

Date: 2022-02-17

Subject: **Active Transportation Master Plan**

Secondary Title: Implementation of the Active Transportation Master Plan –
2021/2022 Annual Report (All Wards) HF.x

Contact: Nelson Cadete, Project Manager, Active Transportation, Planning,
Building and Economic Development Department

Report Number: Planning, Bld & Ec Dev-2022-213

Recommendations:

THAT the report from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, dated February 17, 2022, to the Committee of Council meeting of March 9, 2022, re: **Implementation of Active Transportation Master Plan – 2021/2022 Annual Report (All Wards) HF.x** be received.

Overview:

- **The 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 prior to the beginning of the pending construction season.**
- **This Active Transportation Master Plan (ATMP) Implementation Annual Report summarizes the scope of active transportation elements implemented in 2021, and outlines the proposed program for 2022.**
- **In 2021 the City implemented:**
 - **15.3 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);**
 - **Four enhanced school-crossing locations (curb depressions, etc.);**
 - **New curb depressions at 35 locations;**

- 17 new pedestrian cross-overs;
- One new traffic control signal; and,
- Three signalized pedestrian/cycling crossing (bicycle detection and bicycle crossings – “crossrides”).
- The proposed 2022 ATMP Implementation Program, includes:
 - a 2022 budget allocation of close to \$8.6M;
 - 31.5 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
 - enhancements (curb depressions, etc.) to two school crossings;
 - curb depressions at 19 locations;
 - 26 new pedestrian crossings; and,
 - five new traffic control signals;
- Complementing the proposed new infrastructure in 2022, are the following program and policy activities:
 - 2022 Bike the Creek Event
 - Electric Kick-style Scooter Pilot Program
 - City Employee Sustainable Transportation Incentive Program
 - Trial Bike/Pedestrian Counters
 - Bicycle Friendly Business Program
- The Brampton Cycling Advisory Committee has been able to convene regularly throughout the Covid-19 pandemic, and fulfill its mandate of developing a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes.

Background:

The Active Transportation Master Plan (ATMP) provides the implementation framework for network plans, policies and programs that support the 2040 Vision of “*a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit.*” The ATMP states that “through developing an integrated, attractive, and accessible system of sidewalks, cycling facilities and trails, Brampton will be a livable city where all members of the

community can safely and conveniently access places, goods and services and connect to transit using active modes of transportation.”

The ATMP recommends a comprehensive future cycling network to the year 2041 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).

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 and Culture & Events Departments/Divisions, as a part of capital improvement projects, new development applications, maintenance programs and programming initiatives. Since many of the construction activities have significant design timelines before actual work 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).

This report is the ATMP’s second annual report to be delivered in the first quarter of each year, summarizing the scope of active transportation elements implemented in 2021, and outlining the proposed program for 2022. The intent is to measure the successes of the ATMP and provide an opportunity to advise Council and the community of changes coming to City roads prior to the beginning of construction.

During this term of Council (2019 – 2022), approximately 50 kilometers of the City’s cycling network has been constructed. Appendix A: *Linear Facilities (Current Term of Council) Map* depicts the all of the linear active transportation infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths) that have been introduced during this term of Council. A summary of these locations are also listed in Appendix B: ATMP Implementation – Linear Cycling Facility Totals (Current Term of Council).

Current Situation:

Consistent with the ATMP, this annual report has been organized into the following 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 in order to support an increase in walking and cycling is a critical focus for the Active Transportation Master Plan.

2021 Program

The 2021 Active Transportation Implementation program included:

- 14.6 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- Four enhanced school-crossing locations (curb depressions, etc.);
- New curb depressions at 35 locations;
- 17 new pedestrian cross-overs;
- One new traffic control signal; and,
- Three signalized pedestrian/cycling crossing (bicycle detection and bicycle crossings – “crossrides”).

Appendix C: 2021 AT Implementation Map depicts the AT infrastructure that was implemented in 2021.

Appendix D: New Cycling Facilities - 2021 provides a detailed summary of the following bike lanes, multi-use paths, recreational trails/paths and urban shoulders included within the 2021 ATMP Implementation Program. The locations marked with an asterisk (*) are deferred from the 2020 program.

