

Agenda Suggestions CAC 2015-06

1. Curb Depressions
2. Staff to present upcoming road works in the planning stages so Committee can make recommendations regarding cycling infrastructure
3. Staff provide an update on Franceschini overpass rehabilitation for a multi-use path connection on the Esker Lake Trail
4. Discussion regarding eliminating the by-law against cyclists riding two abreast
5. Discussion regarding the impact of the passage of Bill 31 on cycling in Brampton
6. Poor implementation of cycling infrastructure. A specific example being the conflict between bus stops and multi-use paths and the brand new signs in front of Brampton Civic Hospital tells cyclists to dismount.
7. King Street, Waterloo redesign to include segregated cycling lanes, wider sidewalks, less on-street parking and fewer motor vehicle lanes
8. Discuss starting a BikeChallenge for Brampton like the Halton Hills bike Challenge

Cycling Infrastructure

Poor Implementations

Brampton Civic Hospital

Bus Stations

Excerpt from Bovaird Trail Email

From: Lisa Stokes [mailto:lisastokes66@gmail.com]

Sent: 2014/06/12 1:53 PM

Subject: Cycle Path along Bovaird Drive

This morning I rode my bike along Bovaird from Torbram to Yellow Brick Road. The path is in poor repair in many places, skips from the north side of the street to the south, is being dug up for Zum stops and disappears completely over the 410.

Are there any plans to improve this path? Will the damage being done by the Zum construction be repaired?

Thanks,
Lisa

Excerpt from Bovaird Trail Reply

Lisa,

Bovaird Drive is a Regional Road (Peel Region Road 10).

The City is working with the Region of Peel to upgrade Bovaird Drive with Zum station stops and associated infrastructure. Any damage that is done to the multi-use paths as a result of the construction will be repaired by the contractor when the construction is completed later this year.

Sincerely,

Tim Kocialek, P.Eng

Manager, Engineering

Capital Engineering & Construction, Maintenance & Operations Division Planning & Infrastructure Services Department City of
Brampton

8850 McLaughlin Road - Unit 2

Bovaird Looking West - South Side



Bovaird Looking East - South Side



Bovaird Looking East - North Side



Bovaird Looking West - North Side



Bovaird Looking East - North Side



Why Not One of These?



Curbs in Trail

Excerpt from Curb Email

7/7/14

When multi-use paths are interrupted by private driveways there is often a curb which makes it difficult for cyclists and the disabled to continue on the path. For example, the Shell station driveway on Castlemore Road east Airport. However that is not always the case. For example, the Bovaird Road driveways into the mall at the southeast corner of Bovaird and Airport. These two instances are within a few hundred metres of each other.

Why the inconsistency? Can you ensure that moving forward there are no curbs in these situations?

Lisa

Excerpt from Curb Email Reply

Our standard has been to install a depressed curb at driveways for sidewalks and multi-use paths. The Castlemore Road widening was completed in 2005 and was constructed with a continuous surface for the sidewalk and bike path. The Shell station East of Airport Road and the mall West of Airport Road were both constructed in 2007, two years after the widening of Castlemore Road. Attached air photo of the area taken in the spring of 2007, which shows the road work has been completed and the developments were starting construction.

I understand your concern and will follow up with our development approvals staff to ensure they are aware of this issue and ask that they before they approve a site plan they review the plan to ensure that depressed curbs will be constructed to ensure consistency and improved access.

Sincerely,
Tim Kocialek, P.Eng
Manager, Engineering
Capital Engineering & Construction, Maintenance & Operations Division
Planning & Infrastructure Services Department
City of Brampton
8850 McLaughlin Road - Unit 2

