

Date: 2023-01-31

Subject: **Active Transportation Master Plan**

Secondary Title: Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)

Contact: Nelson Cadete, Acting Senior Manager, Transportation Planning, Planning, Building and Growth Management

Report Number: Planning, Bld & Growth Mgt-2023-055

Recommendations:

THAT the report from Nelson Cadete, Acting Senior Manager, dated January 31, 2023, to the Committee of Council Meeting of March 8, 2023, re: **Active Transportation Master Plan Implementation – 2022/2023 Annual Report (All Wards)** be received.

Overview:

- **The Active Transportation Master Plan (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 in advance of the pending construction season.**
- **In 2022 the City implemented the following active transportation infrastructure improvements/highlights:**
 - **The budget allotment for Active Transportation in the 2022 budget was \$8.6M;**
 - **11.9 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);**
 - **3 enhanced school-crossing locations (curb depressions, etc.);**
 - **New curb depressions at 15 locations;**
 - **8 new pedestrian cross-overs; and,**
 - **3 new traffic control signals.**
- **The proposed 2023 ATMP Implementation Program, includes:**
 - **a proposed 2023 budget allocation of approximately \$5M;**

- **29.2 km of linear infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);**
- **curb depressions at 23 locations;**
- **25 new pedestrian crossings;**
- **7 new traffic control signals; and,**
- **13 signalized pedestrian/cycling crossings (bicycle detection and bicycle crossings – “crossrides”)**
- **Complementing the proposed new infrastructure in 2023 are the following program and policy activities:**
 - **2023 Bike the Creek Event;**
 - **Electric Kick-style Scooter Pilot Program;**
 - **Trial Bike/Pedestrian Counters and Bicycle Repair Stands; and,**
 - **Pedal Poll – National Bike Count**
- **The Brampton Cycling Advisory Committee has continued to convene since the end of the previous Council term, carrying out its mandate to help develop 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 “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 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).

Network elements of the ATMP implementation strategy are delivered in partnership between Planning, Building & Growth Management, Public Works & Engineering and Community Services Departments, as a part of capital improvement projects, new development applications and maintenance programs. Since many of these projects have significant design timelines before actual construction 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).

As shown in Appendices A and B, during the previous term of Council (2019 – 2022), approximately 62 kilometers of the City's cycling network was constructed. Prioritizing the implementation of the Active Transportation Master Plan and advancing the proposed active transportation network is a key ingredient to address the challenges of access and mobility in a rapidly urbanizing City. The utility of active transportation extends beyond mobility. Advancing the City's active transportation strategy and making sustainable mode choices a viable travel option will also support broader city-building objectives to support a more equitable, green, attractive, healthy and safe Brampton.

Health

It has been projected that by 2026, nearly 18% of Ontario residents will have diabetes. Peel residents have historically higher rates of diabetes compared to the Province, with the highest rates among those living in Brampton. Daily physical activity is an important way to help prevent chronic diseases, including diabetes. Physical activity can also help manage diabetes and other chronic diseases. However, many Peel residents spend the vast majority of their day commuting by car and working sedentary jobs that leave little opportunity for physical activity. There is strong evidence that a supportive environment for active transportation can help Brampton's residents be more physically active because it helps build opportunities for movement into our daily lives.

Increased physical activity through active transportation can also support other health benefits, such as improvements in mental health, and when residents replace car trips with walking, cycling or transit-use, we see reductions in per capita emissions that can help improve air quality to reduce exposures that contribute to respiratory diseases and various cancers.

Environment

Brampton's largest users of energy is the transportation sector representing 35% of source energy use and is the biggest emitter of green house gases (GHG). In Brampton, automobiles are used for over 80% of trips in the city, including commuting to work and to the grocery store. Travel choices can have a significant impact on GHG emissions and energy consumption within a community. The safety, ease, and convenience of transportation modes greatly influence people's choice of transportation. Therefore, proper planning and design of our transportation networks are critical in creating viable, low emission alternatives of travel for residents such as transit, cycling, and walking.

Integrate Transportation and Land Use Planning

There is a finite limit to how much more we can (or should) widen our roads to accommodate anticipated travel demand that has conventionally (in a suburban context) relied on the private motor vehicle. In the end, it is impossible for any city to build its way out of congestion. While there will always be a need to accommodate automobiles as part of the transportation mode mix in Brampton, if we are to better manage the challenges of congestion over the long term and build a livable, vibrant, and safe community, then a shifting of our collective mindset when it comes to mobility is required. As we move forward, our focus for mobility in the City should:

- Plan for mobility solutions that support compact, high density, mixed land use development in strategic centres.
- Prioritize sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips.
- Design great streets for people that emphasize strong neighbourhood image and identity.
- Recognize implications of street design on built form and travel behaviour.

