

Brampton Cycling Advisory Committee



IBI GROUP

City of Brampton

Active Transportation Master Plan

October 19, 2017

Key Themes

ACTIVE TRANSPORTATION MASTER PLAN

**KEY THEMES:
ACCESSIBLE – CONNECTED – COMPLETE**



Implementation Programs



ACCESSIBILITY IMPROVEMENTS PROGRAM

Brampton has many beautiful trails. Infrastructure improvements are necessary to make sure they are accessible to users of all ages and abilities.

ACTIVE TRANSPORTATION MASTER PLAN



ACCESSIBILITY IMPROVEMENTS PROGRAM

City of Brampton
Active Transportation Master Plan

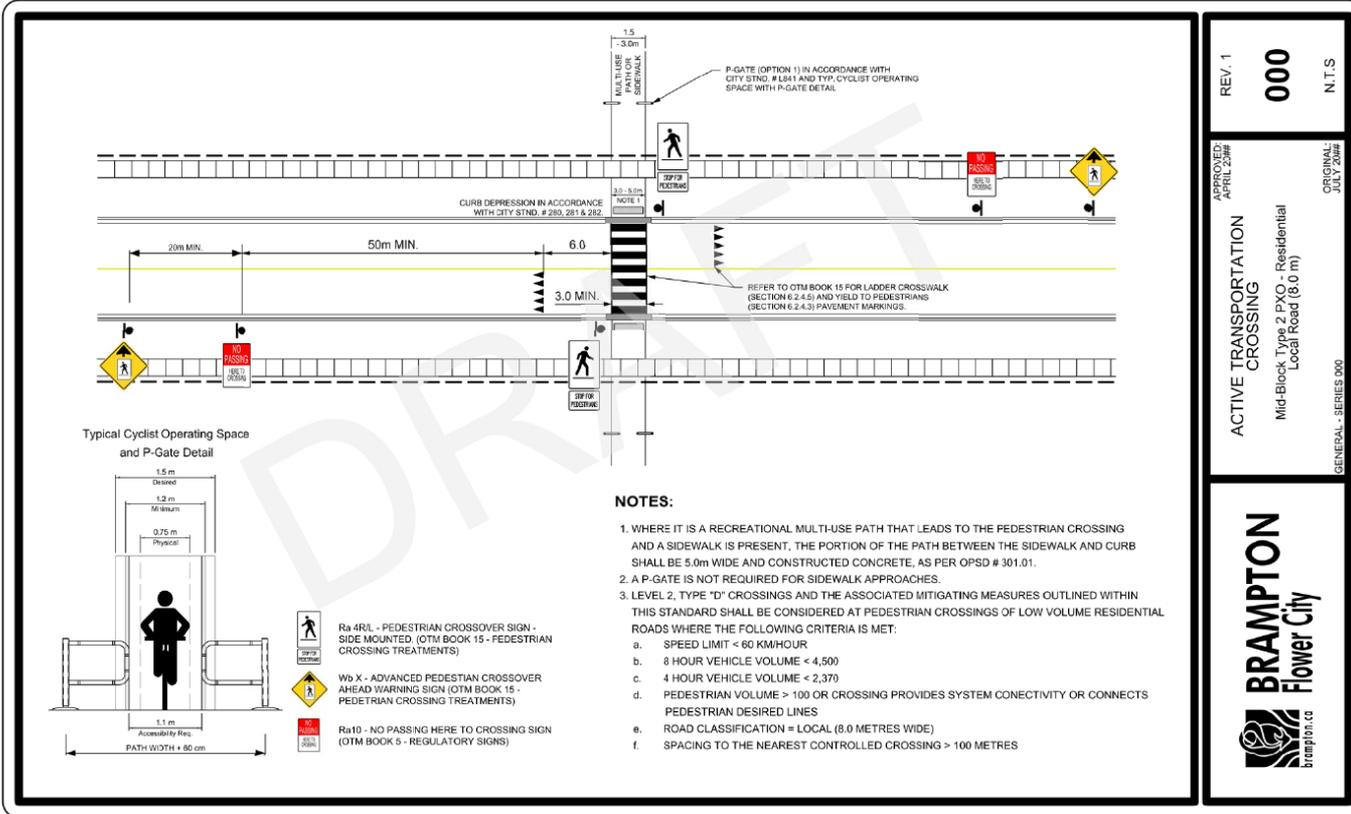
October 19, 2017



Upgrades to existing facilities:

- Application of pavement markings & signage to existing multi-use trails
- Intersection Upgrades
 - Curb depressions
 - PXOs
 - Crossrides

ACTIVE TRANSPORTATION MASTER PLAN



REV. 1
000
N.T.S.