Bovaird Trail - 1600 Bovaird Dr. East



Bovaird Trail - 1600 Bovaird Dr. East

- Terrible surface condition
- Poor sign placement



Dangerous Sign Placement

Castlemore Looking East, South Side



Castlemore Looking West, South Side



Injuries Sustained in Fall

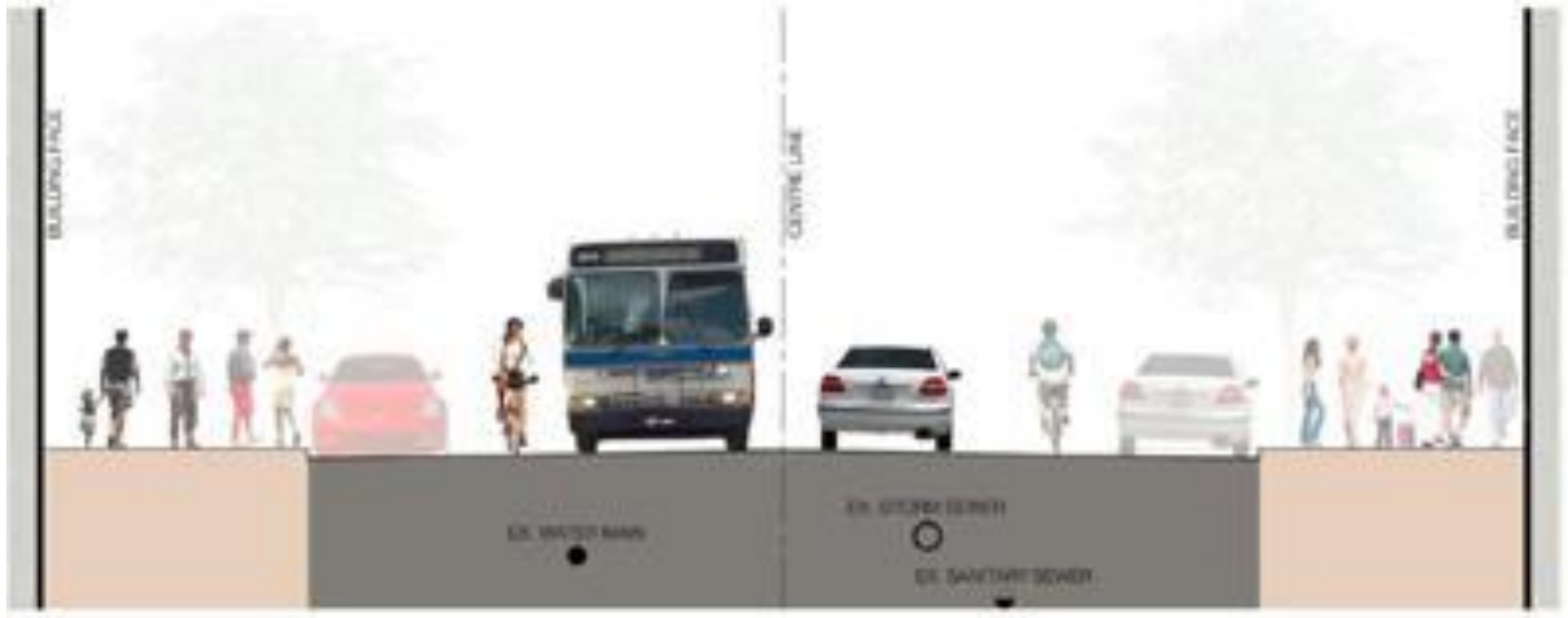


Summary

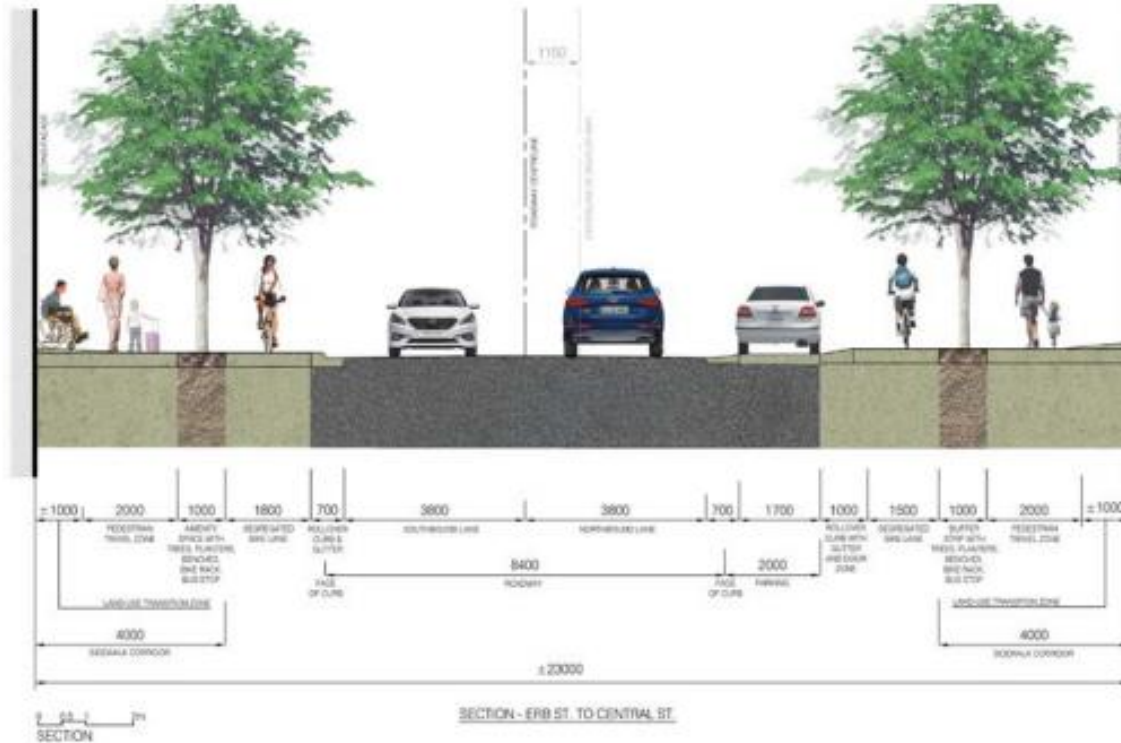
- Design often leads to pedestrian / cyclist conflict
- Design of bus stop and intersections vary significantly along the length of the trail
- Signage varies significantly along the length of the trail
- Trails skip from one side of the street to the other
- Trails disappear at intersections
- Trails disappear at bridges
- Curbs are installed at driveways (new paramedic station at Fernforest)
- Permanent signs are placed in a dangerous fashion
- Temporary signs for motor vehicle traffic often placed on path
- Paths are not swept for debris
- Who installs signs? City employees? Contractors?
- Who inspects?

