

Brampton Cycling Infrastructure Improvements

August 2022 BCAC

2018 to 2022 Term of Council Progress - 1 of 2

- Council unanimously passed the Active Transportation Master Plan
- Active Transportation progress aligned with the Brampton 2040 Vision to be a leading environmentally sustainable, healthy and active community
- Funding for the ATMP has been included in the budgets
- Significant new cycling infrastructure has been constructed - more cycling infrastructure in past 4 years than in the prior 20
- Vodden St bike lanes were rapidly accelerated due to the pandemic and constructed in a few days. They are part of the East-West Cycling Corridor outlined in the ATMP
- Brampton's quick pandemic response, by building Vodden Street bike lanes, was recognized by Share the Road. The City was invited to share their 'early adopter' experience at a national webinar.
- Share the Road Bronze status was maintained
- Bike Hubs were funded
- Brampton Bike Hub funding was supplemented with Advance Brampton Fund
- A permanent downtown Bike Hub will soon open

2018 to 2022 Term of Council Progress - 2 of 2

- Brampton prepared Trail User Safety poster and signs to educate cyclists and pedestrians on etiquette and rules, in response to increased pandemic usage.
- Brampton supported BCAC led Community Rides (pandemic permitting)
- Brampton permitted Brampton Bike Hub BikeWrx pop-up events throughout the City during the pandemic
- The City unanimously endorsed “Creating an Active Transportation Culture at the City of Brampton”
- Brampton opened the Kennedy Valley Trail section of Etobicoke Creek Trail that links Caledon through Brampton (under #410, #407, #401) to Burnhamthorpe Rd in Mississauga.
- Bike the Creek ridership went from 630 to 1350 and attracted local cyclists and tourists to the City
- Brampton was selected as a target community by Velo Bikes Canada for the National Pedal Poll

Crossrides

- Brampton has crossrides managed by the City, Region, and Province
- The Region and Province set crossride signals to change to green with light for motor vehicle traffic. Cyclists are not required to push a button
- City requires cyclists to push a button to request a green
- This causes confusion and delay for cyclists and drivers due to inconsistency
- Exceptions for City crossrides exist on Countryside due to malfunctioning infrastructure so crossrides turn green with motor vehicle light
- BCAC members and Councillor Santos rode with staff in August of 2021 as an action item from June BCAC crossride discussion
- Staff shared that a pilot update to signal timing for crossrides would be enacted at Sandalwood and Rattlesnake
- Feedback on pilot from Lisa Stokes on January 5, 2022 via [video shows that pilot was dangerous](#)
- Update from staff requested for August BCAC meeting

Cross Ride Motion

Whereas the crossride signal timing at Region of Peel and Province of Ontario jurisdictions in Brampton is coordinated to change to green, without pushing a button, when motor vehicle traffic signals turn green, and

Whereas the pilot crossride at Sandalwood Parkway and Pinecone Way has been shown to be dangerous, and

Whereas the crossrides on Countryside Drive are coordinated to change to green, without pushing a button, when motor vehicle traffic signals turn green, and

Whereas the crossride signal timing in Toronto is coordinated to change to green, without pushing a button, when motor vehicle traffic signals turn green,

Therefore, to improve safety and consistency within Brampton and with our geographic neighbour, the Cycling Advisory Committee, advises Council to direct staff to update City crossrides to change to green, without pushing a button, when motor vehicle traffic signals turn green

Intersection Problems - Motorist in Bike Lane

- Some motorists are entering bike lanes to turn right
- Other motorists recognize that they should NOT enter the lane and turn right correctly
- When this happens simultaneously it means that two cars are turning from two lanes into one and regularly causes near collisions as witnessed by several BCAC members
- Motorists who understand what they SHOULD do will still enter the bike lane as a personal protective measure
- Springdale driver [shares personal experience](#)