APPROVED BY: APRIL 2018

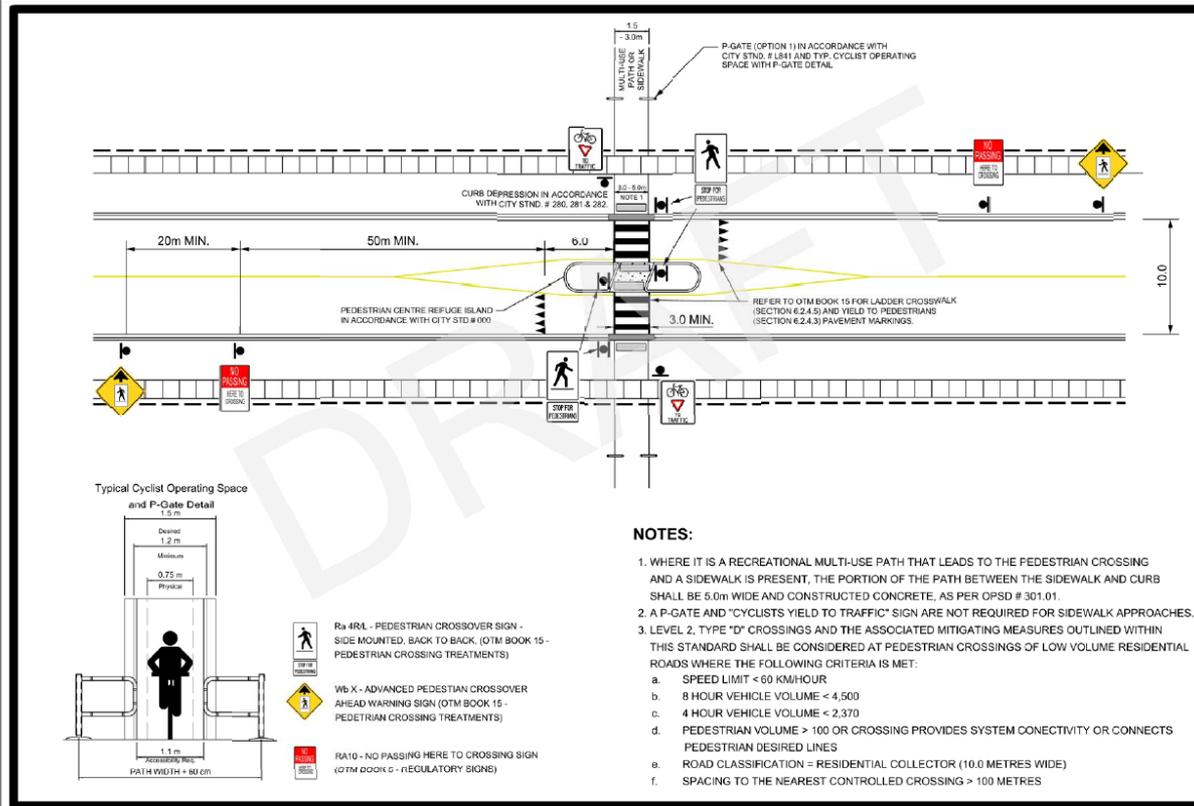
ACTIVE TRANSPORTATION CROSSING
Mid-Block, Type 2, PYO - Residential
Local Road (8.0 m)

ORIGINAL: JULY 2018
GENERAL - SERIES 000

BRAMPTON
Flower City
brampton.ca

This example visualizes a new crossing standard, developed for unsignalized locations where a multi-use path meets a local road.

ACTIVE TRANSPORTATION MASTER PLAN



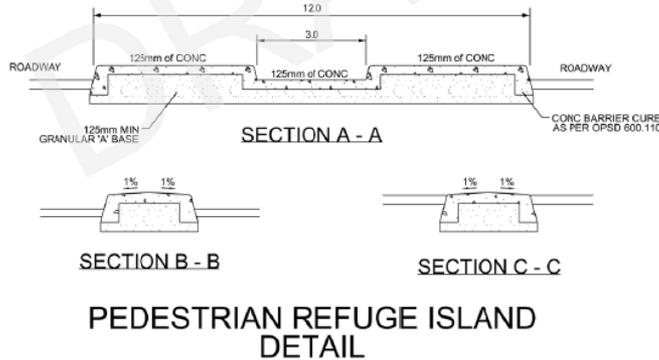
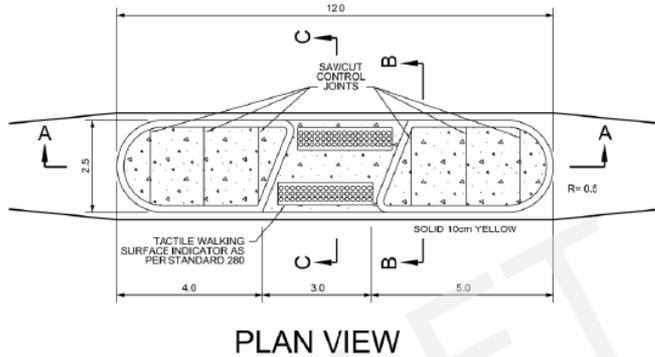
REV. 1
APPROVED: APRIL 2008
ACTIVE TRANSPORTATION CROSSING
Mid-Block Type 2 PXO with Centre Refuge Island - Residential Collector Road (10.0m)
GENERAL - SERIES 900