- Townsend Gate - Kennedy Road to Hansen Road (Ward 1)*
- Robertson Davies Drive - Mayfield Road to north limit of road (Ward 2)*
- Collingwood Avenue - west of Hurontario Street (Ward 2)*
- Peter Robertson Boulevard - Bramalea Road to Sunny Meadow Blvd (Ward 9)*
- Sunny Meadow Boulevard - Bovaird Drive to Peter Robertson Blvd (Ward 9)*
- Centre Street – Clarence Street to Haslemere Avenue (Ward 3)
- Mill Street – Charolais Boulevard to Edwin Drive (Ward 3)
- Mill Street – Harold Street to Queen Street (Ward 3)
- Parkend Avenue – McMurphy Avenue to End of the road (Ward 3)
- Charolais Boulevard – James Potter Road to Main Street South (Wards 3, 4)
- Avondale Boulevard (the Loop) – Birchbank Road to Balmoral Drive (Ward 7)

- Claireville Recreational Trail North – Valleycreek Drive to south of Queen Street (Ward 8)
- Vodden Street – Isabella Street to Williams Parkway (Ward 1)
- Royal Orchard Drive – Williams Parkway to Bovaird Drive (Ward 1)
- Centre Street – Williams Parkway to Queen Street (Ward 1)
- Rosedale Avenue – Main Street to Pleasantview Avenue (Ward 1)
- Humberwest Parkway – Williams Parkway to Queen Street (Ward 8)
- Biscayne Crescent - First Gulf Boulevard - N&S Int. (Ward 3)

Due to resourcing issues and a North American shortage in the supply of traffic paint, the projects listed below have been deferred to 2022.

- McMurchy Avenue – Railroad Street to Queen Street (Ward 1)
- Centre Street - Clarence Street to Haslemere Avenue (Ward 3)
- Harold Street – Main Street to 340 m West of McMurchy Avenue (Ward 3)
- Hilldale Crescent – Central Park Drive to Central Park Drive (Ward 7)
- Black Forest Drive – Bramalea Road to Sprucelands Avenue (Ward 9)
- Central Park Drive – Bramalea Road to Torbram Road (Ward 8)
- Westcreek Boulevard – Steelwell Road to south limit of the road (Ward 3)
- Avondale Boulevard (the Loop) – Bramalea Road to Birchbank Road (Ward 7)
- Dearbourne Boulevard – Bramalea Road to Balmoral Drive (Ward 7)
- Balmoral Drive – Bramalea Road to Torbram Road (Ward 7)
- Eastbourne Drive – Balmoral Drive to Clark Boulevard (Ward 7)
- North Park Drive – Bramalea Road to Torbram Road (Wards 7,8)
- Glenvale Boulevard – Clark Boulevard to Queen Street East (Ward 7)
- Finchgate Boulevard – Queen Street East to Central Park Drive (Ward 7)
- Bartley Bull Parkway – Etobicoke Creek Recreational Trail to Orchard Drive (Ward 3)
- Orchard Drive/Hartford Trail – Bartley Bull Parkway to Etobicoke Creek Recreational Trail (Ward 3)
- Cloverdale Drive – Chinguacousy Recreational Trail to Central Park Drive (Ward 7)
- Maitland Street - North Park Drive to MacKay Street (Ward 7)
- Nelson Street - Haggert Avenue to McMurchy Avenue (Ward 1)
- Haggert Avenue - Queen Street West to Railroad Street (Ward 1)
- Railroad Street - Haggert Avenue to Railroad Street (Ward 1)
- Meadowland Gate - Nanwood Drive to Eldomar Avenue (Ward 3)
- Harper Road - Bartley Bull Parkway and Cornwall Road (Ward 3)

To help alleviate some of the staff resource issues experienced delivering last year's extensive ATMP Implementation Program, an approved 2022 Capital Budget includes a project dedicated to help with the design of projects identified for the 2022 ATMP Implementation Program.

