



Report
Staff Report
 The Corporation of the City of Brampton
 4/22/2024

Date: 2024-03-21

Subject: Active Transportation Master Plan

Secondary Title: Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)

Contact: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2024-206

RECOMMENDATIONS:

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, dated March 21, 2024, to the Planning and Development Committee Meeting of April 22, 2024, re: **Active Transportation Master Plan Implementation – 2023/2024 Annual Report (All Wards)** be received.

OVERVIEW:

- The Active Transportation Master Plan (ATMP) Implementation Annual Report documents the progress and successes of the ATMP and provides an opportunity to advise Council and the community of changes coming to city road and trail/path networks in advance of the pending construction season.
- In 2023 the City implemented the following active transportation infrastructure improvements/highlights:
 - The allotment for Active Transportation in the 2023 Budget was \$5M;
 - 19.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
 - 2 public bicycle repair stands;
 - 4 pedestrian - cyclist counters;
 - New curb depressions at 20 locations;
 - 2 new pedestrian crossovers;
 - 6 new traffic control signals; and,

- 1.8 km of new sidewalk
- The proposed 2024 ATMP Implementation Program, includes:
 - 2024 City Budget allocation of approximately \$11.9M;
 - 20.3 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
 - New curb depressions at 52 locations;
 - 19 new pedestrian crossings;
 - 4 new traffic control signals; and,
 - 13 signalized pedestrian/cycling crossings (bicycle detection and bicycle crossings – “crossrides”)
- Complementing the proposed new infrastructure in 2024 are the following program and policy activities:
 - 2024 Bike the Creek event;
 - Second season of the Shared E-Scooter Pilot Program;
 - 5 Bicycle Repair Stands; and,
 - Pedal Poll – National Bike Count
- The Brampton Active Transportation Advisory Committee continues to carry out its mandate to help develop a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes.

BACKGROUND:

The Mobility Framework outlined within the **Brampton Plan – Your Vision, Our Future**, establishes a hierarchy for the City to prioritize pedestrians, cyclists, transit and accommodate private automobiles and goods movement in decision making and investments. It is critical that the mobility framework is efficient and multi-modal. One of the three integrated networks that will guide future investment and decision-making in Brampton is the City’s Active Transportation Network. The Active Transportation Network creates critical local and regional connections using walking, cycling, or rolling that allow people of all ages and abilities to access destinations, amenities, daily needs, and recreational opportunities – all of which are key elements of 15- minute neighbourhoods. By improving the Active Transportation Network, the city can address many challenges including motor vehicle congestion, commute times, air quality, transportation costs, lack of connectivity, bicycle safety, and recreational access.

The ATMP recommends a comprehensive future cycling network that incorporates a variety of facility types such as signed routes, bike lanes, buffered bike lanes, protected bike lanes, cycle tracks and multi-use paths (located within road allowance) and recreational trails (located within parks and valley lands).

Network elements of the ATMP implementation strategy are delivered in partnership between Planning, Building & Growth Management, Public Works & Engineering, and Community Services departments, as a part of capital improvement projects, new development applications and maintenance programs. Since many of these projects have significant design timelines before actual construction can begin, decisions on which elements of the ATMP are constructed are determined well ahead of implementation. Careful monitoring of design progress and being mindful of changes to active transportation strategies help to ensure the scope of work is finalized prior to implementation (and avoiding costly change orders once projects have been tendered or are in construction).

As shown in Attachments A and B, since the ATMP was endorsed by Council in September 2018, approximately 78.5 kilometers of the City's cycling network has been constructed. Prioritizing the implementation of the Active Transportation Master Plan and advancing the proposed active transportation network is a key ingredient to address the challenges of access and mobility in a rapidly urbanizing City. The utility of active transportation extends beyond mobility. Advancing the City's active transportation strategy and making sustainable mode choices a viable travel option will also support broader city-building objectives to support a more equitable, green, attractive, healthy, and safe Brampton.

CURRENT SITUATION:

Consistent with the ATMP, this annual report has been organized into the following four strategic themes:

1. Connecting the network
2. Designing for safety and comfort
3. Providing year-round mobility
4. Developing a walking and cycling culture

1. Connecting the network

Enhancing and connecting the active transportation network in order to support an increase in walking and cycling is a critical focus for the Active Transportation Master Plan.