000
N.T.S.

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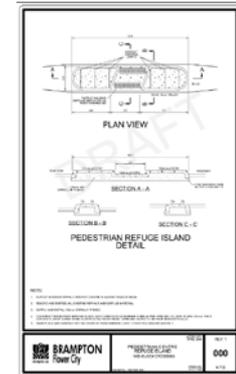
This example visualizes a new crossing standard, developed for unsignalized locations where a multi-use path meets a collector road.

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This example visualizes a new standard which may be used to provide a 'refuge island', in between the travel directions of a roadway.

Refuge islands can be useful, where people may wish to cross a busy roadway in two stages, by waiting for gaps in traffic.



The ATMP will describe standards and Guidance to describe when different crossing types are most appropriate

This photo is an example of the types of pavement markings that may be suitable at a signalized multi-use path crossing where there is a high or medium amount of motor vehicle traffic.





This photo is an example of the types of pavement markings that may be suitable at a signalized trail crossing where there is a lot of motor vehicle traffic.

The 'double zebra' markings help to make the multi-use path crossing visible to motorists.

In order to link north-south trails, more east-west routes are needed.

CONNECTED

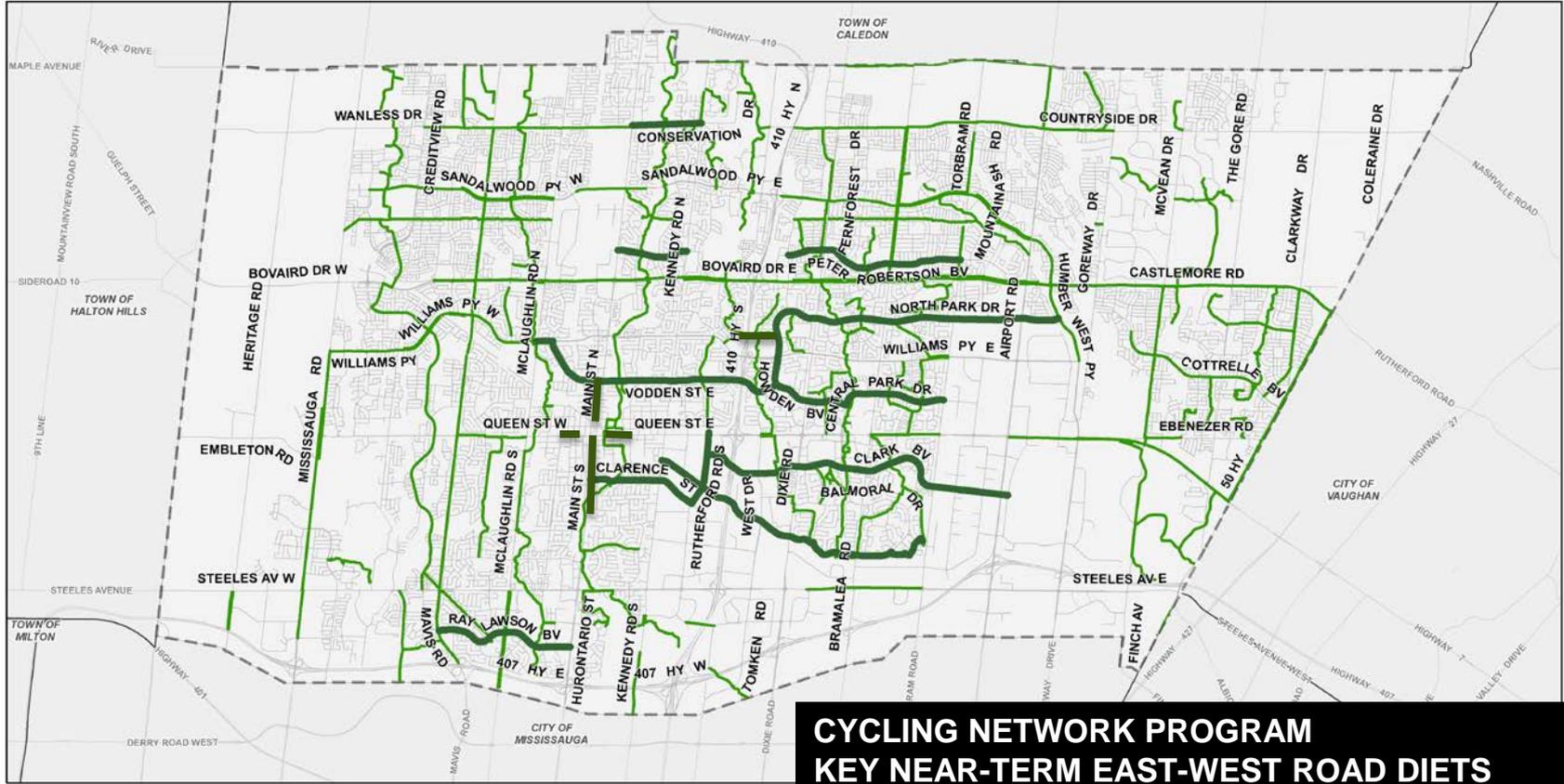
With few trail opportunities, road diets for east-west roadways are recommended.

