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# Orientation Manual

## **Active Transportation Advisory Committee**

Date: June 13, 2023

To: Active Transportation Advisory Committee

From: Charlotte Gravlev, Deputy City Clerk

Re: **General Information – Committee Appointment**

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Congratulations on your appointment as a member of the **Cycling Advisory Committee** for the term ending November 14, 2026, or until a successor is appointed.

The purpose of this memo is to provide you with additional details regarding your appointment.

### **Committee Meetings**

#### Attendance

- Attendance at meetings is important so that committee business is completed.
- If you are unable to attend, need to leave early or expect to arrive late, you are requested to notify Tammi Jackson, the Legislative Coordinator in the City Clerk's Office, as soon as you know your schedule. This allows staff to determine if quorum will be achieved and maintained, and provides the opportunity to contact the other committee members, if necessary, to confirm their attendance.
- If it is realized that the committee will not meet quorum prior to the meeting, the Chair will be advised and the meeting may be cancelled.
- If quorum is not achieved within ½ hour after the scheduled start time, the meeting will be deemed as "failed for quorum" and the names of members who are in attendance will be recorded and the meeting will not proceed.
- As outlined in Council's Procedure By-law 160-2004, as amended, if citizen members are absent for **three consecutive meetings, without cause, or approval from Council**, the member will be deemed to have resigned and the vacancy will be filled in accordance with the Citizen Appointment Procedures.

#### Meeting Procedures

- At the June 13, 2023 meeting, the Chair and Vice-Chair (or Co-Chairs) will be elected.
- The Legislative Coordinator is present at the meetings to record the proceedings and to assist the Chair in ensuring that procedures are followed properly.

All committee appointments are for the term ending November 14, 2026 or until successors are appointed. This means that this committee may continue with normal business after the next municipal election in the Fall of 2026 until the new Council appoints a new Cycling Advisory Committee.

Some meeting materials may be available in alternate formats. If you require such materials, please advise staff.

The purpose of this orientation binder is to hold important reference material as you begin your duties and throughout your term. Also, please be assured that City staff is available to assist you.

I wish you an enjoyable and fulfilling experience on the Active Transportation Advisory Committee. If you have any questions, please contact myself or Tammi Jackson, Legislative Coordinator, at (905) 874-3829.

Charlotte Gravlev  
Deputy City Clerk  
Telephone: (905) 874-2115  
Fax: (905) 874-2119  
[Charlotte.gravlev@brampton.ca](mailto:Charlotte.gravlev@brampton.ca)

cc: Tammi Jackson, Legislative Coordinator

## Active Transportation Advisory Committee

### Membership List

For the term ending November 14, 2026, or until successors are appointed

**Enzo Bek**  
**Cindy Evans**  
**Alina Grzejszczak**  
**Stephen Laidlaw**  
**Dayle Laing**  
**Barry Lavallee**  
**Steven Lee**

**Lisa Stokes**

### Staff Contact List

<b>Name</b>	<b>Position</b>	<b>Telephone Number/Email</b>
Tammi Jackson	Legislative Coordinator, City Clerk's Office, Legislative Services	T: 905-874-3829 F: 905-874-2119 <a href="mailto:Tammi.jackson@brampton.ca">Tammi.jackson@brampton.ca</a>
Henrik Zbogar	Director, Integrated City Planning, Planning, Building and Growth Management	T: 905-874-3553 F: 905-874-2099 <a href="mailto:henrik.zbogar@brampton.ca">henrik.zbogar@brampton.ca</a>
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Charlotte Gravlev	Deputy City Clerk, City Clerk's Office, Legislative Services	T: 905-874-2115 F: 905-874-2119 <a href="mailto:charlotte.gravlev@brampton.ca">charlotte.gravlev@brampton.ca</a>

## Active Transportation Advisory Committee

### 2023 Schedule of Meetings

All meetings commence at 7:00 p.m. and are held in the Council Chambers or Council Committee Room – 4<sup>th</sup> Floor, City Hall

Meeting Dates
June 13, 2023
August 15, 2023
October 10, 2023
December 12, 2023 <b>At 5:00 p.m.</b>

Note: Additional meetings may be added at the request of the Committee.

Members: If you are unable to attend a meeting, please contact Tammi Jackson, Legislative Coordinator, at (905) 874-3829 or via email at [tammi.jackson@brampton.ca](mailto:tammi.jackson@brampton.ca) at your earliest possible convenience.

A minimum of 5 members must be present to achieve quorum and proceed with the meeting.

**Active Transportation Advisory Committee**  
***(Revised – formerly Cycling Advisory Committee)***

**Mission, Goals and Objectives:**

The ATAC will advise City Council and staff on active transportation policies, programs and infrastructure that support the ATMP Vision and help the City achieve the following objectives adapted from the Active Transportation master Plan:

The Vision of the City's ATMP: Through developing an integrated, attractive, and accessible system of sidewalks, cycling facilities and trails, Brampton will be a liveable 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 objectives of the Active Transportation Master Plan, are to:

- Establish a broad and well connected Active Transportation Network that will make travel by bike and on foot a safe and desirable option for school, work, recreation and other trips
- Create a multi-year implementation strategy to deliver an active transportation network;
- Develop active transportation policies that reinforce the importance of cycling and walking to building a viable, safe and attractive city;
- Improve, expand and develop new programming to educate, encourage, and support a cycling and walking culture in Brampton; and
- Create a framework to measure and assess the progress of active transportation in Brampton.

**Composition:**

The Brampton Active Transportation Advisory Committee will consist of no less than eight and no more than twelve citizen members and one Member of Council. When appointing citizen members, each quadrant of the City will be represented by at least two members residing in their respective quadrant.

The four City quadrants are defined as:

- Northeast of Highway 410 and Queen Street East;
- Southeast of Highway 410 and Queen Street East;
- Southwest of Highway 410 and Queen Street East; and,
- Northwest of Highway 410 and Queen Street East.

The Council representative on the committee will be a voting member but not be required for quorum. Quorum will be achieved with a majority of members.

Membership should be drawn from residents with demonstrated work, life, educational or traditional experience, and/or general interest in active transportation (e.g., walking, using assistive mobility devices, running, cycling, skateboarding, etc.). Members should not act as representatives of any agencies, organizations or interest groups.

Membership should reflect the diversity of the City to encourage broad community participation and ensure that all citizens have an equitable opportunity for democratic engagement. Membership shall, as much as possible, reflect the City of Brampton's diversity and demographics in such areas as age, gender, language, race, and abilities.

Members will be appointed on the basis of experience, interest and their availability to attend meetings and serve on the occasional sub-committee.

**Term of Office:**

Concurrent with the term of Council, ending November XX, 2022, or until successors are appointed.

**Meetings:**

Third Tuesday on a bi-monthly basis at 7:00 p.m. at City Hall

**Reports to:**

Planning, Building and Growth Management Department

**Supported by:**

City Clerk's Office (meeting management) and Planning, Building and Growth Management - Active Transportation Project Manager (subject matter expertise).

**Committee Structure/Responsibilities:**

**Mandate:**

Provide input and advice to City staff and to Council regarding the development and maintenance of a safe and connected active transportation network within the City of Brampton and to neighbouring municipalities as part of an integrated multi-modal transportation system, and developing a culture in Brampton where walking and cycling are desirable activities and mode choices for both recreational and utilitarian purposes.

Assist staff with the development, implementation, and monitoring of the Active Transportation Master Plan.

Review legislation and policies relating to active transportation and advocate to City Council and other legislative bodies for cycling and walking-supportive legislation and policies. Represent the broad interests of the Brampton active transportation community and facilitate opportunities for additional community input.

Promote all forms of active transportation activities within Brampton through campaigns, community rides and events.

Liaise with other citizen advisory committees and community advocacy groups to effectively utilize resources and share information relating to active transportation in Brampton.

Serve as Active Transportation Ambassadors for the City, and promote all forms of active transportation activities within Brampton through education, awareness, and promotional campaigns, community rides and other events

Work collaboratively with City staff to develop an achievable annual work plan that reflects the committee's objectives, and that is consistent with the City's 2040 Vision, applicable master plans, and budgetary capacity.

The Committee will elect annually a Chair and Vice-Chair from among its members at the first meeting of each calendar year.

The ATAC Chair should be able to devote some time between meetings to work with City staff.

The ATAC Chair should be able to attend the occasional meeting of the Planning and Development Committee, Committee of Council, Council, and/or another Advisory Committee when requested and circumstances warrant an ATAC representative.

Committee members will from time to time be expected to serve on sub-committees reviewing particular issues.

**Supported by:**

The Committee will be supported by staff from the Transportation Planning division (Planning and Development Services Department) and by staff from other City departments, as warranted.



**Date:** 2022-12-04

**Subject:** **Member of Council Appointments to Local Boards and Other Bodies and Considerations for Citizen-based Advisory Committees**

**Contact:** **Charlotte Gravlev, Deputy City Clerk**

**Report Number:** Legislative Services-2022-1006

**Recommendations:**

1. That the report titled: Member of Council Appointments to Local Boards and Other Bodies and Considerations for Citizen-based Advisory Committees, to the City Council meeting of December 14, 2022, be received;
2. That the following Advisory Committees be established, and the corresponding Terms of Reference identified for each within the report appendices, be approved:
  - a) Accessibility Advisory Committee (1 Member);
  - b) Brampton Heritage Board (1 Member);
  - c) Brampton School Traffic Safety Council (1 Member);
  - d) Brampton Sports Hall of Fame Committee (minimum 1 Member);
  - e) Environment Advisory Committee (1 Member);
  - f) Active Transportation Advisory Committee (1 Member);
  - g) Business Ambassadors Advisory Committee (to be determined by Council);
  - h) Medical Innovation Advisory Committee (4 Members pre-defined by Council);
3. That the following committees, established during the 2018-2022 term of Council, not be established at this time, unless Council deems it appropriate to do so at some future date:
  - a) Brampton Transit Advisory Committee;
  - b) Age-Friendly Brampton Advisory Committee;
  - c) Brampton Community Safety Advisory Committee; and
  - d) Vehicle-for-hire Advisory Committee
4. That Council make Member appointments for all Advisory Committees established by Council in Recommendation #2, where required, in accordance with the respective committee terms of reference;

5. That the City Clerk be requested to undertake the process for:
  - a) recruiting citizens, in accordance with the Citizen-based Advisory Committee Appointment Procedure, for recommended appointment by the Citizen Appointments Committee; and
  - b) identifying designated organizational representatives for the various committees, in consultation with appropriate City departments, as set-out in respective committee terms of reference;
  
6. That Council make Member appointments to the following advisory and external bodies:
  - a) Brampton Library Board (2 Members);
  - b) Downtown Brampton Business Improvement Area Board of Directors (2 Members);
  - c) Brampton Arts Organization Advisory Panel (1 Member);
  - d) Brampton Arts Walk of Fame Nomination Working Group (1 Member);
  - e) Citizen Awards Committee (3 Members);
  - f) Brampton Emergency Management Program Committee (1 Member);
  - g) Employee Fundraising / United Way Committee (1 Member);
  - h) Greater Toronto Airports Authority (GTAA) Consultative Committee (1 Member); and
  - i) Brampton Senior Citizens Council (up to 4 Members);
  
7. That the City Clerk report to Council if other Member of Council appointment requests to advisory or external bodies are received.

**Overview:**

**This report seeks to address outstanding items to be considered by Council with regard to governance structure, specifically:**

- **identification of Advisory Committees Council for the new term, and approval of a Terms of Reference for each;**
- **the appointment of Members of Council to serve on each advisory committee; and**
- **the appointment of Members of Council to various external bodies for which representation on behalf of Brampton Council has been requested or is required.**

**Background:**

At its constitutional meeting of November 16, 2022, Council decided on a committee governance structure, in part, and made appointments of Members to positions on Peel

Regional Council, as Deputy Mayor, and of Chair and Vice-Chair positions for Committee of Council sections, and various standing and functional committees.

At that meeting, Council also approved:

- The terms of reference, and for recruitment to commence, for the following adjudicative Committees and Administrative Tribunals:
  - Committee of Adjustment,
  - Brampton Appeals Tribunal, and
  - Property Standards Committee.(Note: An appointment of a Member of Council is not required for these bodies.)
  
- The continuation of various statutorily required or time sensitive committees with their current citizen membership until the committees could be reconstituted. These included the:
  - Accessibility Advisory Committee,
  - Brampton Heritage Board, and
  - Sports Hall of Fame Committee(Members of Council were appointed to serve on these continuing committees),
  - Committee of Adjustment,
  - Brampton Appeals Tribunal, and
  - Property Standards Committee(which do not include Council members).

### **Current Situation:**

Still outstanding, to be considered by Council with regard to governance structure, are:

1. the Advisory Committees Council to be established for the new term, and approval of Terms of Reference for each;
2. the appointment of Members of Council to serve on each advisory committee, as required; and
3. the appointment of Members of Council to various external bodies for which representation on behalf of Brampton Council is requested.

This report also seeks the authority from Council for the City Clerk's Office to proceed with the recruitment of interested Brampton citizens to be considered for appointment to the various Citizen Advisory Committees, once established, via the standard process attached as Appendix 1 to this report, and by means of consideration of applicants by the Citizen Appointments Committee. This would include, in due course, a report to Council with Committee recommendations on individuals for appointment.

### **1. Advisory Committees – Pre-existing and Newly-proposed**

The following list includes the current pre-existing committees from the past term of council, and suggestion of the disposition or status of each for the current term. This information was also provided in the previous report to Council on November 16, and

corresponding terms of reference (existing or as proposed to be amended) is attached for each within Appendix 2.

### Citizen-Based Advisory Committees – pre-existing from past term

#### a) **Accessibility Advisory Committee** (currently continuing until re-established)

This committee will advise Council on the preparation of the mandated municipal accessibility plan as well as accessibility matters regarding City services, programs, buildings, structures or premises. It will meet quarterly and include one Member of Council and up to twelve citizens.

The *Accessibility For Ontarians with Disabilities Act (2005)* requires municipalities to have an Accessibility Advisory Committee (AAC). The objective of the AAC is to advise Brampton City Council about the requirements and implementation of accessibility standards. Staff in the Accessibility Office drafted revised Terms of Reference for the AAC members which outlines:

- the purpose and mandate of the Committee;
- recruitment, membership, composition, and qualification;
- term of office;
- meetings and workshops;
- conflict of interest; and
- reporting relationship.

This new proposed terms of reference for the AAC is included in Appendix 2.

#### b) **Brampton Heritage Board** (currently continuing until re-established)

This committee will advise Council on resources that are identified as being of cultural heritage value or interest, and fulfils municipal responsibilities set out in the *Ontario Heritage Act*. It will meet monthly and include Members (1) and citizens. It is recommended that the current membership be extended until successor appointments are made by Council to provide continuity in heritage advice and processes

#### c) **Brampton School Traffic Safety Council** (to be re-established)

This committee will consider student pedestrian / traffic safety matters around Brampton schools and educate the school community on these matters. It will review existing, temporary or prospective school crossing guard locations. This committee will meet monthly and include Members (1) and citizens.

#### d) **Brampton Sports Hall of Fame Committee** (currently continuing until re-established)

This committee will recognize and honour the names and achievements of those who have brought fame to Brampton through athletic prowess or contribution to sports. It will

collect and preserve objects and histories which are significant to the development of sport in Brampton. This committee will meet monthly and include Members (minimum 1) and citizens. Council has already approved the continuation of the currently appointed committee to the end of June 2023 to provide continuity through to the conclusion of the 2023 hall of fame induction event.

e) **Environment Advisory Committee** (to be re-established)

This committee advises City Council on identifying and implementing new or existing programs, approaches or policies relating to the protection, sustainability and enhancement of natural resources and systems in the City of Brampton in cooperation with other organizations where appropriate, including the City's Environmental Master Plan. The committee meets quarterly and includes Members (1) and citizens.

f) **Active Transportation (formerly Cycling) Advisory Committee** (to be re-established with expanded mandate)

This committee provides input and advice to City staff and to Council regarding the development and maintenance of a safe and connected active transportation network within the City of Brampton and to neighbouring municipalities as part of an integrated multi-modal transportation system. This committee meets bi-monthly and includes Members (1) and citizens. Based on a request presented to Council, the mandate and name of the Committee is proposed to be expanded to include all forms of Active Transportation, including cycling, walking and other self-propelled mobility travel.

Previous Committees – recommend not re-establishing at this time

The committees listed below are deemed to have fulfilled their mandate, and have completed their scheduled meetings. As such, it is recommended they not be included within the schedule of 2023 meetings, and the current appointed members be thanked for their service and released. Should Council wish to reconstitute or extend the mandate for any of these committees, it maintains the option to do so by resolution and adoption of appropriate terms of reference:

- a) **Brampton Transit Advisory Committee** – required to meet very infrequently, strategic objectives can be achieved through other committee structures.
- b) **Age-Friendly Brampton Advisory Committee** - committee mandate has been completed; strategic framework in place to guide future implementation actions.
- c) **Brampton Community Safety Advisory Committee** – challenges in achieving quorum with current composition; Council adopted a Community Safety Action Plan (2022-2027) in September 2022; Council resolution to consider establishing a Brampton Road Safety Advisory Committee for the 2022-2026 term of Council; future localized matters may be addressed through Committee of Council or some other committee as directed by Council.

- d) **Vehicle-for-hire Advisory Committee** – challenges to achieving appointments/representation from industry sectors identified with the terms of reference, mandate no longer required; operational matters can be addressed through Committee of Council.

#### Advisory Committees – Newly Proposed

The following summarizes the requests received to date, through Council consideration, for potential new advisory committees to be established at this time, with corresponding draft terms of reference for each provided within Appendix 2.

Should Council be prepared to proceed with the establishment of various advisory committees at this time, a recommendation has been provided above to effect the creation of the bodies named.

- a) **Business Ambassadors Advisory Committee** (Member appointments to be determined by Council)

The purpose of the Committee is to engage Brampton's business community to further the City's economic growth, with a particular focus on attracting new investment and business retention and expansion.

- b) **Medical Innovation Advisory Committee** (4 Members pre-defined as Chairs and Vice-Chairs of the Planning and Development Committee and Economic Development Section of Committee of Council)

The purpose of the Committee is to assist City Council in advancing and implementing City priorities for medical innovation within the municipality, including Council's priority for establishing post-secondary medical education and institutional uses benefitting Brampton residents and businesses.

## **2. Appointment of Members of Council to serve on each Advisory Committee**

Once committees have been established, Council may also proceed to make appointment of Members of Council to these advisory committees in accordance with the respective terms of reference.

In the past, and based on provisions within the Procedure By-law, the Clerk's Office has typically canvassed members for their appointment preferences. Council may request the Clerk's Office to canvass Members and report to Committee of Council in January 2023, or may decide to make the appointments directly at the meeting by resolution.

## **3. Appointment of Members of Council to Various External Bodies (Local Boards, External Organizations and Agencies)**

The City Clerk receives requests and inquiries from various organizations for representation thereon by Members of Council or Brampton residents. This also includes local boards and entities established by or funded through the City.

a) **Brampton Library Board** (2 appointed Members of Council)

The Brampton Library Board includes two Members, as set out in the [Board's procedure by-law](#). The Board generally meets monthly on a Tuesday evening.

Brampton also appoints citizen representatives to the Board. When the City canvasses for citizen appointments, citizen representatives will be included in the recruitment process.

b) **Downtown Brampton Business Improvement Area (BIA) Board of Directors** (2 appointed Members of Council last term)

The Downtown Brampton BIA promotes the commercial area as a vibrant business and shopping district, governed by its Board of Directors. The Board of Directors meet monthly generally on a Tuesday morning.

In accordance with the [Board's constitution](#), one or more directors of the Board are Members of Council.

c) **Brampton Arts Organization Advisory Panel** (1 appointed Member of Council for a 1-year duration in 2023)

Formed in 2021, the Brampton Arts Organization Advisory Panel is a time-limited expert panel tasked with the start-up and incubation of a new arm's length Arts Agency in Brampton. In 2023, the Advisory Panel will prepare the necessary legal, governance and operational plans to transition to an independent non-profit organization by January 2024. Meeting frequency is to be determined (currently, the panel meets monthly, with sub-committee working groups).

d) **Brampton Arts Walk of Fame Nomination Working Group** (1 appointed Member of Council)

Formed in 2022, the Nomination Working Group brings together a group of industry stakeholders to lead the process of making Brampton Arts Walk of Fame nomination recommendations to Council that are meaningful and relevant to the Brampton community. Meeting frequency is to be determined (quarterly meetings anticipated).

e) **Citizen Awards Committee** (3 appointed Members of Council)

The Citizens Awards Selection Committee is a short-term working group of community stakeholders that will convene to review, evaluate, and recommend award recipients to the Committee of Council in Spring 2023. Each committee member will provide expert insight on their involvement with the Brampton community as it pertains to the various award categories. Meetings are scheduled

when required.

- f) **Brampton Emergency Management Program Committee** (1 appointed Member of Council)

This committee is a provincial requirement, in accordance with *Ontario Regulation 380/04* of the *Emergency Management and Civil Protection Act*, and as defined in the [City's Emergency Plan](#). The committee includes such Members of Council as appointed by Council.

- g) **Employee Fundraising / United Way Committee** (1 appointed Member of Council liaison)

A Member of Council is appointed for the term as a Council liaison to the employee-led fundraising committee for the United Way.

- h) **Greater Toronto Airports Authority (GTAA) Consultative Committee** (1 appointed Member of Council)

The [GTAA Consultative Committee](#) will provide a consultative / communication forum for community stakeholders to meet with Greater Toronto Airports Authority (GTAA) Management and other aviation community representatives. The committee will discuss issues relating to the ongoing operation of Toronto Pearson International Airport and the activities of the GTAA. The Committee meets semi-annually or quarterly generally on a Tuesday at 4:00 pm. Membership includes one elected or staff representative from Brampton, Mississauga and Toronto, as nominated by each municipality.

Brampton also appoints a citizen representative to the committee. When the City canvasses for citizen appointments, a citizen representative will be included in the recruitment process.

- i) **Brampton Senior Citizens Council** (up to 4 appointed Members of Council)

An association of senior citizens advocating for senior citizen matters within the City, and meeting monthly.

In the past, and based on provisions within the Procedure By-law, the Clerk's Office has typically canvassed members for their appointment preferences. Council may request the Clerk's Office to canvass Members and report to Committee of Council in January 2023, or may decide to make the appointments directly at the meeting by resolution.

The City Clerk's Office endeavors to identify and confirm such community requirements of these organizations, and the terms of participation. These are the opportunities the Clerk's Office is currently aware of at this time, but others may materialize during the term of Council and will continue be brought forward for Council consideration as they arise.



## **Corporate Implications:**

### Financial Implications:

The approved City Clerk's Office budget supports City Council and Committee decision-making processes and meetings. At this time, there are no direct financial implications identified from Council establishing its Committee structure based on this report.

Citizen advisory committee appointees act on a volunteer basis, and receive no remuneration for their service as committee members, except for some mileage expenses and incidentals, when required .

Other Implications: - nil

## **Term of Council Priorities:**

As Council establishes its term priorities early in 2023, and in pursuit of a Well-run City, it may decide to retire, integrate or merge existing committees or establish additional advisory committees and/or expert panels to facilitate and guide action on its strategic term priorities.

## **Conclusion:**

The City Council Governance Structure as it relates to Advisory Committees reflects the requirements of the Procedure By-law, addresses specific considerations, and seeks to maximize the efficiency and quality of inputs into the legislative Council/committee decision-making process. Once approved, the necessary processes to appoint Members of Council (if required) and citizens (in accordance with the Citizen-based Advisory Committee Guideline and Appointments Procedure), to the various committees as outlined, will be promptly undertaken.

Authored by:

Reviewed by:

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Charlotte Gravlev, Deputy City Clerk,  
Legislative

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Peter Fay, City Clerk

Approved by:

Approved by:

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Paul Morrison, Commissioner,  
Legislative Services

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Marlon Kallideen,  
Chief Administrative Officer

**Attachments:**

Appendix 1 – Citizen-based Advisory Committee Guideline and Appointments Procedure

Appendix 2 – Terms of Reference - Citizen-Based Advisory Committees

## **Citizen-based Advisory Committee Guideline and Appointment Procedure**

This guideline and procedure shall be approved and amended by Council, as deemed necessary.

A citizen shall include any Brampton resident, organizational representative or non-resident business representative.

### **Citizen-based Advisory Committee Guideline:**

- Council will establish all citizen-based advisory committees by resolution and in accordance with Council's Procedure By-law, based on the following criteria-based rules:
  - aligns with the City's Strategic Plan
  - requires a citizen voice
  - involves a broad subject matter
  - addresses emerging issues important to City
  - helps streamline discussion
  - handles work that staff do not regularly perform
  - defined by a clear mandate/work plan
- Every committee shall report to Council through a defined Standing Committee.
- Every committee shall annually establish a work plan and reports its results annually. Any committee established by Council that includes members, who are not exclusively members of Council, shall comply with the City's citizen-based advisory committee and appointment procedure, as approved and amended by Council.
- Members of Council appointed to these committees shall not be counted for quorum unless legislatively required or specified by Council in approved terms of reference.
- Should a citizen resign or be removed from a citizen-based advisory committee, quorum provisions for the committee with a vacant position, until the vacancy is filled, will be reduced by the number of vacant positions, as determined by the City Clerk (**Resolution C186-2017**).
- Every committee shall receive meeting management support from the City Clerk's Office, subject to Council approval, and receive subject-matter expertise support from the appropriate City department, as determined by the Chief Administrative Officer or designate.
- The City Clerk's Office shall be responsible for budgeting for an annual thank-you reception for each committee, subject to approval by Council.
- Every committee recommendation to Council, unless such authority is delegated by Council or provided for through legislative authority, shall be in the form of advice and opinion without the commitment of City funds, resources or assets, unless a Standing Committee recommends or Council approves otherwise.

- Appointed citizen chairs shall not chair successive terms of appointment, and committees are encouraged to rotate chairs on a regular basis to facilitate active member participation. Committees may establish their own procedures for chairing meetings, or Council may so decide.
- Citizen members will be reimbursed for any eligible expenses incurred, subject to City approval. Any mileage expense is paid at the City of Brampton corporate rate when the members are required to travel for committee business.

### **Appointment Procedure:**

- In December following a municipal election, or such other appropriate time, the City Clerk's Office shall circulate a memorandum to the Mayor and Members of Council confirming the date of publication for a Public Notice seeking applications from the public for appointment of citizens to committees of Council or to other authorities as may be required.
- The Public Notice will be advertised in the Brampton Guardian, on the City's website, and through local ethnic media outlets early in December following a municipal election, quoting a specific date by which applications must be received in the City Clerk's Office. Applications received after that date shall not be considered.
- A citizen appointee must be a resident of the City of Brampton or a non-resident Brampton-based organizational or business representative. Council may establish such other criteria as are deemed necessary for committee appointments, including general or specific qualifications for citizen appointments.
- Applicants will be requested to complete the appropriate application form.
- Interviews will be conducted by a Citizen Appointments Committee which shall be comprised of a minimum of three Members of Council. Those members who participate shall be required to be present for all interviews for a specific committee.
- The City Clerk's Office shall prepare a report to the Citizen Appointments Committee including a list of the names of all persons who have submitted an application.
- Interviews and subsequent discussions regarding appointment will be conducted in a "closed session" under the provision that the matter under discussion is "Personal matters about an identifiable individual, including municipal or local board employees".
- The City Clerk's Office shall prepare a standard list of questions to be asked of each applicant. The members of the Citizen Appointments Committee may add to that list of questions prior to the commencement of individual interviews.
- Appropriate City staff with subject-matter expertise, depending on the committee appointment subject to interview, may participate in the interview and selection process to advise the Citizen Appointments Committee.

- The Citizen Appointments Committee shall appoint a chair for the interview process and ensure that all applicants are asked the same questions for the committee in which they have expressed interest.
- The final recommendations of the Citizen Appointments Committee shall be made in "open session" for consideration by City Council.
- Appointments will be for the term of Council, and incumbents will continue until their successors are appointed.
- Appointments are voluntary unless Council decides otherwise.
- Depending on the nature and purpose of the committee, as determined by the City Clerk, citizen appointments may be subject to a police background check and any issues as a result of a police background check will be reported to the Citizen Appointments Committee.
- When a citizen appointee is absent for three consecutive meetings of a committee, without authorization, that appointee shall be deemed to have resigned and a vacancy declared.
- When a vacancy occurs during the term, the City Clerk's Office shall pursue filling that vacancy through the procedure outlined above, except that the Chair (or his/her designate) of the committee on which the vacancy exists may also participate in the interview process.

*Approved December 17, 2014 by Council Resolutions C325-2014 and C265-2014, more specifically Clause 6 as follows:*

6. That the Citizen-based Advisory Committee Guideline and Appointment Procedure, attached as Appendix 4 to this report, be approved and the City Clerk's Office be requested to recruit for citizen applications to the various citizen-based advisory committees established by Council, unless already established in accordance with legislation (i.e., Compliance Audit Committee):
  - a. subject to the current appointments to the Brampton Sports Hall of Fame continuing until the current award process is completed in the Spring of 2015;
  - b. subject to the Clerk's Office being requested to coordinate the citizen recruitment process for Council committees as follows:
    - a) Require applicants for an appointment interview to make brief presentations to the Citizen Appointments Committee in response to pre-circulated questions and/or assignments;
    - b) Convening a public information session during the recruitment process to provide information regarding the citizen appointments and application requirements
    - c) Ensure citizen applicants are aware of the Municipal Conflict of Interest Act provisions and any appropriate position qualifications and restrictions
  - c. subject to the Clerk's Office being requested to investigate and develop citizen appointment criteria and appointment qualifications for those adjudicative committees and administrative tribunals in order to minimize the potential for conflicts of interest from such appointments.

<b>Procedure By-law - At a Glance</b> <b>For Council Committees and Citizen Advisory Committees</b>	
<b>Additions to an Agenda</b>	Additions to the agenda for a Committee meeting are permitted by a two-thirds majority vote.
<b>Amendments</b>	If an amendment is not contrary, it is voted on before the main motion. The last amendment made is voted on first.
<b>Attendance</b>	If any member of a Committee fails to attend three consecutive regular meetings of that Committee without authorization by Council resolution, that citizen's membership on the Committee is terminated and Council will appoint a new person to fill the vacancy.
<b>Call the Question</b>	The vote will be taken after any member who has not already spoken and wishes to, has spoken. If a member speaks to the motion, he/she may not then immediately call the question.
<b>Chair Not Present</b>	If the Committee Chair does not attend within 15 minutes of the meeting start time, the Co-Chair, Vice-Chair, or other member, will assume the Chair for the meeting, until the arrival of the Chair.
<b>Conflict of Interest</b>	A member is required to declare a conflict of interest prior to any consideration of the matter and to disclose the general nature of the conflict. The conflict must relate to a direct or indirect pecuniary interest, eg. positive or negative financial interest, affecting the member or the member's spouse, child or parent. The member shall not participate in the discussion, vote on any motion regarding the matter, or attempt in any way to influence the voting before, during or after the meeting. Please refer to the <i>Municipal Conflict of Interest Act</i> .
<b>Defer (to a Future Meeting)</b>	To postpone consideration of a matter to a future meeting, the vote on a deferral is taken immediately, that is, there is no discussion or debate on the motion to defer.
<b>Delegations</b>	A delegation is limited to speaking for a maximum of five minutes, unless an extension is agreed upon. If the subject of the delegation is not a matter on the agenda, it will be received without comment and referred to staff for a report, unless there is a majority vote to simply receive the delegation. Delegation requests are directed by the City Clerk's Office to the appropriate Committee.
<b>Interrupt a Speaker</b>	A member is prohibited from interrupting a speaker except on a point of order or point of privilege.
<b>Last Speaker to a Motion</b>	The mover has the right to be the last speaker unless the question is called and then those rules apply (see above).
<b>Minutes</b>	The minutes of each Committee meeting will be presented at the next regular meeting of the appropriate Standing Committee or Council for approval of the recommendations and receipt of the minutes. The Standing Committee or Council may debate and amend any matter contained within the Committee minutes.
<b>Order of Speakers</b>	The order of speakers is as announced by the Chair. Only a speaker may make a motion.
<b>Point of Order</b>	A point of order may be raised at any time, eg. for a breach of the rules.

