

ATAC Subcommittee Meeting - May 14 2024

- Present: Barry, Steve, David, Dayle, Llsa, Nelson, Rowaidah, Alina, Tyron
- Vodden Big Ask goes back to 2018
- Engaged WSP as consultant
- Stakeholder engagement in 2020
- Decided to pair with resurfacing
- Wrong curbs sent last fall
- Contractor wasn't ready a few weeks ago
- Approval on premarking needed from City
- Contractor now ready to go
- David delegated at April meeting with concerns about width
- Hoping Mobility Plan will see protected lanes promoted rather than widening from 4-6 lanes
- Asked contractor that 1.5m be maintained as a minimum
- What did we learn from Hanover
- Curbs weren't in the ideal place - 1.5 from face of curb so slightly narrow
- Piece of equipment was rented for clearing Hanover in 2024 of snow
- 1.5 is critical for snow clearance
- The flexiposts are useful for snow plows to see where curbs are and for drivers to prevent them hitting the curbs
- By not protecting bike lane in front of school it allows school buses and parent drivers to park in bike lane
- David mentioned Brampton Transit pulling to the curb is quick, but a school bus might park waiting for school to end
- This reduced the usefulness of protecting it to attract the 60% interested but concerned
- Width of 1.5m from edge of pavement takes into account 2.2.1 of OTM Book 18 which shows different types of bikes and trailers
- City is the employee of crossing guards
- Need to find out which city employee is telling crossing guards they can park in bike lanes and have that messaging corrected
- David wrote to Violet Curtain during meeting and received confirmation that guards have NOT been told they can park in bike lanes. She will work with Nelson to get correct messaging out
- Parking at a transit stop is already an infraction
- More signs probably won't help
- Contractor will be responsible for regulatory signage
- Garbage collectors will wheel the bin to the truck and back to driveway
- No messaging ready to go regarding garbage collection. We can evaluate once they are in
- What is the driveway count? Not sure
- One curb between each driveway and centre turning lane (3.5m), through lane 3.3m
- Green paint through signalized intersections only

- Lisa expressed concern about lack of protection going right to Kennedy in eastbound lanes given drivers are using bike lane to turn right even though they have a right turn lane
- To change design would mean pausing rollout
- Instead we can flag it as a concern and monitor
- The stop bar are being pushed back for better visibility
- Vodden and Rutherford set up for a two stage crossing, but by not having curbs come right up to intersection cyclists can leave bike lanes and make vehicular crossing so the infrastructure doesn't do the job of causing all cyclists to behave alike
- If we need to make improvements or corrections after observing how the corridor is working it would be a new contract
- Moving bus stops back with curbs at intersection could help. Alina asked bus stops not to be moved as could cause hardship transferring
- This is a thrifty design. A pilot. Could be improved in future
- Painted curb extensions at Archdekin to slow cars, better sightlines
- Curbs go north on Howden to Williams Parkway
- Howden and Vodden - no right on red for all approaches, because of cue boxes
- Howden and Dixie curb protection to intersection after gap for bus stop
- Will do other side of Hanover
- Hanover will have some street parking
- Start at Hanover for cubs
- Dixie and Howden next because of safety concerns recently brought
- No solid timeline for project to be finished
- Three types of green treatments - field reactant, thermal application (applied hot), sheet applied
- Plows can lift raised applications inadvertently
- Multi-use path on Howden not contracted. Would need \$0.5M
- Lisa suggested it isn't need given protected bike lane north of Vodden