



Report
Staff Report
 The Corporation of the City of Brampton
 11/13/2024

Date: 2024-10-29

Subject: Active Transportation Master Plan

Secondary Title: Bicycle Lane Implementation in the City and Bill 212 Reducing Gridlock, Saving You Time Act, 2024

Contact: Nelson Cadete, Manager, Transportation Planning, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2024-893

RECOMMENDATIONS:

1. That the report from Nelson Cadete, Manager, Transportation Planning, Integrated City Planning to the Committee of Council Meeting of November 13, 2024, re: **Active Transportation Master Plan: Bicycle Lane Implementation in the City and Bill 212 Reducing Gridlock, Saving You Time Act, 2024**, be received;
2. That until the time in which the Active Transportation Master Plan is updated, the interim strategy outlined within this report with respect to bicycle lane implementation, be endorsed.

OVERVIEW:

- On October 21, 2024, the Government of Ontario introduced the *Reducing Gridlock, Saving You Time Act* intended to address vehicular gridlock and ease traffic congestion for drivers (Bill 212), including measures to restrict the implementation of bike lanes.
- The provincial government is soliciting input on the proposed legislative changes regarding bike lanes through ERO 019-9266 prior to November 21, 2024.
- At its meeting of Monday October 21, 2024, Planning and Development Committee directed staff to undertake an analysis to prepare for a future council discussion in response to the proposed legislation respecting bike lanes, and that the implementation of new bike lanes on roadways within Wards 2 and 6 and Wards 7 and 8 be halted until such time as the newly proposed provincial legislation can be assessed, reported on and reviewed by Council.

- **Staff have allocated funding in the 2025 budget for a project to update the City’s Active Transportation Master Plan and have outlined an interim implementation strategy within this report that will allow for staff to continue implementation while minimizing the conflicts with parking and road capacity.**
- **Staff comments in response to Bill 212 challenge the province to allow for a balanced, evidence-based approach to bicycle lane development that aligns with provincial and local sustainable and multi-modal transportation goals.**
- **Municipalities should have the autonomy and authority to design infrastructure suited to their specific transportation needs outlined within their transportation master plan and capital programs. The Bill’s restrictions add bureaucracy and red tape, without supporting data to demonstrate that bike lanes increase congestion.**

BACKGROUND:

On October 21, 2024, the Government of Ontario introduced the *Reducing Gridlock, Saving You Time Act* to address vehicular gridlock and ease traffic congestion for drivers. The province is currently soliciting comments through the Environmental Registry of Ontario (ERO) with respect to proposed legislation regarding a “Framework for bike lanes that require removal of a traffic lane” (RO 019-9266).

This framework for bike lanes would enable provincial approval authority for the installation of new bike lanes on municipal roads, where the removal of a vehicle lane is required. It would also provide the ability to compel municipalities to collect and provide information to the province on existing bike lanes where a lane of traffic was removed.

At its meeting of Monday October 21, 2024, Planning and Development Committee carried forward the following resolutions:

PDC187-2024 - *That staff be directed to undertake an analysis to prepare for a future council discussion in response to the proposed legislation respecting bike lanes, including alternatives to bike lanes that may achieve the same outcomes associated with a balanced approach to transportation, and to include data on bike lane usage by modes of travel other than bicycle; and,*

PDC188-2024 - *That the implementation of new bike lanes on roadways within Wards 2 and 6 and Wards 7 and 8 be halted, until such time as the newly proposed provincial legislation can be assessed, and the data with regards to bike lane usage has been compiled, reported on and reviewed by Council.*

The Active Transportation network is critical to the future of mobility in the City. In order to accommodate the increase in travel demand over the next 25 years, the City must

focus on network improvements that encourage travel choices to the single occupant vehicle. Through this transition period however, the prioritization of cycling infrastructure over vehicle needs has not always been viewed as favourable by some Brampton residents. The perception has been that there are not enough people using the cycling infrastructure and that conversion of vehicular lanes to bike lanes is negatively affecting vehicular traffic flow.

To unpack the above, the two main issues communicated to staff during briefings with Council throughout the year are:

- When bicycle lanes are implemented on 2 lane residential collector roads (with adjacent driveways), residents do not agree with the loss in the opportunity to park/stop a vehicle in front of their homes. Parking is not permitted in designated bicycle lanes.
- When bicycle lanes are implemented on four lane collector roads, where general-purpose lanes are repurposed as buffered bike lanes, residents are concerned that there is a negative impact on vehicle capacity (add to congestion).

