

2021 11 08 Clark Blvd and Eastern Avenue Improvements feedback from BikeBrampton

From: David Laing

Sent: November 8, 2021 11:31 AM

To: Soheil.Nejatian@brampton.ca

Cc: Tara.Erwin@hdrinc.com; Nelson Cadete <nelson.cadete@brampton.ca>; Rowena Santos <rowena.santos@brampton.ca>

Subject: Clark Boulevard and Eastern Avenue Improvements

Good morning Soheil,

I hope you will accept this note from BikeBrampton as additional feedback regarding the improvement options being put forward by staff regarding the Clark Boulevard and Eastern Avenue improvements, particularly as they relate to active transportation impacts.

Of the options being carried forward, BikeBrampton prefers **Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides**. Assuming the engineering would be comparable to the Vaughan implementation seen along Highway 7, with, quality asphalt, "elephant footprints" at driveways, smooth surface transitions from cycle track to intersection, cross rides, and the use of green paint in conflict zones, this option would be a good alternative to on road bike lanes, especially those not physically separated, as drivers cannot drive on the cycle track without mounting the curb.

We feel that the staff recommended **Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side**, is inferior to Alternative 1 for the following reasons.

Bi-directional cycle tracks only on one side of the road make it more challenging to navigate turns especially if there is no cycling infrastructure on the streets being turned into. They are also less intuitive for cyclists used to riding on the roads. It is a short corridor that, at least initially, will not have cycling infrastructure to the east or west, which means that when travelling from west of Kennedy, and continuing east on Clark past Rutherford, cyclists will have to cross the intersections in both directions. It is also more awkward to do shoulder checks when riding in boulevard against the traffic flow. And at night it means the headlights of vehicles may impact cyclist' vision even though the design calls for the cycle track to be separated from the live traffic lane by streetscaping. We cannot see the detail being proposed at intersections.

Also, as the project is being implemented, consideration should also be given for the provision of a future AT connection from Eastern Avenue west of Kennedy Road to existing infrastructure at the Trueman Street bridge, Peel Memorial Health Centre, and the Centre St. bike lanes. At the far east end, AT connectivity should be considered for accessing the Bramrose Square shopping mall and for continuation of AT traffic along Clark Blvd over highway 410.

Please contact me if you have any questions. Thanks for the opportunity to provide input.

David Laing - Chair, BikeBrampton



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