

BCAC Subcommittee Meeting

Zoom

January 19, 2021

Present: Polly Thornham, Lisa Stokes, Dayle Laing, Steve Laidlaw, Eric Lister, Barry Lavallee, Laura Bowman, Rani Gill, Nelson Cadete, Councillor Rowena Santos

Regrets: Leslie Benfield, Kevin Montgomery, Patrick McLeavey

Discussion: 2021 Road Resurfacing presentation

- Nelson: He is asking for input from BCAC members on the \$1,000,000 budget which will be tabled in February.
- Active Transportation will be inserted into ongoing road maintenance program to extend road life. This will be an opportunity to fix issues like curb depression creation. These fixes must fit into the scope of the projects being done in the road resurfacing. No civil design is needed for curb work. The final work program for 2021 is still subject to change. A provisional list of extra locations will be available, in case there is any money left over, and some locations will be done in 2022. The question of whether these curb depressions and other AT fixes fall into the scope of road resurfacing needs to be answered. Larger roads, e.g., Bramalea Road, need more data collection, in compliance with OTM Book 18, such as traffic volume and speed. They cannot be dealt with in THIS program. Some roads don't have enough width available. The new draft OTM Book 18 includes the suggestion of “advisory bike lanes” <https://trec.pdx.edu/events/professional-development/Seminar-10202017> (one middle lane shared by 2-way traffic, with one-way bike lines on the outside) but because it is only in draft form, it is unlikely that there will be buy-in by the traffic department. Mill, Centre, Parkland are 3 potential streets for advisory lanes in future, after OTM Book 18 is fully updated. When residents resist the creation of bike lanes, the traffic department is prone to the use of urban shoulders, as they accommodate 3-hour, on-street parking. It is understood by BCAC and other cyclists that bike lanes are preferred.

On the following streets – Harold, McMurchy, Black Forest – residents will be asked to choose to have urban shoulders or bike lanes. When this happens, it will be an excellent opportunity to advocate for bike lanes, and to educate residents on the differences between bike lanes and urban shoulders. Streets with low traffic and speed, no trucks, are suitable for Sharrows. Risk management is less if the vehicular traffic is low. Some streets need way-finding signage, such as Mill Street, downtown to Shoppers World.

- Steve: Are tactile strips required for curb depressions? N: Yes, they are required for accessibility, as spelled out re pedestrian crossings in OTM Book 15. P-gates are unpopular with all users, including park maintenance workers, so off-set crossings will be used, to slow AT traffic when crossing streets (the crossing will be about one trail width to the left or right of the trail).
- Steve: Is there a plan to phase out different styles, and standardize AT infrastructure? N: Yes, he will do a presentation to BCAC in April, to present roadway entrance standards. He will put it on the agenda.

- Lisa: Clarification – some bike lanes are part of the \$1,000,000 budget.
- Nelson: Next month, he will discuss the section of North Park, from Bramalea to Torbram, and Charolais. To make sure we allocate the \$1,000,000, we need a priority list. We are asked to think about any other roads in need of AT, and let road engineering cost them out.
- Lisa: Question about consistency of bike lane design, regarding placement of lanes at curb or in centre. N: Rutherford has parking at curb, with cars crossing the bike lane to drive off. He will get an answer about the placement of the lanes on North Park.
- Lisa: Signs and education are needed, to ensure that pedestrians' right of way is considered. She likes the super sharrow icons painted in the middle of the lane, as they are visible and good for way-finding. Also, the green box at intersections is more obvious to motorists and cyclists.
- Barry: What is the purpose of the supersharrows? N: Raising awareness, direction, education and way-finding. It is not effective as a stand-alone program, but there is an opportunity to try it, and to work with traffic operations, who suggested it. Supersharrows in front of the Region of Peel building at Central Park and Peel Centre Drives.
- Cllr. Santos: Comment – the number of complaints that she and Cllr. Vicente have received has been decreasing. She has offered to involve the Mayor and other councillors with these bike lane areas, and will discuss this further with Nelson.
- Nelson: He wants to reassess old urban shoulders and replace them with bike lanes.
- Laura: She feels so unsafe using the sharrows on McMurchy, south of Queen St., that she doesn't cycle there. North of Queen, people park cars on the street, when they could park behind the apartment building, for example. She doesn't see the benefit of sharrows there. Bike lanes would work.
- Nelson: Having fewer than 750 vehicles per day on a street now allows for curb cuts at trails crossing streets, which were not allowed previously, due to liability.
- Steve, Re Bramalea Road: Bramalea Rd, from Avondale to Steeles Avenue is set for repaving. There was a Public Information Centre (PIC) on January 11, in phase 2 of a 5-phase project. This is a busy road, primarily because it is a priority public transit route. It is a minor arterial road that has 4 lanes. A natural impact study has been done, cataloguing trees, wildlife and birds. There have been 7 proposals made, the first being to do nothing, and the seventh, to widen the road to 6 lanes, including 2 dedicated transit/HOV lanes, and AT improvements. Staff are recommending a combination of options 3, 4 and 5, which is to keep it to 4 lanes, plus a transit queue-jump lane (an extended bus stop and acceleration lane), and to improve AT infrastructure. This is considered to be a good compromise.

PIC 1 is open until February 8, so members are recommended to post comments.

https://www.brampton.ca/EN/residents/Roads-and-Traffic/Planning-and-Projects/EA%20Documents/Bramalea_Road-Queen_St-to-South_City_Limit/PIC%201/PIC%201%20Display%20boards.pdf

The second PIC will be this spring. The 2040 Vision is being considered in this planning. There is an 18-minute video. It is a complex presentation, to explain all the factors. Using the first mile/last mile concept (getting to/from transit stops), the last mile is the problem for cyclists trying to get to the Bramalea GO Station on the southwest side of Steeles Avenue. The Don Doan Trail stops, and cyclists need to cycle on Bramalea Road to get to the GO Station. The planners should have a plan for a route to get to it.

- Cllr. Santos: The Bramalea/Steeles intersection is an issue. She would like to see a delegation from BCAC to the City Council.
- Lisa: What are the AT connections to the GO Station? N: There is a multi-use path (MUP) on the east side of Bramalea from Balmoral down to Dearbourne. The City is pursuing this, and has retained a consultant to see how to connect the Don Doan, Chinguacousy and Esker Lake Trails at their south ends, to Bramalea GO Station. The consultant will do the research and make proposal options.
- Bike Month Opportunity with GTA:
 - There are 8 points available for Brampton, and these are the preferred ones of members:
 - digital postcard for the website
 - no T-shirts or posters
 - Cllr. Santos suggested a filter for Bike Month, with consistent branded image. Nelson will request creation of a filter image from corporate communications.
 - Tammi will be asked to add Bike Month, Winter Maintenance, \$1,000,000 and delegation to Region of Peel to next month's schedule. Cllr. Santos will check on an available date for delegation.
 - Cllr. Santos has spoken to councillors in Mississauga, and they are aligned in wanting to see more focus on AT for Regional goals.

The meeting was adjourned at 8:40 PM.