Agenda
Active Transportation Advisory Committee
The Corporation of the City of Brampton

Date: Tuesday, December 12, 2023

Time: 5:00 p.m.

Location: Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall

Members:
Steven Laidlaw (Co-Chair)
Lisa Stokes (Co-Chair)
Enzo Bek
Cindy Evans
Alina Grzejszczak
Dayle Laing
Barry Lavallee
Steven Lee
Akinade Oduntan
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, Telephone 905.874.3829, TTY 905.874.2130
cityclerksoffice@brampton.ca

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

1. Call to Order

2. Approval of Agenda

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

4. Previous Minutes

4.1 Minutes - Active Transportation Advisory Committee - October 10, 2023

The minutes were considered by Committee of Council on October 25, 2023, and were approved by Council on November 1, 2023. The minutes are provided for Committee's information.

5. Presentations / Delegations

5.1 Presentation by Fernanda Soares, Project Manager, Active Transportation, Planning Building and Growth Management and Rowaidah Chaudry, Transportation Planner, Planning Building and Growth Management, re: Complete Streets Guidelines

To be received.

5.2 Presentation by Barry Lavelle, Citizen Member, re: Parking In Bike Lanes

Note: *A video was submitted by the delegation and is available for viewing here.*

To be received.

5.3 Presentation by Stephane Laidlaw, Co-Chair, re: Winter Cycling In Brampton - Lessons Learned from Finland

Note: *A video was submitted by the delegation and is available for viewing here.*

To be received.

6. Reports / Updates

7. Other / New Business / Information Items

7.1 Active Transportation Advisory Committee - Sub-Committee Minutes - November, 2023

To be received.

7.2 Information provided by Tyron Nimalakumar, Transportation Planner, Planning Building and Growth Management. re: Community Rides Debrief 2023

To be received.

7.3 Information provided by Fernanda Soares, Project Manager, Active Transportation, Planning Building and Growth Management, re: Wards 3 & 4 Community Town Hall - Bike Lanes on Charolais Boulevard

To be received.

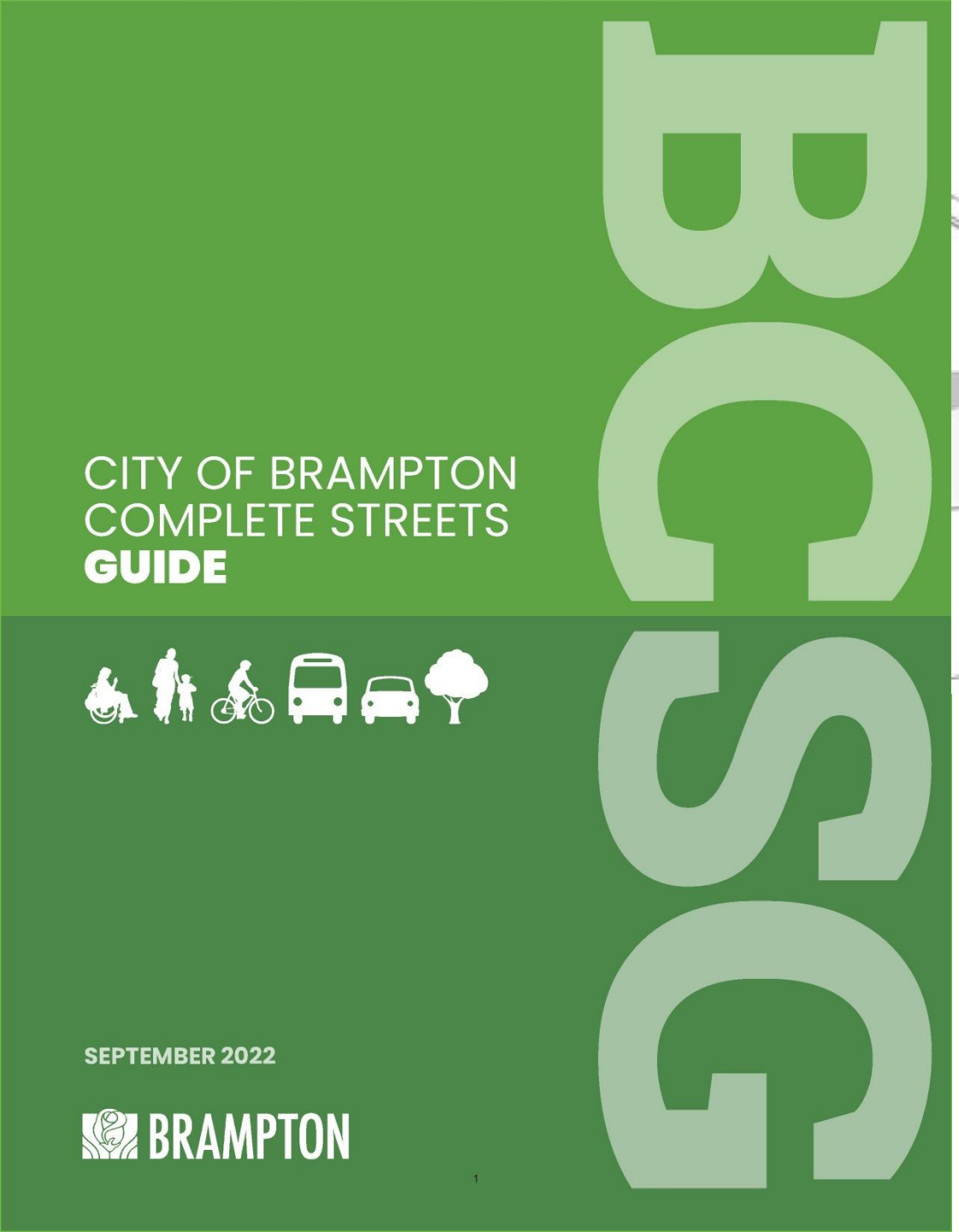
8. Correspondence

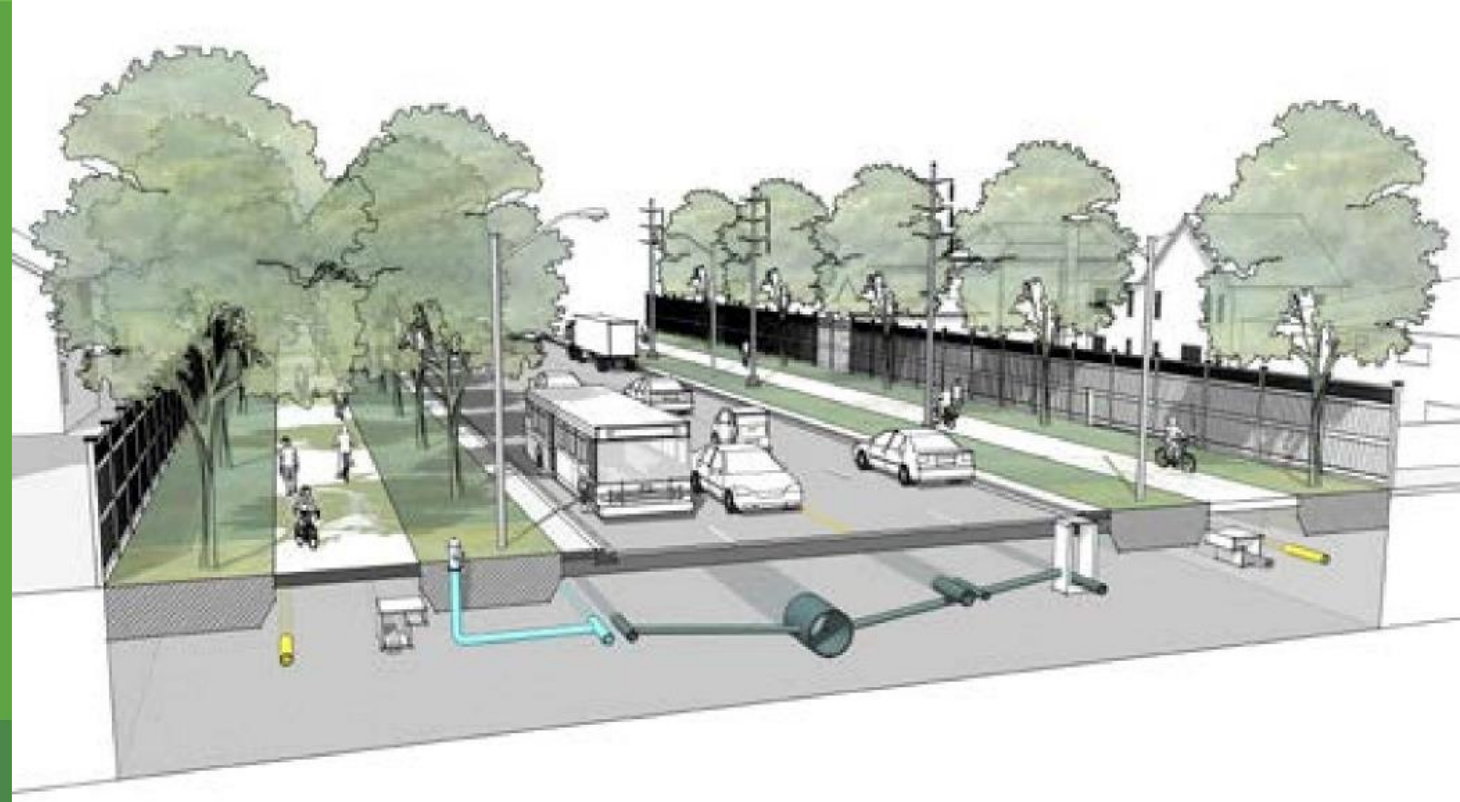
9. Question Period

10. Public Question Period

15 Minute Limit (regarding any decision made at this meeting)

11. Adjournment



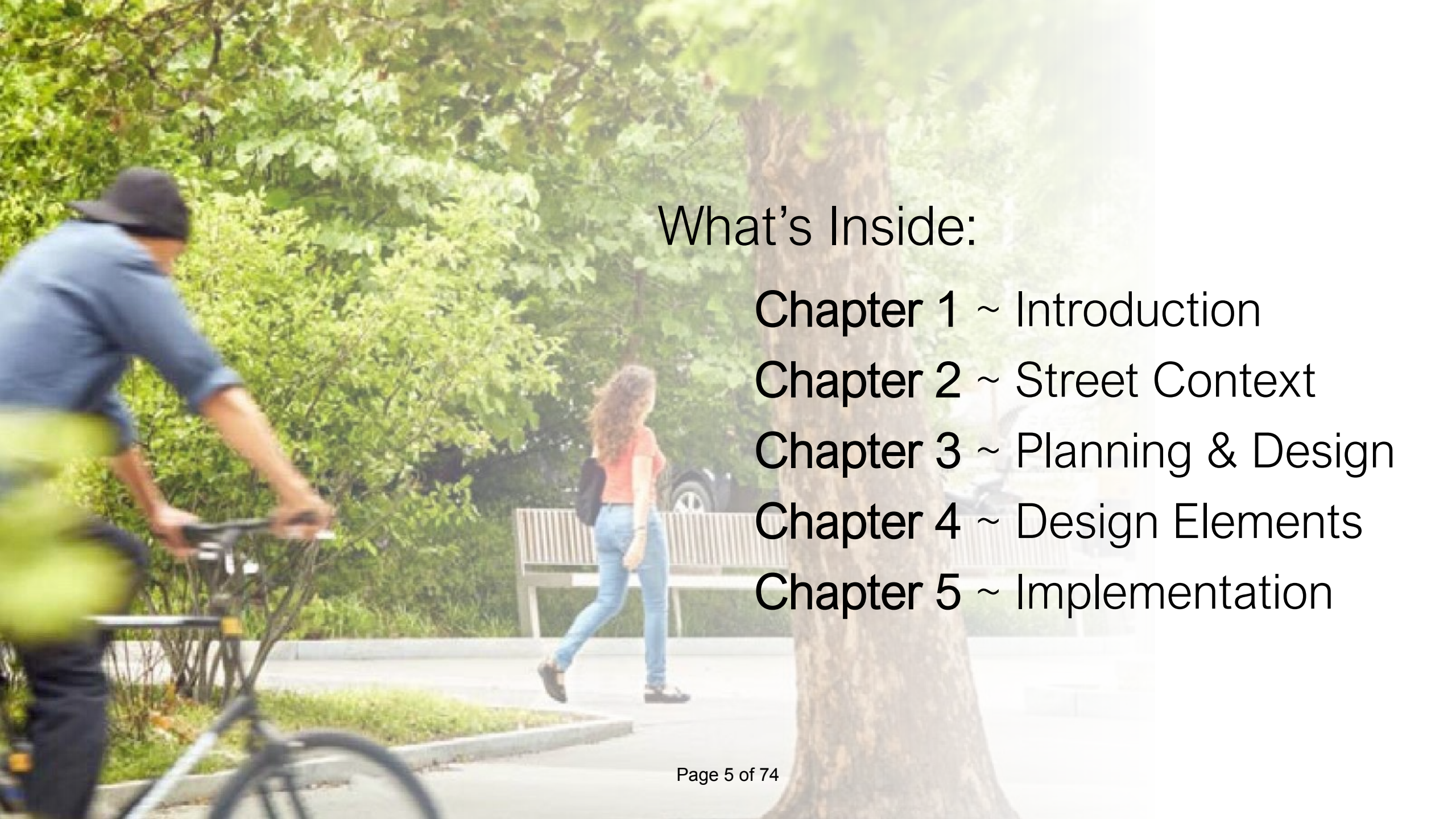


Complete Streets Guide Presentation

Fernanda Soares / Rowaidah Chaudhry

Active Transportation Advisory Committee
December 12, 2023

BRAMPTON



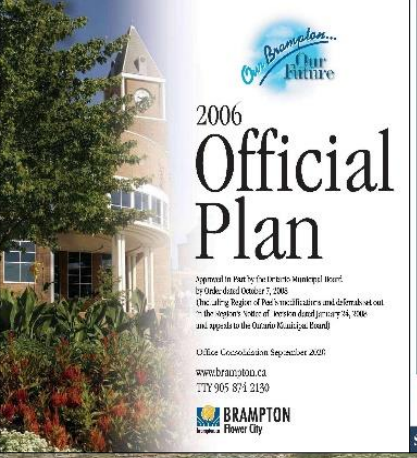
What's Inside:

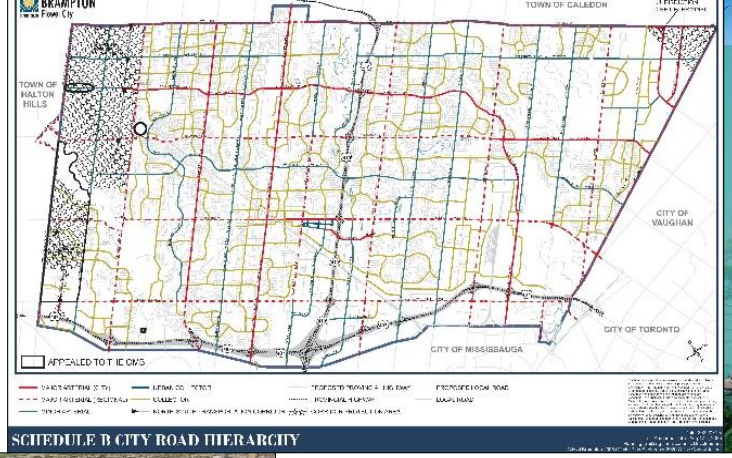
Chapter 1: Introduction

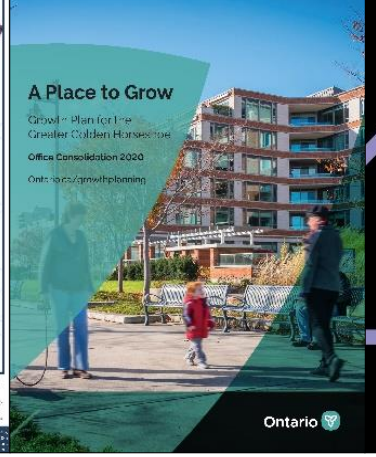
"Complete streets" are streets that are designed to be safe for all users: people who walk, bike, take transit or drive, and for people of varying ages and levels of ability.