<b>Point of Privilege</b>	A point of privilege may be raised at any time, eg. for a challenge to the Council's or member's integrity, statements naming a member, rights / privileges of Council, eg. incorrect minutes, conduct of staff/visitors, comfort of members, eg. noise, heat.
<b>Public Question Period</b>	A member of the public in attendance may ask a question regarding a matter on the agenda only. A maximum of 15 minutes is allowed for all public questions.
<b>* Quorum *</b>	A majority of Committee members is required to be present and seated in order to constitute a quorum, unless a Committee terms of reference specify different quorum provisions. If a quorum is not achieved within 30 minutes of the meeting start time, the Legislative Co-ordinator will record the name of the members present and the meeting will not be called to order. If quorum is lost during a meeting, the meeting is recessed and will reconvene when quorum is regained. If quorum is not regained within 30 minutes, the Legislative Co-ordinator will record in the minutes the names of those present and the meeting will end without formal adjournment. The items that were not considered will be placed on the agenda of the next meeting.
<b>Recorded Vote</b>	Any Committee member may request a recorded vote at a Committee meeting.
<b>Recount Vote</b>	A recount may be requested only immediately after the declaration of the vote by the Chair.
<b>Refer (to a Committee or Person Named in the Motion)</b>	A motion to refer will send or direct a matter to another Committee, staff or official named in the motion, for further work or consideration. This motion is debatable, but only the merits of the referral, not the subject. In order to continue to discuss the subject, the motion to refer must be defeated.
<b>Reopen the Question</b>	To discuss a matter already voted on at a meeting, a two-thirds majority is required to reopen the question. To discuss a matter from a previous meeting, a two-thirds majority is required by Council Resolution. If a motion to reopen is lost, it cannot be raised again during the current term of Council.
<b>Speaking – Number of Times a Member may Speak</b>	A Committee member may speak initially for five minutes. He/she may not speak again until everyone else who wants to, has spoken. A member may then speak a second time for five minutes. There is no restriction on the number of times a member may speak.

*The above are selected extracts from Procedure By-law 160-2004, as amended. For further information, please refer to the Procedure By-law and/or contact the City Clerk's Office.*

May 11, 2015

## Municipal Conflict of Interest Act

R.S.O. 1990, CHAPTER M.50

**Consolidation Period:** From November 23, 2022 to the [e-Laws currency date](#).

Last amendment: 2022, c. 18, Sched. 3.

Legislative History: 1994, c. 23, s. 2; 1996, c. 32, s. 76; 1997, c. 25, Sched. E, s. 7; 1997, c. 31, s. 156; 1999, c. 6, s. 41; 2002, c. 17, Sched. F, Table; 2005, c. 5, s. 45; 2006, c. 19, Sched. C, s. 1 (1); 2006, c. 32, Sched. C, s. 33; 2006, c. 32, Sched. D, s. 10; 2007, c. 7, Sched. 27; 2007, c. 8, s. 219; 2009, c. 33, Sched. 21, s. 7; 2016, c. 23, s. 58; 2017, c. 10, Sched. 3; 2018, c. 3, Sched. 5, s. 37 (see: 2019, c. 1, Sched. 3, s. 5); 2019, c. 1, Sched. 4, s. 35; 2021, c. 4, Sched. 11, s. 23; 2022, c. 18, Sched. 3.

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### Definitions

**1** In this Act,

“child” means a child born within or outside marriage and includes an adopted child and a person whom a parent has demonstrated a settled intention to treat as a child of his or her family; (“enfant”)

“controlling interest” means the interest that a person has in a corporation when the person beneficially owns, directly or indirectly, or exercises control or direction over, equity shares of the corporation carrying more than 10 per cent of the voting rights attached to all equity shares of the corporation for the time being outstanding; (“intérêts majoritaires”)

“council” means the council of a municipality; (“conseil”)

“elector” means,

- (a) in respect of a municipality, or a local board thereof, other than a school board, a person entitled to vote at a municipal election in the municipality, and



(b) in respect of a school board, a person entitled to vote at the election of members of the school board; (“électeur”)

“interest in common with electors generally” means a pecuniary interest in common with the electors within the area of jurisdiction and, where the matter under consideration affects only part of the area of jurisdiction, means a pecuniary interest in common with the electors within that part; (“intérêt commun à tous les électeurs”)

“judge” means a judge of the Superior Court of Justice; (“juge”)

“local board” means a school board, board of directors of a children’s aid society, committee of adjustment, conservation authority, court of revision, land division committee, municipal service board, public library board, board of management of an improvement area, board of health, police services board, planning board, district social services administration board, trustees of a police village, board of trustees of a police village, board or committee of management of a long-term care home, or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special Act in respect of any of the affairs or purposes, including school purposes, of one or more municipalities or parts thereof, but does not include a committee of management of a community recreation centre appointed by a school board or a local roads board; (“conseil local”)

**Note: On a day to be named by proclamation of the Lieutenant Governor, the definition of “local board” in section 1 of the Act is amended by striking out “police services board” and substituting “police service board”. (See: 2019, c. 1, Sched. 4, s. 35)**

“meeting” includes any regular, special, committee or other meeting of a council or local board, as the case may be; (“réunion”)

“member” means a member of a council or of a local board; (“membre”)

“municipality” includes a board, commission or other local authority exercising any power in respect of municipal affairs or purposes, including school purposes, in territory without municipal organization, but does not include a committee of management of a community recreation centre appointed by a school board, a local roads board or a local services board; (“municipalité”)

“parent” means a person who has demonstrated a settled intention to treat a child as a member of his or her family; (“parent”)

“school board” means a board as defined in subsection 1 (1) of the *Education Act*, and, where the context requires, includes an old board within the meaning of subsection 1 (1) of the *Education Act*; (“conseil scolaire”)

“senior officer” means the chair or any vice-chair of the board of directors, the president, any vice-president, the secretary, the treasurer or the general manager of a corporation or any other person who performs functions for the corporation similar to those normally performed by a person occupying any such office; (“dirigeant”)

“spouse” means a person to whom the person is married or with whom the person is living in a conjugal relationship outside marriage. (“conjoint”) R.S.O. 1990, c. M.50, s. 1; 1997, c. 25, Sched. E, s. 7; 1997, c. 31, s. 156 (1); 1999, c. 6, s. 41 (1); 2002, c. 17, Sched. F, Table; 2005, c. 5, s. 45 (1, 2); 2006, c. 19, Sched. C, s. 1 (1); 2006, c. 32, Sched. D, s. 10; 2007, c. 8, s. 219; 2016, c. 23, s. 58; 2021, c. 4, Sched. 11, s. 23 (1-3).

#### **Section Amendments with date in force (d/m/y)**

1997, c. 31, s. 156 (1) - 01/01/1998; 1999, c. 6, s. 41 (1) - 01/03/2000

2002, c. 17, Sched. F, Table - 01/01/2003

2005, c. 5, s. 45 (1, 2) - 13/06/2005

2006, c. 19, Sched. C, s. 1 (1) - 22/06/2006; 2006, c. 32, Sched. D, s. 10 - 01/01/2007

2007, c. 8, s. 219 - 01/07/2010

2016, c. 23, s. 58 - 01/01/2017

2018, c. 3, Sched. 5, s. 37 - no effect - see 2019, c. 1, Sched. 3, s. 5 - 26/03/2019

2019, c. 1, Sched. 4, s. 35 - not in force

2021, c. 4, Sched. 11, s. 23 (1-3) - 19/04/2021

#### **Principles**

**1.1** The Province of Ontario endorses the following principles in relation to the duties of members of councils and of local boards under this Act:

1. The importance of integrity, independence and accountability in local government decision-making.

2. The importance of certainty in reconciling the public duties and pecuniary interests of members.
3. Members are expected to perform their duties of office with integrity and impartiality in a manner that will bear the closest scrutiny.
4. There is a benefit to municipalities and local boards when members have a broad range of knowledge and continue to be active in their own communities, whether in business, in the practice of a profession, in community associations, and otherwise. 2017, c. 10, Sched. 3, s. 1.

**Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 1 - 01/03/2019

**Indirect pecuniary interest**

**2** For the purposes of this Act, a member has an indirect pecuniary interest in any matter in which the council or local board, as the case may be, is concerned, if,

- (a) the member or his or her nominee,
  - (i) is a shareholder in, or a director or senior officer of, a corporation that does not offer its securities to the public,
  - (ii) has a controlling interest in or is a director or senior officer of, a corporation that offers its securities to the public,  
or
  - (iii) is a member of a body,

that has a pecuniary interest in the matter; or

- (b) the member is a partner of a person or is in the employment of a person or body that has a pecuniary interest in the matter. R.S.O. 1990, c. M.50, s. 2.

**Interest of certain persons deemed that of member**

**3** For the purposes of this Act, the pecuniary interest, direct or indirect, of a parent or the spouse or any child of the member shall, if known to the member, be deemed to be also the pecuniary interest of the member. R.S.O. 1990, c. M.50, s. 3; 1999, c. 6, s. 41 (2); 2005, c. 5, s. 45 (3); 2021, c. 4, Sched. 11, s. 23 (4).

**Section Amendments with date in force (d/m/y)**

1999, c. 6, s. 41 (2) - 01/03/2000

2005, c. 5, s. 45 (3) - 13/06/2005

2021, c. 4, Sched. 11, s. 23 (4) - 19/04/2021

EXCEPTIONS

**Where ss. 5, 5.2 and 5.3 do not apply**

**4** Sections 5, 5.2 and 5.3 do not apply to a pecuniary interest in any matter that a member may have,

- (a) as a user of any public utility service supplied to the member by the municipality or local board in like manner and subject to the like conditions as are applicable in the case of persons who are not members;
- (b) by reason of the member being entitled to receive on terms common to other persons any service or commodity or any subsidy, loan or other such benefit offered by the municipality or local board;
- (c) by reason of the member purchasing or owning a debenture of the municipality or local board;
- (d) by reason of the member having made a deposit with the municipality or local board, the whole or part of which is or may be returnable to the member in like manner as such a deposit is or may be returnable to all other electors;
- (e) by reason of having an interest in any property affected by a work under the *Drainage Act* or by a work under a regulation made under Part XII of the *Municipal Act, 2001* or Part IX of the *City of Toronto Act, 2006*, as the case may be, relating to local improvements;
- (f) by reason of having an interest in farm lands that are exempted from taxation for certain expenditures under the *Assessment Act*;
- (g) by reason of the member being eligible for election or appointment to fill a vacancy, office or position in the council or local board when the council or local board is empowered or required by any general or special Act to fill such vacancy, office or position;

- (h) by reason only of the member being a director or senior officer of a corporation incorporated for the purpose of carrying on business for and on behalf of the municipality or local board or by reason only of the member being a member of a board, commission, or other body as an appointee of a council or local board;
- (i) in respect of an allowance for attendance at meetings, or any other allowance, honorarium, remuneration, salary or benefit to which the member may be entitled by reason of being a member or as a member of a volunteer fire brigade, as the case may be;
- (j) by reason of the member having a pecuniary interest which is an interest in common with electors generally; or
- (k) by reason only of an interest of the member which is so remote or insignificant in its nature that it cannot reasonably be regarded as likely to influence the member. R.S.O. 1990, c. M.50, s. 4; 2002, c. 17, Sched. F, Table; 2006, c. 32, Sched. C, s. 33 (1); 2017, c. 10, Sched. 3, s. 2; 2022, c. 18, Sched. 3, s. 1.

**Section Amendments with date in force (d/m/y)**

2002, c. 17, Sched. F, Table - 01/01/2003

2006, c. 32, Sched. C, s. 33 (1) - 01/01/2007

2017, c. 10, Sched. 3, s. 2 - 01/03/2019

2022, c. 18, Sched. 3, s. 1 - 23/11/2022

**DUTY OF MEMBER**

**When present at meeting at which matter considered**

**5** (1) Where a member, either on his or her own behalf or while acting for, by, with or through another, has any pecuniary interest, direct or indirect, in any matter and is present at a meeting of the council or local board at which the matter is the subject of consideration, the member,

- (a) shall, prior to any consideration of the matter at the meeting, disclose the interest and the general nature thereof;
- (b) shall not take part in the discussion of, or vote on any question in respect of the matter; and
- (c) shall not attempt in any way whether before, during or after the meeting to influence the voting on any such question. R.S.O. 1990, c. M.50, s. 5 (1).

**Where member to leave closed meeting**

(2) Where the meeting referred to in subsection (1) is not open to the public, in addition to complying with the requirements of that subsection, the member shall forthwith leave the meeting or the part of the meeting during which the matter is under consideration. R.S.O. 1990, c. M.50, s. 5 (2).

**Exception, consideration of penalty**

(2.1) The following rules apply if the matter under consideration at a meeting or a part of a meeting is to consider whether to suspend the remuneration paid to the member under subsection 223.4 (5) or (6) of the *Municipal Act, 2001* or under subsection 160 (5) or (6) of the *City of Toronto Act, 2006*:

1. Despite clauses (1) (b) and (c), the member may take part in the discussion of the matter, including making submissions to council or the local board, as the case may be, and may attempt to influence the voting on any question in respect of the matter, whether before, during or after the meeting. However, the member is not permitted to vote on any question in respect of the matter.
2. Despite subsection (2), in the case of a meeting that is not open to the public, the member may attend the meeting or part of the meeting during which the matter is under consideration. 2017, c. 10, Sched. 3, s. 3.

**When absent from meeting at which matter considered**

(3) Where the interest of a member has not been disclosed as required by subsection (1) by reason of the member's absence from the meeting referred to therein, the member shall disclose the interest and otherwise comply with subsection (1) at the first meeting of the council or local board, as the case may be, attended by the member after the meeting referred to in subsection (1). R.S.O. 1990, c. M.50, s. 5 (3).

**Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 3 - 01/03/2019

### **Written statement re disclosure**

**5.1** At a meeting at which a member discloses an interest under section 5, or as soon as possible afterwards, the member shall file a written statement of the interest and its general nature with the clerk of the municipality or the secretary of the committee or local board, as the case may be. 2017, c. 10, Sched. 3, s. 4.

### **Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 4 - 01/03/2019

### **Influence**

**5.2** (1) Where a member, either on his or her own behalf or while acting for, by, with or through another, has any pecuniary interest, direct or indirect, in any matter that is being considered by an officer or employee of the municipality or local board, or by a person or body to which the municipality or local board has delegated a power or duty, the member shall not use his or her office in any way to attempt to influence any decision or recommendation that results from consideration of the matter. 2017, c. 10, Sched. 3, s. 4.

### **Exception**

(2) However, if a municipality delegates a power to suspend the remuneration paid to a member under subsection 223.4 (5) of the *Municipal Act, 2001* or subsection 160 (5) of the *City of Toronto Act, 2006* to a person or body, and the person or body is considering exercising that power with respect to a member, subsection (1) of this section does not prevent the member from attempting to influence any decision or recommendation of the person or body that results from consideration of the matter. 2017, c. 10, Sched. 3, s. 4.

### **Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 4 - 01/03/2019

### **Head of council**

**5.3** (1) Where a head of council of a municipality either on their own behalf or while acting for, by, with or through another, has any pecuniary interest, direct or indirect, in any matter of the municipality and has a power or duty listed in subsection (2) with respect to the matter, the head of council,

- (a) shall, upon becoming aware of the interest in the matter, disclose the interest by filing a written statement of the interest and its general nature with the clerk of the municipality;
- (b) shall not use the power or exercise the duty with respect to the matter; and
- (c) shall not use their office in any way to attempt to influence any decision or recommendation of the municipality that results from consideration of the matter. 2022, c. 18, Sched. 3, s. 2.

### **Same**

(2) For the purposes of subsection (1), the powers and duties are the powers and duties of a head of council in Part VI.1 of the *Municipal Act, 2001* and Part VI.1 of the *City of Toronto Act, 2006* but do not include the power to delegate in section 284.13 of the *Municipal Act, 2001* and section 226.11 of the *City of Toronto Act, 2006*. 2022, c. 18, Sched. 3, s. 2.

### **Section Amendments with date in force (d/m/y)**

2022, c. 18, Sched. 3, s. 2 - 23/11/2022

## **RECORD OF DISCLOSURE**

### **Disclosure to be recorded in minutes**

**6** (1) Every declaration of interest and the general nature thereof made under section 5 shall, where the meeting is open to the public, be recorded in the minutes of the meeting by the clerk of the municipality or secretary of the committee or local board, as the case may be. R.S.O. 1990, c. M.50, s. 6 (1).

### **Idem**

(2) Every declaration of interest made under section 5, but not the general nature of that interest, shall, where the meeting is not open to the public, be recorded in the minutes of the next meeting that is open to the public. R.S.O. 1990, c. M.50, s. 6 (2).

## REGISTRY

### Requirement to establish registry

- 6.1** (1) Every municipality and local board shall establish and maintain a registry in which shall be kept,
- (a) a copy of each statement filed under section 5.1 or 5.3; and
  - (b) a copy of each declaration recorded under section 6. 2017, c. 10, Sched. 3, s. 5; 2022, c. 18, Sched. 3, s. 3.

### Access to registry

- (2) The registry shall be available for public inspection in the manner and during the time that the municipality or local board, as the case may be, may determine. 2017, c. 10, Sched. 3, s. 5.

### Section Amendments with date in force (d/m/y)

2017, c. 10, Sched. 3, s. 5 - 01/03/2019

2022, c. 18, Sched. 3, s. 3 - 23/11/2022

## REMEDY FOR LACK OF QUORUM

### Quorum deemed constituted

- 7** (1) Where the number of members who, by reason of the provisions of this Act, are disabled from participating in a meeting is such that at that meeting the remaining members are not of sufficient number to constitute a quorum, then, despite any other general or special Act, the remaining number of members shall be deemed to constitute a quorum, provided such number is not less than two. R.S.O. 1990, c. M.50, s. 7 (1).

### Application to judge

- (2) Where in the circumstances mentioned in subsection (1), the remaining number of members who are not disabled from participating in the meeting is less than two, the council or local board may apply to a judge without notice for an order authorizing the council or local board, as the case may be, to give consideration to, discuss and vote on the matter out of which the interest arises. R.S.O. 1990, c. M.50, s. 7 (2).

### Power of judge to declare s. 5, 5.1 or 5.2 not to apply

- (3) The judge may, on an application brought under subsection (2), by order, declare that section 5, 5.1 or 5.2 does not apply to the council or local board, as the case may be, in respect of the matter in relation to which the application is brought, and the council or local board thereupon may give consideration to, discuss and vote on the matter in the same manner as though none of the members had any interest therein, subject only to such conditions and directions as the judge may consider appropriate and so order. R.S.O. 1990, c. M.50, s. 7 (3); 2017, c. 10, Sched. 3, s. 6.

### Section Amendments with date in force (d/m/y)

2017, c. 10, Sched. 3, s. 6 - 01/03/2019

## ACTION WHERE CONTRAVENTION ALLEGED

### Application

- 8** (1) An elector, an Integrity Commissioner of a municipality or a person demonstrably acting in the public interest may apply to a judge for a determination of the question of whether,
- (a) a member has contravened section 5, 5.1, 5.2 or 5.3; or
  - (b) a former member contravened section 5, 5.1, 5.2 or 5.3 while he or she was a member. 2017, c. 10, Sched. 3, s. 7; 2022, c. 18, Sched. 3, s. 4.

### Six-week period

- (2) An application may only be made within six weeks after the applicant became aware of the alleged contravention. 2017, c. 10, Sched. 3, s. 7.

### Exception

- (3) Despite subsection (2), an application may be made more than six weeks after the applicant became aware of the alleged contravention if all of the following conditions are satisfied:

1. The applicant applied to an Integrity Commissioner for an inquiry under section 223.4.1 of the Municipal Act, 2001 or under section 160.1 of the City of Toronto Act, 2006 in accordance with those sections.

2. The Integrity Commissioner conducted an inquiry under section 223.4.1 of the *Municipal Act, 2001* or under section 160.1 of the *City of Toronto Act, 2006* and the Commissioner,
  - i. has advised the applicant under subsection 223.4.1 (16) of the *Municipal Act, 2001* or under subsection 160.1 (16) of the *City of Toronto Act, 2006* that the Commissioner will not be making an application to a judge,
  - ii. has not completed the inquiry within the time limit set out in subsection 223.4.1 (14) of the *Municipal Act, 2001* or subsection 160.1 (14) of the *City of Toronto Act, 2006*, or
  - iii. has terminated the inquiry under subsection 223.4.1 (12) of the *Municipal Act, 2001* or subsection 160.1 (12) of the *City of Toronto Act, 2006*.
3. The application under this section includes a copy of the applicant's statutory declaration made under subsection 223.4.1 (6) of the *Municipal Act, 2001* or under subsection 160.1 (6) of the *City of Toronto Act, 2006*.
4. The application under this section is made within six weeks after the earlier of the following,
  - i. the day the Commissioner advised the applicant under subsection 223.4.1 (16) of the *Municipal Act, 2001* or under subsection 160.1 (16) of the *City of Toronto Act, 2006* that the Commissioner will not be making an application to a judge,
  - ii. the last day on which the Commissioner is required under subsection 223.4.1 (14) of the *Municipal Act, 2001* or subsection 160.1 (14) of the *City of Toronto Act, 2006* to complete the inquiry referred to in paragraph 2 of this subsection, and
  - iii. the day the inquiry was terminated under subsection 223.4.1 (12) of the *Municipal Act, 2001* or subsection 160.1 (12) of the *City of Toronto Act, 2006*. 2017, c. 10, Sched. 3, s. 7.

**Same, application by Integrity Commissioner**

(4) Despite subsection (2), an application may be made more than six weeks after the applicant became aware of the alleged contravention if the applicant is an Integrity Commissioner and if the application relates to an inquiry conducted by the Commissioner under section 223.4.1 of the *Municipal Act, 2001* or under section 160.1 of the *City of Toronto Act, 2006*. 2017, c. 10, Sched. 3, s. 7.

**No application by Integrity Commissioner during regular election**

(5) No application shall be made by an Integrity Commissioner of a municipality during the period of time starting on nomination day for a regular election, as set out in section 31 of the *Municipal Elections Act, 1996*, and ending on voting day in a regular election, as set out in section 5 of that Act. 2017, c. 10, Sched. 3, s. 7.

**Limitation**

(6) Despite subsections (2), (3) and (4), no application shall be made after the sixth anniversary of the alleged contravention. 2017, c. 10, Sched. 3, s. 7.

**Contents of notice of application**

(7) The notice of application shall state the grounds for finding that the member or former member contravened section 5, 5.1, 5.2 or 5.3. 2017, c. 10, Sched. 3, s. 7; 2022, c. 18, Sched. 3, s. 4.

**Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 7 - 01/03/2019

2022, c. 18, Sched. 3, s. 4 - 23/11/2022

**Power of judge**

**9** (1) If the judge determines that the member or former member contravened section 5, 5.1, 5.2 or 5.3, the judge may do any or all of the following:

1. Reprimand the member or former member.
2. Suspend the remuneration paid to the member for a period of up to 90 days.
3. Declare the member's seat vacant.
4. Disqualify the member or former member from being a member during a period of not more than seven years after the date of the order.

5. If the contravention has resulted in personal financial gain, require the member or former member to make restitution to the party suffering the loss, or, if the party's identity is not readily ascertainable, to the municipality or local board, as the case may be. 2017, c. 10, Sched. 3, s. 7; 2022, c. 18, Sched. 3, s. 4.

#### **Same**

(2) In exercising his or her discretion under subsection (1) the judge may consider, among other matters, whether the member or former member,

- (a) took reasonable measures to prevent the contravention;
- (b) disclosed the pecuniary interest and all relevant facts known to him or her to an Integrity Commissioner in a request for advice from the Commissioner under the *Municipal Act, 2001* or the *City of Toronto Act, 2006* and acted in accordance with the advice, if any, provided to the member by the Commissioner; or
- (c) committed the contravention through inadvertence or by reason of an error in judgment made in good faith. 2017, c. 10, Sched. 3, s. 7.

#### **Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 7 - 01/03/2019

2022, c. 18, Sched. 3, s. 4 - 23/11/2022

**10** REPEALED: 2017, c. 10, Sched. 3, s. 7.

#### **Section Amendments with date in force (d/m/y)**

1997, c. 31, s. 156 (2) - 01/01/1998

2017, c. 10, Sched. 3, s. 7 - 01/03/2019

#### **Appeal to Divisional Court**

**11** (1) An appeal lies from any order made under section 9 to the Divisional Court in accordance with the rules of court. R.S.O. 1990, c. M.50, s. 11 (1); 2017, c. 10, Sched. 3, s. 8.

#### **Judgment or new trial**

(2) The Divisional Court may give any judgment that ought to have been pronounced, in which case its decision is final, or the Divisional Court may grant a new trial for the purpose of taking evidence or additional evidence and may remit the case to the trial judge or another judge and, subject to any directions of the Divisional Court, the case shall be proceeded with as if there had been no appeal. R.S.O. 1990, c. M.50, s. 11 (2).

#### **Appeal from order or new trial**

(3) Where the case is remitted to a judge under subsection (2), an appeal lies from the order of the judge to the Divisional Court in accordance with the provisions of this section. R.S.O. 1990, c. M.50, s. 11 (3).

#### **Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 8 - 01/03/2019

#### **Proceedings not invalidated but voidable**

**12** (1) A member's failure to comply with section 5, 5.1, 5.2 or 5.3 does not invalidate any proceedings in respect of a matter referred to in those sections, but those proceedings are voidable in the circumstances described in subsection (2). 2017, c. 10, Sched. 3, s. 9; 2022, c. 18, Sched. 3, s. 4.

#### **Declaring proceedings void**

(2) Subject to subsection (3), if a member has failed to comply with section 5, 5.1, 5.2 or 5.3 in respect of a matter referred to in those sections, the municipality or local board, as the case may be, may declare the proceedings to be void before the second anniversary of the date of the passing of the by-law or resolution authorizing the matter. 2017, c. 10, Sched. 3, s. 9; 2022, c. 18, Sched. 3, s. 4.

#### **Exception**

(3) Subsection (2) does not apply if declaring the proceedings to be void would adversely affect the rights that any person who acted in good faith and without actual notice of the failure to comply with section 5, 5.1, 5.2 or 5.3 acquired under or by virtue of the proceedings. 2017, c. 10, Sched. 3, s. 9; 2022, c. 18, Sched. 3, s. 4.

#### **Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 9 - 01/03/2019

2022, c. 18, Sched. 3, s. 4 - 23/11/2022

### **Other proceedings prohibited**

**13** (1) A proceeding that relates to a member's or former member's alleged conflict of interest and seeks a remedy described in subsection 9 (1) shall be brought only under this Act. 2017, c. 10, Sched. 3, s. 9.

### **Same**

(2) Subsection (1) does not affect the power of a municipality or a local board to reprimand a member or suspend a member's remuneration under subsection 223.4 (5) or (6) of the *Municipal Act, 2001* or under subsection 160 (5) or (6) of the *City of Toronto Act, 2006*. 2017, c. 10, Sched. 3, s. 9.

### **Section Amendments with date in force (d/m/y)**

2017, c. 10, Sched. 3, s. 9 - 01/03/2019

## GENERAL

### **Insurance**

**14** (1) Despite section 279 of the *Municipal Act, 2001* or section 218 of the *City of Toronto Act, 2006*, as the case may be, the council of every municipality may at any time pass by-laws,

- (a) for contracting for insurance;
- (b) despite the *Insurance Act*, to enable the municipality to act as an insurer; and
- (c) for exchanging with other municipalities in Ontario reciprocal contracts of indemnity or inter-insurance in accordance with Part XIII of the *Insurance Act*,

to protect a member of the council or of any local board thereof who has been found not to have contravened section 5, 5.1, 5.2 or 5.3 against any costs or expenses incurred by the member as a result of a proceeding brought under this Act, and for paying on behalf of or reimbursing the member for any such costs or expenses. R.S.O. 1990, c. M.50, s. 14 (1); 2002, c. 17, Sched. F, Table; 2006, c. 32, Sched. C, s. 33 (2); 2017, c. 10, Sched. 3, s. 10 (1); 2022, c. 18, Sched. 3, s. 4.

### **Insurance Act does not apply**

(2) The *Insurance Act* does not apply to a municipality acting as an insurer for the purposes of subsection (1). R.S.O. 1990, c. M.50, s. 14 (2).

### **Surplus funds**

(3) Despite section 387 of the *Insurance Act*, any surplus funds and the reserve fund of a municipal reciprocal exchange may be invested only in accordance with subsection 279 (2) of the *Municipal Act, 2001* or subsection 218 (3) of the *City of Toronto Act, 2006*, as the case may be. 2017, c. 10, Sched. 3, s. 10 (2).

### **Reserve funds**

(4) The money raised for a reserve fund of a municipal reciprocal exchange may be expended or pledged for, or applied to, a purpose other than that for which the fund was established if two-thirds of the municipalities that are members of the exchange together with two-thirds of the municipalities that previously were members of the exchange and that may be subject to claims arising while they were members of the exchange agree in writing and if section 386 of the *Insurance Act* is complied with. R.S.O. 1990, c. M.50, s. 14 (4); 2009, c. 33, Sched. 21, s. 7.

### **Local boards**

(5) A local board has the same powers to provide insurance for or to make payments to or on behalf of its members as are conferred upon the council of a municipality under this section in respect of its members. R.S.O. 1990, c. M.50, s. 14 (5).

### **Former members**

(6) A by-law passed under this section may provide that it applies to a person who was a member at the time the circumstances giving rise to the proceeding occurred but who, prior to the judgment in the proceeding, has ceased to be a member. R.S.O. 1990, c. M.50, s. 14 (6).

### **Section Amendments with date in force (d/m/y)**

1996, c. 32, s. 76 (1) - 06/03/1997

2002, c. 17, Sched. F, Table - 01/01/2003



2006, c. 32, Sched. C, s. 33 (2, 3) - 01/01/2007

2007, c. 7, Sched. 27, s. 1 - 05/05/2008

2009, c. 33, Sched. 21, s. 7 - 15/12/2009

2017, c. 10, Sched. 3, s. 10 (1) - 01/03/2019; 2017, c. 10, Sched. 3, s. 10 (2) - 01/03/2018

2022, c. 18, Sched. 3, s. 4 - 23/11/2022

**Conflict with other Acts**

**15** In the event of conflict between any provision of this Act and any provision of any general or special Act, the provision of this Act prevails. R.S.O. 1990, c. M.50, s. 15.

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Français

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# City of Brampton

## FINAL REPORT

July 2019

Prepared by IBI Group





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# 1

## Introduction





## 1.1 WHAT IS THE ACTIVE TRANSPORTATION PLAN?

Active transportation refers to the movement of people and sometimes goods using non-motorized modes. Common active transportation methods include walking and cycling, in-line skating and travel with the use of mobility aids and other power assisted devices moving at comparable speeds.

Vision 2040, “Living the Mosaic” (2018) sets out the long term vision for the City of Brampton. Living the Mosaic identifies seven target vision statements and accompanying actions to transform Brampton by 2040. The target vision for transportation and connectivity in 2040 is “a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit.” Actions identified under this vision include those related to active transportation such as prioritizing active mobility through an Active Mobility Charter, and implementing complete streets. These actions support a future with more integrated transportation choices that prioritizes walking and cycling. This Active Transportation Master Plan (ATMP) is an evolution from Living the Mosaic, providing the network plans, policies and programs to support that vision.

### *As Brampton grows, getting around becomes more challenging.*

As Brampton grows and intensifies, the City will continually need to address the challenges of managing increasing travel demand and automobile congestion, and finding better ways to move people and goods that does not compromise the livability of Brampton’s communities.

### *Encouraging Active Transportation is a crucial part of Brampton’s Transportation Solution and a part of Brampton’s 2040 Vision.*

Accommodating the urban transportation needs of citizens through active transportation is energy efficient, space efficient, generates no carbon emission, and promotes a healthy and active lifestyle. The benefits of promoting walking and cycling as a transportation mode choice are numerous, not just from an urban mobility perspective, but from an economic, social, and public health perspective as well (refer to Section 1.5 for more detail on these benefits).

More broadly, the importance of encouraging active transportation in Brampton is emphasized and reflected in several supporting planning documents that were developed prior to this ATMP (refer to Section 1.2).

**By 2041, Brampton is expected to be home to over 900,000 people. This represents a population increase of over 50% from today.**

---

**Bike Brampton** is a “group of volunteers who encourage, promote and advocate for increased safe transportation and recreation cycling in Brampton.”

**The Brampton Cycling Advisory Committee** is a citizen advisory committee that advises City Council on matters pertaining to cycling in Brampton.

## 1.1.2 Recent Active Transportation Program Achievements

The City of Brampton has achieved a number of recent active transportation accomplishments, which were recognized by a “Bronze” Bicycle Friendly Community Program designation. Accomplishments noted by the Bicycle Friendly Communities Program include:

- Good and growing network of cycling infrastructure with many new connections planned for 2019 and beyond
- Excellent community partnerships in place to support cycling
- Very strong cycling education and encouragement efforts, spearheaded by citizen groups, such as Bike Brampton, and by the Brampton Cycling Advisory Committee
- A strong and growing culture of cycling in the City

Since the 2015 update of the Transportation Master Plan, the City has been installing infrastructure to improve conditions for walking and cycling. This includes:

- The installation of signage and markings on 4km of low volume roadways highlighting “shared roadway” cycling routes
- The installation of urban shoulders on 23km of Brampton’s roadways. In the short term, urban shoulders help to calm traffic by narrowing travel lanes to moderate travel speeds. Allocating space for urban shoulders provides opportunities to designate bike lanes on these sections of roadway
- Developing standards for pedestrian crossovers
- Improvements to school crossings, including the introduction of curb depressions
- Installation of key trail connections: a crossing over Highway 410, north of Williams Parkway (Franceschini Bridge); the extension of the Etobicoke Creek Recreational Trail under Highway 410 and the 407ETR into Mississauga; and an extension of the same trail north into Caledon

---

## 1.2 STUDY VISION, GOALS & OBJECTIVES

The City of Brampton's Active Transportation Master Plan (ATMP) is intended to define existing opportunities, consider and evaluate solutions, and identify a recommended active transportation system that provides comfortable and attractive pedestrian and bicycle facilities, in addition to supporting policies and programs.