To identify priorities, we undertook analysis of all roads looking at:

- connectivity (existing, capital or planned infrastructure),
- the number of existing cycling trips,
- feasibility considerations, barriers,
- population and employment density,
- the number of short auto trips



ACTIVE TRANSPORTATION MASTER PLAN



CYCLING NETWORK PROGRAM KEY NEAR-TERM EAST-WEST ROAD DIETS

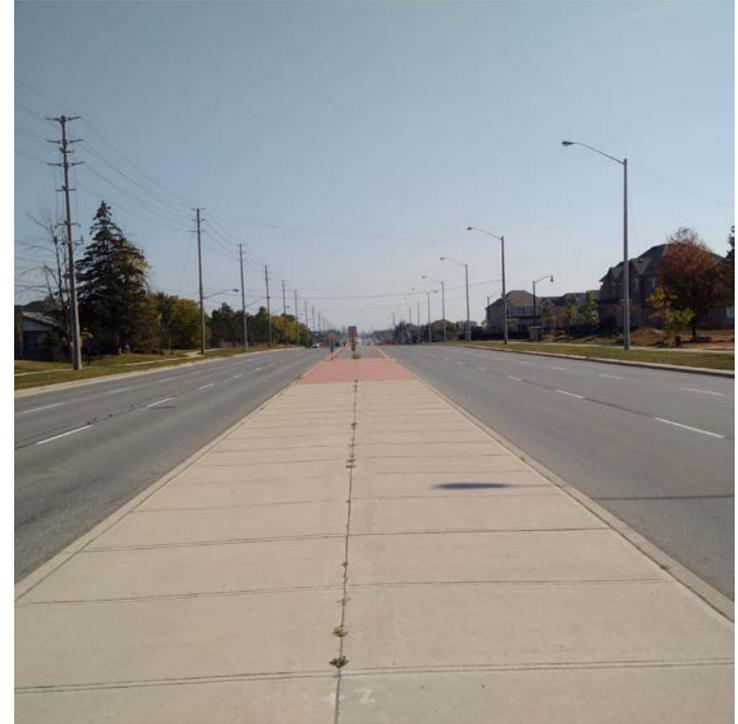
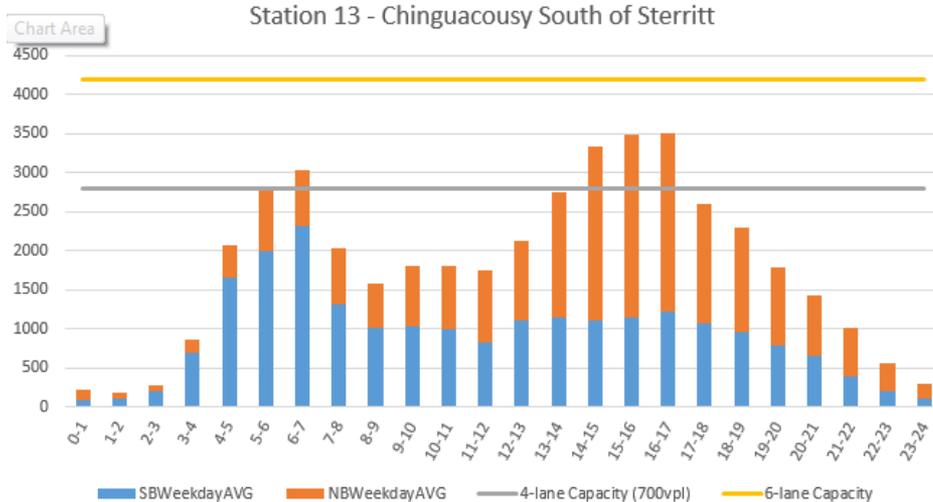
Speed Policy Considerations

