

# 2021 Active Transportation Project (\$1M)

## 2020/2021 Active Transportation Implementation

### Annual Report Update

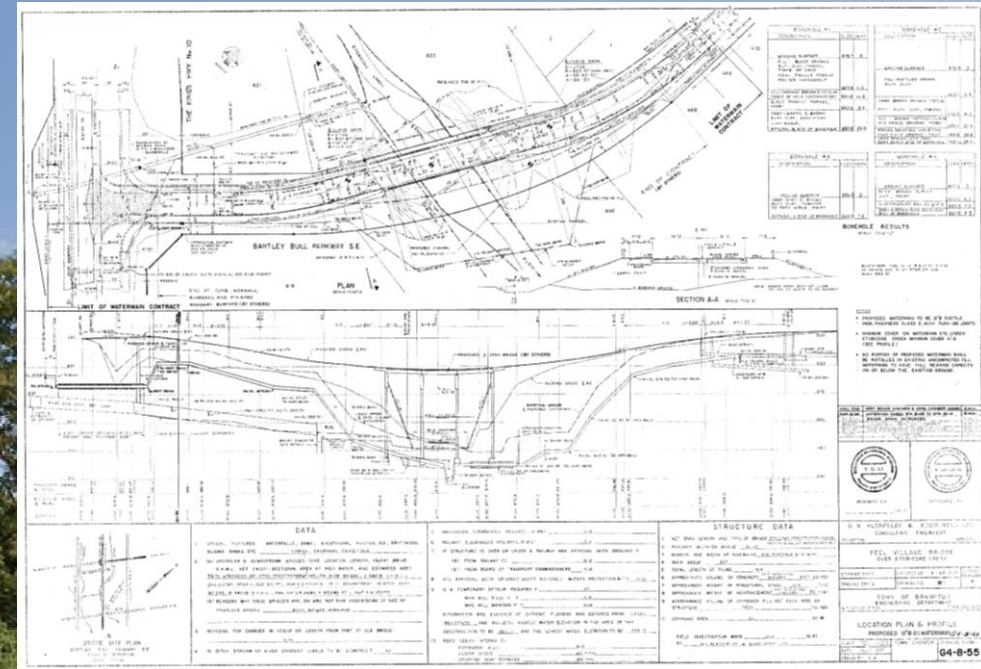
**Brampton Cycling Advisory Committee**

Tuesday, February 16, 2021



**BRAMPTON IS A HEALTHY AND SAFE CITY**

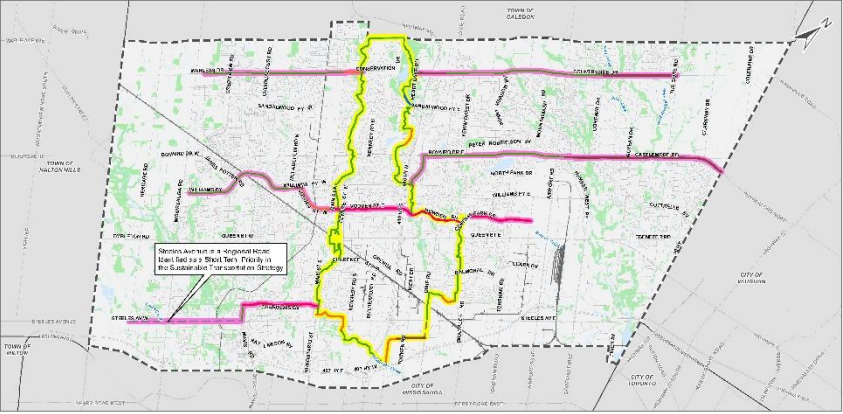




BRAMPTON IS A **HEALTHY** AND **SAFE** CITY



LOCATION	ATMP REC.	LENGTH
Charolais Boulevard - James Potter Road to Main Street South*	Protected Bikes Lane (priority network)	3.0
Central Park Drive - Bramalea Road to Torbram Road*	Protected Bikes Lane	1.3
Avondale Boulevard (the Loop) - Birchbank Road to Bramalea Road*	Bike Lanes (loop)	1.0
Westcreek Boulevard (the Loop) - Steelwell Road to south limit o f the road*	Bike Lanes (loop)	1.1
Malta Avenue - Ray Lawson Boulevard to Tina Court	Bike Lanes	0.7
Ray Lawson Boulevard - Mavis Road to Hurontario Street	Protected Bikes Lane	2.9
Sir Lou Drive - Malta Avenue to Hurontario Street	Bike Lanes	0.4
Dearbourne Boulevard - Bramlea Road to Balmoral Drive	Bike Lanes	1.3
Avondale Boulevard - Bramlea Road to Balmoral Drive	Bike Lanes	1.8
Balmoral Drive - Bramalea Road to Torbram Road	Bike Lanes	1.9
Eastbourne Drive - Balmoral Drive to Clark Boulevard	Bike Lanes	0.6
North Park Drive - Bramalea Road to Torbram Road*	Multi-use Path	1.3
Great Lakes Drive - Sandalwood Parkway to Bovaird Drive	Protected Bike Lanes	1.7
Jordan Boulevard - Williams Parkway to North Park Drive	Bike Lanes	0.9
Hilldale Crescent - Central Park Drive to Central Park Drive	Bike Lanes (2021 Road Resurfacing)	1.2
Glenvale Boulevard - Clark Boulevard to Queen Street East	Bike Lanes	0.7
Finchgate Boulevard - Queen Street East to Central Park Drive	Bike Lanes	0.5
Edgeware Road - Mississauga Road to Heritage Road	Multi-use Path	1.4
Elgin Drive - Main Street South to McLaughlin Road	Bike Lanes	1.4
Ganton Heights - Creditview Road to Commuter Drive	Bike Lanes	0.4
TOTAL		25.2



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Priority	Rationale	*Location	From	To	Ward	Facility Type (ATMP Rec.)	Length (km)
