

Miranda Borris

Subject: FW: Website Delegation Request - Ameen Walli-Attai -
Attachments: Britannia Secondary Plan Opinions V2.pdf

From: noreply@esolutionsgroup.ca <noreply@esolutionsgroup.ca>
Sent: Wednesday, July 13, 2022 6:43 PM
To: MB-townclerk@milton.ca <Townclerk@milton.ca>
Subject: Website Delegation Request - Ameen Walli-Attai -

Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Wednesday July 13th 2022 6:38 PM with reference number 2022-07-13-088.

<https://forms.milton.ca/Management/Response/View/15ba347f-4901-43fe-b5b6-456d8151ac5f>

Application Information

- **First Name:**
Ameen
- **Last Name**
Walli-Attai
- **Email Address:**
[REDACTED]
- **Phone number:**
[REDACTED]
- **Street Address:**
[REDACTED]
- **Town**
Milton
- **Postal Code:**
L9T 6X3
- **Are you representing a group?**
No
- **Council Meeting Date**
7/18/2022

- **Please indicate how you intend to interact with the online Council Meeting**
Both audio and video
- **Please describe the issue you intend to present:**
I would like to delegate in the Britannia Secondary Plan Public Meeting. I like the town plans but I am worried about implementation and the specific studies related to the Britannia Secondary Plan. Regarding my opinions of the studies, I would like to see:
 - I. A complete cycling network made up of separated facilities plus local streets
 - II. More missing middle and higher density housing to promote environmentally friendly transport options
 - III. Separation of pedestrians, cyclists, cars, and transit vehicles for safety
 - IV. Less roadway space for cars (and/ or grade separation for pedestrians and cyclists at major intersections)
 - V. Studies into the feasibility of higher order transit, car sharing, and bike share
- **Please describe specific actions you want Council to take:**
These are covered in my presentation.
- **Please provide your comments in support of or in opposition to the staff recommendation:**
I oppose all plans to include bike lanes in the Britannia_TMP Report_220602 FULL.pdf. Some of these are planned by Halton Region such as in "Figure 2.3 Halton ATMP Proposed Improvements," and some by the town in "Figure 5.11: Proposed Active Transportation Network." All bike lanes proposed by the region (Figure 2.3) do not follow the OTM Book 18: Cycling Facilities (2021), and should be replaced or retrofitted with cycle tracks. For the bike lanes proposed by the town on Minor Arterial and Collector Roads, they should all be replaced with segregated (off-road) cycle tracks, with bicycle crossings at all intersections. Further, any multi use trails should have separated pedestrian and bicycle crossings at all intersections.
- **Optional: Upload the written submission that you wish to share with Council (single document, maximum 15 MB)**
 - 1. [Britannia Secondary Plan Opinions V2.pdf \[2.0 MB\]](#)
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission

[This is an automated email notification -- please do not respond]

