



**Report**  
**Staff Report**  
 The Corporation of the City of Brampton  
 5/26/2025

**Date:** 2025-04-15

**Subject:** **Active Transportation Master Plan Implementation – 2024/2025 Annual Report (All Wards)**

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

**Report number:** Planning, Bld & Growth Mgt-2025-168

**RECOMMENDATIONS:**

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, to the Planning and Development Committee Meeting of May 26, 2025, re: **Active Transportation Master Plan Implementation – 2024/2025 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.
- The 2024 ATMP Implementation Work Plan including the following active transportation infrastructure improvements/highlights:
  - The allotment for Active Transportation in the 2024 Budget was \$11.9M;
  - 9.81 km of new linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
  - 20.65 km of existing linear infrastructure retrofitted with addition of green paint treatment;
  - New curb depressions at 20 locations;
  - 17 new pedestrian crossovers; and,
  - 8 new traffic control signals.
- The proposed 2025 ATMP Implementation Work Plan, includes:
  - 2025 City Budget allocation of approximately \$10.7M;

- **23.2 km of linear infrastructure (bike lanes, MUPs, shared roads);**
- **5 km of existing linear infrastructure retrofitted with addition of green paint treatment;**
- **New curb depressions at 67 locations;**
- **9 new pedestrian crossovers; and,**
- **52 new bike racks for parking.**
  
- **Complementing the proposed new infrastructure in 2025 are the following program and policy activities:**
  - **ATMP Update kickoff;**
  - **2025 Bike the Creek event;**
  - **2025 season of the Shared E-Scooter Pilot Program;**
  
- **Staff has developed a strategy and tentative timeline to address Council's direction to design the relocation of the bike lanes from the road to the boulevard along Howden Boulevard between North Park Drive and Central Park Drive.**
  
- **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 Active Transportation Master Plan (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).

Since the ATMP was endorsed by Council in September 2018, approximately 88.3 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.

*Attachment A & B* provides a map and detailed summary of all linear facilities (bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders) implemented since 2019.

## **CURRENT SITUATION:**

This report documents the progress and successes of the ATMP implementation 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.

Consistent with the ATMP, the annual report provides updates and plans that follow the plan's 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 to support an increase in walking and cycling is a critical focus for the ATMP. Below is a summary of all the projects that were implemented in 2024 through the different programs (Infill Program, Fix-it, Capital, etc.) and an outline of the 2025 Work Plan.

## **2024 Implementation Program**

The 2024 Active Transportation Implementation program included:

- 2024 City Budget allocation of approximately \$11.9M;
- 9.81 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 20.65 km of existing linear infrastructure retrofitted with addition of green paint treatment;
- New curb depressions at 20 locations;
- 17 new pedestrian crossovers; and,
- 8 new traffic control signals.

*Attachment C* depicts the AT infrastructure that was implemented in 2024.

*Attachment D* provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders implemented with the 2024 ATMP Implementation Program.

At the direction of Council, in 2024 the City retrofitted a number of existing bicycle lanes in the City by incorporating a more standard application of green paint along potential conflict areas (in accordance with Provincial guidance). *Attachment E* summarizes the locations where green paint retrofit treatment was applied 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 F* provides all the 2024 upgrades/enhancements (e.g. curb cuts, crossings, etc.) of the “Fix-it” program.

## **2025 Implementation Work Plan**

The active transportation funding allocation within the 2025 Capital Budget is summarized in Table 1 below:

*Table 1: 2025 AT Implementation Program Budget*

<b>Dept./Div.</b>	<b>Item</b>	<b>2025 Budget Allocation</b>
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$1,5M
PB&GM/Transportation Planning	E-scooter Data Management	\$17K
	Complete Streets Corridor Study (BMP Recommendation)	\$125K
PWE/Capital Works	2025 Road Resurfacing Program (Elgin and Mill + curb cuts)	\$73K
	Howden In Boulevard Facility Design (Williams to Central Park)	\$170K

	Countryside Drive Improvements (Hwy50 to Arterial 2)	\$1.1M
	Goreway Drive Improvements (Cottrelle to Countryside)	\$2.6M
	Williams Parkway (McLaughlin to Dixie)	\$4.2M
PWE/Road Maintenance, Ops. & Fleet	Fix-it (curb cuts, bike parking)	\$80K
	PXO Contract	\$850K
<b>TOTAL</b>		<b>\$10.7M</b>

The 2025 Active Transportation Implementation program includes:

- 23.2 km of linear infrastructure (bike lanes, multi-use paths, shared roads);
- 5 km of existing linear infrastructure retrofitted with addition of green paint treatment;
- New curb depressions at 67 locations;
- 9 new pedestrian crossovers; and,
- 52 new bike racks for parking.

