

Information Report: Implementation of AT Infrastructure within the City Road Allowance – Council August 5, 2020 Brampton Cycling Advisory Committee Tuesday May 20, 2020



A photograph of a paved trail, likely a park or recreation path. On the left side of the path, there is a light-colored, textured noise wall. Behind the wall, a chain-link fence runs along the path, and some tall grasses are visible. The path itself is paved and has some fallen leaves scattered on it. To the right of the path, there is a grassy area with several large, leafy trees. The scene is captured in bright daylight, with shadows cast by the trees and the wall. A white circle with the number '2' is in the bottom left corner.

2

Don Doan Recreation Trail – Queen Street Noise Wall Maintenance

Overview:

- Active Transportation Master Plan – Implementation Strategy
- East-West Cycling Corridor Update
- Go Forward – Annual Report

3

Don Doan Recreation Trail – Queen Street Noise Wall Maintenance

Date: 2020-07-24

Subject: Information Report: Implementation of Active Transportation Infrastructure within the City Road Allowance - All Wards (HF.x)

Contact: Nelson Cadete, Project Manager, Active Transportation, Planning, Building and Economic Development Department

Recommendations:

1. **THAT** the report from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, dated July 24, 2020, to the Council meeting of August 5, 2020, re: Implementation of Active Transportation Infrastructure within the City Road Rights-of-way - All Wards (HF.x) be received.

OVERVIEW:

- The Active Transportation Master Plan (ATMP) supports the 2040 Vision for Transportation and Connectivity, calling for "a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit".
- The Active Transportation Master Plan identifies a defined implementation strategy that will see a comprehensive network built out through the following programs:
 - Fix-it Program - improvements/enhancements to existing facilities (curb-cuts and proper crossings, wayfinding signage, etc.).
 - Infill Program - dedicated infill projects required to complete the planned network by 2041.
 - Capital Program - incorporating cycling projects into existing road reconstruction projects and the annual road resurfacing project is part of a 'Complete Streets' approach to designing and enhancing road corridors for all users.

4



Interim Buffered Bike Lanes Howden Boulevard

ATMP Implementation Strategy:

- Fix-it Program
- Planned Construction Opportunities
- In-Fill Program



6

Interim Buffered Bike Lanes Howden Boulevard



2019

Kennedy Road Signalized Crossing (*separate Capital Project)
George Vanier Catholic School (school crossing)
Larkspur Public School (school crossing)
Russell D Barber Public School (school crossing)
St. Marguerite Bourgeois School (school crossing)
Stanley Mills Public School (school crossing)
Hickory Woods Public School (school crossing)
Fletchers Creek at Queen Mary Drive (PXO)
Hydro Corridor Trail at Kingknoll Drive (PXO)
Flower City Trail at Queen Mary Drive (PXO)
Heart Lake Road, Wanless Drive and Financial Drive (pavement markings)
Heart Lake Road (Buffered Bike Lanes – 'B' Loop)

2020

Five (5) signalized (cross-ride) recreational trail crossings
Approximately thirty (30) pedestrian crossover crossings, where recreational trails meet collector roads
Depressing curbs at 17 more school crossings

7

Fix-it Program

Interim Buffered Bike Lanes Howden Boulevard



2019

Fletchers Creek Recreation Trail - Bovaird Drive Signalized Crossing

*(Region of Peel – Resurfacing of Bovaird Drive)

Queen Street - Signalized Cross-ride James/John Realignment

Buffered Bike Lanes along Central Park Drive (2019 Resurfacing)

School Crossing Enhancement (2019 Resurfacing):

- Our Lady of Providence
- St. Francis Xavier School
- Worthington Public School
- St. John Brebuef Elementary School

Curb Depressions - Fletchers Creek at Queen Mary Dr (2019 Resurfacing)

Urban Shoulders along Kingknoll Drive (2019 Resurfacing)

Financial Drive - Signalized Midblock Crossing (Development Application)

Multi-use paths, signalized cross-rides along Countryside Dr (Major Road Reconstruction)

Sidewalks along West Drive (Missing Link S/W Program)

Sidewalks along Van Kirk Drive (Missing Link S/W Program)

Multi-use Path McLaughlin Road (Road Reconstruction)