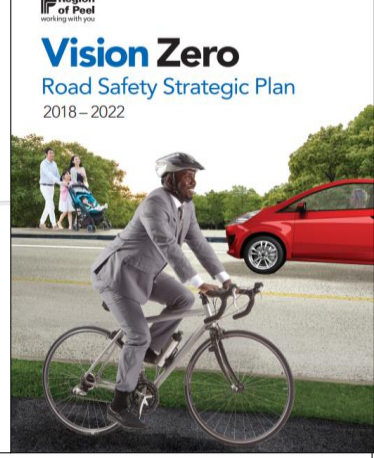
Guiding Principles

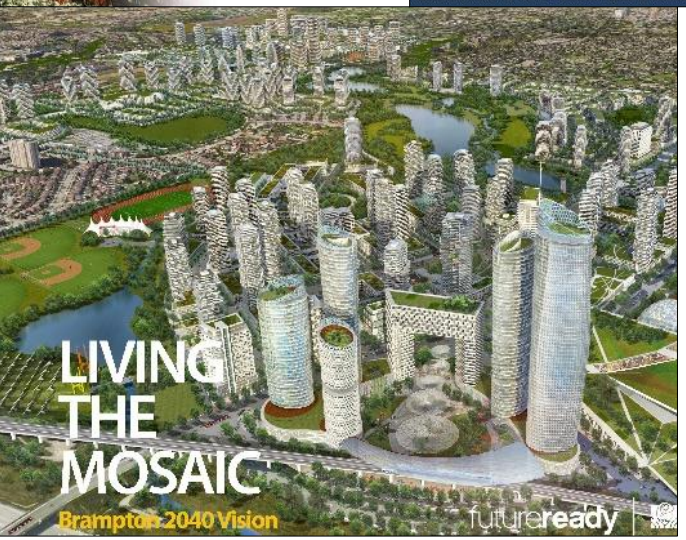
- Safe and Accessible
- Sustainable and Resilient
- Promote Healthy and Active Living
- Improve Transportation Choices and Balance Priorities
- Develop Connected Networks
- Respect Existing and Planned Context
- Create Vibrant and Beautiful Places
- Enhance Economic Vitality



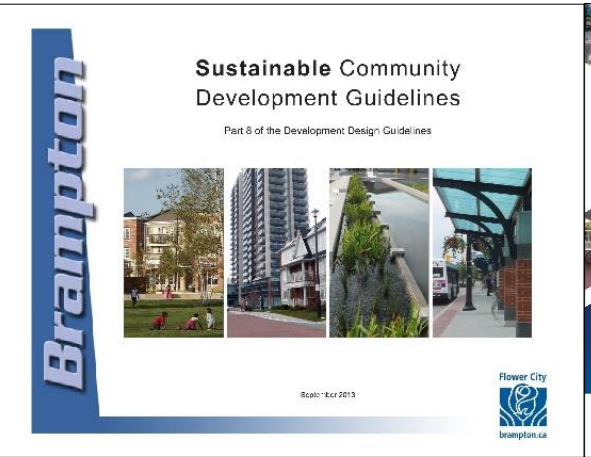


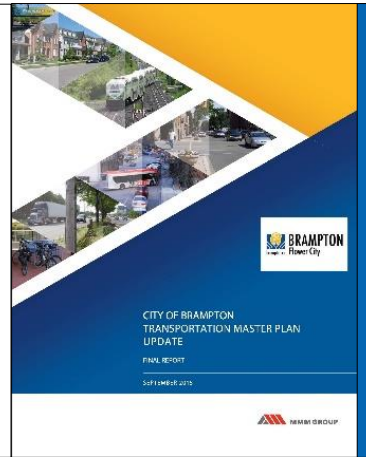


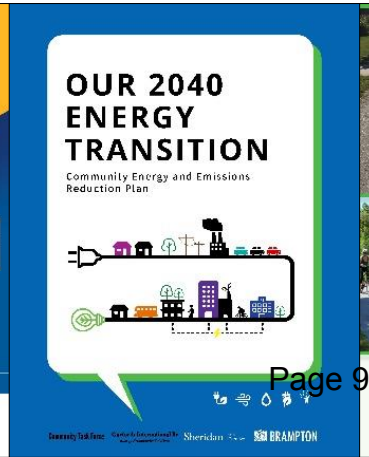


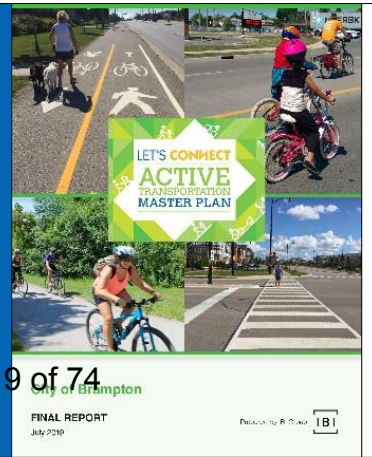


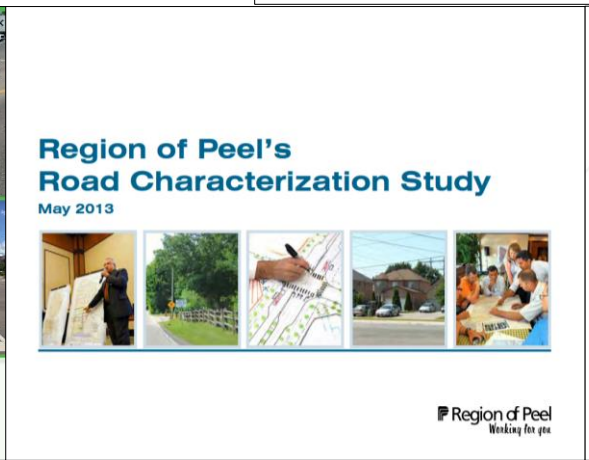
Policy Context







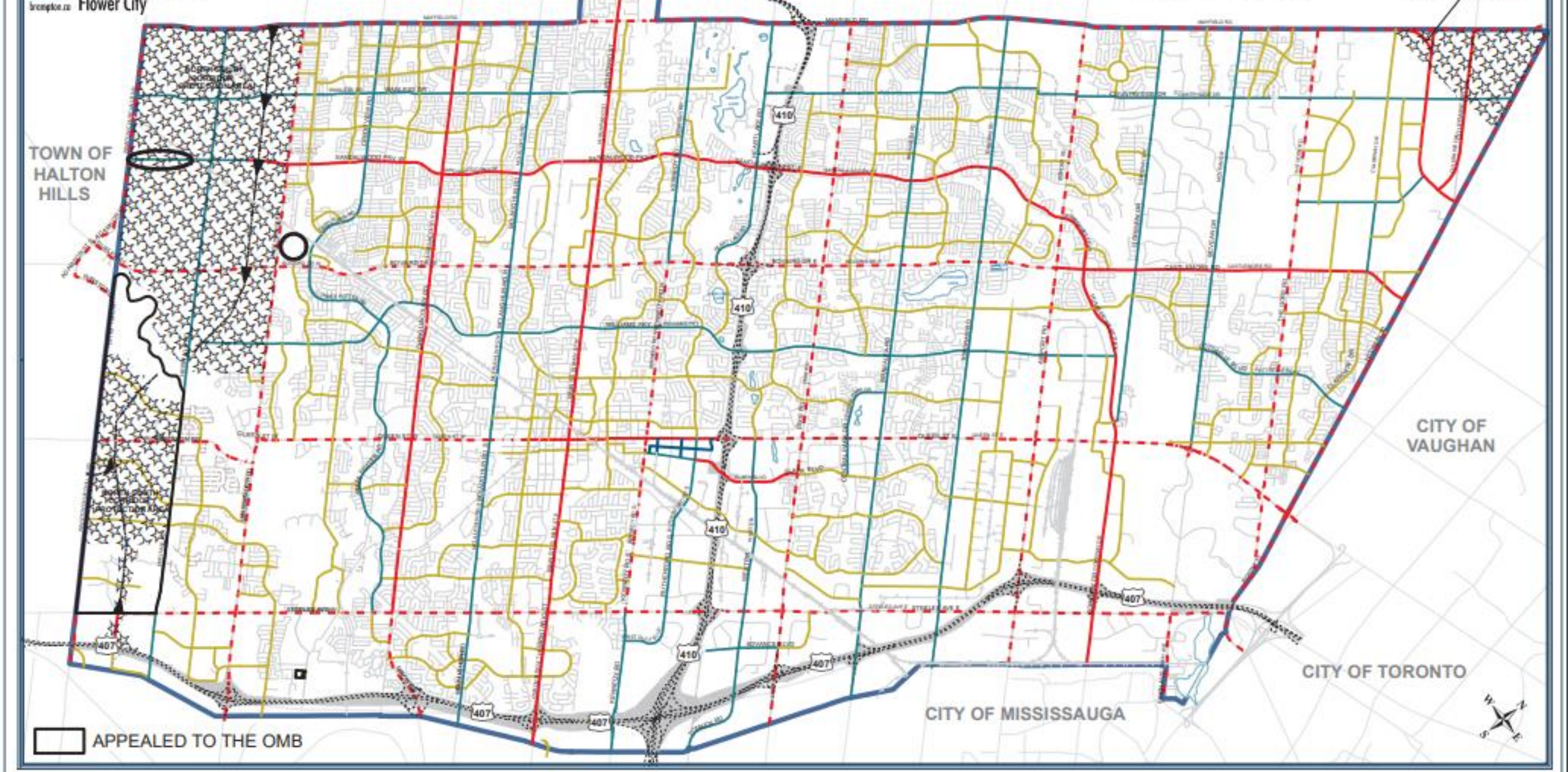




Application of the Guide

- All street projects
- Development projects
- Environmental Assessments
- Redevelopment initiatives
- Planning studies
- Public realm plans
- Secondary plans
- Revitalization projects

Chapter 2: Context Specific Design


TOWN OF HALTON HILLS
CITY OF VAUGHAN
CITY OF TORONTO
CITY OF MISSISSAUGA
410
407
APPEALED TO THE OMB
MAJOR ARTERIAL (CITY)
MAJOR ARTERIAL (REGIONAL)
MINOR ARTERIAL
URBAN COLLECTOR
COLLECTOR
NORTH-SOUTH TRANSPORTATION CORRIDOR
PROPOSED PROVINCIAL HIGHWAY
PROVINCIAL HIGHWAY
CORRIDOR PROTECTION AREA
PROPOSED LOCAL ROAD
LOCAL ROAD

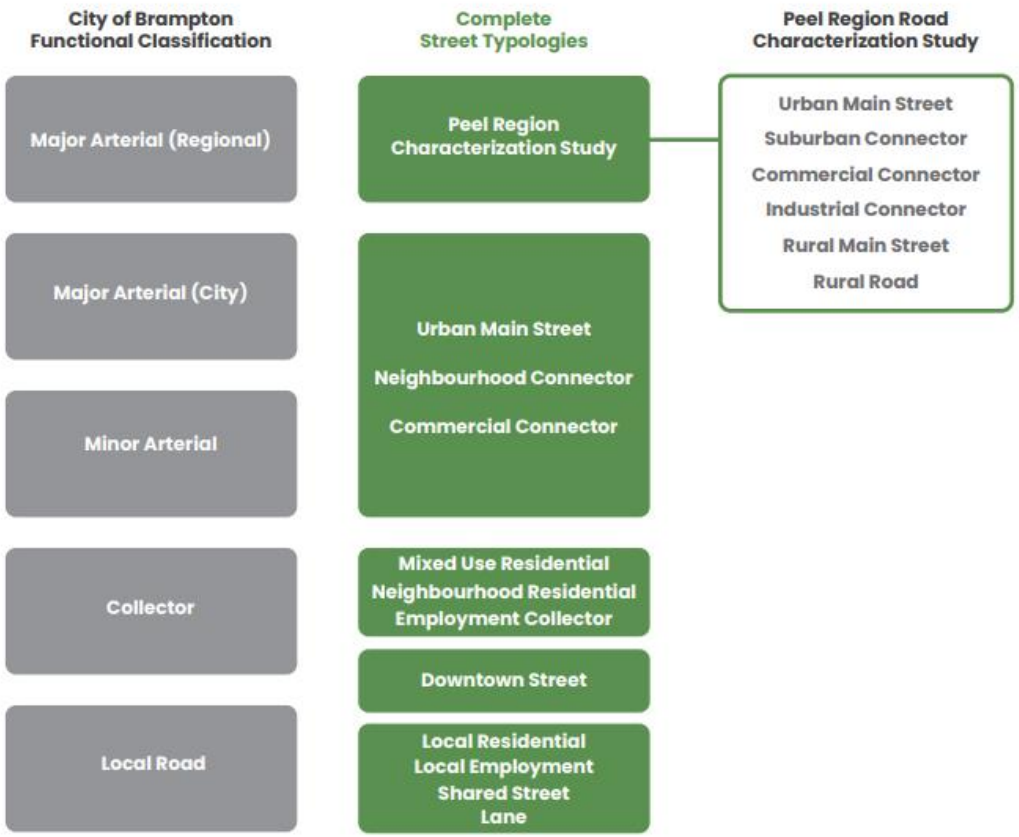
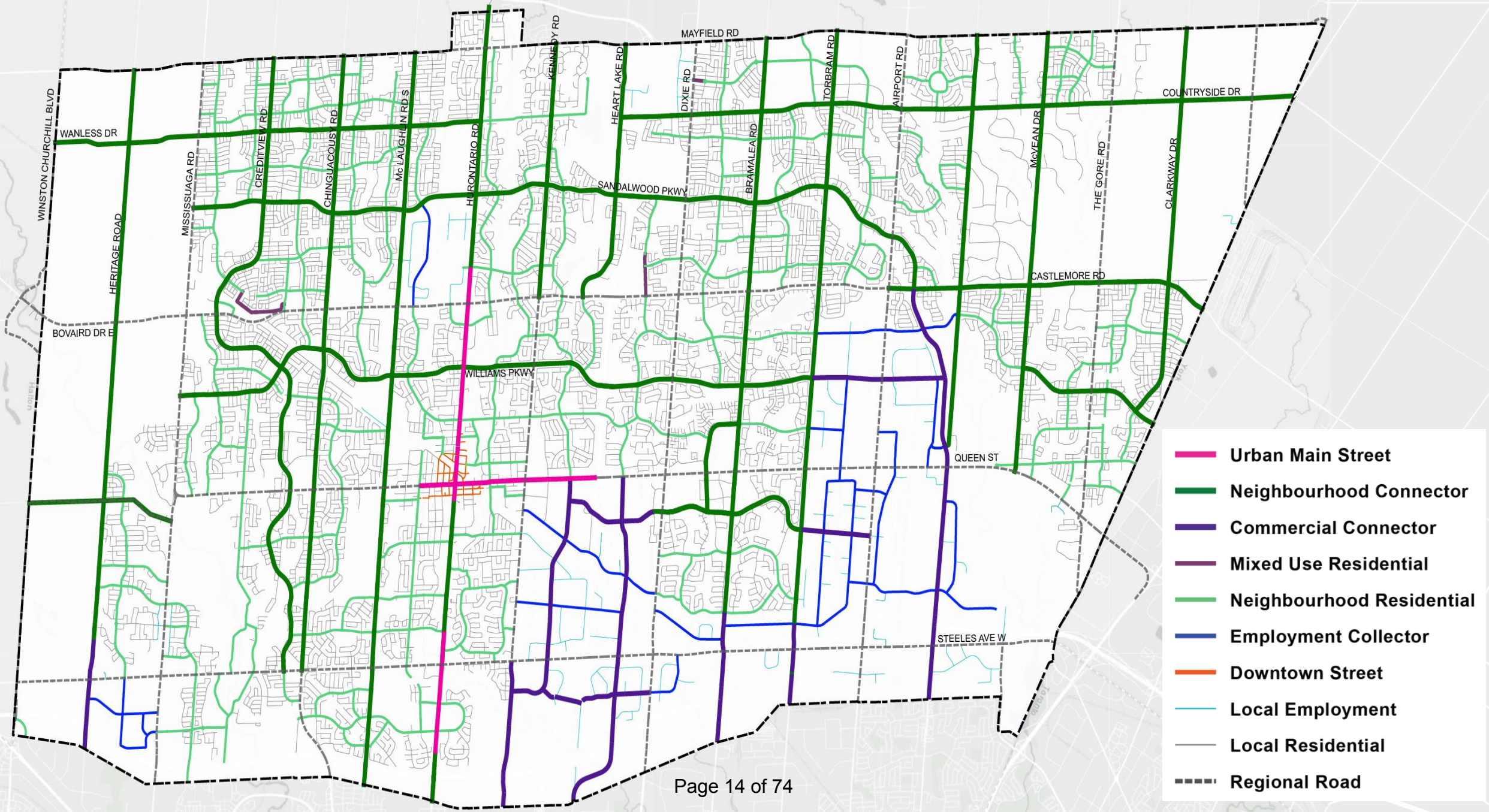


Figure 2.5. Brampton Complete Street Typologies

Figure 2.4. 11 Brampton Street Types, organized by their link and place objectives.


MAYFIELD RD
WINSTON CHURCHILL BLVD
WANLESS DR
HERITAGE ROAD
MISSISSUAGA RD
CREDITVIEW RD
CHINGUACOUSY RD
Mc LAUGHLIN RD S
HURONTARIO RD
KENNEDY RD
HEART LAKE RD
DIXIE RD
BRAMALEA RD
TORBRAM RD
AIRPORT RD
COUNTRYSIDE DR
McVEAN DR
THE GORE RD
CLARKWAY DR
SANDALWOOD PKWY
CASTLEMORE RD
BOVAIRD DR E
WILLIAMS PKWY
QUEEN ST
STEELES AVE W
Urban Main Street
Neighbourhood Connector
Commercial Connector
Mixed Use Residential
Neighbourhood Residential
Employment Collector
Downtown Street
Local Employment
Local Residential
Regional Road

Typology Guidance

Explainer on Street Context Type

Examples of typical streets and Brampton

Sample cross-section

Guidance on different modes

Tips for sustainable design

2.5.5

Neighbourhood Residential

Neighbourhood Residential Streets provide access to residential areas of the city and often mark the entrances to Brampton's Neighbourhoods. Predominately residential uses face the street, though stretches of rear facing lots and businesses may sometimes be present. Buildings vary in scale and are generally set back from the property line with well-established front yards and gardens.

Figure 2.19. Transit is often located on Neighbourhood Residential Streets.

Figure 2.20. Neighbourhood Residential Streets often include safe dedicated cycling facilities and multiple places for pedestrian to cross the street.

Neighbourhood Residential streets are collectors that are planned and designed to provide access to and from residential neighborhoods. These streets are not intended for the use of non-local traffic and are often found in areas with longer distances between signalized intersection.

When congested conditions occur these streets often provide an attractive alternative route, or "cut-through," so additional care is needed to ensure streets and intersections are designed for the most vulnerable people walking and cycling. Safety for people walking and cycling is priority and sidewalks should be designed for low to medium volumes of pedestrians with clear and well marked crossing features.

APPLICATION
- City Collectors
- Residential Areas
- ROW: 23-30m

SAMPLE STREETS
- Fernforest Drive

DESIGN OBJECTIVES

Pedestrian
- Provide sidewalks and safe controlled crossings to connect destinations, especially to the many trail crossings in the City, transit stops and neighbourhood destinations such as schools, playgrounds or recreation centres.
- Incorporate a planting strip between the curb and pedestrian clearway, where possible, to separate pedestrians from vehicle traffic and provide space for additional greening.

Cycling
- For bicycle routes identified in the Active Transportation Master Plan provide designated cycling facilities. Typically this would include on-road painted bike lanes and/or parking or protected/buffered bike lanes at roadway level.

