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Subject: **Active Transportation Master Plan Implementation – 2025/2026 Annual Report (All Wards)**

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Report number: Planning, Bld & Growth Mgt-2026-277

Strategic Focus Area: Transit & Connectivity

Recommendations

1. That the report prepared by Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation to the Planning and Development Committee Meeting of April 13, 2026, re: **Active Transportation Master Plan Implementation – 2025/2026 Annual Report (All Wards)** be received.

Report Summary

This report provides the 2025/2026 annual update on implementation of the City's Active Transportation Master Plan (ATMP), including infrastructure delivered in 2025, planned works for the 2026 construction season, and key policy and program initiatives supporting active transportation across Brampton.

The report also provides an update on the implementation direction for Howden Boulevard and outlines the City's planned update to the 2019 Active Transportation Master Plan.

In 2026, staff will begin updating the ATMP to ensure it remains aligned with current needs, the Brampton Plan, and the Brampton Mobility Plan; reflects lessons learned through implementation to date; strengthens public engagement and delivery approaches; and incorporates new provincial legislation and amendments to the Highway Traffic Act related to cycling infrastructure.

The Brampton Active Transportation Advisory Committee continues to support the development of a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian trips.

There are no immediate financial implications arising from the recommendation in this report beyond the approved capital budget. The 2025 Active Transportation Implementation Program was delivered within the approved capital budget of approximately **\$10.7 million**. For 2026, a total of **\$1.88 million** has been approved through the capital budget to support ongoing implementation activities across multiple departments. Funding for future active transportation initiatives will continue to be brought forward through the annual budget process, subject to Mayor's consideration..

Background

The City's Active Transportation Master Plan (ATMP) establishes a long-term vision for a comprehensive city-wide active transportation network that includes a range of facility types, including signed routes, bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, multi-use paths within road allowances, and recreational trails within parks and valley lands.

Implementation of the ATMP is advanced collaboratively by Planning, Building & Growth Management, Public Works & Engineering, and Community Services through capital projects, development applications, and maintenance programs. As many active transportation projects require extensive design, coordination, and construction lead times, implementation decisions are often made well in advance of construction. Continued monitoring of project development and evolving active transportation priorities helps ensure that infrastructure is delivered efficiently and with minimal need for costly design changes during construction.

Since Council endorsed the ATMP in September 2018, approximately 98.9 kilometres of the City's cycling network have been constructed.

Continued implementation of the ATMP is an important component of addressing access and mobility needs in a rapidly growing city. In addition to improving mobility and transportation choice, active transportation infrastructure supports broader city-building objectives by contributing to a healthier, more equitable, sustainable, attractive, and safe Brampton.

Current Situation

This report documents the City's progress in implementing the ATMP and provides Council and the community with an overview of planned changes to the road and trail/path network in advance of the 2026 construction season.

Consistent with the ATMP, this annual report is organized around 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

Attachments A & B provide a map and detailed summary of all linear active transportation facilities implemented since 2019, including bike lanes, multi-use paths, recreational trails/paths, sidewalks, and urban shoulders.

1. Connecting the network

Enhancing and connecting the active transportation network to support increased walking and cycling remains a core focus of the ATMP. The following sections summarize projects delivered in 2025 and outline the 2026 implementation work plan.

2025 Implementation Program

The 2025 Active Transportation Implementation program included:

- approximately \$10.7 million in approved City budget funding;
- 7.5km of new linear infrastructure including bike lanes, urban shoulders, multi-use paths, and recreational trails/paths;
- 5.9 km of existing linear infrastructure retrofitted with green paint treatment
- 35 new curb depressions;
- 14 new bicycle crossrides;
- 1 bicycle repair station (supplied by the Region of Peel);
- 3 new bike racks;
- 3 new pedestrian crossovers; and,
- 3 new traffic control signals.

Other capital projects completed in 2025 included a multi-use path on one side of Finch Avenue, from Steeles Avenue to Darcel Avenue, helping close a key network gap between the recently expanded Claireville Trail and the Humber Trail connection to Lake Ontario (Region of Peel). Improvements were also completed on Goreway Drive at the CN overpass, from Kenview Boulevard to the Mississauga border.

Attachment C depicts the AT infrastructure implemented in 2025.

Attachment D provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths, sidewalks and urban shoulders delivered through the 2025 ATMP Implementation Program.

