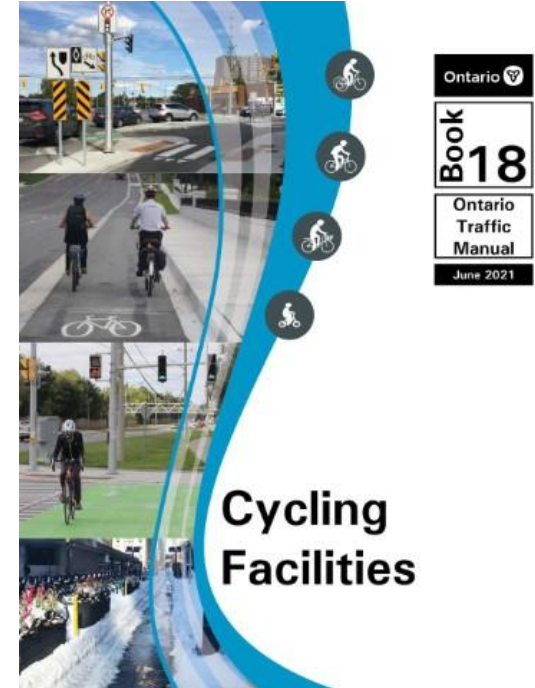


Bicycle Planning Framework

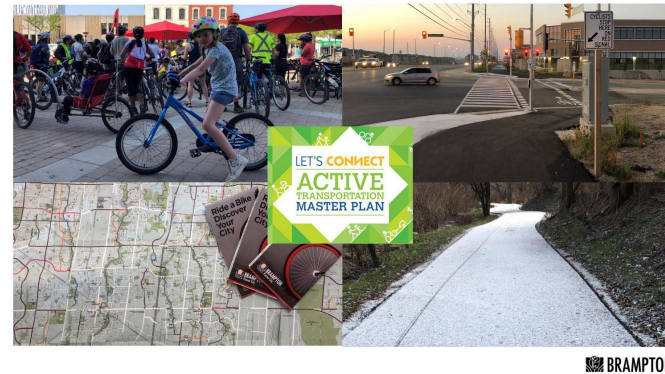
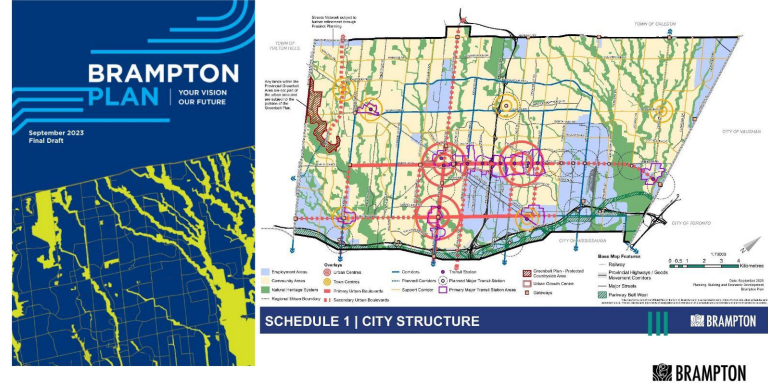
Bicycle Infrastructure Planning (Provincial)

“Building a network of low stress, bike-friendly streets is crucial for municipalities seeking to improve road safety, reduce congestion, improve air quality and public health, provide better and more equitable access to jobs and opportunities, and boost local economies and tourism”

- Ontario Traffic Manual Book 18 Cycling Facilities
- Produced by the Ministry of Transportation in association with the Ontario Traffic Council (Nelson Cadete is on the Board of Directors)
- Provides practical guidance on the planning, design and operation of cycling facilities in Ontario
- First published in 2013, several iterations, latest 2021
- Important to provide high quality separated facilities with intersection design treatments that appeal to “all ages and abilities”
- [OTM Book 18 Link](#)



Bicycle Infrastructure Planning (Brampton)

