

Angela Janzen

From: Ameen Walli-Attai [REDACTED]
Sent: Thursday, January 20, 2022 7:01 PM
To: Angela Janzen
Cc: Jill Hogan; Nancy Reid; rick@dilorenzo.com
Subject: Re: FW: Sundial (4th Line) Subdivision Proposal (24T-21006/M) - Inquiry Relating to Cycling Facilities

Hello Angela,

Thank you so much for your reply, it definitely helps me better understand the situation. Your response also confirms what I thought, which is that the current plan is insufficient for adequately accommodating cycling.

Saying that there will be "bike lanes" or appropriate cycling facilities that meet minimum TAC guidelines for cycling facilities is simply not good enough.

This development, and future developments in Milton need a COMPLETE cycling network, that connects 100% of Milton with appropriate cycling facilities as outlined by [OTM Book 18: Cycling Facilities \(2021\)](#). And not the outdated, incomplete, and unacceptable TAC guideline from December 2013, but the new guideline from June 2021. There is a major difference in the old and updated guideline. The tables I shared in my email are found in the 2021 version of Book 18, but not the 2013 version. Road designs in areas of the Boyne Survey Secondary Plan that have already been built are horrible. They don't meet the minimum requirements from the 2021 version of Book 18 or Milton's Cycling Facility guidelines, which both state that bike lanes beside parking require a minimum width of 1.8m. The Boyne Survey Secondary Plan also states that bicycle bypasses should be included at roundabouts and this has not been followed in roads that have already been built in the Boyne Survey area.

I will share some visuals below:

Figure 1: [Milton Cycling Guideline](#) for bicycle lanes beside on-street parking (2015):

Pedestrian Uses: N/A.

Guideline 18:

Where applicable, the Town should consider retrofitting existing roadways to accommodate cycling facilities including edge lines or bike lanes at a minimum width of 1.5m to the edge of the pavement or 1.8m to 2.0m wide if beside a parking lane.

Halton Hills Road Retrofitting from four lane Collector Road

Solution #1: Second image

Solution #2: Third image

Source: MMM Group



Notes: Bike lanes beside parking are a minimum of 1.8 m wide beside on-street parking

Figure 2: Roundabout implemented in Boyne Survey Secondary Plan (Google Maps):

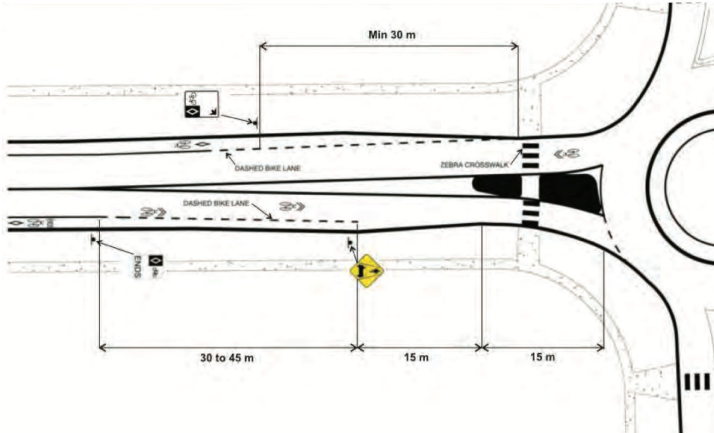


Notes: Bike lanes are beside parking, I think are less than 1.8 m wide, and end at the roundabout

Figure 3: Roundabout shown in [2013 version of OTM Book 18](#):

Figure 5.9 – Bicycle Lane at a Single Lane Roundabout, No Bicycle Bypass

(Signs not directly related to the bicycle facilities have been omitted for clarity. See Table 4.3 for desired and suggested minimum widths for bicycle lanes. As an option, directional arrows may be applied within the bicycle lane)



Source: Based on TAC Bikeway Traffic Control Guidelines for Canada, 2012 (Figure 34, p. 88)

Notes: Very similar to Figure 2

Figure 4: Roundabout shown in [2021 version of OTM Book 18](#):