Safety Benefits of Road Diets

The four lane roads where we have incorporated bike lanes are residential collector roads intended to serve the adjacent residential areas and provide access to schools, parks, trails and other amenities that typically attract non-auto trips by school-aged children. Four-lane roads in these areas create environments that are not favourable for people of all ages and abilities to walk or cycle (speeding, aggressive driving and wide pedestrian crossings). In addition to providing a dedicated space for people on bikes, the introduction of bicycle lanes has also helped to calm traffic by placing these roads on a "road diet". These road diets involved changing four-lane roadways into two through car lanes, with the rest of the roadway used for bike lanes, buffer areas and left turn lanes. The results from data collected along one of the road diets shows a reduction of vehicle volumes and speeds, making the road safer for vehicles, pedestrians and cyclists. By reducing the number of car lanes along these roads, the non-neighbourhood traffic that historically cut through residential communities during the morning and afternoon peak times are being redirect to alternate routes which are more appropriate to accommodate the high traffic volumes.

Incorporating road diets into our communities is consistent with the Vision Zero principle that road safety is prioritized over other factors such as cost, speed, delay, level of service, and convenience.

Transportation Equity

Streets with proper cycling and walking infrastructure are more equitable, providing everyone with a choice of mobility and allowing users of all ages and abilities to travel to and from work, school, and other destinations with the same level of safety and convenience. Active transportation infrastructure provides transportation choices not only to those who desire to travel by different modes, but also for those who cannot drive or afford to drive and must use an alternative.

Current Situation:

Consistent with the ATMP, the 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.

2022 Program

The 2022 Active Transportation Implementation program included:

- An approved budget allocation of \$8.6M;
- 11.9 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- 3 enhanced school-crossing locations (curb depressions, etc.);
- new curb depressions at 15 locations;
- 8 new pedestrian cross-overs; and,
- 3 new traffic control signals.

Appendix C: 2022 AT Implementation Map depicts the AT infrastructure that was implemented in 2022.

Appendix D: New Cycling Facilities - 2022 provides a detailed summary of the bike lanes, multi-use paths, recreational trails/paths and urban shoulders implemented with the 2022 ATMP Implementation Program.

Appendix E: 'Fix-it' Enhancements - 2022 summarizes the locations where upgrades/enhancements (e.g. curb cuts, crossings, etc.) were implemented to ensure a uniform level of quality across the cycling and trails network.

2023 Program

The proposed 2023 Capital Budget allocation is provided in Table 1 below:

Table 1: 2023 AT Implementation Program Budget

Dept./Div.	Item	2023 Budget Allocation
CS/Parks Maintenance & Forestry	Recreation Trail Repair & Replacement – Various	\$460K
PB&GM/Trans Planning	Active Transportation Plans and Studies – Chinguacousy Road AT Improvements	\$1M
	Active Transportation Plans and Studies – Fix-it Program (Phase II)	\$750K
	Cycling Infrastructure Planning & Design	\$50K
PWE/Capital Works	Sidewalk Program – Hurontario Street and West Drive (top up)	\$400K
	Road Resurfacing Program	\$200K
PWE/Road Maintenance, Ops. & Fleet	Active Transportation Master Plan Implementation	\$800K
	Controlled Pedestrian Crosswalk	\$100K
	Traffic Signalization	\$1.25M
TOTAL		\$5M

One of the key implementation strategies outlined in the ATMP is to incorporate cycling and walking infrastructure into planned construction opportunities (i.e., capital road projects, road resurfacing program). The 2021 Capital Budget also introduced a reoccurring “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.

Appendix F: 2023 Planned Linear Facilities provides a detailed summary of the projects being delivered through planned construction opportunities and the ATMP In-fill program.

The ATMP “Fix-it” Program is an implementation tactic to enhance the existing network by completing critical gaps with proper pedestrian and/or cycling crossings and access (e.g., pedestrian crossings, curb depressions, traffic control signals and upgrades). *Appendix G: 2023 “Fix-it” Locations* summarizes a list of planned improvements including those deferred from previous years and those proposed in the 2023 Capital budget.

East-west Cycling Corridor Update

The East-West Cycling Corridor is a 7-km cycling route across Brampton that constitutes a part of the Priority Cycling Network identified in the ATMP. The final design will see separated bike lanes replacing the current “interim” bike lanes: cyclists will be separated from motor traffic by precast concrete curbs intended to provide a safer and more comfortable space for people choosing to travel by bike. Together with a state of good repair project, the following sections of the East-west cycling Corridor will be implemented in 2023:

- Howden Boulevard – Williams Parkway to Dixie Road;
- Vodden Street – Centre Street to Howden Boulevard; and,
- Hanover Road – Howden Boulevard to Central Park Drive.