Figure 2.21. Demonstration of a Neighbhourhood Residential Street

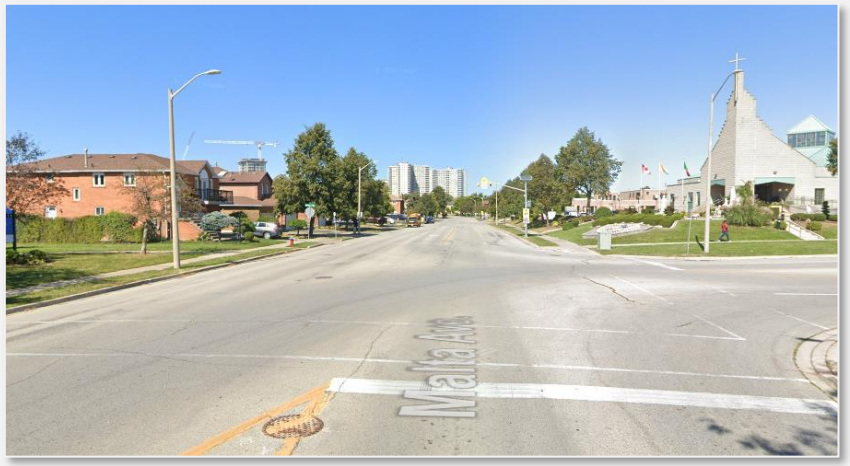
- Plan for safe movement of cyclists through intersections, including reduced motor vehicle turn speeds, bike boxes, cross rides and/or protected intersections.

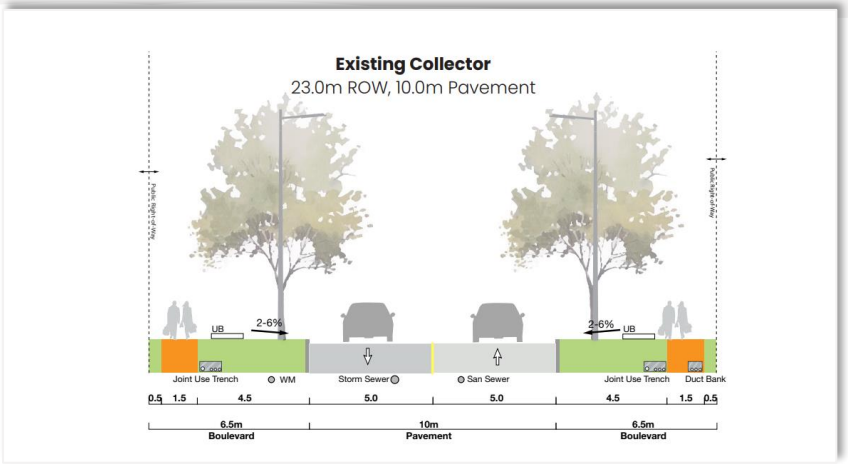
Transit
- Locate transit stops close to signalized intersections or other safe locations for pedestrians to cross.
- Provide enhanced transit stops, including sheltered seating, landscape elements and waiting areas.
- Ensure clear and accessible paths from sidewalks and stops to vehicles.
- Design stops to consider safe and predictable interface with cycling facilities, if provided.

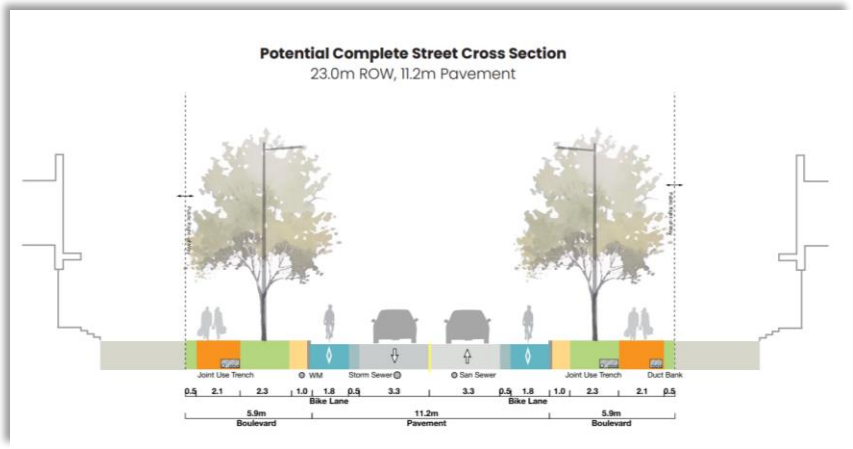
Motor Vehicles
- When entering neighbourhoods, raised crosswalks, tighter turning radii are encouraged to signal to vehicles that slower speeds are expected.
- Frequent spacing of intersections and traffic calming should be included to reduce the speed of vehicles and reduce the amount of cut-through traffic.
- Individual front driveways, common to many of the established neighbourhoods, should be designed to meet sidewalks at grade.
- In more dense residential neighbourhoods, shared driveways or rear-accessed parking is encouraged to reduce conflicts between pedestrians and turning vehicles and sidewalks should be designed support a higher number of pedestrians.

Sustainable Infrastructure
- Include wide planting zones, especially using the frontage zone, to support a continuous tree canopy, low maintenance native planting and to integrate low impact stormwater control measures.
- Consider curb extensions and other traffic calming or diversion elements as ideal locations for green infrastructure.

Redesigning a Street







Chapter 3: Steps to Street Planning

Assembling a Street

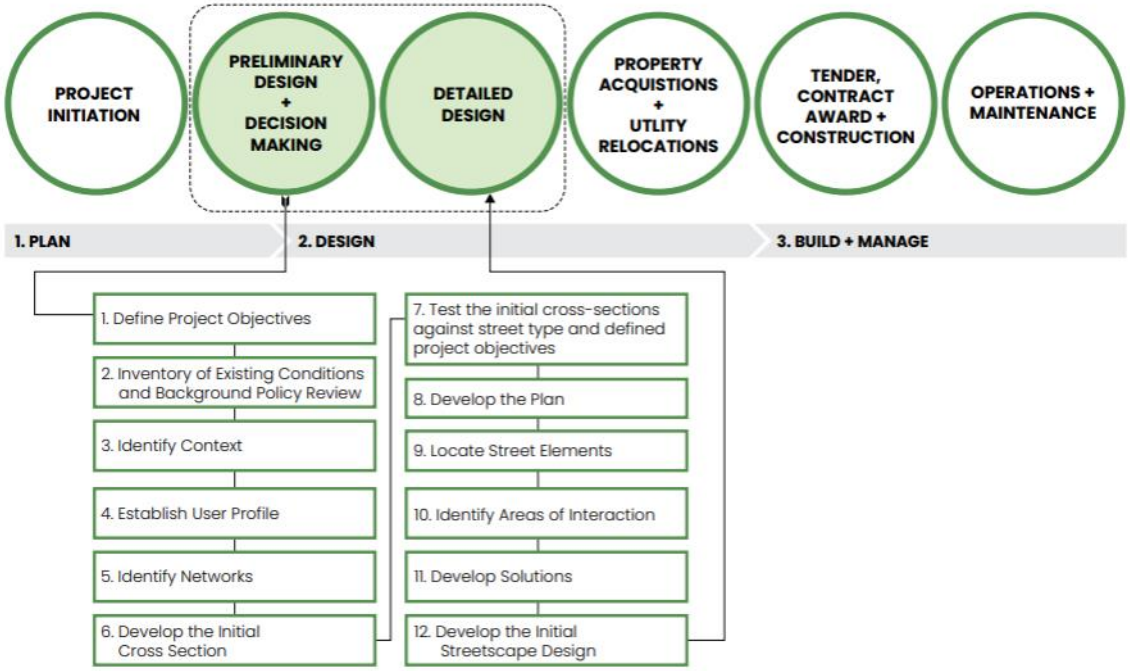


Figure 3.33. Steps to Assembling the Street as part of the Project Delivery Process

Table 3.3 Common Street Trade-offs in Brampton

Faster transit vs. more stops
Vehicle delay vs. longer crossing time
Vehicle delay vs active transportation needs
High speed roadways vs context sensitive urban streets
Centre median vs. driveway access
Curb extension and full-time parking lane vs. pedestrian refuge median at intersections
Right turn on red and impacts on bike queues
Left-turn lane vs. bike lane through intersection
All-purpose motor vehicle capacity vs. bus lanes or diamond lanes vs. pedestrian realm
Street trees vs. cycling infrastructure
Street trees vs below grade utilities
Bicycle lanes vs. wider sidewalks
Rural clear zones vs urban lateral offsets
Near-side vs. far-side bus stop and attendant bike facilities
Lead vs. lag turns, and impacts on pedestrian/bike movements
Curb-side bus queue jump lane vs. shorter crossing distance for pedestrians
Mid-block bus bays vs. bus stopping in curb lane, and the bus operations implications
Parking on both sides of the road vs. parking on one side and bike lanes in each direction

Key Directives

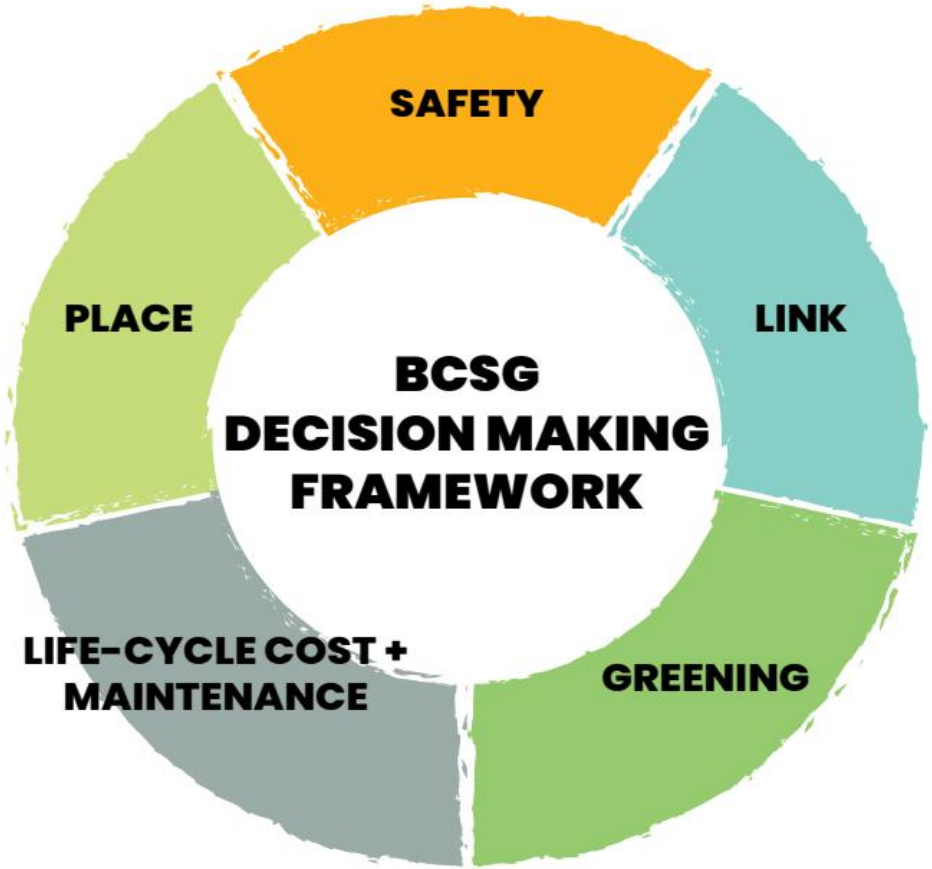


Table 3.1 Key Directives for Decision Making

Safety	Link	Place	Greening	Life-Cycle and Maintenance
Prioritize Vulnerable Users	Understand and Accommodate Desire Lines	Respect Context	Street Trees	Understand the Total Cost
Reduce and Manage Vehicle Speed	Design for Person Throughput and Mobility	Ensure Pedestrian Comfort	Stormwater Management	Support Four-Season Use of Streets
Accommodate the Smallest Possible Design Vehicle	Design Complete Streets to Support a Complete Network		Preserve Existing Vegetation	Select Robust Materials
Minimize Exposure Risk	Enhance Network Connectivity			
Maximize Predictable and Self-Regulating Design				

Safety

- Street design will need to prioritize vulnerable users
- Reduce and manage vehicle speed through design
- Accommodate the smallest possible design vehicle
- Minimize exposure risk
- Maximize predictable design

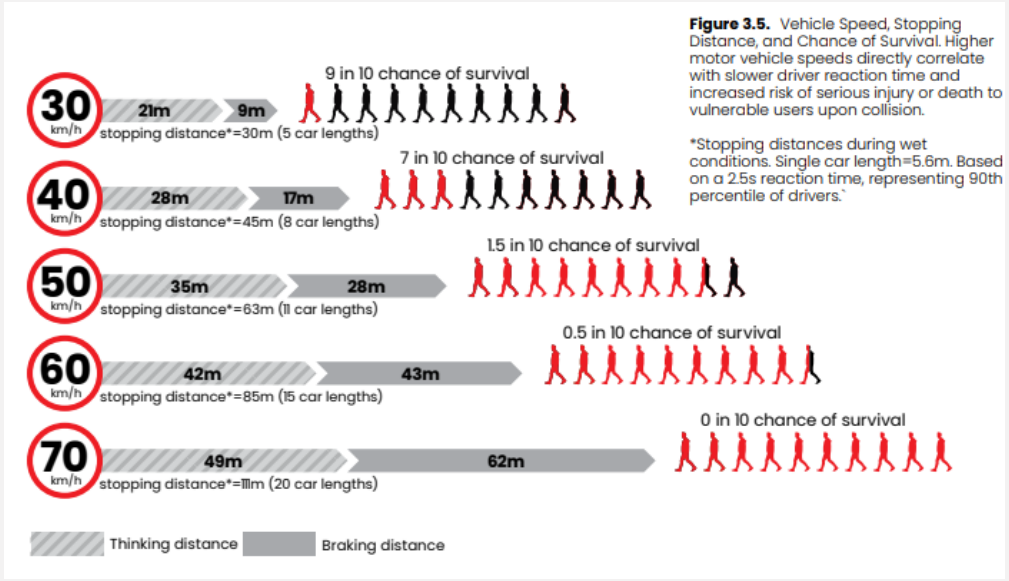


Figure 3.5. Vehicle Speed, Stopping Distance, and Chance of Survival. Higher motor vehicle speeds directly correlate with slower driver reaction time and increased risk of serious injury or death to vulnerable users upon collision.

*Stopping distances during wet conditions. Single car length=5.6m. Based on a 2.5s reaction time, representing 90th percentile of drivers.`

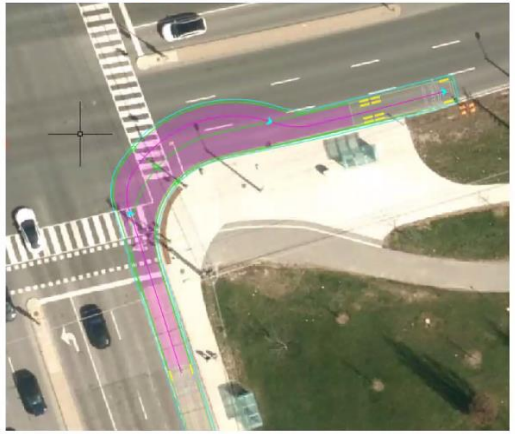
Safety

- Accommodate the smallest possible design vehicle
- Minimize exposure risk
- Maximize predictable design

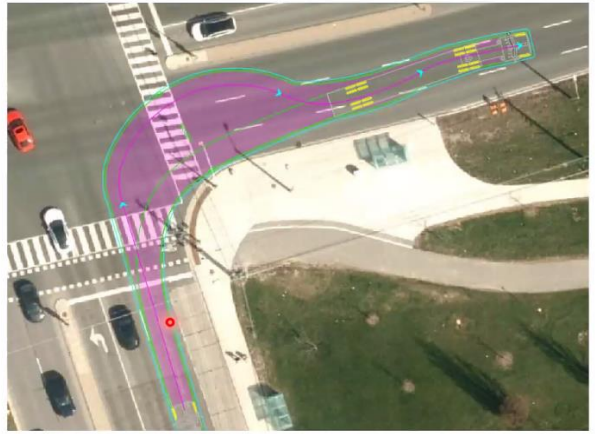
Figure 3.9. Design vehicles are the most common large vehicles that use city streets, similar to a Canada Post or other courier trucks.

Figure 3.10. Control vehicles, like fire trucks, are the largest vehicles that use city streets. They are permitted to use more of the street to maneuver.

» Design vehicle



» Control vehicle



Link

- Design for person throughput
- Complete networks and fill gaps
- Accommodating desire lines
- Enhance network connectivity

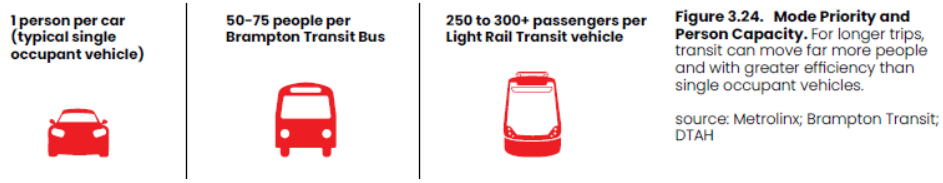


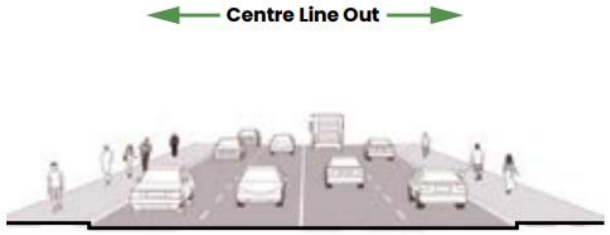
Figure 3.24. Mode Priority and Person Capacity. For longer trips, transit can move far more people and with greater efficiency than single occupant vehicles.

source: Metrolinx; Brampton Transit; DTAH

Figure 3.27. Block Pattern and Network Connectivity.
Six examples from different parts of Brampton. Note the higher amount of possible routes in some parts of the city than others. The greater the number of intersections in a given area, the more connected and complete the network.

