

Active Transportation Master Plan

Public Information Center #1



Purpose & Vision Statement

The City of Brantford is conducting an **Active Transportation Master Plan** study to enhance walking and cycling facilities throughout the city. The City's existing plans are documented in the 2020 Brantford Transportation Master Plan Update and the Parks & Recreation Master Plan (2018). Please review these 12 panels of information and provide us with any feedback on the comment form provided.

Active Transportation is any form of people-powered transportation like walking, cycling (including e-bikes), skateboarding, rollerblading, and wheelchair use. This can include walking to a bus stop or cycling to work or school.

Vision Statement for this study:

Active Transportation is an increasingly important component of urban transport systems addressing environmental concerns, equity issues, and the overall health of citizens. The study will provide a master plan and guide to building a fully integrated active transportation network within the City of Brantford that is well-connected, safer, and accessible for all users including pedestrians and cyclists.

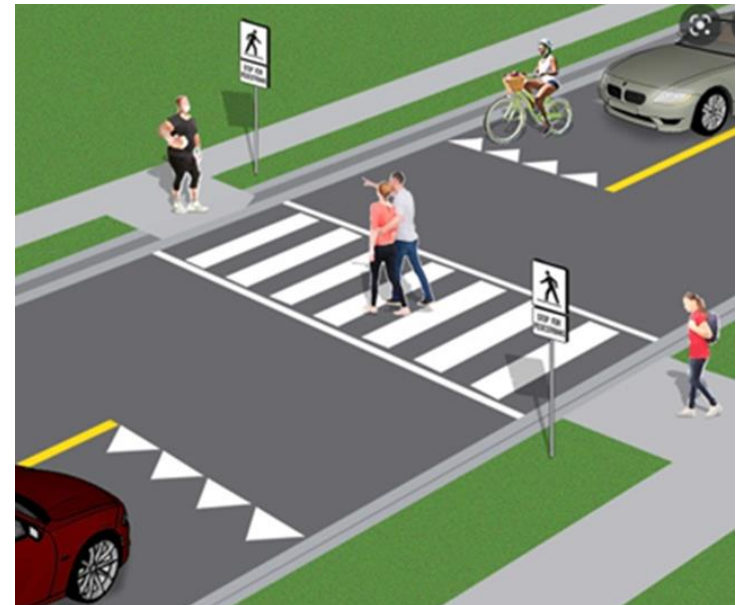


Background Documents

- The **City of Brantford** has existing documentation that directs the City to enhance Active Transportation facilities:
 - **Official Plan** (2021): The needs, safety, and convenience of pedestrians and cyclists are to be addressed and enhanced when transport infrastructure is being constructed.
 - **Transportation Master Plan** (2020): Ensure pedestrian facilities are integrated into street construction projects. Provide appropriate cycling facilities on select streets to enhance connectivity across the city
 - **Vision Zero Safety Plan** (2021): Education for all road users, the continued installation of crossings where justified, and the expansion of the cycling network (including multi-use paths) are items identified to enhance Active Transport infrastructure. The Active Transportation working group provides comments on this Safety Plan.
 - **Walk 21** (2007): Ensure City policies support active lifestyles
 - **City of Brantford Age Friendly Strategy** (2022): Transportation is one of eight focus areas for healthy aging, and includes the enhancement of sidewalks, trails, and bike lanes.
 - **Downtown Streetscaping Study** (2022): Sidewalk enhancements are identified in the core. Buffered bike lanes are planned on Colborne St & Dalhousie St.
- **Justification for Active Transport** investment includes quality of living - air quality & physical activity, reduced consumption of fossil fuels to address climate change, and fostering vibrant neighbourhoods.
- **Nearby municipalities** also have Master Plans to enhance active transport including Cambridge, Hamilton, Kitchener, Waterloo, Barrie, and Niagara Falls.

