

ATAC delegation re: Brampton Mobility Plan

December 9, 2025

David Laing – Chair BikeBrampton



BikeBrampton.ca

*Biking in Brampton
Builds our Community*

Brampton Mobility Plan

- Endorsed by Council, September 2025
- Based on Community Feedback
 - Build more cycling facilities in boulevards that separate cyclists from vehicle traffic



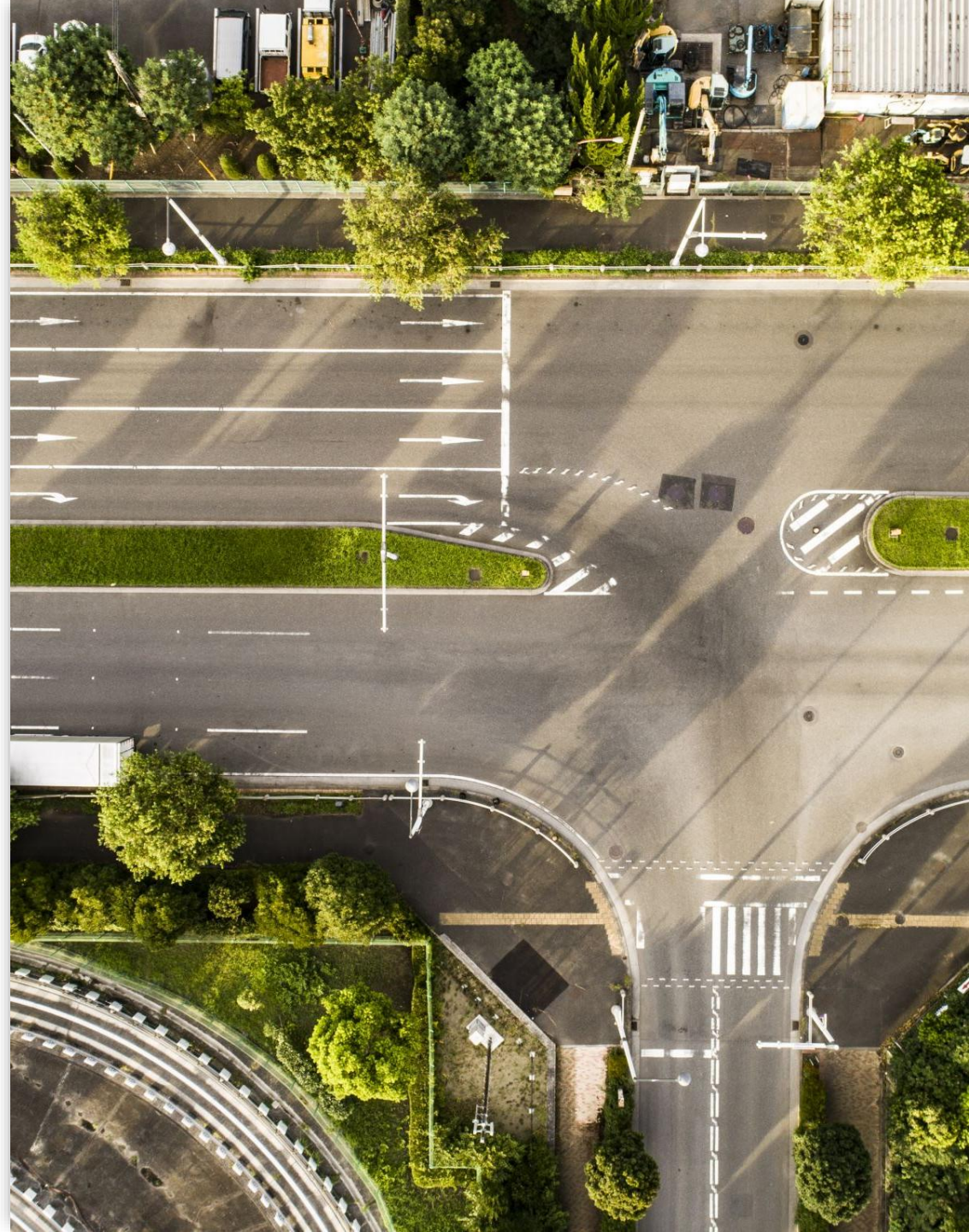
Brampton Mobility Plan guiding principles