Intersection Problems - Motorist in Bike Lane

- Sunday July 31, 7:25pm to 7:50
- 45 drivers turned from bike lane
- 5 drivers turned from motor vehicle lane, but all of them cut into the buffer/edge of green paint
- Brampton Transit driver used bike lane



Intersection Problems - Motorist in Bike Lane

When there are turning motorists in bike lane and motor vehicle lane, both turning right into NB Bramalea curb lane, near misses have been witnessed by Committee members and there will be/likely have been collisions



Intersection Solutions - Motorist in Bike Lane

- Several bollards or flexiposts approaching intersection wherever bike lanes exist, even when they are not otherwise protected
- Consistent paint marking across city - solid lines separating bike lanes and motoring lanes
- Straight and Right turns arrow pavement markings in motoring lanes
- Where dotted lines exist at bus stops, a sign should be placed indicating “Only buses may enter bike lane”
- Educational signs at intersections - Example Waterloo

Educational Signs at Intersections - Waterloo

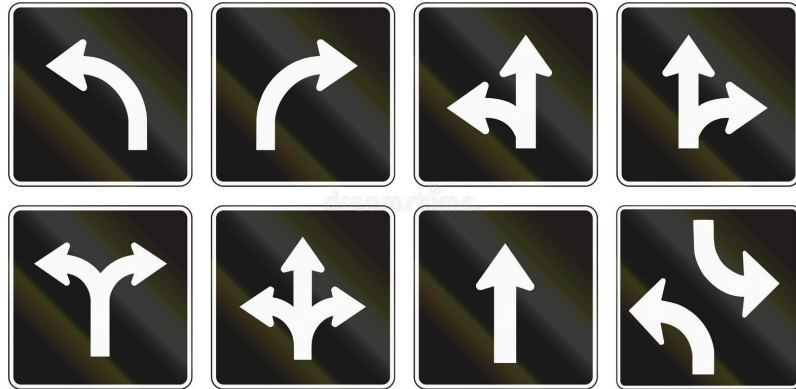


Vodden and Centre Intersection

- The City has created bike lanes on Vodden and Centre, two streets that are very important to cyclists in Brampton
- There are green boxes to help keep cyclists safe
- Many motorists are unaware that they should not be stopped in the green boxes
- There was a collision on the first community ride in 2022 between a motorist and a participant in the green box on Centre north of Vodden
- The markings are somewhat confusing to cyclists and motorists and could be improved with additional pavement markings and signage

Vodden and Centre Intersection

- Add pavement markings to indicate to drivers where they should be
- Add directional signage to indicate to drivers where they should be
- Add educational bike box signage



Vodden and Centre Intersection



- Cars turning from WB Vodden to NB Centre should be turning to the left of the bike lane, not merging across it

Improve Cycling on Road - Turn Exceptions

- Where mandatory Right Turn lanes exist with bike lane/merge lane on far side of intersection, add cyclists to exceptions



Improve Cycling on Road - Merging, Turn Exceptions

- Where bike lanes begin after an intersection, have motor vehicles merge to single lane before proceeding through intersection
- Sign indicating cyclists are exempt from mandatory right turn



Improve Cycling on Road - Merging

- Where bike lanes begin after an intersection, have motor vehicles turn into straight through lane as they turn, not after executing their turn



Improve Cycling on Road - Signal Timing

- Where bike lanes or cycling routes cross major roads, **signal timing should be lengthened** to allow for a long enough green for safe crossing
- Example: Royal Orchard at Bovaird, Rutherford at Williams Parkway stays green about 6 seconds if pedestrian button has not been pushed

Improve Cycling on Road - Urban Shoulders to Bike Lanes

- Accelerate the conversion of **urban shoulders into bike lanes**
- Drivers have had time to become accustomed to driving on these roads away from the curb
- This would be a simple, low cost solution to add many more bike lanes

Improve Cycling on In-Boulevard Paths

- City/contractors should not place signs on in-boulevard multi use paths
- Path should go behind bus shelters
- Do not install lamp posts, fire hydrants, signs, etc in cyclists' path of travel