Active Transportation Typology

The City's Active Transportation Master Plan (ATMP) includes a recommended cycling network that suggests facility types (bike lane, multi-use path, cycle tracks, etc.) for each segment of the network. The suggested facility types were made at a high level based on roadway characteristics such as vehicle volume, speed and road classifications (arterial/collector/local). Along arterial (major) roads, the recommended facility types are completely separated (in the boulevard multi-use path or cycle track) and along collector and local (residential) roads, the recommended facility types are designated on-road bicycle lanes. These suggested facility types from the ATMP are used to inform more detailed corridor planning but are subject to change based on a more detailed planning review that includes site-specific factors such as: on-street parking demand, roadway width, percentage of trucks, pedestrian activity, frequency of intersections/driveways, adjacent land use, and others.

The implementation of the City's first ATMP has been focused on 'quick wins' and delivering portions of the network that would be low cost and do not require extensive design time. This allowed the City to build out 78.5 km of cycling infrastructure in 5 years and provide a significant kick start to the network. Over the last five years (since the ATMP was endorsed) the City has been focused on delivering bicycling infrastructure through existing construction opportunities (Major Road Reconstruction project, road resurfacing program and the City's pavement marking retrace program). This work has been complimented with pavement marking projects outside of the maintenance (retrace) program and improvements to the existing park paths and trails by implementing curb cuts and AT friendly road crossings where trails and paths meet

the City's Road network. A total of 98 curb depressions and 39 pedestrian crossings have been introduced to the network since the endorsement of the plan in 2019.

CURRENT SITUATION:

Provincial and City Policy Direction

Ontario

The Provincial Planning Statement (PPS), 2024 is a statement of Ontario's policies on land use planning. It gives provincial policy direction on key land use planning issues that affect communities, including planning for the appropriate transportation, water, sewer and other infrastructure necessary to accommodate current and future needs. The PPS 2024 is issued under section 3 of the *Planning Act*, which requires that all decisions affecting planning matters shall be consistent with the minimum standards set in the Provincial Planning Statement. Municipalities are the primary decision-makers for local communities, they implement provincial policies through municipal official plans and planning related documents such as zoning by-laws or plans of subdivision.

The following are examples of provincial policies/standards that Brampton is required to be consistent with:

- “Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.”
- “As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.”
- Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive.

Throughout the PPS 2024, active transportation infrastructure (including sidewalks, bicycle lanes, and secure bicycle parking) plays a key role in complete communities, new housing, major transit station area and climate change initiatives.

Brampton Plan (Official Plan)

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.

Brampton Mobility Plan

The City of Brampton is expected to grow by an additional 430,000 more people and 200,000 more jobs by 2051, resulting in additional 180,000 more trips in the morning peak period. If current travel patterns continue, 150,000 of those additional trips will be car trips. The Brampton Plan calls for a shift towards sustainable transportation modes to accommodate this anticipated future growth. If the City achieves the mode share targets in the Brampton Plan, the number of future car trips in the morning peak period can be reduced by 70,000. The City is currently updating the Transportation Master Plan, called the Brampton Mobility Plan (BMP). The Preliminary Preferred Alternative reflects the active transportation network recommended in the ATMP, expansion of the City’s higher order transit network and the conversion of previously recommended 4 to 6 lane widenings to 4 lane complete streets reconstruction projects. Modeling from the Brampton Mobility plan completed today shows adding more lane capacity is not the sole solution to managing congestion.

Health Economic Assessment

Investing in active transportation infrastructure supports an increase in walking and cycling as well as improves road safety, which can prevent premature mortality and have significant cost-savings. A health economic assessment is currently being conducted by Peel Public Health to estimate the potential health impacts and social-economic value of the Brampton Mobility Plan’s aim to increase walking/cycling mode share and improve road safety. The preliminary results of the analysis suggest:

- A potential **cost-savings of over \$20M per year** related to the prevention of premature deaths, if active transportation infrastructure investments proposed in Brampton’s Mobility Plan scenarios result in achieving the walking/cycling mode share targets and a 50% reduction in fatality rates by 2051. The analysis

suggests cost-savings increase with higher walking and cycling mode share and additional improvements to road safety.