- Accommodate growing demand in a more sustainable way
 - Increase walking, cycling and transit trips
 - Reduce single occupancy vehicle (SOV) trips and reduce emissions
 - Connect transit and AT networks to facilitate short trips
 - Embrace vision zero
- Communicate the impact of road design on travel mode choices
- Plan for the future of mobility and new travel technologies
- Emphasize community engagement and collaboration



Brampton Mobility Plan

- Builds on 2019 ATMP
 - Protected bike lanes or cycle tracks on major and minor arterials
 - Bike lanes (both buffered and not) on minor arterials and collector roads
 - Shared on-road bike facilities on local roads
 - Multi-use paths (MUP)
 - Sidewalks on all roads
- Reduction or elimination of barriers e.g. across 400 series highways

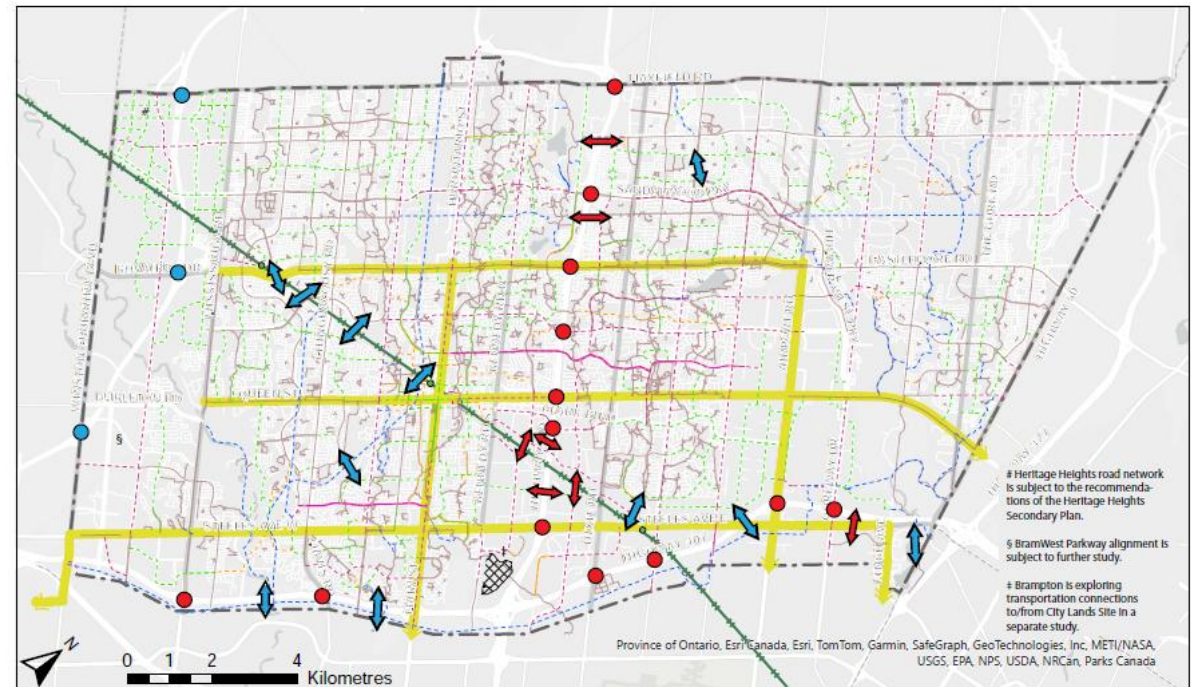


Mobility plan success dependent upon:

- Keeping existing & installing new planned bike lanes

2051 ACTIVE TRANSPORTATION NETWORK

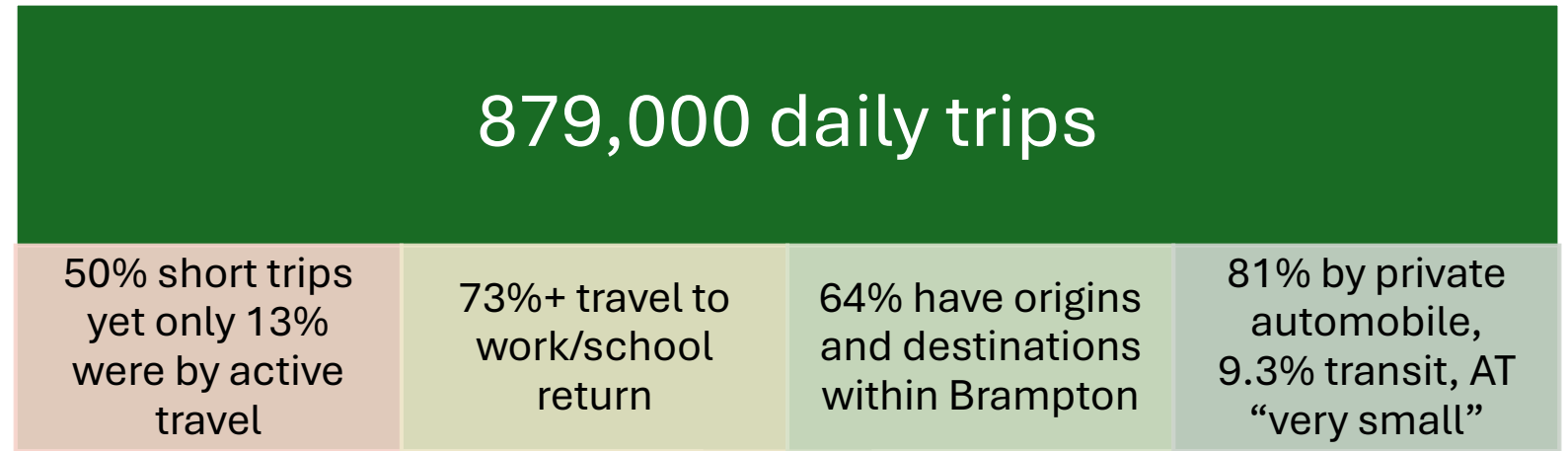
Figure 3-12: 2051 Active Transportation Network