At the direction of Council, staff also continued in 2025 to retrofit existing bicycle lanes with a more standardized application of green pavement markings at potential conflict areas, consistent with provincial guidance. *Attachment E* summarizes the locations where this treatment was applied in 2025.

2026 Implementation Work Plan

The active transportation funding allocation within the 2026 Capital Budget is summarized in Table 1 below:

Table 1: 2026 AT Implementation Program Budget

Dept./Div.	Item	2026 Budget Allocation
CS/Parks Maintenance & Forestry	Pathway/Walkway Replacement - Contingency / Various locations (265941-001)	\$ 197,000.00
PB&GM/Transportation Planning	Micromobility Data Management (267357-001)	\$ 35,000.00
	AT Plan Implementation - Cycling Infrastructure Design (267356-002)	\$ 150,000.00
PWE/Capital Works	Active Transportation Infrastructure / City Wide (263130-001)	\$1,000,000.00
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Enhancements / City Wide / Various (263131-001)	\$ 500,000.00
TOTAL		\$ 1,882,000.00

The proposed 2026 Active Transportation Implementation program includes:

- 30.6 km of linear infrastructure, including bike lanes, urban shoulders, multi-use paths, shared roads;
- New curb depressions at 26 locations;
- 1 bicycle repair station (supplied by the Region of Peel);
- 9 new pedestrian crossovers; and,
- 30 new bike racks.

The locations of the 2026 projects to be implemented are shown and listed in *Attachments I, J and K*.

In addition, Table 2 summarizes current capital projects that include active transportation enhancements are either under construction or in design.

Table 2: 2026 Capital projects with AT enhancements

Under Construction		
Road	Limits	AT enhancement
Cottrelle Boulevard	Humberwest to Goreway	Multi-use path
Countryside Drive	Arterial 2 to RR 50	Multi-use path
Goreway Drive	Cottrelle to Countryside	Multi-use path
Westcreek Boulevard/ Advance Boulevard / Alfred Keuhne Boulevard	200m north of the ECT to end of Alfred Keuhne	Multi-use path

Design in Progress		
Clark Boulevard extension and Eastern Avenue widening	West of Rutherford	Cycle Track + Sidewalk
Heritage Road	Steeles to Rivermont	Multi-use path
Clarkway Drive	Castlemore to Mayfield	Multi-use path
Williams Parkway	Dixie to Torbram	Multi-use path
Howden Boulevard	Williams to Dixie	Multi-use path
Clerence Street	Selby to Rutherford	Sidewalk
Williams Pkwy.	Kennedy to Dixie	Multi-use path

Howden Boulevard: Summary of Process Since Council Direction

At its Special (Budget) Council Meeting of January 27, 2026, Council approved the following directions:

1. That staff proceed with immediate removal of on-street protected bicycle lanes on Howden Boulevard from Dixie Road to Williams Parkway, restoring four traffic lanes, utilizing the funds in the amount of \$337,000 from the allocated \$730,000;
2. That staff incorporate sharrows (shared lane pavement markings) on this section to maintain cycling accommodation;
3. That the remaining \$393,000 be allocated to future bike lane relocation projects within the Active Transportation program, including a multi-use pathway along the same route;
4. That staff continue to identify practical solutions, with resident input, for Active Transportation and connectivity of trail systems already in place, as well as biking infrastructure across the City, using funds previously allocated through the Howden design process; and
5. That the Active Transportation Master Plan be updated with respect to provincial legislation and Highway Traffic Act amendments.

The removal of the separated bicycle lanes along Howden Boulevard (between Williams Parkway and Dixie Road) is tentatively scheduled for May 2026, subject to weather conditions.

Technical review has determined that applying sharrows on a four-lane roadway is not a recommended practice. As such, the road will be restored to four general purpose lanes without sharrows.

Consistent with Council direction under Item 3 above, staff will focus in 2026 on the design of an in-boulevard alternative to the removed bicycle lanes for implementation in 2027, using funding from Project 253130-001 (\$170,000), which was added to the 2025 budget for this purpose through C018-2025.

ATMP Update

In 2026, staff will begin updating the 2019 Active Transportation Master Plan, ensuring that the City's active transportation network, policies and programs align with current needs, best practices, and the city-building direction established through the approved Brampton Plan and Brampton Mobility Plan.

