

# Wards 3 & 4 Community Town Hall

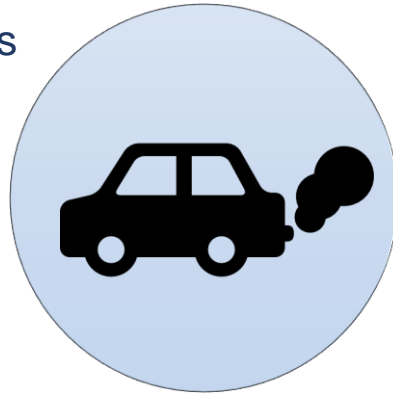
## Bike Lanes on Charolais Boulevard

Tuesday October 17, 2023

Nelson Cadete – Manager of Transportation Planning  
Fernanda Soares – Project Manager for Active Transportation  
Kevin Minaker – Manager of Traffic Operations and Parking

# Benefits

biggest emitter of green house gases (GHG)



2026 - 18% of Ontario residents will have diabetes

providing everyone with a choice of mobility



mobility solutions that support compact, high density, mixed land use development



road safety is prioritized over other factors such as speed, delay and convenience





# LIVING THE MOSAIC

**Brampton 2040 Vision**

May 2018

future**ready**

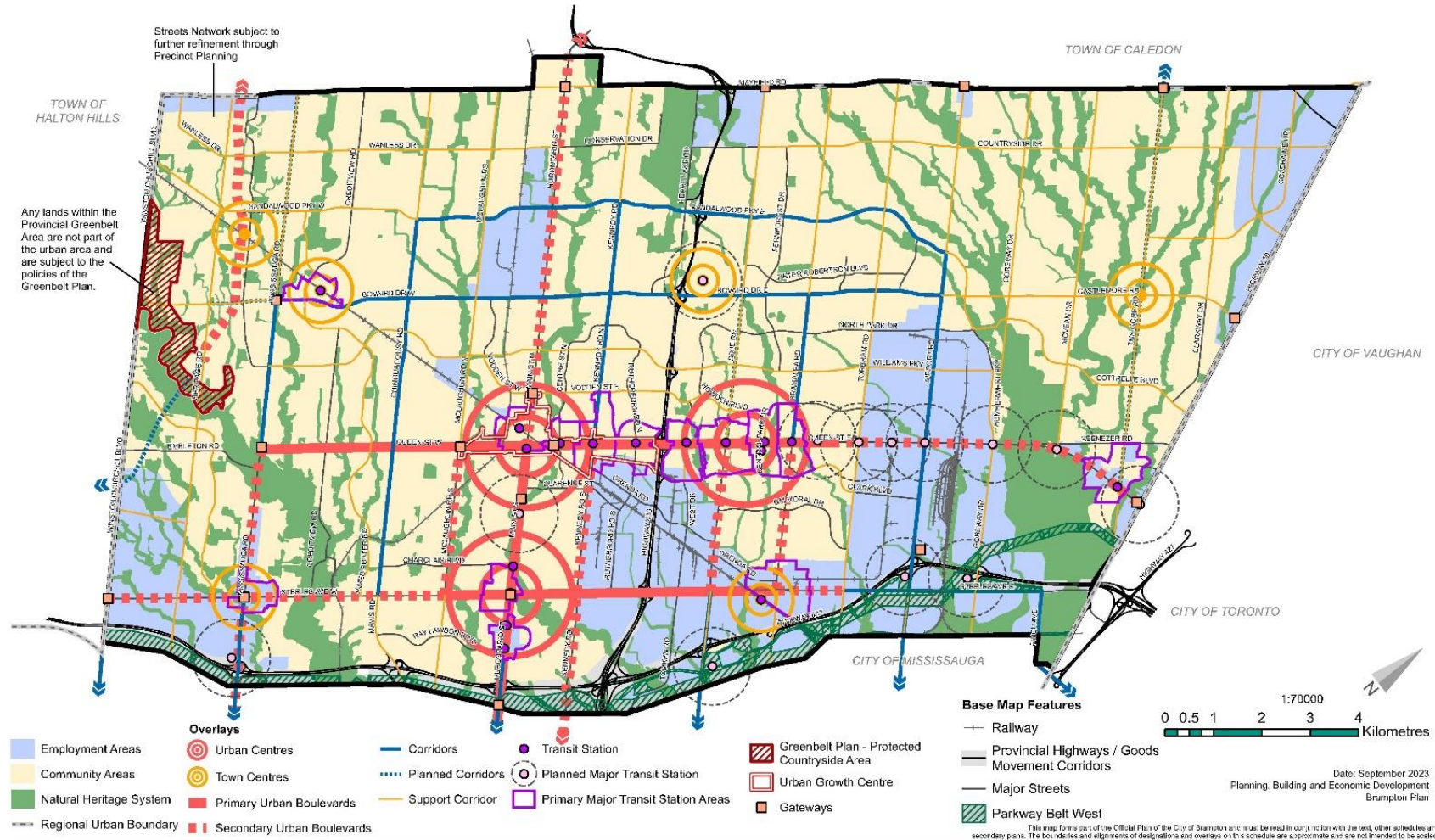
 **BRAMPTON**

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# BRAMPTON PLAN