Recommended 2051 Active Transportation Network

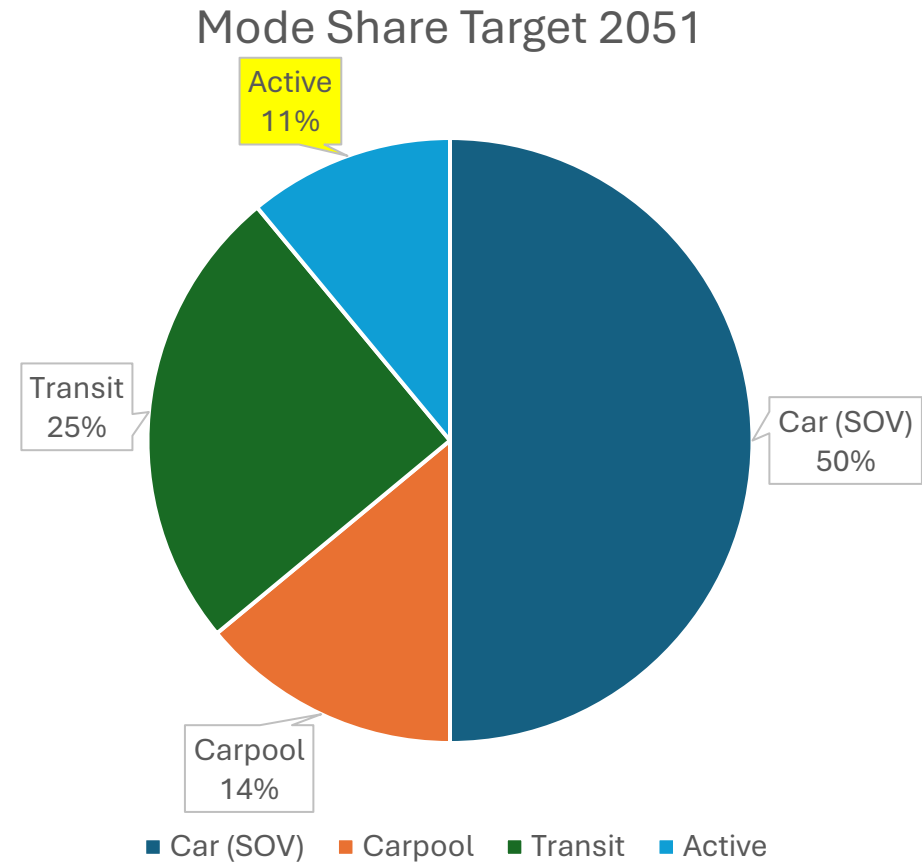
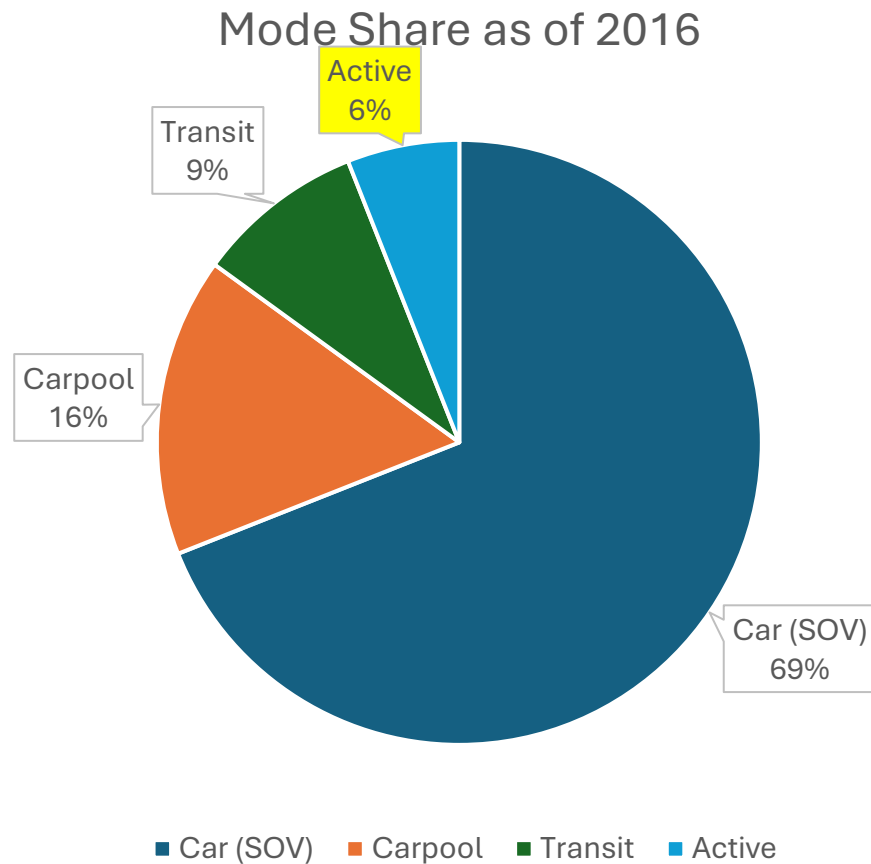
Legend	
--- Brampton Border	Existing Facilities
--- Proposed Physically Separated Bikeways	Proposed Higher Order Transit with AT improvements
--- Proposed Bicycle Lanes	Improve AT Connection at Existing Interchange
--- Proposed Shared Cycling Facilities	Improve AT connection at Proposed Interchange
--- Proposed Recreational Trail	
↔ Improving Existing Crossing of Major Barriers	
↔ Proposed Crossing of Major Barriers	

Brampton Mobility Plan (2016 data)



“As Brampton continues to grow and intensify, the existing road network will not be able to provide enough capacity for past trends to continue.”

Mode share shift 2016-2051



Unless regulations permit exceptions,
Bill 60 renders Brampton Mobility Plan unimplementable in its current form

5 Section 195.3 of the Act is repealed and the following substituted:

Prohibition re reduction of lanes

195.3 (1) Except as permitted by the regulations, a municipality shall not, by by-law or otherwise, reduce or permit a reduction in the number of marked lanes available for travel by motor vehicles on a highway or a portion of a highway under the municipality's jurisdiction and control for any of the following purposes:

1. A bicycle lane.
2. Any other prescribed purpose.

Transition

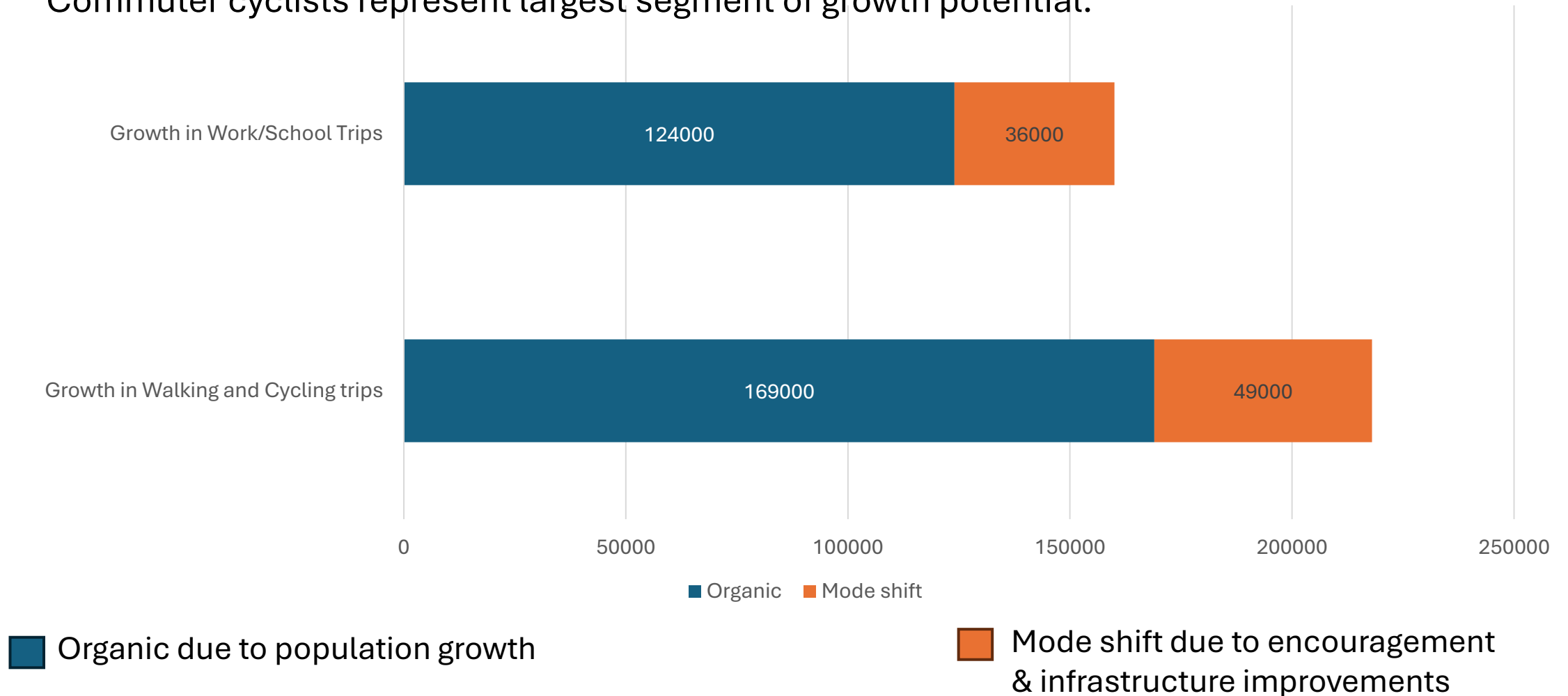
(2) Subsection (1) does not apply in respect of a purpose set out in that subsection if, on the day before the purpose is prohibited under subsection (1), a contract has already been awarded or entered into for the construction or installation of any thing, or the marking of a highway, in respect of a purpose described in subsection (1), or, if the construction, installation or marking is to be done by the municipality and not by any party under contract, such work has already commenced.