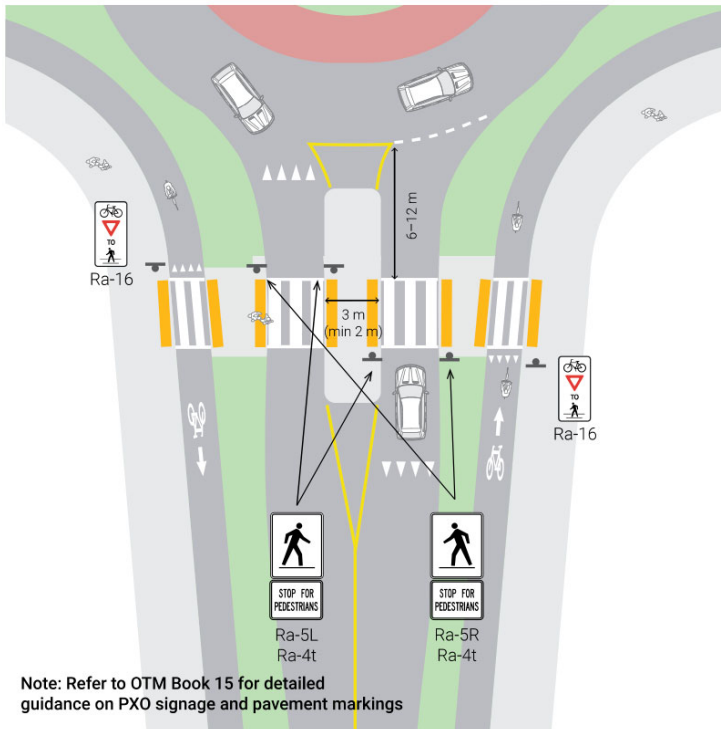


Figure 6.81 – Single-Lane Roundabout, PXO Crossing Treatment

Notes: Accommodates the need of cyclists as they are vulnerable road users and recognises that the "design cyclist" (average person) should not be expected to merge with car traffic

Figure 5: Roundabout in the Netherlands



Notes: Cyclists and pedestrians have the right-of-way, cycle tracks have red pavement

From the figures I shared above, I hope you realise that Milton's own guidelines, and those in the 2021 version of OTM Book 18 WERE NOT followed in the design of roads that have been built in recent years in the Boyne Survey Secondary Plan.

I don't know why Milton staff have not been ensuring that appropriate cycling facilities were implemented in the past. As you see in figure 2 and 3, cyclists are expected to MERGE with car traffic at the roundabout. Does this make any sense to you? I mean, how do you expect kids to cycle to school when they are expected to merge with car traffic at roundabouts, and are provided with insufficient space to bike?

I am tired of trying to express the need for better cycling facilities to town staff. I am a university student in school right now, and I do not have time for this. If Milton is actually serious about providing cycling infrastructure that people feel comfortable to use, then I recommend making sure that EVERY single road includes an on road or adjacent cycling facility that meets the ideal guidelines outlined in the new June 2021 version of OTM Book 18. The old Book 18 is a disgrace, and shows how inconsiderate Ontario planning has been to pedestrians and cyclists, and that planning has only been improved in recent years.

In terms of the Boyne Survey Secondary Plan, I am honestly quite confused. I have added some paragraphs from the plan below:

b) Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the Natural Heritage System buffers. In addition, sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All development shall have regard for the Town's Trail Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

C.10.4.1.6 Roundabouts

- a) Roundabouts shall be the preferred method for intersection traffic control over all-way stop and traffic signals;
- b) Roundabouts shall be designed to incorporate pedestrian crossovers on each approach to the satisfaction of the Town. Additionally roundabouts shall include bicycle bypasses on approaches with bike lanes;

I think the plan lacks clear objectives; it is very vague. Clearly, the Boyne Survey Secondary Plan was not followed in past developments because the on-road bike lanes in figure 2 don't seem to comply with the Town's Trail and Cycling Master plan - as I am pretty sure the bike lanes are only 1.5 m in figure 2 (please correct me if I am wrong). Further, bicycle bypasses are recommended at roundabouts, and clearly from comparing figures 2 and 4, this was not followed either.

In terms of the first image you shared, it doesn't look like every road has cycling facilities even though it should. Also, all multi-use paths should have cross-rides at intersections because guess what, it's against the Ontario Traffic Act to bike on crosswalks. Further, all roads/ streets without bike lanes should have maximum speed limits of 30km/h as outlined in Table 5.3 from OTM Book 18 which I shared in my first email.