Appendix E: 'Fix-it' Enhancements - 2021 summarizes the locations where upgrades/enhancements (curb cuts, crossings, etc.) were implemented to ensure a uniform level of quality across the cycling and trails network, including the following new pedestrian crossovers. The new device called a 'Level 2 Pedestrian Crossover' is intended for locations where roadway characteristics (pedestrian and vehicles volumes, road width, etc.) do not meet the need for a full traffic control signal but would benefit from a formal crossing by providing network connectivity or by addressing a gap along a corridor. At these crossings drivers by law are required to stop when a pedestrian is in the crossover which are identified with signage, pavement markings and if appropriate, flashing beacons.

- Guru Nanak Blvd at Flower City RT to Chinguacousy RT (Ward 9)
- Chinguacousy Rec. Trail at Templehill Road (Ward 9)
- Chinguacousy Rec. Trail at Balmoral Drive (Ward 7)
- Chinguacousy Rec. Trail at Algonquin Boulevard (Ward 7)
- Don Doan Rec. Trail at Jayfield Road (Ward 8)
- Don Doan Rec. Trail at Greenbriar Road (Ward 8)
- Don Doan Rec. Trail at Greenmount Road (Ward 8)
- Don Doan Rec. Trail at Dorchester Drive (Ward 7)
- Don Doan Rec. Trail at Doncaster Drive (Ward 7)
- Esker Lake Rec. Trail at La France Road (Ward 7)
- Esker Lake Rec. Trail at Lambeth Crescent (Ward 7)
- Esker Lake Rec. Trail at Brentwood Drive (Ward 7)
- Fletchers Creek Rec. Trail at Earlsbridge Blvd (Ward 6)
- Fletchers Creek Rec. Trail at Elgin Drive (Ward 3)
- Mount Pleasant Rec. Trail at Buick Blvd (Ward 6)
- Mount Pleasant Rec. Trail at Aylesbury Dr (Ward 6)
- Hydro Corridor Trail at Kingknoll Drive (Ward 4)

2022 Program

The approved 2022 Capital Budget includes approximately \$8.6M for Active Transportation infrastructure improvements. A breakdown of the \$8.6M budget allocation is provided in Table 1 below:

Table 1: 2022 AT Implementation Program Budget

Dept./Div.	Item	2022 Budget Allocation
CS/Parks Maintenance & Forestry	Pathways Implementation Program - Claireville Recreational Trail	\$1.5M
	Recreation Trail Repair & Replacement – Various	\$665K
PB&E/Transp Planning	Active Transportation Plans and Studies - East/West Corridor Top up	\$500K
	Active Transportation Plans and Studies - Transportation Planner (ATMP Implementation)	\$125K
	Cycling Infrastructure Planning & Design	\$150K
PWE/Capital Works	Goreway Drive Widening – Cottrelle Boulevard to Countryside Drive (3.5 km)	\$3.5M
	Road Resurfacing Program	\$200K
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Master Plan Implementation	\$1M
	Controlled Pedestrian Crosswalk	\$100K
	Traffic Calming Measures	\$29K
	Traffic Signalization	\$850K
TOTAL		\$8.6M

The ATMP “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. *Appendix F: 2022 “Fix-it” Locations* summarizes a list of 24 locations where recreational trail or major park paths intersect with existing roadways and proper crossings will be implemented in 2022 (pedestrian crossings, signalized crossings or uncontrolled crossings).

One of the key implementation strategies outlined in the Active Transportation Master Plan (ATMP) is to incorporate cycling and walking infrastructure into planned construction opportunities (i.e., capital road projects, road resurfacing program).