- The “AS-IS” scenario, which reflects no further investments to active transportation infrastructure and assumes no change to mode share or to walking/cycling fatality rates, **did not result in any cost savings** and instead suggests there would be **socio-economic costs** associated with premature mortality resulting from physical inactivity and crash risk.

Performance of Bicycle Lanes in the City

The ATMP recommends the implementation of bicycle lanes along several four-lane collector roads in the City, through road diets. A road diet involves reallocating general-purpose lanes on a multi-lane road (typically four lane road) for other purposes (such as bicycle lanes, shared turn lanes, etc.). The City has only repurposed traffic lanes to accommodate bicycle lanes along collector roads that are "over-designed" and create environments that are uncomfortable and unsafe for people when walking or cycling. Their wide width encourages speeding, aggressive driving and traffic infiltration into residential neighbourhoods. These roads typically provide much more capacity than is needed, making them excellent candidates for traffic calming and active transportation implementation.

Evidence shows that road diets result in a decrease in vehicle volumes, speeds and collisions, ultimately making the road safer for drivers, pedestrians and cyclists - a common traffic calming strategy. By reducing the number of car lanes along these roads, the non-neighbourhood traffic that cut through the community during the morning and afternoon peak times is encouraged to redirect to alternate routes, which are more appropriate to accommodate high traffic volumes.

To date, the City has implemented approximately 26 km of bicycle lanes by replacing existing general purpose/car lanes. The proposed cycling network calls for an additional 37 km of bicycle lane road diets. These projects are subject to a more detailed corridor review.

One of the requirements of Bill 212, is that the Minister can review existing bicycle lanes and may require the municipality to provide information regarding traffic flow. The table below provides a summary of typical traffic flow metrics along 5 of the City’s main corridors - where traffic lanes were repurposed as bicycle lanes. A more detailed summary is attached to this report.

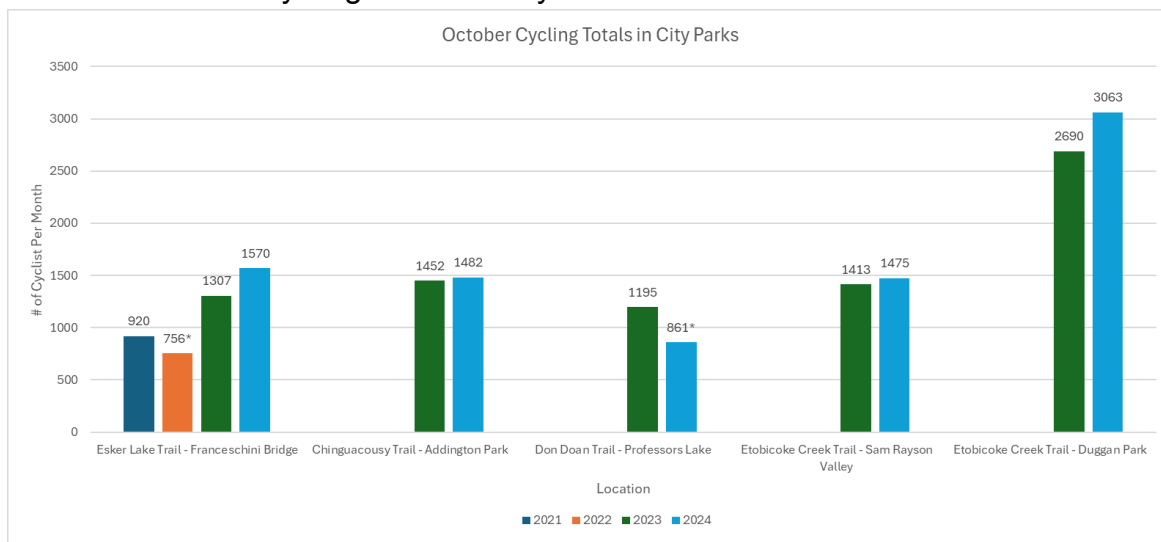
Table 1: Traffic flow metrics

Corridor	Travel Time	Operating Speed
Central Park Drive	-17%	-16%
Vodden Street	-31%	-7%
Howden Boulevard	-10%	-21%
North Park Drive	-22%	-23%
Charolais Boulevard	-5%	-19%

The table above provides the measured change in travel time and operating speed when comparing metrics before and after bike lanes were implemented along the corridors listed. A negative (-) value represents a decrease in the metric and a positive (+) represents an increase. For the most part, the road diets projects (with bicycle lanes) have proven to have a positive impact on traffic operations along these corridors, by decreasing speed and travel time.