Typical Stopping Distances



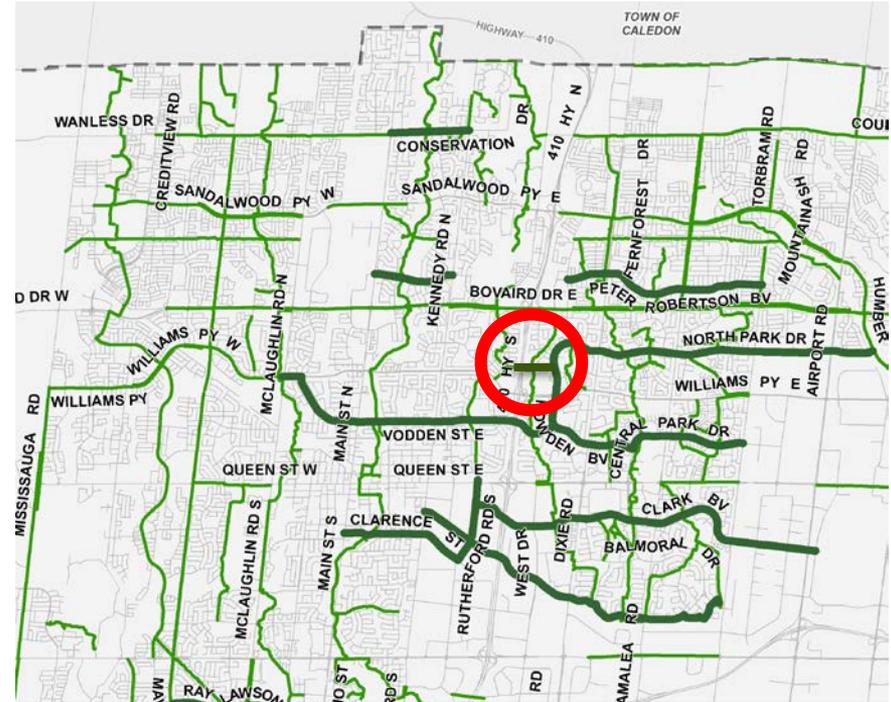
The ATMP will discuss speed policy best practices, to improve safety outcomes for vulnerable road users.

Road Design Policy Considerations



The ATMP will discuss road and lane width best practices, to improve safety outcomes for vulnerable road users.