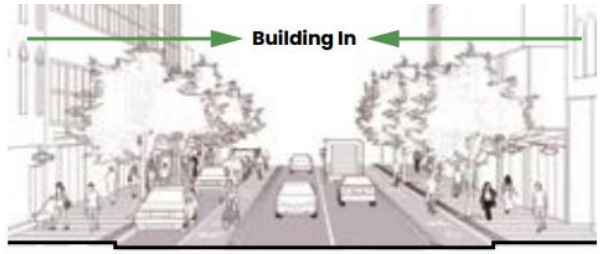
source: DTAH

Place



FOCUS OF TRADITIONAL APPROACH

Auto-Mobility
Automobile Safety



COMPLETE STREETS APPROACH

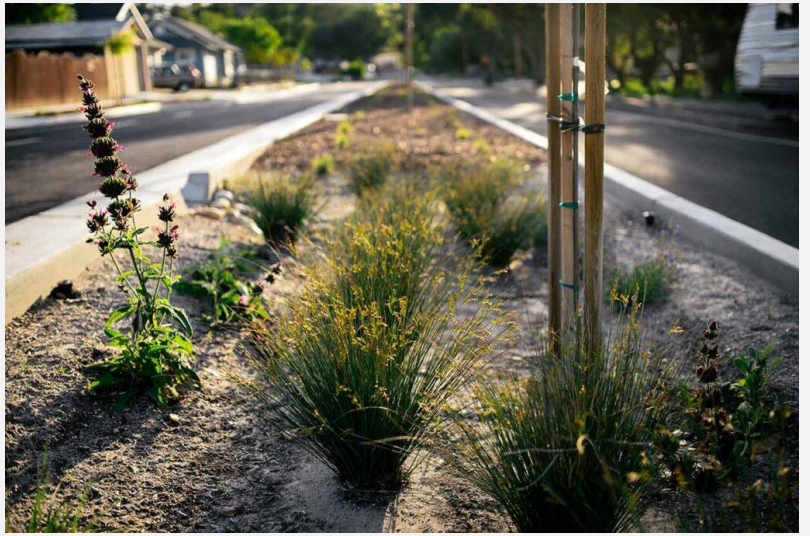
Multi-modal Mobility + Access
Public Health/Safety
Economic Development
Environmental Quality
Livability/Quality of Life
Equity

Highway 7

Danforth Road

Greening

- Help Brampton mitigate and adapt to climate change
- Expand the urban forest by installing street trees
- Manage stormwater through street elements



Life Cycle and Maintenance

- Understand the total cost of the project and the cost of incomplete streets
- Support four-season use of streets
- Select robust materials to increase lifespan

Figure 3.30. Designing streets that consider four season use means ensuring clear and accessible facilities for all users, and providing enough space for snow storage while maintaining suitable pedestrian clearway.

Chapter 4: Design Elements

Components

Boulevard Design

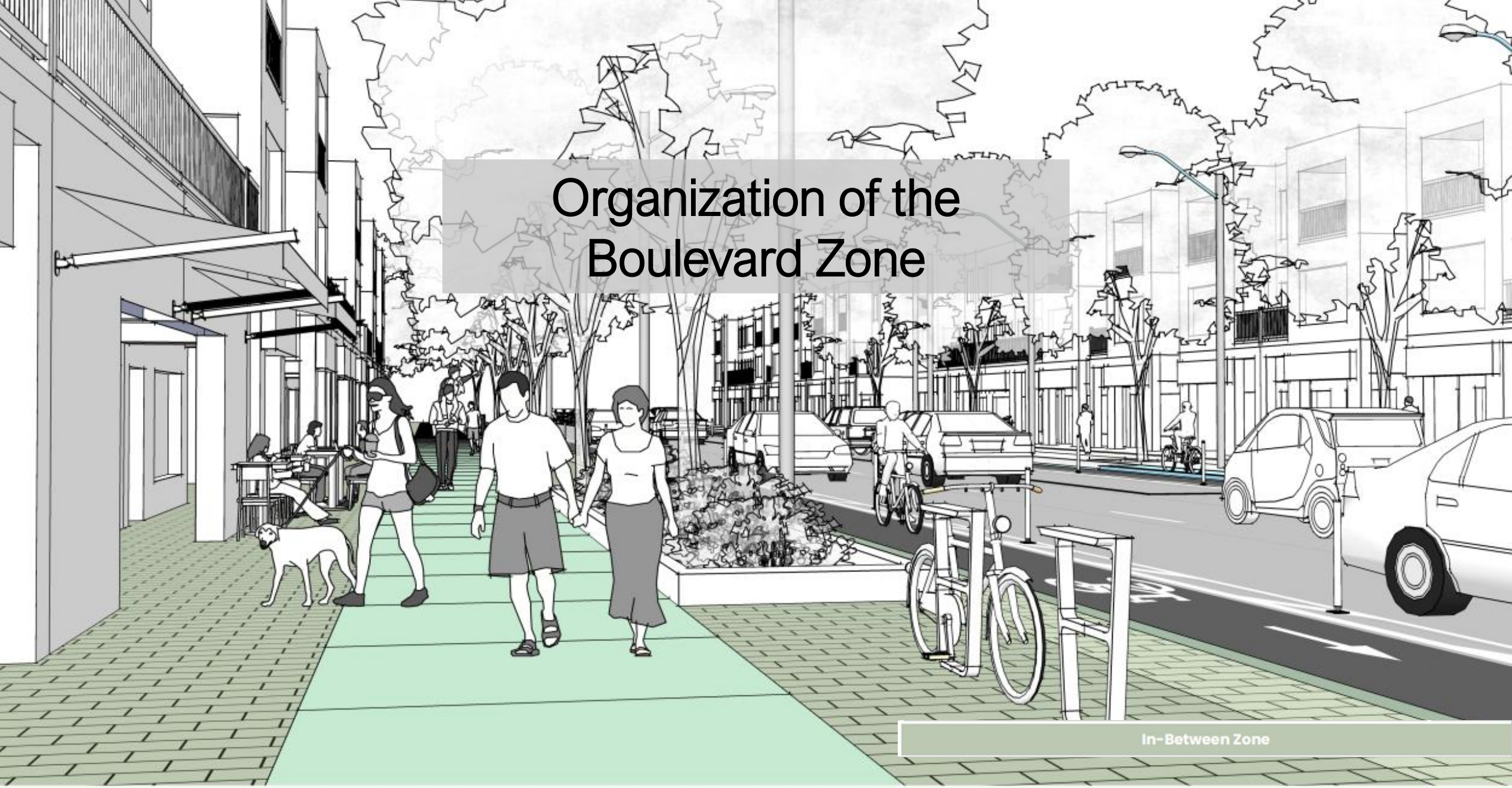
Cycle Infrastructure Design

Roadway Design

Green Infrastructure Design

Intersection Design

Organization of the Boulevard Zone



Frontage and Marketing Zone | Pedestrian Clearway Zone | Furnishing and Planting Zone | Edge Zone

Pedestrian Clearway Zone

Figure 4.4. Wider pedestrian clearways are required on streets with greater pedestrian activities

Table 4.1 Pedestrian Clearway Width by Street Type

Street Type	Recommended Minimum Target Width
Urban Main Street	3.0m
Neighbourhood Connector	2.1m
Commercial Connector	2.1m
Mixed Use Residential	3.0m
Neighbourhood Residential	2.1m
Employment Collector	2.1m
Downtown Streets	3.0m
Local Residential	2.1m
Local Employment	2.1m
Shared	Entire Street
Lane	Entire Street

Furnishing & Planting Zone

- Typically between the edge zone and pedestrian clearway
- Preferred location for street furniture
- Can contribute significantly to placemaking

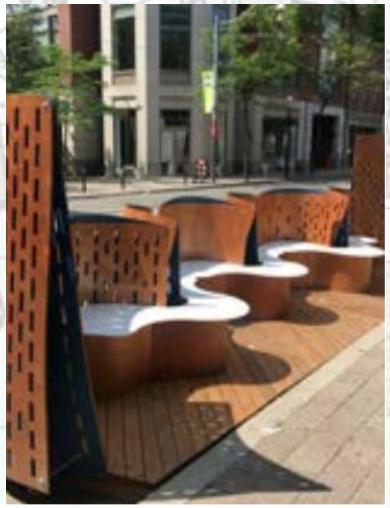


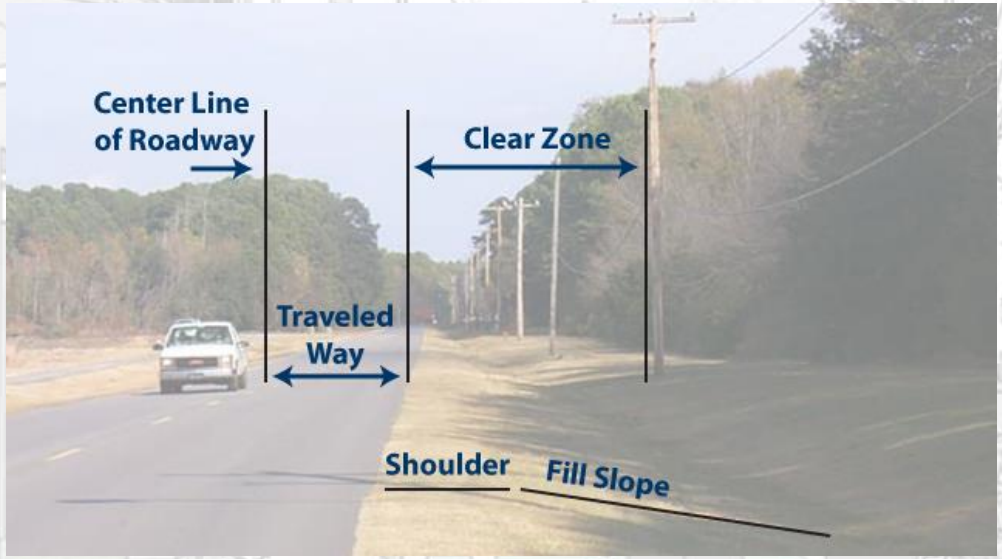
Figure 4.6. Provide street trees and landscaping in a dedicated Furniture and Planting Zone to maintain a continuous, unobstructed pedestrian clearway.

Edge/Curb Zone

Figure 4.8. The Edge/Curb Zone may have some vertical elements, such as street lights, utility poles, parking meters and parking signs. It's also used for snow storage in the winter months.

- Should be distinct from the Furnishing/Planting Zone
- Promotes placemaking in urban areas
- Can be used for street maintenance (snow storage)
- May include sign posts, parking meters, car door swing paths
- Should not overlap with cycling facilities

Clear Zones/Lateral Offsets



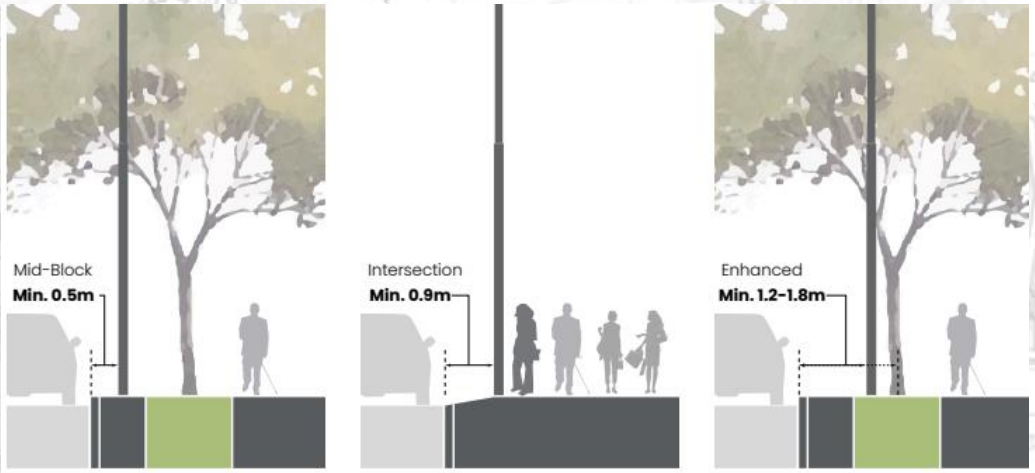


Figure 4.27. Lateral Offsets for Brampton Streets, based on TAC 2017 Guidance. All measurements from face of curb. Mid-block: minimum 0.5m; Intersections: minimum 0.9m; Enhanced offset for Urban Streets where space permits: 1.2m to 1.8m.

Clear Zones

- Traditionally clear zones are provided on highways and higher speed rural roads
- Clear zones are **not** applicable in urban contexts and **not** desirable for Brampton streets

Lateral Offsets

- Vertical elements can help create a sense of traffic calming and physically separate vulnerable users

Marketing & Frontage Zone

Figure 4.7. Frontage and marketing display elements should be provided to maximize a clear and straight Pedestrian Clearway Zone

- Accommodates outdoor seating and marketing elements for local businesses
- Outdoor patios/marketing displays should not infringe on the pedestrian clearway

Cycle Infrastructure

Cycle Infrastructure

- Multi-Use Path
- Cycle Tracks
- Bike Lanes
- Bicycle Wayfinding

Shared Space	Bicycle Boulevards Sharrows Super Sharrows Signed Routes	Volumes of < 3,000 AADT Operating speeds <40km/hr Local Roads
Designated Space	Bike Lanes Buffered Bike Lanes Paved Shoulders Buffered Paved Shoulders	Volumes of 3,000 to 15,000 AADT Operating speeds of 40 to 50km/hr Collector Roads/Minor Arterial Roads
Separated Space	Boulevard Multi-use Paths Separated Bike Lanes or Cycle Tracks	Volumes of >10,000 to >15,000 AADT Operating speeds of equal to or > 50km/h Minor Arterial Roads/Major Arterial Roads

Roadway

Design Elements

- Design Speed
- Lane widths
- Lateral Offsets for Vertical Elements
- Access for Emergency Vehicles
- Curbside Space
- Mid-block Pedestrian Crossings
- Traffic Calming
- Driveways

The Guide recommends that the City conduct a speed reduction study and undertake a review to update existing City Standards

Design Speed

- Default speed in Brampton is 50 km/h
- Arterials are designed to facilitate the greatest vehicle operating speed
- The best practice in urban areas is to design streets so the operating speeds are the same as the posted speeds

Table 4.5 Recommended Maximum Target Speed Ranges by Brampton Street Type (km/hr)*

Road Classification	Street Type	Design Speed	Posted Speed
Arterials	Urban Main Street	40-60	40-50
	Neighbourhood Connector	60-70	50-60
	Commercial Connector	60-70	50-60
Collectors	Mixed Use Residential	40-50	40-50
	Neighbourhood Residential	40-50	40-50
	Employment Collector	40	40
	Downtown Streets	40	40
Locals	Local Residential	30-40	30-40
	Local Employment	30-40	30-40
	Shared	20	20
	Lane	20	20

Note: * subject to recommended speed reduction study

Table 4.10 Design Vehicle, Control Vehicle, and Curb Radii by Receiving Street

Receiving Street	BCSG Design Vehicle	BCSG Control Vehicle	Curb Radii* (m)
Minor Local	P: Passenger	LSU: Light Single Unit	4.0
Local	P: Passenger	LSU: Light Single Unit	4.0
Collector	LSU: Light Single Unit	B-12: Brampton Bus	6.0
Collector (Industrial)	MSU: Medium Single Unit	WB-20: Tractor	
Arterial	B-12: Brampton Bus	WB-20: Tractor	
Arterial (Industrial)	HSU: Heavy Single Unit	WB-20: Tractor	

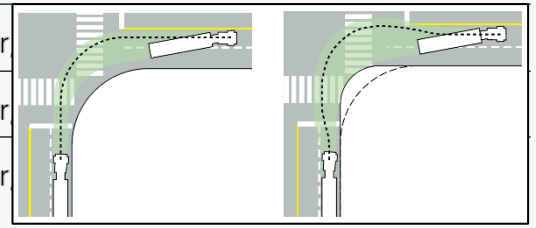


Table 4.9 Brampton Roadway Lane Width Guidelines (metres)

Lane Type	Minimum	Maximum	Target
Streets with Design Speed 50km/h or less			
Curb	3.0	3.5	3.3
Through	3.0	3.5	3.0
Transit or Trucking Route			
Curb	3.5	3.7	3.5
Through	3.3	3.5	3.3
Streets with Design Speed greater than 50km/h			
Curb	3.5	3.9	3.5
Through	3.3	3.7	3.3
All Streets			
Turning	3.0	3.5	3.0
Dedicated Parking	2.4	3.0	2.5