2023 Program

The 2023 Active Transportation Implementation program included:

- An approved Budget allocation of \$5M
- 19.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);

- 2 public bicycle repair stands;
- 4 pedestrian - cyclist counters;
- New curb depressions at 20 locations;
- 2 new pedestrian crossovers;
- 6 new traffic control signals; and
- 1.8 km of new sidewalk

Attachment C depicts the AT infrastructure that was implemented in 2023.

Attachment D provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders implemented with the 2023 ATMP Implementation Program.

Attachment E summarizes the locations where upgrades/enhancements (e.g. curb cuts, crossings, etc.) were implemented in 2023, to ensure a uniform level of quality across the cycling and trails network.

2024 Program

The 2024 Capital Budget allocation is provided in Table 1 below:

Table 1: 2024 AT Implementation Program Budget

Dept./Div.	Item	2024 Budget Allocation
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$835K
	Orangeville Railway Consulting- Visioning and detailed design study/City Wide	\$500K
PB&GM/Transportation Planning	Active Transportation Plans and Studies	\$260K
	Transportation Modelling & Data Analytics	\$160K
PWE/Capital Works	Sidewalk - Missing links City-wide	\$600K
	Road Resurfacing Program	\$467K
	Goreway Drive (2.2km)	\$1.6M
	Williams Parkway (5.6km)	\$4.2M
	Quincy Place Pedestrian Bridge Replacement	\$400K
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Enhancements	\$800K
	Active Transportation - Green Pavement Markings	\$2M
	Controlled Pedestrian Crosswalk	\$70K
TOTAL		\$11.9

One of the key implementation strategies outlined in the ATMP is to incorporate cycling and walking infrastructure into planned construction opportunities (i.e., capital road

projects, road resurfacing program). Since 2021, the City has also included a reoccurring “Active Transportation Projects” line item in the annual Capital budget that identifies funding to construct a city-wide connected cycling and pedestrian network (per the Active Transportation Master Plan) to enable safer, more convenient travel by non-motorized modes.

Attachment F provides a detailed summary of planned linear facilities being delivered through construction opportunities and the ATMP In-fill program in 2024.

The ATMP “Fix-it” Program is an implementation tactic to enhance the existing network by completing critical gaps with proper pedestrian and/or cycling crossings and access (e.g., pedestrian crossings, curb depressions, traffic control signals and upgrades).

Attachment G summarizes a list of planned “fix-it” improvements including those deferred from previous years and those proposed in the 2024 Capital budget.

Green Paint Treatments

Included within the latest provincial guidance relating to the construction of cycling facilities (Ontario Traffic Manual Book 18 - 2021) is a recommendation that green surface treatment may be used as a traffic control device to increase the visibility of a cycling facility, highlight areas of conflict and reinforce priority to people riding bikes in conflict areas. Green surface treatment may be applied either as a solid colour treatment, or in a dashed pattern (dashed green treatments are typically applied at merge zones or bus stops).

In response to this guidance and as a direction from Council, the City has incorporated the use of more green paint into its bicycle facility designs and will continue to do so moving forward. As noted in *Table 1*, there is \$2M allocated for this project in the 2024 Capital Budget.

This year, the City will also be introducing green paint along 10.3 km of existing bicycle lanes that were designed and implemented prior to this recent guidance. Bicycle lanes in the Downtown and Bramalea areas will be a first phase of a bicycle lane retrofit program that will bring consistency to all cycling infrastructure in the City.

Attachment H provides a summary of locations which are planned to receive green paint enhancements this year.

Wayfinding

The current Outdoor Wayfinding and Signage Program (June 2007) was developed to:

- Present a consistent and attractive design treatment for all corporate outdoor signage across the City;

- Establish a distinct identity that reinforces Brampton's reputation as Canada's Flower City; and
- Assist residents and visitors to finding their way around Brampton.

The framework for outdoor wayfinding and signage is detailed in the Outdoor Master Wayfinding Program, Design Intent Drawings for the Sign Type Array. The master plan addresses hierarchy and typology to provide sign and site-specific information for consistent typography, colour selection, graphics character and construction methods for all civic signage across the City.