The update will focus on strengthening the implementation strategy by incorporating lessons learned over the past five years, improving the public engagement process, and aligning with new provincial legislation related to cycling infrastructure.

2. Designing for safety and comfort

High quality pedestrian and cycling infrastructure creates a safe and inviting environment, which is critical to encouraging the use of active modes for transportation. Ongoing initiatives supporting this objective include:

- *Design Standards Update & Speed Review* – a collaborative initiative to review the City's existing roadway standards and speed limit policies to complement the direction of the Brampton Complete Streets Guide. Updating road standards and speed management through a complete streets lens will help improve safety for vulnerable road users, support transportation choice, and reflect evolving trends in roadway and multi-modal transportation design.
- *Review of Capital Works Designs* – Transportation Planning staff will continue to work closely with Capital Works staff to ensure active transportation infrastructure is appropriately integrated into larger road reconstruction and improvement projects.
- *OTC BXO Pilot* - The City is participating in the Ontario Traffic Council (OTC) pilot study to evaluate Bicycle Crossovers (BXOs), a proposed enhancement to existing Pedestrian Crossover (PXO) designs under Ontario Regulation 402/15 of the Highway Traffic Act. While PXOs have been widely implemented across the City to support pedestrian crossings, their current design requires cyclists to dismount – an expectation that has proven unrealistic in practice, as studies indicate that most cyclists ride through these crossings. The BXO pilot aims to address this gap by testing design treatments that more safely accommodate cyclists, including improved sightlines, speed management features, and bicycle-specific signage and pavement markings.
- *Equity for Transportation Project* - The City is also participating in the OTC's Equity for Transportation Project, led by the OTC Transportation Planning Subject Matter Expert Advisory Committee. This multi-phase initiative seeks to advance the integration of equity into transportation planning and decision-making by establishing a common understanding of transportation equity, identifying gaps in current practice through literature review, and developing accessible training resources for municipal professionals. Through its participation, Brampton will help shape practical, inclusive, and justice-oriented approaches to transportation

planning while supporting the development of tools, guidance, and training that can inform future municipal policy and practice.

Wayfinding Pilot

The City's Outdoor Wayfinding and Signage Program (2007) established a framework for consistent civic signage across Brampton, including wayfinding along recreational trails. While the program provides guidance for trail-based signage, it does not specifically address wayfinding along the City's broader active transportation network, such as multi-use paths, bike lanes, and sidewalks located along roadways.

To begin addressing this gap, staff initiated a pilot project focused on the Esker Lake Trail between Bovaird Drive and Williams Parkway. In 2025, staff conducted a walking audit, hosted community discussions and online surveys, and undertook best practice research to identify wayfinding needs and opportunities to improve signage along the trail. The pilot is intended to enhance navigation and highlight the trail's potential as both a recreational amenity and a utilitarian active transportation corridor.

In 2026, staff will proceed with ordering and installing new wayfinding signage along the Esker Lake Trail, including trailhead signs. Based on feedback received, some existing signs along the trail will also be improved to enhance visibility and usability. Following installation, staff will undertake additional community consultation to gather feedback and evaluate the pilot. Lessons learned through this initiative will help inform future wayfinding improvements across other trails and active transportation routes in Brampton.

3. Providing Year-Round Mobility

Active transportation modes – especially bicycling – are often perceived as difficult to accommodate in cities that experience cold and snowy winters. However, experience from municipalities in Canada and internationally demonstrates that year-round cycling is achievable when supported by appropriate infrastructure and a strong maintenance program.

There is growing recognition of the relationship between the provision of cycling infrastructure, tailored and prioritized maintenance, and the development of a broader active transportation culture. The City's objective is to ensure that Brampton's active transportation network remains functional, safe, and inviting throughout the year, regardless of weather conditions.

Staff continue to work collaboratively with Road Operations and Maintenance to support the year-round functionality of cycling facilities. This includes a strong focus on winter maintenance and snow clearance operations to help keep facilities safe and accessible for users. Through ongoing coordination and alignment of maintenance practices, staff are working to improve the reliability and usability of active transportation infrastructure in all seasons.

4. Developing a Walking and Cycling Culture

Building a safe and comfortable active transportation network is a key prerequisite to making walking and cycling viable transportation options. However, infrastructure alone is not sufficient. It must be complemented by supportive programs, policies, and community engagement efforts that foster a broader walking and cycling culture.