Potential Complete Street Cross Section

23.0m ROW, 11.2m Pavement

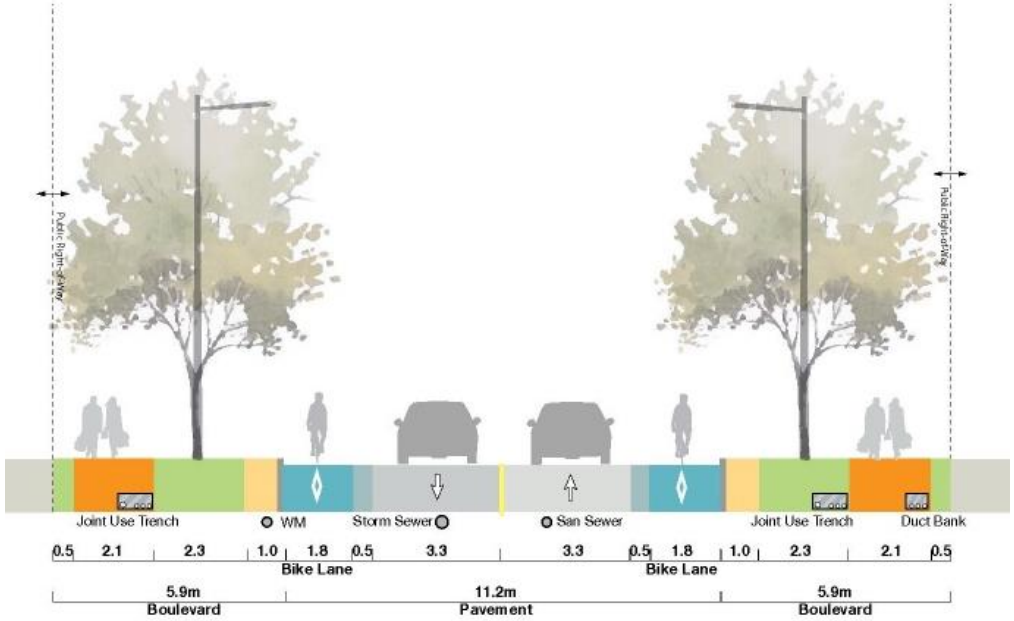


Table 4.6 Recommended Brampton Design and Posted Speeds, Related to Road Classification

Road Classification	Arterial	Collector	Local
Posted speed more than or equal to 50km/hr	Design speed = posted speed + 10km/hr	Design speed = posted speed	Design speed = posted speed
Posted Speed less than 50km/hr	Design speed = posted speed for the following elements: lane widths, tapers, and horizontal offsets Design speed = posted speed + 10km/hr for the following elements: horizontal alignment, vertical alignment, and intersection sightlines.	Design speed=posted speed for all elements	Design speed=posted speed for all elements

Intersection

Design Elements

- Context Sensitive Intersection Design
- Corner Design/Curb Radii
- Bicycle Infrastructure
- Transit Infrastructure
- Crosswalks
- Urban Smart Channels
- Intersection Control

Green Infrastructure

Design Elements

- Street trees and landscaping
- Low impact developments

Recommendations

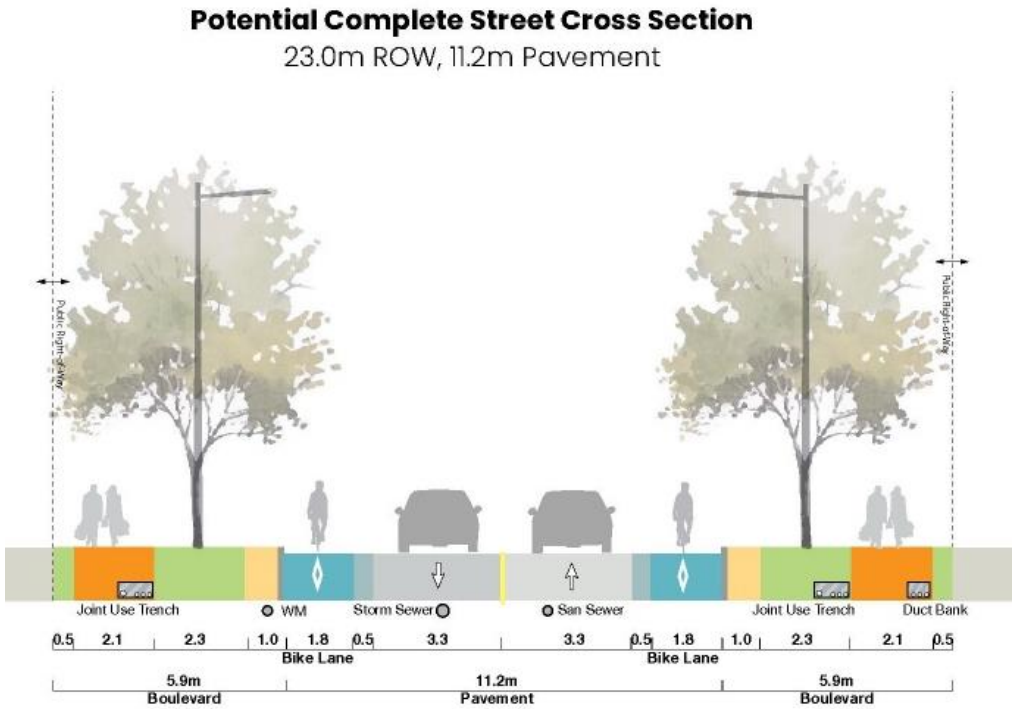
- Landscape Development Guidelines Update
- Stormwater Master Plan Update
- Low Impact Development (LID) Terms of Reference
- Stormwater Management Criteria

Chapter 5: Implementation

- Policy
- Standards & Guidelines
- Process
- Plans and Studies
- Projects
- Evaluation & Monitoring
- Communication & Engagement

Current Projects

- Ongoing environmental assessments and capital works projects
- Brampton Mobility Plan
- Speed Reduction Study
  - Policy and best practices review
- Standards Update
  - Update existing Brampton Standards
  - Add any new standards as required
- Complete Streets Website



CITY OF BRAMPTON
COMPLETE STREETS
GUIDE

BCSG

SEPTEMBER 2022

BRAMPTON

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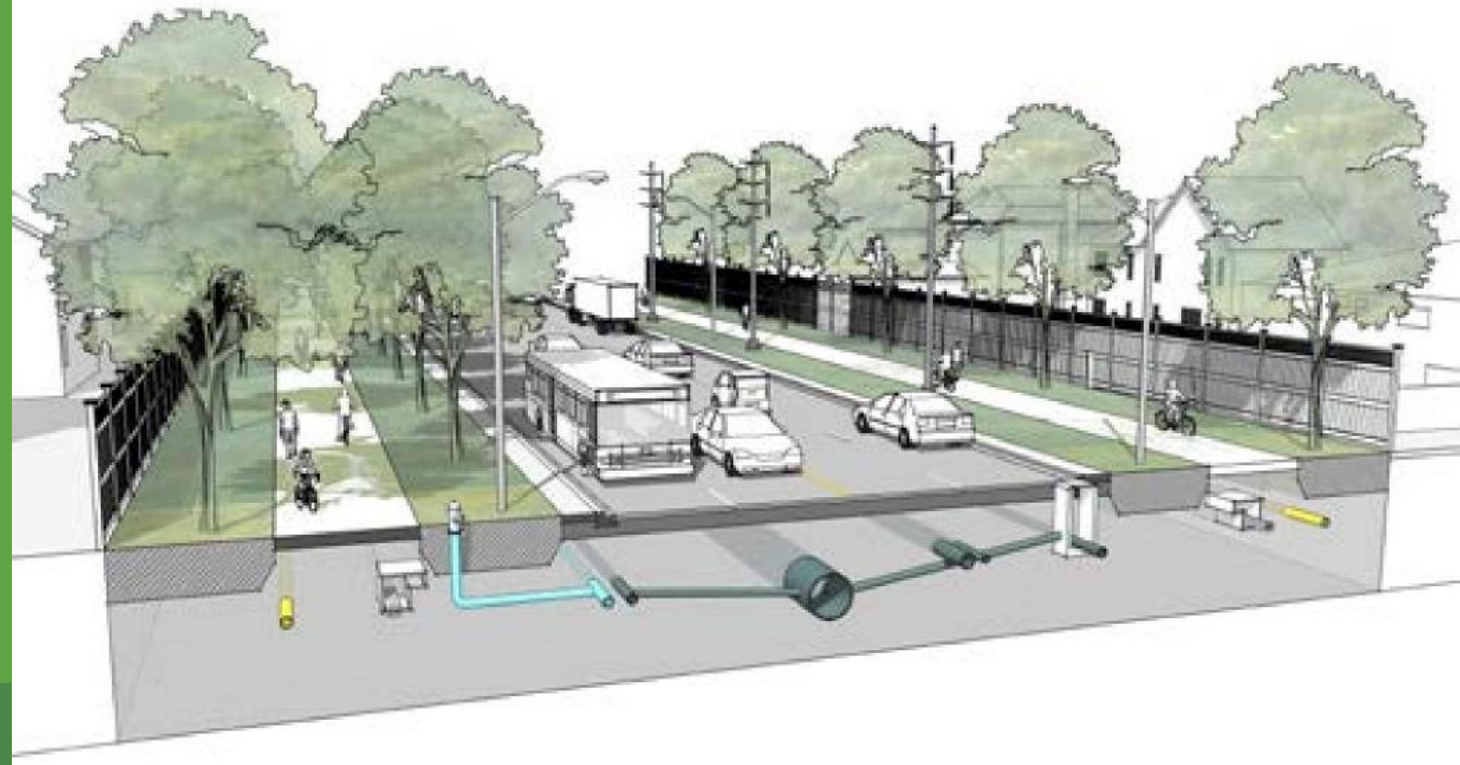


Thank You

BRAMPTON

Winter Cycling In Brampton

Lessons learned from Finland

Stephen Laidlaw Active Transportation Advisory Committee 2023

Walking and riding in winter climates.

Considerations

- An example of how to encourage transportation during winter months can be found in this presentation video, highlighting strategies in Oulu and Helsinki, Finland.
- https://www.youtube.com/watch?v=ppRQWxj6VDU
- https://1drv.ms/v/s!Aqk5GlKxZcKWjWlsKZpebHDbYQiU
- Please pay attention to a differing strategies compared to road clearing versus multi-use trail clearing.

Snow Clearing Strategies For Higher Density Areas Of Brampton

On January 16 and 17, 2022, there was a snow fall event in the greater Toronto area, where some areas received an accumulation of 55 centimetres in 15 hours.

In Brampton, I along with others, documented the lack of snow clearing in a particular neighbourhood up to six days after the end of the snowfall. This area was east of the Bramalea City Centre and west of Bramalea Road, sometimes referred to as the “K” section.

This area includes Knightsbridge Road, King’s Cross Road, Kensington Road, Central Park Drive, and Team Canada Drive. This is a densely populated area of Brampton, which includes twelve high rise apartment buildings, three residences for seniors, a large medical building, a strip mall with a food store and two day care facilities, as well as the Bramalea Bus Terminal.

This is a walkable community, and yet, well after the snow event, sidewalks were not cleared, and pedestrians were forced to take to the roads, to travel.

The challenges of clearing the sidewalks after this particular event were evident. As the temperatures remained cold that week, there was no snow melting, to assist in clearing the sidewalks. I also witnessed several sidewalk plows having trouble plowing this amount of snow. However, I think that we should be prepared for this type of snow fall.

What I am preposing is to identify certain higher density neighbourhoods in Brampton as priority snow clearing areas. Resources would be concentrated in these areas first, to serve the greatest number of citizens. Once these areas, with greater number of pedestrians, are cleared, then the other areas will be serviced.

Please provide any ideas or policies on this topic.

Stephen Laidlaw

- Attending: Dayle, Lisa, cindy, Steven Lee, Barry, Steve Laidlaw, Alina, Rowaidah, Tyron, Enzo, Nelson, Fernanda
- Fernanda presented StreetLight Data Overview
- Data analytics platform
- Machine learning algorithms
- Measure diverse travel patterns
- Data collected from cars, phones, smart watches
- Can determine mode
- Data also gathered from mobile apps
- Covers about 28% of adult data versus 5% from Transportation Tomorrow Survey (TTS)
- Charolais analysis is the first instance of using this data
- Presented at Councillor Town Hall
- Data should be updated annually
- Streetlightdata.com/research-reports
- Can we get this regularly in future? The city is on a trial. Working with StreetLight team during trial. Considering an RFP to acquire service in future. Pursuing funding for 2024 or 2025
- Is strava included in this? Not sure, can get back to Dayle. It's data from a certain type of cyclist.
- Will this replace TTS? General picture data source. Streetlight Data collected passively. Doesn't require someone to remember. More precise. Larger sample size.
- Would it be possible for StreetLight to identify collision sites? Don't think so
- Can it differentiate bike lane versus sidewalk riding? Tricky to differentiate that
- Can we see other municipalities' data? No
- Trial period is three months, ending March. Requesting budget. Would be an annual subscription
- Traffic Ops also has access to trial, also Transit
- Nelson - Need to determine if it can it replace resource intensive counts that city currently does
- Could provide monthly data, but currently ends April 2023
- How can data be presented? Can you get a heatmap or do you study a specific street. Yes to heatmap, street data, spreadsheets
- Will data be used to proactively communicate to public? Yes, having this data to show people proof
- Next generation of traffic lights that can monitor. Was being piloted. Is that still useful? It is a piece of the monitoring puzzle.Location - Williams and Graymar, Vodden and Centre. Nelson will ask for data and bring it back. The different data sources are complimentary
- Steve: Leading Pedestrian Interval (LPI)
- Can address left turn collisions with pedestrians according to Toronto's web page
- Hasn't found metrics showing before and after collision results
- Dayle observed one at Hinchley and Bovaird
- Mississauga seems to be taking Vision Zero seriously

- Brampton installing a lot of speed cushions
- 50 moveable speed cameras in Brampton
- Mississauga action plan - identified 99 areas of improvement, timeless, progress report
- Nelson: partnered with Region to deliver strategy, Council committed to participate in Regional program
- LPIs - need to decide which ones, education, council endorsement, etc
- Crossing six or eight lanes is always going to be dangerous just due to the nature of the width of the road. Need many interventions to reduce the hostile environment in huge intersections
- Transit users getting from south of Steeles to buses from LRT - it will be very challenging
- Next steps - Nelson suggests a pilot is best to start
- Turn sign pilot - Dixie and Howden, Peter Robertson and Sunny Meadow, McKay and North Park - if it doesn't fix non-compliance next step will be physical
- Steven Lee suggests listening to https://podcast.strongtowns.org/e/conor-semler-a-new-decision-making-framework-for-street-design/
- Peel Vision Zero
- Guardian Article on pedestrian collisions in Peel
- Peel Cyclist collision dashboard
- 2019 Peel Region Vision Zero Plan Update - Year One
- Year Two