The **vision** for the ATMP was developed early in the process to guide plan development:

**Through developing an integrated, attractive, and accessible system of sidewalks, cycling facilities and trails, Brampton will be a liveable 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 following are considered to be **key goals** that inform the Active Transportation Master Plan:

- Improve the safety of walking and cycling
- Provide options to all residents, including enhancing the accessibility of the transportation network
- Maximize the value (usage) of existing infrastructure
- Invest efficiently in an expanding network
- Improve access to transit and provide viable active transportation options for the first / last mile

---

The **objectives** of the Active Transportation Master Plan, created at the onset of the study, are to:

- Establish a broad and well connected Active Transportation Network that will make travel by bike and on foot a safe and desirable option for school, work, recreation and other trips;
- Create a multi-year implementation strategy to deliver an active transportation network;
- Develop active transportation policies that reinforce the importance of cycling and walking to building a viable, safe and attractive city;
- Improve, expand and develop new programming to educate, encourage, and support a cycling and walking culture in Brampton; and
- Create a framework to measure and assess the progress of active transportation in Brampton.

### 1.3 STUDY PROCESS

The ATMP was developed through an iterative process, summarized in Exhibit 1.1.

#### Exhibit 1.1: Brampton ATMP Study Process



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Additional detail for each step of the study is presented below:

- **Background Review** – This stage of the study involved reviewing existing plans, policies and programs to identify the context for the Active Transportation Master Plan. The existing network was also mapped and reviewed, including site visits to document and explore on-the-ground conditions.
- **Demand Analysis & Network Development** – In this step of the study, exploratory mapping and analysis was completed considering key criteria such as population and employment density, existing short trips and major destinations to identify areas of existing and potential walking and cycling demand throughout the City. For further detail refer to Section 3.3.3. Various networks were identified, including upgrades to the existing network (the “Fix-it Program”) and proposed future networks.
- **Network Feasibility Review** – In this step of the study, the cycling network corridors were reviewed against various pertinent criteria (such as road volumes, speed, land use context, etc.) to identify a recommended facility type and/or implementation strategy.
- **Network Phasing** – In this step of the study, the network corridors were assigned to short, medium or long-term phases to guide investment.
- **Programs & Policy Development** – In this step of the study, new programs and policies were identified to complement the City’s existing offerings.

## 1.4 CONSULTATION

The multi-faceted consultation effort for the Active Transportation Plan included internal and intergovernmental meetings, meetings with the City’s Cycling Advisory Committee, two Public Information Centers (Exhibit 1.2) and an online digital consultation program.



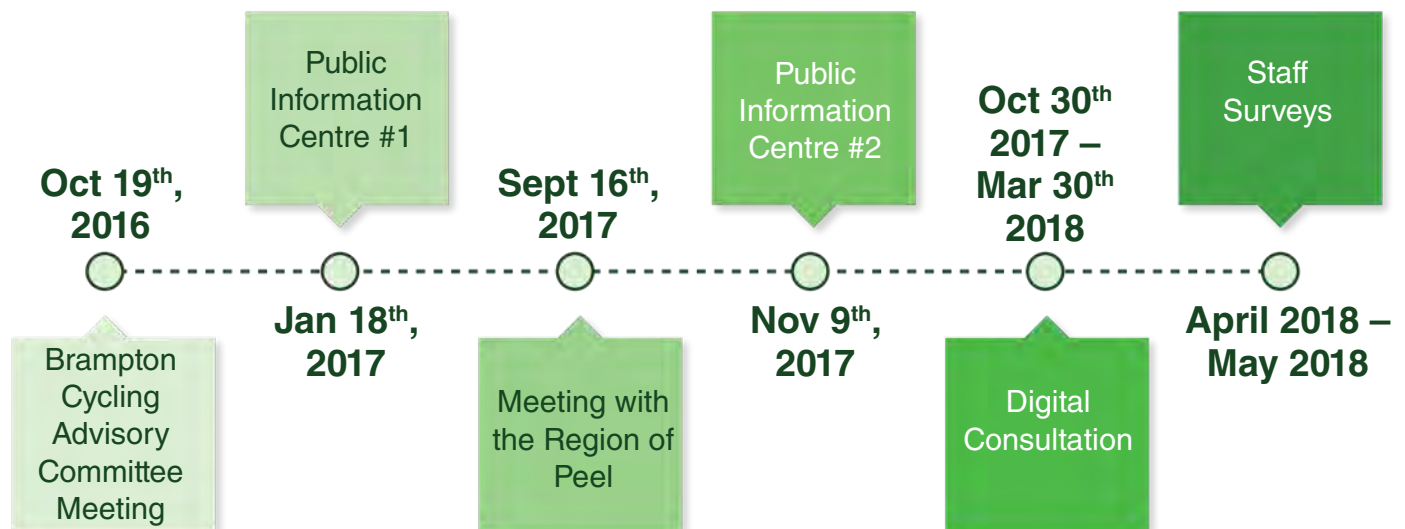


In addition to public consultation, two online surveys were circulated to City of Brampton staff to garner feedback on planning & design as well as maintenance of active transportation facilities. Staff and the consulting team also met with Peel Region to coordinate between the Brampton ATMP & Peel Region's Sustainable Transportation Strategy.

An overview of consultation activities is summarized in Exhibit 1.3.

**Exhibit 1.2: Public Information Centre 2**

**Exhibit 1.3: Summary of Consultation Activities**



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## **1.5 BENEFITS OF ACTIVE TRANSPORTATION**

The many benefits of active transportation have been documented and quantified in research studies spanning various sectors. They include recreational and health benefits, transportation benefits, environmental benefits, and economic benefits. This section outlines a few of these key benefits for Brampton.

### **1.5.1 Recreational and Health Benefits**

Sedentary lives are a major contributor to increasing rates of cardiovascular diseases, obesity, and diabetes. It is important to design communities and transportation systems that provide opportunities for people to choose active modes. Dedicated active transportation infrastructure increases opportunities for recreation, including increased potential for tourism. Infrastructure that supports the use of active modes improves mobility and accessibility for all users, and promotes healthy and liveable communities.

### **1.5.2 Transportation Benefits**

As Brampton grows, travel demand will need to be accommodated more efficiently. Active modes can reduce the traffic congestion that is inevitable from an increase in travel demand on the existing transportation system. Active modes can also help to reduce the need for surface parking and additional lanes to accommodate more vehicles on the road.

### **1.5.3 Environmental Benefits**

Transportation emissions contribute to nearly 35% of Ontario's Greenhouse Gas emissions, and on-road passenger vehicles make up a significant portion of that contribution. Our travel choices can have a significant impact on the liveability of our communities, and choosing active modes can reduce air pollution, greenhouse gas emissions, and noise pollution.

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## **1.5.4 Economic Benefits**

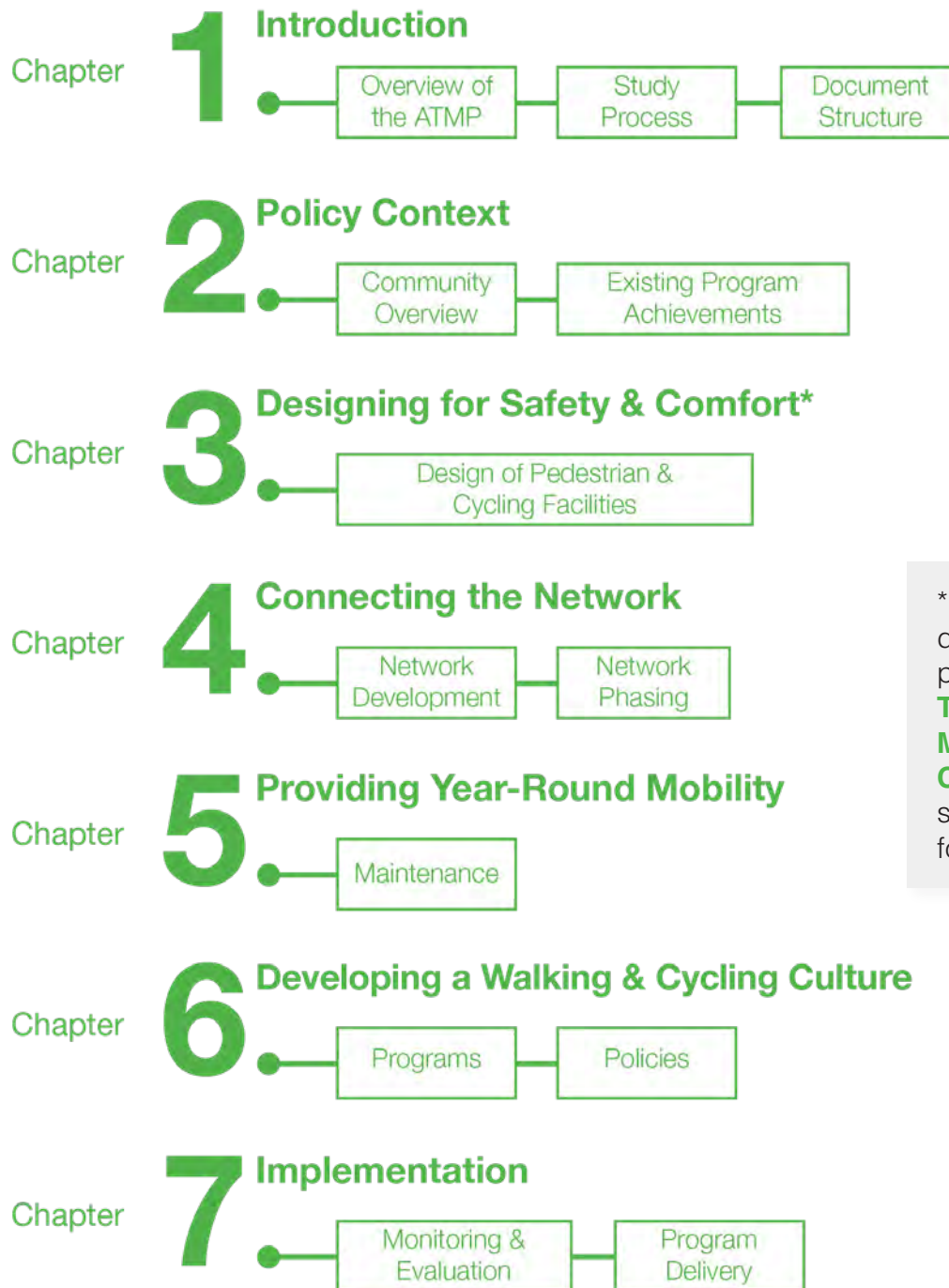
The recreational, health, transportation, and environmental benefits of active transportation can also translate into economic benefits. Improving the health of residents results in fewer health care costs and increased productivity; existing infrastructure can be used more efficiently by accommodating active modes; and improving the environment improves quality of life for residents. Better mobility options and improved accessibility also encourage people to age in place, making communities more vibrant.

Improving access by walking and cycling can have an economic benefit study to local businesses. For example, several studies of commercial districts have shown that pedestrians and cyclists spend more per capita than those arriving by car.

Additionally, encouraging and attracting visitors through cycling tourism can have a significant benefit on the local economy.

## 1.6 WHAT'S INSIDE

This report has been broadly structured around the key themes and areas of the Active Transportation Master Plan.



\*More detailed design guidance is provided in the **Active Transportation Master Plan Design Compendium**, a standalone reference for practitioners



# 2

## Context





## 2.1 COMMUNITY OVERVIEW

Brampton is a diverse, multicultural community which includes residents from 209 distinct ethnic backgrounds speaking 89 different languages. Brampton has experienced rapid growth over the past four decades. The current population is approximately 630,000, and is expected to surpass 890,000 by 2041. For the most part, this growth has materialized as a typical automobile oriented suburban form, characterized by separated land uses, low density residential communities, large format retail centres, abundant parking, and a transportation network made up of wide arterial roadways. This urban form is not naturally conducive to walking and cycling, making access to these employment areas by active modes challenging due to separated land uses. This urban form is in part a result of Brampton's main employment types. Approximately 1 in every 4 jobs in Brampton is in either Transportation and Warehousing, or Manufacturing. These industries require large plots of land across vast spaces and a road network that can accommodate trucking.

In addition to these challenges related to urban form, Brampton has other physical challenges including two 400-series highways, two rail corridors, and a number of watercourses and utility corridors. These physical features can act as major barriers for active transportation users, unless specific network connectivity along and across them can be accommodated.

Despite these challenges, there are significant opportunities in Brampton for active transportation. The City has an established network of recreational trails, identified through the 2002 Pathways Master Plan, including a number of north-south recreational trails within the Mimico Creek, Etobicoke Creek and Humber River watersheds. These trails provide a solid foundation for the active transportation network. Supporting east-west links to connect to these trails can significantly expand access to the facilities across much of the City. There are also opportunities to support major transit investment through "first and last mile" connections. The Kitchener to Toronto regional GO Transit rail service line runs through Brampton, and the City has established its Züm bus rapid transit network. Some of the network challenges however, also present opportunities. A number of utility corridors in the city such as the TransCanada Pipeline, Orangeville-to-Brampton Railway and Hydro Corridor present a great option for accommodating linear active transportation infrastructure.

**The City of Brampton is the 4<sup>th</sup> largest City in Ontario and the 9<sup>th</sup> largest City in Canada.**





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Based on data from the 2016 Canada Census, just 2% of journeys to work by the employed labour force in Brampton are made by walking or cycling. Despite the low use of active modes today, data collected by the 2016 Transportation Tomorrow Survey Study suggests there is great potential for more active mode usage based on the number of trips that are within comfortable walking or cycling distance. Some key statistics include:

- More than half (53%) of the trips to work and school are **shorter than 5 km in distance.**
- About one third (35%) of short work and school trips (**less than 2 km in length**) are currently taken by automobile.
- Of the trips that measure 2 to 5 km long, 61% are taken by **automobile.**

Where cycling travel speeds are typically around 15 to 18km/h, distances of 5 km represent a 15-20 minute cycling trip. From a travel time perspective, cycling for short trips under 5 km can often be as practical as the door-to-door time required to drive and park a motor vehicle.

Moving forward, Brampton's Vision 2040 and Official Plan include several high level strategic objectives regarding the growth of Brampton in a way that fosters sustainable land-use policy that enables a balanced transportation system where residents can comfortably walk or bike to work, shop, and play.

## **2.2 EXISTING POLICIES AND INITIATIVES**

Improving active transportation is a mandate of the City of Brampton's Official Plan and Transportation Master Plan. Several regional plans identify active transportation as a crucial component of the transportation system. The goals and objectives of these plans are outlined below, starting at the Federal level, down to the Provincial, Regional and Municipal levels. Appendix A includes a summary of pertinent policy excerpts from these various plans.

---

## 2.2.1 Federal

The federal strategies that support active transportation and guide provincial, regional, and local initiatives include:

- The **Draft Federal Sustainable Development Strategy** (2018) identifies modern, sustainable, and resilient infrastructure that supports clean economic growth and social inclusion as a long-term goal. This goal includes a \$26.9B commitment to fund green infrastructure initiatives that reduce greenhouse gas emissions and improve climate resilience and environment quality.
- The **Transportation Association of Canada's (TAC) Active Transportation in Canada: a Resource and Planning Guide** (2011) provides city builders with a strategic planning framework that can be adapted to different contexts to accommodate and promote active transportation in current and long-range planning and development.
- TAC's **Strategies for Sustainable Transportation Planning** (2005) outlines 12 principles for effective sustainable transportation planning. They include integrating transportation and land use planning, considering all modes in the planning process, managing transportation demand and supply to maximize the capacity of the existing infrastructure, and involving the public in the planning process.

## 2.2.2 Province of Ontario

The provincial legislation, policies and strategies working together to support active transportation and guide regional and local policies and initiatives are included in the list below.

- The **Planning Act** (last amendment 2018) is the primary legislative framework for land use planning in Ontario. It outlines provincial planning policy through the **Provincial Policy Statement** (PPS) and grants municipalities the authority to use various planning tools to direct growth and develop transportation systems. The documents support land uses that promote safe and efficient multimodal transportation systems. Bill 51, known as the **Planning and Conservation Land State Law Amendment Act** is an amendment to the Planning Act that provides municipalities with more power and flexibility to implement transit supportive and pedestrian-oriented development.

A key objective of the **Provincial Network** is to enhance recreational and tourism cycling opportunities, which may also be used for active transportation. Supporting cycling for recreation and tourism is an important part of the strategy to help **build the culture of cycling** in the province.



Regionally significant cycling facilities are those that:

- Support first mile/last mile connections to transit by improving cycling infrastructure on approach of rapid transit stations, or
- Cross municipal boundaries to link Urban Growth Centres, or
- Provide infrastructure that facilitates cycling for longer distances.

- The **Growth Plan for the Greater Golden Horseshoe (GGH) (2017)** provides the framework for all planning and infrastructure decisions within the GGH, with the intent of creating complete communities to improve quality of life. The plan encourages compact built forms and intensification to encourage more effective transit and active transportation networks. Downtown Brampton is identified as an Urban Growth Centre in the Growth Plan, and as such, is planned to accommodate significant intensification.
- The **Greenbelt Plan** (2017) identifies where urbanization is restricted in the GGH in order to protect the agricultural land base and ecological and hydrological features. It encourages the development of publicly accessible parkland, open space and trails to connect communities within the Greenbelt.
- The **Highway Traffic Act** outlines responsibilities for all road users in the province and **Bill 31 – Making Ontario’s Roads Safer Act** is an amendment to the Act with supporting regulations to make roads safer for all users, including changes to fines and enforcement practices.
- The **Municipal Act** grants local municipalities the authority to pass by-laws for roads within their jurisdiction, including standards of maintenance and speed limits.
- **CycleON** is Ontario’s first cycling strategy, which looks ahead 20 years and outlines what is needed to promote cycling across the province. It also includes a proposed Provincial Cycling Network that emphasizes established off-road trails and important connections to link existing facilities. The intent is for new infrastructure projects to create a cohesive province-wide network.

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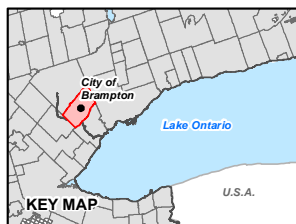
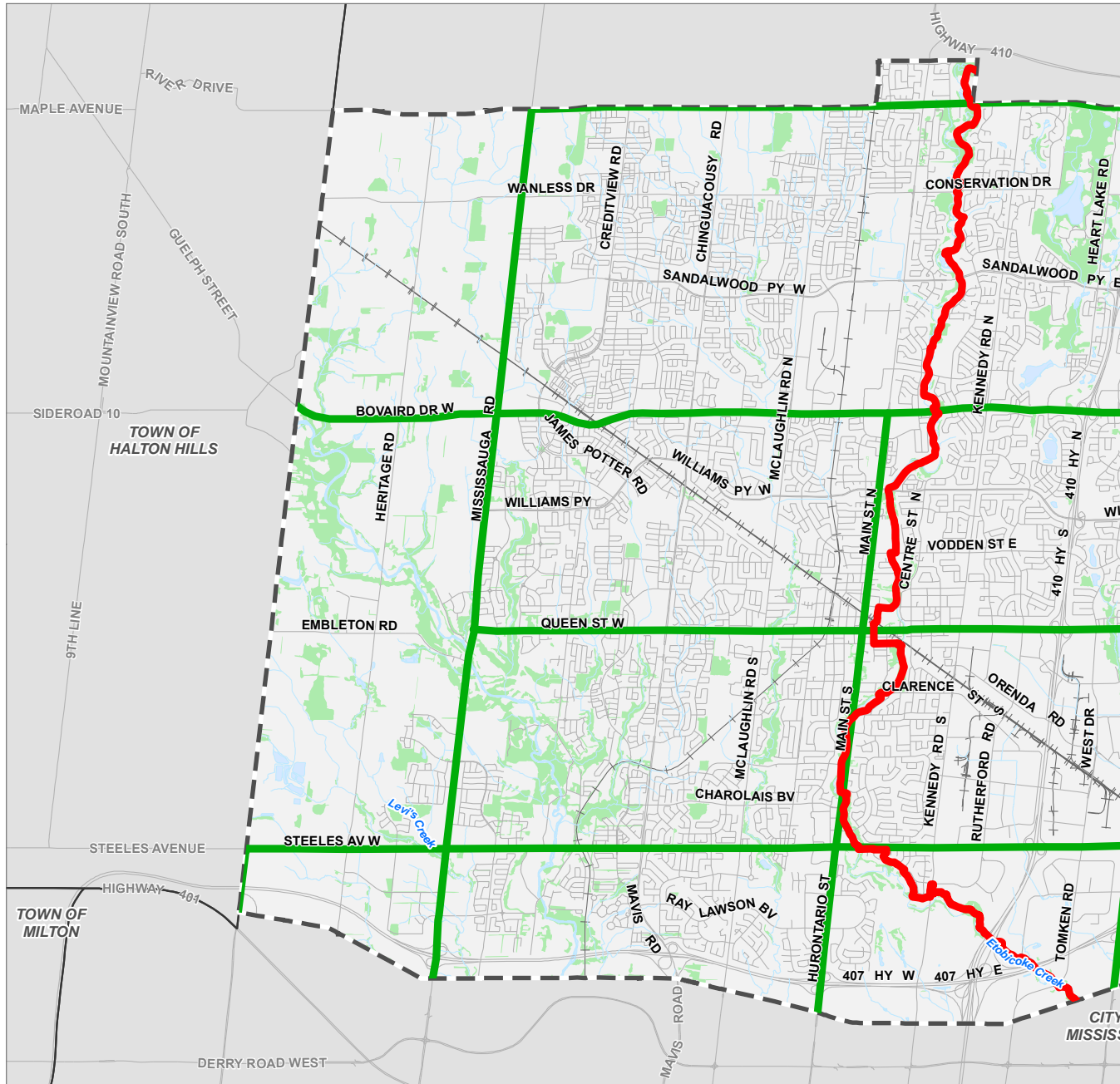
### 2.2.3 Metrolinx

On March 8, 2018, the Board of Metrolinx adopted the Greater Toronto and Hamilton Area's **Regional Transportation Plan** (RTP). The RTP outlines strategies to build an integrated transportation system in the Greater Toronto and Hamilton Area (GTHA) over the next 25 years. The RTP aims to deliver the outstanding projects from Metrolinx's first regional planning vision "The Big Move", and optimize the region's rapid transit network to build an integrated transportation system focused on its users.

The RTP identifies corridors and principles for a regional cycling network. The premise of this network is to support existing municipal cycling plans by identifying corridors that are regionally significant for transportation cycling. Infrastructure on these regionally significant corridors would help to link shorter local cycling network facilities across the GTHA. Regional cycling facilities would represent the highest order within a functional network hierarchy for transportation cycling.

A map illustrating the proposed cycling networks within Brampton from both the RTP and the #CycleON networks is included in Exhibit 2.1

## Exhibit 2.1: Provincial Cycling Networks Proposed within Brampton



### Provincial Networks

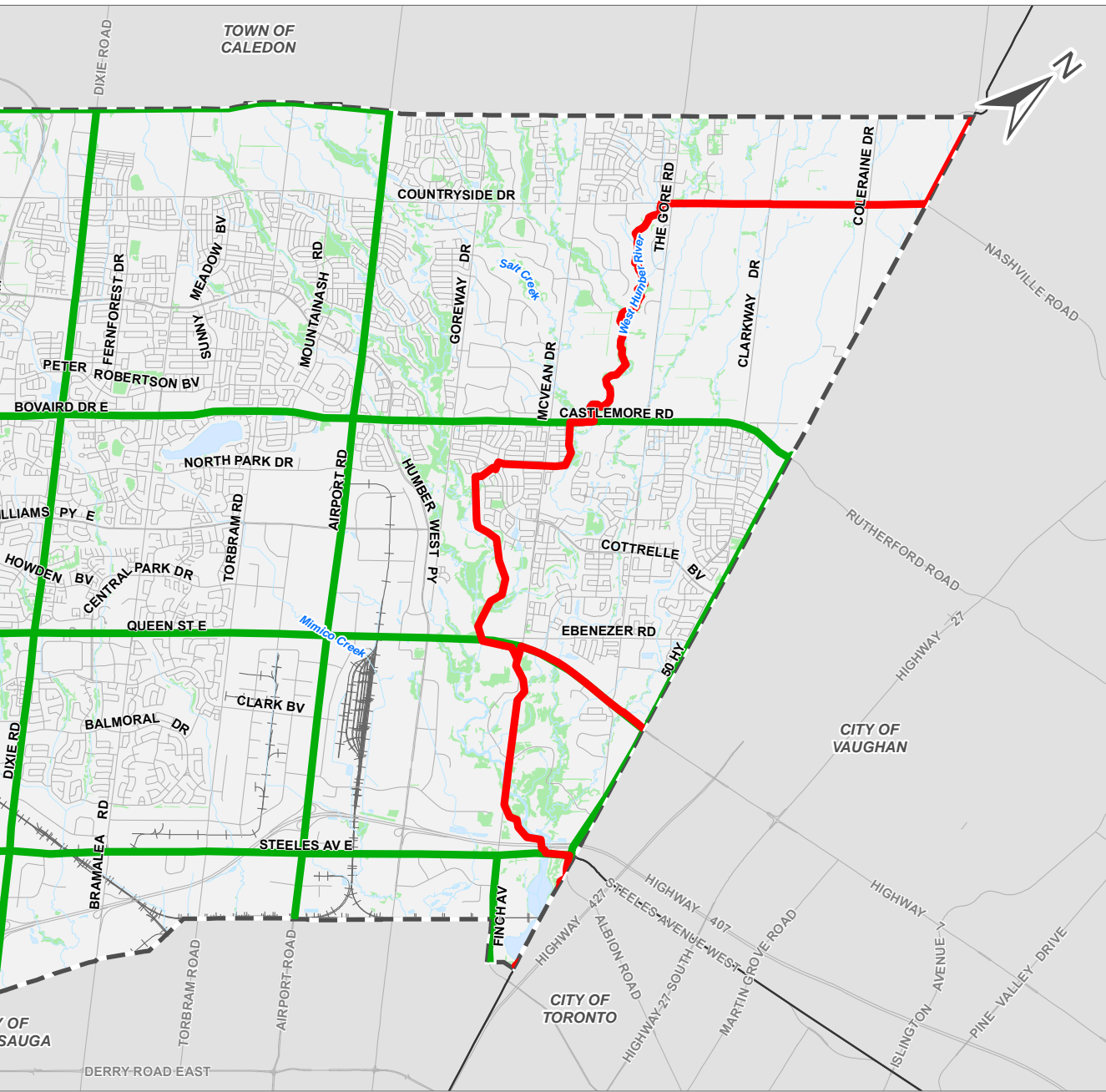
- CycleON Network Link
- Regional Transportation Plan Network Link

- Watercourse
- Road
- Rail Line
- Waterbody
- Wooded Area

### Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

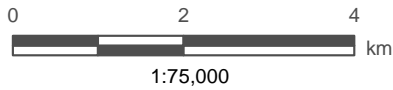
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102159

Provincial Networks

Brampton ATMP  
City of Brampton





## 2.2.4 Region of Peel

The **Region of Peel Official Plan (ROP)** (2016) provides long term land use policy direction for growth and development in the Region, in keeping with provincial policy directions. It encourages prioritizing transit, carpooling, active transportation and goods movement in planning for the development, optimization ad/or expansion of new or existing Regional transportation corridors. Its objectives include increasing the share of trips made using active modes, and encouraging the development of safe, attractive, accessible and integrated bicycle and pedestrian facilities.

The **Region of Peel Long Range Transportation Plan Update** (2012) is a long-term strategic plan that defines the policies, programs and infrastructure to address the long term transportation needs of Peel Region. It emphasizes the need to promote sustainable and active modes to minimize environmental.

The **Sustainable Transportation Strategy (STS)** (2018) approved in February 2018 outlines the Region's course of action in addressing long-term transportation and growth related issues in a manner that emphasizes the need for environmental, societal, and economic sustainability.

The STS builds on the 2011 Region of Peel Active Transportation Study (PATS), the first such study for the Region. The study recommended making all Regional roads accessible, walkable and bikeable for everyone. This includes residents and visitors of Peel communities, from youth to seniors, and for people with disabilities. New comprehensive polices were established by this plan to make Peel communities more walkable and bikeable. The policies strive to build knowledge, implement a cycling and pedestrian network, create designs in balance with other modes, clarify responsibilities, and influence developments that are more walkable and bike-friendly.

The STS identifies the Region's roles and responsibilities relating to 'sustainable' transportation modes - walking, cycling, carpooling, transit, and teleworking. This role is defined within the context of the Region's jurisdictional responsibilities, but also considers policies and plans of the local municipalities, Metrolinx and the Province of Ontario.

The Strategy identifies mode share targets for active transportation for the year 2041 and recommends actions for achieving these targets through walking and cycling infrastructure improvements on the Regional Road Network, an improved winter maintenance program, improved facilities, and a Regional promotion program.

## 2.2.5 City of Brampton



### *Brampton Vision 2040: Living the Mosaic (2018)*

The City of Brampton has set out the community's vision for the next quarter century in Living the Mosaic. The Vision outlines 10 transformations to Brampton realized through 7 vision statements, along with lenses of success and actions to make it happen. "Everything connected" is one of the transformations with the vision that Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit.

Supporting walking and cycling are themes that arise throughout the vision. Two specific actions are as follows:

- Action #4-1 Active Transportation Charter: Redirect circulation in Brampton's centres and neighbourhoods into local networks that feed transit, with walking and cycling emphasized
- Action #4-3 Complete Streets: Design and retrofit Brampton streets to be people-friendly and environmentally compatible places



### *City of Brampton Official Plan (2006)*

Brampton's Official Plan includes several high level strategic objectives regarding the growth of Brampton in a way that fosters sustainable land-use policy that enables a balanced transportation system where residents can comfortably walk or bike to work, shop, and play. These objectives are consistently addressed in sections throughout the Official Plan through land-use policies that promote access by active transportation and the inclusion of bicycle parking at employment nodes, road planning objectives that encourage road design that incorporates active transportation infrastructure where feasible, and with the support of commuter transit through the development of pedestrian and bicycle connections to major transit hubs.





### ***City of Brampton Transportation Master Plan (2015)***

The City's Transportation Master Plan (TMP) was updated in 2015 and provides strategic direction for the development of Brampton's transportation network to support the City's growth over the next 25 years.

A key focus of the plan is to implement a truly multi-modal transportation system that supports sustainable growth. This focus is outlined in three of the plan's objectives:

- Ensure that continuing transportation decisions and investments for an integrated transportation network can be made with confidence and with regard to current best practices for sustainable transportation and land-use planning
- Plan for a coordinated and comprehensive approach in dealing with multimodal transportation issues in Brampton
- Review the strategy to optimize the role of transit and active transportation and update the transportation network needs to the year 2041
- The TMP sets several goals, including modal split targets for peak travel periods in the 2041 horizon year. The mode share targets for active transportation are:
  - 6% of trips by 2021;
  - 8% of trips by 2031; and
  - 10% of trips by 2041.

### ***City of Brampton Pathways Master Plan (2002)***

The Pathways Master Plan focused on the development of an off-road and on-road network that caters to all users (including cyclists of multiple skill levels and pedestrians). Although the network in this plan is predicated on establishing connections between recreational and utilitarian destinations in the city, there were limited mechanisms available for City staff to implement the on-road network at the time of plan development. This plan has informed the ATMP and will be superseded by it.

A decorative background pattern consisting of a grid of triangles in various shades of green and yellow, arranged in a way that creates a sense of depth and movement. The pattern is partially obscured by a white diagonal shape that points towards the bottom right.

# 3

## **Designing for Safety & Comfort**



The provision of safe, high quality and connected active transportation infrastructure is essential to encourage the use of active modes and to build sustainable and livable communities. It is therefore critical that the design of active transportation infrastructure be carefully considered as a part of all transportation projects, to maximize the value and attractiveness of the investment.

A variety of design guidance for practitioners implementing pedestrian and cycling facilities has been included in a supplementary **Design Compendium**. The following sections provide a brief overview of the design philosophy presented in the compendium.

#### **Recommendation:**

Use the ATMP Design Compendium to inform the design of complete streets and the active transportation network presented in the Active Transportation Master Plan.