The City continues to make investment in data to support the need for active transportation infrastructure. Cycling data is available from a set of pedestrian and bicycle counters installed along the trail network, collecting data in 15 minute intervals. The Franceschini Bridge location along the Esker Lake Trail opened during the bridge unveiling in May 2018, while the four other sites were installed on existing trails in mid-September of 2023. The following four other locations target different areas of the city and different trails:

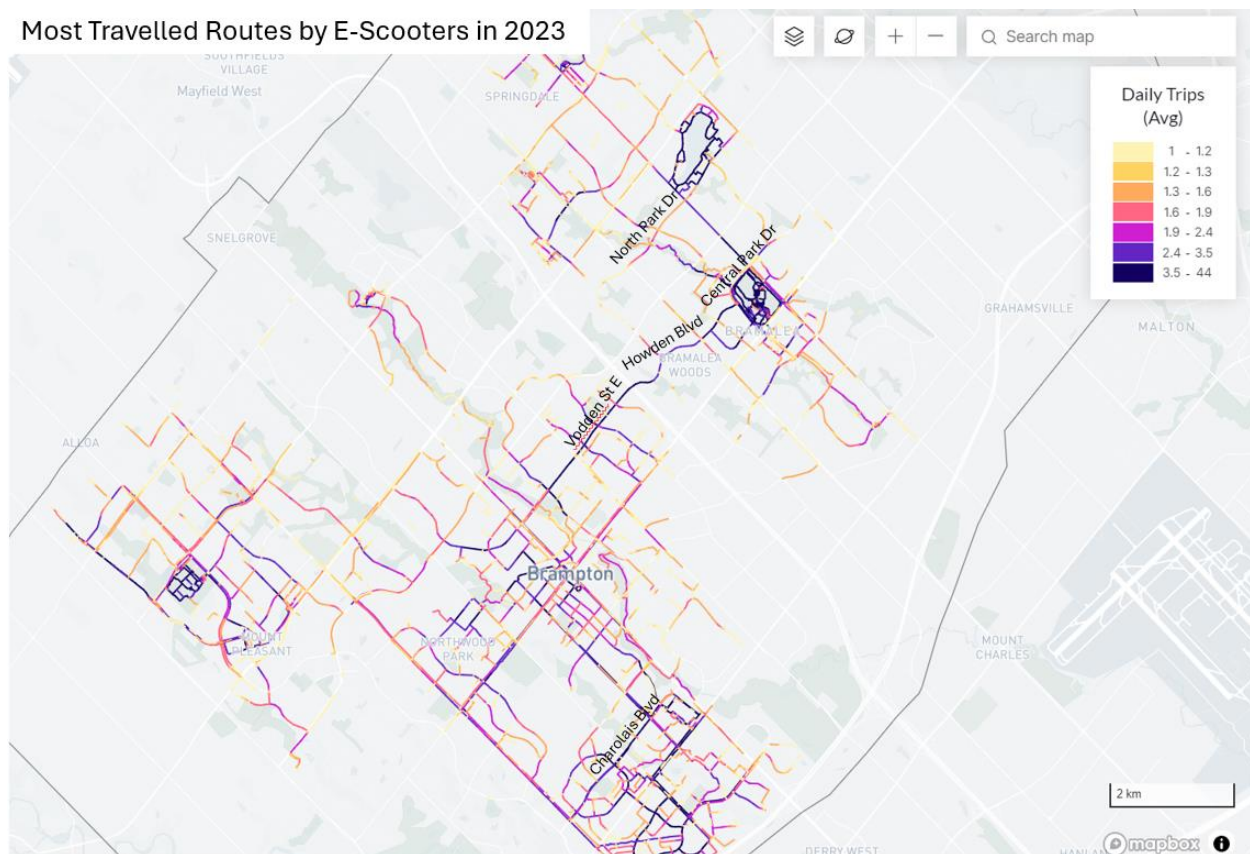
- Addington Park on the Chinguacousy Trail,
- Professor's Lake on the Don Doan Trail,
- Duggan Park on the Etobicoke Creek trail, and
- Sam Rayson Valley on the Etobicoke Creek trail.

