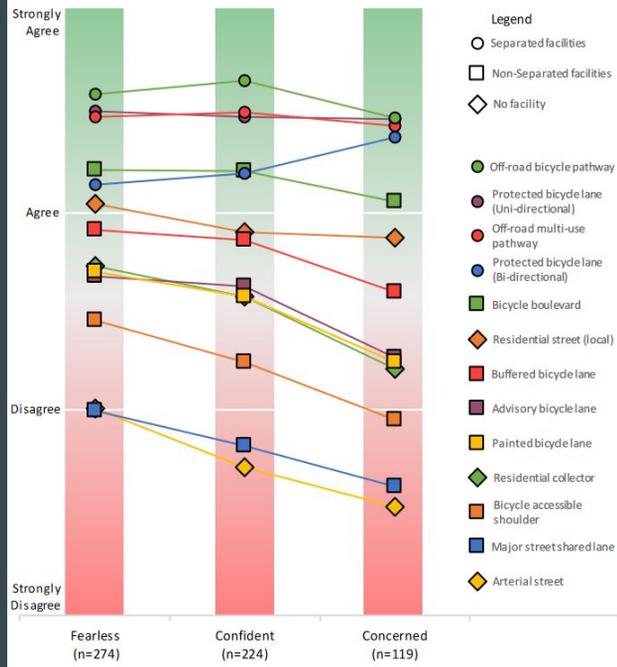


Williams Parkway People-moving capacity

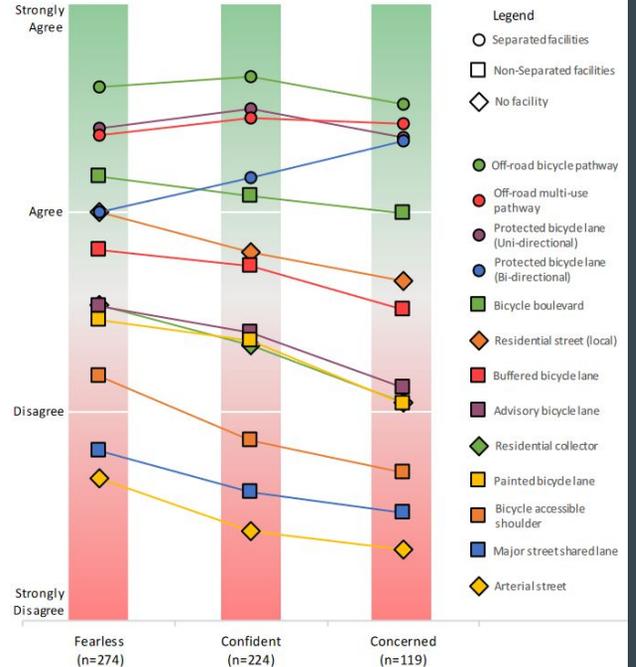
...

Reminder, Williams Parkway is roughly in the middle of the City on the north south axis, between the Baseline of Steeles and Sideroad 17, AKA Mayfield Road

In your opinion, the following bicycle facilities are safe...



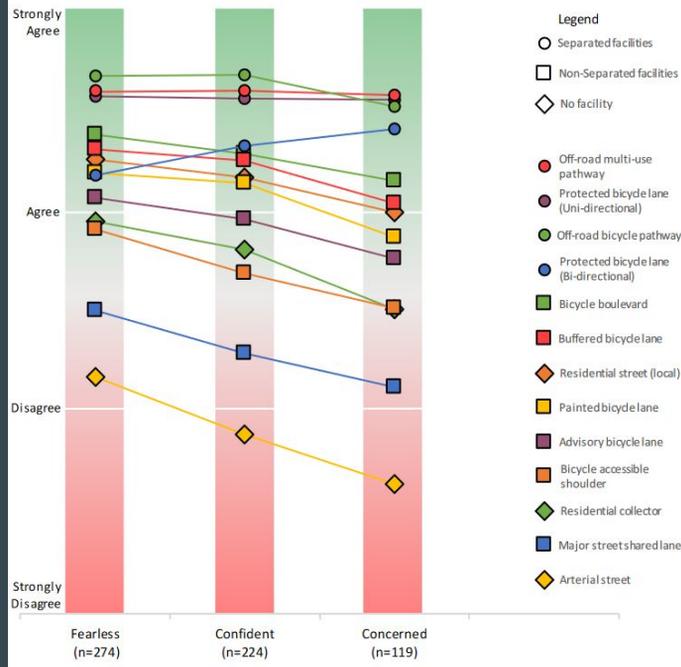
In your opinion, the following bicycle facilities are conducive to stress-free bicycling...



Cyclists at all comfort levels prefer separated infrastructure, with off road bicycle paths taking the lead, usually over multi use pathways. Unidirectional protected bike lanes are also preferred over bidirectional protected bike lanes.

<https://www.tac-atc.ca/sites/default/files/site/doc/Bookstore/2020/ptm-spbi-e-app.pdf>

In your opinion, the following bicycle facilities are easy to use...



Problems with Multi-Use Paths

- Volume
- Safety
- Speed

Multi-Use Paths have a serious volume problem for bikes, TAC guidelines suggest separating bike from pedestrians when the when volumes exceed 33 per metre, and pedestrians are over 20%, or user volumes are over 50 per hour, this means for a 3 metre wide MUP, the city needs to start considering it when peak hour cycling of 100-150 per hour. For reference, the 29 Williams Parkway bus in 2018 had a peak hour ridership of around 500, that route isn't even in the top 10 routes in the City. When you add together the transit and car capacity, and assume the upper limit for a 3 metre MUP, this can carry 10% of the traffic volume of Williams Parkway, if you want to reach 5% cycle modeshare you need separated pedestrian/cyclist infrastructure on a core piece of infrastructure like this.

They also have a speed problem, how fast can cyclists reasonable go while mixing with pedestrians. E-bikes are coming, and while they'll make cycling easier for people, probably increasing the number of people who would be willing to cycle, the ability to go and sustain 30 km/h makes them entirely incompatible with pedestrians who are going what, 5 km/h, especially if there are a lot of fast cyclists or lots of pedestrians.

There is a serious MUP safety problem once we get to the thresholds TAC recommends separating cyclists and pedestrians, there start to be too many close calls. Whether that is in the form of people walking and being oblivious, kids making poor decisions that kids do, etc. it becomes entirely unsafe to mix pedestrian and cyclists, especially fast moving cyclists.

<https://www.transportation-planning.com/blog/the-new-tac-gdg-bike-section>

Recommendation

- Create a major cycling east west corridor
- Raised cycle tracks

Williams Parkway is dead centre in Brampton, there are no transit plans for Zum or higher order transit along it, all transit needs provision for is ordinary bike facilities. There is space on the sides for a unidirectional cycle track with two, or potentially three lanes, allowing cyclists to be safe from cars, and not need to worry about pedestrians except at intersections. This would be the cycling equivalent of a major arterial, allowing long distance trips relatively quickly. It keeps pedestrians and cyclists safe from cars, and from each other. If Council wants the City to reach and exceed 5% cycle mode share, it is going to need to start separating the multi use paths, and Williams Parkway is an ideal place to do it, because the City can substantially improve the situation for cyclists, while not compromising the usage for anyone.