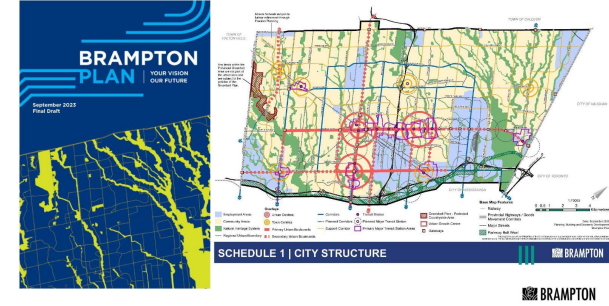


2040 Vision



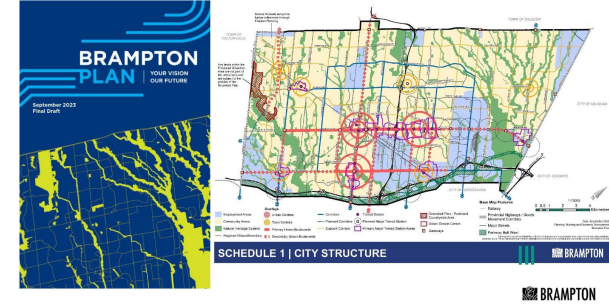
- The Vision document was endorsed by City Council on May 7, 2018
- **Vision 1:** In 2040, Brampton will be a **mosaic of sustainable urban places**, sitting within an interconnected green park network, with its people as environmental stewards – targeting ‘one-planet’ living.
- **Vision 4:** In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and **emphasizing walking, cycling, and transit**
- Vision 6: In 2040, Brampton will be a mosaic of **healthy citizens** enjoying physical and mental wellness, fitness, and sport
- [2040 Vision link](#)

Brampton Plan



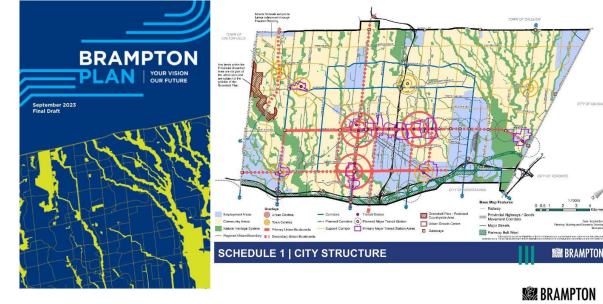
- Municipalities are required by the Province to have an Official Plan
- The Brampton Plan was adopted by City Council on November 1, 2023
- Once an official plan is in effect, it guides all of the municipality's planning decisions and means that
 - the local council and municipal officials must follow the plan
 - all new services, sewer or watermain, for example, must conform to the plan
 - all bylaws, including zoning and related bylaws, must conform with the official plan
 - [Source - Ontario Official Plans Citizen Guide](#)

Brampton Plan



Active Transportation Network (Schedule 3A) – 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**

Brampton Plan



- **Brampton Plan prioritizes trips on foot, on bicycle and on transit (particularly for longer haul trips) ahead of the private automobile, with the goal of bringing origins and destinations closer together to alleviate the need to drive everywhere**
- The widening of city road rights-of-way will be used to prioritize public realm improvements, including transit priority measures, widened sidewalks, **cycling and other micromobility facilities, bicycle and other micromobility parking**, street trees and street furniture
- In accordance with the Mobility and Connectivity policies of this Plan, new development, infill development, and new public works will be designed to enhance the pedestrian and cyclist experience. The City will **provide infrastructure such as sidewalks, bicycle lanes and pathways**, to locate amenities within neighbourhoods so that they are accessible, and to achieve levels of density and connectivity that minimize travel distances between destinations
- Community improvement plans may be prepared and adopted to facilitate the **improvement of pedestrian and bicycle circulation**, including bicycle parking
- All new and reconstructed streets in Centres will include pedestrian and cycling facilities appropriate for their context and may include **grade separated bicycle lanes**.
- [Brampton Plan Link](#)