1	ATMP Priority Network	Charolais Boulevard	James Potter Road	Main Street South	3, 4	Protected Bike Lanes	3.01
2	ATMP Priority Network	Central Park Drive	Bramalea Road	Torbram Road	8	Protected Bike Lanes	1.40
3	ATMP Priority Network	Avondale Boulevard	Birchbank Road	Bramalea Road	7	Bike Lanes	0.96
4	ATMP Priority Network	Westcreek Boulevard (the Loop)	Steelwell Road	south limit o f the road	3	Bike Lanes	1.08
5	SNAP	Finchgate Boulevard	Queen Street East	Central Park Drive	7	Buffered Bike Lanes	0.48
6	SNAP	Balmoral Drive	Bramalea Road	Torbram Road	7	Buffered Bike Lanes	1.90
7	SNAP	Eastbourne Drive	Balmoral Drive	Clark Boulevard	7	Buffered Bike Lanes	0.63
8	Connection to SNAP	Avondale Boulevard	Bramlea Road	Balmoral Drive	7	Buffered Bike Lanes	1.80
9	Connection to SNAP	Dearbourne Boulevard	Bramlea Road	Balmoral Drive	7	Buffered Bike Lanes	1.27
10	Connection to SNAP	Glenvale Boulevard	Clark Boulevard	Queen Street East	7	Buffered Bike Lanes	0.72
11	Connection to SNAP	Jordan Boulevard	Williams Parkway	North Park Drive	7	Buffered Bike Lanes	0.88
12	Ext. to 2020 lanes	North Park Drive	Bramalea Road	Torbram Road	7,8	Buffered Bike Lanes	1.30
13	Rec. from Metrolnx SAP	Ganton Hieghts	Creditview Road	Commuter Drive	6	Buffered Bike Lanes	0.35
14	New Budget	Elgin Drive	Main Street South	McLaughlin Road	3	Buffered Bike Lanes/Bike Lanes	1.35
15	HuLRT	Sir Lou Drive	Malta Avenue	Hurontario Street	4	Buffered Bike Lanes	0.37
16	HuLRT	Malta Avenue	Ray Lawson Boulevard	Tina Court	4	Buffered Bike Lanes	0.69
17	HuLRT	Ray Lawson Boulevard	Mavis Road	Hurontario Street	4	Protected Bike Lanes	2.86
18	-	Great Lakes Drive	Sandalwood Parkway	Bovaird Drive	9	Protected Bike Lanes	1.71
19	-	Edgeware Road	Mississauga Road	Heritage Road	6	Protected Bike Lanes	1.40
20	-	Chrysler Dirve	Queen Street East	Williams Parkway	8	Buffered Bike Lanes	1.52

\* Aside from Westcreek Blvd, these are four lane collector roads that have been identified within the ATMP as candidates for cycling infrastructure with on-road bikes lanes identified as the most appropriate facility type.

