


ATAC Subcommittee Meeting - September 2023

- Attending: Lisa, Dayle, Barry, Cindy, Steve Laidlaw, Steven Lee, Enzo, Tyron, Peter, Cllr Santos, Nelson
- Missing: Akinade
- Presentation by Steve Laidlaw on protected intersection
- Protects cyclists and pedestrians
- “Corner Islands” have aprons to keep trucks away
- Beg button can be easily reached on island
- Decreases crossing distance
- Steve sees buses mounting sidewalk at Nelson and Main
- Radius designed to keep max speed at 16kph
- Steve showed an excellent video explaining the design
- [Junction design, the Dutch - cycle friendly - way](#)
-  [How to Use a Protected Intersection](#)
- Very important to note that the intersection stays the same size. There is no extra land needed
- Much of intersection space is never used - you can see with snow neckdowns (sneckdowns)
- Left turns by cyclists tend to be 2 stage in this model
- Better visibility for drivers by pushing back stop line
- Leading Pedestrian Intervals do same thing with respect to visibility
- Standard design features, but might be implemented differently from place to place
- https://documents.ottawa.ca/sites/documents/files/protectedintersection_dg_en.pdf
- Lisa shared Waterloo example: Joseph and Water Streets
- <https://photos.app.goo.gl/LgRSS1qn6QUcsUW76>

- Speed cushions discussion on effectiveness, possibly not enough vertical deflections
- Needs to be on urban shoulder as well to prevent cars swerving into bike lane or urban shoulder
- Councillor Santos says speed has been reduced

- From Councillor Santos
- AMO AT ask, not discussed much
- https://www1.brampton.ca/EN/City-Hall/Relations/Documents/AMO%202023%20Conference%20Advocacy%20Booklet%20-%20WEB.pdf?fbclid=IwAR1JHN4W1CprNcJDhbsqJ5a6K-W76rCWHmc_rEp11ohC4LOehi9qhUvJW5w
- Focus on transit
- Claireville open
- MPP McGregor asked Councillor Santos for bike purchase advice
- FCM and Green Municipal Fund - better opportunity
- How can we help - remind staff to look at fund to pay for AT
- Province interested in Riverwalk for housing

- Councillor Santos and Nelson will try to arrange October ride with Public Works Councillors, staff, Planning Commissioner and ATAC
- Lisa shared Durham Region crossride pictures
- <https://photos.app.goo.gl/CTBnCNFkNp23QQpw8>
- Lisa suggests that we implement painted crossrides/crosswalks where there is no budget for bike heads
- Lisa suggests that crossrides turn green with motor vehicle lights
- Lisa suggests that crossrides stay green until motor vehicle light turns yellow
- Lisa shared infrastructure pictures
- Bovaird <https://photos.app.goo.gl/zxEqy9YHWsWGApX89>
- Intersections where porkchop islands have been removed are excellent
- At the Kennedy northeast corner, why does the multiuse path narrowed down to just concrete putting pedestrians and cyclists in conflict? The design at Richvale is much better.
- No multi use path between 410 and Heart Lake Road on the north side
- Only sidewalk on the north side for 50 m or so west of Heart Lake
- Only sidewalk on the north side between Heart Lake Road and the zum bus shelter
- Peter Robertson <https://photos.app.goo.gl/EMk5qSyaV1hoN8ZGA>
- Disappointed with Fernforest intersection treatment leaving left turn lanes and ending bike lanes
- Good use of green paint through corridor including Dixie intersection
- Community ride update from Lisa
- One ride left
- Need volunteers
- Cindy asked for an explanation on pedestrian call buttons. Does it lengthen walk time? Yes according to Nelson. Call button allows cars to continue to flow on main street when no pedestrians present
- Concern. Lots of different situations. If the light is already green for cars, press button, sometimes walk signal comes up, sometimes it doesn't. Can pedestrian light change automatically for lights near schools, etc? Nelson answered: Needs policy change. Would need conversation with Signals department. Cindy to include on formal agenda with direction towards staff to consider. Work with Tammi for November or January meeting
- Nelson: Argument used against widening roads is to optimize the signal network. Don't want to risk that. Maybe certain times of day and locations could be considered versus the whole network

- Tyron working on bylaw updates and recommendations made by BCAC last term of Council. Might be ready in 2024
- Barry, bridge construction west of Norval, it is the Province, not Halton, wants AT infrastructure there
- Dayle said at Bike Summit several years was told that the Province is putting AT infrastructure in future bridgework as a matter of course
- www.brampton.ca/mobilityplan
- Please review
- Please attend meeting on Sept 27 at 10 on Microsoft Teams if possible
- Steve will attend