



Date: 2024-11-07

Subject: **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-2024-913

RECOMMENDATIONS:

1. That the presentation from Nelson Cadete, Manager, Transportation Planning, Integrated City Planning to the Committee of Council Meeting of November 13, 2024, re: **Bicycle Lane Implementation in the City and Bill 212 Reducing Gridlock, Saving You Time Act, 2024**, be received.

Bike Lane Implementation in the City and Bill 212

Committee of Council
Nelson Cadete
Manager, Transportation Planning

November 13, 2024



Introduction - Background

Bill 212 - Overview

- On October 21, 2024, the province introduced Bill 212 - (*Reducing Gridlock, Saving You Time Act, 2024*), allowing provincial oversight on new bike lanes that remove vehicle lanes on municipal roads.
- It also requires municipalities to report data on existing bike lanes where traffic lanes were removed.

Council Resolutions

- **PDC187-2024** - Staff were directed to analyze the proposed bike lane legislation, consider alternative solutions for balanced transportation, and include data on bike lane usage beyond bicycles for a future council discussion.
- **PDC188-2024** - The installation of new bike lanes in Wards 2, 6, 7, and 8 were paused until the provincial legislation is reviewed and bike lane usage data is compiled and assessed by Council.



Response to Bill 212 - Framework for Bike Lanes that Require Removal of a Traffic Lane

1. Provincial Overreach
2. Conflict with Provincial Policy
3. Conflicts with Brampton's Planning and Growth

Management Policies:

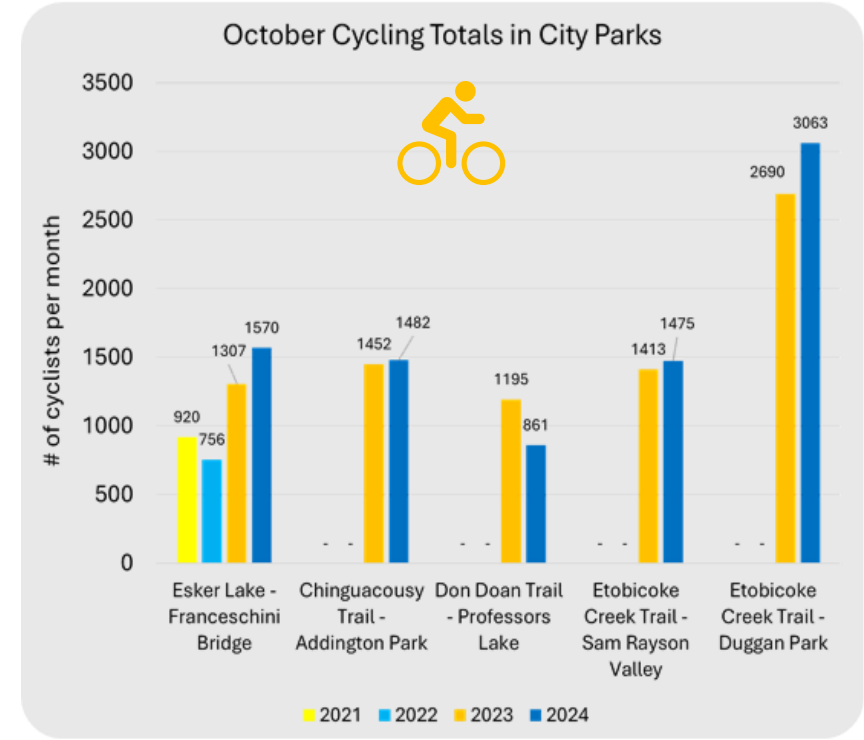
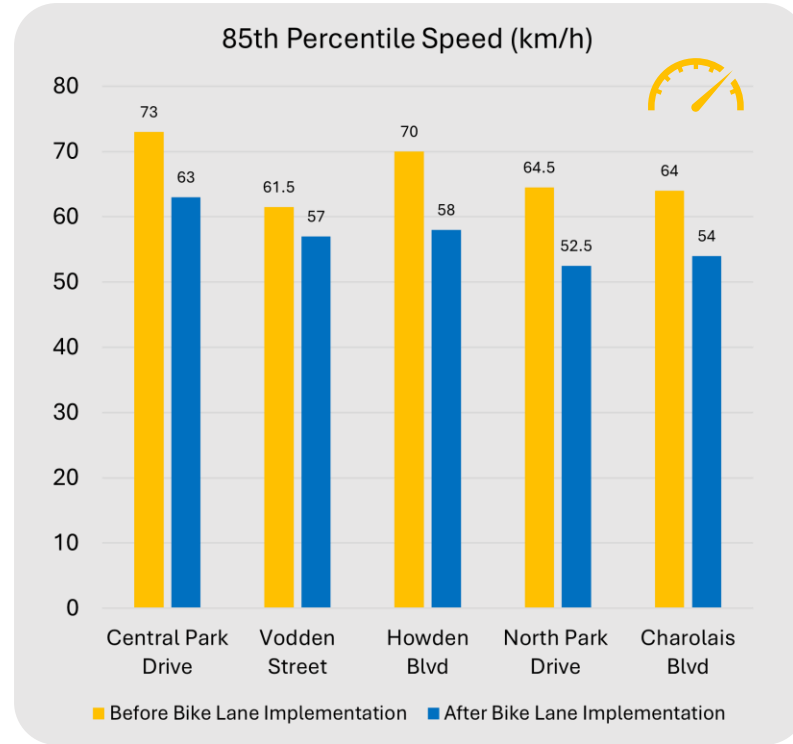
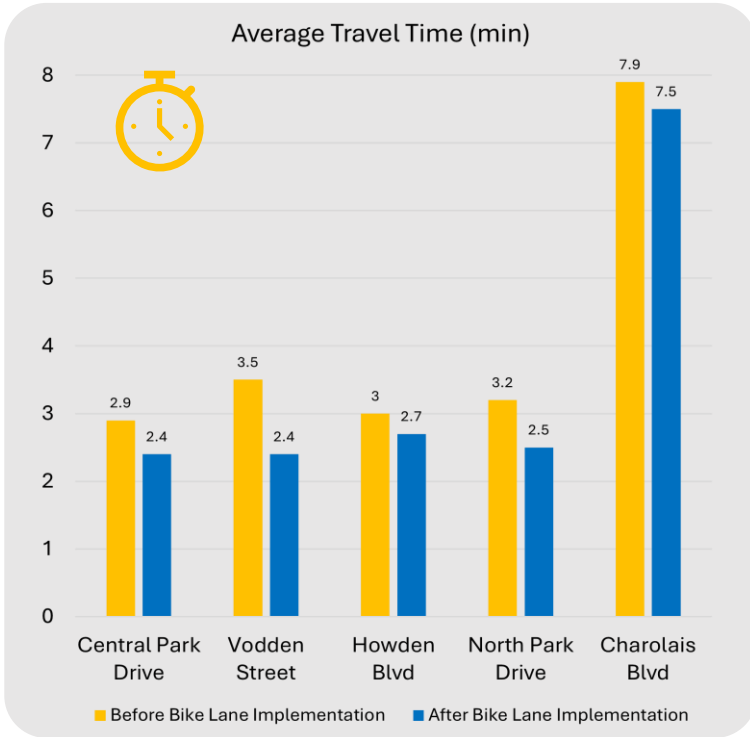
- Brampton Plan
- Brampton Mobility Plan
- Active Transportation Master Plan (ATMP)
- Grow Green Environmental Master Plan
- Complete Streets and Vision Zero Initiatives