YOUR VISION  
OUR FUTURE

September 2023  
Final Draft



## SCHEDULE 1 | CITY STRUCTURE



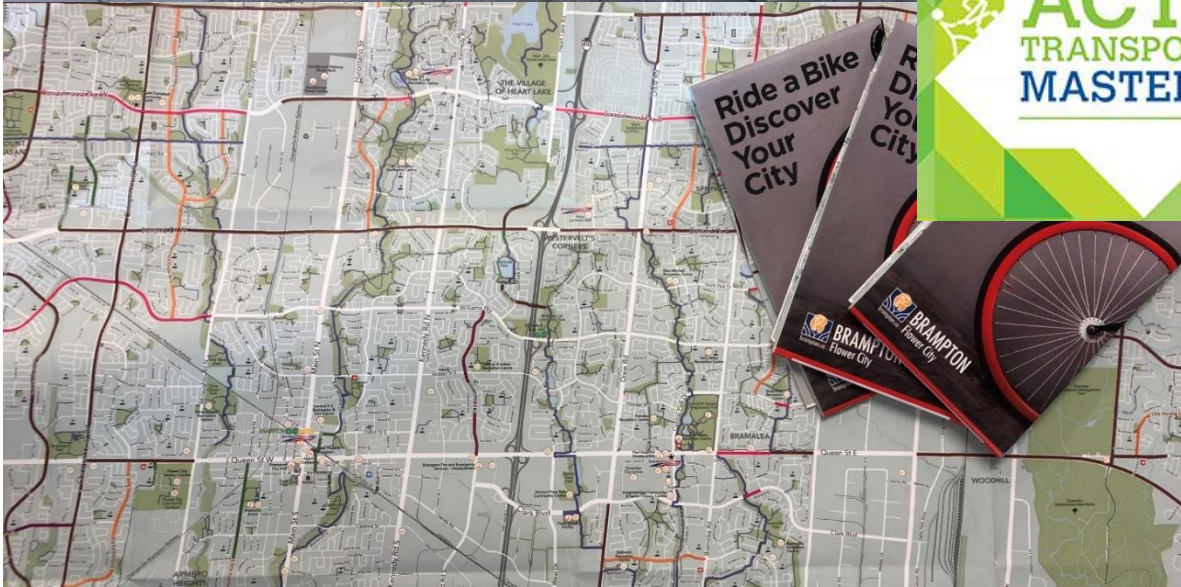
# ON THE MOVE

## Brampton Mobility Plan



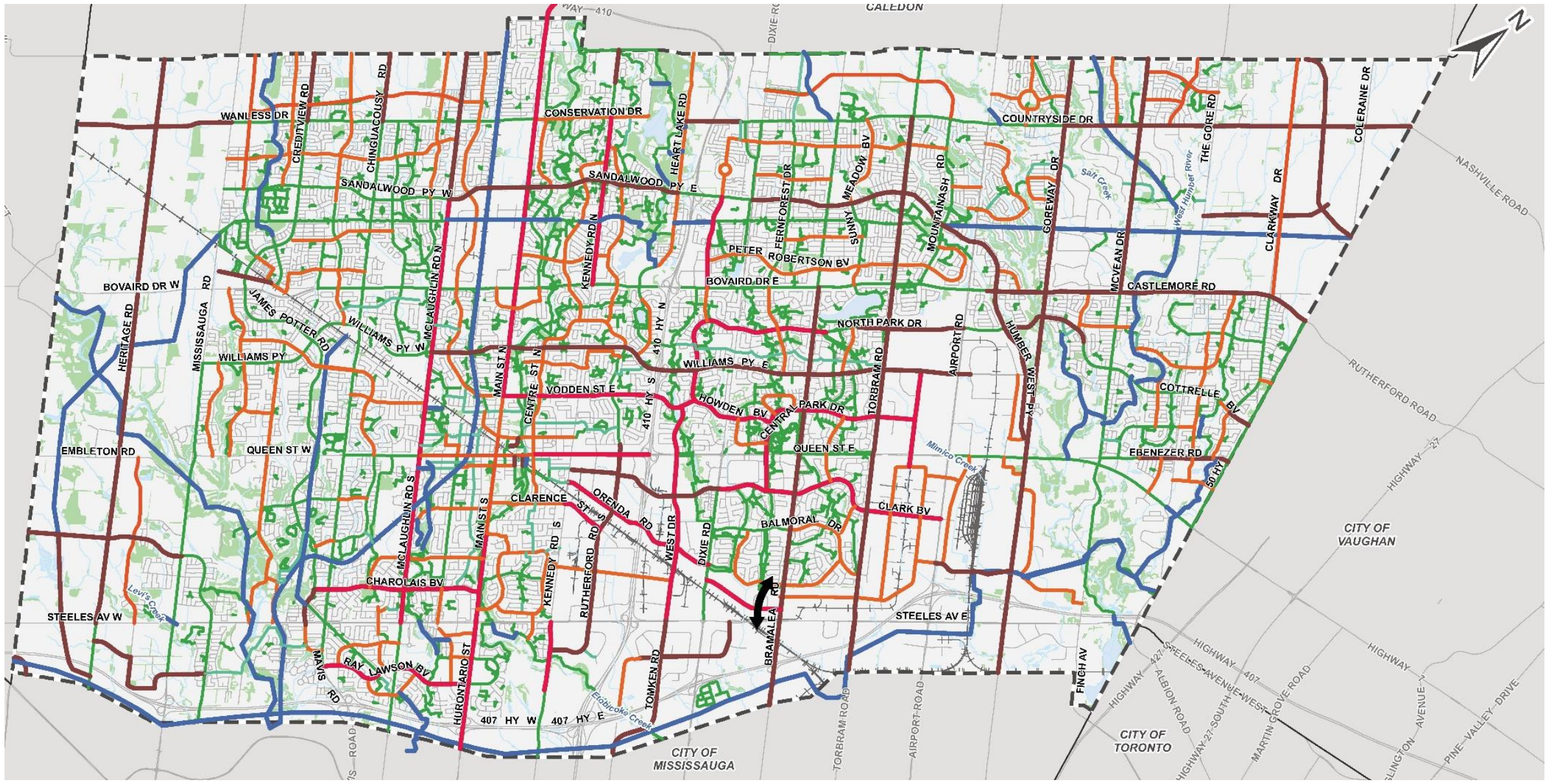
 BRAMPTON

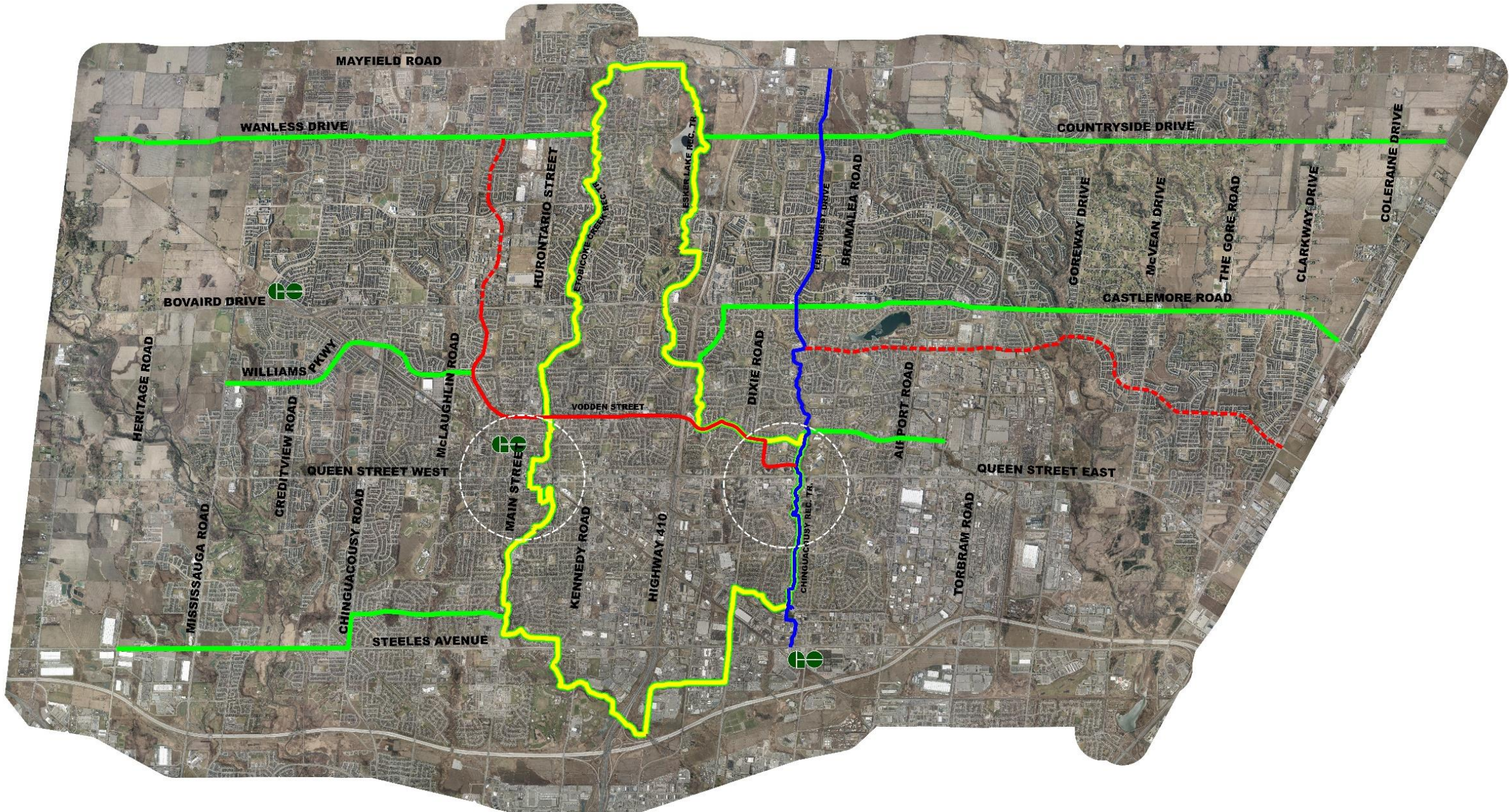




