop an AT specific display and associated promotional material that can be used at public events.</td>
<td>E</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Provide CAN-Bike training to city staff and members of the Brampton Cycling Advisory Committee to support the delivery of safety clinics, skills training, bike rodeos, etc.</td>
<td>E</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Offer active mobility camps (such as Bike Adventure, BMX and scooter/skateboard) aimed at youth, aged 10 to 13.</td>
<td>E</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Support community initiatives such as the Brampton Bike Hub (Bike Brampton) which provides the community with skilled mentors and resources (bicycle mechanics and cycling skills).</td>
<td>E</td>
<td>+</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Develop a Walking and Cycling Culture Programs
Develop a Walking and Cycling Culture - Programs
Develop a Walking and Cycling Culture - Programs

Action #4-1
Active Mobility Charter
Redirect circulation in Brampton’s centres and neighbourhoods into local networks that feed transit, with walking and cycling emphasized – through a clear declaration.

City Hall is fully organized to pursue active mobility. To be catalytic, the following will also be essential, in addition to the arrangements noted elsewhere for audits and designs of neighbourhoods as well as new business areas.

- ‘Active Mobility Charter’ Stewardship Committee: This volunteer advisory committee, composed of walking and cycling recreation and advocacy organizations and enthusiasts will work closely with City staff to bring the active mobility plans and infrastructure to Brampton.
Develop a Walking and Cycling Culture - Programs
Develop a Walking and Cycling Culture - Programs
Develop a Walking and Cycling Culture - Programs

Action #2-2
Downtown Brampton
Realize the full potential of Brampton’s historic Downtown as an advanced education, arts, and life sciences hub.
That the City develop a Complete Streets Strategy to guide design of streets for all ages, abilities and modes of travel.

That every street in Brampton be considered a pedestrian and cycling street, regardless of whether it forms part of the recommended AT network.

That City staff, as a matter of course, seek initiatives that can improve, where feasible, conditions for walking and cycling as part of all future municipal road planning and design projects.
Develop a Walking and Cycling Culture - Policy
<table>
<thead>
<tr>
<th>Objective of the ATMP (Section 1.3)</th>
<th>Measure</th>
<th>Target</th>
<th>Evaluation Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Invest efficiently in an expanding network</td>
<td>Length of network (km) completed within the 5-year short-term timeline</td>
<td>150 km of new infill cycling and trails infrastructure (in addition to co-ordinated road capital projects). 20 km of new sidewalks to address gaps along arterial roads.</td>
<td>Program output</td>
</tr>
<tr>
<td>Provide options to all residents, including enhancing accessibility</td>
<td>Number of projects delivered that enhance accessibility (e.g. curb cuts to make trail access points AODA compliant)</td>
<td>25 projects per year, beyond Capital Plan.</td>
<td>Program output</td>
</tr>
<tr>
<td>Maximize the value (usage) of existing infrastructure</td>
<td>Number of fix-it program improvements completed to improve quality and connectivity of existing infrastructure Year over year walking and cycling count data</td>
<td>60 improvements per year, beyond Capital Plan 10% of City-wide trips by 2041, as per TMP.</td>
<td>Program outcome</td>
</tr>
<tr>
<td>Improve the safety of walking and cycling</td>
<td>Year over year walking and cycling collision data</td>
<td>Decline in year-over-year collision rate, calculated relative to walking and cycling activity.</td>
<td>Program outcome</td>
</tr>
<tr>
<td>Improve access to transit and provide viable active transportation options for the first / last mile</td>
<td>Percentage of rapid transit stops and stations with direct cycling connection Percentage of rapid transit stops and stations with bicycle parking Percentage of transit stops and stations with sidewalks</td>
<td>80-100% of stations. 80-100% of stations. 100% of stations.</td>
<td>Program output</td>
</tr>
</tbody>
</table>
2014 CORDON COUNT DATA COLLECTION

TRANSPORTATION PLANNING

WHERE THE CORDON COUNTS WERE TAKEN

The Cordon Count Program utilizes counting vehicles to count the number of vehicular traffic over the study period of March 14th to 31st. The data is collected on all segments of the network where there are pedestrian and/or bicyclist counts. The data is collected on weekdays and weekends, from 6:00 am to 11:00 pm, and on major streets within the study area.