### **3.1 PEDESTRIAN FACILITIES**

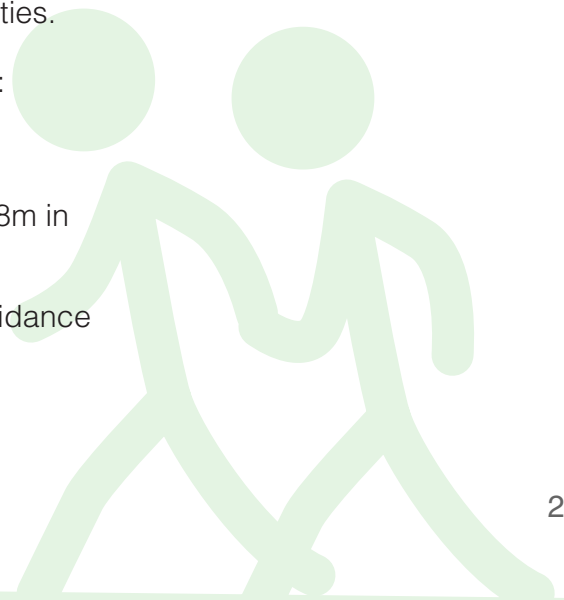
The design of pedestrian facilities needs to reflect universal accessibility standards and should exceed them where appropriate (to address higher volume pedestrian spaces, urban design and streetscaping opportunities). The City of Brampton encourages the development of sidewalks widths which exceed minimum Accessibility for Ontarians with Disabilities Act (AODA) requirements of 1.5m.

In addition to considering AODA requirements, the City will aim to provide sidewalk widths that accommodate side-by-side walking whenever possible and ensure appropriate clearances to fixed objects / furnishing zones in the design of pedestrian facilities.

The following dimensions for sidewalks are recommended:

- Minimum sidewalk width of 1.5m
- Desired sidewalk width of 2.1m in urban areas and 1.8m in residential areas

Please refer to the **Design Compendium** for additional guidance on the design of pedestrian facilities.



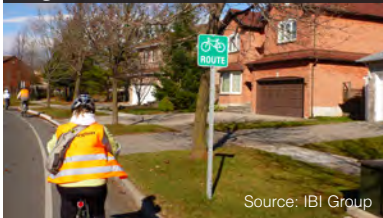
## 3.2 CYCLING FACILITIES & SHARED-USE FACILITIES

As presented in Section 4, the City's cycling network is proposed to include a variety of facility types (refer to Exhibit 3.1).

### Exhibit 3.1: Cycling Facility Types

#### SHARED FACILITIES

##### Signed Route



#### DESIGNATED FACILITIES

##### Bike Lane



#### SEPARATED FACILITIES

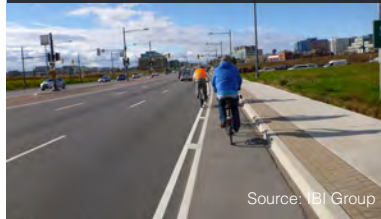
##### Protected Bike Lane



##### Bicycle Boulevard



##### Buffered Bike Lane



##### Cycle Track



##### Paved Shoulder



##### Multi-use Path



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**Recommendation:**

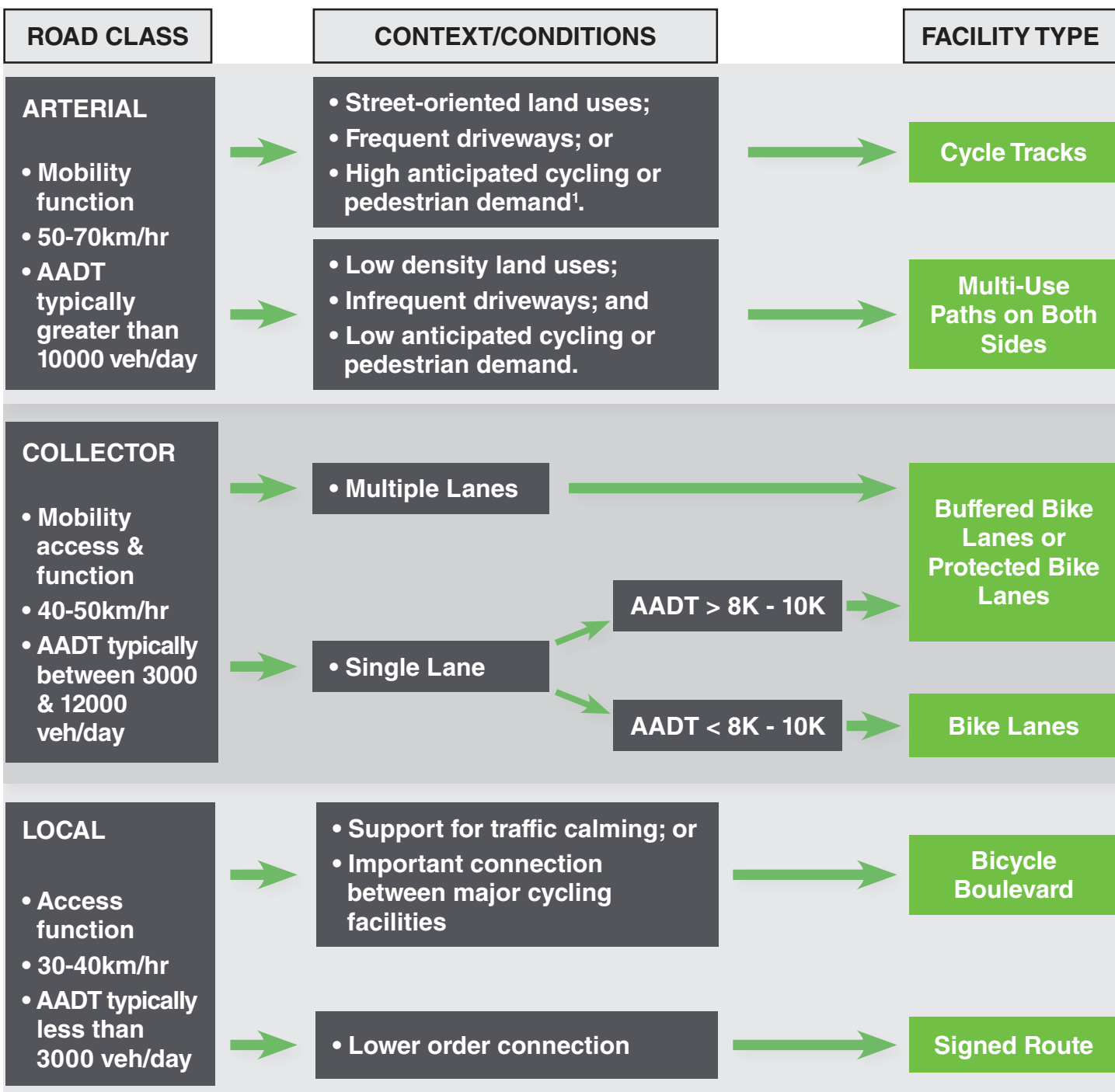
Adopt the guidance provided by the **Ontario Traffic Manual Book 18: Bicycle Facilities** as the best practice for the planning, design and operation of cycling facilities in Ontario.

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One of the critical factors to ensuring safe and comfortable cycling infrastructure is the selection of context-appropriate cycling facility types. As new roads are built, or existing roads are reconstructed, the City is implementing cycling facilities that reflect roadway volumes, speeds and land use conditions. Note the facility type recommendations contained within this ATMP will be further evaluated and validated at the corridor level on a case-by-case basis to ensure compliance with the facility type selection guidance provided in the Ontario Traffic Manual Book 18: Cycling Facilities

A generalized cycling facility selection tool for urban streets in the City of Brampton is presented in Exhibit 3.2. While the ATMP provides high-level recommendations for facility types for the proposed network, further review will be carried out before each project moves to implementation. The generalized facility selection tool can help inform this more detailed review.

**Exhibit 3.2: Generalized Cycling Facility Selection Tool**



<sup>1</sup>TAC suggests that pedestrians and cyclists be separated where there is:

- A high percentage of pedestrians (more than 20% of users) and total user volumes greater than 33 persons per hour per metre of path width, or
- A low percentage of pedestrians (less than 20% of users) and total volumes greater than 50 persons per hour per meter of path width.

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Despite the guidance in Exhibit 3.2, other factors that may indicate a need for a separated cycling facility include:

- Vehicular Operating Speeds (85th percentile) in excess of 60 km/hr;
- 30 or more heavy trucks/buses per hour;
- Continuity with adjacent facilities;
- Collision involving bikes are relevantly frequent (mid-block locations);
- Presence of major intersections with multiple turn lanes; or
- High presence of young cyclists;

Design guidance for each class of cycling facility is presented in the **Design Compendium**.

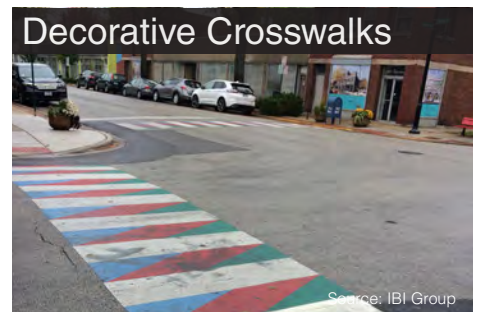
### **3.3 INTERSECTION & CROSSING TREATMENTS**

The design of intersections and crossings needs to reflect the mobility hierarchy laid out in Brampton 2040 Vision: first priority is walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles. Intersections present the highest concentration of conflict points along a roadway.

A wide variety of intersection treatments are in use in the City of Brampton and planned for future applications to improve conditions for pedestrians and cyclists. A sampling of these interventions is shown in Exhibit 3.3.



### Exhibit 3.3: Sampling of Intersection and Crossing Treatments



For further detail on these and other intersection treatments, please refer to the **Design Compendium**.

# 4

## Connecting the Network



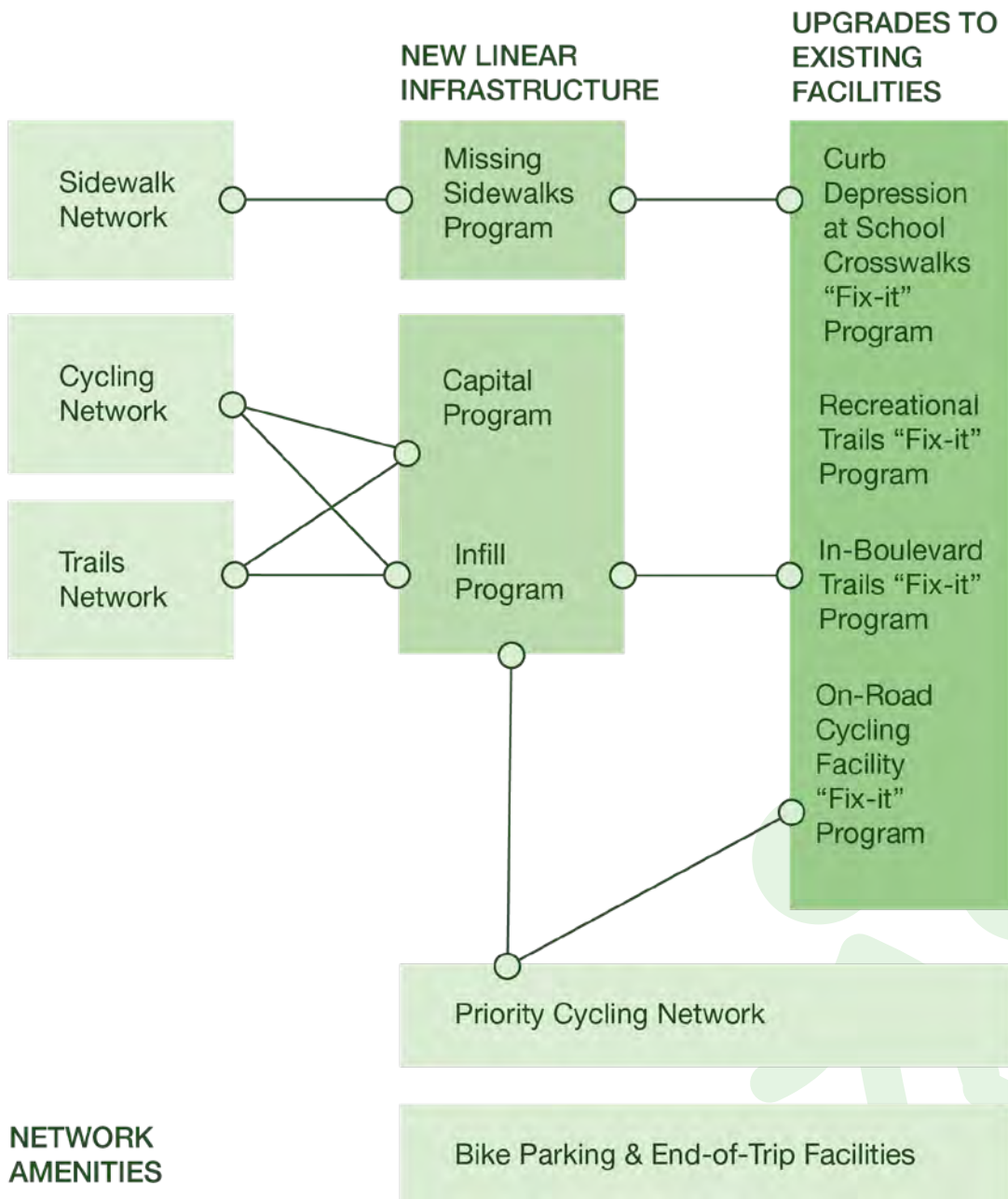


## 4.1 OVERVIEW

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.

This chapter describes the improvement programs for the various active transportation networks.

### Exhibit 4.1: Active Transportation Network Improvement and Implementation Programs



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## **4.2 SIDEWALK NETWORK**

Sidewalks are an essential part of the City's transportation network and offer a necessary service to those who travel on foot or use mobility devices. Almost all trips begin and end with walking, and sidewalks represent an important type of infrastructure that supports active mobility for users of all ages and abilities and that helps ensure safety for those most vulnerable. Certain demographics such as seniors and persons with disabilities, i.e., mobility, visual, hearing and/or cognitive, may find it difficult or even impossible to make walking trips if sidewalks are not provided. The provision of sidewalks should be understood as the removal of a barrier to access for vulnerable populations including children, seniors and persons with disabilities.

### **4.2.1 Existing Sidewalk Network**

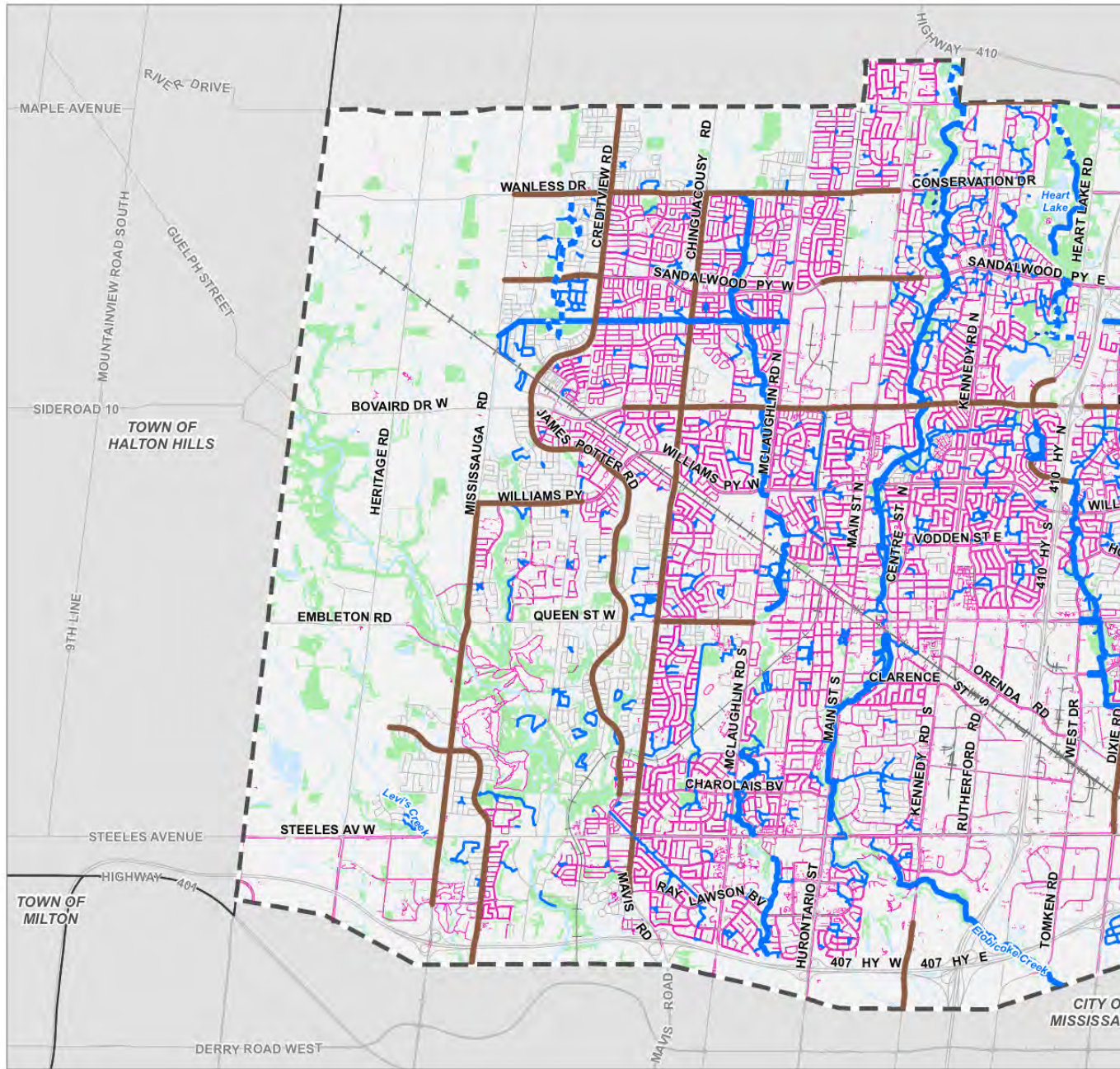
The City's pedestrian network is made up of sidewalks, multi-use paths and recreational trails. Multi-use paths and recreational trails provide a multi-modal function as they are intended to serve both pedestrians and people on bikes. Sidewalks, which is the focus of this section, are intended to primarily serve pedestrians, people with mobility devices, scooters, children on bikes, skateboards, etc. Paths and trails are key facility types that make up the cycling network that will be discussed later in this Chapter. The sidewalk network is fairly comprehensive, covering the majority of the City's arterial & collector roadways.

Exhibit 4.2 illustrates the existing sidewalk network (supplemented by the existing multi-use path and trails network).

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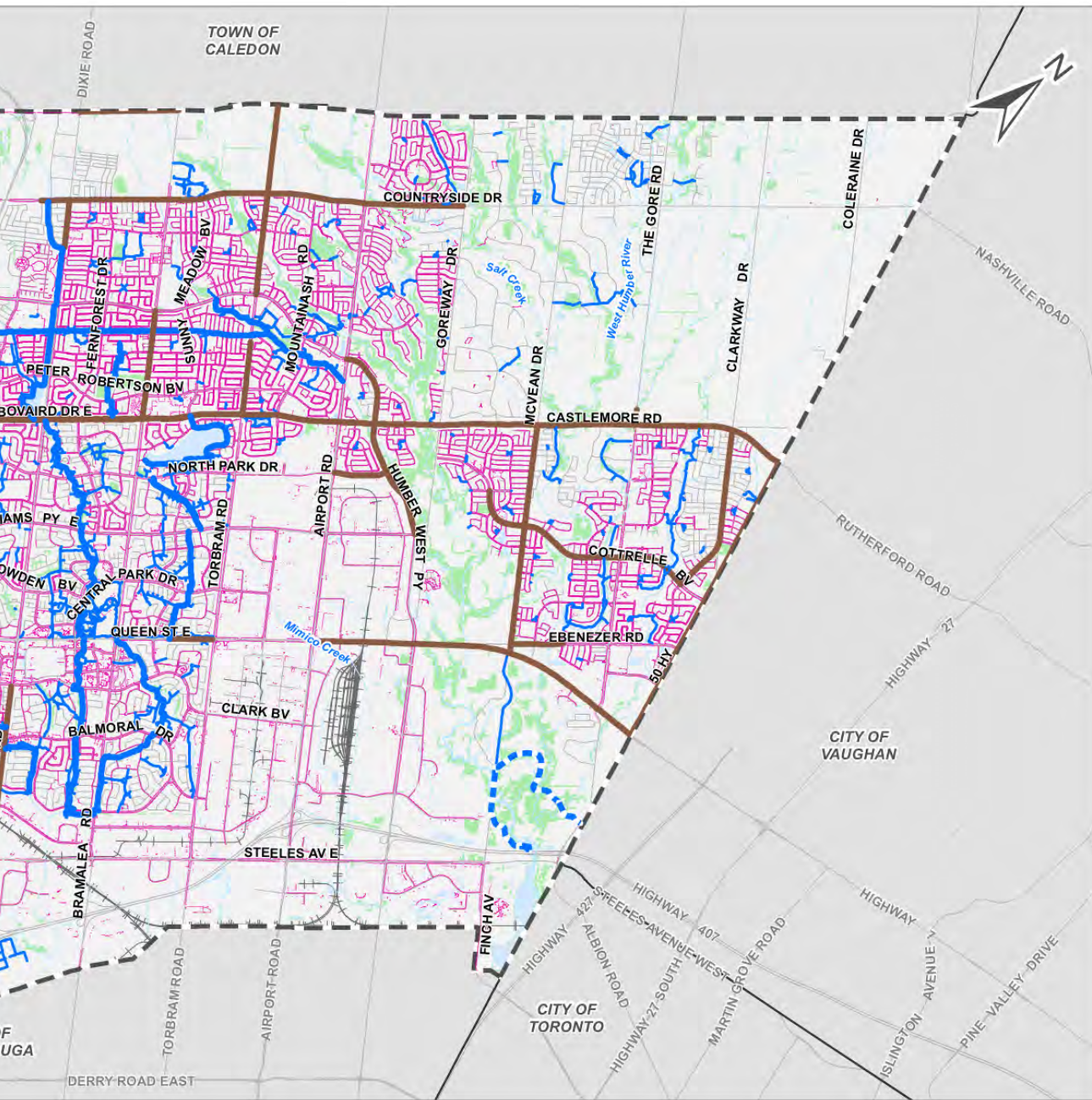
## Exhibit 4.2: Existing Pedestrian Network



- |                              |                             |
|------------------------------|-----------------------------|
| Sidewalk                     | Watercourse                 |
| Multi-Use Path               | Road                        |
| Recreational Trail (Paved)   | Rail Line                   |
| Recreational Trail (Natural) | Waterbody                   |
| Park Path (Paved)            | Wooded Area                 |
| Park Path (Natural)          | Brampton Municipal Boundary |

**Notes**  
1. Coordinate System: NAD 1983 UTM Zone 17N

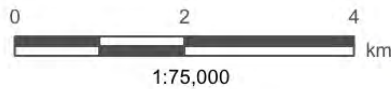
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102159

## Existing Sidewalks, Multi-Use Paths and Trails

**Brampton ATMP**  
City of Brampton



Date: April, 2019



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## 4.2.2 Missing Sidewalks Program

The City of Brampton’s current “Missing Sidewalk Program” uses a warrant to prioritize the installation of sidewalks as stand-alone projects. The warrant takes into account road type, area, connection, and land use. Each criterion is assigned a value based on pre-defined factors. For example, the “area” criterion considers adjacent trip generators such as schools, transit routes, and recreation facilities, and assigns a value based on the frequency of these key destinations. A summary table of the existing scoring system is shown in Exhibit 4.3.

**Exhibit 4.3: Existing Missing Sidewalk Prioritization Tool**

ROAD TYPE	
Value	Description
5	MAJOR ARTERIAL
4	MINOR ARTERIAL
3	COLLECTOR
2	LOCAL LINK (LOCAL ROAD CONNECTING TO AN ARTERIAL ROAD, OR MORE THAN 2 COLLECTOR ROADS)
1	LOCAL

AREA	
	Description
-	SCHOOL ON ROAD
-	RECREATION CENTER ON ROAD
-	SHOPPING MALL ON ROAD
-	TRANSIT ROUTE ON ROAD
-	SCHOOL ON ADJACENT ROAD
-	RECREATION CENTER ON ADJACENT ROAD
-	SHOPPING MALL ON ADJACENT ROAD
-	TRANSIT ROUTE ON ADJACENT ROAD
Value	Criteria
5	THREE OR MORE OF THE ABOVE ON THE SAME STREET
4	TWO OF THE ABOVE ON THE SAME ROAD
3	ONE OF THE ABOVE ON THE ROAD
2	TWO OR MORE ABOVE ON AN ADJACENT ROAD
1	ONE OF THE ABOVE ON AN ADJACENT ROAD
CONNECTION	
	Description
-	A PATH FROM A SCHOOL TO THE STREET
-	PARK PATHWAY TO THE STREET
-	STREET TO STREET PATHWAY CONNECTING TO A ROAD
-	PARTIAL SIDEWALK ON THE STREET
Value	Criteria
3	THREE OR MORE OF THE ABOVE CONNECT TO THE SAME STREET
2	TWO OF THE ABOVE CONNECT TO THE SAME STREET
1	ONE OF THE ABOVE CONNECT TO THE STREET
LAND USE	
Value	Description
3	COMMERCIAL
3	VERY HIGH DENSITY (HIGH RISE APARTMENTS)
2	RESIDENTIAL (SINGLE, SEMI, AND TOWNHOUSES)
1	INDUSTRIAL
BLANK	RURAL RESIDENTIAL/ESTATE LOTS

---

As the identification and prioritization of missing sidewalk locations continues, it is recommended that the following indicators also be considered:

- The presence of seniors homes or healthcare centres
- Locations where major barriers, such as highways or railways, may impact pedestrian safety

Brampton Transit plays a large role in expanding the reach and mobility of both walking and cycling trips. When prioritizing projects it is important that projects that serve transit be given the highest priority.

While sidewalks should be provided on roadways of every class, their absence on particular roadways may pose a greater safety risk for vulnerable road users. Road classifications typically reflect the average daily traffic volumes and posted speeds of the roadway. Higher numbers of pedestrian fatalities or serious injury collisions typically occur on higher speed arterials. From the standpoint of addressing fatalities, it is therefore important that installing pedestrian infrastructure on arterial roads be prioritized. Missing sections of sidewalks on arterial roadways were identified and mapped on Exhibit 4.5. These are considered critical links to be provided in order to improve pedestrian access and safety.

Many of the sidewalk gaps exist due to construction constraints such as corridors with extensive utility infrastructure which is both costly and time-consuming to relocate. In other cases, the sidewalk gaps occur along major structures or crossings which are often not replaced for several decades. Under these scenarios, the relative cost of retrofitting the sidewalk without a corresponding capital road project may be substantially higher and therefore not deemed cost effective. Going forward, in evaluating and addressing the sidewalk gaps, it is recommended that a portion of the overall funding for the program be increased and allocated specifically to a reserve type fund to address these more challenging links.

In addition, it is recommended that the location of these sidewalk gaps be provided as an input to the Capital Road Reconstruction prioritization process.

---

**Recommendation:**

Update the Missing Sidewalk Program priority warrant to include metrics relating to the presence of seniors homes/healthcare centers and locations where major barriers, such as highways or railways may impact pedestrian safety.

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Update the Missing Sidewalk Program priority warrant to recognize that projects where a transit route has been identified, be elevated to the highest priority

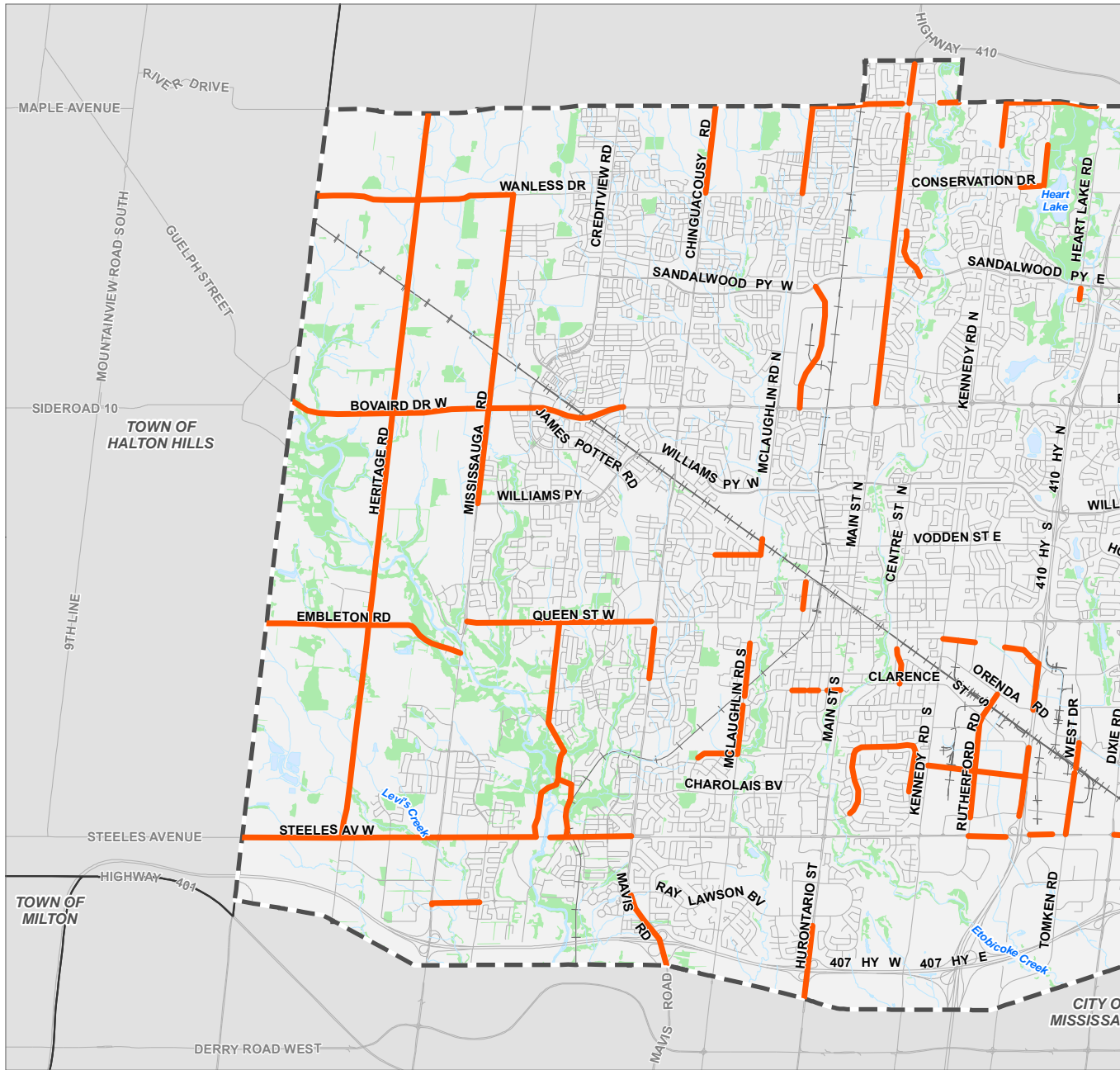
### Public Consultation & Input

Various comments received through the public engagement process are related to site access challenges for cyclists and pedestrians, particularly for locations with an abundance of parking, like transit terminals and major retailers. Although primarily related to the site planning process, site access has implications on the efficacy of the active transportation network. Specific locations with site access issues are identified below in Exhibit 4.4.

#### Exhibit 4.4 Locations for Consideration in the Missing Sidewalks Program

Location	Adjacent To	Key Issue
Thomas Street, L6X 1N1	Transit, School, Key Destination	Missing Sidewalk
John Street, L6W 1Z9	Transit, School, Key Destination	Barrier Crossing
October Place, L6Y 5R4	Transit, School, Key Destination	Missing Sidewalk
Nelson St W, L6X 1B8	Transit, School, Key Destination	Missing Sidewalk
Nelson St W, L6X 1R4	Transit, School, Key Destination	Address Accessibility Issue
Theatre Lane, L6V 1R1	Transit, School, Key Destination	Missing Sidewalk
Nelson St W, L6X 1B8	Transit, School, Key Destination	Address Accessibility Issue
Kennedy Rd S, L6W 4V2	Transit, School, Key Destination	Site Access
Dixie Rd, L6T 4W6	Transit, School, Key Destination	Site Access
Steeles Ave E, L6W 4S2	Transit, School, Key Destination	Site Access
Orenda Road, L6T 1G8	Transit, School, Key Destination	Site Access

## Exhibit 4.5: Map of Missing Sidewalk (Arterial)



- Missing Sidewalk (Arterial)
- Watercourse
- Road
- +— Rail Line
- Waterbody
- Wooded Area
- Brampton Municipal Boundary

Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N

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### **Resourcing Sidewalk Construction**

It is expected that all new roadways constructed in the City will be designed to include sidewalks or multi-use paths. It is also an emerging North American best practice that sidewalks or multi-use paths be programmed at any location where a road reconstruction is being undertaken. Road reconstruction is a cost-effective and efficient approach to construct missing sidewalks, and also offers design and construction flexibility to address local concerns.