2023 Community Ride Debrief

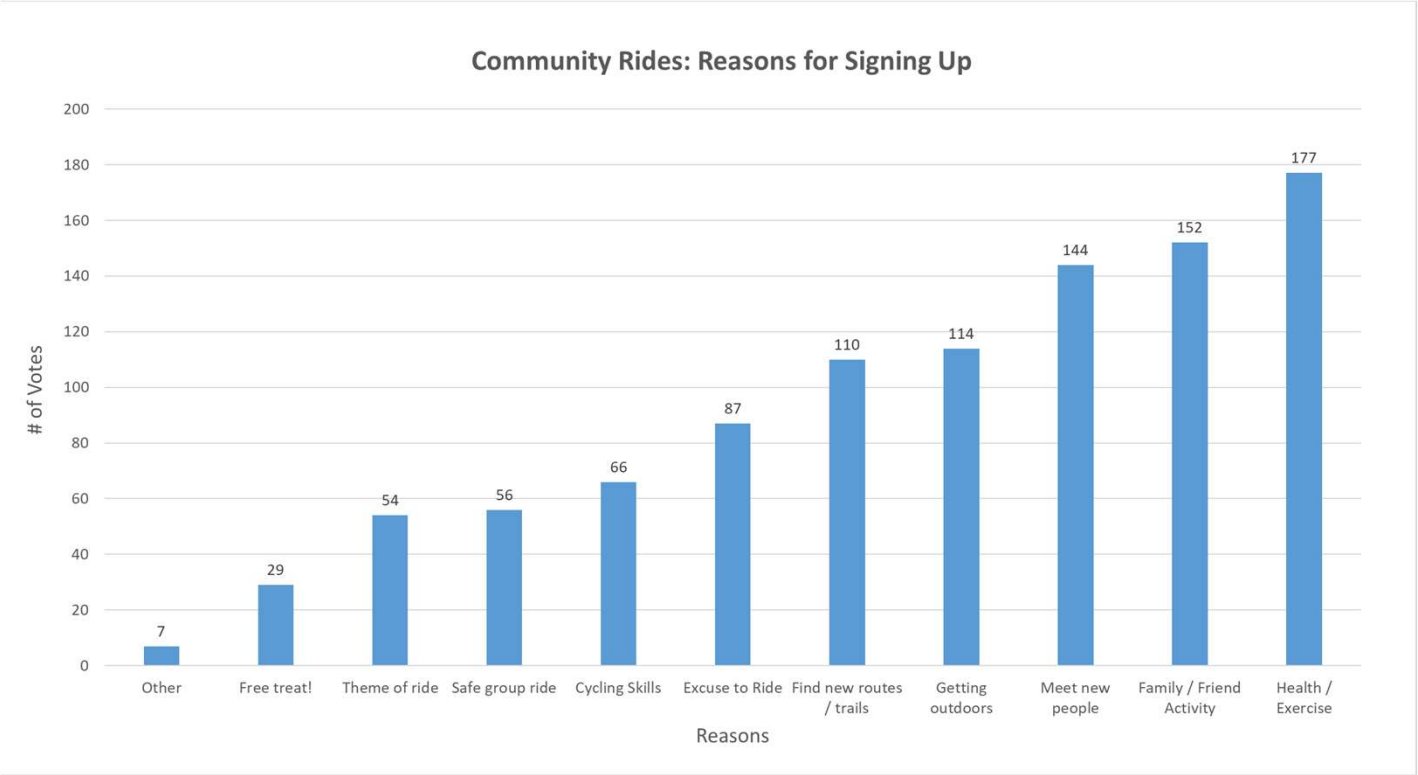
City of Brampton – Tyron Nimalakumar

October 12th 2023

Basic Stats

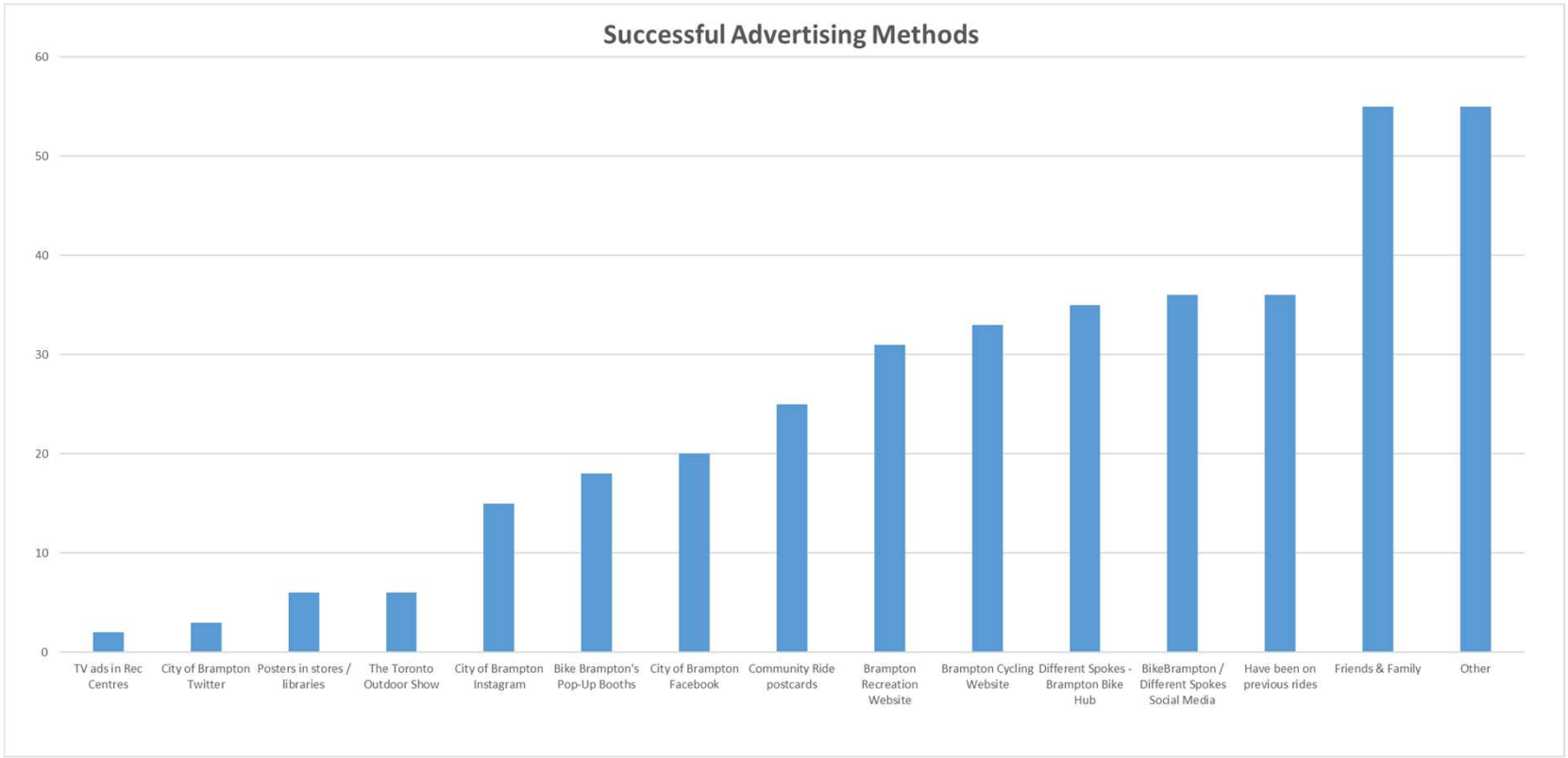
- Ridership averaging 30-40 people
- 67 riders on the Tour the Trees Ride!
- 286 unique registrations
- 409 total registrants
- 14 total rides
- Less focus on geographic distribution, more on themes

Sign-Ups

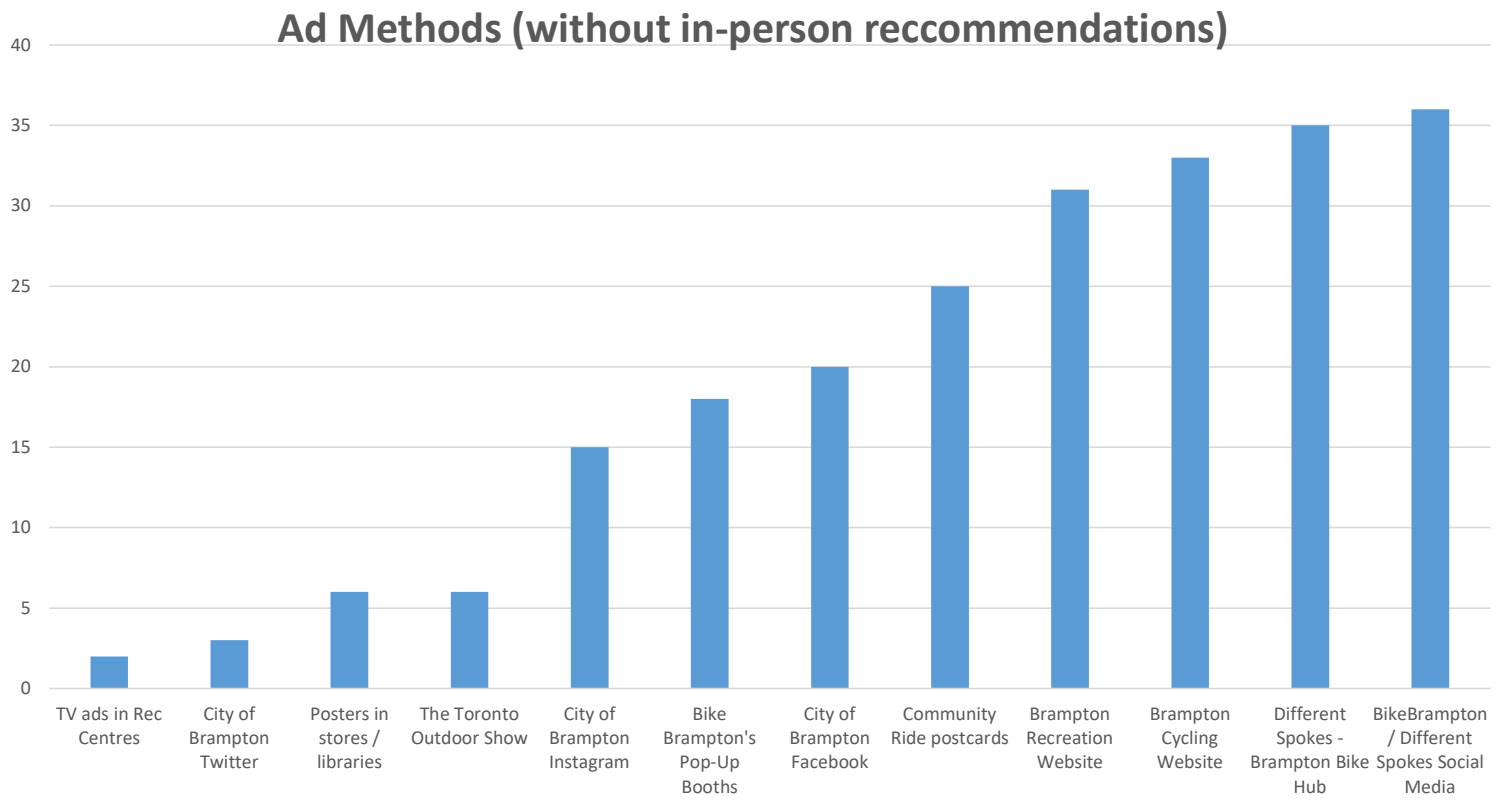


- Top reasons are:
  - Exercise
  - Something to do with friends / family
  - Meeting new people
  - Getting outdoors
- Brand as an activity for people to get outdoors
- People aren't totally swayed by treat

Successful Ads

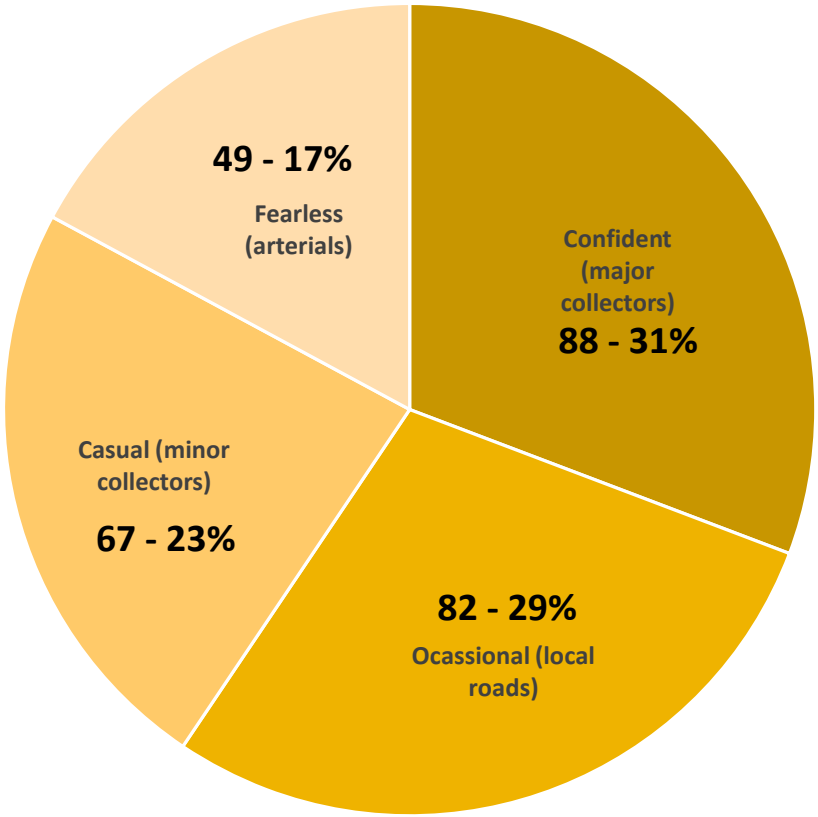


Successful Ads



- Effectiveness of different spokes!
- Our website are doing well
- Print media is less effective than social media

Rider Risk Acceptance



- Good distribution of riders from all skill levels
- 1/3 of riders are self-professed “occasional riders”
- Do we want to change the make-up of rides in the future?

Wards 3 & 4 Community Town Hall

Bike Lanes on Charolais Boulevard

Tuesday October 17, 2023

Nelson Cadete – Manager of Transportation Planning
Fernanda Soares – Project Manager for Active Transportation
Kevin Minaker – Manager of Traffic Operations and Parking

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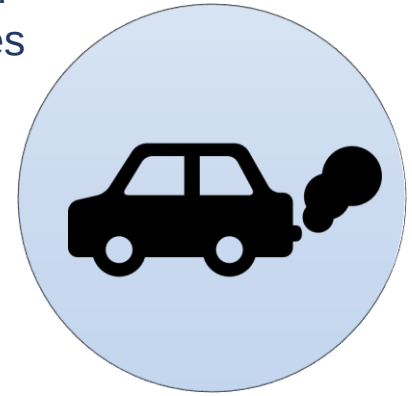
Benefits

2026 - 18% of Ontario residents will have diabetes



biggest emitter of green house gases (GHG)

providing everyone with a choice of mobility

mobility solutions that support compact, high density, mixed land use development

road safety is prioritized over other factors such as speed, delay and convenience

BRAMPTON

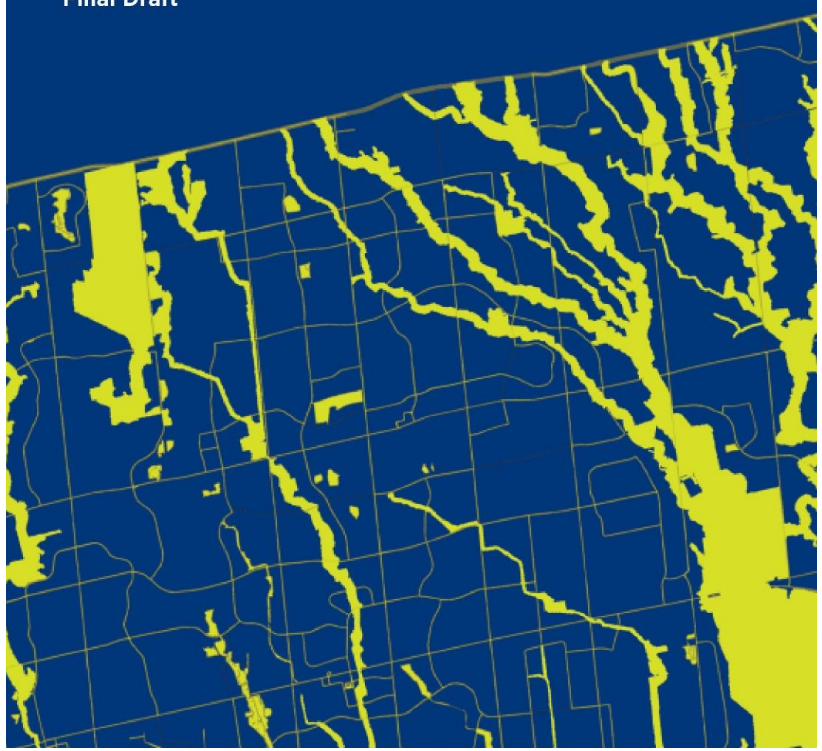

LIVING
THE
MOSAIC
Brampton 2040 Vision
May 2018
futureready
BRAMPTON

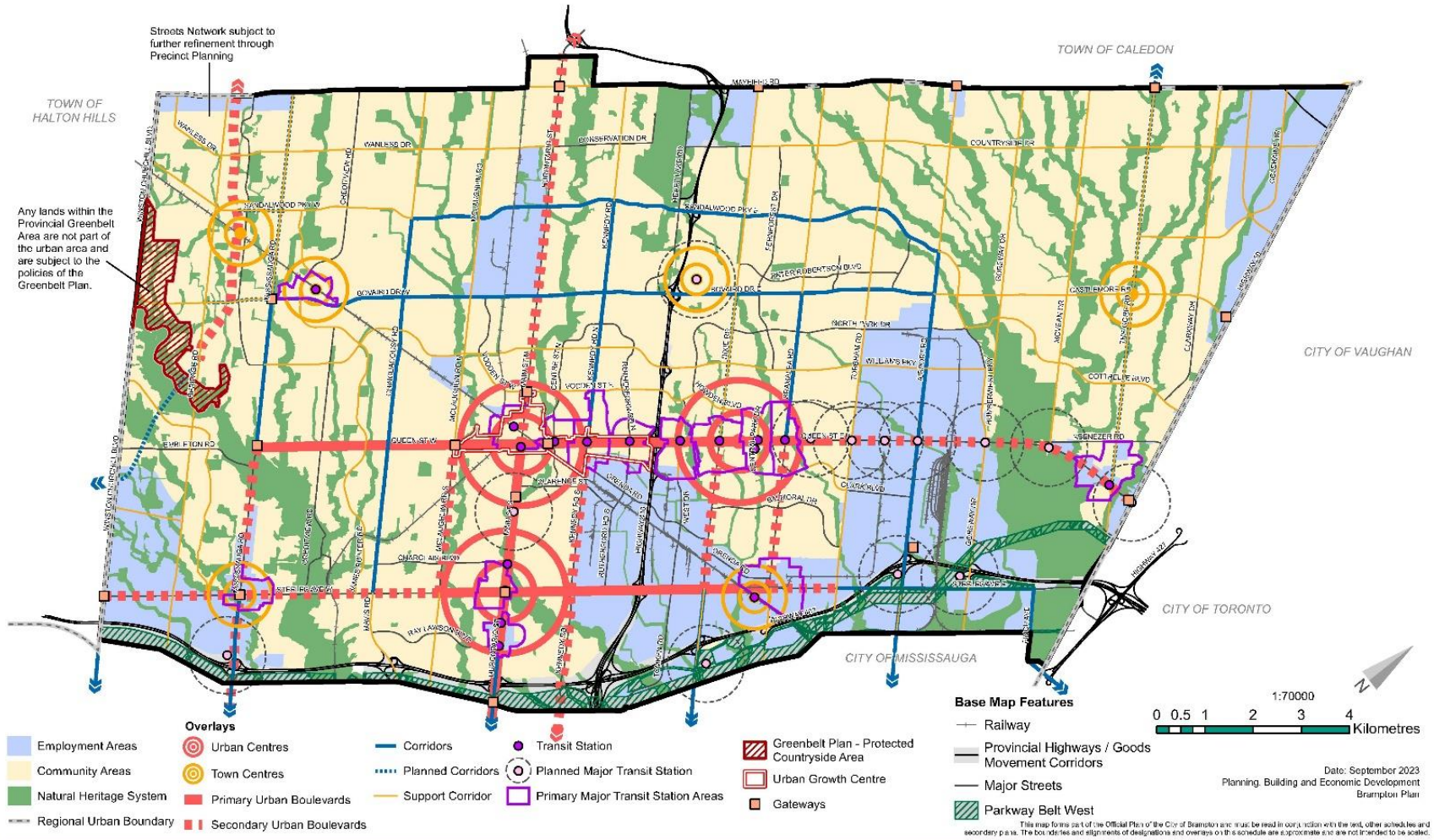
BRAMPTON

BRAMPTON PLAN

YOUR VISION
OUR FUTURE

September 2023
Final Draft





SCHEDULE 1 | CITY STRUCTURE

BRAMPTON

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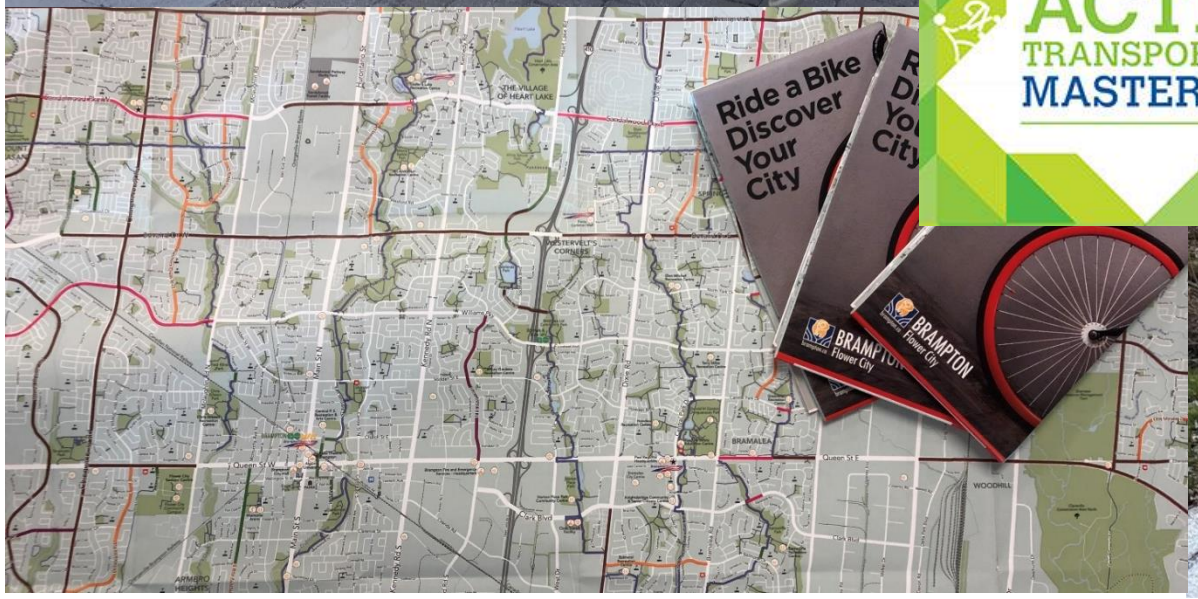
LET'S CONNECT
ACTIVE
TRANSPORTATION
MASTER PLAN