I would like to ask, does Milton have an active transportation planner? Who reviewed road designs in the Boyne area in the past on behalf of Milton that failed to follow the Boyne Survey Secondary Plan? And what will be done going forward to increase the amount of cycling facilities, as well as the quality of cycling facilities in Milton developments going forward?

Many municipalities in Canada are realising the need for better cycling infrastructure. Cities like Ottawa, Toronto, Vancouver and Montreal are increasing space for cycling and are introducing good cycling infrastructure that is useful and people feel safe using. I hope Milton can become a leader in creating ideal cycling infrastructure which means not just adding bike lanes where they can squeeze them in, or aiming for the minimum, but actually taking cycling seriously.

Thank you,

Ameen Walli-Attai

[REDACTED]

e: [REDACTED]

[REDACTED]

On Thu, 20 Jan 2022 at 15:22, angela.janzen@milton.ca <angela.janzen@milton.ca> wrote:

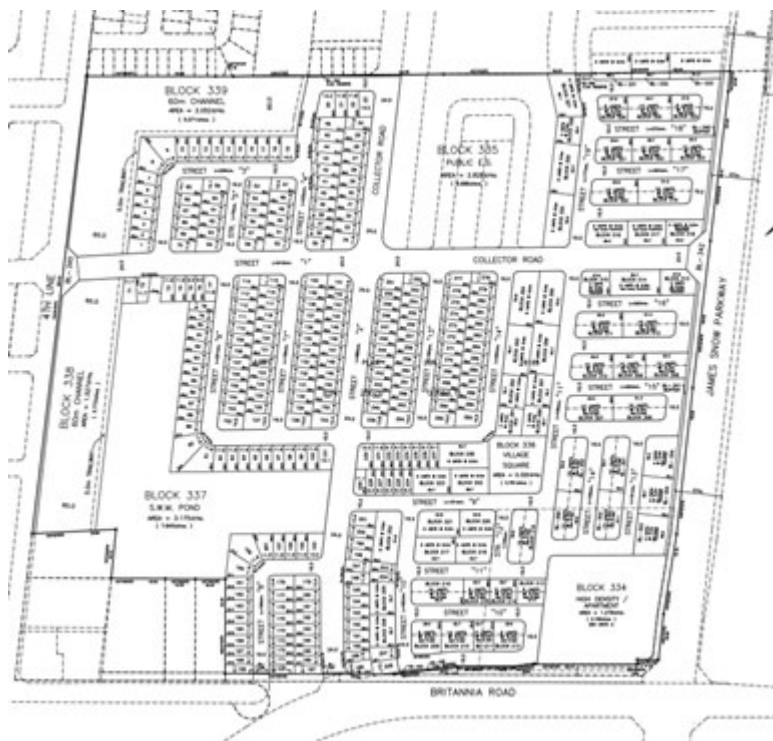
Hi Ameen,

Thank you for your enquiry. This is a great question. Sorry you missed the meeting but I'm glad you were able to watch it online afterwards.

As you may know, this block of land / proposed subdivision referred to as Sundial (4th Line), falls within the Boyne Survey Secondary Plan Area. Each development area like Boyne Survey has a secondary plan (i.e. an area-specific policy document) that guides growth within the designated development area. You can review the full Boyne Survey Secondary Plan schedules and related policies at this link on the Town's website:

https://www.milton.ca/en/business-and-development/resources/BoyneSurveySecondaryPlan_ConsolidatedVersion.pdf

Below is an excerpt of the Boyne Active Transportation and Natural Heritage System Plan (Schedule C.10.B) which shows in yellow, where on-street bike lanes and trails are to be provided within the Boyne area and specifically within this subdivision.



This includes on-street bike paths on the north/south and east/west collectors that cross through the subdivision, multi-use trails that will run along the watercourse and stormwater pond, and also connections along James Snow Parkway and Britannia Road, which are both regional roads. These facilities will connect to other development areas and be part of the overall trail network.