Appendix G: 2021 Planned Linear Facilities – Construction Opportunities provides a detailed summary of the bike lanes, urban shoulders and shared roadways to be implemented through the 2022 annual road resurfacing program, and other maintenance and/or capital construction projects. The roads where these facilities are being evaluated is as follows:

- Linkdale Road - Kennedy Road to Centre Street (Ward 1)

- Elgin Road - McLaughlin Road to Main Street South (Ward 3)
- Jessie Street - McMurchy Avenue to Haggert Avenue (Ward 3)
- Bartley Bull Parkway - Rambler Drive to Tulamore Road (Ward 3)
- Mill Street - Harold Street to Queen Street (Ward 3)
- Kingknoll Boulevard - Windmill Boulevard to McLaughlin Road (Ward 4)
- Flowertown Avenue - Phelps Drive to McLaughlin Road (Ward 5)
- Gillingham Drive - Bovaird Drive to Main Street (Ward 5)
- Hanover Road - Howden Boulevard to Central Park Drive (Ward 7)
- Jayfield Road - Jordan Boulevard to North Park Drive (Ward 8)
- Peter Robertson Boulevard - Dixie Road to Bramalea Road (Ward 9)
- Father Tobin Road - Torbram Road to Mountainash Road (Ward 10)
- Van Scott Drive - Van Kirk Drive to McLaughlin Road (Ward 2)
- Mountainash Road - Stonecrest Drive to Kamloops Drive (Ward 10)
- Mountainberry Road - Mountainash Road to Snowcap Road (Ward 10)

Implementation of active transportation infrastructure through planned construction projects is the most cost-effective approach to build the active transportation network. It is important to note the type of work and scope of planned projects will dictate the type of cycling facility that can be implemented. For example, major road reconstruction projects allow for cycling infrastructure to be incorporated into a roadway design whereas road resurfacing is a maintenance activity intended to extend the life cycle of the road without major changes to road geometrics. Therefore, potential cycling facility types are limited to what can be accommodated within the scope of a road resurfacing program (replacement of asphalt road surface, roadway painting and minor repairs/replacement of curbs/sidewalks).

City staff presented the draft 2022 Road Resurfacing Program to the Brampton Cycling Advisory Committee for its input at its February 17th 2022 meeting, once the program was finalized. Based on input from the Advisory Committee and assessment by staff, cycling infrastructure as part of the 2021 Road Resurfacing Program is being addressed as follows:

- Jessie Street and Jayfield Road are candidates for cycling infrastructure; however they are too narrow (8.0 m pavement width) to accommodate a bike lane or urban shoulder. City staff will be introducing the use of signage and “sharrows” along these roadways to identify them as cycling routes and provide wayfinding along their respective corridors.
- Staff will be communicating to residents along all the 10 other locations listed above that bike lanes are being proposed as a part of the road resurfacing work.

In addition to the linear infrastructure identified above, the 2022 Road Resurfacing and other construction opportunities will include an additional 28 curb depressions at park paths and walkways, two enhanced school crossings, 23 new pedestrian crossings and 5 new traffic control signals. These improvements are summarized in *Appendix H: 2022 'Fix-it' Locations – Construction Opportunities*.

The 2021 Capital Budget introduced an “Active Transportation Projects” line item that identifies a \$1M per year investment over three years to construct a city-wide connected cycling and pedestrian network (per the Active Transportation Master Plan) to enable safer, more convenient travel by non-motorized modes. In addition to the Planned Linear Facilities identified above (and detailed in Appendix G) as part of the road resurfacing program, the following locations are also planned to be upgraded in the second year (2022) of the three year program with a cycling facility (*Appendix I: 2021 Planned Linear Facilities – ATMP 'In-fill' Program* provides a more detailed summary):