LET'S CONNECT  
**ACTIVE**  
TRANSPORTATION  
MASTER PLAN

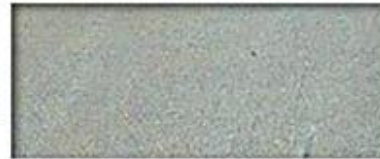








# STREETS FOR PEOPLE



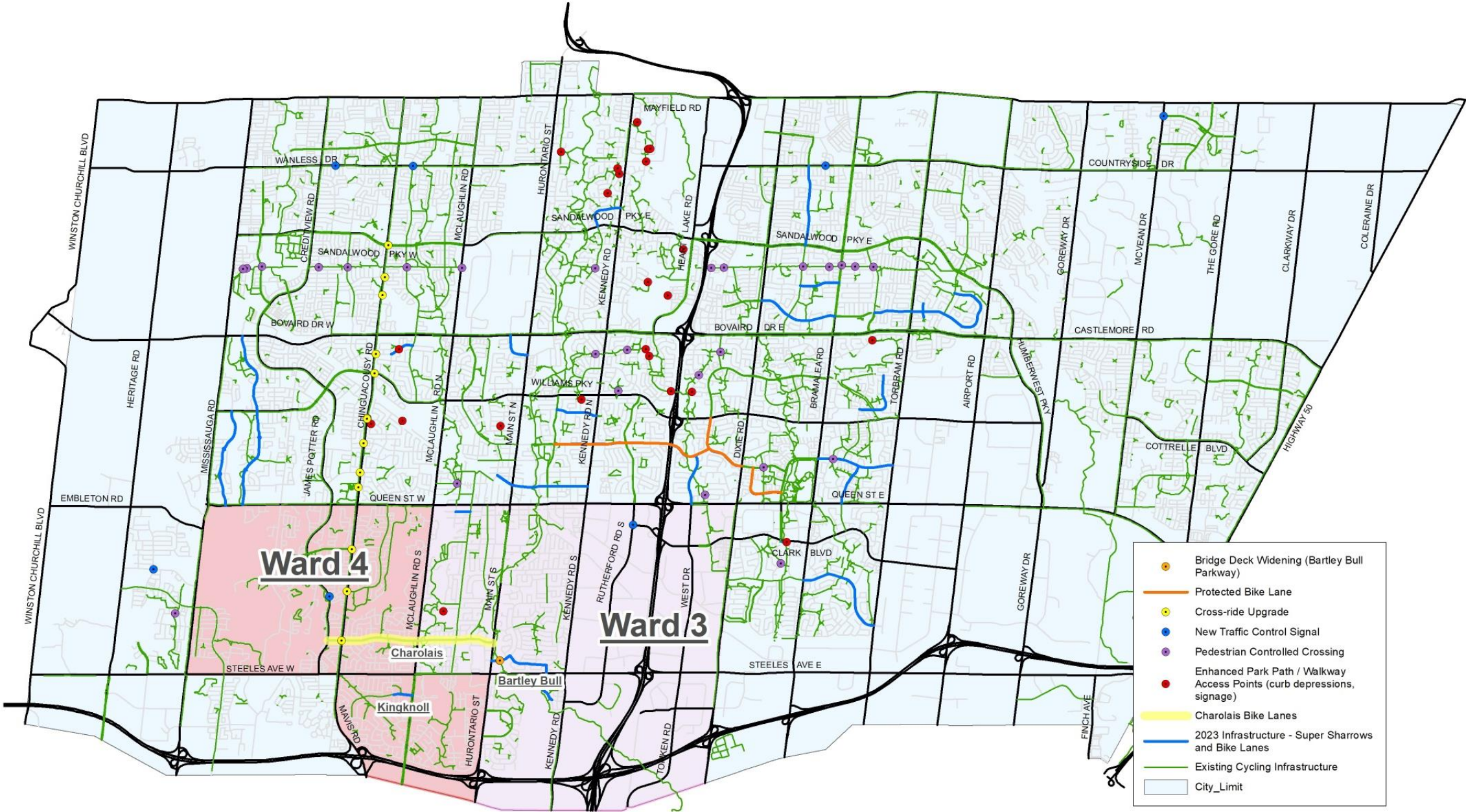
BRAMPTON IS A SAFE AND ACTIVE CITY

3-1-1 f t i y [www.brampton.ca/ATP](http://www.brampton.ca/ATP)