Brampton Mobility Plan



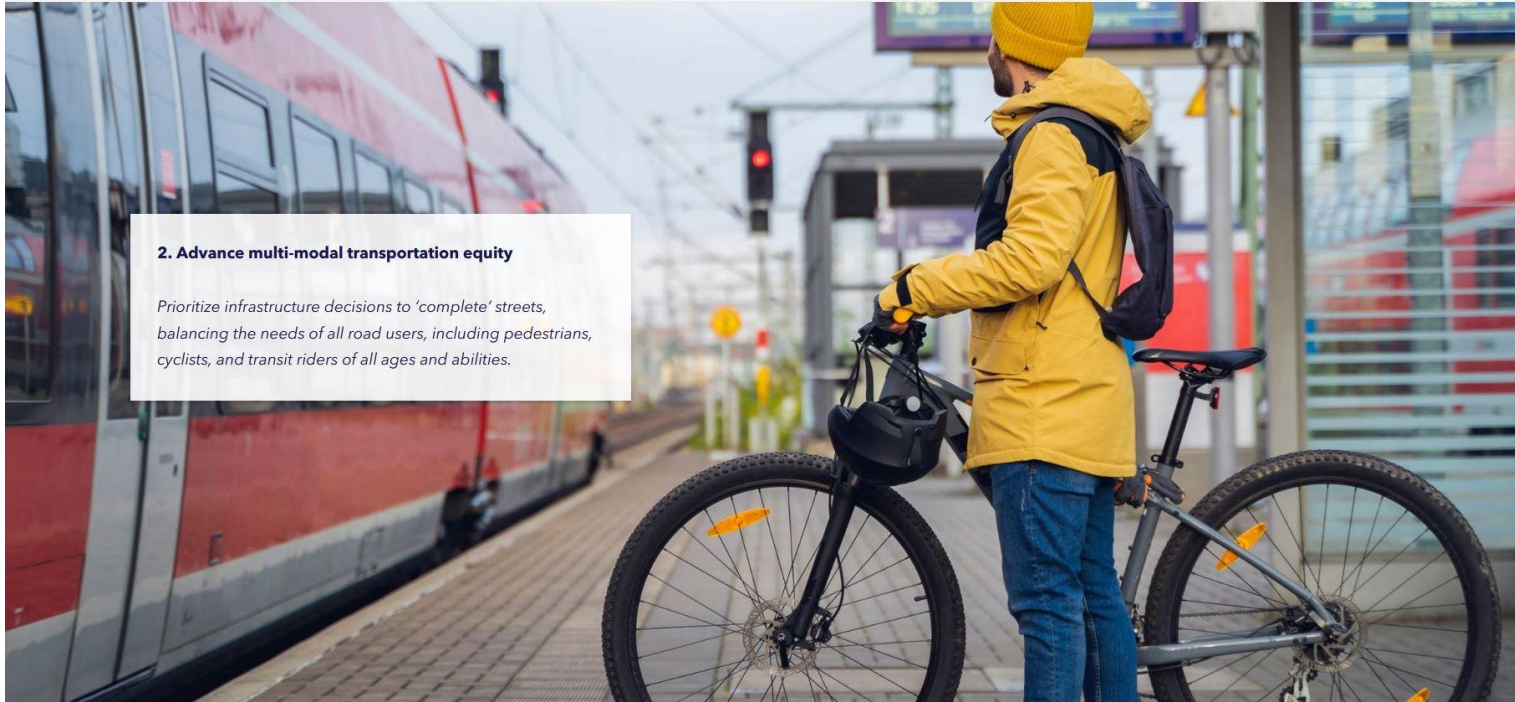
- In 2021, Brampton Council has endorsed **seven guiding principles** to help direct the development of a new Mobility Plan
- Four of the seven directly relate to cycling
- The images on the four following slides used to illustrate the guiding principles are taken from the Brampton Mobility Plan website
- [Brampton Mobility Plan link](#)

Brampton Mobility Plan

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2. Advance multi-modal transportation equity