King Street - Waterloo

King Street Waterloo City Proposal



King Street Waterloo Final Design



Preferred Design Features

- One 3.8 metre wide travel lane in each direction (compared to substandard 2.75-3.0 metre lanes now);
- Left turn lanes at Erb, Bridgeport, Spring and Central Streets;
- On-street parking stalls on east side;
- 1.8 metre wide segregated bike lane on west side and 1.5 metre wide segregated bike lane on east side; and
- Widened 4.0 metre wide sidewalks (existing approx. 1.9-4.0 m today).

Community Rides

BikeChallenge.ca

- Started by Michael Merrall, founder of Epic Tour Halton, a granfondo with over 3000 riders last year
- 2015 is the third year it has run in Halton Hills
- The goal was to fulfill the need for people who love to cycle, don't want to race and want to give back to their community by logging their kilometres
- 650,000 km cycled in 2013 and 2014
- Corporate sponsors have donated over \$181,000 for Georgetown Hospital Foundation in 2 years
- Goal in 2015 to ride over 384,000 km
- Local companies (small & large) donated
- A free app was developed, making logging simple (also measuring calories & CO2 avoided)
- 1.4% of Halton Hills signed up in 1st year
- Charity could be hospital or other selection within Brampton
- The result was community engagement, cyclists riding further and more often, using their bikes for commuting, families starting to ride together, people having their bikes fixed
- Goal is to have the Challenge in 150 communities by 2017, Canada's 150th birthday
- Michael is prepared to donate Brampton-specific website, donate use of the application software, host and administer the website and visit potential corporate sponsors in Brampton with a Brampton representative

By-Laws

By-law 93-93

Bicycle Related Regulations

Section 11

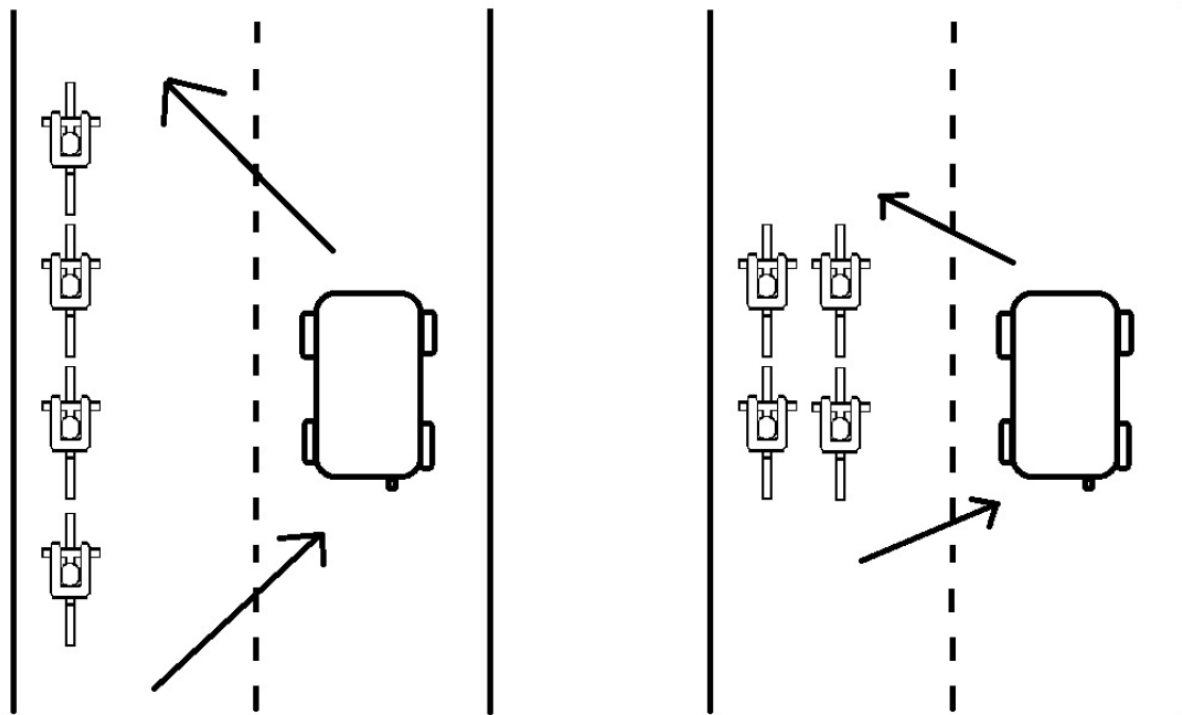
(2) Persons operating bicycles upon a roadway shall ride in single file.