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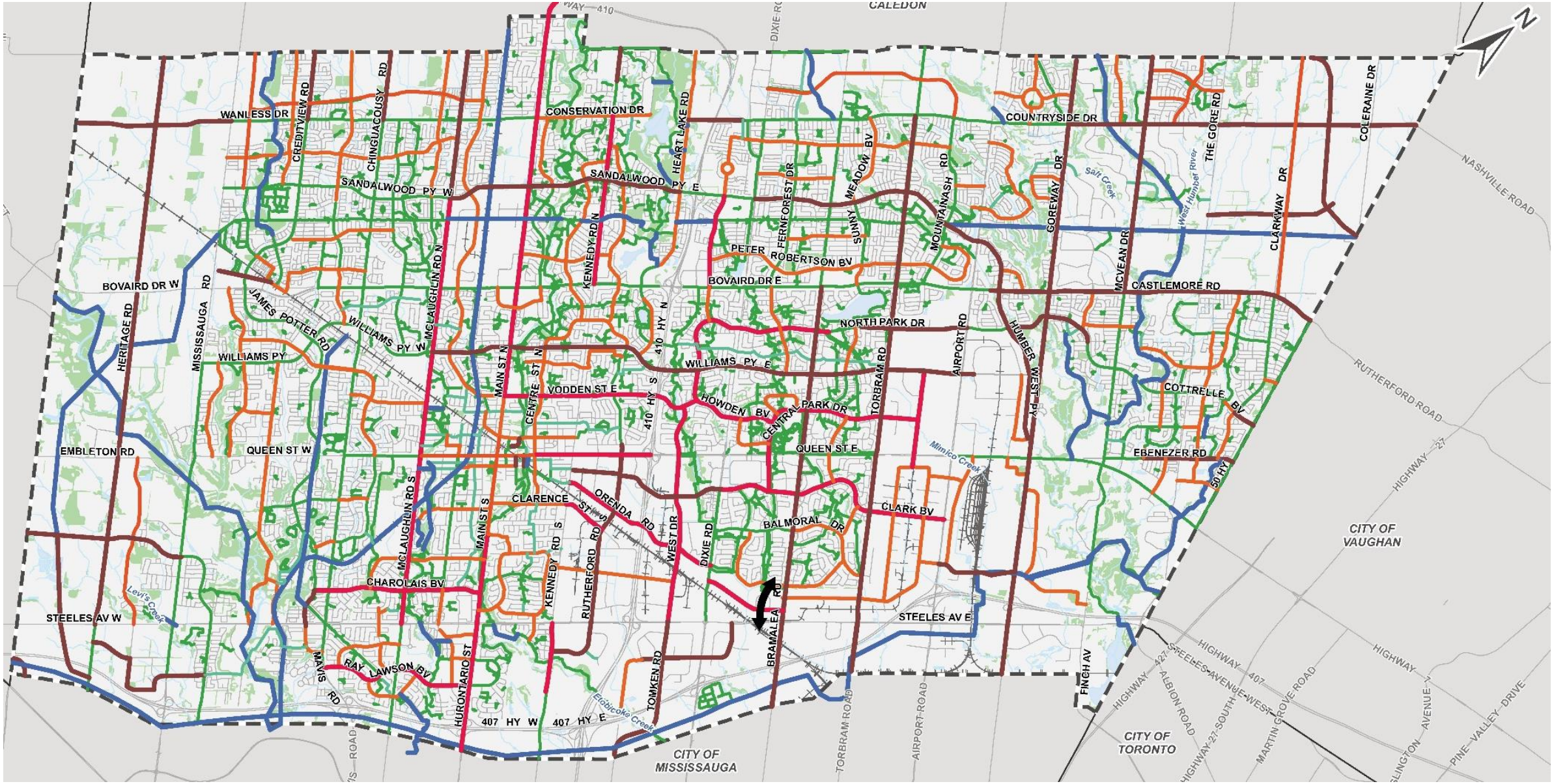
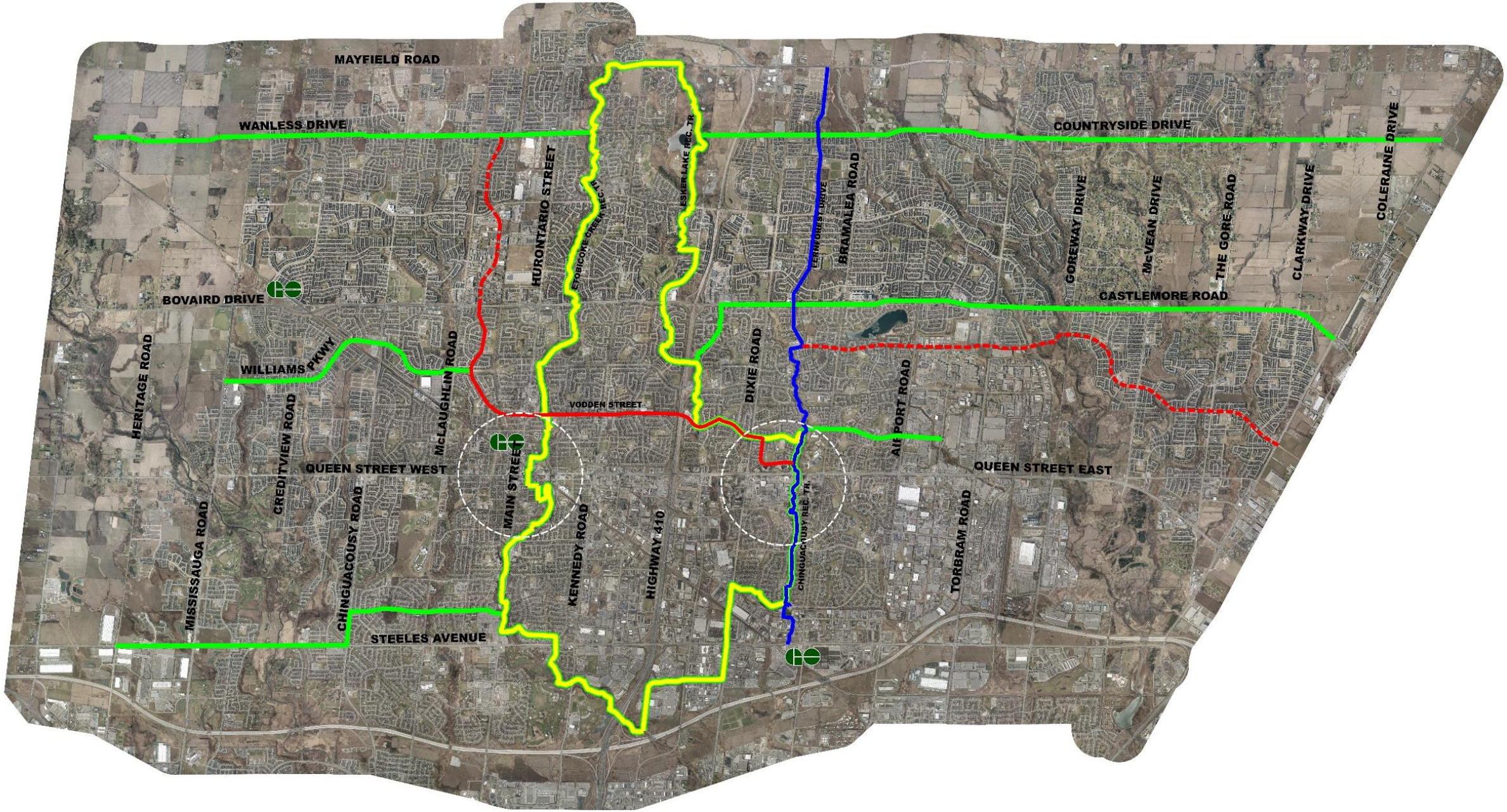
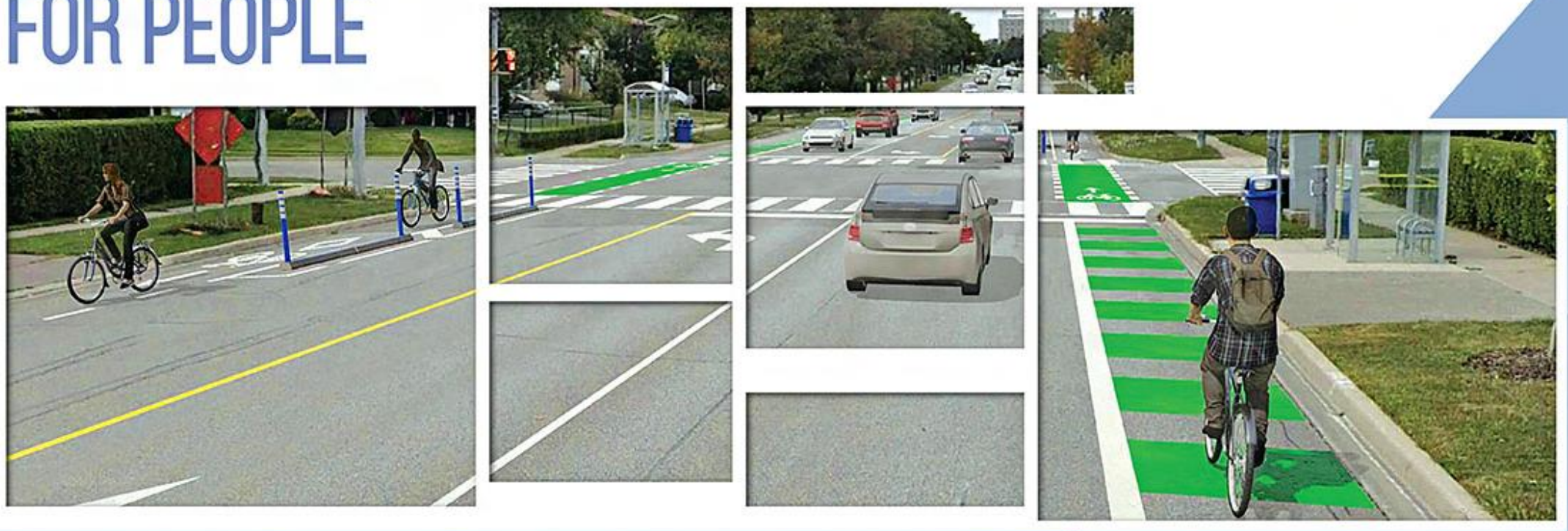

CALEDON
WANLESS DR
CREDITVIEW RD
CHINGUACOUSY RD
CONSERVATION DR
HEART LAKE RD
COUNTRYSIDE DR
COLERAINE DR
SANDALWOOD PY W
SANDALWOOD PY E
FERNFOREST DR
MEADOW BV
SUNNY
MOUNTAINASH RD
GOREWAY DR
THE GORE RD
West Humber River
Salt Creek
NASHVILLE ROAD
CLARKWAY DR
PETER ROBERTSON BV
BOVAIRD DR W
BOVAIRD DR E
CASTLEMORE RD
MCVEAN DR
HERITAGE RD
MISSISSAUGA RD
JAMES POTTER RD
WILLIAMS PY W
WILLIAMS PY
MCLAUGHLIN RD N
KENNEDY RD N
410 HY N
NORTH PARK DR
AIRPORT RD
HUMBER WEST PY
MAIN ST N
CENTRE ST N
VODDEN ST E
410 HY S
HOWDEN BV
CENTRAL PARK DR
TORBRAM RD
COTTRELLE BV
RUTHERFORD ROAD
EMBLETON RD
QUEEN ST W
QUEEN ST E
Mimico Creek
EBENEZER RD
50 HY
HIGHWAY 27
CLARENCE ST W
ORENDA RD
WEST DR
DIXIE RD
BALMORAL DR
CLARK BV
CITY OF VAUGHAN
MCLAUGHLIN RD S
MAIN ST S
KENNEDY RD S
RUTHERFORD RD
CHAROLAIS BV
Levi's Creek
STEELES AV W
STEELES AV E
BRAMALEA RD
RAY LAWSON BV
MAVIS RD
HURONTARIO ST
TOMKEN RD
407 HY W
407 HY E
Etobicoke Creek
FINCH AV
HIGHWAY 407
HIGHWAY 27
STEELES AVENUE WEST
HIGHWAY ALBION ROAD
HIGHWAY 27 SOUTH
MARTIN GROVE ROAD
PINE VALLEY DRIVE
CITY OF MISSISSAUGA
CITY OF TORONTO
TORBRAM ROAD
AIRPORT ROAD


MAYFIELD ROAD
WANLESS DRIVE
COUNTRYSIDE DRIVE
COLERAINE DRIVE
CLARKWAY DRIVE
THE GORE ROAD
McVEAN DRIVE
GOREWAY DRIVE
BRAMALEA ROAD
CENTRE STREET
ESKER LAKE REC. TR.
ESQUESING CREEK REC. TR.
HURONTARIO STREET
BOVAIRD DRIVE
CASTLEMORE ROAD
HERITAGE ROAD
WILLIAMS PKWY
McLAUGHLIN ROAD
VODDEN STREET
DIXIE ROAD
AIRPORT ROAD
CREDITVIEW ROAD
QUEEN STREET WEST
QUEEN STREET EAST
MAIN STREET
KENNEDY ROAD
HIGHWAY 410
CHINGUACOUSY REC. TR.
TORBRAM ROAD
MISSISSAUGA ROAD
CHINGUACOUSY ROAD
STEELES AVENUE