The locations of the 2025 projects to be implemented are shown and listed in *Attachments I, J and K*.

### ***Howden Boulevard***

At the Special Council Budget Meeting of January 13, 2025, the following resolution was approved (C018-2025):

1. That the 2025 Capital Budget be amended to include a new project in the amount of \$170,000, to design the relocation of active transportation bike lanes from the road to the boulevard on Howden Boulevard between North Park Drive and Central Park Drive, with the funding source to be determined by the Treasurer;
2. That staff report back regarding any implications related to safety of vulnerable users and traffic patterns in Brampton, should more lanes of traffic be added;
3. That Vision Zero be incorporated into the design;
4. That staff review the increase of service in addition to associated costs when bike lanes move to the boulevard to ensure the bike lanes are maintained in a similar manner to roads within Brampton;
5. That staff be directed to undertake public consultation prior to the report coming back to Council for consideration; and
6. That the design be completed in time for construction funding to be requested in the 2026 Budget submission, subject to the Mayor's consideration.

In response to the Council direction, staff from Transportation Planning and Public Works & Engineering have developed the following strategy and tentative timeline to address the Council resolution:

- Staff will test the feasibility of alternate options including the relocation of the entire bike lane into the boulevard and an option that will transition the existing separated bike lanes into the boulevard at intersections (before and after - to accommodate exclusive turn lanes at intersections).
- For each option, staff will conduct the analysis in support of the Council requests relating to road safety, maintenance costs and adverse effects to roadway users.
- Staff will meet with the Active Transportation Advisory Committee to present the proposed options and the process, to solicit feedback to inform our community engagement.
- Present conceptual design options to the public at an in-person public information centre (tentative date September 2025) - to be hosted at a local venue (school, recreation centre, etc.). The PIC will include the following data/analysis:
  - vehicle volume counts - before and after the bike lanes
  - vehicle speed - before and after bike lanes
  - bike counts - before and after bike lanes
  - % cut-through traffic - before and after bike lanes
  - collision history - collision rate before and after bike lane
  - anecdotal commentary relating to preference of infrastructure type
  - video surveillance of existing intersection operation - highlighting intersection queueing/congestion
  - trip generation and traffic implications of the new recreation facility/library (Howden RC);
  - maintenance costs relating to on-street separated bicycle lanes vs alternate boulevard options.
  - cost and implications of each design option (utilities, trees, etc.).
- Within a report to Committee of Council (suggested date October), present to the content shared at the public engagement event and make a recommendation to Committee.
- Prepare a detailed design for the preferred concept - October 2025 to Spring 2026.
- Construction - Summer of 2026.

### ***Guru Nanak Street and Dixie Road***

At the February 13, 2025, Peel Regional Council meeting, Manohar Singh Bal, Director and Secretary, Gurdwara Guru Nanak Mission Centre, provided an overview of concerns regarding impacts to traffic flow at the intersection of Guru Nanak Street and Dixie Road, due to the addition of bike lanes, flexible posts, and no northbound left turn traffic signal. The delegation was referred to Regional Public Works staff as the intersection of Dixie Road and Guru Nanak Street/Peter Robertson Boulevard falls under their jurisdiction.

Brampton staff have been collaborating with the Region of Peel staff to identify potential improvements. The Region has committed to mitigate the issues reported through the following measures:

- The Region will maintain the flexible poles at the subject intersection for safety of cyclists and will be replacing any flexible poles that were knocked down during winter maintenance operations.
- A new northbound advance signal phase on Dixie Road at Guru Nanak Street intersection is currently in design, this enhancement was one of the asks from Gurdwara Guru Nanak Mission Centre.
- The Region agreed to review traffic activity on Guru Nanak Street and will be scheduling surveys to understand the peak of the Gurdwara Guru Nanak Mission Centre activities to compare against the street peak traffic to modify signal timing by increasing eastbound/westbound phase or signal cycling at Dixie Road.
- The widening of Dixie Road to 6 lanes is currently under design and will be revisited with the intent of accommodating the bicycle lanes within the boulevard at the subject intersection.

### ***Federal AT Fund***

Staff submitted an application package for the Capital Project stream of the Federal Active Transportation Fund to support the Westcreek/Advance Multi-Use Pathway project in Brampton. This application aims to secure funding to enhance active transportation infrastructure, improving connectivity and accessibility for pedestrians and cyclists in the area.