However, leveraging capital works coordination opportunities will not be sufficient to ensure that facilities are being installed where they are needed. Beyond the cost-savings resultant from capital work coordination, it is necessary for the City of Brampton to adequately resource the scoping, design and construction of stand-alone missing sidewalk projects.

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#### **Recommendation:**

Provide dedicated annual capital funding of \$1.25 million to accelerate the installation of missing sidewalks on arterial roadways and address challenging corridors.

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## 4.3 CYCLING NETWORK

The cycling network was refined from the network presented in the 2015 Transportation Master Plan Update and includes 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 multi-use trails (located within parks and valley lands).

The final cycling network will be implemented by applying the following strategies:

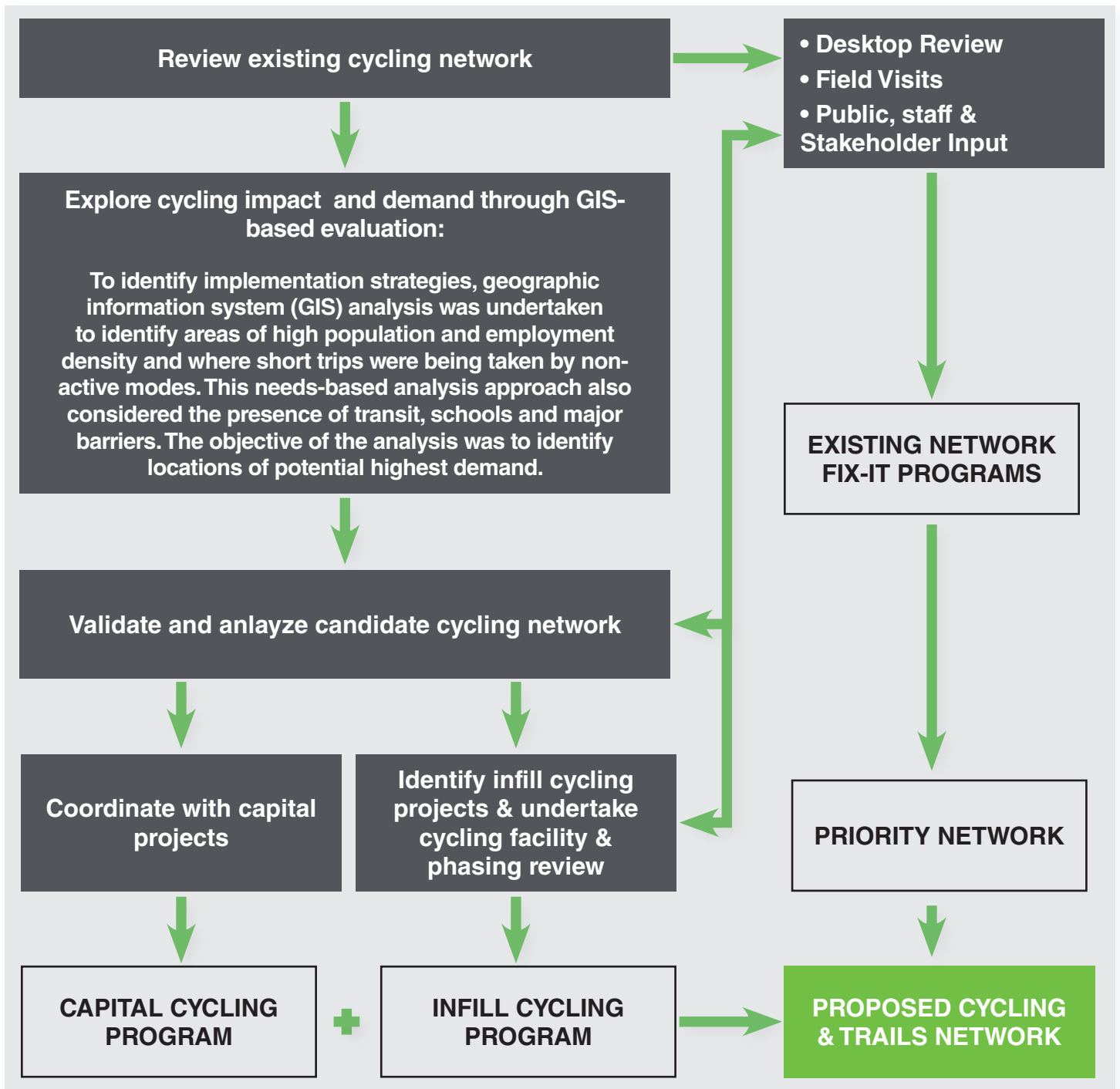
- Improvements/enhancements to the existing facilities
- Planned infrastructure identified through planned construction opportunities
- Infill projects to supplement and connect existing and planned networks

In order to prioritize its implementation, a priority cycling network centred around a central “signature” loop and a number of key east-west routes have been identified and presented as short-term priorities (presented later in this section).

It is important to note that elements of the cycling network includes pedestrian infrastructure (recreation trails and multi-use paths) so improvements and expansion of these also support improved infrastructure for pedestrians. The process followed to identify the full cycling network program is shown in Exhibit 4.6.



**Exhibit 4.6: Cycling Network Development**



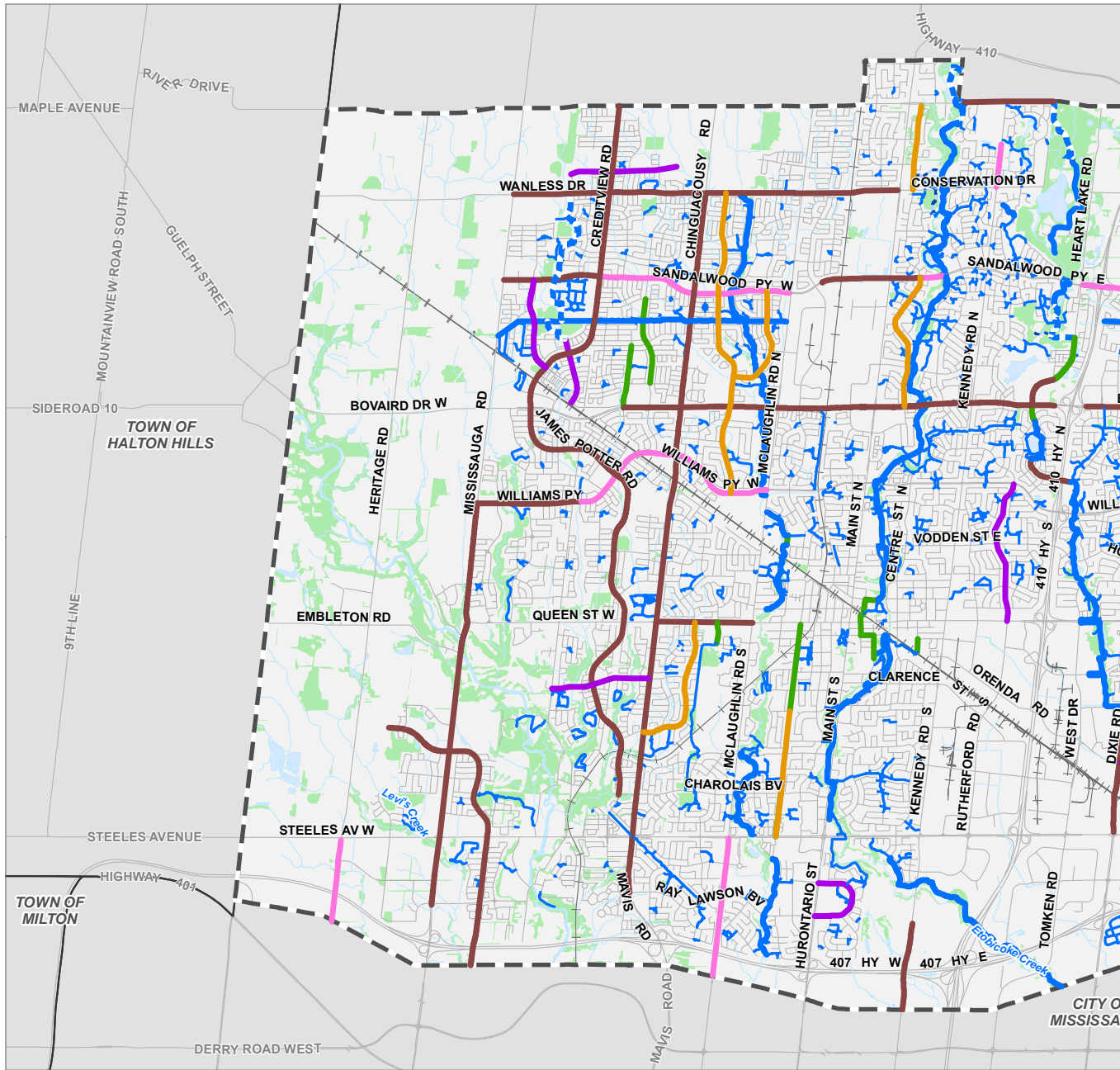
### 4.3.1 Existing Cycling Network

The City of Brampton's existing cycling network includes approximately 466 km of bike lanes, signed or marked routes, boulevard bike paths, multi-use paths, recreational trails and park paths. The majority of the existing cycling facilities (approximately 278 km) are paved off-road multi-use paths constructed either in the boulevard adjacent to a roadway or within open space along a watershed. The extent of Brampton's existing cycling facilities is summarized in Exhibit 4.7. A map of these bikeways is provided in Exhibit 4.8.

**Exhibit 4.7: Summary of Existing Cycling Facilities**

CYCLING NETWORK FACILITY TYPE	CENTERLINE KM
Bike Lanes	11.3
Shared Roadways (includes signed routes, and routes marked with sharrow or urban shoulder pavement markings)	8.5
Boulevard Bike Paths	20.1
Boulevard Multi-use Paths	107.1
Recreational Trails	66.8 (paved) + 5.2 (natural) = 72
Park Paths	218.8 (paved) + 4.8 (natural) = 223.6
<b>Total</b>	<b>466.4</b>

## Exhibit 4.8: Map of Existing Cycling Facilities



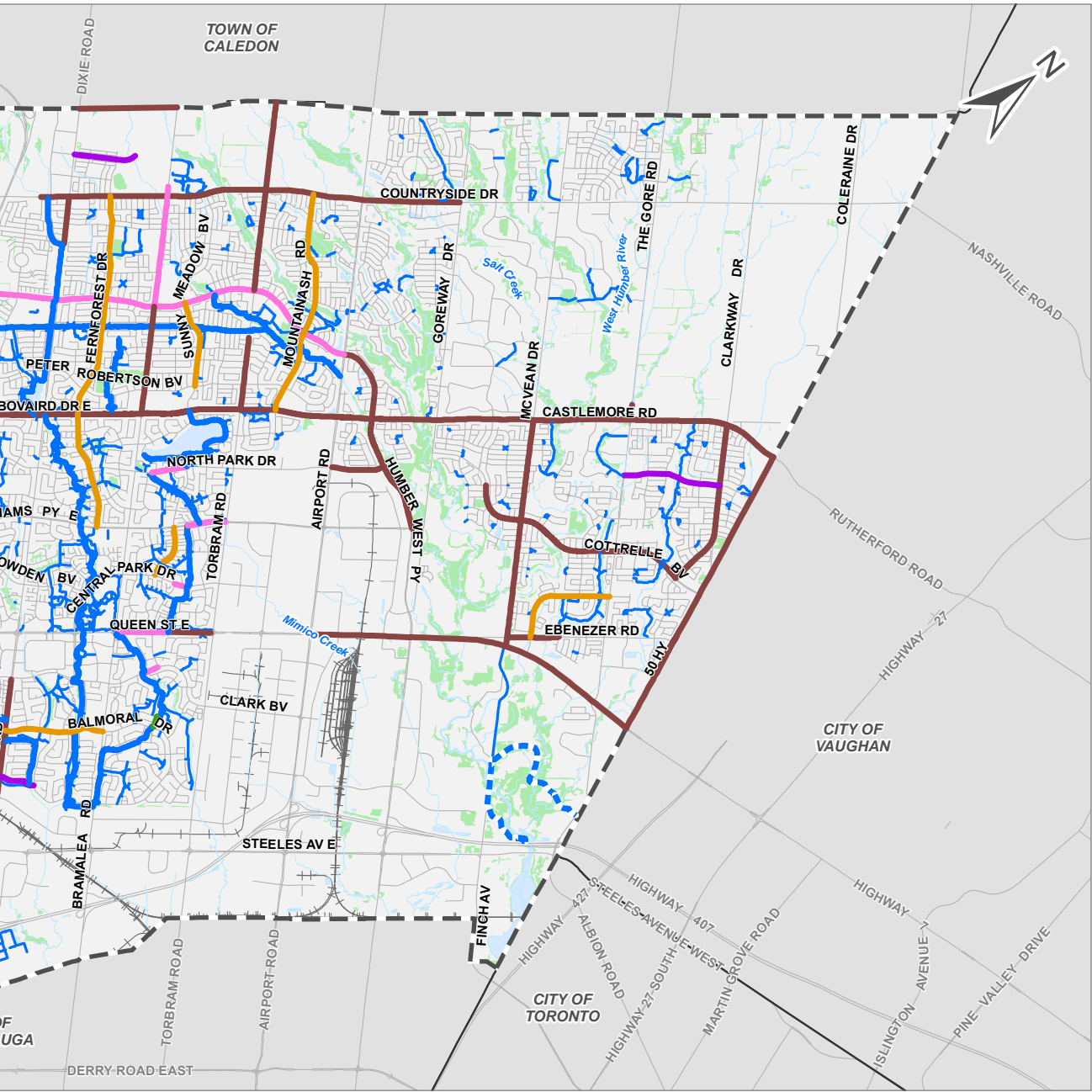
### Existing Network

- Multi-Use Path
- Recreational Trail (Paved)
- - - Recreational Trail (Natural)
- Park Path (Paved)
- - - Park Path (Natural)
- Boulevard Bike Path
- Bike Lane
- Signed Route
- Urban Shoulder
- Watercourse
- Road
- + + Rail Line
- Waterbody
- Wooded Area

### Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

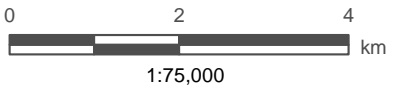
Path: \\caneast.ibigroup.com\JHM102159\_BramptonATMP\5.0 Design (Work) Phase\z-GIS\MXD\ATMP\Analysis\_Mapping\REVISIONS\_2019-03-18\TMM\_102159-Fig-01-existing-network-plan\_



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Existing Network

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City of Brampton



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### 4.3.2 Cycling & Trails Capital Program

Coordination with road reconstruction and resurfacing projects provides a timely opportunity to install cycling facilities

At the time that a road is being reconstructed, significant changes may be made to the geometrics of the roadway, including changing the locations of catch basins and curbs. When roads are being reconstructed, it therefore may be possible to achieve cycling facilities that are physically separated such as cycle tracks or multi-use paths.

Similarly, installing painted bicycle lanes may be less expensive when undertaken in coordination with road resurfacing projects. Because laying new pavement requires the re-instatement of pavement markings, configurations that include bike lanes may be added without the cost of having to scrub existing markings to change lane widths or dimensions.

Opportunities to coordinate implementation of cycling facilities were identified by comparing candidate cycling network routes against the City of Brampton's capital works program for road projects, as shown in Exhibit 4.9. Incorporating cycling projects into existing road reconstruction and resurfacing projects may be understood as a 'Complete Streets' approach to implementing enhancements for all road users. However, it should be noted that the capital works schedule can be reviewed and adjusted, which may shift installations from year to year. This means that the approximate timelines shown in this plan may be subject to change, as the road capital program evolves over time.

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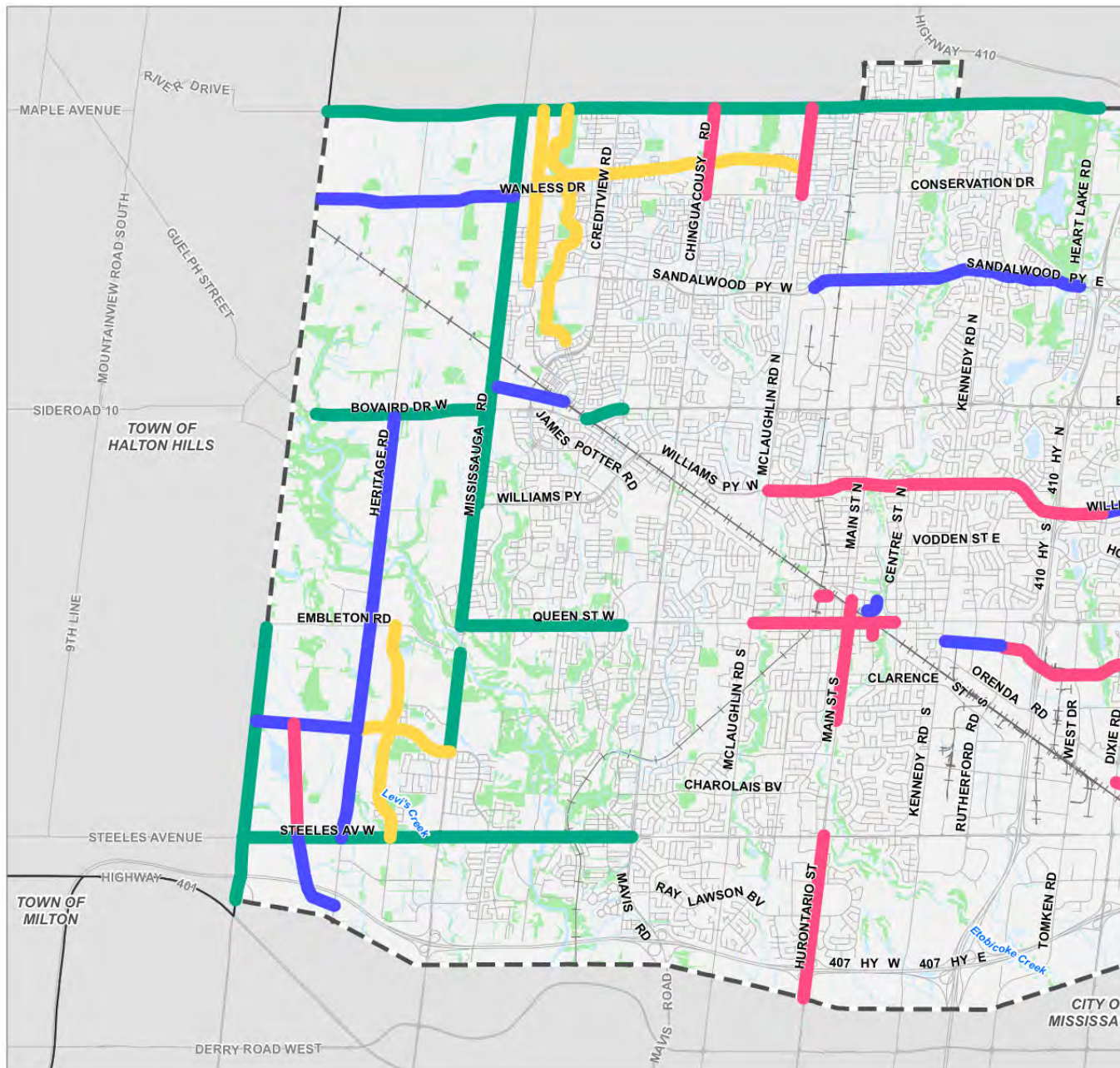
### ***Other Studies that Include Cycling Facilities***

Beyond road reconstruction and resurfacing projects, a number of studies and projects that may include cycling facilities were already underway at the time that the ATMP study was initiated. These include:

- Downtown Reimagined Streetscaping Study
- Downtown Etobicoke Creek Revitalization Studies (Riverwalk)
- Queen Street Transit Master Plan
- Function and Design Review of the Heart Lake Road Corridor Study
- Claireville Conservation Area Trail Design
- Various Environmental Assessment Studies

As with road reconstruction and resurfacing projects, these projects are not driven by cycling infrastructure, but have the potential to include cycling facilities within their scope. It is therefore worthwhile to consider the linkage opportunities these study areas represent from a network perspective.

## Exhibit 4.9: Capital Plan Program & Cycling Network



### Capital Plan Horizon

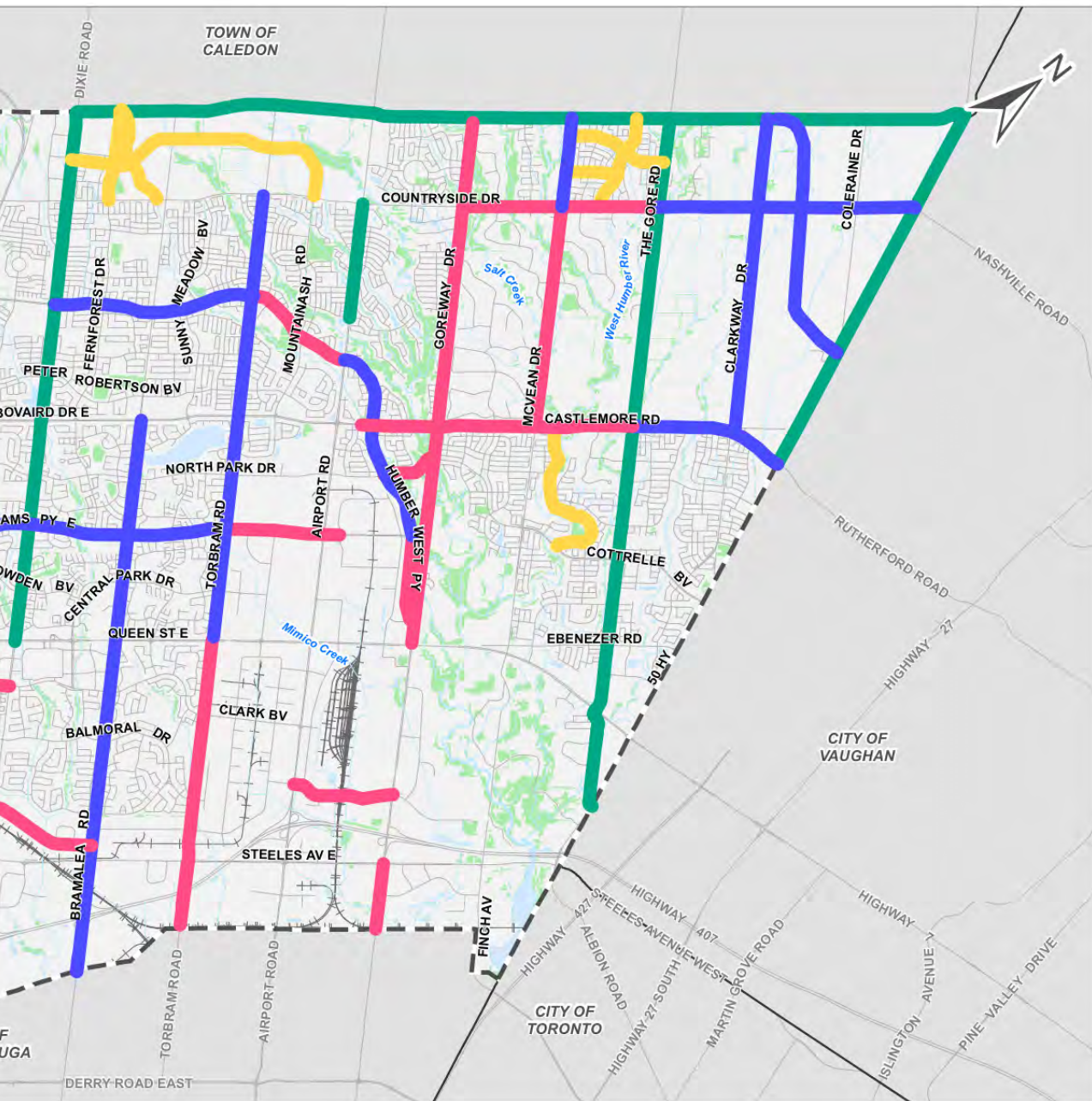
- Development Project
- 0-5 Year Capital Program; 2017 TO 2021
- 6-10 Year Capital Program
- Anticipated Regional Project

- Watercourse
- Road
- Rail Line
- Waterbody
- Wooded Area

### Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

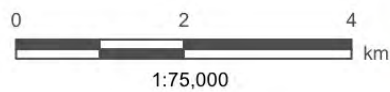
Path: \\caneast.ibigroup.com\J\HM\102159 Brampton\ATMP\5.0 Design (Work) Phase\z-GIS\MXD\ATMP\Analysis Mapping\REVISIONS 2019-03-18\TMM 102159-Fig-02-capital-network-plan 2



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## Capital Plan Network and Cycling Network Overlay

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### 4.3.3 Cycling Infill Program

Although there is benefit in coordinating with existing studies and construction, leveraging these opportunities will not be sufficient to ensure that cycling infrastructure is programmed in all the places where it would **provide the most benefit.**

**Three ridership levels were recognized:** low (>15/day), medium (16-50/day) and high (over 50/day). Assumptions about the potential cycling increases from these existing levels, were then calculated based on two factors - the population and employment density of the project area, and the extent to which the recommended facility would connect to other cycling facilities.

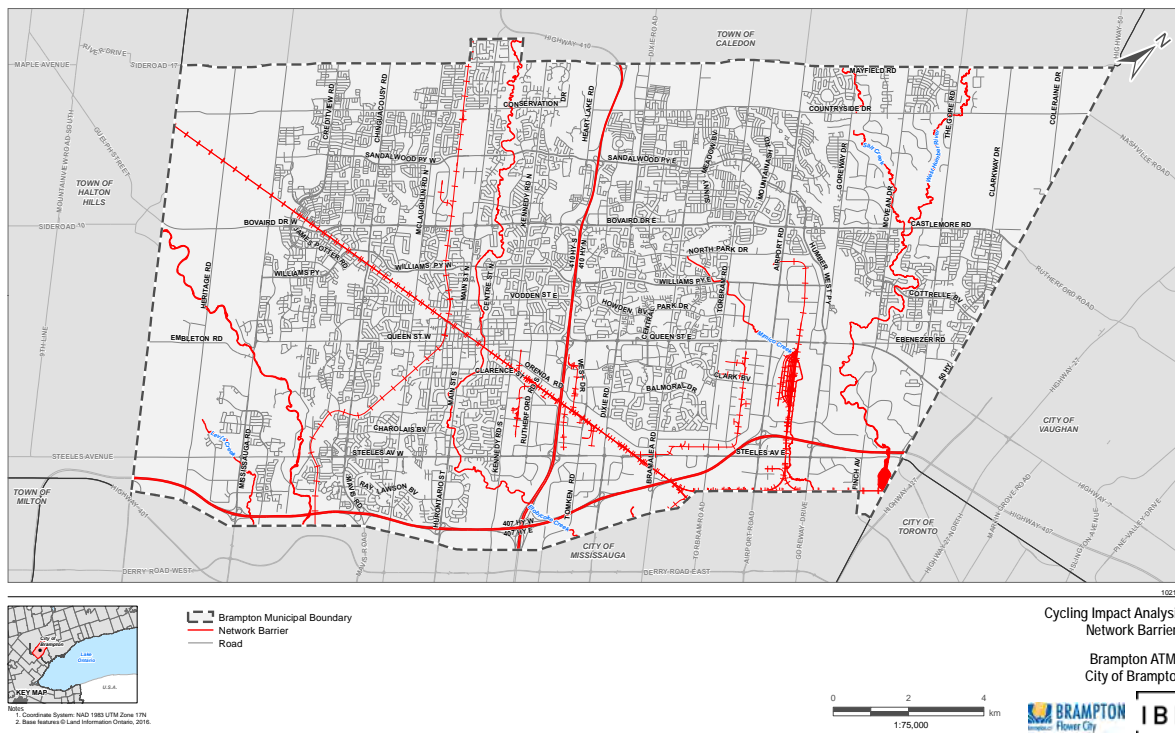
In addition to the cycling and trails projects that will be delivered through a coordinated capital program, infill projects will also be needed to achieve a connected network over time. To understand what parts of the City have the greatest cycling potential, and therefore the greatest need for infrastructure, a geospatial analysis of cycling indicators was completed.

The purpose of this geospatial analysis was to identify and prioritize candidate cycling projects to be recommended as near-term priorities. These network “infill” projects would help to fill gaps between existing cycling facilities. The analysis applied the following indicators to identify improvements with the most potential to increase ridership:

- **Connectivity:** Network cohesion has been identified as a significant factor affecting the likelihood of people who rarely cycle to do so more frequently.
  - If the proposed project connects to an existing cycling facility, then **15 points** were assigned;
  - If it connects to a funded capital project that includes a cycling facility, then **10 points** were applied; and,
  - If it connected to a planned facility, then **5 points** were applied.
- **Existing Cycling Trips:** 2011 Transportation Tomorrow Survey (TTS) data was used to identify current cycling activity for each zone(s) where a cycling facility is recommended. The existing cycling activity recorded in the TTS Transportation Activity Zone (TAZ) for the corridor the facility passes through was identified as a base level of existing cycling activity. In cases where the proposed cycling facility would pass through multiple zones, the higher estimate was used.
- **Cost to Implement:** The analysis considered the anticipated high-level cost to deliver the project as an important feasibility consideration. The costs to install cycling facilities may range from as little as \$15/linear meter for painted bike lanes to \$1,000/m+ for multi-use facilities. The analysis therefore scored:

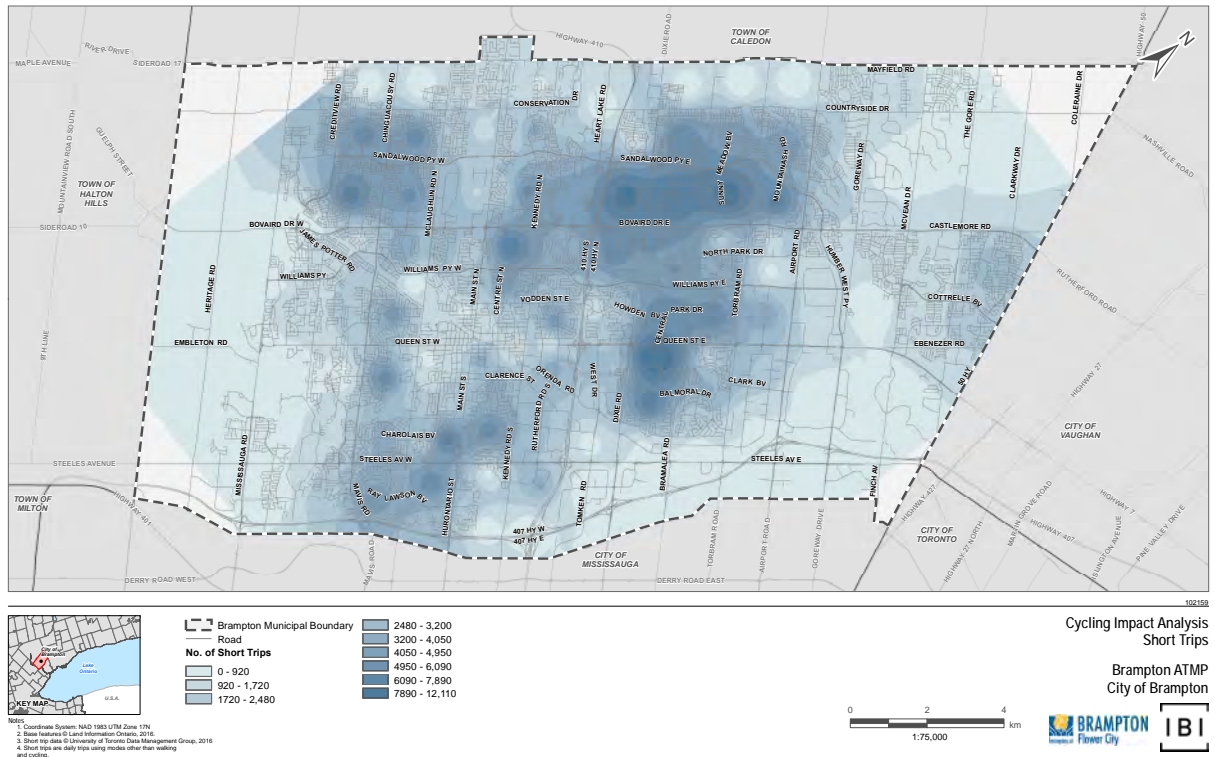
- **20 points** for on-street facilities that would be lower-cost to deliver;
  - **13 points** for multi-use paths located within a public right-of-way; and,
  - **7.5 points** for off-road trails, which may incur more grading and naturalization costs than boulevard facilities.
- **Barriers:** Cycling for transportation is often limited by physical barriers such as rivers, highways or railways. Providing cycling links that cross physical barriers reduces gaps in the network as a whole.
- The analysis recognized the value of candidate projects that crossed a barrier by assigning them **10 points**.