- Central Park Drive – Bramalea Road to Torbram Road (Ward 8)
- Westcreek Boulevard – Steelwell Road to south limit of the road (Ward 3)
- Avondale Boulevard (the Loop) – Bramalea Road to Birchbank Road (Ward 7)
- Dearbourne Boulevard – Bramalea Road to Balmoral Drive (Ward 7)
- Balmoral Drive – Bramalea Road to Torbram Road (Ward 7)
- Eastbourne Drive – Balmoral Drive to Clark Boulevard (Ward 7)
- North Park Drive – Bramalea Road to Torbram Road (Wards 7,8)
- Glenvale Boulevard – Clark Boulevard to Queen Street East (Ward 7)
- Finchgate Boulevard – Queen Street East to Central Park Drive (Ward 7)
- Claireville Recreational Trail North – Valleycreek Drive to south of Queen Street (Ward 8)
- Bartley Bull Parkway – Etobicoke Creek Recreational Trail to Orchard Drive (Ward 3)
- Orchard Drive/Hartford Trail – Bartley Bull Parkway to Etobicoke Creek Recreational Trail (Ward 3)
- Cloverdale Drive – Chinguacousy Recreational Trail to Central Park Drive (Ward 7)
- Maitland Street - North Park Drive to MacKay Street (Ward 7)
- Nelson Street - Haggert Avenue to McMurchy Avenue (Ward 1)
- Haggert Avenue - Queen Street West to Railroad Street (Ward 1)
- Railroad Street - Haggert Avenue to Railroad Street (Ward 1)
- Meadowland Gate - Nanwood Drive to Eldomar Avenue (Ward 3)
- Harper Road - Bartley Bull Parkway and Cornwall Road (Ward 3)

These roads were all deferred from last year's program and were identified as priorities given they are either links within the City's Priority Cycling Network or located within the Bramalea Sustainable Neighbourhood Action Plan (SNAP).

The locations identified above were also presented and discussed at the Brampton Cycling Advisory Committee meeting of February 17, 2022.

Appendix J: 2022 AT Implementation Map depicts the active transportation infrastructure that is proposed within the scope of the 2022 Active Transportation Master Plan Implementation Program.

Communication Strategy

Similar to last year, 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 the 2022 AT work plan;
- all AT projects will be added and provided status updates on the interactive City Construction Map;
- post card mail-outs will be sent to homes in direct proximity to the project;
- distribute information toolkit to members of Council; and,
- erect “construction notice” type signage locally.

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 this year’s program that will focus on designing for safety and comfort:

- *Cycling Design Consultant* – The approved 2022 Capital Budget includes a project to retain a specialized consultant(s) which will assist with the design of cycling infrastructure that is consistent with the most current best practices and guidelines.
- *Priority Cycling Network Design Project* – Staff will continue planning and design work required to deliver the City’s Priority Cycling Network. Critical gaps along the City’s “b” loop and upgraded crossings along the east-west connections will be the focus of this year’s planning/design work.

- *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.
- *Finalize Brampton Complete Streets Guidelines* – The City's Complete Streets Guidelines will be completed and presented to Council in Q2 of 2022. The Brampton Complete Streets Guidelines will help to balance the many competing demands for space within a road allowance, to safely accommodate all users in a way that enhances quality of life, while improving the functionality of the integrated transportation network.
- *Bike Parking Zoning Requirements* – Similar to vehicle parking requirements contained within the City's zoning by-law, staff will be undertaking a best practice review to identify Brampton specific bicycle parking requirements.

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. From “true” winter cities in Scandinavia and the Baltic, to more snowbound Canadian examples such as Montreal, Ottawa, Calgary, 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. A good maintenance program can help to encourage walking and cycling in all seasons, reduce the risk of injuries and extend the service life of infrastructure. As Brampton's cycling network continues to develop and evolve, staff continues to monitor the need and impact of adjusting maintenance practices to ensure year-round mobility.

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 liveability reputation in our investment value proposition.

- *2022 Bike the Creek Event* – After a successful virtual event last year, Bike the Creek will return to an in-person live event on Saturday June 18, 2022. Bike the

Creek is the City's signature cycling event aimed at encouraging people of all ages to explore the City by bike.

- *Electric Kick-style Scooter Pilot Program* – The City will be running a pilot to assess the uptake and impact of an e-scooter share system in the City. This includes broader engagement with stakeholders (Council advisory committees, Brampton Board of Trade, etc.) which also provides a forum to promote the community and business benefits of investing in active transportation.
- *City Employee Sustainable Transportation Incentive Program* - Staff will be reporting to Council with opportunities and recommendations to incentivize and/or further enable, encourage, and support employees in using sustainable and active modes of transportation.
- *Trial Bike/Pedestrian Counters* – Collecting data to monitor pedestrian and cyclist behaviour will help the city to evaluate the effectiveness of various initiatives recommended in the ATMP. The City will be testing new technology to collect pedestrian and cyclist data at two new traffic control signals locations in the City.
- *Bicycle Friendly Business Program* – As part of ongoing outreach and engagement with Brampton businesses, the Tourism & Special Events Office is working with partners to develop and promote cycling tourism opportunities within the City of Brampton. The Bicycle Friendly Business incentive program will be launched this year and will help Brampton businesses be prepared to welcome cycling visitors, create a positive experience for cycle tourists and provide bike support as required.