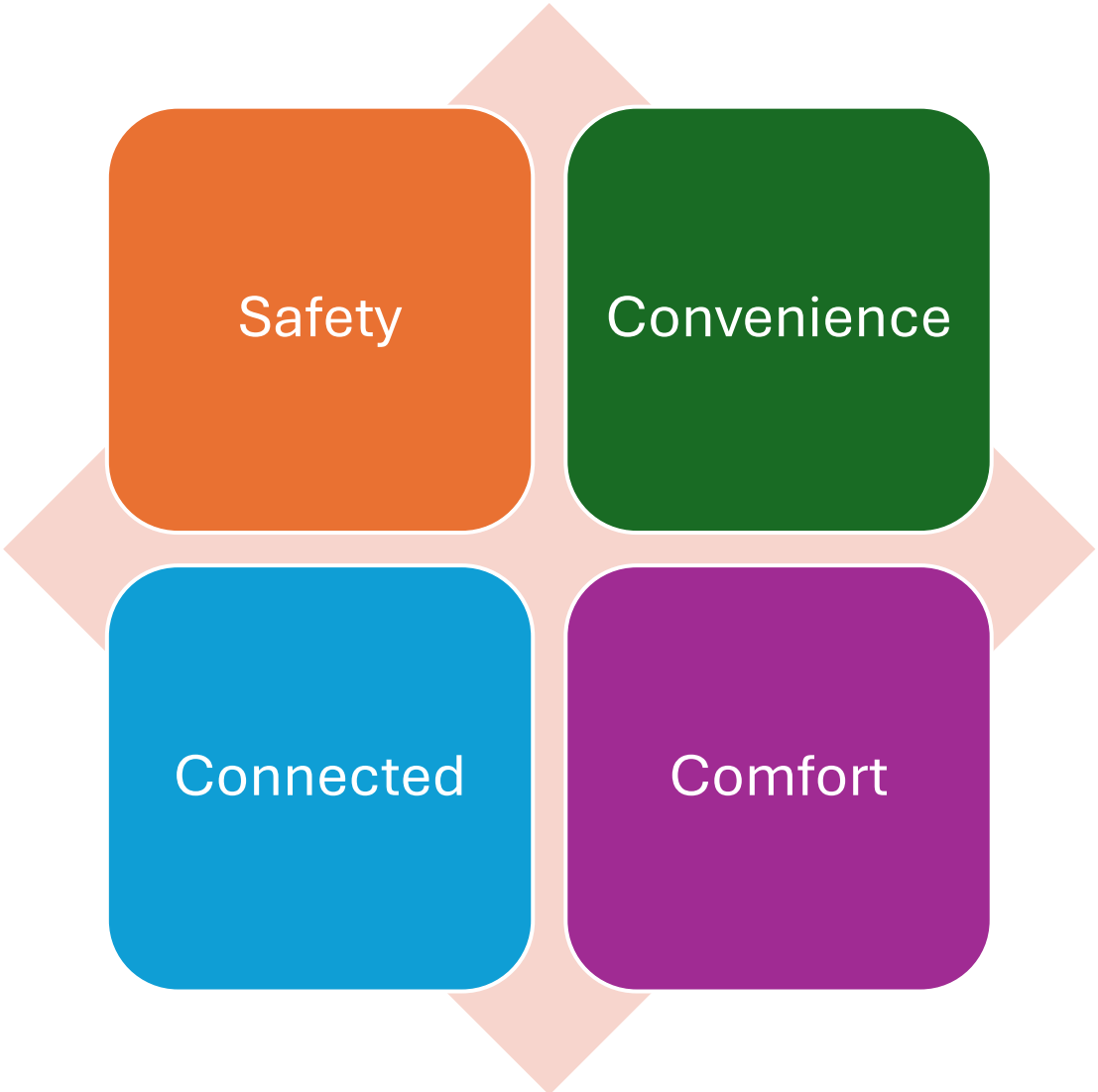
Can we get from where we are
now to where we need to be
without bike lanes?

Estimated growth in AT 2025 – 2051

AT growth requires encouragement and infrastructure improvements to meet target. Commuter cyclists represent largest segment of growth potential.



Encouraging
more AT



Attracting new commuter cyclists

- Commuter cyclists have a higher standard due to distance and speed
- Complete Streets rollout limited to a minor part of the network, even by 2051 (due to reconstruction limitations)
- MUPs are problematic
 - Commuter cyclists unlikely to share pathways with pedestrians and would create a safety hazard as volume increases
 - Their higher bicycle speeds require infrastructure built to road and maintenance standards
- Time and cost constraints related to MUP only or Complete Streets implementation
- Network gaps in the interim



Conclusion

- How can the Mobility Plan be implemented so AT mode share achieves 2051 targets (or more)?
- The alternative is:
 - Unworkable congestion
 - Higher emissions
 - Higher health risks