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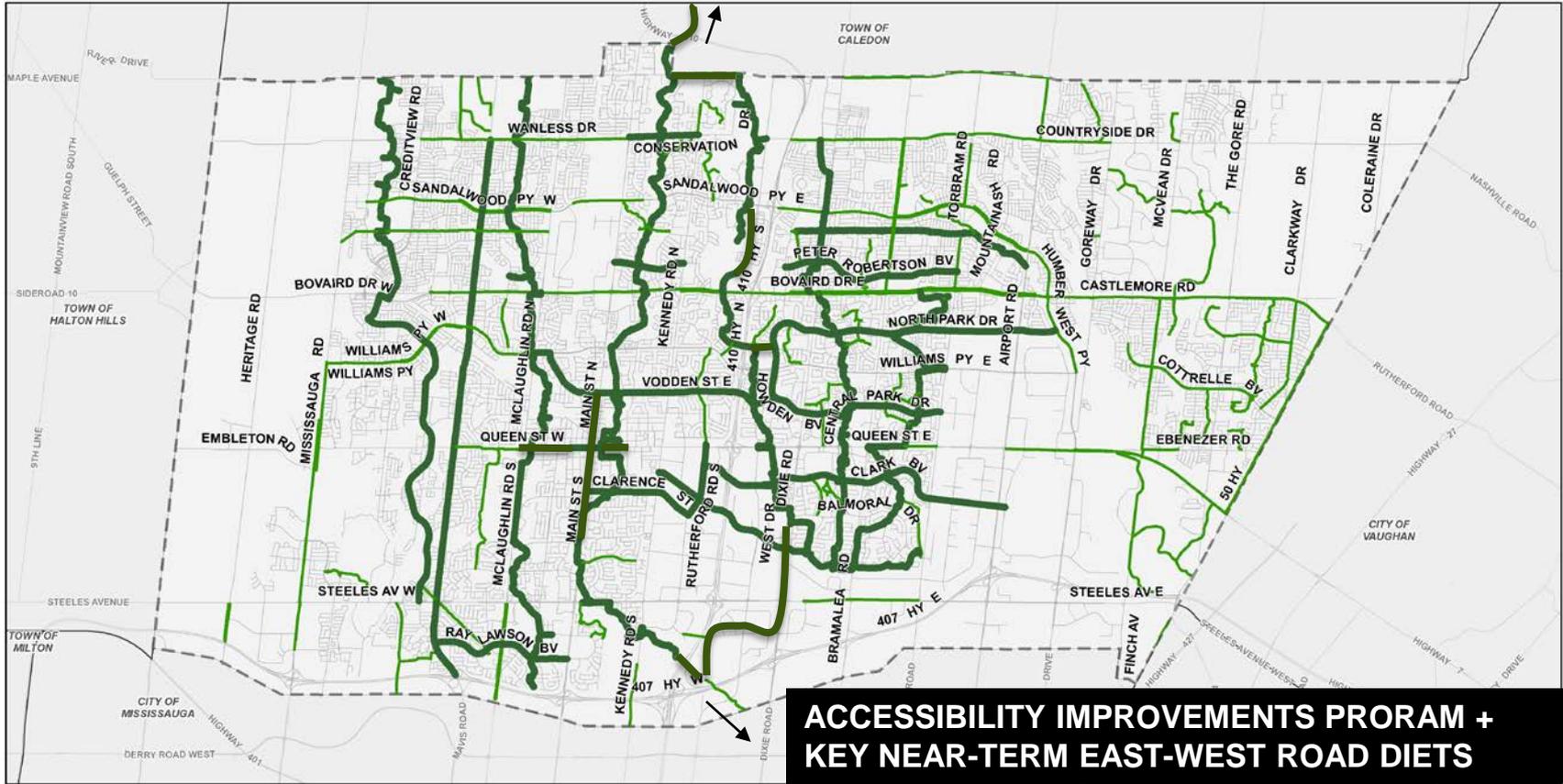


**BRIDGE REHABILITATION PROJECT:
NEAR TERM PRIORITY TO PROVIDE A SAFE AND
COMFORTABLE 410 CROSSING**



Connecting the Etobicoke Creek and Chingaucousy Trails to create a 30km loop!

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ACCESSIBILITY IMPROVEMENTS PROGRAM + KEY NEAR-TERM EAST-WEST ROAD DIETS

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The ATMP will include new width and pavement marking standards, for locations where trails and cycle tracks are built as part of road work.



COMPLETE STREETS POLICIES FOR CAPITAL RECONSTRUCTION AND NEW DEVELOPMENT

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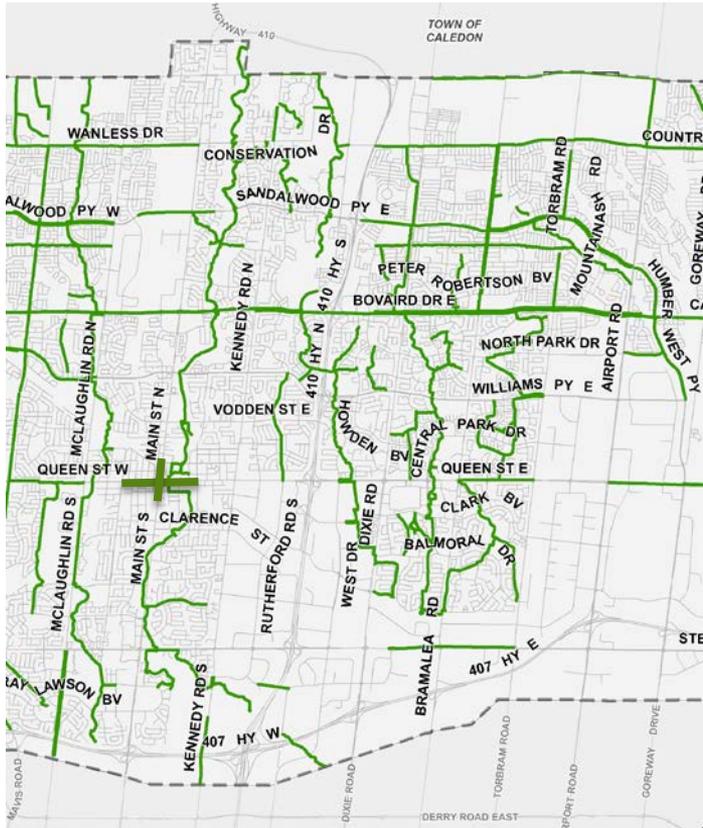
COMPLETE STREETS POLICIES FOR CAPITAL RECONSTRUCTION AND NEW DEVELOPMENT