Town staff and the external agencies are currently reviewing the first submission of the subdivision and rezoning applications. I can confirm through consultation with engineering staff who is reviewing this development, that the developer has proposed road allowances and areas adjacent to the watercourse and stormwater pond that are appropriate to accommodate the required on-street bike lanes and multi-use trails. At this time we do not have detailed engineering drawings, which would include detailed cross sections for this specific development, but they will be provided and reviewed at a later date to ensure that the cycling facilities are designed and implemented in accordance with the Boyne Survey Secondary Plan policies and the Town's Development Standards Manual, which reflect at a minimum, the minimum TAC Guidelines for cycling facilities.

I hope this information is helpful for the time being and if you have any additional questions, please contact me at your convenience.

Angela



Angela Janzen

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From: Miranda Borris <Miranda.Borris@milton.ca>
Sent: Thursday, January 20, 2022 9:08 AM
To: Angela Janzen <angela.janzen@milton.ca>
Subject: FW: January 18 Council Meeting

Hi Angela,

Would you be the right person to respond to this resident?

Thank you,
Miranda



Miranda Borris

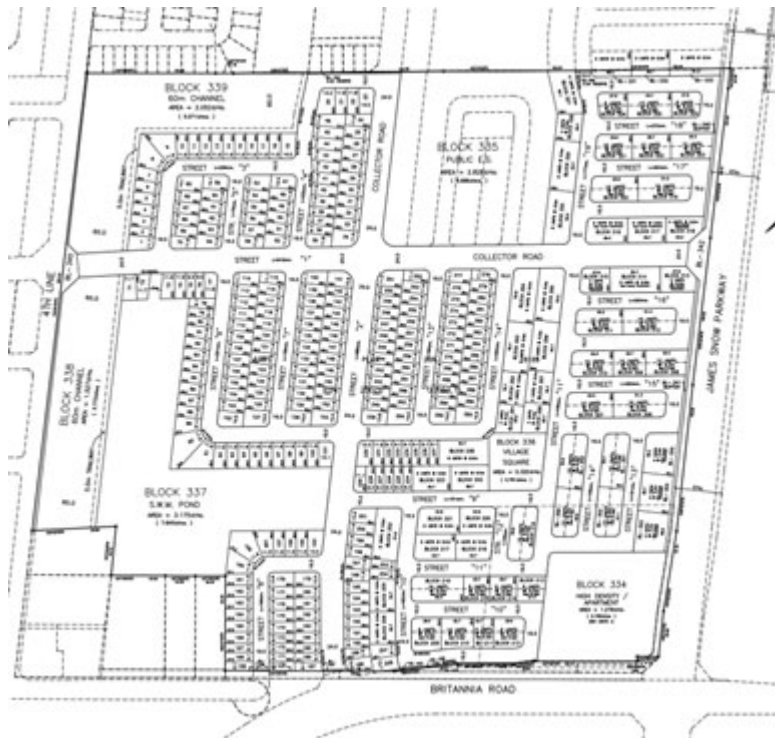
Legislative Coordinator
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From: Ameen Walli-Attai [REDACTED]
Sent: Wednesday, January 19, 2022 7:49 PM
To: MB-townclerk@milton.ca <Townclerk@milton.ca>
Subject: January 18 Council Meeting

Hello,

I am Ameen, a local resident near a proposed development in Milton. I am very busy in my personal time so I could not attend the January 18 council meeting live. However I did review the agenda and I am watching the meeting recording.

I have a question about [Staff Report DS-003-22](#) in the topic of cycling facilities.



Will the roads and streets on this new development have appropriate cycling facilities that meet at least the minimum guidelines outlined by *OTM Book 18: Cycling Facilities* accessible [here](#)?