Within the scope of the program, Brampton's recreational trails have wayfinding signage to help orient users along the recreational trails and to nearby parks and recreational facilities. A gap in the current wayfinding program, as it relates to signage along the active transportation network, is a focus on recreational trails with no clear guidance on wayfinding along the City's cycling and walking infrastructure located on or adjacent to roadways (multi-use paths, bike lanes, sidewalks).

In 2024, staff will look to extend wayfinding beyond recreational trails in a pilot project. The area of focus will include roadway infrastructure connecting to the Franceschini Bridge (Esker Lake Recreational Trail) and roadway infrastructure extending beyond the current terminus points of the Chinguacousy Recreational Trail. The pilot will help to inform a much larger study that will provide wayfinding guidance across the City's active transportation network.

Orangeville-Brampton Railway Corridor

The City of Brampton acquired the Orangeville-Brampton Railway Corridor in July 2022. The railway portion within Brampton's municipal area is approximately 14 km, and the city is working to transform it into a recreational trail system for the community. This trail system will connect the City of Brampton to the City of Mississauga and the Town of Caledon (and ultimately serve as part of a continuous AT link between Lake Ontario and the Georgian Bay). To complete this multi-year project, the City is collaborating with the Region of Peel, neighbouring municipalities, and the Conservation Authorities to create a united 'Rail to Trail' vision and secure future opportunities for a north-south connection to the TransCanada Trail System. In 2024, with an approved budget of \$500,000, the city will be hiring a consultant to complete the detailed design for the future proposed recreational trail. Associated visioning and public consultation will be conducted in house.

Attachment I maps the active transportation infrastructure that is proposed within the scope of the 2024 Active Transportation Master Plan Implementation Program.

2. Designing for safety and comfort

High quality pedestrian and cycling infrastructure creates a safe and inviting environment which is critical to attracting anyone wishing to use active modes for transportation. The following are highlights of this year's program that will focus on designing for safety and comfort:

- *Ontario Bike Summit (OBS)* – Transportation Planning staff participated in a workshop at the OBS focused on translating best practices from the Netherlands onto Canadian streets, taking into consideration a combination of infrastructure design, automobile management, and community engagement.
- *Protected Intersection Training* – Transportation Planning staff attended a training session intended for participants to gain an understanding of protected intersections and their advantages over conventional designs, know the design elements that make up a protected corner and how to draw one and gain a basic understanding of how different signalization strategies can enhance designs.
- *Design Standard & Speed Review Project Charter* – staff have completed a project charter for an initiative that will review of our existing roadway standards and speed limit policies to complement the direction from the Brampton Complete Streets Guide. An update of road standards and speed limits through a 'complete streets' lens will ensure the safety of vulnerable road users, the provision of transportation choice for users and the incorporation of new trends for road and multi-modal transportation projects.
- *Review Capital Works Designs* – Transportation Planning staff will continue to work with Capital Works staff in the design of cycling infrastructure constructed as a part of larger road reconstruction projects.
- *Protected Intersection Pilot (Williams Parkway)* – Also referred to as a “Dutch-style intersection,” the design of a protected intersection keeps bikes physically separated from motor vehicles, providing a high degree of comfort and safety for people of all ages and abilities. Within the scope of the Williams Parkway Redevelopment Project, staff are incorporating protected intersection designs along the corridor at major cycling routes. These locations include Vodden/Royal Orchard, Centre, Rutherford and North Park Drive/Howden Boulevard. The multi-use path will be set back from vehicle traffic and cyclists will be given a dedicated path through the intersection, with right-of-way overturning vehicles. The design will improve visibility and sightlines, reduce the speed at which vehicles turn and reduce pedestrian and cyclist exposure at motor vehicle crossings. Designs are expected to wrap up in 2024, with a projected 2024/2025 construction period.

3. Providing year-round mobility

Active transportation modes – especially bicycling – are seen as a challenge to accommodate in cities that experience cold and snowy winters. Yet there are

precedents from home and abroad that suggest otherwise and demonstrate that cycling year-round and in all conditions is very much achievable with a good maintenance program. There is a recognition of and investment in the symbiotic relationship between the provision of cycling infrastructure, tailored and prioritized maintenance, and development of an active modes culture.

Separated bike lanes have been installed along Hanover Road (first phase of the East-West Cycling Corridor) and staff in Roads Maintenance, Operations & Fleet have had an opportunity to apply a maintenance strategy that was developed to ensure that the facility is maintained and available year-round. Implications of the protected bike lanes along the East-west Cycling Corridor will continue to be monitored and presented to Council at a future date.