IMPROVING OUR ROADS



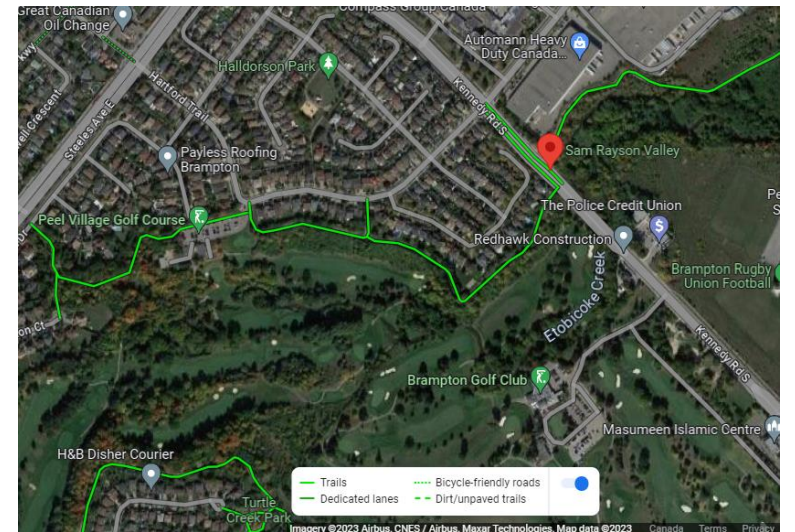
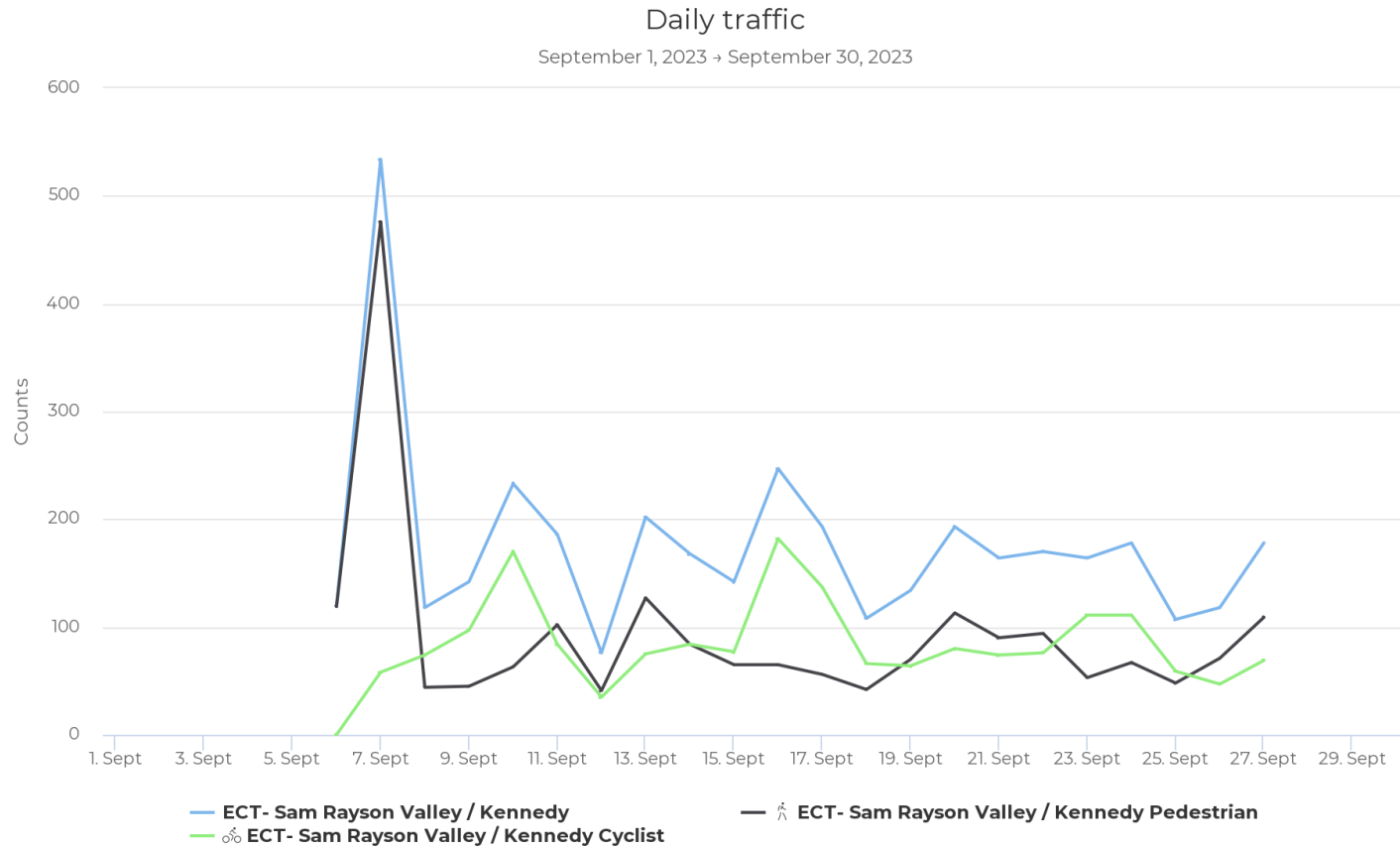
# 2023 Work Plan