Chart 1: October Cycling Totals in City Parks

Recent data from the counters summarized in Chart 1 above, shows an increase in use for all counters during when comparing month of October 2023 to October 2024, save for the Professor's Lake site (which had ongoing trail construction).

Cycling facilities in the city provide safe travel lanes for e-scooter users, as well as cyclists. E-scooter trip patterns from the first season (2023) of the City's Shared E-Scooter Pilot demonstrate heavier use on roads with active transportation infrastructure – see the Season 1 heat trip map below that illustrates scooter trip data along the aforementioned bicycle lane corridors in comparison to trips city-wide.

Season 1 trip heat map:



In the second season of the pilot (2024), operators reported:

- over 10,000 trips (17% of total rides) took place on the following roads with bike lanes: Central Park Drive, Voddan Street E, Howden Boulevard, North Park Drive, Charolais Boulevard;
- 28,061 trips (60% of total rides) started or ended within 500 metres of the same corridors.

These use numbers demonstrate that e-scooter riders actively use Brampton's cycling network.

Implications of Replacing On-Road Bicycle Lanes with In-Boulevard Facilities

The alternative to providing bicycle lanes along these streets would be to accommodate the infrastructure within the boulevard as a multi-use path or cycle track. The cost to implement a cycling facility in the boulevard is approximately 8 times more than the cost to paint a typical bicycle lane on the street (\$65,000/km vs \$500,000/km). The cost to implement a protected bicycle lane with prefabricated barriers, similar to Vodden Street, Howden Boulevard and Hanover Road is approximately \$195,000/km. (2 and a half times less than the cost to implement a facility within the boulevard). From a maintenance perspective, the unit cost to maintain each of the three facility types is listed below:

- On-road bicycle lane – included with the cost to maintain the road
- In-boulevard paths – approximately \$2,000/km
- Separated Bicycle Lane (Vodden Street) – approximately \$2000/km

Active Transportation Master Plan Update

As with other long-range master plans, the City's Active Transportation Master Plan (ATMP) is not a static document and was intended to be reviewed periodically. At the time of its endorsement, staff suggested that it could be done in tandem with the five-year Transportation Master Plan (TMP) review cycle. Given that the most recent review of the TMP (the Brampton Mobility Plan) is expected to be completed next year and with the lessons learned from the last 5 years of ATMP implementation, it is the right time to update the plan. Staff have allocated funding in the 2025 budget submission for a project to update the City's Active Transportation Master Plan.

While the master plan is updated (up to 18 months), it is important that the City continue to deliver the active transportation network. **As an interim strategy staff are proposing to take the following implementation approach:**

- The City's priority will move away from the 'quick wins' and low cost/quick turn around projects (painted bicycle lanes) and focus on network links along arterial roadways that would warrant the need for an in-boulevard facility type.
- With respect to construction opportunities (road rehabilitation projects), instead of implementing paint-delineated bicycle lanes as the default facility type, staff will consult with ward Council pairings and consider urban shoulders as an alternate facility, paired with speed cushions. The speed cushions help to

mitigate excessive operating speeds along the road, creating an improved condition for all roadway users. At the request of Council, staff will also investigate the appropriateness of alternative solutions for existing bicycle lanes.

- There may be projects that require provincial approval for installation of a new bike lane on a municipal road - where the removal of a vehicle lane is required. In these cases, staff will fulfill the provincial obligation and work with the area Councilors to undertake project specific public engagement to help with buy-in.

In addition to the cost implications, the refocus of ATMP implementation on segments of the network that require facilities to be located within the boulevard will require additional planning, design time and construction time. We anticipate that projects could take one to two years to deliver.