Improve Cycling - Recreational Trails

- City should proactively cut back foliage on recreational trails
- Early June and monthly thereafter, at a minimum



Improve Cycling on Road - Enforce No Parking Bylaw

- There is a noticeable lack of enforcement of cars parked illegally in bike lanes and resistance to tackling the growing problem
- When residents realize they can park their car in a bike lane occasionally, with impunity, it emboldens them to keep pushing it further
- Eventually a family gathering occurs at a residence such as in the picture on Vodden St East and the host resident informs their guests it's alright to park in the bike lanes
- A BCAC member took this picture, and spoke to the resident who was on the street at the time, confirming all the parked cars were people gathered at his residence
- The resident proclaimed "I've lived here all my life and we've always used this street space for parking, and will continue to, and there's NOTHING you can do about it"
- In this picture there are 12 cars parked in a short distance, some not visible behind the car in the south side bike lane, due to camera angle
- An incident report via the Brampton 311 app was not responded to for 10 days with no indication about any action taken



Improve Cycling on Road - Enforce No Parking Bylaw

- One of the most chaotic times to ride is at school drop off and pick up near schools
- These roads now often have bike lanes
- **Education and enforcement in front of schools with bike lanes** should begin in September, and be an ongoing effort
- Education could consist of a door to door campaign in the area, flyers, working with school administration to educate families about bike lanes through the school newsletter, etc.
- Also, when installing bike lanes it is important to remove signs showing when parking is available, not just turn them around (as has been done on Vodden) to eliminate the possibility of confusion

Enforce No Parking Bylaw - Motion

Whereas parking in bike lanes is a significant issue which will require education and enforcement to address, working across departments,

Therefore BCAC will create a subcommittee that will work with appropriate staff to determine steps to address parking in bike lanes which could include, but not be limited to, design and delivery of education, and advice on enforcement

New Bike Lanes Missing From Bylaw

BY-LAW NO. 93-93
SCHEDULE XXX
DESIGNATED BICYCLE LANES

REVISION/PRINTING DATE: 2021/11/09

COLUMN 1 HIGHWAY	COLUMN 2 BETWEEN	COLUMN 3 LANE	COLUMN 4 DIRECTION
¹ Avondale Boulevard	Birchbank Road and Balmoral Drive	Adjacent to curb lane	Both
² Birchbank Road	Avondale Boulevard and Dixie Road	Adjacent to parking lane	Both
³ Bleasdale Avenue	Commuter Drive and Creditview Road	Adjacent to curb lane	Both
⁴ Bonnie Braes Drive	Creditview Road and Chinguacousy Road	Adjacent to curb lane or parking lane	Both
⁵ Castle Oaks Crossing	Apple Valley Way and The Gore Road	Adjacent to curb lane	Both
⁶ Central Park Drive	Queen Street East and Bramalea Road	Adjacent to curb lane	East
⁷ Central Park Drive	Bramalea Road and Hanover Road	Adjacent to curb lane	West
⁸ Charolais Boulevard	A point 60 metres west of James Potter Road and a point 15 metres west of Hodgson Street	Adjacent to curb lane or parking lane	Westbound
⁹ Charolais Boulevard	James Potter Road and a point 75 metres west of Hodgson Street	Adjacent to curb lane	Eastbound
¹⁰ County Court Boulevard	Havelock Drive (westerly intersection) and Mossbank Drive (southerly intersection)	Adjacent to parking or curb lane	Both
¹¹ Heart Lake Road	Sandalwood Parkway and a point 280 metres south of New Pines Trail	Adjacent to curb lane	Both
¹² Howden Boulevard	Vodden Street East and Central Park Drive	Adjacent to curb lane	Both
¹³ Martin Byme Street	Mayfield Road and Archway Trail/Mugo Pine Street	Adjacent to curb lane or parking lane	
¹⁴ Main Street South	Wellington Street East/Wellington Street West and Nanwood Drive	Adjacent to curb lane or parking lane	South
¹⁵ Main Street South	Wellington Street East/Wellington Street West and a point 115 metres north of Nanwood Drive	Adjacent to curb lane or parking lane	North
¹⁶ North Park Drive	Williams Parkway and Dixie Road	Adjacent to curb lane or parking lane	Both
¹⁷ North Park Drive	Bramalea Road and Dixie Road	Adjacent to curb lane or parking lane	Both