Studies



**DOWNTOWN BRAMPTON STREETSCAPING
STUDY**

ACTIVE TRANSPORTATION MASTER PLAN

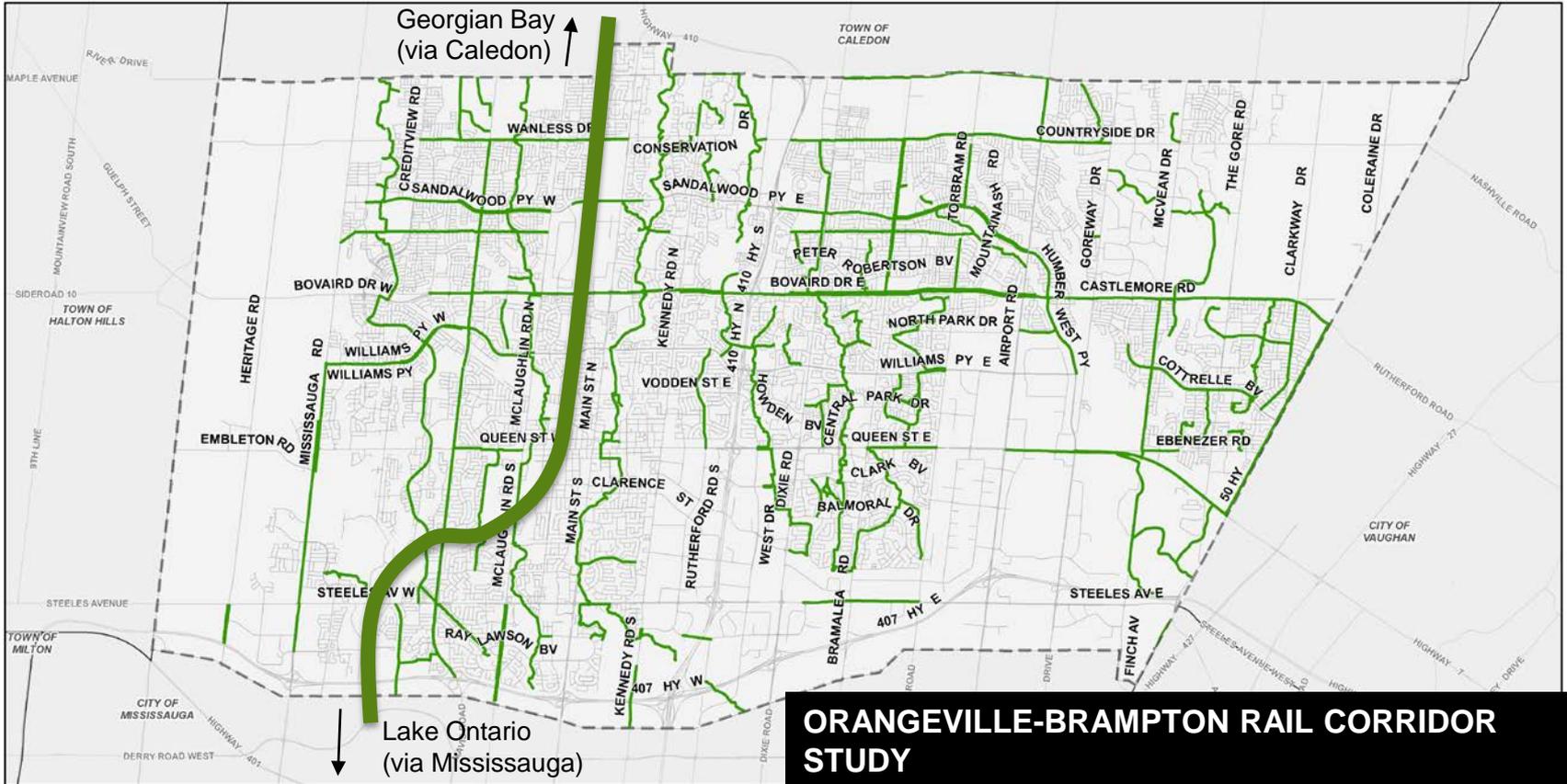


STREETSCAPING STUDY HAS SCOPED CYCLING FACILITIES ON KEY DOWNTOWN STREETS



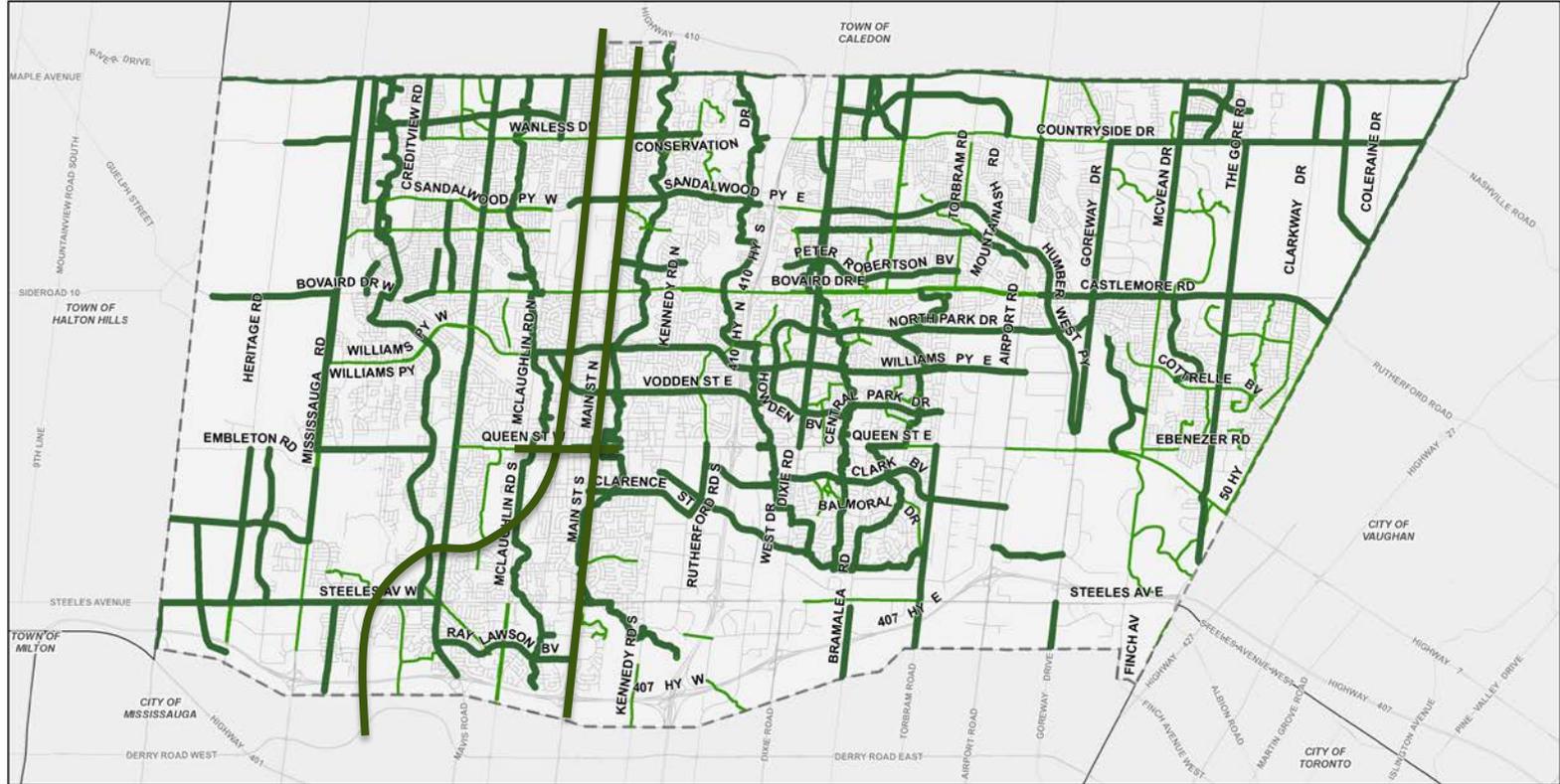
#LakeToLakeCycling

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ORANGEVILLE-BRAMPTON RAIL CORRIDOR STUDY

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When each of the infrastructure delivery programs described are overlaid onto one map, the network build-out looks like this.

Short Term programs recommend many locations for painted on-street facilities. Ultimate Network will see many Multi-Use Paths build over a longer period.

Facility Type	Existing (km)	Proposed Short Term (km)	Ultimate Network (km)
On-Road (bike lane, buffered bike lane or shared route)	8.3	93.4	219.5
Multi-Use Path	163.3	30.3	306.6
Off Road Trail	107.0	10.8	233.1
Cycle Track	0.0	23.0	51.2
Total	279.6	157.6	810.4

The chart above shows the kilometer breakdown for multi-use path improvements, painted on-street cycling connections, and the eventual long-term build out of the full network.



- Next Steps – PIC #2

Thank you