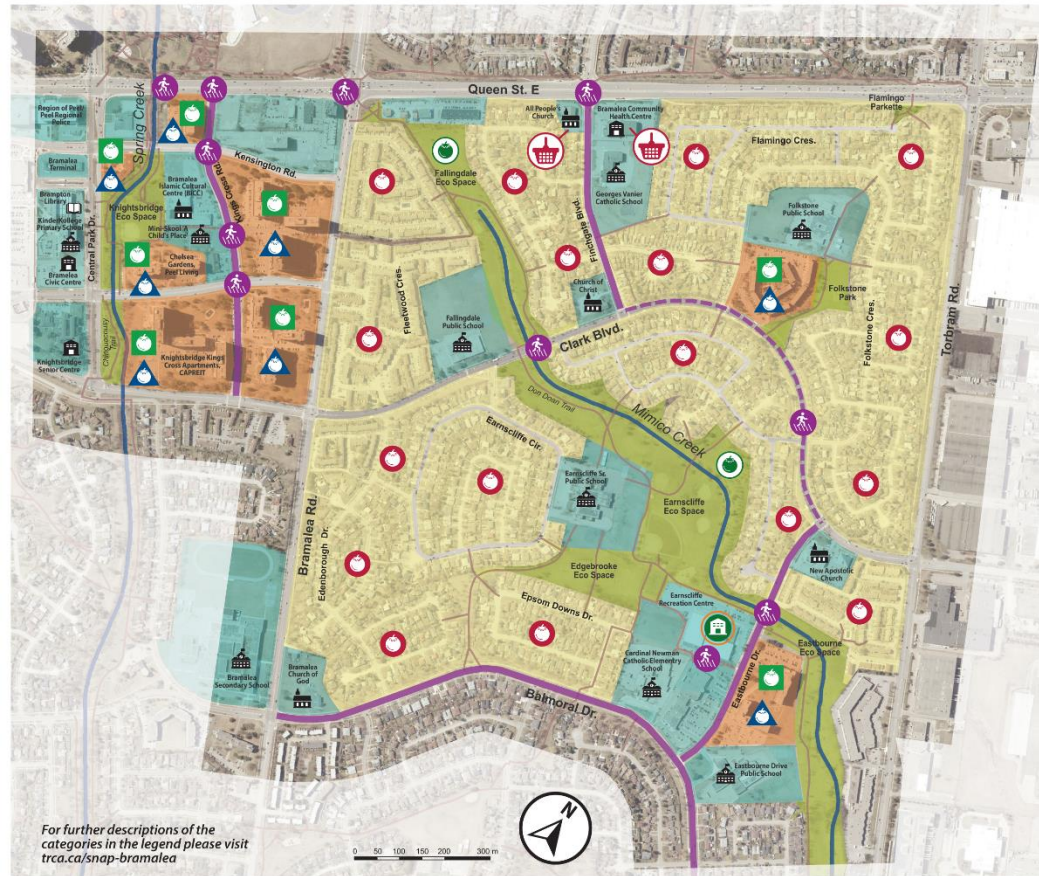
Assumes \$65K per km for buffered bike lanes (durable markings), road diet conversion 4 to 3 lanes.

Assume a 15% contingency, therefore \$1M budget equals \$850K in planned infrastructure.



## Recommendations:

1. That the report titled re: Bramalea Sustainable Neighbourhood Action Program (SNAP) to the Committee of Council meeting of February 3, 2021, be received;
2. That Council endorse the “Bramalea Sustainable Neighbourhood Action Plan” dated November 2020; and
3. That staff be directed to form a Bramalea SNAP Implementation Team in collaboration with the Toronto and Region Conservation Authority and the Region of Peel.