<https://www.brampton.ca/EN/City-Hall/Bylaws/Traffic%20ByLaws/9393S30.pdf>

¹⁸ Peter Robertson Boulevard	Bramalea Road and Sunny Meadow Boulevard	Adjacent to curb lane	Both
¹⁹ Remembrance Road	Creditview Road and Masken Circle/Hammerhead Road	Adjacent to curb lane	Both
²⁰ Remembrance Road	McLaughlin Road and Queen Mary Drive	Adjacent to curb lane	Both
²¹ Rutherford Road	Williams Parkway and Archdekin Drive (south intersection)	Adjacent to parking lane or curb lane	Both
²² Squire Ellis Drive	The Gore Road and a point 55 metres east of Leo Austin Road	Adjacent to parking lane or curb lane	Both
²³ Squire Ellis Drive	The Gore Road and a point 95 metres west of Leo Austin Road	Adjacent to parking lane or curb lane	Both
²⁴ Sunny Meadow Boulevard	Bovard Drive East and Peter Robertson Boulevard	Adjacent to curb lane	Both
²⁵ Townsend Gate	Kennedy Road North and Hansen Road North	Adjacent to curb lane	Both
²⁶ Veterans Drive	Mayfield Road and Creditview Road	Adjacent to curb lane	Both
²⁷ Vodden Street East	Ken Whillans Drive and Howden Boulevard	Adjacent to curb lane	Both

New Bike Lanes Missing From Bylaw

The following bike lanes are not in the bylaw:

- Centre Street
- Central Park - Clark to Kensington Road
- Inspire Blvd
- Russell Creek Blvd
- Remembrance Road - Masken to Chinguacousy

New Bike Lanes Missing From Bylaw - Motion

Whereas there are bike lanes in Brampton that have not been added to bylaw 93-93, and

Whereas Bylaw Enforcement may not ticket vehicles parked in bikes lanes that are not listed in the bylaw, and

Whereas this creates a dangerous and disincentivizing situation for cyclists,

Therefore, the Cycling Advisory Committee advises Council to direct staff to update the bylaw, and to ensure that as bike lanes are constructed in future that there is a process in place to ensure that the bylaw is updated within 30 days of construction completion

Wayfinding on Recreational Trails

- Recreational Trails need improved wayfinding signage
- The signage be posted to clearly indicate the main trail
- Prior to every trail intersection there should be a sign indicating the name of the street to which the branch leads, and the distance
- Local amenities should be listed with distance



Franceschini Bridge - Key Piece of AT Infrastructure

- Problem
 - Often the target of graffiti, mostly on the unpainted walls, which causes work for City staff
- Solution
 - Partner with the art community on an activation project like one recently done in Vivian Lane
 - There is generally less graffiti when there is public art on infrastructure



