



# Driving Change. Stronger Together.

2021 FCM Conference & AGM







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# 📍 Message from the Mayor



Brampton serves as a major hub for the manufacturing, food processing and logistics sectors, ensuring the smooth movement of goods and workers in the GTHA. The COVID-19 pandemic has underlined the need for increased collaboration and timely investments to fill the gaps in our health care, transit and economic framework.

For a fast-growing city as Brampton, it is important to have sustainable and well-connected transit. This helps boost economic prospects and quality of living. Continued, equitable and timely funding for the Queen Street-Highway 7 BRT and a 2 km tunnelled Hurontario-Main Street LRT, will support growth and sustainability in the City. Strengthening the broader regional transportation system, connecting the Greater Toronto Area (GTA) to mass rapid transit, all day two way GO service and the Innovation Corridor.

Brampton is centrally located along the Innovation Corridor with ready access to the GTHA talent pool and markets. Boosting critical innovation and technology infrastructure is the pathway to building a stronger workforce and attracting new investment.

We apply a sustainability lens to our projects such as the electrification of the new Transit Maintenance & Storage Facility, and Riverwalk, which addresses climatic impacts and enhances economic opportunities in the downtown. Brampton is addressing the challenges associated with climate change and we look to Federal government for support and funding.

The funding received from the Governments of Canada, is helping to build an inclusive, healthy and sustainable Brampton. The City has put forward a number of initiatives that are strongly aligned with the recent 2021 Federal budget priorities.

We look forward to strengthening our partnership to advance priority initiatives and secure a stronger future together.

- Mayor Patrick Brown



# Summary of Asks

## Transit

The City of Brampton is asking for a commitment from the Federal government to:

1. Work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels.
2. Immediate approval of the final pending Brampton ICIP project - the purchase of new growth buses to support future ridership growth.
3. Invest in strategic green infrastructure projects to create jobs and reduce GHG emissions such as the electrification of the new Transit Maintenance & Storage Facility, the upgrade/retrofit of existing Transit facilities/in-depot infrastructure and the transition to a zero emissions fleet.
4. Work collaboratively with the City of Brampton on program design for the newly announced Permanent Transit Fund to ensure a fair share of funding to one of the fastest growing systems in Canada.

## Higher-Order Transit

The City of Brampton is asking for a commitment from the Federal government to the inter-regional, higher-order transit network, including:

- The City of Brampton is seeking up to \$1.7 billion, through funding partners in the Federal and Provincial government, in order to proceed with a fully funded Light Rail Transit on Main Street.
- Improve regional connections by investing in the Queen Street-Highway 7 BRT.
- Invest in express transit service to meet rider demands along major corridors – support the launch of Züm bus rapid transit along Chinguacousy Road and Bramalea Road.

## Active Transportation

Include longer-term sustainable funding to implement active transportation infrastructure and programs as part of the Federal Government's recent announcement to establish a national active transportation strategy.



## **Climate Change Adaptation, Resilience, and Public Health**

The City of Brampton is asking all levels of government to assist in advancing this transformational project that provides a sustainable, prosperous and economically progressive Brampton.

The City of Brampton is looking for the Federal and Provincial governments to support Riverwalk for climate change mitigation, resilience and public health by providing support and funding for:

- Sustainable mobility and active transportation components (Etobicoke Creek trail and connections, walkways, pedestrian bridges, improved transit stops)
- Feasibility studies and implementation of stormwater management and low impact development features (bio swales, pervious pavement, channel treatments)
- Implementation of the Eco Park concepts: vegetation and habitat improvements, nature integration, education, interpretation
- Open space and public realm improvements

## **Addressing the Climate Change Emergency**

Brampton looks to partner with the Federal government to make the necessary investments and policy changes that will have a great impact in mitigating climate change:

- To establish an energy excellence institute (e.g. Centre for Community Energy Transformation)
- To undertake Integrated Energy Plans for the Heritage Heights Secondary Plan, Queen Street Corridor, Downtown Brampton, Uptown Brampton, and Bramalea
- To establish low-carbon district energy systems informed by District Energy Business Case for urban centres, mobility hubs, and intensification corridors
- To support the establishment of the Peel Residential Energy Program to facilitate energy efficiency and GHG reduction in Brampton's residential sector
- To support the City's one million tree goal by funding expansive tree planting initiatives over the next 20 years
- To support the establishment of Eco Parks across Brampton to realize the City's natural heritage and recreation goals
- To support the expansion of the City's Sustainable Neighbourhood Action Plan (SNAP) program to other neighbourhoods across Brampton

- To support the implementation of current Bramalea SNAP initiatives including the Fallingdale and Earnscliffe Park Stormwater Management and Channel Rehabilitation Retrofit, and Complete Streets initiatives to increase active transportation infrastructure and pedestrian safety
- To support the Stormwater Retrofit Program including green infrastructure improvements in vulnerable neighbourhoods to prepare for climate change

## **Economic Development and Recovery**

The City of Brampton requests that the Federal government continue to invest in the Rogers Cybersecure Catalyst and its initiatives based in Brampton.

The Federal government maintain the Start Up Visa Program to continue creating jobs, and support innovative entrepreneurs.

That the Federal Government engage with the business community and economic development stakeholders to streamline and improve access to supports provided by Business Development Bank of Canada.

Work with municipal and provincial governments on an economic growth strategy and support programs that offer post COVID-19 mitigation.

## **Innovation District**

Support the City's joint application through Innovation, Science and Economic Development Canada to establish the Black Entrepreneurship Knowledge Hub in Brampton.

## **Infrastructure Cornerstone**

City of Brampton requests the Government of Canada proceed with an Environmental Impact Assessment of the proposed GTA West Transportation Corridor and include an Urban Boulevard option.

## **Moving Forward**

Work with municipalities and the Provincial government on a successor agreement to the Safe Restart Agreement and 2021 Covid-19 Recovery Funding for Municipalities Program.





## 📍 Active Transportation



### **National Cycling Strategy**

The City of Brampton supports the Federal Government's announcement to establish a national active transportation strategy, and calls for the inclusion of longer-term sustainable funding to implement active transportation infrastructure and programs. The City looks forward to partnering with higher levels of government to expand and promote active transportation infrastructure.

Brampton is a Green City. Building on Brampton's commitment to sustainability, the City is moving towards equalizing all forms of transportation, with a focus on enhancing active transportation opportunities throughout the city.

The decrease in traffic volumes along City roads as a result of COVID-19 lockdown measures has provided a unique opportunity for the City to successfully advance the implementation of over 19 km of planned cycling infrastructure.



Immediately after the initial lockdown orders were in place (March/April 2020), the City implemented a 7 km east-west cycling connection that was intended to provide a safe connection for people on bicycles to essential amenities and to the City's recreational trail network. In its first three months in operation, this corridor experienced a doubling in use.

The approved 2021 Capital Budget includes approximately \$4.9M for active transportation. The City's proposed 20-year active transportation network has been costed at approximately \$126.6M.

### National Cycling Strategy

Include longer-term sustainable funding to implement active transportation infrastructure and programs as part of the Federal Government's recent announcement to establish a national active transportation strategy.

Once completed, the priority network will be subject to a pilot to receive enhanced maintenance year-round.

## Cycling Infrastructure Network

In 2021 the City will continue the momentum gained in 2020 by expanding its cycling infrastructure network. The primary focus for the delivery of the cycling network is the City's Priority Cycling Network which is planned to be constructed within five years.

### Priority Network and the 'B' Loop (\$1M)

The City's Active Transportation Master Plan (ATMP) recommends developing a priority cycling network centred around a central "signature" loop and several key east-west routes as a short-term priority.

To prioritize and direct the cycling network development, a core network of higher-order cycling facilities was identified (Priority Cycling Network). This network consists of existing and proposed multi-use paths, buffered bike lanes and protected bike lanes intended to be completed over the shorter-term (five-year) horizon. The priority network's central component is the City's signature loop, connecting east-west routes that provide access to the loop and connect several existing north-south corridors (recreational trails).