STATISTICAL SIGNIFICANCE

A series of comparisons using a chi-square test performed in SPSS was conducted to test the statistical significance of the differences in traffic counts between the study periods.

BENEFITS OF THE PROGRAM

Greater access to walking and bicycling opportunities will increase the quality of life for all residents. The program also promotes a healthy lifestyle and reduces the number of people who drive for transportation. The program is expected to reduce traffic congestion and improve air quality, thereby reducing health risks.

WHAT ARE THE TRAFFIC TREND REPORTS?

The next step for the program is to produce the Traffic Trend Report, which will be a comprehensive report of the data collected. The report will be used to assess the effectiveness of the program and to inform future transportation planning decisions.

SOCIAL BENEFITS

The Cordon Count database is available to the public, allowing researchers and students at the University of Toronto to conduct research and analyses.

BICYCLE RIDERSHIP

Most stations saw an increase in bike ridership in 2014. Lakeshore Road at the Credit River was the busiest station in 2014, with 310 bikes counted.
Implementation

Exhibit 79: Cordon and AT Count Program
## Implementation

### Exhibit 7.12: Fix-it Program Capital Costs

<table>
<thead>
<tr>
<th>Program</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreational Trail Program</td>
<td>$3,300,000</td>
</tr>
<tr>
<td>In-Boulevard Facilities Program</td>
<td>$200,000</td>
</tr>
<tr>
<td>On-Road Cycling Facilities Program</td>
<td>$7,400,000</td>
</tr>
<tr>
<td>School Curb Depressions at Crosswalks</td>
<td>$1,400,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$12,300,000</strong></td>
</tr>
</tbody>
</table>

### Exhibit 7.11: Cycling Infill Projects Program Costs

<table>
<thead>
<tr>
<th>Horizon</th>
<th>Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Term</td>
<td>$39,500,000</td>
</tr>
<tr>
<td>Medium Term</td>
<td>$26,900,000</td>
</tr>
<tr>
<td>Long Term</td>
<td>$19,100,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$85,500,000</strong></td>
</tr>
</tbody>
</table>
“The Big Ask”

Quick Facts:

- $3.875M investment for AT improvements:
  1. Fix it Program: Enhance existing Recreational Trails with proper road crossings
  2. East-west Connector (short-term): on-road cycling connection across the City (downtown to Bramalea)
  3. North-south Connector improvements to more seamlessly connect sections of existing and planned cycling infrastructure (Mayfield Rd to the Bramalea GO Station)

- The Brampton Loop: a 40 km loop connecting a number of recreational trails and key destinations

- Short-term Priority Network is intended to support walking and cycling year-round

For more information, email cycling@brampton.ca.
www.brampton.ca/cycling
Bike Valet Parking

BCAC Policy Context Presentation

July 18, 2019
How does Bike Valet Parking fit in BCAC’s mandate?

- New agenda item not discussed in last term of Council
- Other Communities’ experience
- Brampton’s history with Bike Valet
- Providing effective service
- Appropriate use of volunteer time
Bike Valet – Kitchener

- Photos presented at Ontario Bike Summit, 2016
- City of Kitchener’s BikeKitchener BikeCheck, 2019
- Free bike parking service
- Safe & secure way for cyclists to park their bikes at events without having to worry
- Encourages & enables cycling to events, where parking is scarce, non-existent, and/or prone to theft

CeleBrampton BikeFest Bike Valet

Garden Square, behind Cyclepath, 2015

Brampton Recreation volunteers staffed

Promotion at BikeBrampton booth – small prizes for using Valet
CeleBrampton BikeFest Bike Valet

Gage Park, 2017

Brampton Recreation hired 2 bike mechanics to staff valet & do mini tune-ups
Bike the Creek
Bike Valet

Jim Archdekin Recreation Centre, 2017
Staffed by Brampton Recreation volunteers
Cyclists used service after rides, during lunch
Farmer’s Market, Garden Square 2019
Farmer’s Market
Set-up

◊ Double-sided A-frame sign
  ◊ Should have sign on both sides
◊ Narrow entrance for security
◊ Table & chairs
◊ Need Bike racks inside fencing
  ◊ Road bikes - no kickstands
  ◊ Keep from scratching bikes by separating
Farmer’s Market
add a tent for shade…
Cycle Toronto’s Bike Valet