# 2023 Work Plan

- o/b 29.2 km of linear Infrastructure (3 km in Wards 3&4)
- o/b 25 pedestrian crossovers
- o/b 23 curb depressions at park paths/trails (1 in Wards 3&4)
- o/b 13 bicycle traffic lights (3 in Wards 3&4)
- o/b 7 traffic control signals (2 in Wards 3&4)
- o/b East-West Cycling Corridor – Protected Bike Lane
- o/b Electric Kick-Style Scooter Pilot
- o/b Cycling Design Consultant
- o/b Priority Cycling Network Design Project
- o/b Bike Parking Zoning
- o/b Protected Intersection Pilot (Williams Parkway)
- o/b Bike the Creek Event
- o/b Trail Bike/Pedestrian Counters
- o/b Bicycle Repair Stands
- o/b Pedal Poll
- o/b Brampton Bike Hub
- o/b Bike Month / Bike to Work Day
- o/b Bicycle Friendly Business Program

# Bike counter





# Charolais Blvd. (Before & After)

**Speed and Volume Comparison Before and After Road Diet**

	east of McLaughlin Road			west of McLaughlin Road			east of Chinguacousy Road		
	Before	After	Difference	Before	After	Difference	Before	After	Difference
AADT	16,266 veh/day	10,642 veh/day	<b>-5,642 veh/day</b>	15,469 veh/day	10,322 veh/day	<b>-5,147 veh/day</b>	13,235 veh/day	8,248 veh/day	<b>-4,987 veh/day</b>
Average Speed	58 km/h	49 km/h	<b>-9 km/h</b>	51 km/h	42 km/h	<b>-9 km/h</b>	56 km/h	46 km/h	<b>-10 km/h</b>
85 <sup>th</sup> percentile Speed*	67 km/h	58 km/h	<b>-9 km/h</b>	60 km/h	50 km/h	<b>-10 km/h</b>	66 km/h	55 km/h	<b>-11 km/h</b>
% Trucks/Bus	22%	21%	<b>-1%</b>	21%	21%	<b>0</b>	17%	16.4%	<b>-0.6%</b>

\*85<sup>th</sup> percentile speed is defined as the speed at which 85 percent of vehicles are travelling at or below

# Charolais Blvd. (Before & After)

## Before and After Bicycle Trips – Charolais Blvd.

Bike Trips	Nov. 2019 - March 2020	Nov. 2021 - March 2022	Increase Percentage ( 2021 vs. 2019)
Average Daily Trips within Neighbourhood	779	1197	54%
Average Daily Trips using Charolais Blvd	392	762	94%
Average Neighbourhood Bike Trip Length (min)	13.2	16.5	26%



- Increase in Bike trips overall
- Increase in Bike trips through the corridor
- "People willing to bike more"