The development of the signature loop (Brampton Loop) includes trail connectivity and accessibility improvements between the Etobicoke Creek, Chinguacousy Recreational Trail and Esker Lake Recreational Trail. The objective is to connect the three trail systems to create a 38 km loop. The loop would link to amenities such as Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village and a number of recreation centres and schools. The loop would be promoted and marketed by the City and Regional partners as a safe and viable option.

### Fix-it Program

The ATMP's "Fix-it Program" is an implementation tactic that focuses on enhancing the existing network by completing critical gaps with proper pedestrian and/or cycling crossings. In 2021 the City of Brampton will be implementing proper crossings (pedestrian crossings, signalized crossings or uncontrolled crossings) at 37 locations where recreational trails or major park paths intersect with existing roadways.

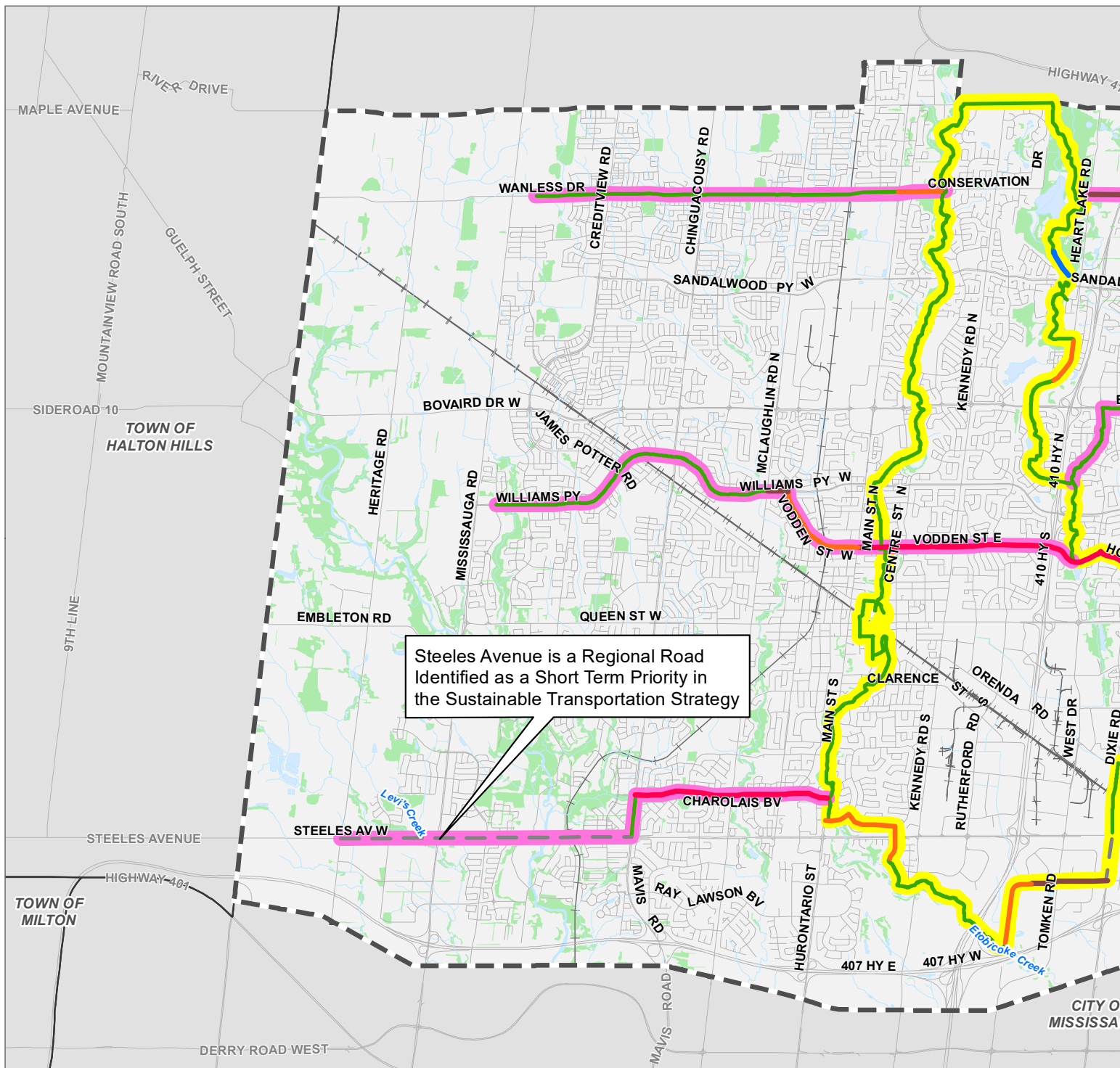
### Inter-Regional Connections

Fletcher's Creek Recreational Trail and Bramalea GO Connection;

The City is currently undertaking the necessary due diligence/review to develop a concept and detailed design for the following inter-regional cycling connections:

- Fletcher's Creek Recreational Trail from its existing terminus at Steeles Avenue, providing a connection through the Sheridan College Campus lands and a second connection into the City of Mississauga.
- A connection between the south limit of Bramalea to the Bramalea GO Station. This connection will provide a much needed protected active transportation connection between the adjacent communities (served by the Chinguacousy/ Esker Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land uses adjacent to the north side of Steeles.





### Facility Type

- Multi-Use Path / Boulevard Path
- Protected Bike Lane or Cycle Track (Separated)
- Bike Lane or Buffered Bike Lane (Designated)
- Recreational Trail
- Existing Network Link
- Regional Connection

- Brampton Trail Loop
- East-West Connection Desired

### Notes

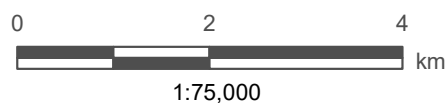
1. Coordinate System: NAD 1983 UTM Zone 17N



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## Priority Cycling Network: Loop Route and East-West Connections

**Brampton ATMP**  
**City of Brampton**







## Priority Projects List

## Active Transportation

| PROJECT                                    | DESCRIPTION   | LOCATION                                  | TOTAL<br>EST. COST* | ANTICIPATED<br>PROJECT |      | POTENTIAL<br>EXTERNAL<br>FUNDING          |
|--|---|---|---------------------|------------------------|------|---|
|  |   |   |                     | START**                | END  |   |
| Charolais Boulevard Protected Bike Lanes   | Implementation of protected bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network. | James Potter Road to Main Street South    | \$195,650           | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Central Park Drive Protected Bike Lanes    | Implementation of protected bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network. | Bramalea Road to Torbram Road             | \$91,000            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Avondale Boulevard Bike Lanes              | Implementation of bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.           | Birchbank Road to Bramalea Road           | \$62,595            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Westcreek Boulevard (the Loop) Bike Lanes  | Implementation of bike lanes identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.           | Steelwell Road to south limit of the road | \$44,280            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Finchgate Boulevard Buffered Bike Lanes    | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Queen Street East to Central Park Drive   | \$30,940            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Balmoral Drive Buffered Bike Lanes         | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Bramalea Road to Torbram Road             | \$123,370           | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Eastbourne Drive Buffered Bike Lanes       | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Balmoral Drive to Clark Boulevard         | \$40,820            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Avondale Boulevard Buffered Bike Lanes     | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Bramalea Road to Balmoral Drive           | \$116,740           | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Dearbourne Boulevard Buffered Bike Lanes   | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Bramalea Road to Balmoral Drive           | \$82,420            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Glenvale Boulevard Buffered Bike Lanes     | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Clark Boulevard to Queen Street East      | \$46,670            | 2021                   | 2021 | Canada's First Active Transportation Fund |
| Jordan Boulevard Buffered Bike Lanes       | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Williams Parkway to North Park Drive      | \$57,395            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| North Park Drive Buffered Bike Lanes       | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Bramalea Road to Torbram Road             | \$84,500            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Ganton Heights Buffered Bike Lanes         | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Creditview Road to Commuter Drive         | \$22,945            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Elgin Drive Buffered Bike Lanes/Bike Lanes | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Main Street South to McLaughlin Road      | \$87,880            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Sir Lou Drive Buffered Bike Lanes          | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Malta Avenue to Hurontario Street         | \$24,050            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Malta Avenue Buffered Bike Lanes           | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.   | Ray Lawson Boulevard to Tina Court        | \$44,655            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Ray Lawson Boulevard Protected Bike Lanes  | Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.  | Mavis Road to Hurontario Street           | \$185,900           | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Great Lakes Drive Protected Bike Lanes     | Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.  | Sandalwood Parkway to Bovaird Drive       | \$111,410           | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Edgeware Road Protected Bike Lanes         | Implementation of protected bike lanes identified within the City's Active Transportation Master Plan.  | Mississauga Road to Heritage Road         | \$90,740            | 2022                   | 2022 | Canada's First Active Transportation Fund |