## **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 ongoing efforts around designing AT infrastructure for safety and comfort:

- *Transportation Impact Study (TIS) Assessment Program* – Transportation Planning staff participated in this ten-module program that deepened participants' existing understanding of TIS, further their knowledge in advanced areas of TIS, and enable them to apply and integrate this knowledge into their own work.
- *Design Standards Update & Speed Review* – collaborative initiative that will review the City's 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.

### **Wayfinding Pilot**

The City's 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 2025, staff will look to extend wayfinding beyond recreational trails in a pilot project. The area of focus will include roads and active transportation facilities around the Esker Lake Recreational Trail (from Bovaird Drive to Williams Parkway) within Wards 1 & 7. Destinations include Lakelands Park, Bramalea Community Park / Dog Park, North Park Secondary School and major / minor roads. The pilot will help to inform a much larger initiative that will provide wayfinding guidance across the City's active transportation network.

### **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.

Staff has been actively collaborating with Road Operations and Maintenance to ensure that the level of service for new cycling facilities, such as the new protected bike lanes, are maintained throughout the year. This includes a strong focus on winter and snow clearance operations to keep these facilities safe and accessible for cyclists. By coordinating efforts and aligning maintenance strategies, staff is working to enhance the reliability and usability of cycling infrastructure in all seasons.

Winter 2024/2025 was the first full season that snow clearing operations had to provide service on the new protected bike lanes along the East-West Cycling corridor, as well as around the safety bollards installed by the Region of Peel at the intersection of Guru Nanak/Peter Robertson and Dixie Road. Following the significant snowfall events this past winter, Active Transportation, City Road Operations and Maintenance and Region of Peel staff met to address winter maintenance challenges and identify opportunities for improvement. The goal is to ensure that Brampton's active transportation network remains functional, safe, and inviting year-round, regardless of weather conditions.

#### **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, as well as the relationship with the City's Active Transportation Advisory Committee (ATAC)

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.

The following are highlights of our community outreach and engagement efforts year-round:

- Bike the Creek Event - June 7, 2025
- Electric Kick-style Scooter Pilot Program – April to November (2025)
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Brampton Bike Hub
- Bike Month / Bike to Work Day - June 2025 / June 18, 2025

- Bike Basics Training Program (Recreation Brochure)
- Support to the Active Transportation Advisory Committee (ATAC)
- The Shared E-scooter Pilot Program had a second successful season in Brampton, demonstrating strong ridership and operator collaboration.

*Attachment G* and *H* state the 2024 Walking and Cycling Culture Update and Brampton Active Transportation Advisory Committee Update respectively.

### ***ATMP Update***

This year staff will be starting the process to update the 2019 Active Transportation Master Plan, ensuring that the City's AT network, policies and programming align with current needs, best practices, and future growth policies outlined within the approved Brampton Plan and the soon to be finalized Brampton Mobility Plan. The update will also focus on enhancing the implementation strategy, incorporating lessons learned from the past 5 years of building the City's current network. The project schedule proposes that a consultant will be retained to assist with the update by the autumn of 2025.

## **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 progress to date and current year work plan;
- All AT projects will be added the interactive City Construction Map accompanied by status updates;
- Education and communication through social media about AT will be developed and shared in collaboration with Strategic Communications and other Divisions;

- Information toolkits will be distributed to members of Council in addition to regular updates on upcoming implementation and initiatives happening in the City and more specifically in their Wards; and,
- “Construction Notices” will be distributed to residents affected by any implementation.

### **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, Tourism & Events Departments/Divisions, as a part of capital improvement projects, new development applications, maintenance programs and programing initiatives.

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.

Authored by:

Reviewed by:

---

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

---

Henrik Zbogar, RPP, MCIP  
Director  
Integrated City Planning

Approved by:

Approved by:

---

Steve Ganesh, RPP, MCIP  
Commissioner  
Planning, Building & Growth Management

---

Marlon Kallideen  
Chief Administrative Officer

**Attachments:**

- Attachment A— Linear Facilities Map – ATMP Installation Progress (since 2019)
- Attachment B— ATMP Implementation - Linear Cycling Facility Totals (Since 2019)
- Attachment C— 2024 ATMP Implementation Program Map
- Attachment D— 2024 New Linear Facilities
- Attachment E— 2024 Green Paint Treatment
- Attachment F— 2024 “Fix-it” Enhancements
- Attachment G— 2024 Walking and Cycling Culture Update
- Attachment H— 2024 Brampton Active Transportation Advisory Committee Update
- Attachment I— 2025 Proposed Active Transportation Implementation Map
- Attachment J— 2025 Proposed Linear Facilities
- Attachment K— 2025 Proposed “Fix-it” Enhancements