### Exhibit 4.10: Barriers



- **Short Trips:** 2011 Transportation Tomorrow Survey (TTS) data was used to identify numbers of people who were traveling distances of 5km or less by motor vehicle. These short trips are an important indicator of the likelihood that a trip may be made by bicycle, as people are more likely to switch from driving to cycling for short trips. The analysis highlights areas where there is currently a high demand for short trips not currently being made by bicycle, but could potentially be completed by bicycle in future.

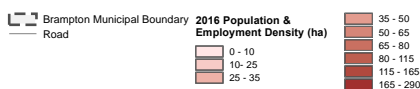
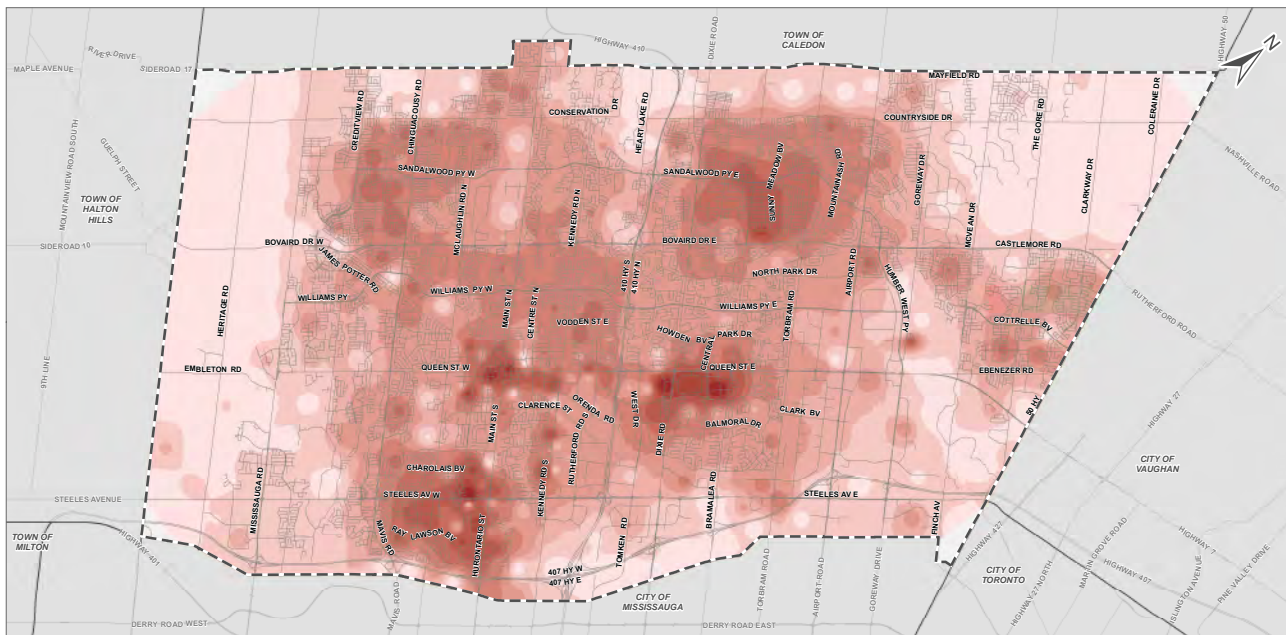
**Exhibit 4.11: Short Trips Analysis**



➤ **Existing Population and Employment Density:** Having origins and destinations that are close to each other is important for cycling, because it increases the likelihood that a short trip by bicycle is practical. Each corridor where a cycling facility is recommended was evaluated and scored based on a weighted total of each traffic zone it passed through. For instance, if a link passed through two different traffic zones with two different density numbers – a total density number would be assigned based on weighting the percent of each zone that link fell in. Based on total density, points were assigned as follows:

- **2 points** for locations where there are 15-60 people and jobs per hectare;
- **3 points** for locations where there are 60-100 people and jobs per hectare; and,
- **4 points** for locations where there are over 100 people and jobs per hectare.

**Exhibit 4.12: Population and Employment Density**



Notes:  
 1. Coordinate System: NAD 1983 UTM Zone 17N  
 2. Base Features © Land Information Ontario, 2016.  
 3. Population and employment data © City of Brampton, 2016.



Cycling Impact Analysis  
 Population and Employment Density

Brampton ATMP  
 City of Brampton



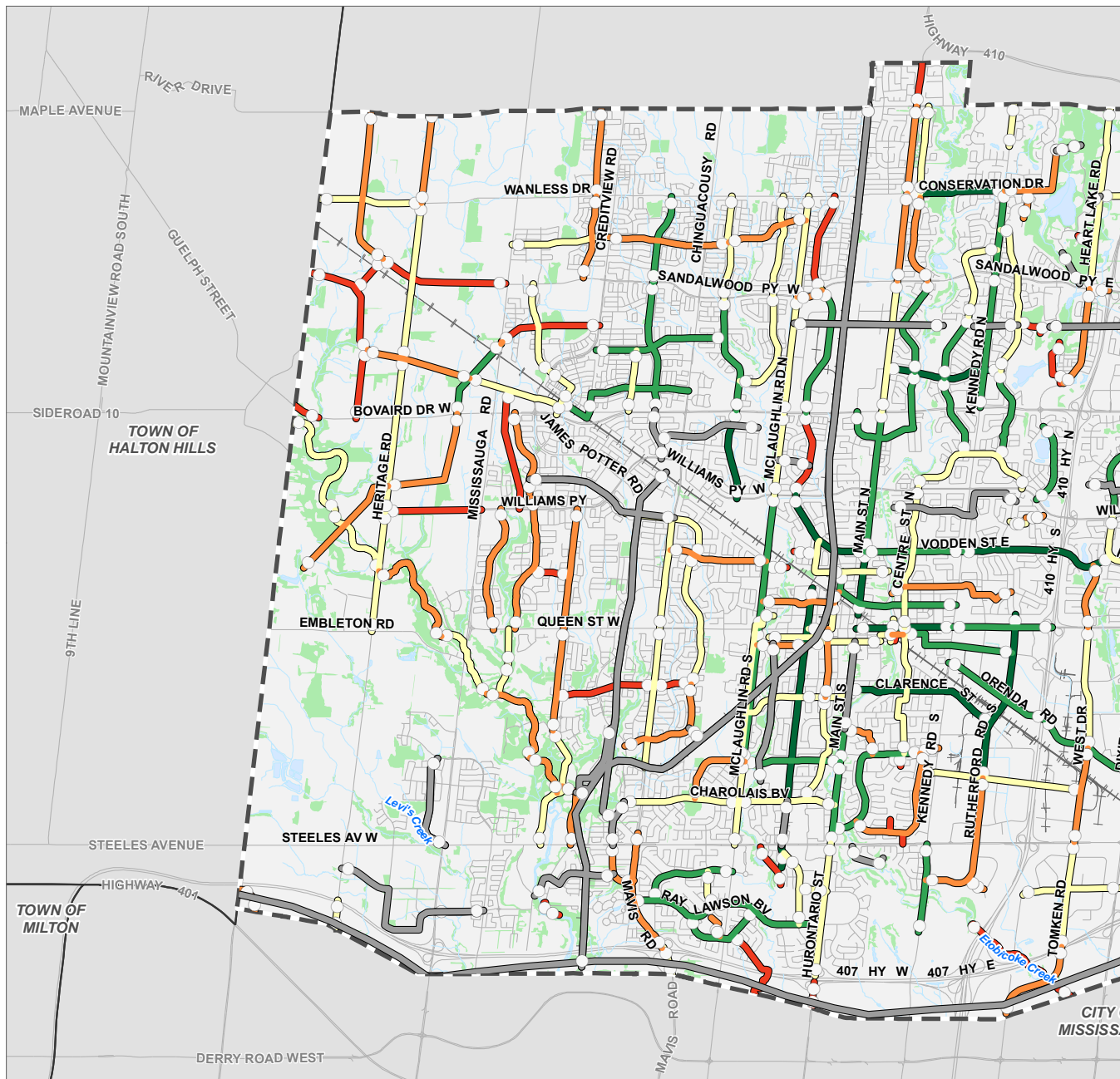
**Exhibit 4.13: Summary of Analysis Scoring for Infill Cycling Projects**

FACTOR	ASSIGNMENT OF SCORES			
<b>Connectivity</b>	Planned 5 points	Capital 10 points	Existing 15 points	
<b>Existing Cycling Trips</b>	<15 0 points	15 to 50 15 points	>50, 30 points	
<b>Cost</b>	Proposed Off-road Trail 7.5 points	Proposed Boulevard Path 13 points	Proposed On-Street 20 points	
<b>Barriers</b>	10 points if any barrier crossed			
<b>Short Trips</b>	<2,000 0 points	2,000-4,000 2 points	4,000-6,000 3 points	>6,000 5 points
<b>Population and Employment Density</b>	<15 0 points	15-60 2 points	60-100 3 points	>100 5 points

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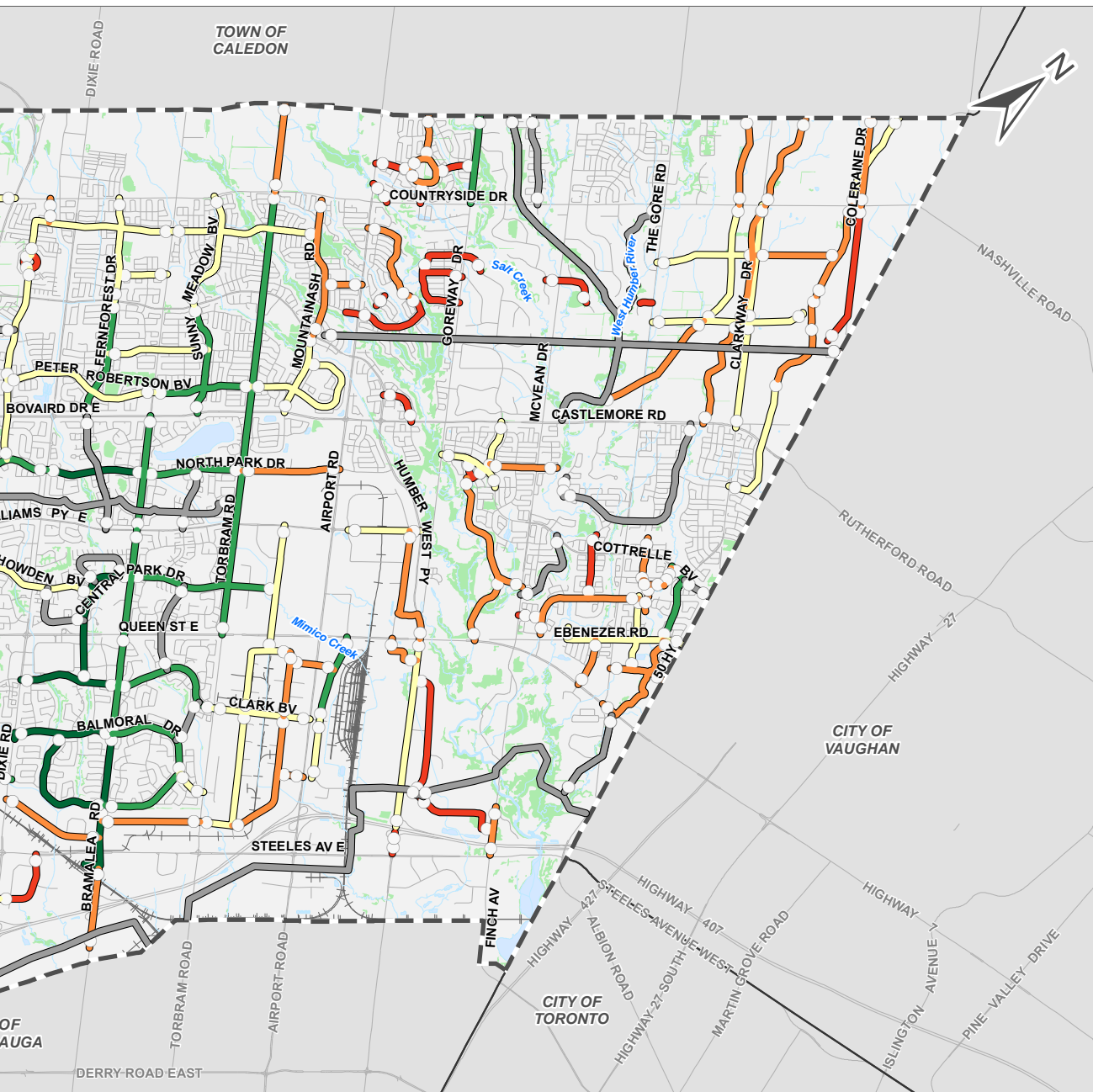
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### Exhibit 4.14: Cycling Network Analysis Scoring



- Unscored Segment
- Analysis Scoring**
- 0 - 34
- 35 - 47
- 48 - 60
- 61 - 73
- 74 - 85
- Watercourse
- Road
- +— Rail Line
- Waterbody
- Wooded Area

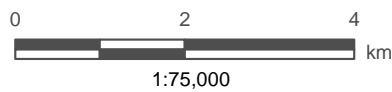
Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N



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## Analysis Scoring

Brampton ATMP  
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## **Public Consultation & Input**

The digital consultation process for the ATMP included an exercise for the public to map their cycling priorities. The emphasis was on identifying and prioritizing east-west opportunities. Appendix B includes a list of the public's bike lane priorities, along with the key issues identified, public priority ranking, and the link scores based on the metrics identified in Exhibit 4.13. A majority of the links recommended by the public were identified for the addition of cycling facilities through the City's capital program (refer to Exhibit 4.9).

### **4.3.4 Feasibility Review & Facility Selection**

Building upon the cycling capital and infill programs, facility types for the cycling and trails network were identified, as shown in Exhibit 4.16.

For links identified as part of the Capital Program, the cycling facility types are already identified for most projects, but some are currently under study through environmental assessments, and will be subject to the findings of those studies.

For links identified as part of the Infill Program, a facility selection analysis was completed to identify recommended high-level facility types. In general, facilities along arterial roadways were identified for separated cycling facilities (multi-use trails or cycle tracks) depending on land use and roadway context. Facilities along local roadways will generally be signed routes or bicycle boulevards which incorporate traffic calming treatments. Along collector roadways, the facility selection is more challenging, and requires considering a wider variety of factors. The identification of facility types along Collectors is discussed in more detail in the following section.

For additional information on facility selection, refer to Section 3.2 or the **Design Compendium**.

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## **Facility Identification for Collector Roadways**

Brampton has a number of residential collector roads that were built to accommodate on-street parking while maintaining two-way traffic. As a result, these two-lane collectors typically have travel lanes of 4.5 m – 5 m in width. These wide travel lanes are undesirable from a road safety perspective, as wider lanes may encourage drivers to speed. The introduction of painted lane lines to define and narrow the motor vehicle travel lanes can help moderate speeds and compliance with the posted limit.

The application of new road markings to narrow/define travel lanes, presents an opportunity to introduce either urban shoulders or painted bike lanes (refer to Chapter 3.2 for further discussion of facility types). These retrofits would maintain two motor-vehicle travel lanes, and would not affect vehicular capacity. Geometric changes would not be necessary to the roadway to install urban shoulders or painted bicycle lanes at these locations. Allocating road space to serve a variety of users is a desirable strategy for traffic calming to improve road safety while achieving a network of cycling facilities.

Other roadways that carry moderate traffic volumes on 4-lane cross-sections, may represent similar opportunities to install bicycle lanes with minimal or no impact to motor vehicle travel times. Exhibit 4.15 lists the cycling facility feasibility on local four-lane collector roads. On roads such as Vodden Street where 4 travel lanes are provided, a reconfiguration may be undertaken to re-stripe the road with 2 travel lanes and 1 turn lane instead of 4 travel lanes (referred to as a road diet). This re-configuring of the general purpose travel lanes in turn allows space for the introduction of painted bicycle lanes.

Additional information on the review of 4-lane collectors is included in Appendix C.

**Exhibit 4.15: Cycling Facility Implementation Feasibility on Four-lane Collector Roads**

Street Name	Suggested Facility Type	Implementation Notes
McMurchy Ave. S	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Financial Dr.	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Can also address speeding concerns.
Peter Robertson Blvd.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Charolais Blvd.	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Can also address speeding concerns.
Vodden St. E	Protected bike lanes or cycle tracks	Investigate opportunities for road diet (volumes on threshold). If not feasible, provide cycle tracks when road is reconstructed. Consider providing interim bike lanes through lane narrowing for critical sections
North Park Dr. (West of Torbram Road)	Protected bike lanes	High speeds and heavy truck percentage indicates need for separation. Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Multi-use trail in boulevard could be considered if road diet not feasible (few driveways and back-lotted residential).
North Park Dr. (East of Torbram Road)	Multi-use Path	Industrial area – heavy truck percentage and volumes indicates need for separation. Multi-use path on north side would addresses sidewalk gap, however may be challenging due to utilities / grading impacts. Sidewalk on south side could be replaced by multi-use path.
Mackay St. N	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Rutherford Rd. S	Multi-use trail	Industrial area - heavy truck percentage and volumes indicates need for separation. Suggest multi-use trail on west side (also addresses sidewalk gap). Some challenging sections which will require access consolidation and further study.
Howden Blvd.	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes.

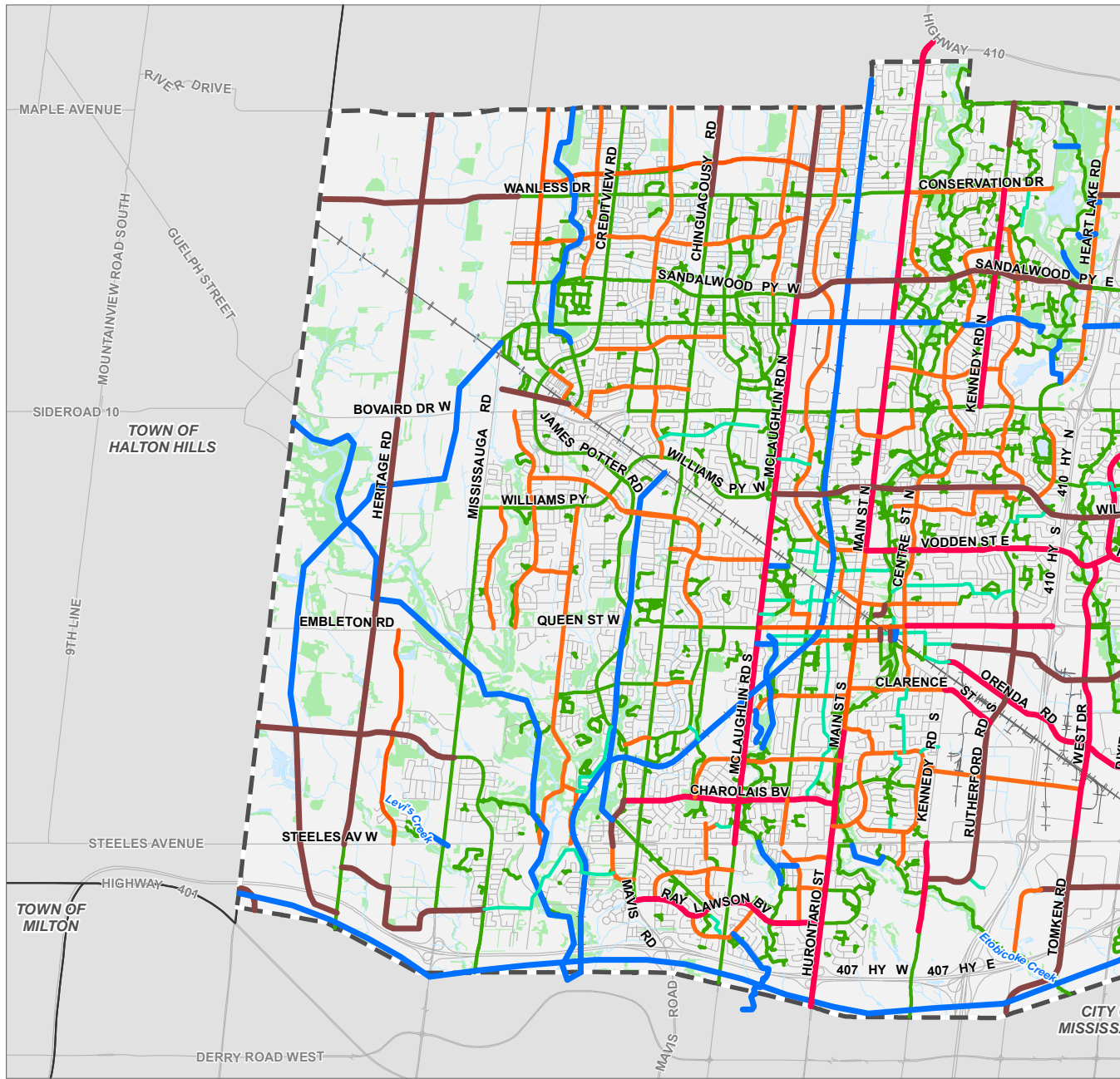
Street Name	Suggested Facility Type	Implementation Notes
Clark Blvd.	Protected bike lanes or multi-use trail	Investigate opportunities for road diet (volumes on threshold) to provide protected bike lanes. Limited frontage / driveways, so alternatively consider multi-use trail in boulevard.
Orenda Rd.	Cycle tracks	Industrial area - heavy truck percentage indicates need for separation. Existing two-way centre left turn lane in place (limits opportunities for road diet). Numerous driveways - consider cycle tracks when road is reconstructed.
Central Park Dr.	Protected Bike Lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes.
Clarence St.	Protected bike lanes	Industrial area. Investigate opportunities for road diet (volumes on threshold) to provide protected bike lanes.
Balmoral Dr.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Corporation Dr.	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Suggest protection to address higher truck volumes.
Cottrelle Blvd.	Multi-use trail	Multi-use trail on north side provides continuity with existing sections of trail between Prince Edward Blvd & Clarkway Drive. Limited driveways.
Dearbourne Blvd.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Ebenezer Rd.	Multi-use trail	Speeding indicates need for separation. Multi-use trail on north side provides continuity with existing section West of Alfonzo Crescent. Limited driveways.
Edgeware Rd.	Buffered bike lanes or multi-use trail	Low volumes suggest road is over-designed - consider lane removal to accommodate buffered bike lanes. Alternative would be to provide a multi-use trail on south side (will also address sidewalk gap). Heavy truck percentage and speeds indicate need for designated facility.
Hereford St.	Bike lanes or Buffered bike lanes	Heavy truck percentage and speeds indicates need for designated facility. Short section of four lane roadway. Aim to provide continuity with planned on-road facilities along two-lane section through lane narrowing and/or removal of right turn lanes.
Intermodal Dr.	Multi-use trail	Heavy truck percentage indicates need for separation. Suggest multi-use trail on south side (will also address sidewalk gap).

Street Name	Suggested Facility Type	Implementation Notes
Malta Ave.	Buffered bike lanes or multi-use trail	Consider lane removal to accommodate buffered bike lane. Depending on ROW availability, a multi-use trail on the east side may be feasible alternative by replacing existing sidewalk with MUP (need to minimize impacts to boulevard trees).
Ray Lawson Blvd.	Protected bike lanes or multi-use trail	Characteristics of an arterial roadway indicate need for separation. Investigate opportunities for road diet (volumes on threshold) to provide protected bike lanes. East of McLaughlin Road, multi-use trail in boulevard on north side could be considered if road diet not feasible (few driveways and back-lotted residential);
Sir Lou Dr.	Buffered bike lanes	Investigate opportunities for road diet (volumes on threshold). Multi-use trail in boulevard could be considered if road diet not feasible (few driveways and back-lotted residential); would need to consider transition to on-road facilities on Country Ct Blvd
Elgin Dr.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Jordan Blvd.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Hanover Rd.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Glenvale Blvd.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Finchgate Blvd.	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Hilldale Crescent	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.

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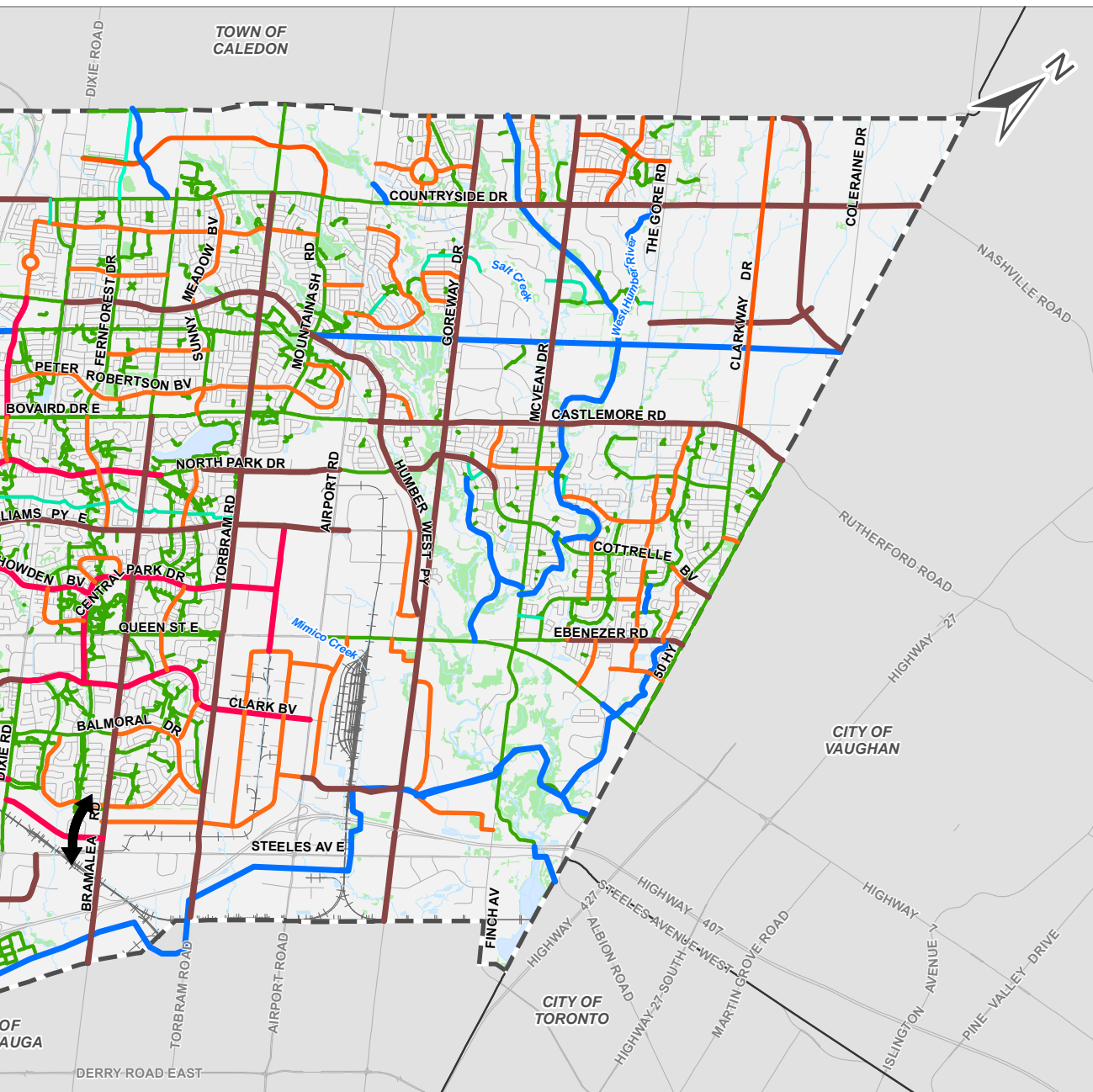
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**Exhibit 4.16: Proposed Network & Facility Type**



Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N

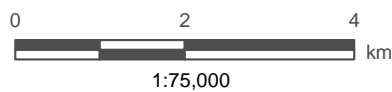
- | Facility Type |  |  |             |
|---------------|--|--|-------------|
|               | Multi-Use Path / Boulevard Path                |  | Watercourse |
|               | Protected Bike Lane or Cycle Track (Separated) |  | Road        |
|               | Bike Lane or Buffered Bike Lane (Designated)   |  | Rail Line   |
|               | Shared Roadway                                 |  | Waterbody   |
|               | Recreational Trail                             |  | Wooded Area |
|               | Regional Capital Plan Project                  |  |             |
|               | Existing Network Link                          |  |             |
|               | Desired GO Station Connection                  |  |             |



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### Proposed Cycling Network - Facility Types

Brampton ATMP  
City of Brampton





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### 4.3.5 Cycling Network Phasing

Building upon the cycling capital and infill programs, preliminary phasing for the cycling and trails network is shown in Exhibit 4.17.

For links identified as part of the Capital Program, the cycling facilities are programmed for the corresponding timeline of the road capital project. As noted in Section 4.3.2, the timing of the links may change as capital program priorities change, however this is more likely for projects identified in the medium and long term projects.

For links identified as part of the Infill Program, the analysis scores were used to identify which projects would provide the most benefit to cyclists, with a maximum possible score of 100 points. Projects with the highest scores are considered to be short-term priorities. It is desirable that infill projects identified as short-term priorities be initiated within a 5-year horizon. Infill projects that were not identified as short-term priorities may still be pursued by the City, but have been programmed within a longer term horizon of 5+ years. Another consideration for phasing the infill program is the need to provide sufficient time to complete public consultation. Often, in order to install cycling facilities, the road may have to be reconfigured through removal of parking or travel lanes. Since removing existing parking or travel lanes typically necessitates public consultation, the public and councillors must be engaged far enough in advance of planned construction to ensure that comments are received for consideration as part of the cycling facility design process.

Some highly desirable projects require extensive planning and have been identified as longer term projects despite their potential value (i.e. the Orangeville Brampton Railway Corridor Trail), and various hydro corridor trails.

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#### **Recommendation:**

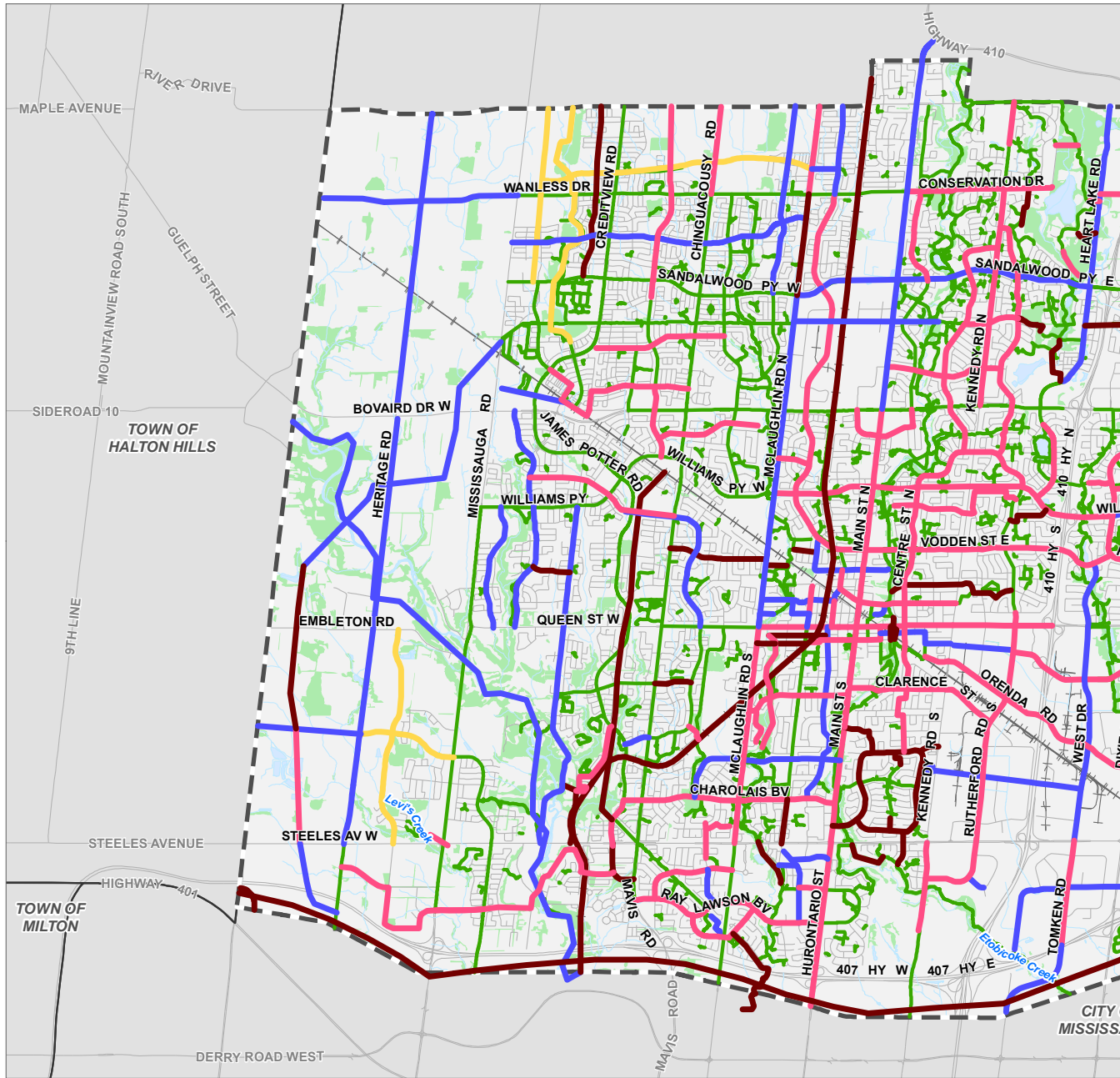
Allocate an annual budget towards implementing the short-term priorities identified in the ATMP “Infill” Program.