The way this would be achieved is if every road/street has a maximum speed limit of 30km/h and low traffic volumes, or if every road/street has an appropriate cycling facility as per Table 5.3 from *OTM Book 18: Cycling Facilities*:

Table 5.3 – Roadway Characteristics Application Heuristics Summary

	Shared Roadway	Neighbourhood Bikeway	Rural Paved Shoulder	Advisory Bicycle Lane	Bicycle Lane	Buffered Bicycle Lane	Separated Bicycle Lane	Cycle Track	Multi-Use Path
Motor vehicle speed									
30 km/h or less	✓	✓	?	?					
40 km/h	?	?	?	✓	✓	✓	✓	✓	✓
50 km/h			?	✓	✓	✓	✓	✓	✓
60 km/h			?			?	✓	✓	✓
70 to 90 km/h			?					✓	✓
Over 90 km/h								✓	✓
Motor vehicle volumes									
<1,500 vehicles/day	✓	✓	?	?	?	?			
1,500 to 3,000 vpd	?	?	?	✓	✓	✓	✓	✓	✓
3,000 to 6,000 vpd			?	?	?	?	✓	✓	✓
6,000 to 10,000 vpd			?				✓	✓	✓
>10,000 vpd							?	✓	✓
Function of street/road/highway									
Access roads (local streets)	✓	✓	✓	?	?	?			
Both mobility and access roads (minor collectors)			?	?	✓	✓	✓	✓	✓
Mobility roads (major collectors and arterials)			?		?	?	✓	✓	✓
Vehicle mix									
More than 30 trucks/buses per hour in curb lane			?			?	✓	✓	✓
Bus stops located along route			?		?	?	✓	✓	✓
Pedestrian activity									
Low pedestrian volumes	✓	✓	✓	✓	✓	✓	✓	✓	✓
High pedestrian volumes	✓	✓		✓	✓	✓	✓	✓	?

✓	Typically appropriate for the context
?	Requires further context specific evaluation

Further, for cycling facilities to meet minimum guidelines, they should also be of the specified minimum widths and separations from vehicular traffic. For example, a bicycle lane beside car parking should have a desired width of 1.8m plus a 1.0m buffer to prevent "dooring" as per Table 4.3 from *OTM Book 18: Cycling Facilities*:

Table 4.3 – Desired and Suggested Minimum Widths for Physically Separated Bicycle Lanes

Source: Adapted from TAC Geometric Design Guideline for Canadian Roads, 2017

Facility	Desired Width	Suggested Minimum
One-way Physically Separated Bicycle Lane	1.8 m ^a lane + 1.0 m buffer	1.5 m ^{b,c} lane + 0.3 m ^d buffer
Two-way Physically Separated Bicycle Lane	3.5 m lane + 1.0 m buffer	2.7 m lane + 0.3 m ^d buffer

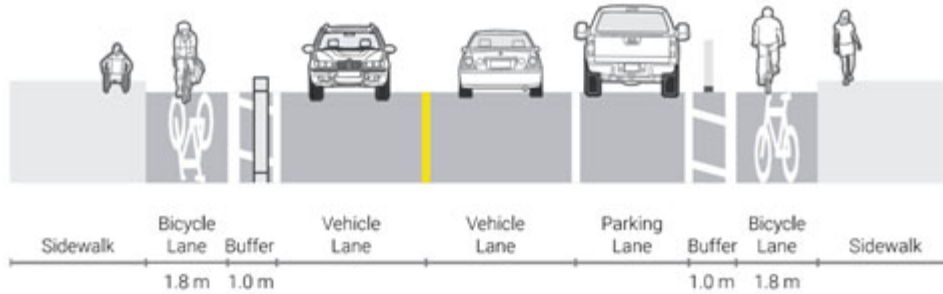


Figure 4.34 – Cross-Section of One-Way Physically Separated Bicycle Lanes

This configuration may take up lots of space so trying to separate cyclists from drivers is better. For example, not having car parking beside cycle lanes, adding cycle tracks instead of cycle lanes, adding multi-use paths with cross-rides, adding advisory bicycle lanes, etc.

I would like to add that all destinations such as schools, parks, and retail space should have adequate, secure, and appropriate bicycle parking.

Obviously, dedicating more space for cycling and separating bicycles from car traffic would increase the likelihood of people in this new area to bike to school, to the grocery store, to work, or to a friend's house. Cycling infrastructure is critical in supporting a method of transportation for people who cannot drive or do not have a car, such as children/ teens, low income families, and it also provides a form of physical activity, and the ability to connect to transit stops or stations. It should also be a way for the town to increase sustainable and environmentally friendly modes of travel.

Please let me know if the town will make sure appropriate cycling facilities are included in this development.

Thank you,
Ameen Walli-Attai