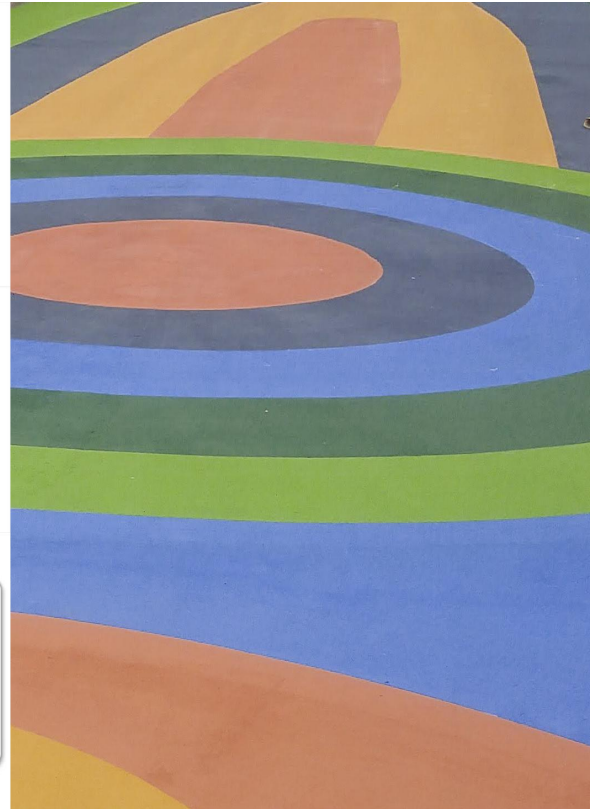
Franceschini Bridge - Key Piece of AT Infrastructure

- Problem
 - No curb depression on Rocky Point Crescent
 - Adjacent driveways often have cars parked on apron creating bad sightlines
- Solution
 - Use Fix-It budget to cut curb



Franceschini Bridge - Key Piece of AT Infrastructure

- Problem
 - Not well known so underutilized
- Solution
 - Wayfinding signage using unique surface art design from bridge



Franceschini Bridge - Key Piece of AT Infrastructure



Creditview Park Closed Path

- Creditview/Sandalwood is one of Brampton's newest and most significant parks
- It has an AODA compliant activity hub
- Two significant active transportation corridors run through the park - Mount Pleasant and Flower City Recreational Trails
- Some multi use paths in the park are unpaved, have flooded regularly since the park opened, and are currently closed due to permanent flooding even with no recent rainfall
- There is no alternative route other than across the grass soccer fields and parking lot
- Mount Pleasant Recreational Trail also has many unpaved sections
- Staff confirmed in May 2021 that *“asphalt paths are now recognized as an important part of our active transportation system and will be allowed in stormwater management and naturalized areas”*
- The Province passed Bill 197 which made changes to the **Development Charges regime** as well as the **Community Benefits charges framework** which **allow municipalities to use these funds for cycling infrastructure**



Creditview Park Motion

Whereas asphalt paths are now recognized as an important part of our active transportation system and will be allowed in stormwater management and naturalized areas, and

Whereas two significant active transportation corridors run through the park - Mount Pleasant and Flower City Recreational Trails, and

Whereas some multi use trails in the park are unpaved, have flooded regularly since the park opened, and are currently closed due to permanent flooding even with no recent rainfall, and

Whereas unpaved paths do not receive winter maintenance and citizens should be able to safely engage in Active Transportation year round, and

Whereas this creates an accessibility issue for people pushing strollers, using wheelchairs, or who are insecure on less than ideal surfaces, as well as, for cyclists, and

Whereas the Province passed Bill 197 which allows municipalities to use the Development Charges regime as well as the Community Benefits Charges framework for cycling infrastructure,

Therefore, the Cycling Advisory Committee advises Council to direct staff to immediately repair the flooded and closed path, and to budget to upgrade the paths to asphalt in the next budget cycle

Region of Peel Cycling Infrastructure

- In April Neil Smith presented the Regional cycling infrastructure plan to BCAC
- Lisa Stokes followed up with questions regarding crossrides where there are multi-use paths and porkchop islands
- Region of Peel Traffic Operations replied that islands would be removed where possible, but showed a strong bias towards motor vehicles: *“We want to make sure that the right turn movement can function at a high level with minimal queueing and reasonable delay under both current & future traffic conditions”*
- Intersections, particularly those with porkchop islands, and multi use paths, (favoured by the Region over on-road cycling lanes) are the most dangerous places for cyclists
- From 2017-2020 there were over [16k collisions in Regional intersections](#)

Region of Peel Motion

The Cycling Advisory Committee nominates a member to delegate to Region of Peel Council on the importance of protecting cyclists and pedestrians in Regional intersections with high quality infrastructure