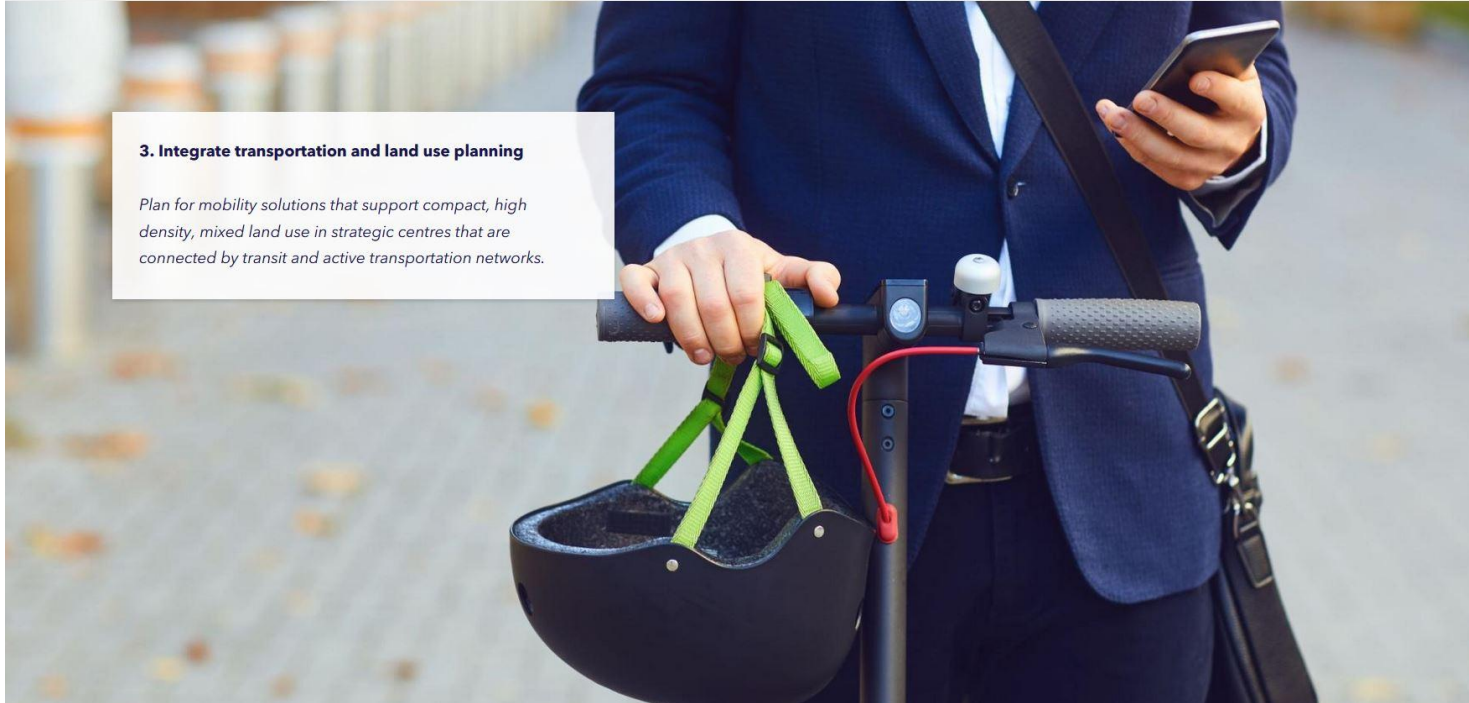
Prioritize infrastructure decisions to 'complete' streets, balancing the needs of all road users, including pedestrians, cyclists, and transit riders of all ages and abilities.



Brampton Mobility Plan

3. Integrate transportation and land use planning

Plan for mobility solutions that support compact, high density, mixed land use in strategic centres that are connected by transit and active transportation networks.



