

From: Cadete, Nelson [<mailto:Nelson.Cadete@brampton.ca>]
Sent: September-15-14 3:13 PM
To: David Laing
Subject: RE: BBAC Meeting September 15th

Mr. Laing,

Please accept the following information as an update to the Bicycle Facilities Implementation Plan initiatives you've listed below:

County Court Boulevard

City staff is proposing to replace the existing four lane cross-section with only two lanes designated for traffic, a parking lane and designated bicycle lanes. The introduction of the bicycle lanes and parking lane will serve to "calm" traffic by placing County Court Boulevard on a "road diet". A "road diet" involves converting a four lane roadway into two through lanes with the remainder of the roadway reallocated for other uses such as bike lanes, pedestrian crossing islands, and/or parking. Road diets have multiple safety and operational benefits for vehicles, pedestrians and cyclists (i.e. reduce vehicle speeds and collisions). Rutherford Road and Birchbank Road are two examples of roads within the City that have been placed on a "road diet". Due to the minimal impact on adjacent residents (existing parking controls will remain in place), a notification has been sent to area residents advising of the changes (no questionnaire). The civil work (resurfacing) has been delayed until Spring 2015.

Richvale Drive

Staff is considering following two alternate types of cycling infrastructure.

- Option 1: "Share the Road" pavement markings and signage;
- Option 2: Edge line with "Bicycle Route" signage; or
- Option 3: Do nothing.

The existing width of Richvale Drive is not sufficient to accommodate fully designated bicycle lanes therefore; the aforementioned options were developed as more passive, alternate cycling facilities.

Option 1 includes "share the road" warning signs and "sharrow" pavement markings (bicycle symbol with chevron arrows). The intent of these signs and markings is to encourage the shared use of the road by both motorists and cyclists. The placement of the "sharrows" designates where in the lane that the cyclist should ride. Under the two options, on-street parking will remain available (where currently permitted).

Option 2 includes a defined 1.4 metre wide area along both sides of the road designated with a white line. This area that can be used by cyclists (when/where cars are not parked) and accommodate on-street parking (where permitted). In Option #2 "Bicycle Route" guide signs are used to designate the cycling infrastructure.

Feedback received from a resident survey revealed that one of the local schools and residents are concerned that the roadway is already too narrow to accommodate parking and school related traffic and cycling infrastructure would exacerbate the exiting issues. Staff are currently working on a strategy to move forward on this initiative.

Fernforest Drive

Staff is considering the following two alternate types of cycling infrastructure:

- Option 1: Designated bicycle lane; or,
- Option 2: Edge line with “Bicycle Route” signage.

Option 1 introduces a 1.8 metre wide designated bicycle lane with regulatory signs and pavement markings (bicycle and diamond symbols) along both sides of the roadway. Under this option, a by-law will be enacted to designate the bicycle lane for use by bicycles only. **On-street parking will not be permitted under this option.**

Option 2 includes a defined 1.8 metre wide area along both sides of the road designated with a white line (similar to a bike lane). This area can be used by cyclists (when/where cars are not parked) and accommodate on-street parking (where permitted). In Option #2 “Bicycle Route” guide signs are used to designate the cycling infrastructure.

Feedback received from a resident survey revealed that more than 70% of the responses received (45) are not in favour of cycling infrastructure. This location was also recently identified by staff as a priority location for traffic calming (approved by City Council on September 10th), therefore the concept of cycling infrastructure will be re-introduced as an option at the public meeting.

Multi-use Signage and Pavement Marking

The following guidelines will be applied the multi-use paths along McVean Drive, Chinguacousy Road and Clarkway Boulevard:

- Use the Rb-73 (Yield to Pedestrians) sign in figure 4.92 at each approach to any transit stops.
- Use “Bicycle Route” signs with appropriate directional tab in figure 4.3 to guide users at the transition points on the multi-use paths (i.e. trail transitions from one side of the road to other side);
- Upstream and downstream of every intersection, the multi-use path will be identified with a Rb-71 (Shared Pathway) sign and typical pavement markings for a two-way in-boulevard shared use path (figure 4.98). The centreline will only be 15 metres in length and a solid line as opposed to the broken line option.

Staff anticipate having the signage and markings in place by the end of October.

Esker Lake Trail (Franceschini Bridge)

An engineering consultant has been retained to complete a review on the condition of the bridge and recommend short and long term repairs required to deem the bridge usable. Once the review is complete, the City would need to enter into an agreement to use the bridge (if the review is favourable) and also complete the design for the repairs, which staff expect would be done in the summer of 2015.

I trust that this update is satisfactory.

Regards,



From: David Laing [<mailto:david@daylelaing.com>]

Sent: 2014/09/01 3:15 PM

To: Cadete, Nelson

Subject: BBAC Meeting September 15th

Hi Nelson,

There is a BBAC meeting coming up on September 15th and I'm hoping you can provide me with your regular update on bike related activities going on at Traffic Engineering Services.

For our last meeting in June you indicated the following city priorities:
Bicycle Facilities along County Court, Fernforest, Richvale Drive
Multi-use trail signs and marking along McVean Drive, Clarkway Blvd and Chinguacousy Road in accordance with OTM Book 18.

I am also interested in proposed developments for the Esker Lake Trail pathway extension across Hwy 410 (Franchesini bridge) or would that update come from Steve Bodrug?

Please pass along these and any other developments that you think might be of interest to the group.

All the best,

Dave

David Laing B.A.Sc. LEED® AP



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