Supporting Transit

Brampton Plan states that *“New and improved active transportation facilities, maintained year-round, will improve access to transit and provide viable active transportation options for the first and last miles of a trip.”*

Metrolinx’s *GO Rail Station Access* document provides an overview of the recommended investments for Brampton’s local GO stations by 2041. Included within the scope of this document is:

- Biking: Adding bike parking spaces and multi-use pathways.
- Walking: Improving walking environments at, and around, GO stations by planning for more pedestrian and multi-use pathways to enhance the walking connections to GO stations.

In addition to the investment in Brampton GO Stations, Metrolinx has also addressed the demand for cycling through service improvements. In March 2024, Metrolinx announced that they were building eight additional bike coaches in response to increased demand (doubling the number in their fleet). The new coaches offer additional capacity on the Kitchener Line, as well as seasonal service on the Lakeshore West trips to Niagara Falls. The new coaches have space for up to 22 bikes and additional seating for passengers. This comes as demand has grown for bicycle and e-bike transport on GO Trains, especially on the Kitchener Line.

Jurisdictional Scan – Parking and Bicycle Lanes (RML C015-2024)

One of the aforementioned challenges the City is facing when implementing bike lanes in residential neighbourhoods is the number of complaints regarding the inability of residents to park in front of their home, or to accommodate visitor parking on their street

for a private function at their home. An item on the City's Referred Matter List (RML C015) asked that staff consider the issue of parking in bicycle lanes in the context of the By-law Operations review. To help inform our direction moving forward, staff undertook a jurisdictional scan to understand how other municipalities have been managing the issues relating to residential parking or stopping along corridors with bicycle lanes and collected feedback through a brief survey. The survey was sent to 12 municipalities and 9 responded. From the responses received, we have identified that the situation in Brampton is not unique, there are several other jurisdictions with the same issues relating to parking in bicycle lanes. Here is what we learned from our scan:

- No other jurisdiction allows City-wide exemptions or permission to park in a bicycle lane for an extended period of time (allow for loading/unloading – taxi cab, accessibility permit holders, etc.).
- Of the 9 municipalities that responded to our survey, one issues warnings prior to infraction notices, one allows for a grace period of 72 hours after a bicycle lane is implemented prior to issuing infraction notices and 7 municipalities issue only parking infractions to violating vehicles.
- From the 9 survey responses, generally, there have not been direct incidents or claims made of incidents involving bicyclists and parked cars but it was noted that concerns have been raised by cyclists in these communities.

In summary the jurisdictional scan did not provide guidance on how the City could deal with the issue of parking and bicycle lanes. The use of enforcement or operational tactics, such as allowing permissions to park in designated bicycle lanes or issuing warnings to those in violation, are not permanent solutions and in the end only compromises the intent of the cycling network and municipal by-laws. The City's current enforcement posture was put in place to allow for staff to respond to RML C015, given that the interim implementation direction outlined within this report is intended to deal with the bicycle lane/parking conflict, the Traffic By-law 93-93 respecting parking with bicycle lanes will be enforced as originally intended.

Bill 212, Reducing Gridlock, Saving You Time Act, 2024

The City is planning to submit the attached comments (Attachment 2) in response to Environmental Registry of Ontario (ERO) posting 019-9266 – “Framework for bike lanes that require removal of a traffic lane” by the deadline of November 20, 2024.

The purpose of this legislation would be to enable provincial approval authority for the installation of new bike lanes on municipal roads, where the removal of a vehicle lane is required. It would also provide the ability to compel municipalities to collect and provide information to the province on existing bike lanes where a lane of traffic was removed.

Within our attached response to the ERO, staff express concerns regarding the framework for bicycle lanes outlined within Bill 212, the "Reducing Gridlock, Saving You Time Act, 2024," as it undermines the city's sustainable growth, multi-modal transportation, and climate goals. Key concerns include:

1. **Conflict with Provincial Policy:** the Bill opposes the PPS's efforts to advance sustainability, manage urban growth, and promote multi-modal mobility
2. **Impact on Brampton's Planning and Growth Management Policies:**
 - **Brampton Plan:** Brampton has set a target of 11% mode share for active transportation modes and commits to reducing car dependency by making active transportation a viable and attractive alternative.
 - **Brampton Mobility Plan:** By 2051, Brampton's population is projected to grow by 430,000 people and 200,000 jobs, leading to a 62% increase in morning peak travel demand across all modes. If car dependency continues, morning car trips could increase by 150,000. By meeting Brampton Plan's mode share targets, future car trips could be reduced by 70,000. To reverse the current trends, more emphasis needs to be placed on sustainable modes of travel. Bike lanes play a pivotal role in offering Brampton residents viable options beyond car use.
 - **Active Transportation Master Plan (ATMP):** Brampton's ATMP prioritizes expanding and enhancing cycling infrastructure to make biking a viable, safe, and appealing mode of travel for all residents. To meet this goal, the plan relies on the strategic addition of bike lanes, including in areas where reallocating car lanes is necessary to create dedicated, continuous routes.
 - **Grow Green Environmental Master Plan:** With transportation contributing 59% of Brampton's greenhouse gas emissions, Brampton aims to reduce car dependency to combat climate change.
 - **Complete Streets and Vision Zero Initiatives:** Brampton's Complete Streets Guide and the Region of Peel's Vision Zero strategy prioritize designing streets for all users, including pedestrians, cyclists, and those with mobility challenges.
3. **Economic and Social Impact:**
 - **Support for Urban Vitality and Local Economy:** Bike lanes are crucial for creating business-friendly, vibrant communities. Cities with robust cycling infrastructure often see economic benefits, as they attract businesses and residents. Restricting bike lanes in areas where traffic lane reallocation is necessary limits Brampton's potential to develop active, economically vibrant spaces.

- **Equity and Accessibility:** Bike lanes are essential for individuals who rely on affordable transportation options, particularly lower-income residents. A lack of bike infrastructure limits access to jobs, schools, and essential services, while contributing to health disparities due to restricted active travel options.
4. **Municipal Autonomy and Need for Data-Driven Policy:** Municipalities should have the autonomy and authority to design infrastructure suited to their specific transportation needs outlined within their Transportation Master Plan and Capital Programs. The Bill's restrictions add bureaucracy and red tape, without supporting data to demonstrate that bike lanes increase congestion. The lack of defined criteria, such as what constitutes "orderly movement of motor vehicle traffic," excludes other transportation modes and does not align with Brampton's local context.

Staff recommends the City challenge Bill 212 as an overreach of provincial authority into an area of municipal responsibility. Further, as an advocacy position, the City should ensure the final legislation allows for a balanced, evidence-based approach to bike lane development by municipalities, that aligns with provincial and local sustainable and multi-modal transportation goals.

CORPORATE IMPLICATIONS:

Financial Implications:

There are no direct financial implications associated with this report.

Other Implications:

Legal Implications

The following provides a summary of the proposed legislation within Bill 212 respecting the framework for bike lanes that require removal of a traffic lane – these are proposed amendments to the Highway Traffic Act:

- A municipality cannot construct, install or mark a bicycle lane on a highway unless the design has been approved by the Minister of Transportation. This is applicable where the bicycle lane would reduce the number of marked lanes for motor vehicle traffic and which will affect either side of the highway.
- This legislation will be applicable to municipalities that are designated by a regulation.
- It does not apply where there has been a contract already awarded or entered into for procurement/construction, or work has been already commenced by the municipality.

- The Minister has the ability to review existing bicycle lanes and may require the municipality to provide information regarding traffic flow; note this applies to municipalities designated by regulation.

This proposed legislation is only at first reading (there will be two more readings before it can get passed). Once it has received third reading it will come into effect once it has Royal Assent. Schedule 4, sections 1-4 come into effect upon proclamation of the Lieutenant Governor.

The regulation that will designate which municipalities the legislation applies to will get passed after the legislation has come into effect. At this point we do not know if the proposed legislation is applicable to Brampton.

STRATEGIC FOCUS AREA:

The City's 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 of Brampton is expecting significant growth by 2051. The Brampton Plan calls for a shift towards sustainable transportation modes to accommodate this anticipated future growth. The City's first Active Transportation Master Plan (2019) has been successful in supporting this shift by delivering 78.5 km of cycling infrastructure in the last 5 years. However, with the Brampton Mobility Plan expected to be completed next year and with the lessons learned from the last 5 years of ATMP implementation, staff are planning to update the plan in 2025. In the interim staff have outlined a plan that direct staff on how to continue implementation of the network while minimizing the conflicts outlined within this report.

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Attachments:

- Attachment 1 - A "before & after data" comparison of active transportation projects implemented through "road diets"