2020

Curb depressions at 5 school crossings

Curb depressions at 17 park path/trail access points

4.2 km (approx.) of new boulevard multi-use paths: (McLaughlin Road, Humberwest Parkway, Castlemore Road)

One new pedestrian crossover

11.6 km (approx.) of bike lane/urban shoulder

9

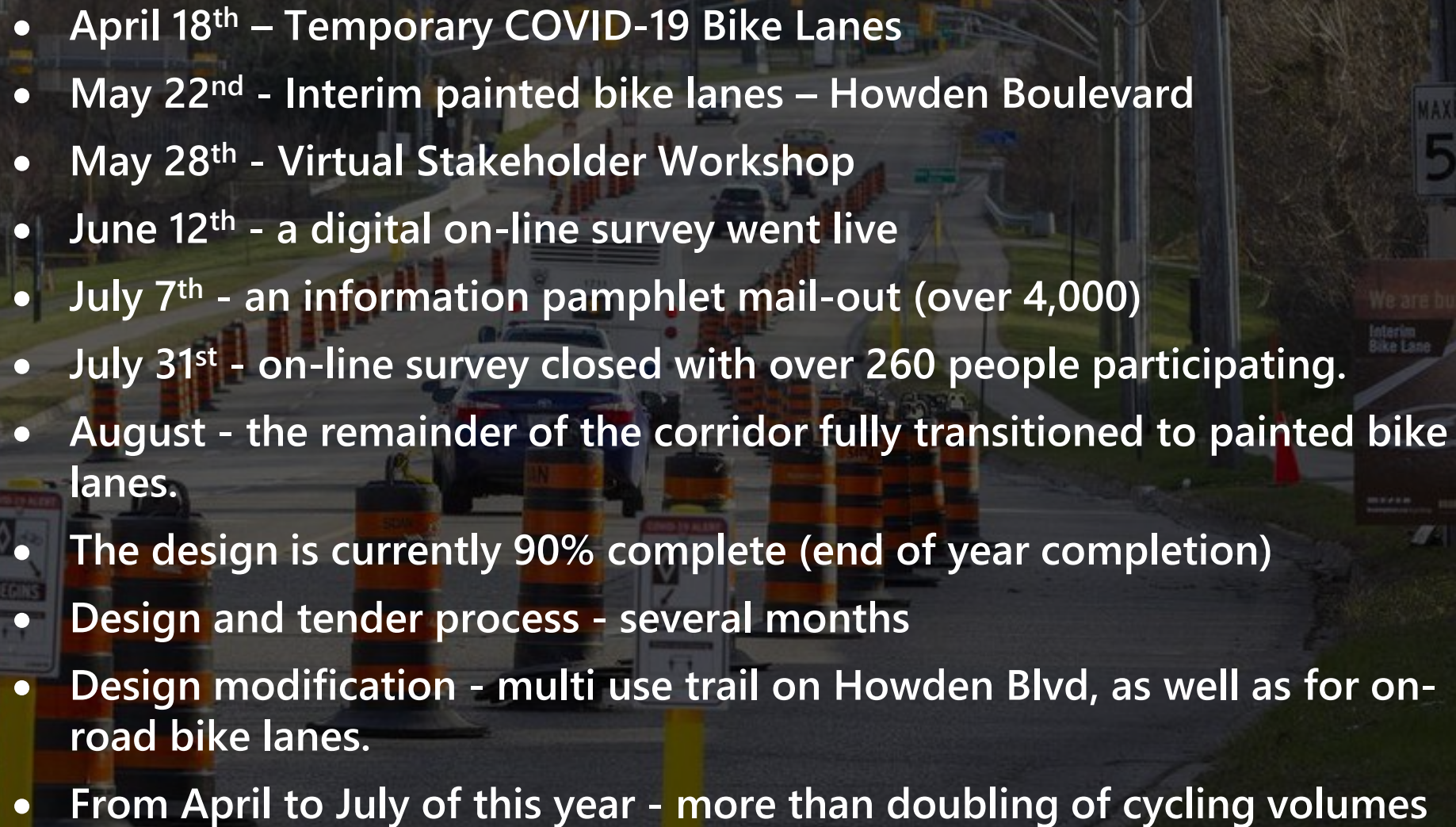
Planned Construction Opportunities



10

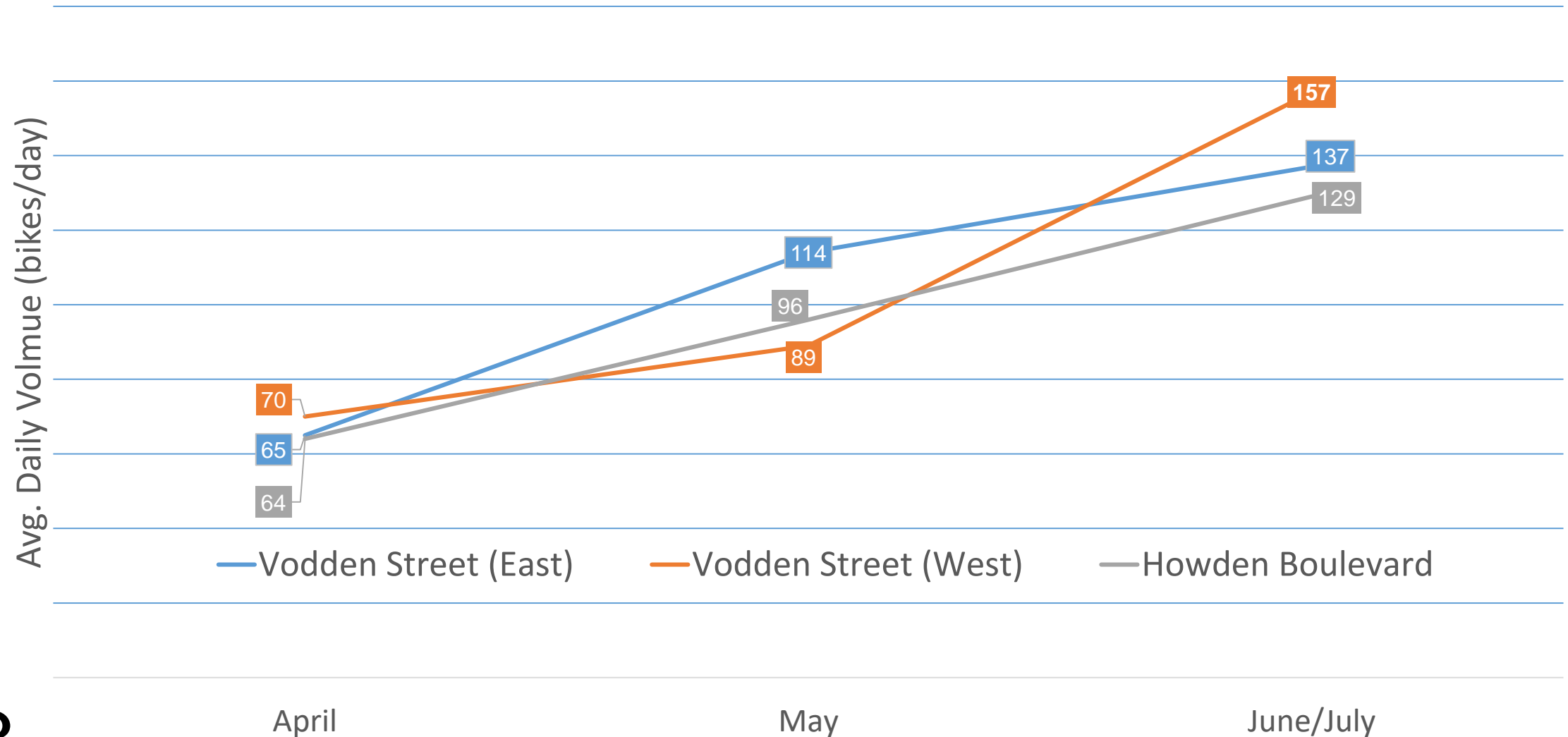
In-Fill Program

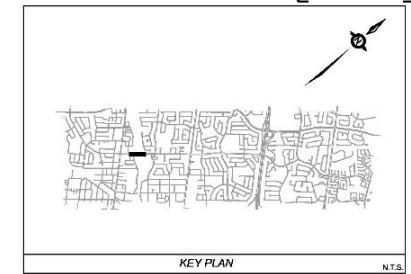


- 
- April 18th – Temporary COVID-19 Bike Lanes
 - May 22nd - Interim painted bike lanes – Howden Boulevard
 - May 28th - Virtual Stakeholder Workshop
 - June 12th - a digital on-line survey went live
 - July 7th - an information pamphlet mail-out (over 4,000)
 - July 31st - on-line survey closed with over 260 people participating.
 - August - the remainder of the corridor fully transitioned to painted bike lanes.
 - The design is currently 90% complete (end of year completion)
 - Design and tender process - several months
 - Design modification - multi use trail on Howden Blvd, as well as for on-road bike lanes.
 - From April to July of this year - more than doubling of cycling volumes