- Free service for event patrons
- Cycle Toronto markets turn-key service $100/hour per entrance (minimum $500/event)
- Service 30-60 minutes before & after event
- Includes bike rack rental, transportation, insurance, site consultation, visits, site map, staffing, promotion
- Suggest getting a sponsor to help with costs
- [https://www.cycleto.ca/bikevalet](https://www.cycleto.ca/bikevalet)
Share the Road’s Suggested Policy on Bike Valet at City Events

- Share the Road’s Justin Jones presenting at City of Mississauga’s Bike Friendly Community Seminar, June 26, 2019

- “Is a service – should be treated as such (read: pay the people who run it)”

Bike Valet

Must be integrated into event permitting to be regularly available

Is a service – should be treated as such (read: pay the people who run it)

Reduces parking burden at events – is a benefit to all
Discussion

Benefits
- Logical service offered to encourage people attending events to leave cars at home and travel by bike
- Service just like car parking, coat checking
- Security is very important – safety for bike and accessories

Issues:
- Limited resource time of BCAC volunteers
- Consider skill level of BCAC volunteers selected for advising City

How does Bike Valet fit into the context of BCAC’s mandate?
- Needs discussion

Request:
- That BCAC receive this delegation
- Recommend discussing Bike Valet in the context of Committee’s mandate and goals for this term of Council
Vision Zero Education and Awareness Working Group

Terms of Reference

CONTEXT

In December 2017, the Region of Peel endorsed the Vision Zero framework where no loss of life is acceptable. The Region of Peel’s Road Safety Strategic Plan was developed using this framework in consultation with stakeholders including local municipalities, Peel Regional Police and the Caledon detachment of the Ontario Provincial Police. A Vision Zero Task Force was created to implement and oversee the overall success of the Road Safety Strategic Plan (2018-2022).

The Road Safety Strategic Plan sets out a comprehensive four “E”s approach, incorporating engineering, enforcement, education and empathy countermeasures. The Vision Zero Education and Awareness Working Group will focus on education and empathy countermeasures to support the work of the Vision Zero Task Force and the achievement of Vision Zero. Specifically, the Working Group will coordinate education, outreach, and communications to improve the safety of vulnerable road users within the Region of Peel. The members of this working group have a shared interest in road safety, and a collaborative approach will allow for existing initiatives to be leveraged and promoted, resources to be used efficiently, and a consistent message to be shared across multiple channels.

GOALS

- To promote and coordinate the work being done to improve road safety and meet the goals of Vision Zero within Peel by member organisations;
- To increase awareness of road safety issues related to vulnerable road users including pedestrians and cyclists;
- To empower all road users to make safer choices and adopt empathic behaviours by promoting safety tips for drivers, pedestrians, and cyclists;
- To further promote, instil and deliver Vision Zero practices.

WORKING GROUP OBJECTIVES

- To coordinate, align and deliver joint education, outreach, and communications initiatives that raise awareness of how all road users can play a role in improving road safety, with an emphasis on improving the safety of vulnerable road users (e.g. pedestrians and cyclists);
- To share information, data, best practices and resources with its members.

STRUCTURE

- As a working group of the Region of Peel Vision Zero Task Force, the Education and Awareness Working Group will be co-chaired by two Region of Peel staff members, one representing Public Works (Education Programs and Services) and one representing Public Health.
- The co-chairs of the Working Group are members of the Vision Zero Task Force and are responsible for liaising between the Working Group and the Task Force.
- The Working Group will meet a minimum of two times per year, with additional meetings scheduled as required.
At the start of each year, project teams will be created/reviewed to address specific areas of focus that support the Region of Peel’s Vision Zero Road Safety Strategic Plan and the goals of this committee (e.g. Pedestrian Safety Project Team; Cycling Safety Project Team). Each member organisation can choose which project team(s) they would like to support.

Project teams will meet two times a year, or as-needed.

Within each project team, member organisations will appoint a key contact who will be responsible for updating and engaging the relevant staff members within their organisation, and coordinating internal approvals for education, outreach, and communications campaigns.

Decisions about joint education, outreach, and communications initiatives will be made within the project teams.

At the Working Group meetings, the project teams will report on the education, outreach, and communications initiatives conducted by their project team.