The remaining section of Vodden Street (Isabella Street to Centre Street) and Howden Boulevard (Dixie Road to Central Park Drive) will be undergoing a utility upgrade (Region of Peel), delaying the bike lane implementation up to three years (including warrantee maintenance period).

The proposed infrastructure projects outlined within the 2023 ATMP Implementation Work Plan have been reviewed with the Brampton Cycling Advisory Committee.

Appendix H: 2023 ATMP Implementation Map depicts the active transportation infrastructure that is proposed within the scope of the 2023 Active Transportation Master Plan Implementation Program.

The projects included within the 2023 ATMP Implementation Plan and outlined within this report are subject to Council’s review and approval of the 2023 budget.

Communication Strategy

Similar to previous years, 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 2023 AT work plan;
- all AT projects will be added to the interactive City Construction Map accompanied by status updates;
- post card mail-outs will be sent to homes in direct proximity to the project;
- information toolkits will be distributed to members of Council; and,
- "construction notice" type signage will be erected 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 proposed 2023 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. A critical gap along the City's "b" loop (Westcreek Boulevard and Advance Boulevard) through an industrial area of Brampton is 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.
- *Bike Parking Zoning Requirements* – Staff have undertaken a best practice review to identify Brampton specific bicycle parking requirements which will inform the update to the City's consolidated zoning by-law.
- *Protected Intersection Pilot (Williams Parkway)* – Also referred to as a 'Dutch-style Intersection', the design of a protected intersection keeps bikes physically separated from motor vehicles, providing a high degree of comfort and safety for people of all ages and abilities. Within the scope of the Williams Parkway Redevelopment Project, staff are considering a protected intersection design at the intersection of Williams Parkway and North Park Drive/Howden Boulevard where the bikeway will be set back from the vehicle traffic and cyclists will be given a dedicated path through the intersection, with right-of-way over turning vehicles. The design will improve visibility and sightlines, reduce the speed at which vehicles turn and reduce pedestrian and cyclist exposure at motor vehicle crossings.

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 with a good maintenance program. 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.

With the implementation of the separated bike lanes along Vodden Street, Howden Boulevard and Hanover Road planned for this year, staff in Roads Maintenance, Operations & Fleet are developing a maintenance strategy to ensure that the facility is maintained and available year round. Implications of the protected bike lanes along the East-west Cycling Corridor will be monitored and presented to Council at a future date.

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 reputation in our investment value proposition. The following are highlights of our community outreach and engagement efforts:

- Bike the Creek Event
- Electric Kick-style Scooter Pilot Program
- Trail Bike/Pedestrian Counters
- Bicycle Repair Stands
- Pedal Poll
- Brampton Bike Hub
- Bike Month / Bike to Work Day
- Bicycle Friendly Business Program

Appendix I: 2023 Walking and Cycling Culture Update provides greater detail on each initiative.

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 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.

The Brampton Cycling Advisory Committee continued to convene regularly even after the end of the previous Council term and has continued to fulfill its mandate of developing a culture in Brampton where cycling is a desirable activity and mode choice for both recreational and utilitarian purposes. *Appendix J: 2023 Brampton Cycling Advisory Committee Update* provides a summary of highlights from BCAC in 2022.

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 Focused 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 2023 City staff are planning the implementation of:

- 29.2 km of linear cycling infrastructure (bike lanes, urban shoulders, multi-use paths and recreational trails/paths);
- curb depressions at 23 locations;

- 25 new pedestrian crossings;
- 7 new traffic control signals; and,
- 13 signalized pedestrian/cycling crossing (bicycle detection and bicycle crossings – “crossrides”).

Further to the planned physical infrastructure, staff will develop complementary design standards, programming and policy to foster a walking and cycling culture in the City supporting broader city building outcomes.

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Attachments:

- Appendix A: **Linear Facilities Map – Previous Term of Council**
- Appendix B: **Linear Cycling Facility Totals (Previous Term of Council)**
- Appendix C: **2022 AT Implementation Program Map**
- Appendix D: **New Linear Cycling Facilities - 2022**
- Appendix E: **‘Fix-it’ Enhancements – 2022**
- Appendix F: **2023 Planned Linear Facilities**
- Appendix G: **2023 ‘Fix-it’ Locations**
- Appendix H: **2023 ATMP Implementation Map**
- Appendix I: **2023 Walking and Cycling Culture Update**
- Appendix J: **2023 Brampton Cycling Advisory Committee Update**