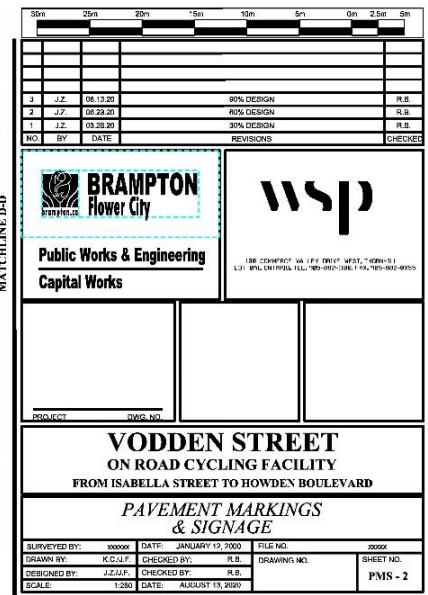


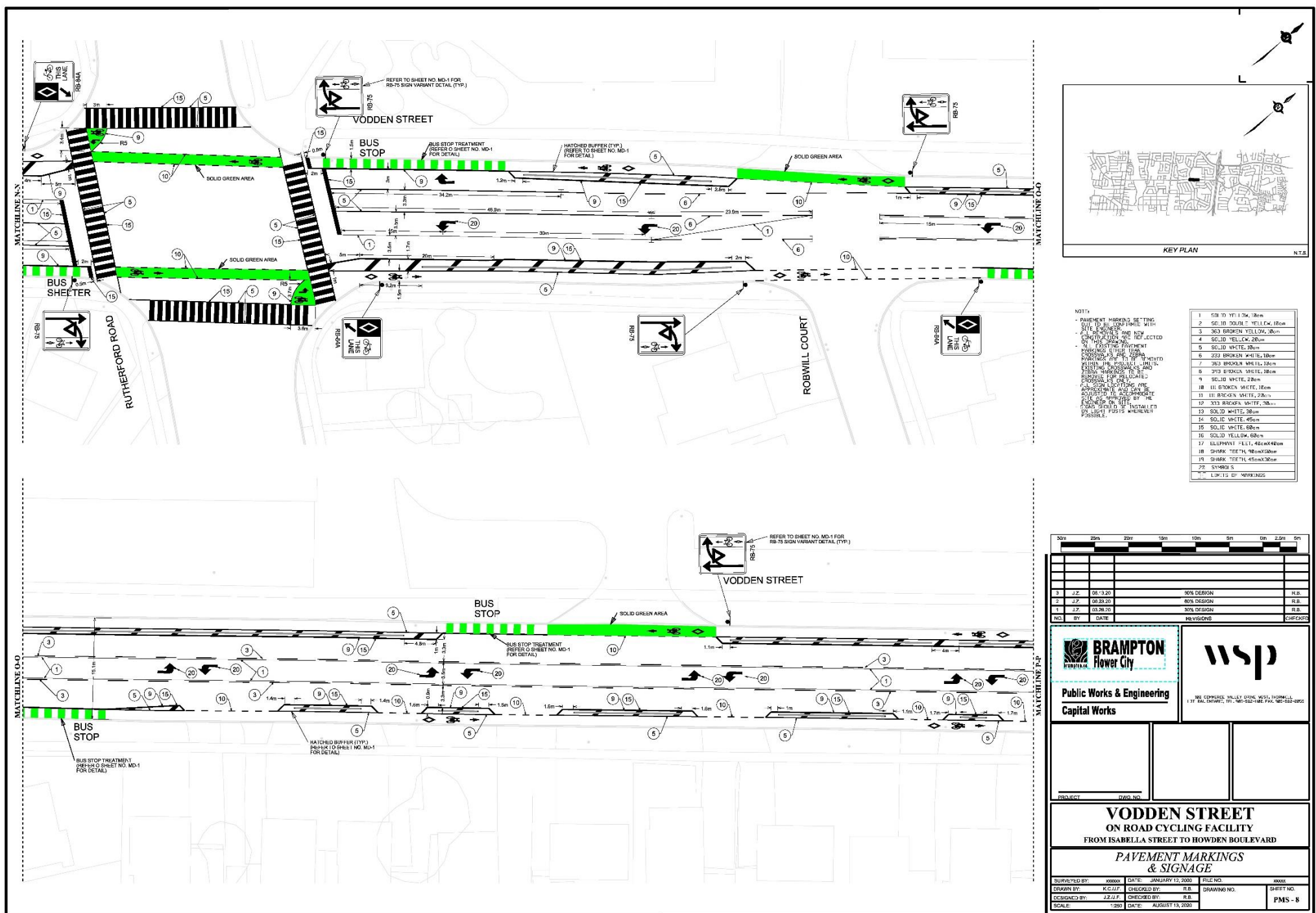
East-West Cycling Corridor Utilization April to July 2020