### ROLES AND RESPONSIBILITIES

The Vision Zero Education and Awareness Working Group and its associated project teams will support ongoing efforts to achieve the Road Safety Strategic Plan’s vision and goals by planning and implementing road safety countermeasures related to education, outreach, and communications.

Members of the Vision Zero Education and Awareness Working Group will be responsible for:

1. Ensuring that education, outreach, and communications countermeasures identified in the Region of Peel Road Safety Strategic Plan are prioritized, supported, implemented as appropriate, and evaluated using pre-established performance metrics;
2. Attending and participating in meetings to plan, implement, and evaluate the Working Group’s education, outreach, and communications campaigns;
3. Liaising with their organisation by sharing information, soliciting feedback, and engaging relevant staff members within their organisation;
4. Securing approvals within their organisation to support the implementation of education, outreach, and communications tactics;
5. Regularly gathering, analyzing, and sharing information to guide the planning and implementation of road safety education, outreach, and communications campaigns;
6. Providing metrics to evaluate the success and reach of education, outreach, and communications campaigns (e.g. number of people who attended an event, number of visits to a website, number of impressions and engagements on Twitter posts, etc.).

MEMBERSHIP:

This working group will include members from organisations with jurisdiction within the Region of Peel. Its members comprise a diverse group of organisations who play a role in road safety.

Membership is open to:

1. Staff representatives from the following government agencies, which may include but is not limited to:
   - Peel Regional Police
     - Crime Prevention team
     - Road Safety team
     - Youth Education bureau
     - Peel Children’s Safety Village
     - Divisions (Community Liaison officers)
   - Caledon OPP
   - City of Mississauga
     - Road Safety team
     - Active Transportation team
     - Communications team
   - City of Brampton
     - Traffic and Parking Operations team
     - Active Transportation team
     - Communications team
   - Town of Caledon
     - Transportation division
     - Communications division
   - Region of Peel - Public Works
     - Traffic and Sustainable Transportation team
     - Education Programs and Services team
     - Communications team
   - Region of Peel – Health Services
     - Chronic Disease and Injury Prevention division – Public Health
     - Peel Paramedics
   - Ontario Ministry of Transportation (MTO)

2. Citizen representatives from the following committees, which may include but is not limited to:
   - Mississauga Road Safety Committee
   - Mississauga Cycling Advisory Committee
   - Brampton Cycling Advisory Committee
   - Caledon Active Transportation Taskforce
   - Peel Safe and Active Routes to School (PSARTS) Committee

3. Organisations promoting road safety in the Region of Peel, which may include but is not limited to:
   - Teens Learn to Drive
   - Parachute
• CAA
Membership will continue to be evaluated, and additional members added as required.

MEETINGS
1. The Working Group will review its terms of reference every two years and will amend its terms of reference as needed.
2. A designate will be assigned to take notes at each meeting. That person will be responsible for summarizing and circulating action items to the Working Group co-chairs for distribution to Working Group members and stakeholders.
3. Working Group meetings will be held on a regular basis no less than 2 times a year. Working Group members will send a representative if they are not able to attend a meeting. The meeting location may alternate between partner locations.
<table>
<thead>
<tr>
<th>Project</th>
<th>Item</th>
<th>Success Metric</th>
<th>Delivery Timeline</th>
<th>Funding Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy</td>
<td>Bicycle Friendly Community Program</td>
<td>Identify items to maintain and improve status</td>
<td>2020</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Assistance and successful completion of application to maintain status</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Friendly Community Program</td>
<td>Identify low-stress connections. Work with Shoppers World, Downtown Brampton BIA, and Bramalea City Centre to add wayfinding and bike parking.</td>
<td>Wayfinding on low-stress connective routes. Documented method for identifying routes.</td>
<td>2020</td>
<td></td>
</tr>
<tr>
<td>Active Transportation Master Plan, Vision 2040, and other planning documents</td>
<td>Identify priorities for ATMP and Vision 2040 implementation. Including, but is not limited to: Bike racks, curb cut locations, wayfinding and winter maintenance policy.</td>
<td>Delegate to Council on priority items. Refine Work Plan as required. Prioritized items listed in identified projects.</td>
<td>Q4 2019</td>
<td>N/A</td>
</tr>
<tr>
<td>Data Collection</td>
<td>Provide input on standard bicycle traffic counting procedures.</td>
<td>Cordon Traffic Counts and other standard traffic counts and reports include bicycles. Acquisition of cycle trip data from Strava Metro. Implementation of bicycle counters on significant bicycle capital expenditures.</td>
<td>2020</td>
<td>Estimate needed for Strava Metro data</td>
</tr>
<tr>
<td>By-Law Amendments</td>
<td>Challenge by-laws that hinder the effectiveness and feasibility of using bicycles as</td>
<td>Bylaws are amended to better facilitate cycling and related infrastructure</td>
<td>2020</td>
<td></td>
</tr>
</tbody>
</table>
### Brampton Cycling Advisory Committee, 2019/2020 Work Plan and Budget