Pedestrian Infrastructure

- The City requires **sidewalks** as part of new development.
- The Downtown Master Plan identifies enhancements for pedestrians and cyclists.
- The City conducts an annual **assessment of sidewalks** across the city to determine where repairs are to be prioritized. This assessment includes a review of infrastructure for mobility needs for less-mobile people (i.e. curb-cuts, sidewalk widths, etc.).
- The City has a policy to provide **enhancements for people with disabilities** as 'routine accommodation' with scheduled roadworks.
- The City has begun installing the new provincially-approved **Pedestrian Crossings (PXOs)** with four currently operating (image at right). The City is formalizing a policy for implementing PXOs where justified. PXO considerations include auto & pedestrian volumes, potential pedestrian volumes, and illumination. The design of pedestrian crossings:
 1. accommodate slower walking pedestrians and
 2. clearly mark pedestrian crosswalks.
- The City's **winter maintenance** protocol follows the guidelines and standards set by the Province, thus consistent with other Ontario municipalities.



Pedestrian Crossings

Pedestrian Crossing Locations



Existing standard traffic signal



2022 planned traffic signal

Intersection Pedestrian Signal (IPS)



Existing IPS at intersection



Existing IPS mid-block



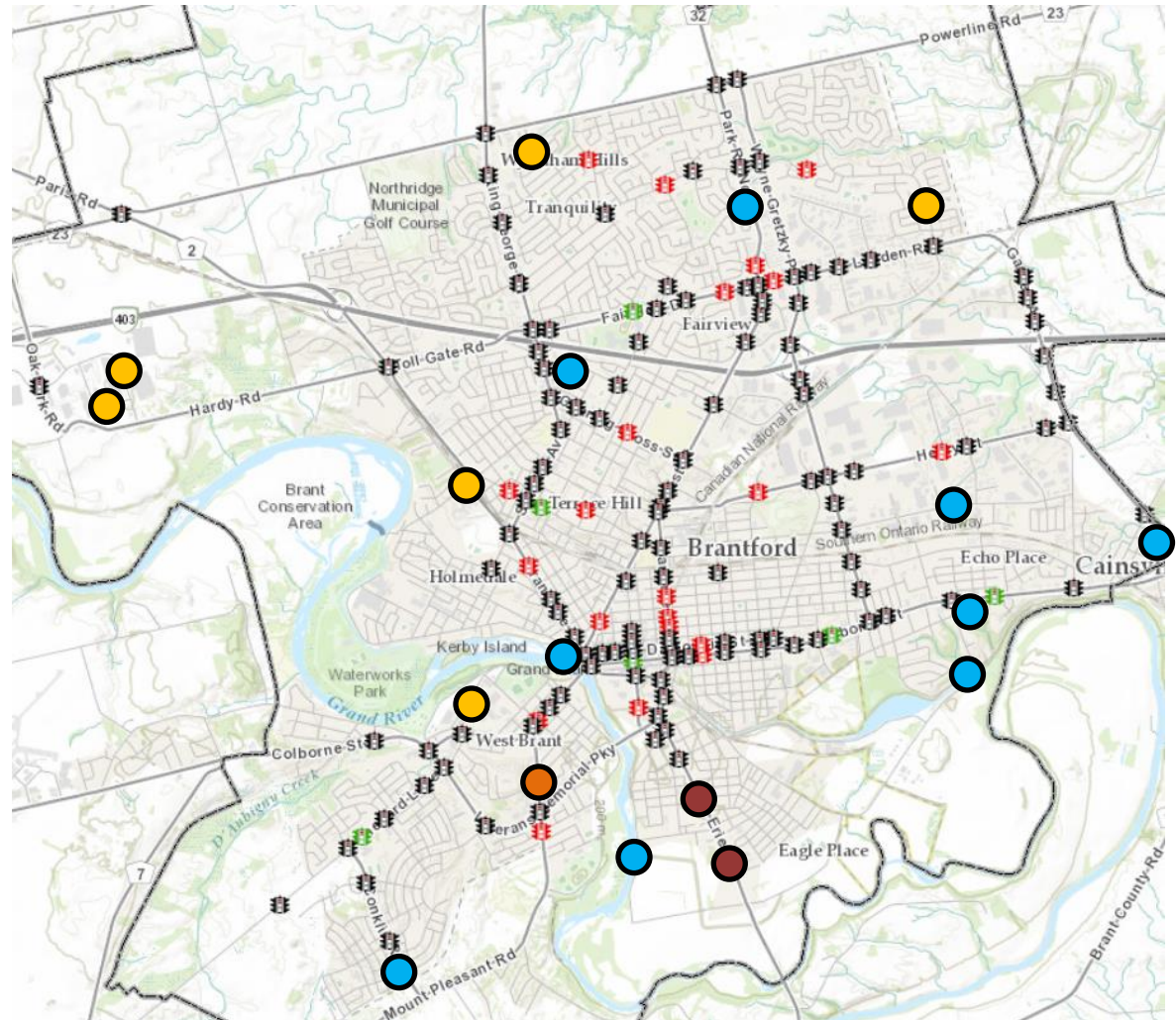
2022 Planned IPS



Existing **PXO** crossing



2022 planned **PXO** crossing

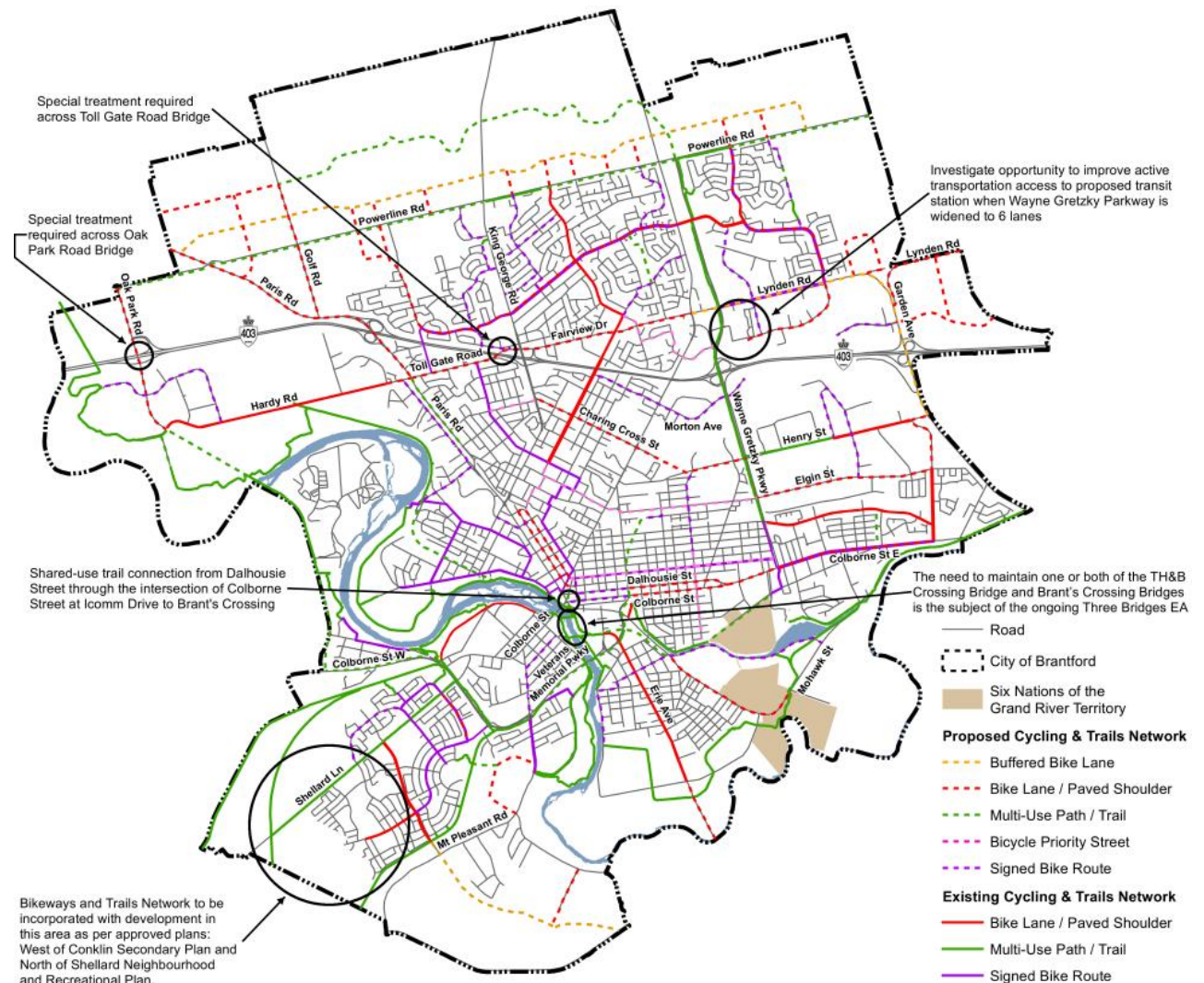


Cycling Infrastructure Plan

The Transportation Master Plan (2021) includes this map of planned facilities and identifies the following types of planned bikeways:

- **Bicycle Lanes** (including lanes with buffers & cycle tracks)
- **Paved Shoulders**
- **Bicycle Priority Streets**
- **Signed Bike Routes**
- **Multi-use Paths** (along roadways)
- **Trails** (through green spaces)

This 2022 study will develop detailed concepts for this planned cycling network. Recommendations from the current Trail Safety Audit study will also be incorporated.



Types of Cycling Infrastructure

There are different forms of cycling infrastructure (bikeways) suitable for streets with various auto traffic volumes. As adjacent auto volumes increase, separation becomes more elaborate.