Brampton Mobility Plan



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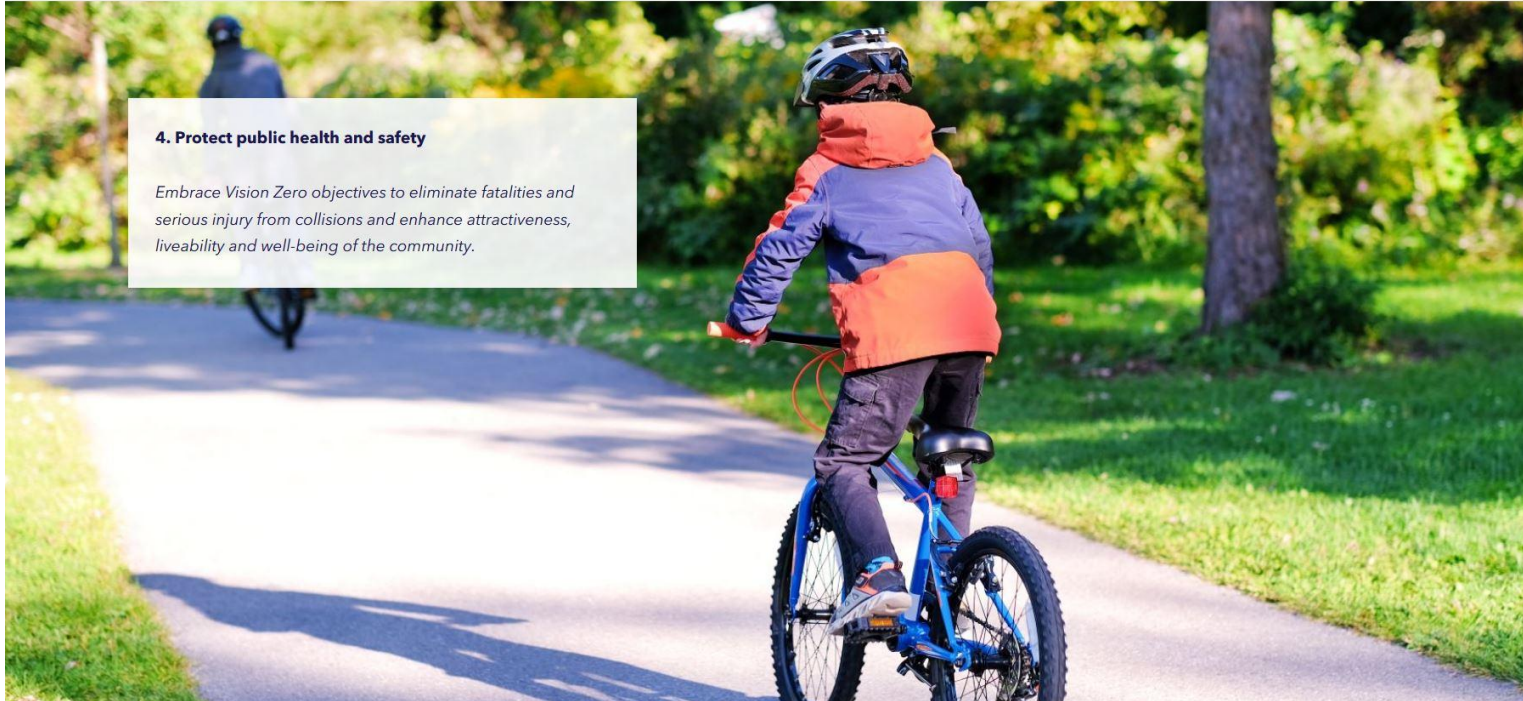
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4. Protect public health and safety

Embrace Vision Zero objectives to eliminate fatalities and serious injury from collisions and enhance attractiveness, liveability and well-being of the community.