Side-by-Side Cycling

- Also know as Two Abreast Cycling
- NOT prohibited under the Ontario HTA
- Varies from municipality to municipality
- Ottawa and Toronto have removed the prohibition from their by-laws
- Safer for cyclists, especially for those riding with children
- Allows motorists to pass more quickly
- More sociable for cyclists

“By doubling up on that left and right (car) tire track, you’re not occupying any more space than any other vehicle. But you are saying (the lane) is not wide enough to share with a full-sized vehicle.” Const. Hugh Smith, a cycling expert with Toronto Police

UK Cycling Blog on Two-Abreast



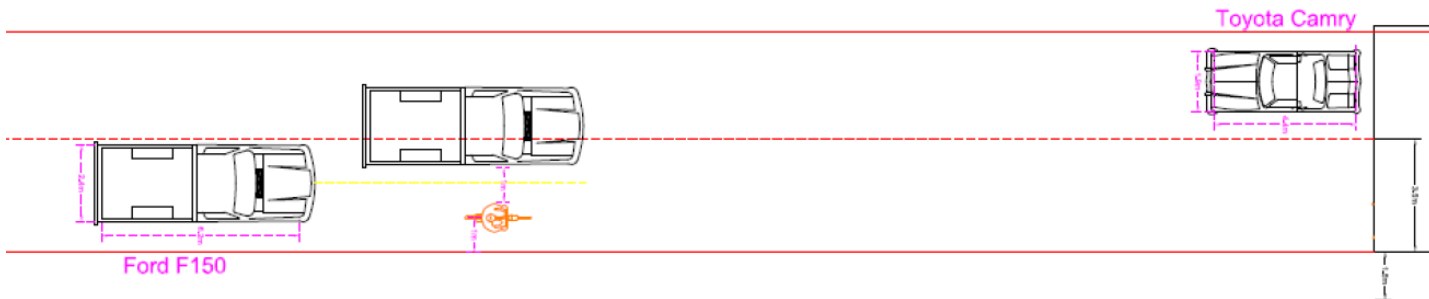
<http://ukcyclelaws.blogspot.ca/p/the-laws-according-to-highway-code.html>



**SAFE ROADS
ENGINEERING**

Even when there's 1 Cyclist...

Drivers need to be aware that even when there is only one cyclist on the road that they have to cross the centre line to safely pass the cyclist.



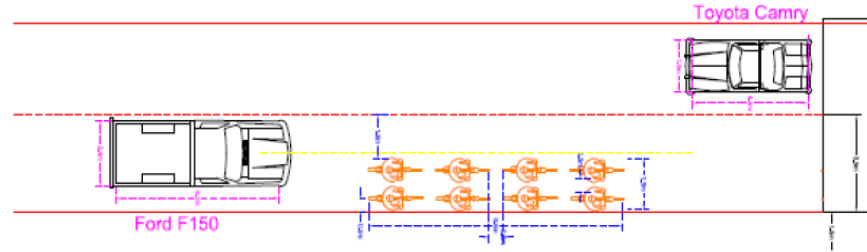
This cyclist is riding the recommended 1m away from the curb or edge of pavement. This is a typical 3.75m road, which leaves 2.75m.

In the US there are 16 states where it is now law to leave 3ft/1m of room when passing. Using this 3ft/1m recommendation this leaves 1.75m of pavement in the lane. Again this demonstrates that a vehicle must cross the centerline to pass safely.



**SAFE ROADS
ENGINEERING**

Single file vs. Two-Abreast... You still have to Cross the Centerline



This also demonstrates that even if the cyclists did ride single file that the driver must cross the centre line to pass the cyclists safely. However, in this formation it takes a lot longer to pass the cyclists; given that it takes more time there are likely fewer opportunities for a vehicle to pass legally and safely