| PROJECT   | DESCRIPTION  | LOCATION   | TOTAL<br>EST. COST* | ANTICIPATED<br>PROJECT |      | POTENTIAL<br>EXTERNAL<br>FUNDING          |
|---|--|--|---------------------|------------------------|------|---|
|   |  |  |                     | START**                | END  |   |
| Chrysler Drive Buffered Bike Lanes                              | Implementation of buffered bike lanes identified within the City's Active Transportation Master Plan.  | Queen Street East to Williams Parkway                | \$98,995            | 2022                   | 2022 | Canada's First Active Transportation Fund |
| Fletcher's Creek Recreational Trail - Inter-Regional Connection | A detailed design and construction of a 3.0 metre wide trail, continuing the Flecthers Creek Recreational Trail from its existing terminus at Steeles Avenue, providing a connection through the Sheridan College Campus lands and a second connection into the City of Mississauga.   | Steeles Avenue to the City's south limit             | \$400,000           | 2022                   | 2023 | Canada's First Active Transportation Fund |
| Bramalea GO Connection  | A detailed design and construction of a 3.0 metre wide trail to provide a much needed protected AT connection from the adjacent communities (served by the Chinguacousy/Esper Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land uses adjacent to the north side of Steeles Avenue. | Victoria Crescent to Bramlea GO Station              | \$280,000           | 2022                   | 2023 | Canada's First Active Transportation Fund |
| Williams Parkway Multi-use Path                                 | Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.  | McLaughlin Road to Personna Circle/Abbotsbury Drive  | \$1,280,000         | 2023                   | 2023 | Canada's First Active Transportation Fund |
| Advance Boulevard/ West Creek Drive Multi-use Path              | Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.  | Dixie Road to the south limit of Westcreek Drive     | \$860,000           | 2023                   | 2023 | Canada's First Active Transportation Fund |
| James Potter Road Multi-use Path                                | Detailed design and construction of a multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network.  | Charolais Boulevard to Steeles Avenue                | \$235,875           | 2023                   | 2023 | Canada's First Active Transportation Fund |
| Williams Parkway Enhancements to Multi-use Path                 | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Personna Circle/Abbotsbury Drive to Mississauga Road | \$547,500           | 2023                   | 2023 | Canada's First Active Transportation Fund |
| Wanless Drive Enhancements to Multi-use Path                    | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Mississauga Road to Huronatrio Street                | \$2,055,000         | 2023                   | 2023 | Canada's First Active Transportation Fund |
| Countryside Drive Enhancements to Multi-use Path                | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Heart Lake Road to Goreway Drive                     | \$2,576,250         | 2023                   | 2023 | Canada's First Active Transportation Fund |
| Castlemore Road Enhancements to Multi-use Path                  | Implementation of enhancements (proper crossings - cross-rides) along an existing multi-use path identified within the City's Active Transportation Master Plan as a link in the City's Priority Cycling Network   | Airport Road to Castlemore Road                      | \$2,343,750         | 2023                   | 2023 | Canada's First Active Transportation Fund |





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