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Comment

Question 1: Below are types of cycling infrastructure that the Ministry of Transportation (MTO) will be making eligible for funding under the program. MTO welcomes your thoughts and feedback on the list below, including what would encourage cycling most, and whether there are additional types of infrastructure the ministry should consider making eligible for funding.

On-Road Cycling Infrastructure

- Shared Roadway with Signed Bicycle Route
- Signed Bicycle Route with Paved Shoulder
- Conventional Bicycle Lane
- Contra-flow Bicycle Lane
- Separated Bicycle Lane (with painted buffer)
- Separated Bicycle Lane (with physical barrier)
- Raised Cycle Track
- Bicycle Priority Street
- Construction/modification of bridges, tunnels and access ramps to accommodate cycling
- Enhancing existing cycling infrastructure as part of a reconstruction/resurfacing project

In-Boulevard Cycling Infrastructure

- Active Transportation/Multi-Use Path
- Bicycle-only Facility
- Enhancing existing cycling infrastructure as part of a reconstruction/resurfacing project

Off-Road Cycling Infrastructure

- Off-Road Active Transportation/Multi-Use Path

Other Cycling Infrastructure

- Improvements to an intersection configuration (including traffic control devices)
- Bike Racks
- Other Bike Storage
- Cycling-Specific Signs

Please consult Ontario Traffic Manual - Book 18 - Cycling Facilities for further information about cycling infrastructure (see Additional Information section for a link to this document).

Comment for Question 1: Encouraging greater cycling in Brampton requires investments in a cycle network which connects people where they live to important destinations such as: schools, shops, places of work and places of worship as well as other city attractions. Brampton's priority should be to integrate the predominantly north-south multi-use pathway system into a grid with identified east-west infrastructure including: multi-use pathways, on-street separated bike lanes, on-street shared and signed bike routes and addressing the cycling safety issues on bridges for future bike routes that cross the City's major highways. Where practical and affordable, preference should be given to barrier or physically separated bike infrastructure. But

any bike infrastructure that establishes key connection points in a timely manner is preferable to no infrastructure at all.

Question 2: MTO is considering requiring that projects must be listed in a municipal planning document, such as an official plan, cycling plan and/or active transportation plan, or asset management plan, in order to be eligible for funding. Are there legitimate exceptions to this that the Province should consider?

Comment for Question 2: This restriction would unduly favour those municipalities which have already embraced active transportation in their long range plans. If the goal of the province in providing this infrastructure investment is to increase cycling across the province then this funding should be use as a catalyst for change especially for those municipalities which have been slower to accept cycling as a viable transportation option.

Question 3: MTO will be guided in its evaluation of proposed projects by a number of considerations, including a project's ability to:

1. increase ridership levels
2. improve connectivity of (local and recreational) cycling networks and to other transportation modes, particularly transit
3. improve rider safety and security
4. support innovation and collection of cycling-related data/research
5. enable and demonstrate partnerships
6. be cost effective

Other: _____

Please prioritize the list of evaluation considerations in order of importance to you or your organization. Are there any other considerations that the Province should make in its evaluation of projects?

Comment for Question 3: See above for prioritization. Increasing ridership levels across the province should be the first priority as this will drive improved connectivity of cycling networks, and improved rider safety. It will also facilitate and encourage innovation, research and the development of partnerships.

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