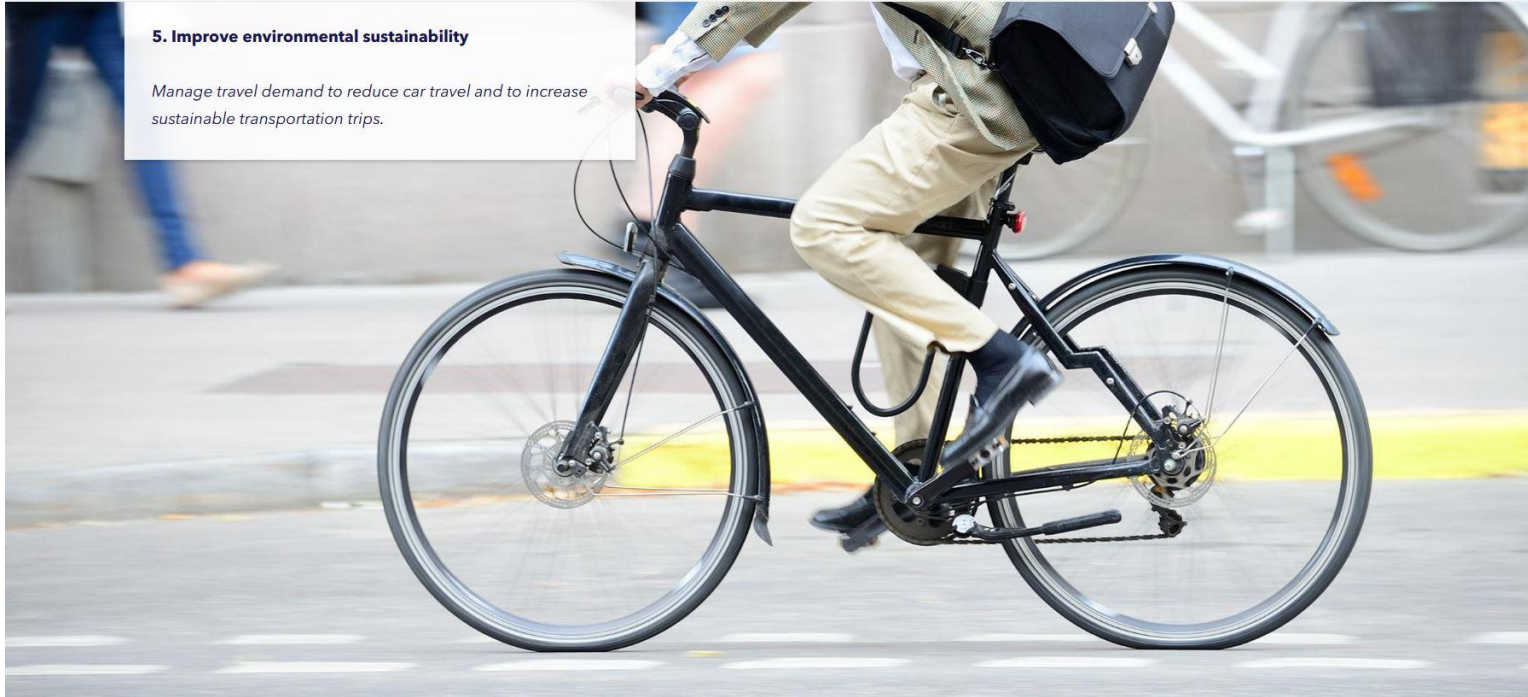


Brampton Mobility Plan

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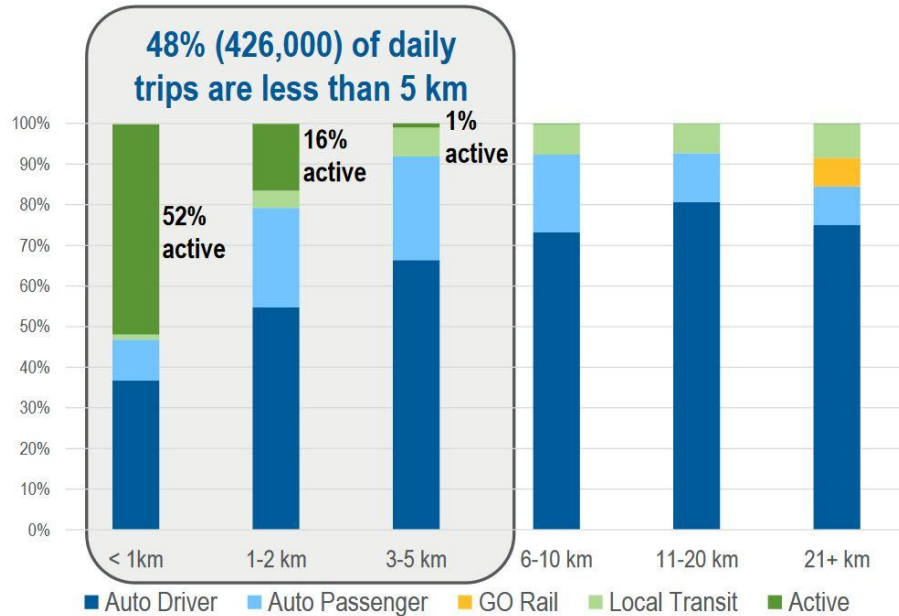
5. Improve environmental sustainability