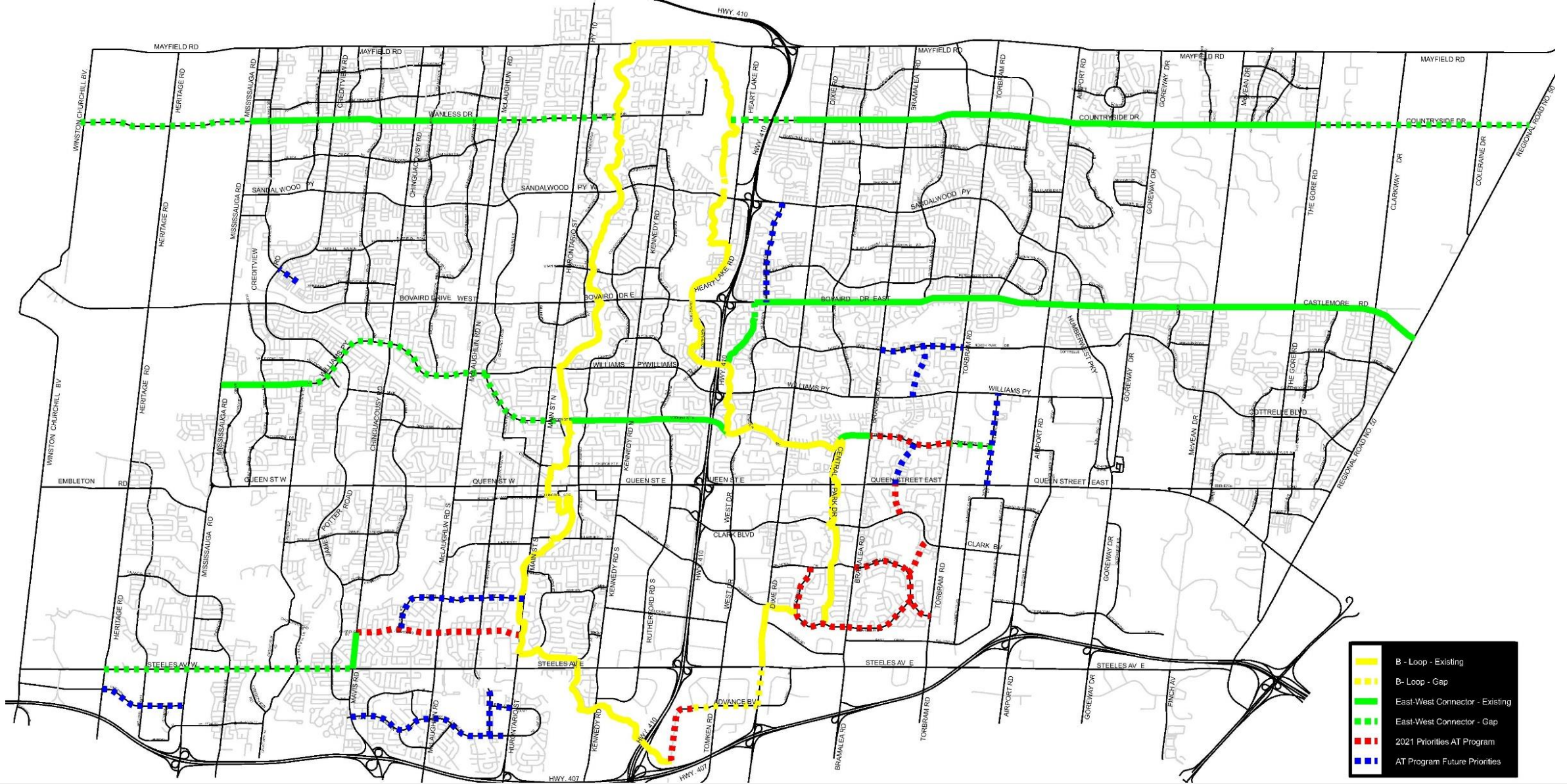
In collaboration with The City of Brampton, Region of Peel and the Healthy Communities Initiative (HCI)

\* Exact locations may vary and are subject to further analysis and refinement during the implementation process.



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