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## Exhibit 4.17: Cycling Network Phasing Map



### Network Horizon

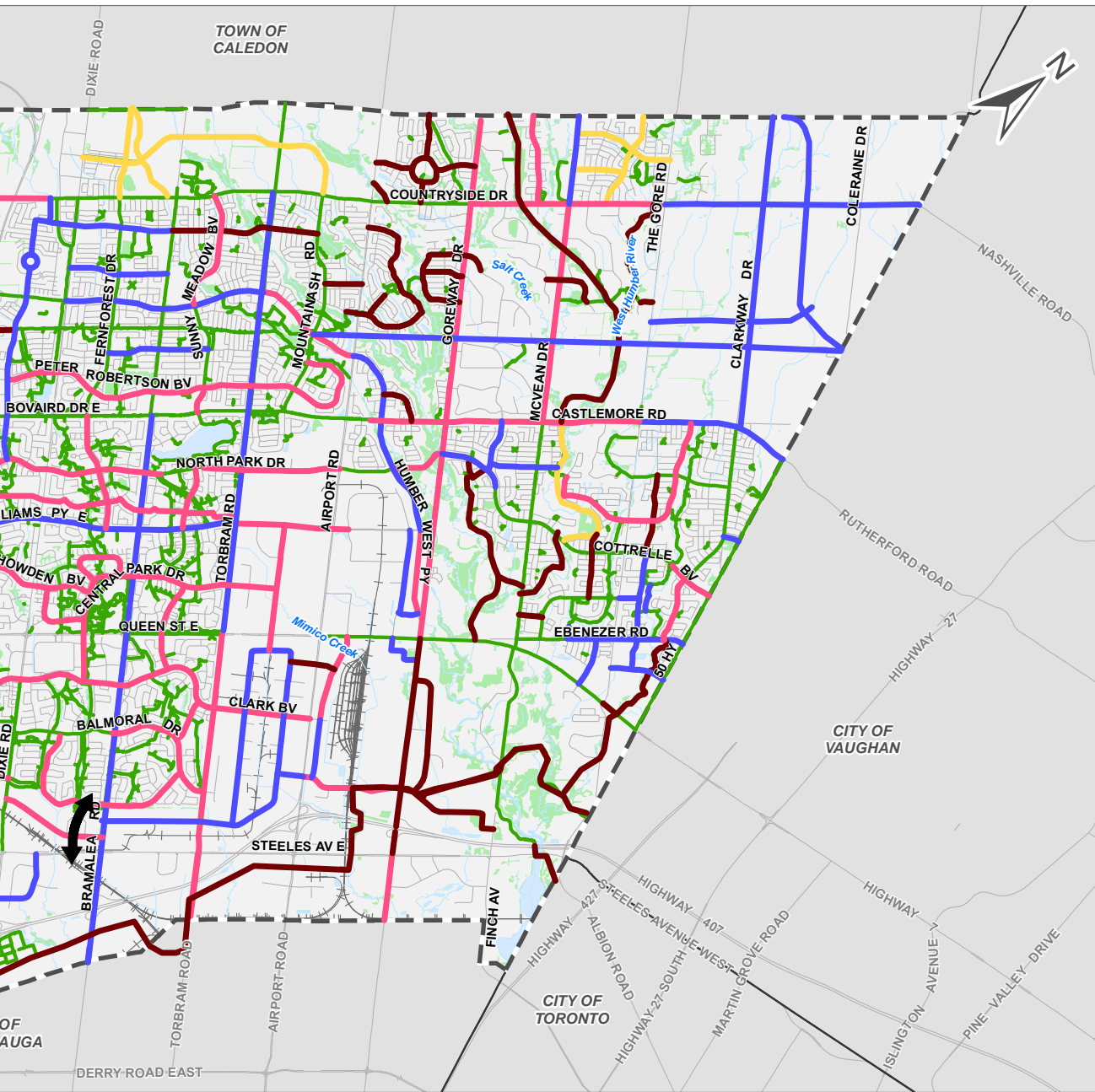
- Short Term
- Medium Term
- Long Term
- Development Project
- Existing Network Link
- Desired GO Station Connection

- Watercourse
- Road
- + Rail Line
- Waterbody
- Wooded Area

### Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

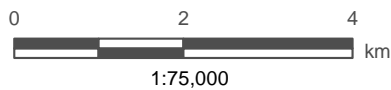
Path: J:\102159\_Brampton\ATMP\5.0 Design (Work) Phase\z-GIS\MXD\ATMP\Analysis\_Mapping\REVISIONS\_2019-03-18\TMM\_102159-Fig-05-network-phasing\_2019-04-29.mxd



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## Network Phasing

Brampton ATMP  
City of Brampton



Date: August, 2019

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### **4.3.6 Priority Cycling Network**

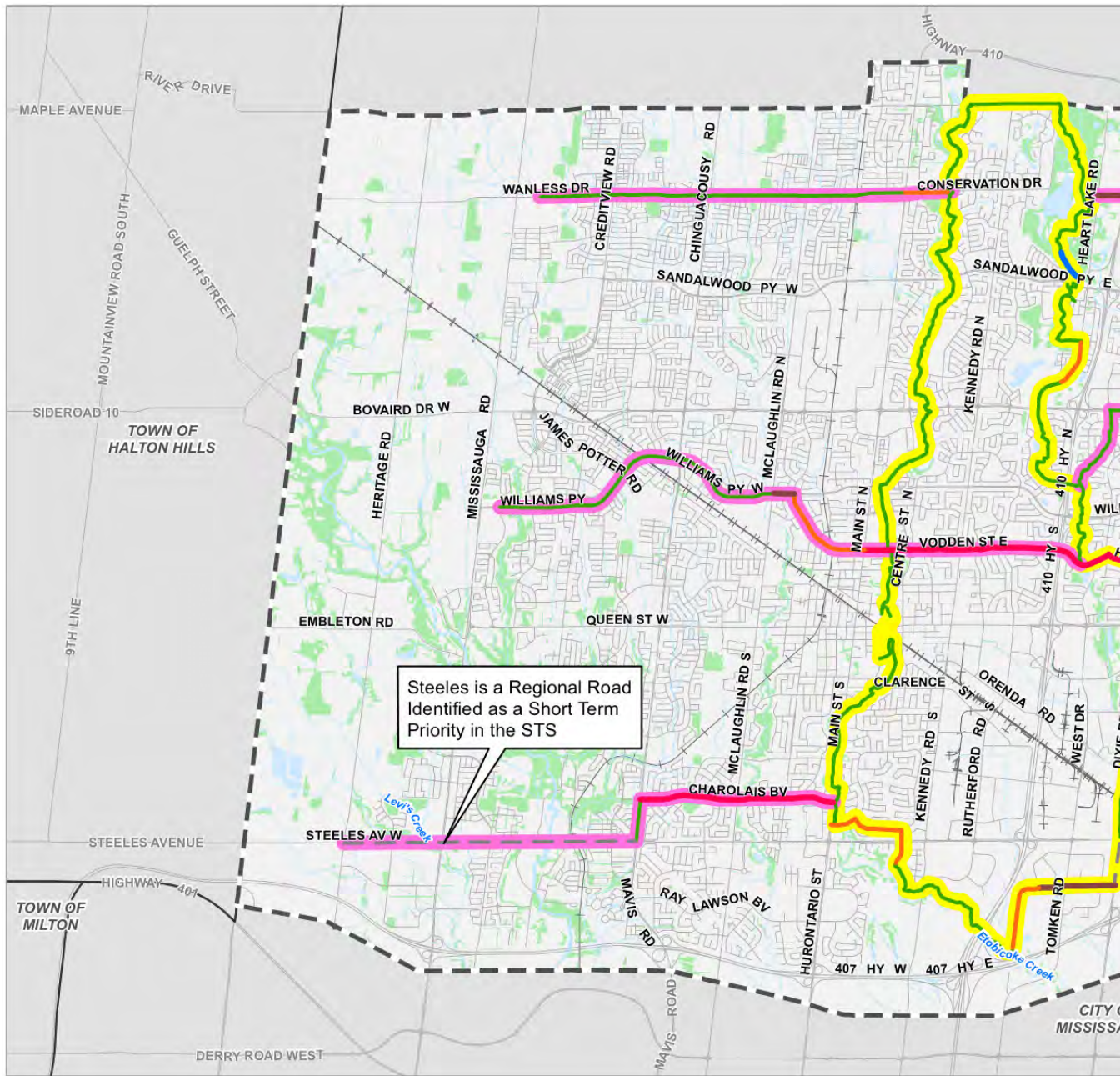
In order to prioritize and direct the development of the cycling network, a core network of higher order cycling facilities was identified. This network consists of existing and proposed multi-use paths, buffered bike lanes and protected bike lanes that are intended to be completed over the shorter-term (5-year) horizon.

The central component of the priority network is the City's signature loop (see inset), with connecting east-west routes that provide access to the loop and connect a number of existing north-south corridors (recreational trails). The proposed priority network is illustrated in Exhibit 4.18.

Funding for the priority cycling network is included under the "short-term priorities" recommendation in Section 4.3.5.



## Exhibit 4.18: Priority Network



### Facility Type

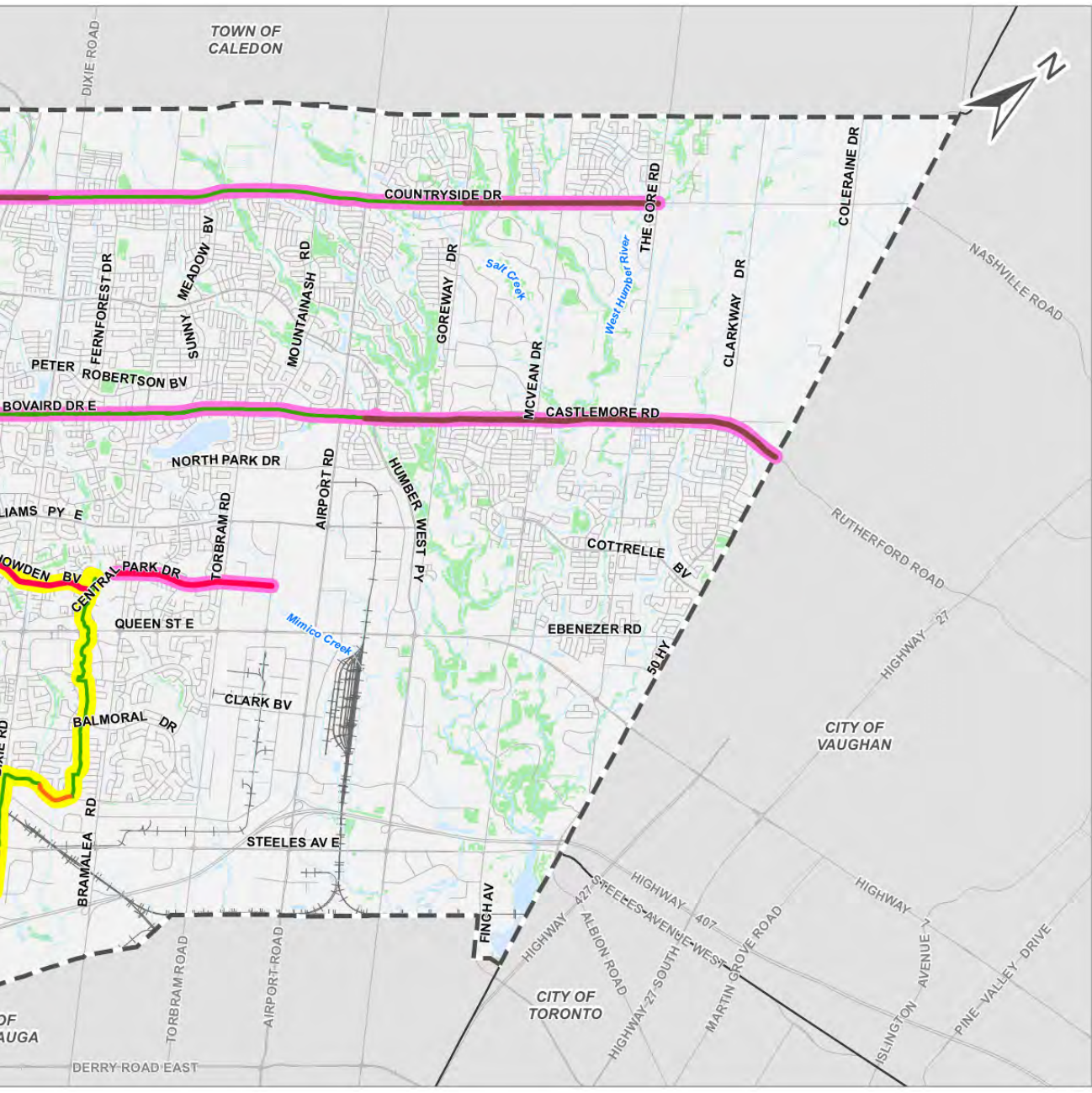
- Multi-Use Path / Boulevard Path
- Protected Bike Lane or Cycle Track (Separated)
- Bike Lane or Buffered Bike Lane (Designated)
- Recreational Trail
- Existing Network Link
- Regional Connection

- Brampton Trail Loop
- East-West Connection Desired

### Notes

1. Coordinate System: NAD 1983 UTM Zone 17N

Path: \\caneast.ibigroup.com\J\HM\102159\_BramptonATMP\5.0 Design (Work) Phase\z-GIS\MXD\ATMP\Analysis\_Mapping\REVISIONS\_2019-03-18\TMM\_102159-Fig-09-loop-and-ew-connect

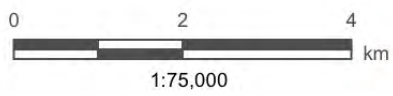


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- Watercourse
- Road
- Rail Line
- Waterbody
- Wooded Area

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

**Brampton ATMP**  
City of Brampton





## 4.4 FIX-IT PROGRAM

In order to ensure a uniform level of quality across Brampton's cycling and trails network it will be necessary to upgrade a number of existing facilities. Strategies to improve the existing network have been summarized in Exhibit 4.19. A Fix-it Program identifies specific locations along the existing bicycle network that should be priorities for adopting these strategies.

**Exhibit 4.19: Summary of Fix-it Program Improvement Strategies**

Fix-it Program Improvement Strategies
<b>Signage and Parking</b>
Add bicycle parking facilities at strategic destinations along the bicycle network
Add wayfinding signs along the trail system to improve access to other trails and major destinations
Add signed route signage (and markings) along local roadways that can be used to provide access to recreational trails or significant sections of park paths.
<b>Multi-Use Paths and Recreational Trails</b>
Introduce centerline pavement markings at strategic locations and signage
Improve surface quality
Widen or standardize width
Remove and replace sub-standard sidewalks/boulevard bike paths/multi-use paths along roadways used to detour recreational trails to controlled crossings away from the valley lands.
<b>Intersections and Crossings</b>
Introduce curb cuts
Introduce curb cuts and use signs or pavement markings to clarify right-of-way where a crossing is unsignalized
Introduce new signalized crossings
Introduce traffic control at mid-block crossings
Upgrade existing signalized crossings with the addition of a cross-ride
Initiate further study for feasibility of grade-separated crossings
Ensure that protected crossings are provided along all recreational trails by either introducing a midblock crossing or properly diverting trail users to an existing crossing

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The Fix-it programs described in the following sections can help improve Brampton's active transportation network within 5-10 years. It provides low-cost solutions that will implement noticeable improvements for users, especially once coupled with the priority network discussed previously.

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**Recommendation:**

Allocate an annual budget over the next 5 years to address the gaps identified in the ATMP "Fix-it" program.

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#### 4.4.1 Recreational Trail Fix-it Program

The City of Brampton is home to a number of significant "named" off-road trails, mostly running north-south, parallel to the major tributaries, creeks and rivers running through the City. General characteristics of these trails are described below:

- ▶ **Etobicoke Creek Recreational Trail** – provides significant network connectivity, as it serves the downtown core, and extends across the full north-south extent of Brampton's municipal jurisdiction. The Etobicoke Creek Recreational Trail is an off-road facility that follows the naturalized area adjacent to Etobicoke Creek. This trail may be upgraded with the installation of road crossing improvements where the trail meets both major and minor roadways. A protected crossing is needed at Kennedy Road, and is currently in design. The Downtown Etobicoke Creek Revitalization Study and long-term plan for the Riverwalk will complete a critical gap in the trail through the downtown. In the interim and as a part of the realignment of James/John Street, a signalized crossing (with a crossride) provided at Queen Street will provide trail users a more direct route through the downtown. As noted in Section 1.1.2 the Etobicoke Creek Trail includes two significant regional connections, as multi-use path projects have recently been completed across Brampton's municipal boundaries to the City of Mississauga in the south, and the Town of Caledon in the north.

- 
- **Chinguacousy Recreational Trail** – includes a trail segment through naturalized parkland, and a segment adjacent to Dixie Road. The southern limit of the trail system is Victoria Park. The northern limit of the trail at Countryside Drive provides an important network connection to the existing and planned boulevard multi-use path following an east-west orientation along Countryside Drive. Where the trail meets major and minor roadways, there are opportunities for crossing improvements. These include a potential connection at the southern limit of the trail to the Bramalea GO Station leveraging some on-road connections and the existing signalized crossing at the GO station entrance on Steeles Avenue.
  - **Esker Lake Recreational Trail** – is a trail with boulevard connections to link the trail to major intersections. The trail extends between the City’s northern boundary, through the Heart Lake Conservation Area, to just north of Steeles Avenue, at Victoria Park. Opportunities exist to improve this trail as an active transportation corridor by providing more direct crossings where the trail meets minor and major roadways. The recently completed Franceschini Bridge rehabilitation project across Highway 410 represents a significant improvement to the network. Additional gaps to be addressed include the southern portion of Heart Lake Conservation Area, which is a provincially significant wetland, and through White Spruce Park. Alternate connections through these areas may be considered as an interim measure.
  - **Fletcher’s Creek Recreational Trail** – is an off-road recreational trail with four distinct existing sections. These need to be linked together between:
    - Wanless Drive & McLaughlin Road (just south of Williams Parkway);
    - McLaughlin Road (south of Brookview Road) and Dusty Lane;
    - Elgin Drive and Steeles Avenue; and
    - A point south of Steeles Avenue and the 407 ETR.

- 
- **Don Doan Recreational Trail** – is predominantly a recreational trail but does include significant sections of boulevard multi-use path. The southern limit of the Don Doan Trail is Victoria Park. The northern limit of the trail at Bovaird Drive, provides an important network connection to the existing and planned boulevard multi-use path along Bovaird Drive/Castlemore Road. Upgrades may be undertaken to better connect the trails and paths into an easy-to-follow continuous north-south route. Upgrades may include curb cuts and crossings where the trail intersects local streets, such as Greenbriar Road, Doncaster Drive, and Jayfield Road.

In the area bounded by Highway 410, Sandalwood Parkway, Airport Road and Bovaird Drive, there are the following two connecting trails with a general east-west orientation:

- **Flower City Recreational Trail** – is aligned within the TransCanada pipeline easement with existing sections of the trail extending between Mississauga Road and McLaughlin Road; and Great Lakes Drive and Sandalwood Parkway east of Torbram Road. The City of Brampton will work with TransCanada to negotiate an easement with the objective of connecting the two sections of the Flower City Trail. There are opportunities along the existing sections of the Flower City Trail to provide more direct crossings where the trail meets minor and major roadways.
- **Stephen Llewelyn Recreational Trail** – extends between Sandalwood Parkway west of Torbram Road to Airport Road and connects with the Flower City Trail. The trail is already physically separated at major arterial roads, but can be improved by introducing curb cuts at local streets that may be used to access the trail, such as Eagleridge Dr. and Mint Leaf Blvd.

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In order to realize the full network potential of these existing trail assets, an infrastructure renewal program is recommended and included in the Recreational Trail Fix-It program. This program would upgrade and renew existing infrastructure, in order to improve infrastructure quality and achieve a number of objectives:

- Ensure all Trails are compliant with the Accessibility for Ontarians with Disability Act Standards including, but not limited to
  - Curb cuts to ensure accessibility for people using mobility devices where multi-use paths meet sidewalks and roadways
  - Walking hazard indicator (tactile plates), where multi-use paths meet roadways, to communicate the point at which the trail ends for persons who are blind or visually impaired.
  - Accessibility accommodations as applicable to multi-use path surfaces, grading and other considerations described in Section 4 of this report.
- Apply best practices being observed by the City of Brampton for cycling facility and wayfinding signs, pavement markings, crossings and geometry described in the **ATMP Design Compendium**.

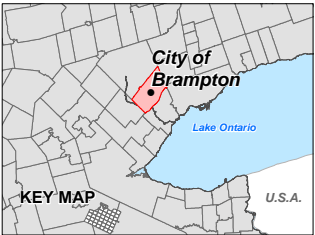
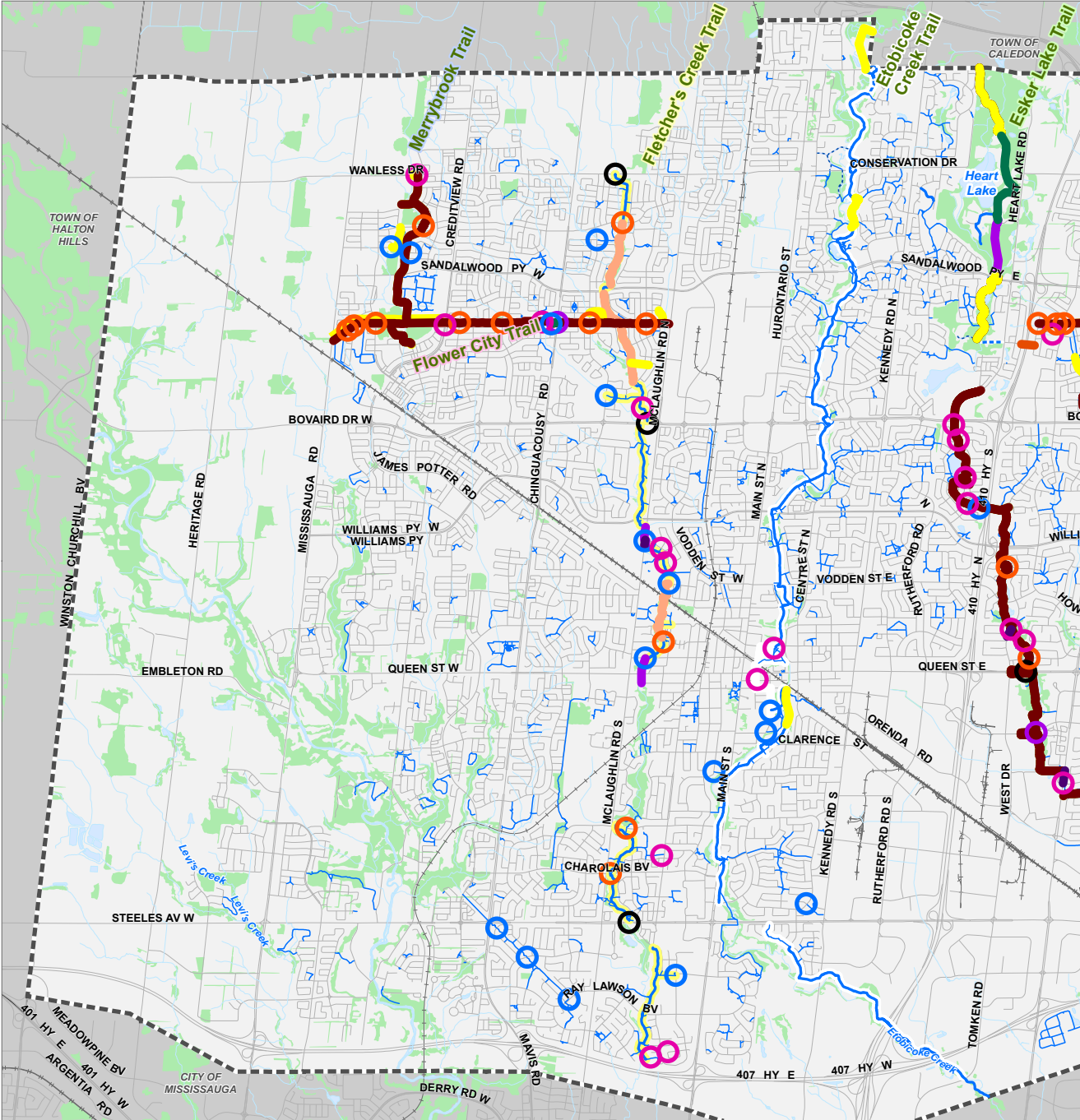
The recommended Recreational Trail Fix-it Program is mapped in Exhibit 4.20.

A full summary of the upgrades is included in Appendix E. The funding requirements for this program are identified in Section 7.

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### Exhibit 4.20: Recreational Trail Fix-it Program



**Existing Network**

- Recreational Trail (Paved)
- - - Recreational Trail (Natural)
- Park Path (Paved)
- - - Park Path (Natural)

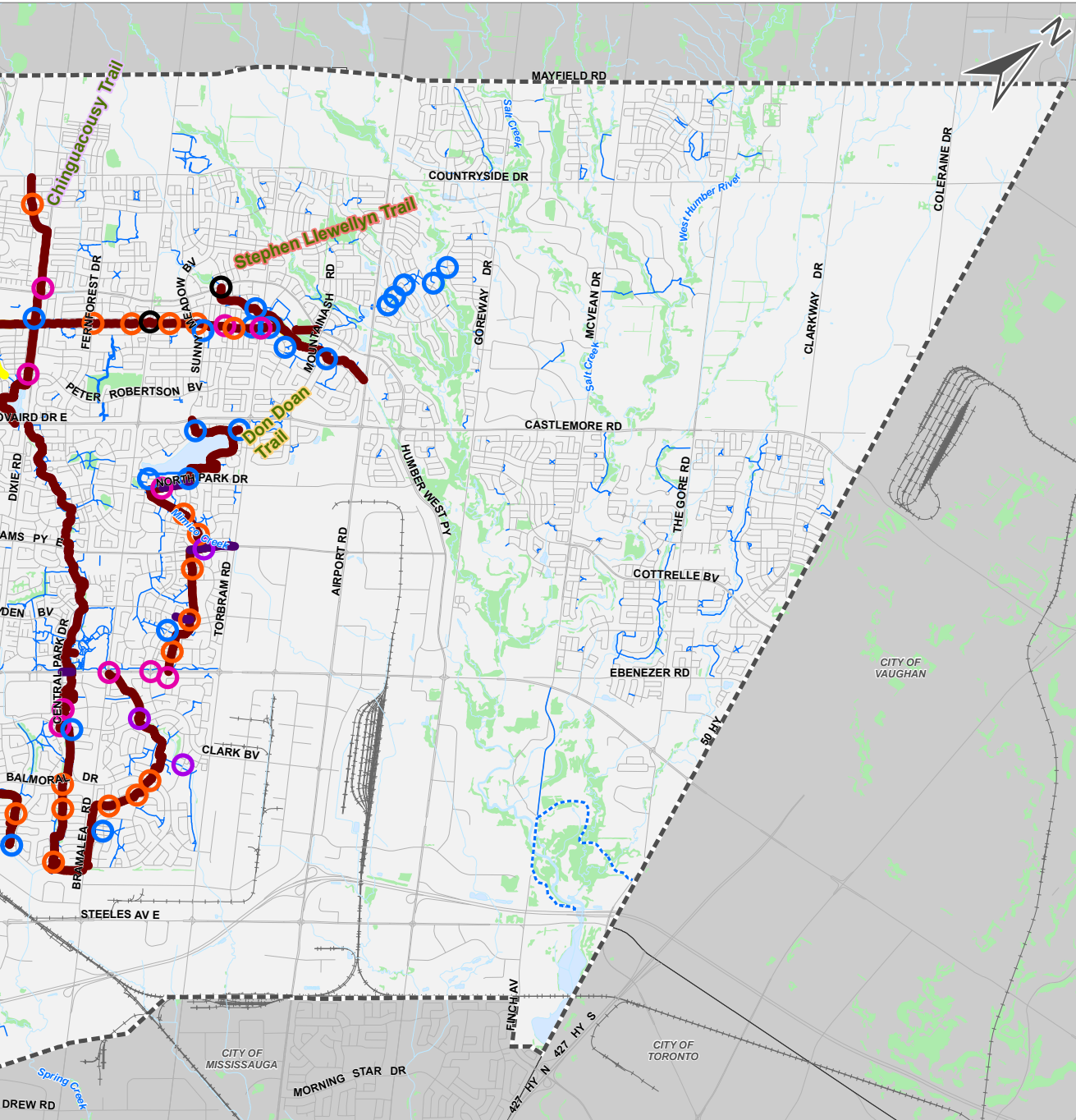
**Potential Crossing Improvements**

- Curb Cut
- Curb Cut & Unsignalized Crossing
- New Signalized Crossing
- Upgraded Crossing Needing Further Review
- Crossside Upgrade

**Potential Sur**

- Multi-U
- Pavem
- Path W
- Remov

Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N

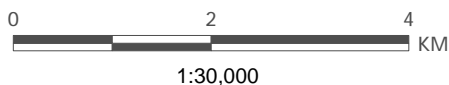


### Potential Trail Surface and Crossing Improvements

Surface Upgrades  
 New Path/Cycle Track addition  
 Sidewalk Upgrade  
 Widening  
 Replace Existing Sidewalk and Replace with MUP

- Way-Finding
- Grade Separated Highway Crossing
- New Recreational Trail

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City of Brampton





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## 4.4.2 In-Boulevard Facilities Fix-it Program

Many of the City of Brampton's in-boulevard facilities were constructed prior to the adoption of national and provincial design guidelines for such facilities (e.g. Transportation Association of Canada Bikeway Traffic Control Guidelines, Ontario Traffic Manual Book 18 - Cycling Facilities). As a result, there are some variations in design, and many do not meet current standards.

Many of the upgrades included within this program occur at signalized and unsignalized intersections. At crosswalks, a cyclist is required to dismount and cross as a pedestrian by walking their bicycle. Upgrading existing crossings with bike friendly 'cross-rides' allows a cyclist to continue to ride through without having to dismount off their bike. It should be noted that the introduction of cross-rides requires signal hardware upgrades and may require changes to the geometry of the intersection, where stop bars, medians or curb radii require modification to accommodate a wider cycling/pedestrian crossing area.

The upgrade opportunities for these boulevard facilities include the provision of a consistent and adequate width for cycling travel, and the application of signage and pavement markings. Pavement markings should be provided at all crossings along the alignment of in-boulevard crossing facilities where they are not present. The consistent application of pavement markings and both regulatory and wayfinding signage to boulevard trails is an important strategy to highlight that facilities are intended for a mixed-use function.

Existing boulevard facilities that run adjacent to sidewalks and are too narrow for a mixed-use function may be by-lawed as cycle tracks. However, as many of the uni-directional boulevard facilities were not originally constructed following the minimum design standards for cycle tracks, most locations will need upgrades to existing signs, markings and intersection designs. In locations where a multi-use facility requires the cyclist to cross from one side of the road to another, clear signage and pavement markings that provide advanced warning of the upcoming crossing should be provided.