Brampton Cycling Advisory Committee (BCAC) Update

The mandate of the BCAC 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 the City of 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.

Although 2021 was another challenging year for the committee with ongoing Covid-19 restrictions precluding many programming and outreach activities, the committee still met virtually at least once a month, either in the regular bi-monthly formal capacity or as a sub-committee, and delivered on a number of fronts to help advance the ATMP. The following provides a summary of highlights from BCAC in 2021:

- BCAC initiated the application to renew (or upgrade) Brampton's status as a Bicycle Friendly Community (BFC) and contributed to the content and review. As the result of the application, Brampton renewed its Bronze BFC status. It is important to note that as the state of cycling continues to advance, so do the markers of Bronze, Silver and Gold statuses, making it a true achievement to renew our Bronze designation.
- Reviewed and contributed to the City's first annual report respecting the Implementation of Active Transportation Master Plan.
- Initiated a review of existing City by-laws (Traffic By-law, Parks By-law, etc.) to ensure that they are bicycle friendly.
- Investigated a world-wide solution for bike theft reporting which greatly enhances the ability to trace stolen bicycles and shared information with stakeholders.
- Participated in a bike valet at the Bicycle Market (October 23rd Downtown Farmers Market).
- Helped to plan and deliver the virtual 2021 Bike the Creek event.
- Reviewed and provided feedback on the City's list of 'shovel-ready' projects for inclusion in City advocacy documents (Provincial/Federal).
- Initiated a review of the City's current winter maintenance practices relating to cycling facilities, resulting in suggested enhancements.
- Delegated at Regional Council on the need to increase focus on Active Transportation mode share, in view of the environment and achieving Sustainable Transportation Strategy goals.
- Participated on steering committees and liaised with other community advocacy groups to effectively utilize resources and share information relating to cycling in Brampton.

CORPORATE IMPLICATIONS:

Financial Implications:

Funding for the projects outlined within this report have 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 Public Works & Engineering and Community Services.

TERM OF COUNCIL PRIORITIES:

This report directly supports the 'Active Transportation Action Plan' Term of Council priority. The existing infrastructure and planned projects outlined within this report contribute towards an ultimate broad and well-connected active transportation network making travel by bike and on foot a safe and desirable option for school, work, recreation and other trips while supporting a cycling and walking culture.

CONCLUSION:

The City's Active Transportation Master Plan lays out a defined strategy to implement a comprehensive citywide active 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 and Culture & Events Departments/Divisions, as a part of capital improvement projects, new development applications, maintenance programs and programing initiatives.

Building on the success of recent years, in 2022 City staff are planning the implementation of:

- 31.9 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- enhancements to two school crossing;
- curb depressions at 19 locations;
- 23 new pedestrian crossings; and,
- five new traffic control signals.

Further to the planned physical infrastructure, staff will be developing complementary design standards, programing and policy that will foster a walking and cycling culture in the City, and promote the City's liveability reputation in our investment value proposition.

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Attachments:

Appendix A: **Linear Facilities Map – Current Term of Council**
Appendix B: **Linear Cycling Facility Totals (Current Term of Council)**
Appendix C: **2021 AT Implementation Program Map**
Appendix D: **New Linear Cycling Facilities - 2021**
Appendix E: **‘Fix-it’ Enhancements – 2021**
Appendix F: **2022 ‘Fix-it’ Locations**
Appendix G: **2022 Planned Linear Facilities – Construction Opportunities**
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Appendix I: **2022 Planned Linear Facilities – ATMP ‘In-fill’ Program**
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