4. Developing a walking and cycling culture

Building a safe and comfortable active transportation network is a key prerequisite to making walking and biking a viable transportation option; however, it must also be complemented by supportive policies and programs to foster a walking and cycling culture. Equally important is continued outreach and engagement with community stakeholders and businesses to promote the City's reputation in our investment value proposition. The following are highlights of our community outreach and engagement efforts:

- Bike the Creek Event
- Electric Kick-style Scooter Pilot Program
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Pedal Poll
- Brampton Bike Hub
- Bike Month / Bike to Work Day
- Bike Basics Training Program (Recreation Brochure)

Appendix J provides greater detail on each of these initiatives.

Active Transportation Advisory Committee (ATAC) Update

The mandate of the ATAC is to provide input and advice to City staff and to Council regarding the development and maintenance of a safe and connected cycling network within Brampton (and that links to neighbouring municipalities) as part of an integrated multi-modal transportation system and developing a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes.

The Brampton Active Transportation Advisory Committee continues to carry out its mandate to develop a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes. *Attachment K* provides a summary of highlights from ATAC in 2023.

CORPORATE IMPLICATIONS:

Financial Implications:

Funding for the projects outlined within this report has been approved through the annual operating and capital budget approval process. Funding for future active transportation initiatives will continue to be considered through the annual budget process and included in the capital budget request put forward by Planning, Building & Growth Management, Public Works & Engineering and Community Services.

Communications Implications:

Similar to previous years, staff will ensure that an appropriate communication plan is executed to ensure that all residents affected by these projects are advised of the direct impacts and the overall benefits of walking and cycling (the “why”). Under the branding of “Streets for People”, City Transportation Planning, Public Works & Engineering and Corporate Communications staff will deliver a communication strategy including (but not limited to) the following communication tactics:

- The City’s AT project webpage will be updated with details of the 2024 AT work plan;
- All AT projects will be added the interactive City Construction Map accompanied by status updates;
- Information toolkits will be distributed to members of Council; and,
- “Construction Notice” type signage will be erected locally.

STRATEGIC FOCUS AREA:

The Active Transportation Master Plan supports and furthers the City’s following strategic focus areas by providing a sustainable and accessible transportation option:

- **Health & Well-being:** Focusing on citizens’ belonging, health, wellness, and safety.
- **Transit & Connectivity:** Focusing on transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.
- **Growing Urban Centres & Neighbourhoods:** Focusing on an economy that thrives with communities that are strong and connected.

Environmental Resilience & Sustainability: Focusing on nurturing and protecting our environment for a sustainable future.

CONCLUSION:

The City's Active Transportation Master Plan lays out a defined strategy to implement a comprehensive citywide active transportation network. The network and program elements of the ATMP implementation strategy are delivered in partnership between Planning, Building & Economic Development, Public Works & Engineering, Community Services, Strategic Communications and Culture & Events Departments/Divisions, as a part of capital improvement projects, new development applications, maintenance programs and programing initiatives.

Building on the success of recent years, in 2024 City staff are planning the implementation of:

- 20.3 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 52 curb depressions;
- 19 new pedestrian crossings;
- 5 public bicycle repair stands;
- 4 new traffic control signals; and,
- 13 signalized pedestrian/cycling crossing (bicycle detection and bicycle crossings – “crossrides”).

Further to the planned physical infrastructure, staff will develop complementary design standards, programing, and policy to foster a walking and cycling culture in the City supporting broader city-building outcomes.

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Attachments:

- Attachment A: Linear Facilities Map – ATMP Installation Progress (since 2019)
- Attachment B: Linear Cycling Facility Totals – ATMP Installation Progress (since 2019)
- Attachment C: 2023 AT Implementation Program Map
- Attachment D: New Linear Cycling Facilities - 2023
- Attachment E: “Fix-it” Enhancements – 2023
- Attachment F: 2024 Planned Linear Facilities
- Attachment G: 2024 “Fix-it” Locations
- Attachment H: Green Paint Treatment
- Attachment I: 2024 ATMP Implementation Map
- Attachment J: 2024 Walking and Cycling Culture Update
- Attachment K: 2024 Brampton Active Transportation Advisory Committee Update