Standard Bike Lane



Buffered Bike Lane



Cycle Track (max. separation)



Multi-use Path/ Trail (max. Separation)



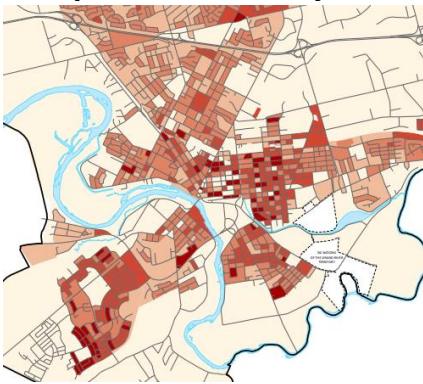
Determining Type of Bikeway

This study will determine:

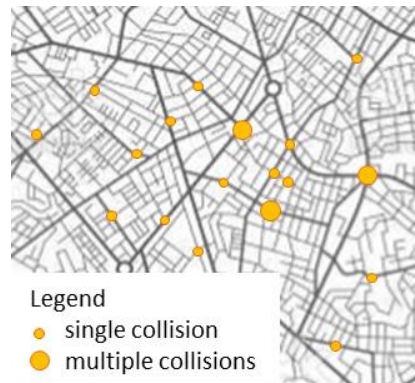
- 1) What type of bikeway is most suitable for each street in the plan (bike lane with/without buffer or barrier, cycle track, a multi-use path shared with pedestrians, etc.)
- 2) A priority ranking of bikeways for the order of implementation.

This assessment will be based on the following four factors:

1. Population Density



2. Collision Data



3. Traffic Volume Data



4. Identified Priority Gaps.

The timing of street reconstruction projects is determined based on many factors, and would supersede the ranking determined in this study. These reconstruction projects with planned cycling infrastructure would assess cycling plans as part of the design of these projects.

Cycling Design at Intersections

Various design elements are used to enhance the operations and visibility of cycling infrastructure at intersections – a critical location for cyclists, auto traffic, and pedestrians.