<table>
<thead>
<tr>
<th>Programs</th>
<th>Community Support Subcommittee</th>
<th>Subcommittee: Develop a framework to guide the BCAC’s role in the delivery of sustainable community programs including Bike Rodeos, Bike Valet, and safety presentations. Itemize what we can support and suggest how to approach ad hoc opportunities. Identify when staffing is needed.</th>
<th>Documented framework assisting BCAC members to prioritize volunteer time and identifying staffing needs.</th>
<th>Q4 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Programs</td>
<td>Community Rides</td>
<td>Promotion of Community Ride program</td>
<td>Advertising budget to promote Community Rides. Staff allocation to target and promote on social media. Timed, targeted mailing of notices to residents.</td>
<td>Budget 2020</td>
</tr>
</tbody>
</table>
## Brampton Cycling Advisory Committee, 2019/2020 Work Plan and Budget

<table>
<thead>
<tr>
<th>Program</th>
<th>Details</th>
<th>Outcomes/Goals</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Valet Program</td>
<td>Provide insights into ideal location, design, and delivery of bike valet and other bike parking.</td>
<td>Higher usage of bike valet, and/or permanent bike parking installation where appropriate.</td>
<td>2020</td>
</tr>
<tr>
<td>Bike Month</td>
<td>Work with City Staff, Peel Walk + Roll, BikeBrampton, the Brampton Bike Hub and Brampton Downtown BIA to support, promote and participate in Bike Month events.</td>
<td>BCAC representation at Bike To Work Day celebration. Speech from Co-Chairs</td>
<td>May 2020</td>
</tr>
<tr>
<td>Ontario Bike Summit</td>
<td>Have two BCAC members attend Share The Road Ontario Bike Summit and one BCAC member attend National Bike Summit conferences.</td>
<td>Networking, promotion of Brampton as a cycling destination, sharing of best practices</td>
<td>Q2 2020</td>
</tr>
<tr>
<td>International Bike Show</td>
<td>BCAC volunteers, collateral from staff (Ec. Dev., Tourism, etc) to support BikeBrampton, Region of Peel Walk + Roll in joint booth at Toronto International Bike Show.</td>
<td>Share event feedback with BCAC. Greater cycle tourism in Brampton.</td>
<td>March 6-8, 2020</td>
</tr>
<tr>
<td>Committee Participation</td>
<td>BCAC members participating in various committees as are able to. Committees include but are not limited to: Peel Safe and Active Routes to School; Grow Green Network; Vision Zero Education and Awareness Working Group.</td>
<td>Fulfil BCAC mandate to liaise with partners. Share information relating to cycling in Brampton.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Initiative</td>
<td>Description</td>
<td>Outcome</td>
<td>Timeline</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Brampton.ca/cycling</td>
<td>Regularly review content for timeliness, accuracy and relevance</td>
<td>Accurate and relevant information. Link to Strava App.</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Bicycle Courses</td>
<td>Reintroduce cycle training / CAN-BIKE courses in Parks and Recreation guide</td>
<td>Availability of cycle training / CAN-BIKE courses in Parks and Recreation guide.</td>
<td>2020</td>
</tr>
<tr>
<td>Cycling audits and surveys</td>
<td>Advise city and stakeholders (Ex: Credit Valley Conservation, SNAP) on information collection and incumbrances to cycling, volunteer as appropriate.</td>
<td>When need for cycling information is identified BCAC provides support. Information is acquired and cycling audits are completed.</td>
<td>ongoing</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
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<tr>
<td>Big Ask (Bicycle Lanes)</td>
<td>Assist with outreach and promotion of the “Big Ask”. Advise Council and Planning Staff as required.</td>
<td>Public support of bike lanes coming to Vodden.</td>
<td>T.B.D.</td>
</tr>
<tr>
<td>Bike Parking</td>
<td>Ensure adequate bike parking is included in ATMP, bylaws and other planning documents, prioritize parking expansion downtown and in major centres. Liaise with priority potential partners (BIA, private owners etc.)</td>
<td>Bike parking is expanded and new opportunities are identified</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Big Ask (Curb cuts)</td>
<td>Ensure ATMP and other planning documents include adequate budget and provision to install curb cuts. Identify priorities for fix it</td>
<td>All inappropriate curbs are removed or planned to be removed on a reasonable timeline and with adequate budget/resources.</td>
<td>Ongoing</td>
</tr>
</tbody>
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Brampton Cycling Advisory Committee, 2019/2020 Work Plan and Budget

