

2021 11 11 City Active Transportation Ride Aug 4th, Letter to Staff, Clr Santos

From: Lisa Stokes

Sent: November 11, 2021 9:45 PM

To: Councillor Santos, Brampton City Staff

Subject: City of Brampton Active Transportation Ride - August 4, 2021

Councillor Santos, Kevin, Bob, and Nelson,

Thank you for riding with us on August 4. We felt it was a very productive meeting of the minds and we appreciated learning more about the competing interests when it comes to allocating road space and determining signal timing. We would like to document some of the discussions we had during the ride and to invite you to have another ride to review the rest of the infrastructure rolled out this year, and to meet Craig's replacement.

The ride was inspired by a desire to share the cyclists' experience with respect to the way cross-rides are currently programmed, but we appreciated the opportunity to learn and share so many topics.

Our concern with respect to cross-rides resting on red until the button is pushed is that many cyclists will be unwilling to wait for a full light cycle to cross the intersection when the motor vehicle traffic lights are green when they arrive. The City is testing a new program at Sandalwood and Rattlesnake that turns the bike head green during the same cycle in which it is requested, as long as there is sufficient time left. I have tested it and found that it did turn green as soon as I pushed the button even though the light for the Sandalwood traffic was already green. While this is a good improvement over the status quo, it still causes cyclists to have to come to a stop and push the button before proceeding. This is something that would never be asked of motor vehicle drivers and ideally should not be asked of cyclists. The other concern with this approach is that it is different from how Regional and Provincial bike heads in Brampton have been programmed, and therefore there is a lack of consistency across the city. Toronto also programs their bike heads to turn green with the traffic light. However, given that the pilot at Rattlesnake is an improvement over the current programming we would like to see it rolled out across the city if the City is not currently prepared to have the lights turn green with those for the motor vehicle traffic.

Here are some intersection designs that we have seen implemented recently that we think makes it safer for cyclists and drivers, and that we would like to see more of as bike lanes are rolled out in the future.

- [Sunny Meadow northbound at Bovaird](#). The westbound right turn channel from Bovaird is directed into the motor vehicle lane immediately rather than into the curb lane. This means that the bike lane extends to Bovaird rather than starting some ways north of the intersection as is often the case. This design will lead to less conflict between drivers and cyclists
- [North Park at Bramalea](#). On the east side there is a Right Turn Only sign posted which means that drivers are required to move to the left before proceeding through the intersection. This means drivers continuing west will move over before entering the intersection which will reduce conflict between cyclists and motorists to the west. However, on the west side, the bike lane does not begin at the intersection. There is still a merge lane for southbound drivers on Bramalea turning west.

It is good to see progress being made on rolling out pedestrian crossings. Since our ride I have seen one on Doncaster and noticed another being constructed on Clark. It is also great to see Centre Street bike lanes with liberal use of green paint at intersections.

Unfortunately, the lack of consistency in the way bike lanes are being implemented at different intersections, even among recent implementations, is confusing for cyclists, and drivers. The City currently has four different implementations of bike lanes at intersections including solid line, dashed line, sharrows, and bike lanes ends

before intersection. There is no apparent need for all of these treatment options and they do cause confusion for both motorists and cyclists.

- Queen St and Central Park. It is unfortunate that the bike lane ends at Kensington and doesn't begin again until just south of the driveway to Chinguacousy Park. I would speculate that the city felt that motor vehicle traffic turning eastbound onto Queen and continuing northbound on Central Park would necessitate a regular left, and a bus left turn lane, as well as two motor vehicle straight-through lanes plus the right turn channel. My observation has been that most drivers have learned that they have to merge left shortly after crossing Queen and they tend to do so on the south side and therefore the right hand straight through lane is often empty. This discontinuity will discourage many cyclists and seems unnecessary. Can a traffic study be done here to determine if the two sections can be connected?

There are a few situations we regularly encounter which we would like to work with the city to improve. There have been complaints in a fairly lengthy thread on Reddit about the rollout of the bike lanes. Much of it is the typical knee jerk reaction to change, however, there is some criticism including: lack of outreach from the city to educate residents, and no physical separation of bike lanes, particularly at intersections. Interestingly, this has been used as an argument against having bike lanes by drivers who are commenting.

- Parking in bike lanes, particularly outside schools at drop-off and pick-up times.
 - No Parking signs should be used more liberally where there are bike lanes
 - Outreach to schools to educate and then, if necessary, enforce no parking
- Drivers merging into the bike lane to turn right at intersections
 - A few well placed flexiposts on the near side of intersections would go a long way to preventing drivers from entering the bike lanes to turn right
 - I liked the the [placement of the flexiposts on Vodden](#) during the initial rollout as they forced drivers into a more right angled turn
 - Finally, perhaps some large uncomplicated signs at intersections, that could be observed by drivers when stopped, could educate them on the spot about how to turn when there is a bike lane. Here are a [few examples of signs used in Waterloo](#). These are aimed at cyclists using the lanes, but perhaps something could be designed and deployed for drivers
- Right turn only lanes with bike lanes on far side of intersection should have a "Bikes Excepted " sign. A green box could be painted at the left side of the lane to allow for cars to turn right on red without the cyclist being in the way. This is a placement we teach in the Pedalwise program

Thanks again for joining us and we look forward to future collaboration.

BikeBrampton (David, Dayle, Lisa, Steve)