BRAMPTON

STREETS FOR PEOPLE



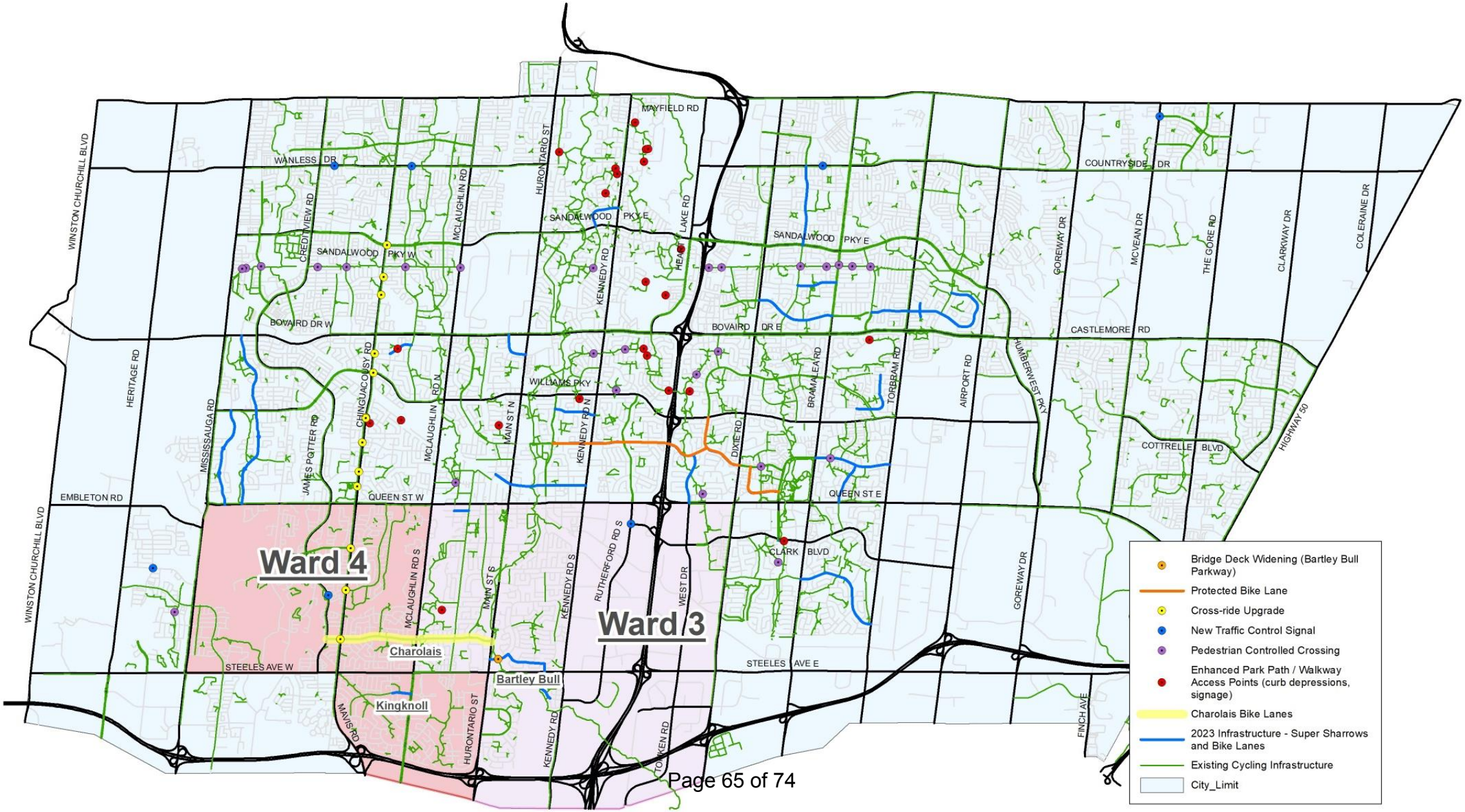
BRAMPTON IS A SAFE AND ACTIVE CITY

311 www.brampton.ca/ATP

IMPROVING OUR ROADS

BRAMPTON

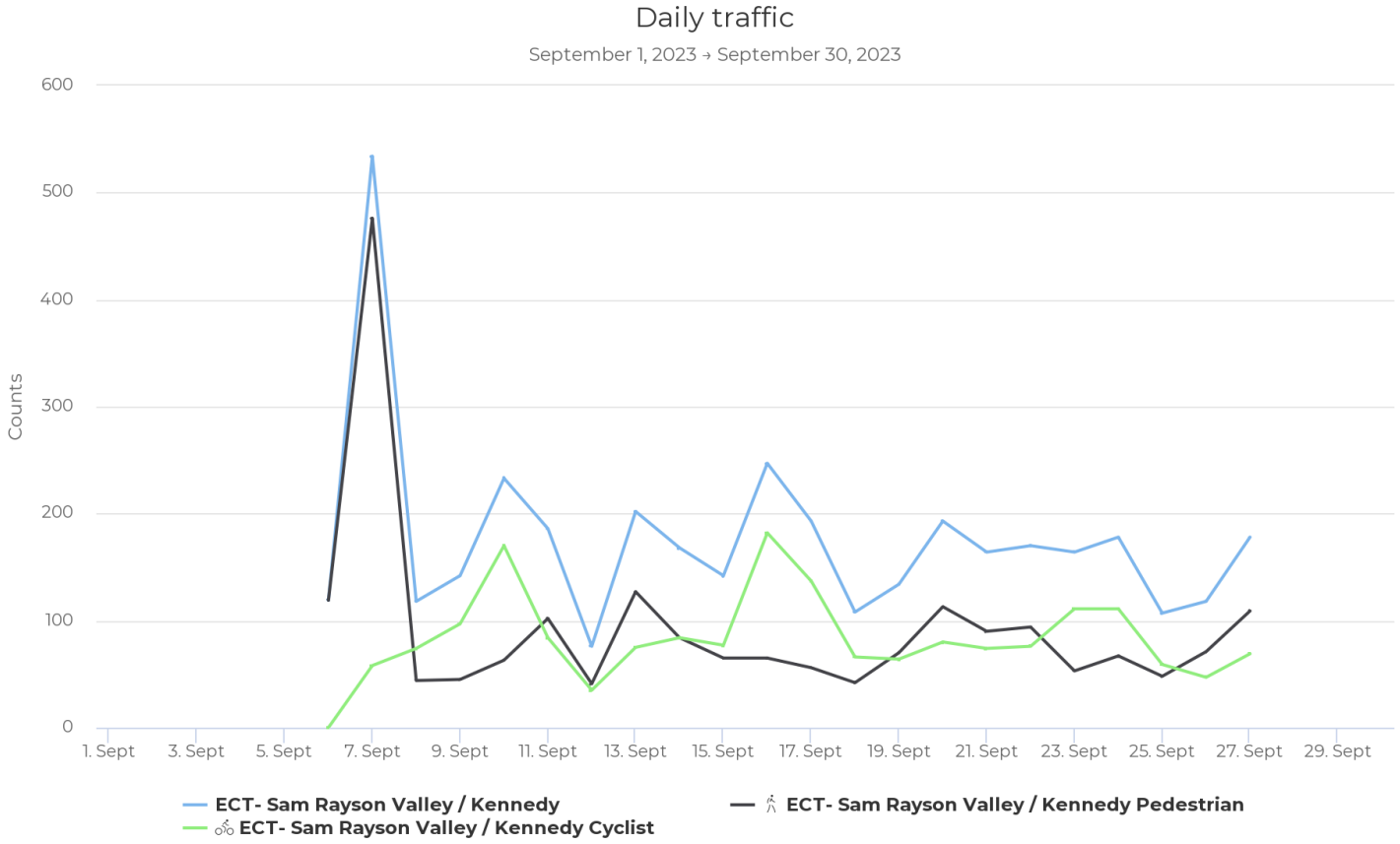
2023 Work Plan

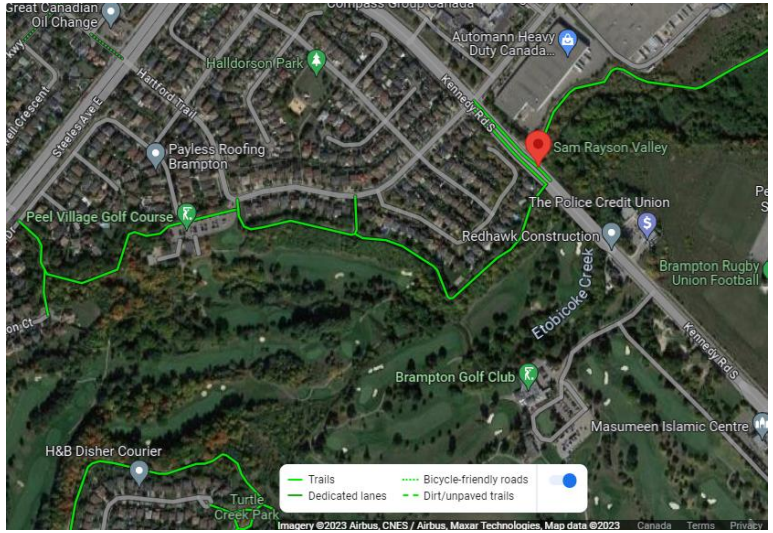


2023 Work Plan

- 29.2 km of linear Infrastructure (3 km in Wards 3&4)
- 25 pedestrian crossovers
- 23 curb depressions at park paths/trails (1 in Wards 3&4)
- 13 bicycle traffic lights (3 in Wards 3&4)
- 7 traffic control signals (2 in Wards 3&4)
- East-West Cycling Corridor – Protected Bike Lane
- Electric Kick-Style Scooter Pilot
- Cycling Design Consultant
- Priority Cycling Network Design Project
- Bike Parking Zoning
- Protected Intersection Pilot (Williams Parkway)
- Bike the Creek Event
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Pedal Poll
- Brampton Bike Hub
- Bike Month / Bike to Work Day
- Bicycle Friendly Business Program

Bike counter





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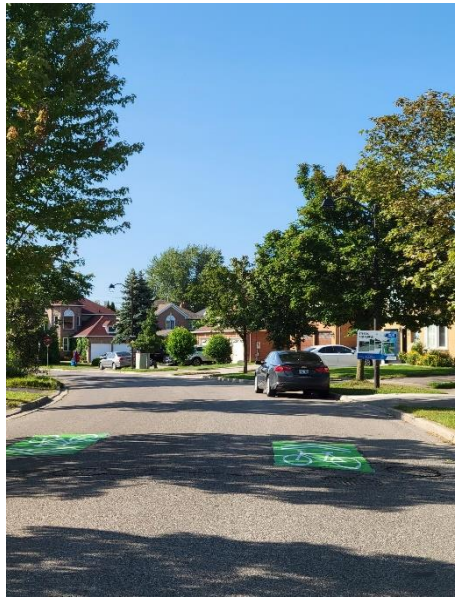
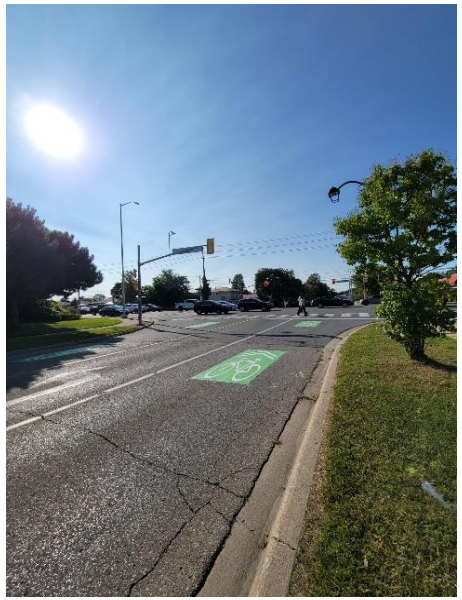





TL2316

Charolais Blvd. (Before & After)

Speed and Volume Comparison Before and After Road Diet

	east of McLaughlin Road			west of McLaughlin Road			east of Chinguacousy Road		
	Before	After	**Difference**	Before	After	**Difference**	Before	After	**Difference**
AADT	16,266 veh/day	10,642 veh/day	**-5,642 veh/day**	15,469 veh/day	10,322 veh/day	**-5,147 veh/day**	13,235 veh/day	8,248 veh/day	**-4,987 veh/day**
Average Speed	58 km/h	49 km/h	**-9 km/h**	51 km/h	42 km/h	**-9 km/h**	56 km/h	46 km/h	**-10 km/h**
85th percentile Speed*	67 km/h	58 km/h	**-9 km/h**	60 km/h	50 km/h	**-10 km/h**	66 km/h	55 km/h	**-11 km/h**
% Trucks/Bus	22%	21%	**-1%**	21%	21%	**0**	17%	16.4%	**-0.6%**

*85th percentile speed is defined as the speed at which 85 percent of vehicles are travelling at our below

Charolais Blvd. (Before & After)

Before and After Bicycle Trips – Charolais Blvd.

Bike Trips	Nov. 2019 - March 2020	Nov. 2021 - March 2022	Increase Percentage (2021 vs. 2019)
Average Daily Trips within Neighbourhood	779	1197	**54%**
Average Daily Trips using Charolais Blvd	392	762	**94%**
Average Neighbourhood Bike Trip Length (min)	13.2	16.5	**26%**

- **Increase in Bike trips overall**
- **Increase in Bike trips through the corridor**
- **"People willing to bike more"**

Before and After Traffic – Charolais Blvd.

Vehicle Trips	Nov. 2019 - March 2020	Nov. 2021 - March 2022	Increase Percentage (2021 vs. 2019)
Average Travel Time driving through Charolais Blvd (min)	7.9	7.5	**-4%**
Average Daily Cut-through Trips (passing through the Neighbourhood)	4368	3928	**-10%**
Average Daily Trips to or from the Neibhourhood	4432	4731	**7%**
Cut-through Trip percentage	50%	45%	**-9%**

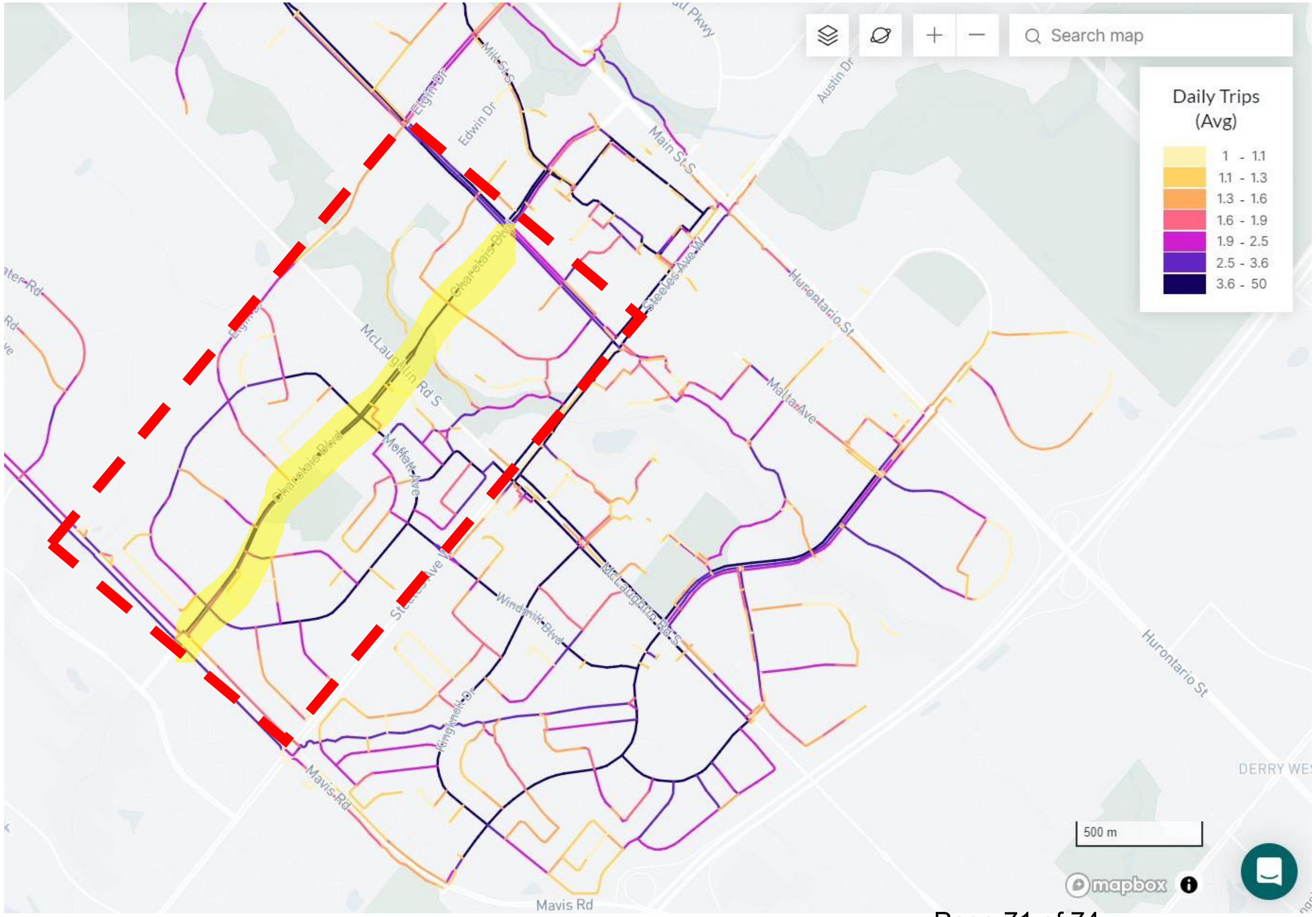
- **Decrease in cut-through traffic**

(traffic passing through a residential area without stopping or without an origin or destination within the area utilizing a “local residential street” rather than streets whose primary function is to accommodate through traffic)

StreetLight Data is a mobility analytics platform that collects big data from mobile devices to measure travel patterns of vehicles, bicycles and pedestrians (origin and destination, travel time, speed, etc.).

BRAMPTON

Charolais Blvd. (E-scooter Pilot)



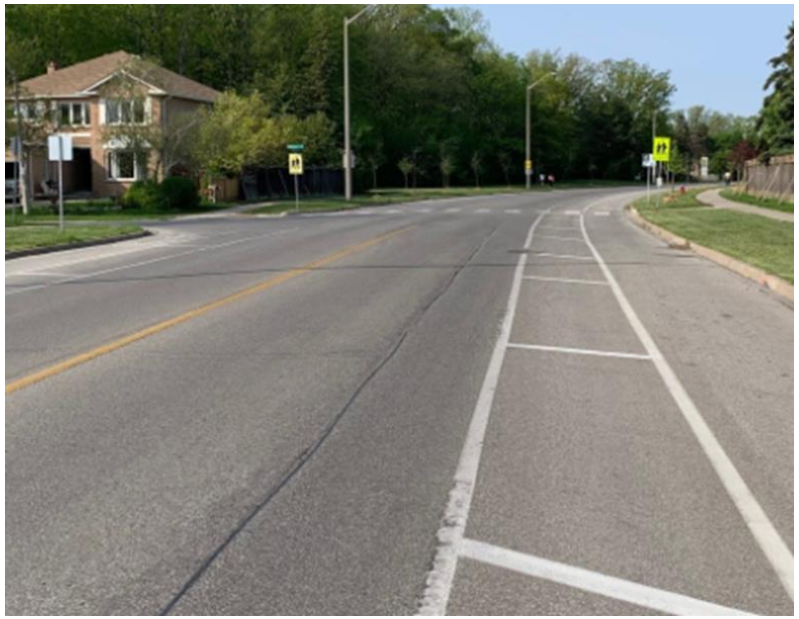
- **193,337 trips since pilot program launch (for the whole City)**
- **21,772 trips originated or ended in the area**

BRAMPTON

Charolais Blvd. (Road Diet)

Road diets involve changing a four-lane roadway into two through car lanes and repurposing the remainder of the road (parking, cycling lane). Below are some benefits and challenges

Benefits	Challenges
Reduced speeds	Congestion during peak periods
Reduced non-local traffic	Education
Reduced crossing distance for pedestrians including the crossing guard who used to have to navigate 4 lanes of traffic	None
Pulls live traffic 3-4 metres away from the sidewalk, parks, playgrounds, transit stops, school crossing guards	None
Provides safe space for cyclists and encourage alternate modes	None
Implementation of automated speed enforcement in the school zone which was not permitted when it was a 4 lane road	None



Data Collections Results:

Decrease of 5,250 vehicles per day average
Decrease of 9.5 km/h average speed reduction

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Questions?

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