<table>
<thead>
<tr>
<th></th>
<th>projects in Big Ask.</th>
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<tbody>
<tr>
<td>ATMP response</td>
<td>Respond to contents of ATMP infrastructure needs, provide advice to council, identify priorities for ATMP implementation.</td>
</tr>
<tr>
<td>Winter maintenance</td>
<td>Respond to and advise on bylaws plans and policies as appropriate regarding snow storage, scheduling etc.</td>
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Minutes:
Brampton Cycling Advisory Committee,
Work Plan Subcommittee

Saturday, July 20, 2019 @ 1pm

Members Present
- Kevin Montgomery
- Laura Bowman

Members Absent
- Rani Gill
- Pauline Thornham

Staff Present
- None

The meeting was held at 1:00pm and adjourned at 3:45pm.

A Work Plan Subcommittee was called by Kevin Montgomery, Co-Chair, for the purpose of establishing a Brampton Cycling Advisory Committee Work Plan for 2019/2020.

Discussion took place regarding:
- A line-by-line audit of the previous Work Plan
- Priorities for the year 2019/2020
- Including items in the Work Plan with a measurable outcome and within the purview of the BCAC.
- Alignment of the Work Plan to Share The Road Cycling Coalition “Silver” and Vision 2040 objectives
Hello everyone,

My first recent experience as a BCAC member at the Canada Day Bike Valet Parking event made me question my role as a member. Therefore I am looking for some clarity on the role and hoping we can discuss this during our next meeting.

While I realize there is lot to potentially discuss and I am not sure what else is on the agenda given we only have two hours at each meeting, it would be okay to split it over few meetings if necessary.

**BCAC Members - Mandate & Expectations**

While we all understand that this is a volunteer position which requires our time and commitment, to be respectful of everyone's time, we should discuss the following:

- Is there or should there be an expectation of a minimum number of hours and/or participation in a minimum number of BCAC events by each member?
- If so, what is that minimum number to ensure everyone is participating and contributing as required.
- And if we agree that there should be a minimum number, then shouldn’t we be tracking this to ensure all members are contributing.

**BCAC Events**

For the sake of efficiency and to ensure resources including time are well spent on BCAC events:

- Should every event be decided who owns it (ie. City Staff, BCAC members)? If the answer is jointly, then we need to be clear for each event on who is responsible for each aspect of the event. Consider assigning a main coordinator(s) for each event who will have overall responsibility for the coordination of the volunteers/staff and resources needed for the event to ensure the event runs smoothly.
- What is the purpose of an event (What are we trying to achieve with each event)? Does it make sense to the mandate?
- How do we measure the success of an event? Should the event be repeated?
- Perhaps there should be some form of tracking of the public’s participation where possible to ensure that BCAC events are reaching out the intended participants? (ie. Measure the number of new public participants per an event..etc)
- Consider the use of a short/quick survey of the public during the events for feedback on possible improvements/changes/satisfaction level on the event where possible (i.e. How did you hear about this event? Did you enjoy participating? Did the event encourage you to cycle more? What would you change in the event to improve it? etc)

Let me know if anyone has any questions.

Regards, Rani
Hello:

Unfortunately, I will not be able to continue as a committee member. Kindly remove my name.

Thank you for your anticipated cooperation, and I apologize for any inconvenience.

Kathy C.