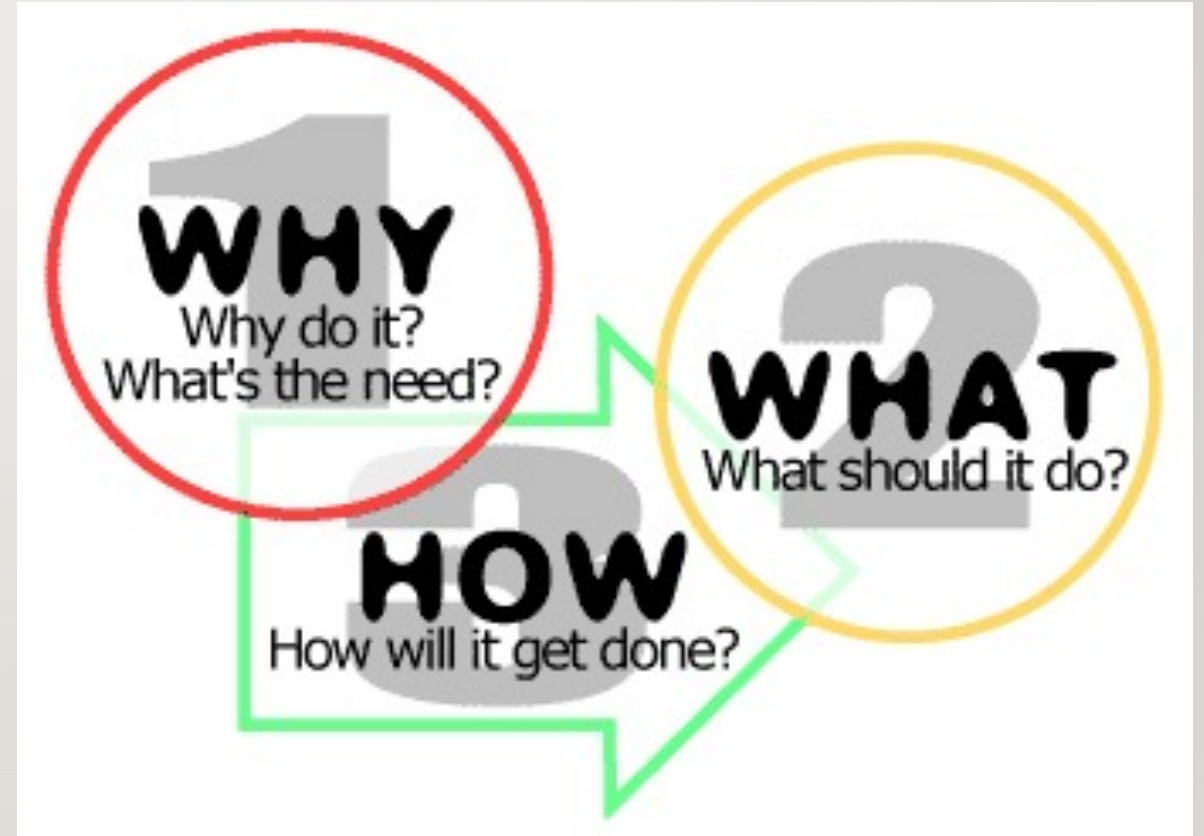
BRITANNIA SECONDARY PLAN

OPINIONS BY AMEEN WALLI-ATTAEI



MY OPINIONS

- I am proud and applaud all the effort that went into the detailed studies
- I like how staff have answered the “why” and “what”
- I am concerned about “how” we will create a livable community



I. TREAT CYCLISTS LIKE PEDESTRIANS

- Dedicated cycleways, just like we have walkways
- There should be NO on-street cycle lanes
- All intersections should have dedicated crossings for pedestrians and cyclists
- A complete cycling network made up of:
 - Segregated facilities plus
 - Quiet, narrow streets with traffic calming and
 - 20km/h speed limit and no bike lanes or
 - 30km/h speed limit and (advisory) bike lanes



II. ACHIEVING WALKABILITY

- Proximity to destinations is important in making a place walkable
- I would like to see (1) more housing density and (2) lots less space taken up for cars
 1. There should be NO single or semi detached homes, with townhouses being the minimum density allowed
 2. Each family or dwelling should have a maximum of ONE permanent car parking space (either on their property or on-street)



III. CREATING A PLEASANT EXPERIENCE

- Cities aren't loud, cars are loud!
- We need more space dedicated to walking and cycling
- More separation from cars is more pleasant for everyone
- Limit on-street parking. There should not be 2 sides of on-street parking on roadways.
- More bicycle parking spots than car parking spots.
1 car space = 10 bicycle spaces



IV. LEARNING FROM PAST MISTAKES & BOYNE SECONDARY PLAN

- In already developed areas, cycling infrastructure is inadequate. Most people cycle on the sidewalk.
- Some examples of poor designs and policies:
 - Bike lanes squeezed between car travel lane and on-street parking
 - Roundabouts in Milton were not designed well for pedestrians and cyclists
 - Lots of destinations in Milton have limited cycling connections and inadequate bicycle parking facilities



V. ROAD NETWORK

- Minimizes interactions between different forms of traffic (along a roadway, and at intersections)
- Pedestrians and cyclists should only cross at grade with roadways slower than 50 km/h, and with a max. of 2 lanes
- For other crossings, grade separation is needed to separate pedestrians and cyclists. See:

<https://www.youtube.com/watch?v=QJ4jVje3dTw>



VI. TRANSIT

- Transit Lanes should support at least 15-minute transit frequencies
- More research into feasibility of higher order transit projects is needed
- Research should be done for implementation of car sharing and bicycle sharing services



THANK YOU!

- Thank you to all town staff for your amazing work!
- I would like to see more ambitious plans
- See Culdesac's plan to create a livable (car-free) community in North America:
<https://culdesac.com>
- Questions? Comments?