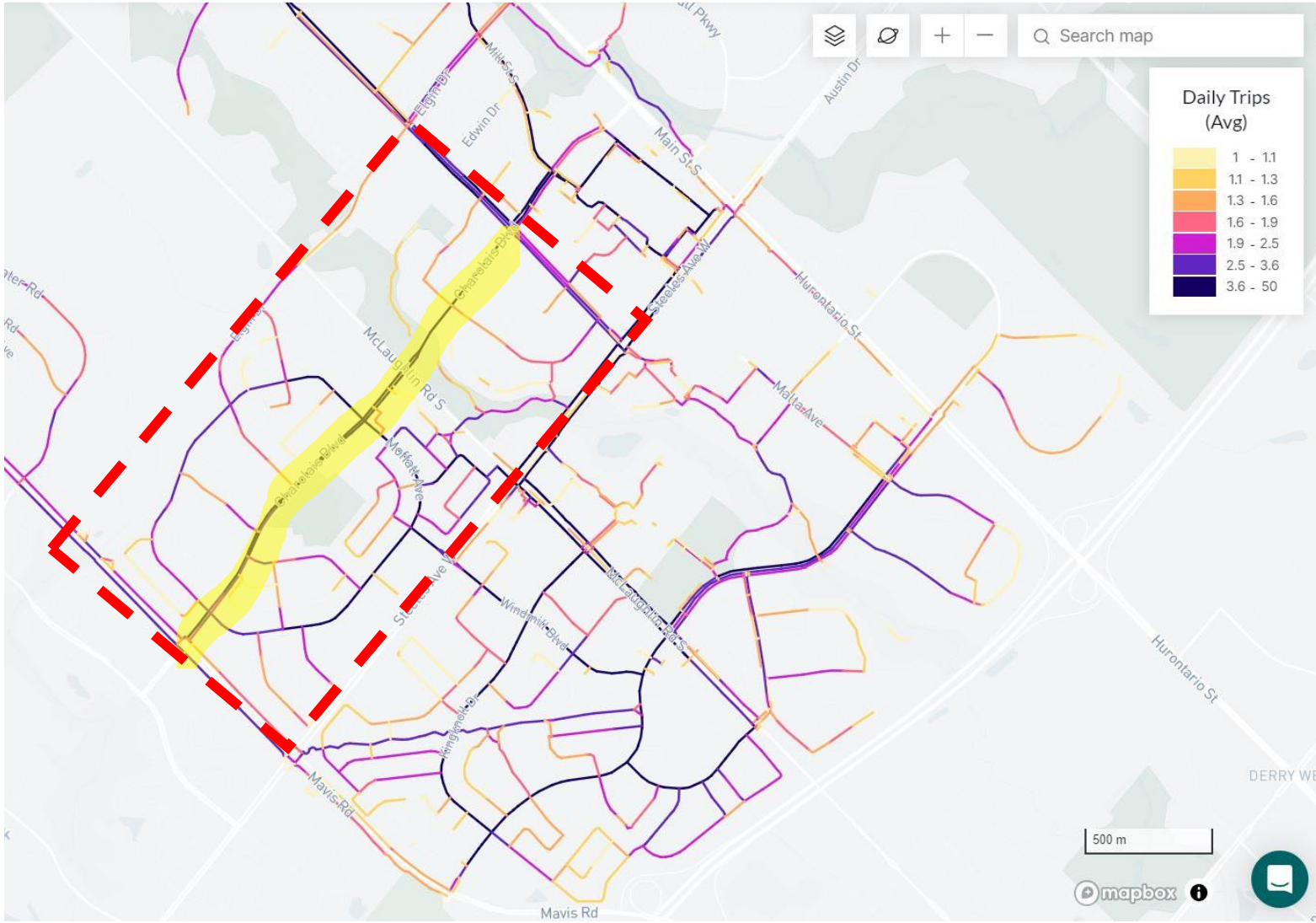
## Before and After Traffic – Charolais Blvd.

Vehicle Trips	Nov. 2019 - March 2020	Nov. 2021 - March 2022	Increase Percentage ( 2021 vs. 2019)
Average Travel Time driving through Charolais Blvd (min)	7.9	7.5	-4%
Average Daily Cut-through Trips (passing through the Neighbourhood)	4368	3928	-10%
Average Daily Trips to or from the Neighbourhood	4432	4731	7%
Cut-through Trip percentage	50%	45%	-9%



- **Decrease in cut-through traffic**  
(traffic passing through a residential area without stopping or without an origin or destination within the area utilizing a "local residential street" rather than streets whose primary function is to accommodate through traffic)

# Charolais Blvd. (E-scooter Pilot)



- **193,337 trips since pilot program launch (for the whole City)**
- **21,772 trips originated or ended in the area**



# Charolais Blvd. (Road Diet)

Road diets involve changing a four-lane roadway into two through car lanes and repurposing the remainder of the road (parking, cycling lane). Below are some benefits and challenges

Benefits	Challenges
Reduced speeds	Congestion during peak periods
Reduced non-local traffic	Education
Reduced crossing distance for pedestrians including the crossing guard who used to have to navigate 4 lanes of traffic	None
Pulls live traffic 3-4 metres away from the sidewalk, parks, playgrounds, transit stops, school crossing guards	None
Provides safe space for cyclists and encourage alternate modes	None
Implementation of automated speed enforcement in the school zone which was not permitted when it was a 4 lane road	None



## Data Collections Results:

**Decrease of 5,250 vehicles per day average**  
**Decrease of 9.5 km/h average speed reduction**

A blue-tinted photograph of a city street scene. In the foreground, a bus stop shelter is visible with the word "Wellington" on its top edge. Behind it is a large, multi-story brick building with a prominent clock tower on the right side. The clock tower has a clock face and a pointed top. The building has a curved facade with many windows. A Canadian flag is flying in front of the building. The overall scene is dimly lit, suggesting dusk or dawn.

# Questions?



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

[brampton.ca/cycling](http://brampton.ca/cycling)

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