Manage travel demand to reduce car travel and to increase sustainable transportation trips.



Brampton Mobility Plan

Brampton Mobility Plan will promote active and sustainable travel



Only **13%** of short trips are by active modes.

If we can increase that to **35-40%**, then we can reduce daily car trips by 100,000.



2 km = 20 min walk

5 km = 15-20 min cycle

Active Transportation Master Plan



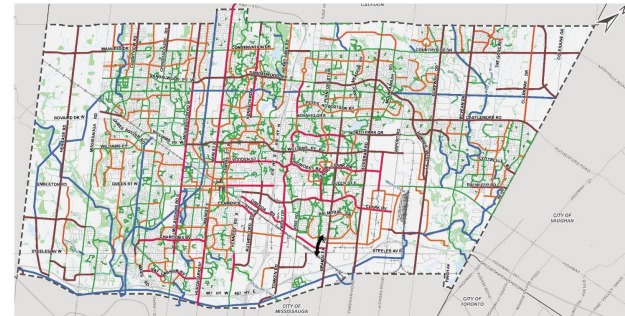
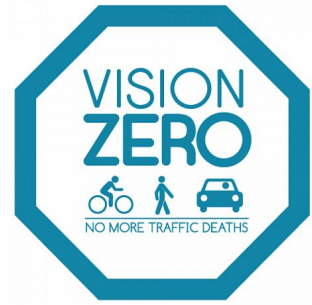
- On September 25, 2019 Brampton City Council unanimously 'endorsed' the Active Transportation Master Plan
- Its development involved hundreds of hours of consultations with the public, stakeholders, partnering public agencies, City Council and staff
- The City's first ever Active Transportation Master Plan **provides the network plan, policies and programs to support Brampton's 2040 Vision** for a mosaic of safe, integrated transportation choices and new modes, contributions to civic sustainability, and emphasizing walking, cycling, and transit
- Active Transportation (walking, cycling and other self-propelled mobility options) presents one of **the greatest untapped opportunities for reducing single occupant vehicle trips**, and for addressing a host of community design and public health issues. Incorporating global best practices in active transportation and promoting the concept of 'complete streets' and 'sustainable' community design is a guiding principle for the City's planning and engineering efforts
- The Active Transportation Master Plan focuses on the **implementation strategy** for building a connected cycling and pedestrian network across the City (and connecting to neighbouring municipalities) to enable safer, more convenient travel by non-motorized modes, and to encourage cycling as a viable means of transportation for both recreational and utilitarian purposes for the general public
- [ATMP link](#)

Council Declarations

Vision Zero [adopted by Council](#) June 17, 2019

Climate Emergency [declared by Council](#) in June 2020

A **high quality cycling network** is necessary to achieve the goals of Vision Zero and addressing the Climate Emergency



Parking Master Plan

Passed November 22, 2023

“Continue to upgrade and expand the transit, cycling, and pedestrian networks: to promote modes of transport alternative to the private auto”

“Revenues (from parking) can be used to: improve alternative modes of transport (walking, cycling, public transit), greenery, public art, landscaping, street furniture, and public safety and services”

[Parking Master Plan Link](#)