4. Economic and Social Impact:

- Support for Urban Vitality and Local Economy
- Equity and Accessibility



Performance of Bike Lanes Within the City

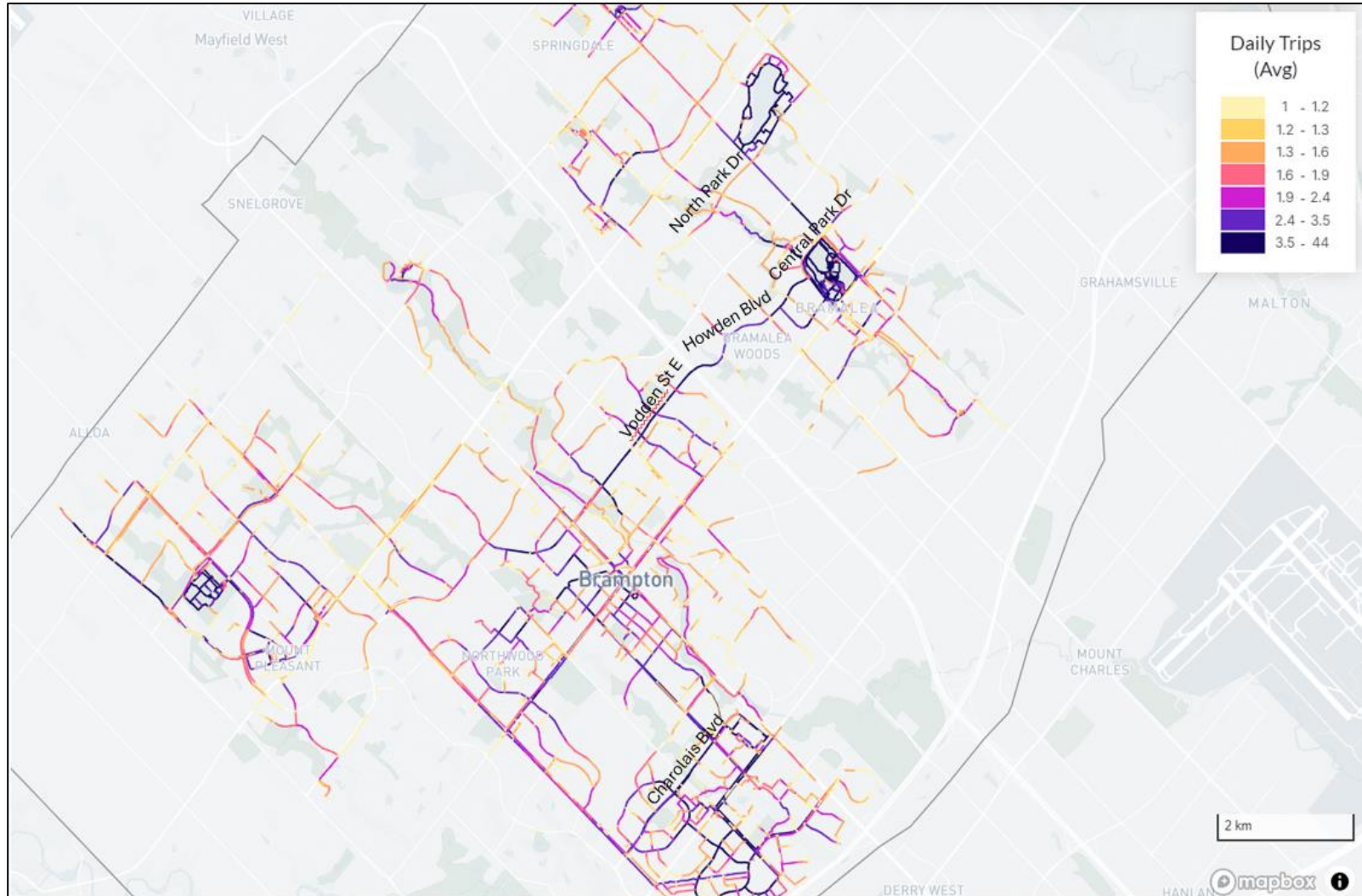


A potential cost-savings of over \$20M per year related to the prevention of premature deaths, if the walking/cycling mode share targets are achieved.



In March 2024, Metrolinx announced that they were adding bike coaches on the Kitchener Line, to address demand for bicycle and e-bike transport on GO Trains.

What did we observe?



Most travelled routes by e-scooters in 2023.

(the E-scooter Pilot Program has had **more than 350,000 trips** do date)



In 2024 operators reported:

- Over 10,000 trips (17% of total rides) took place on the following roads with bike lanes: Central Park Drive, Vodden 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.