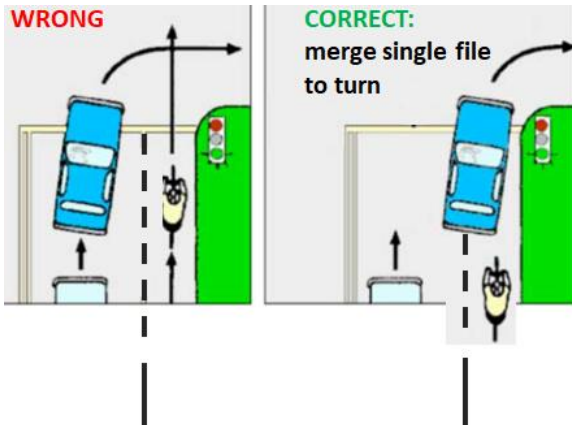
Bike Signals



Green Markings



Dashed Lines Approaching Intersections



Protected Intersections



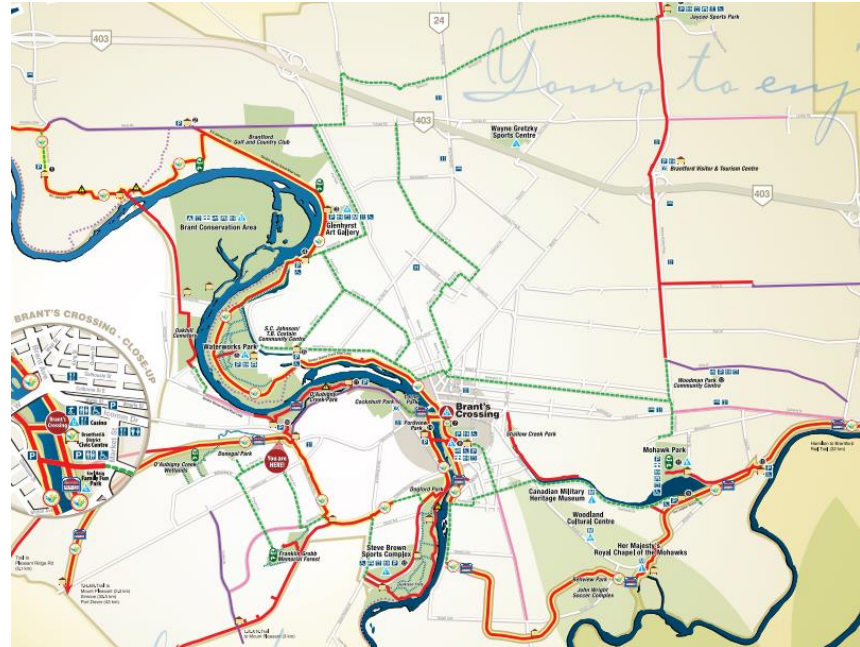
Cycling Route Signage

Route signage is an integral part of cycling infrastructure . It provides guidance to users that are unfamiliar with the network – encouraging more residents to start cycling; and direction for visitors, fostering tourism. Signage will continue to be installed along **trails** (through greenspaces), **multi-use paths** (alongside streets), and occasionally along **on-street cycling** infrastructure. The trail network in Brantford is exemplary along the Grand River, with connections to adjacent municipalities as well.

Wayfinding Signage



Brantford's Primary Trails & Multi-use Paths



Cycling Encouragement

In addition to building infrastructure to foster growth in walking and cycling, other areas of action to grow Active Transport include:

- **Education** – general information and special programs for youth
- **Enforcement** – to raise the bar of conduct for everyone: pedestrians, cyclists, and drivers
- **Evaluation** – activity metrics help direct appropriate investment, etc.
- **Additional Amenities** – including wayfinding, benches, bike racks/ parking, bike stations, etc.
- **Enhanced Services** – ridesharing connectivity, bike share
- **Maintenance** – both winter clearing and summer sweeping and tree trimming
- **Transit/ Bus Integration** – both City transit and GO/ VIA connections
- **Policy/ Legislation** – formal standards and procedures to ensure active transportation issues are being addressed



Thank You

We encourage community feedback on the information provided through this Public Information Centre (PIC). Please complete the comment form.

Secondly – the City created an online survey to collect additional Active Transportation comments. It can be accessed at the following link:

www.LetsTalkBrantford.ca/ActiveTransportation

The City will continue to receive feedback on both the PIC form and the Active Transportation Survey until **Monday August 1, 2022.**

The City plans to host a second PIC for this study in September or October which will present final recommendations of the study.

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