

2020 06 18 AT Infrastructure on Peel Region roads letter from BikeBrampton

From: David Laing

Sent: June 18, 2020 6:17 PM

Subject: AT Infrastructure on Peel Region roads

Good afternoon,

I'm not sure we've met. I am the Chair of BikeBrampton a volunteer group that advocates for safe and convenient active transportation options in Brampton and other Peel communities.

This past weekend, my wife Dayle and I were biking along the Esker Lake trail in Brampton. When we arrived at Queen St., we were disappointed to find that a significant reconstruction of the trail along the north and south side of Queen just east of West Drive, was built as a sidewalk and not a multi-use trail. That particular trail section has always been problematic for both cyclists and pedestrians as it involves a 200m detour in each direction in order to cross with the light at West Drive.

There is no signage on the Queen St. right of way to let people know how to continue south. The asphalt path turns to sidewalk as you go up the hill on the north side and continues as sidewalk heading eastbound on the south side of Queen until you get to Norton Place. The sidewalk is too narrow to allow for both pedestrians and cyclists, meaning that cyclists, technically should dismount in order to avoid conflict. And there is no cross-ride at Queen and West Drive.

All of these things could have been easily rectified as part of this project. Instead, we are left with a new version of the same bad design, now with coloured concrete, freshly paved salt strips and a new retaining wall.

I understood that all Regional road reconstruction projects were to include AT infrastructure where possible. Can you help me understand why proper AT/complete streets infrastructure wasn't possible for this project?

On the same trip we also noted a major resurfacing project that is underway on Dixie Road south of Steeles to Derry. The AT infrastructure along much of that road segment is poor to non-existent. I would like to know if AT infrastructure is part of the project plan and considered possible. If not, why not?

There needs to be better coordination between the Region and the affected communities. These types of Regional projects should be presented for comment to the Brampton Cycling Advisory Committee. It should not be left up to individual citizens to comb through the Region's website or hunt for newspaper articles looking for opportunities to provide public input. And we should not be finding out about these projects after construction is essentially complete.

These are missed opportunities to improving Brampton's AT network while making efficient use of taxpayer dollars. Feel free to reach out to me if you have questions or need further clarification.

David Laing - Chair, BikeBrampton



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1. Looking west on Queen Street at Laurelcrest/West Drive intersection – fresh sidewalk & retaining wall on short section of Esker Lake Trail where it comes up from the ravine and diverts about 200m west to cross to south side of Queen Street. 2. Looking east on Queen Street sidewalk, which is continuation of Esker Lake Trail, at Norton Place Park.



3. Looking south from Queen Street sidewalk, into Esker Lake Trail pathway entrance, with City of Brampton Trail sign.