1	SOLID YELLOW, 18cm
2	SOLID DOUBLE YELLOW, 30cm
3	2/3 BROKEN YELLOW, 18cm
4	SOLID YELLOW, 20cm
5	SOLID WHITE, 16cm
6	3/3 BROKEN WHITE, 18cm
7	3/3 BROKEN WHITE, 12cm
8	3/3 BROKEN WHITE, 18cm
9	SOLID WHITE, 26cm
10	1/1 BROKEN WHITE, 16cm
11	1/1 BROKEN WHITE, 28cm
12	3/3 BROKEN WHITE, 30cm
13	SOLID WHITE, 30cm
14	SOLID WHITE, 18cm
15	SOLID WHITE, 18cm
16	SOLID YELLOW, 50cm
17	ELEPHANT FEET, 48cmX48cm
18	SHARK T-TEE, 30cmX50cm
19	SHARK TEE, 48cmX32cm
20	SYMBOLS
21	LIMITS OF MARKINGS







21

Bicycle Detection Marking – New Traffic Signals (Countryside Drive and Sunny Meadow Boulevard)

2019/2020 Budget

- Active Transportation Infrastructure (193130-001) – Fix-it Program (\$2M);
- Active Transportation Planning Cycling - North-South and East-West routes (\$1.875M);
- Annual Sidewalk Program (\$1.25M – 2019, \$600K – 2020);
- Annual Controlled Pedestrian Crosswalks (\$50K – 2019, \$50K - 2020);
- Annual Road Resurfacing Program (total program \$15M – 2019, \$15M - 2020 which includes curb depressions, painted bike lanes/urban shoulders);
- Chinguacousy Road Reconstruction - Wanless Drive to Mayfield Road (total project budget \$9.3M includes multi-use paths);
- Castlemore Road Reconstruction (total project budget \$4.1M includes multi-use paths);
- Cottrelle Boulevard Construction – Humberwest Parkway to Goreway Drive (total project budget \$31.5M includes multi-use paths);
- McLaughlin Road Reconstruction – Wanless Drive to Mayfield Road (total project budget \$9.3M includes multi-use paths);
- Valleyland Development -Riverstone Valley Trail Design (\$100K);
- Pathways Implementation - Etobicoke Creek Trail Connection to Brampton Starts Park/CAA Centre (\$250K);
- Riverstone Valley Trail Construction (\$1M); and,
- Valleyland Development - Fletchers Creek Recreational Trail/Sheridan Connection and Bramlea GO Transit Connection Design (\$150K).

Bicycle Detection Marking – New Traffic Signals (Countryside Drive and Sunny Meadow Boulevard)



23

Etobicoke Creek Recreational Trail – Paving North of Mayfield Road

Go forward:

Active Transportation Annual Report

- first quarter of each year
- summarizing the scope of active transportation elements implemented in the preceding year
- outlining the proposed program for the coming year
- an opportunity to engage and inform



26



Bike Lanes Guru Nanak Street







**RIDE A BIKE.
DISCOVER
YOUR CITY.**

brampton.ca/cycling

 **BRAMPTON**