Equally important is ongoing outreach and collaboration with community stakeholders, businesses, and advisory bodies to strengthen the City's reputation and investment value proposition, while supporting the work of the Active Transportation Advisory Committee (ATAC).

The mandate of ATAC is to provide input and advice to City staff and Council regarding the development and maintenance of a safe and connected cycling network in Brampton – including connections to neighbouring municipalities – as part of an integrated multi-modal transportation system, and to support the development of 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 this mandate.

Highlights of community outreach and engagement efforts include:

- Bike the Creek event - June 13, 2026
- Electric Kick-Style Scooter Pilot Program – April to November (2026)
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Brampton Bike Hub
- BikeFest (May 31, 2026)
- Bike Month / Bike to Work Day (June 2026)
- Bike Basics Training Program (Recreation Brochure)
- Support to the Active Transportation Advisory Committee (ATAC)

Attachment G and *H* provide the 2025 Walking and Cycling Culture Update and Brampton Active Transportation Advisory Committee Update, respectively.

Cycling, Walking and Micromobility website update

In collaboration with Transportation Policy Planning staff and Information Technology, Active Transportation staff supported an update to the Transportation Planning webpages to improve user experience and make navigation more intuitive.

The main Active Transportation page was updated to better highlight the City's most frequently accessed resources, including the Community Rides and Bike Map pages, and to make these features more prominent on the homepage.

The update also sought to better reflect the broader scope of active transportation by incorporating walking and micromobility-related projects, programs, and resources. As part of this work, the webpage was renamed from "Cycling" to "Walking, Cycling, and

Micromobility” to better reflect the range of active transportation initiatives delivered by the City.

A dedicated webpage for the E-Scooter Pilot Program was also created and added to the homepage. In addition, the Community Rides page was updated with information on 2026 rides and events and reformatted to improve AODA accessibility.

Financial Implications

The recommendation in this report has no immediate financial implications beyond the approved capital budget.

The 2025 Active Transportation Implementation Program was delivered within the approved capital budget of approximately \$10.7 million. For 2026, a total of \$1.88 million has been approved through the capital budget to support ongoing implementation activities across multiple departments.

Funding for future active transportation initiatives will continue to be put forward by Planning, Building & Growth Management, Public Works & Engineering and Community Services subject to Mayor’s consideration through the annual budgeting process.

Communications Implications

Consistent with previous years, staff will work with Strategic Communications to reinforce the “Streets for People” brand through tactics such as:

- updating the City’s active transportation project webpage with progress to date and the current year work plan;
- adding all active transportation projects to the interactive City Construction Map, with accompanying status updates;
- developing and sharing active transportation education and communications through social media in collaboration with Strategic Communications and other divisions;
- distributing information toolkits to Members of Council, in addition to regular updates on upcoming implementation and initiatives occurring city-wide and within individual wards; and
- issuing construction notices to residents affected by implementation works.

Conclusion

The City’s Active Transportation Master Plan establishes a clear strategy for implementing a comprehensive city-wide active transportation network.

The network and program elements of the ATMP are delivered collaboratively by Planning, Building & Growth Management, Public Works & Engineering, Community Services, Strategic Communications, and Tourism & Events through capital

improvement projects, development applications, maintenance programs, and programming initiatives.

In addition to planned physical infrastructure improvements, staff will continue to advance complementary design standards, programs, and policy initiatives to support a stronger walking and cycling culture in Brampton and contribute to broader city-building objectives

Steve Ganesh, Commissioner, Planning, Building & Growth Management

Marlon Kallideen, Chief Administrative Officer

Prepared by: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation

Attachments:

- Attachment A: Linear Facilities Map – ATMP Installation Progress (since 2019)
- Attachment B: ATMP Implementation - Linear Cycling Facility Totals (Since 2019)
- Attachment C: 2025 ATMP Implementation Program Map
- Attachment D: 2025 New Linear Facilities
- Attachment F: 2025 Green Paint Retrofit Quantities
- Attachment E: 2025 “Fix-it” Enhancements
- Attachment G: 2025 Walking and Cycling Culture Update
- Attachment H: 2025 Brampton Active Transportation Advisory Committee Update
- Attachment I: 2026 Proposed Active Transportation Implementation Map
- Attachment J: 2026 Proposed Linear Facilities
- Attachment K: 2026 Proposed “Fix-it” Enhancements
- Attachment L – 2026 Outreach and Communications Plan