Anticipated Future Growth & Travel Demand

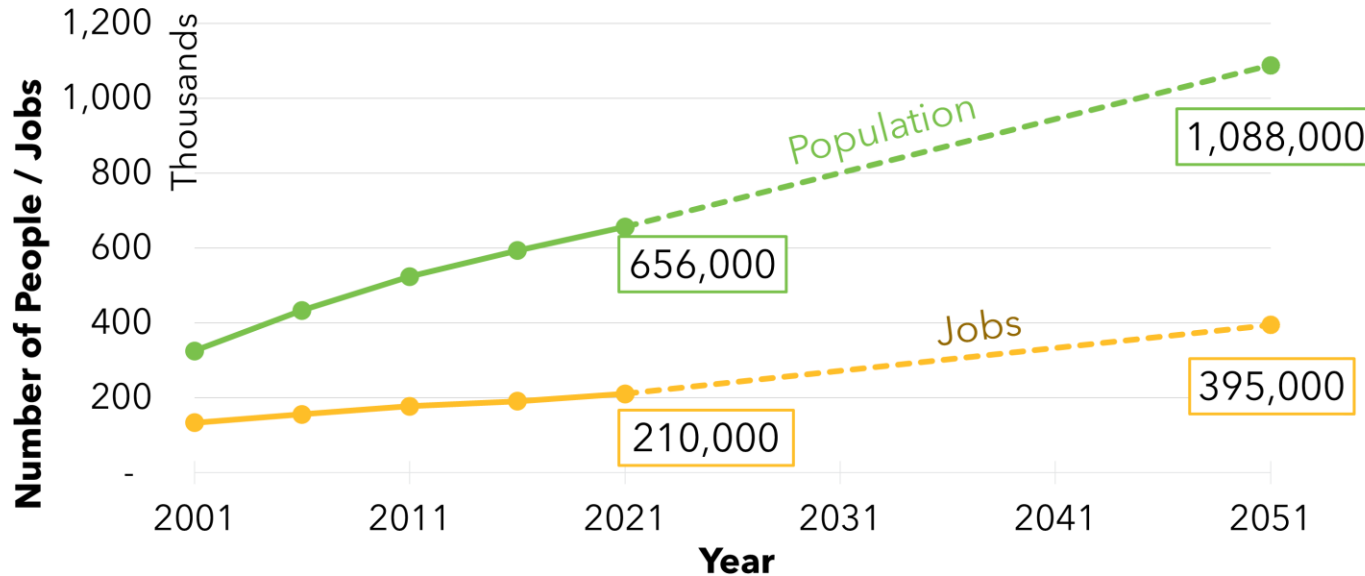
By 2051, Brampton is expected to grow by:



430,000 people*
(+66%)

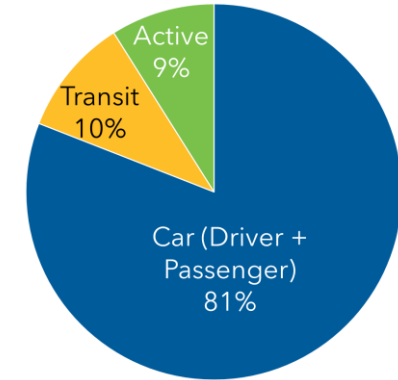


200,000 jobs*
(+88%)



As a result of this growth, future travel demand is expected to grow by **185,000 trips (+62%) by all modes** in the morning peak period.

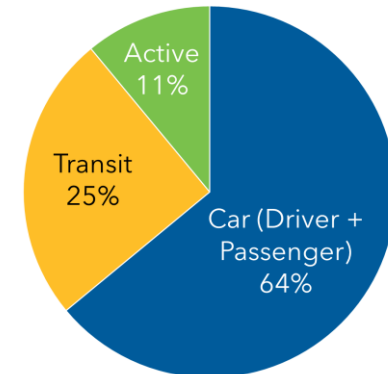
Existing Mode Share



Source: 2016 TTS, Morning Peak Period



Brampton Plan Mode Share Targets



Source: Brampton Plan

Interim ATMP Implementation Approach

- Focus on network links along arterial roadways that would warrant the need for an in-boulevard facility type.
- Consider urban shoulders as an alternate facility, paired with speed cushions. At the request of Council, staff will also investigate the appropriateness of alternative solutions for existing bicycle lanes.
- On projects that require provincial approval for installation of a new bike (removal of a vehicle lane) - fulfill the provincial obligation and undertake project specific public engagement.

Thank you!