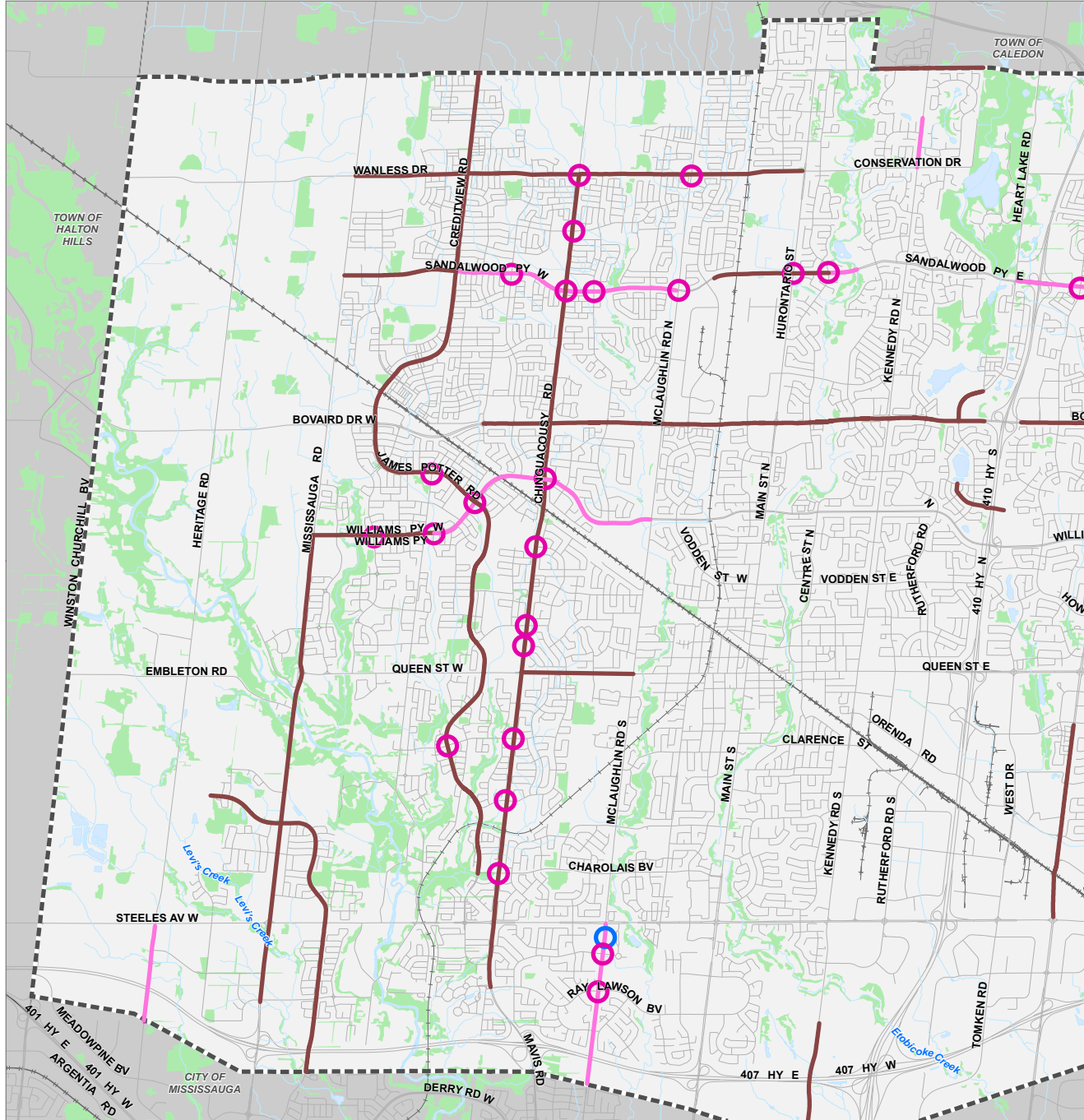
Locations that should be prioritized for the In-boulevard fix-it program are mapped in Exhibit 4.21.

A table summarizing the improvements is provided in Appendix E. The funding requirements for this program are identified in Section 7.

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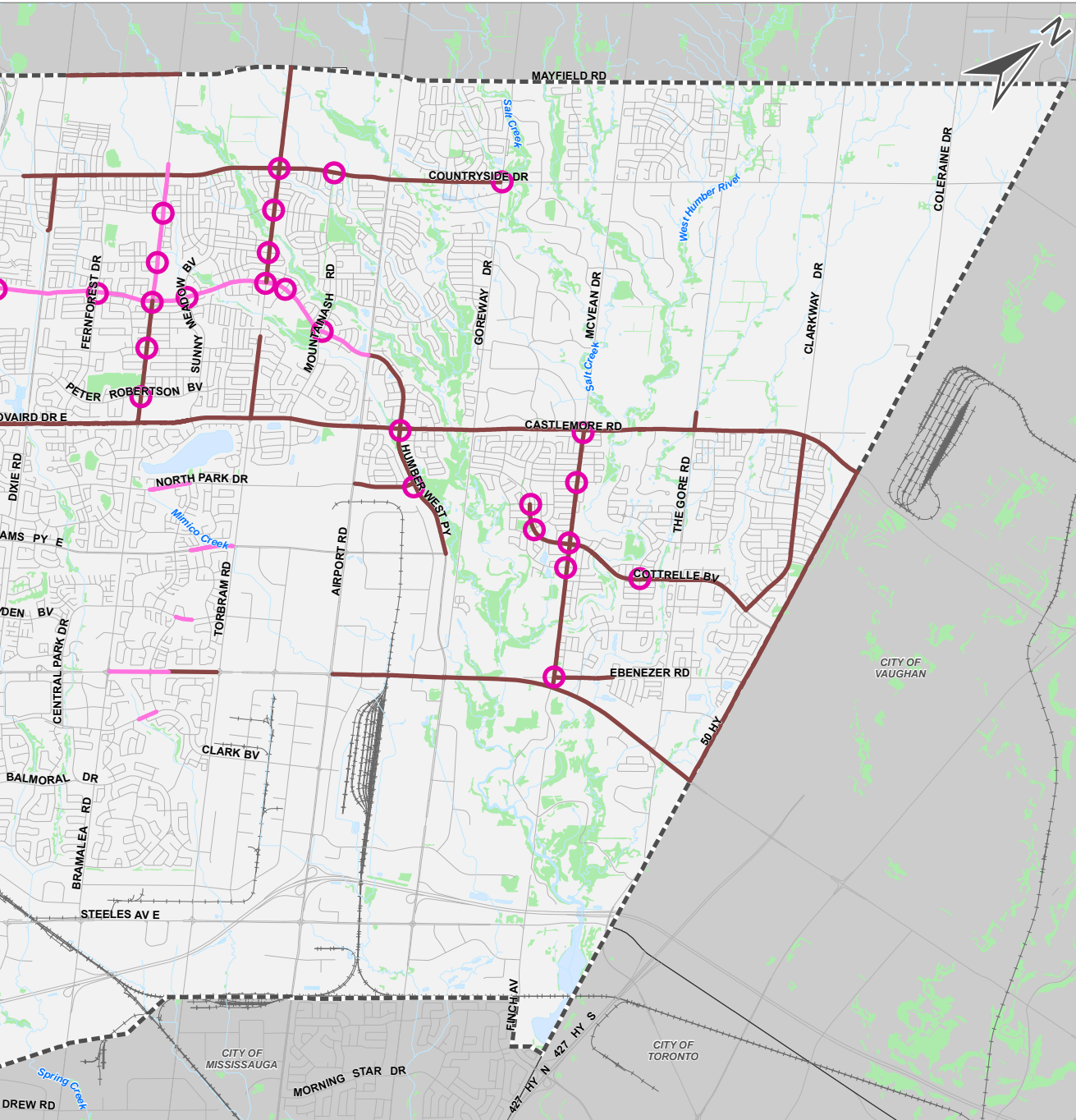
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## Exhibit 4.21: In-Boulevard Fix-it Program



- | Existing Network    | Potential Crossing Improvements | Potential Surface Upgrade |
|---------------------|---------------------------------|---------------------------|
| Multi-Use Path      | Curb Cut                        | Multi-Use Path/Cycle      |
| Boulevard Bike Path | Crossside Upgrade               | Pavement Upgrade          |
|                     |                                 | Path Widening             |
|                     |                                 | Remove Obstacles          |

Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N



## Potential Boulevard Surface and Crossing Improvements

es  
Track addition

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City of Brampton



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### **4.4.3 On-Road Cycling Facilities Fix-it Program**

The primary upgrades needed for the City's existing on-road facilities include:

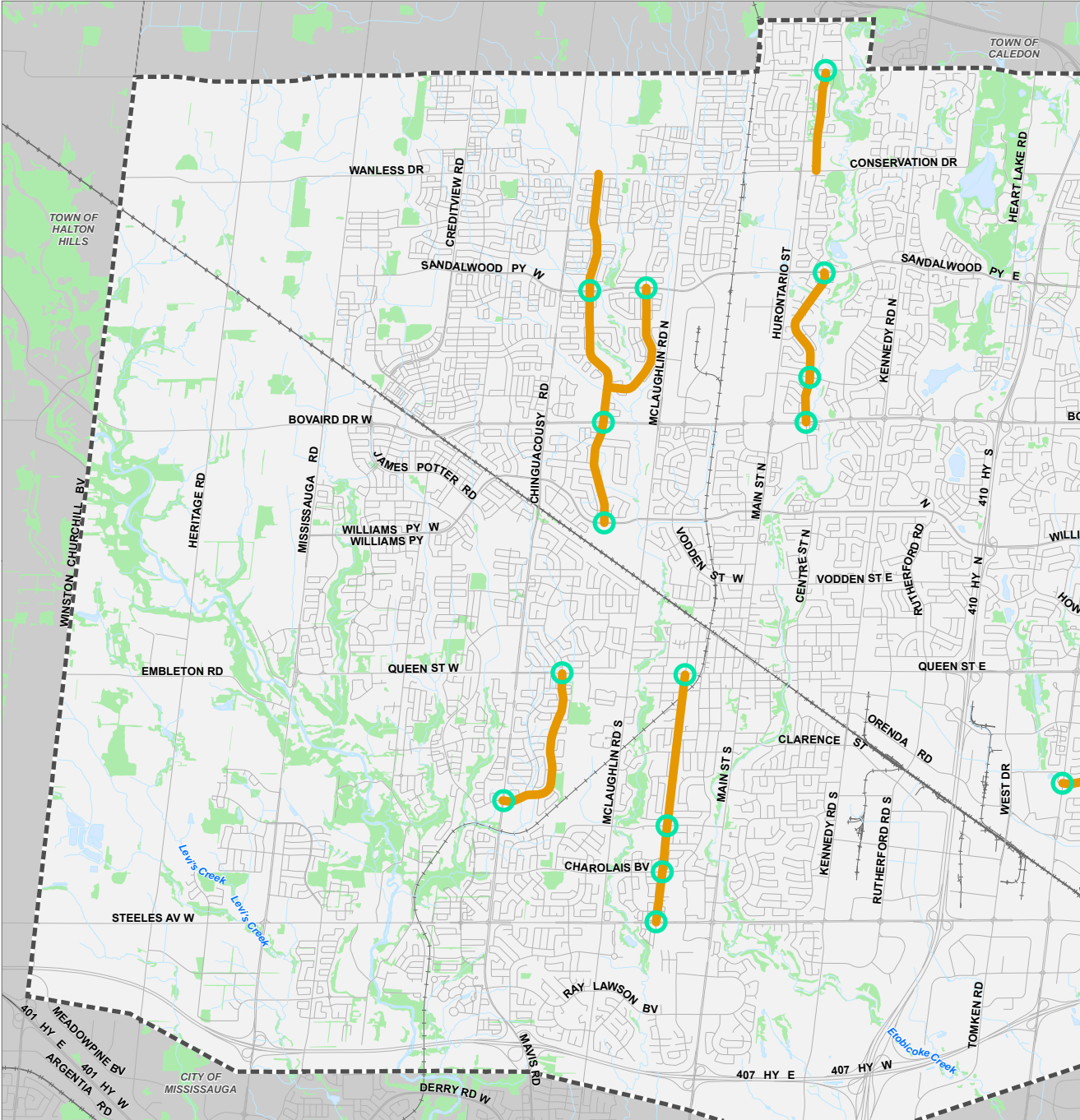
- Formalizing existing urban shoulders / edge lines as designated bike lanes through the addition of pavement markings and signage.
- Modifications to lane configurations around signalized intersections to ensure that cycling facilities are continuous on the intersection approaches.

These upgrades are summarized in Exhibit 4.22.

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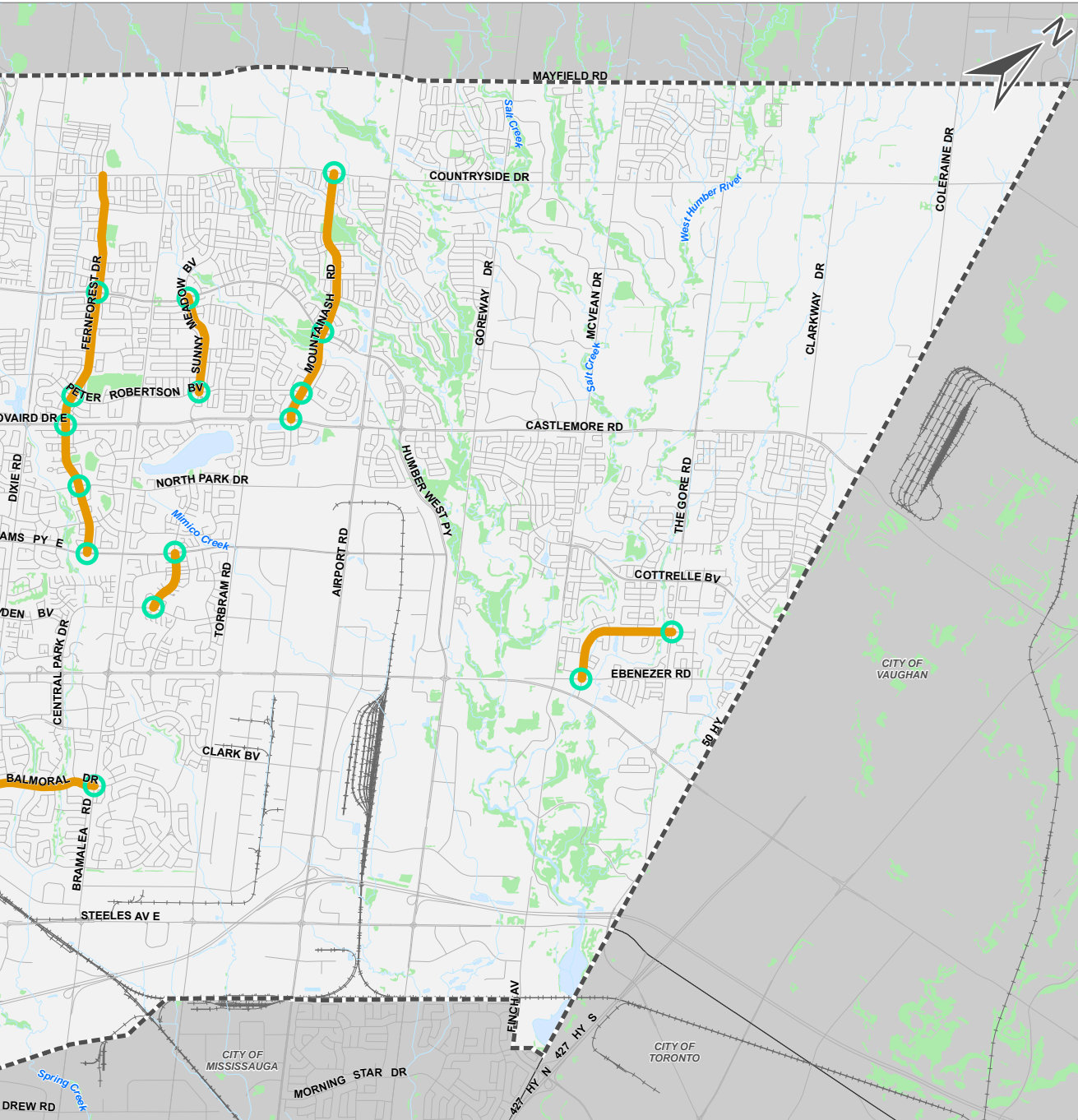
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# Exhibit 4.22: On Road Cycling Facility Improvements



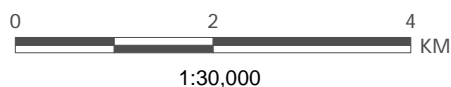
- Potential Crossing Improvements**
- Signalized Crossing Improvement
- Potential Surface Upgrades**
- Urban Shoulder Upgrade to Bike Lane

Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N



Potential On-Road Surface and Crossing Improvements

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City of Brampton





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#### **4.4.4 Curb Depressions at School Crosswalks Fix-it Program**

In addition to ensuring that schools are served by connecting linear infrastructure, safe and accessible crossings are paramount. Through this program, routine upgrades of existing school crosswalks to fully accessible depressed curbs will be completed.

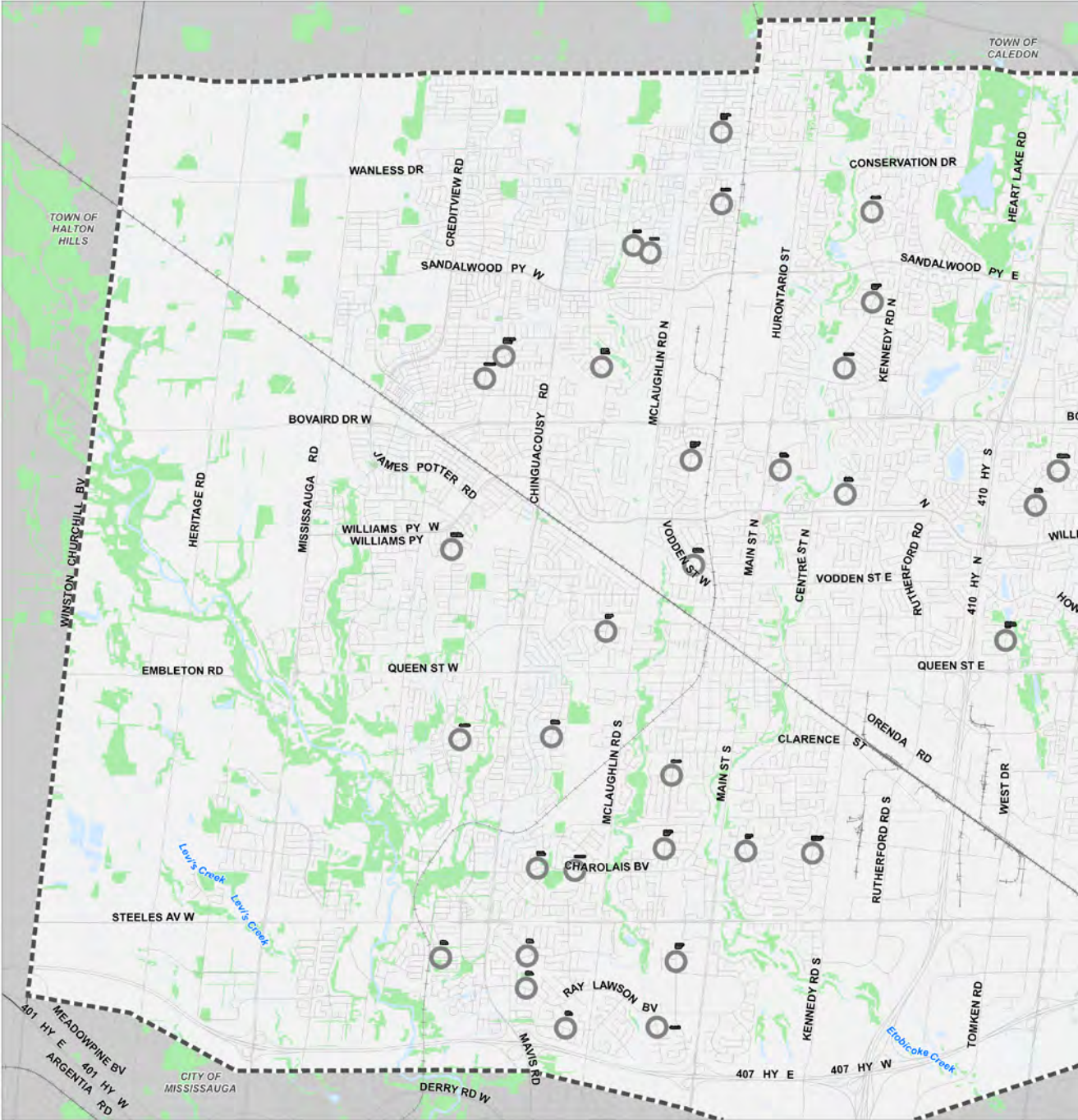
These locations are illustrated in Exhibit 4-23.

The funding requirements for this program are identified in Section 7.

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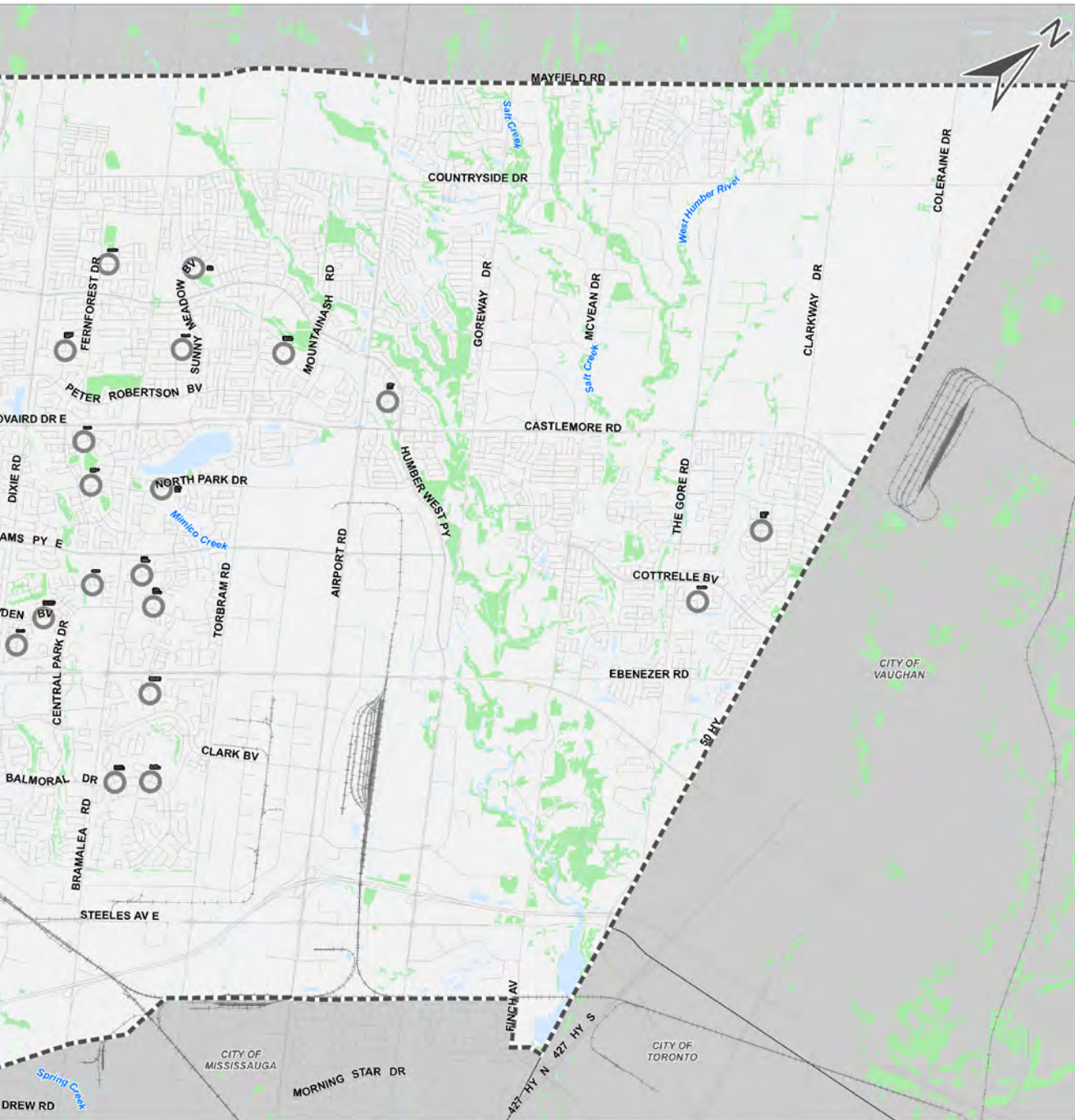
**Exhibit 4.23: School Crosswalks Fix-it Program**



**Legend**

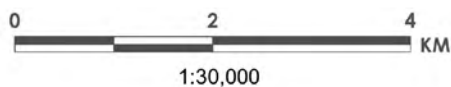
- Potential Crossing Improvements**
- School Crossing Curb Cut

**Notes**  
 1. Coordinate System: NAD 1983 UTM Zone 17N



## Potential School Crossing Improvements

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City of Brampton



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## 4.5 BICYCLE PARKING

In order to foster greater use of a well-connected cycling network for more utilitarian trip purposes – as well as recreational ones - it is important that trip end destinations provide safe, comfortable, and convenient places to secure a bicycle. Bicycle parking is an essential component of a comprehensive active transportation network, and includes the following considerations:

- Identifying locations that are suitable for the installation of bicycle parking
- Selecting suitable types of bike parking racks depending on the parking need (long-term vs. short-term storage)
- Ensuring proper placement of the racks in the public right-of-way (including spacing between bike racks)
- Providing an appropriate number of spaces to provide for various types of development
- Considering other end-of-trip facilities such as bike repair stands, change and shower facilities, lockers, bench, etc.

This chapter focuses on the location and type of bike parking, as well as the mechanisms for delivering bike parking (on both public and private property). For guidance on suitable types of bike parking, quantity, and placement, refer to the [Design Compendium](#).

The City of Brampton will primarily be installing bike parking in **public locations**.

The City of Brampton's installation program will target locations near trip generators such as the key destinations shown in Exhibit 4.24.

### 4.5.1 Location Planning & Candidate Locations

Bicycle parking will provide the most benefit when installed at trip destinations that have the potential to generate significant bicycle trips (particularly if these destinations are well served by connectivity to a cycling network). Key destinations may include commercial areas and shopping centres, schools, health care providers, sports and recreation facilities, arts and culture amenities, and public services including government buildings and social services.

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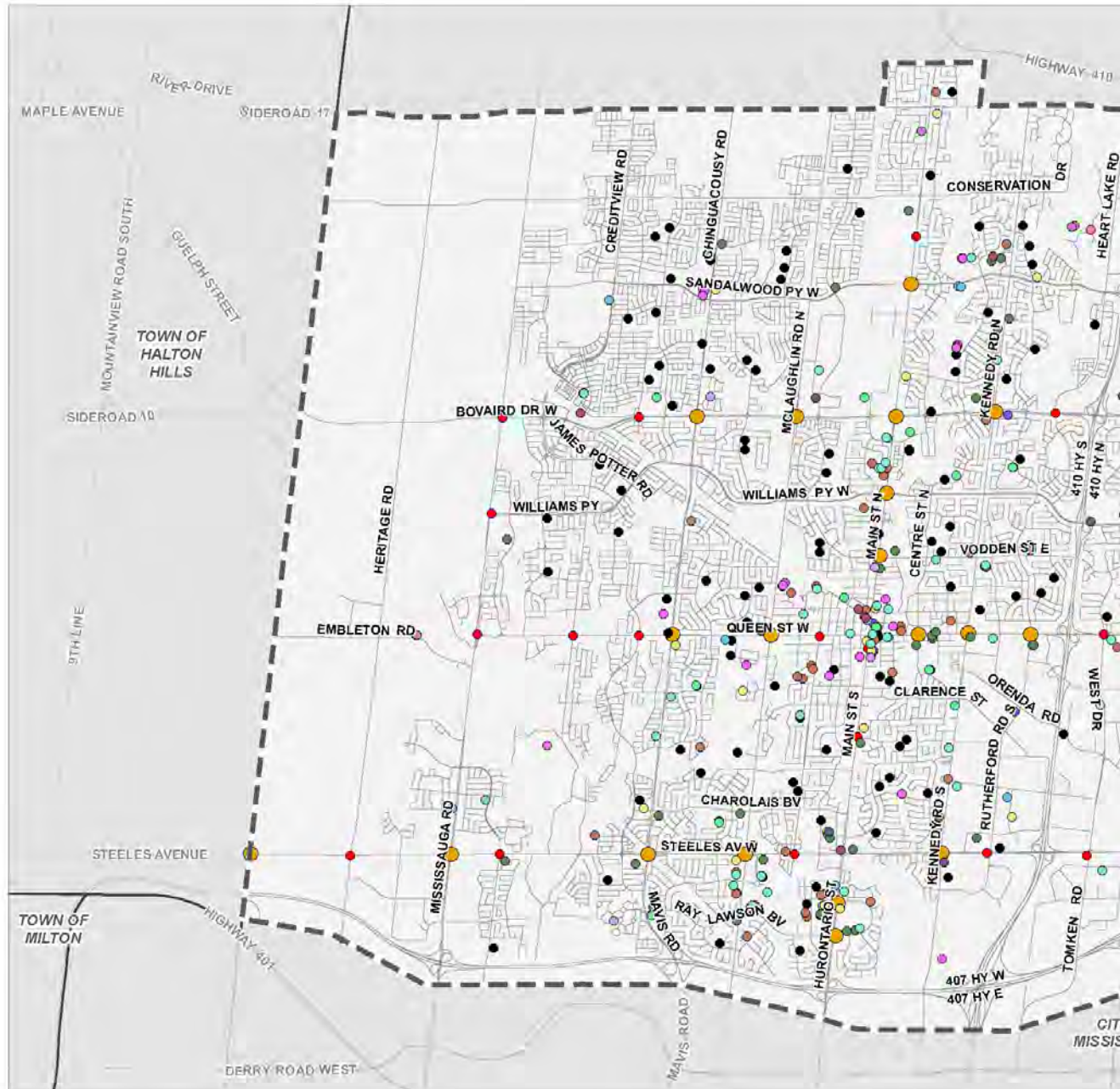
## REGION OF PEEL BICYCLE PARKING PROGRAM

The Region of Peel's Sustainable Transportation Strategy (STS) secured funding to install 50 bike racks annually, and included a mandate to consider locations where covered bike parking would be suitable. It is anticipated that the Region's bike parking program will respond to the needs for bicycle parking at Brampton area schools and locations in the Regional road rights-of-way.

The STS provides a mandate to consider the suitability of installations

in the City of Brampton, on both public and private property. In coordination with this approved program, the City of Brampton will therefore consider bicycle parking rack locations being installed by the Region when programming municipal installations. The City of Brampton will emphasize the installation of bicycle parking at locations under municipal jurisdiction. This may include civic squares, parks, and destinations located on municipal roadways that are maintained and operated by the City.

## Exhibit 4.24: Key Destinations



**Notes**  
 1. Coordinate System NAD 1983 UTM Zone 17N  
 2. Base features © Land Information Ontario, 2016  
 3. Key destination data provided by The Region of Peel Open Data website, transit station data provided by WSP|MMM Group, City of Brampton Transportation Master Plan Update, 2015.

- |                             |                              |        |
|-----------------------------|------------------------------|--------|
| Brampton Municipal Boundary | Environment and Conservation | School |
| Road                        | Government                   | Minor  |
| <b>Key Destination Type</b> | Health Care                  | Major  |
| Affordable Housing          | Shopping Centre              |        |
| Arts and Culture            | Social Services              |        |
| Early Years Support Site    | Special Purpose              |        |
| Emergency Services          | Sports and Recreation        |        |
|                             | Transportation               |        |

Path: \\SHM009300DC01\share\102159\_BramptonATMP\5.0 Design (Work) Phase\GIS\WXD\ATMP\Cycling\_Impact\_Analysis\TMM\_04-key-destinations\_2016-11-14.mxd

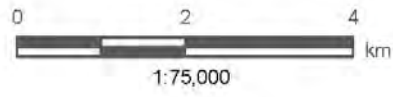


102159

● Transit Station  
 ○ Transit Station

### Key Destinations

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



Date: November, 2016



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## Exhibit 4.25: Wellington – Züm Main Station Stop Bike Parking with Canopy



It is particularly desirable to provide bike parking where it will support rapid transit. Presently, sheltered bike parking is provided at GO transit stations, as well as, at some Brampton Züm (bus rapid transit) stops.

### *Candidate Locations*

Through public engagement for the Active Transportation Master Plan, various locations were identified as desirable candidates for bike parking and bike repair stands. The complete list of candidate locations and comments is available in Appendix F. Additional locations will be considered

on an ongoing basis as requests from the public are received and evaluated.

A majority of the comments concerning bike parking emphasize the need where car parking is provided, so as to encourage cycling. Bicycle access and parking at major commercial developments and retailers is also frequently referenced. The more general comments recommend bylaws to include bicycle parking as a site planning requirement, and exploring partnership and sponsorship options to fund the installation of bike repair stands.

While various specific locations were identified, many comments recommend an approach that would provide consistent end-of-trip facilities across various land uses and major destinations, including downtown, commercial and institutional locations, and at recreational facilities and parks. Exhibit 3.27 shows the candidate bike parking and bike repair stand locations identified in the consultation. In order to assess the overall City-wide needs for bicycle parking, it is recommended that the City develop an inventory of existing bike parking on both public and private property, provided that it is available to the public.

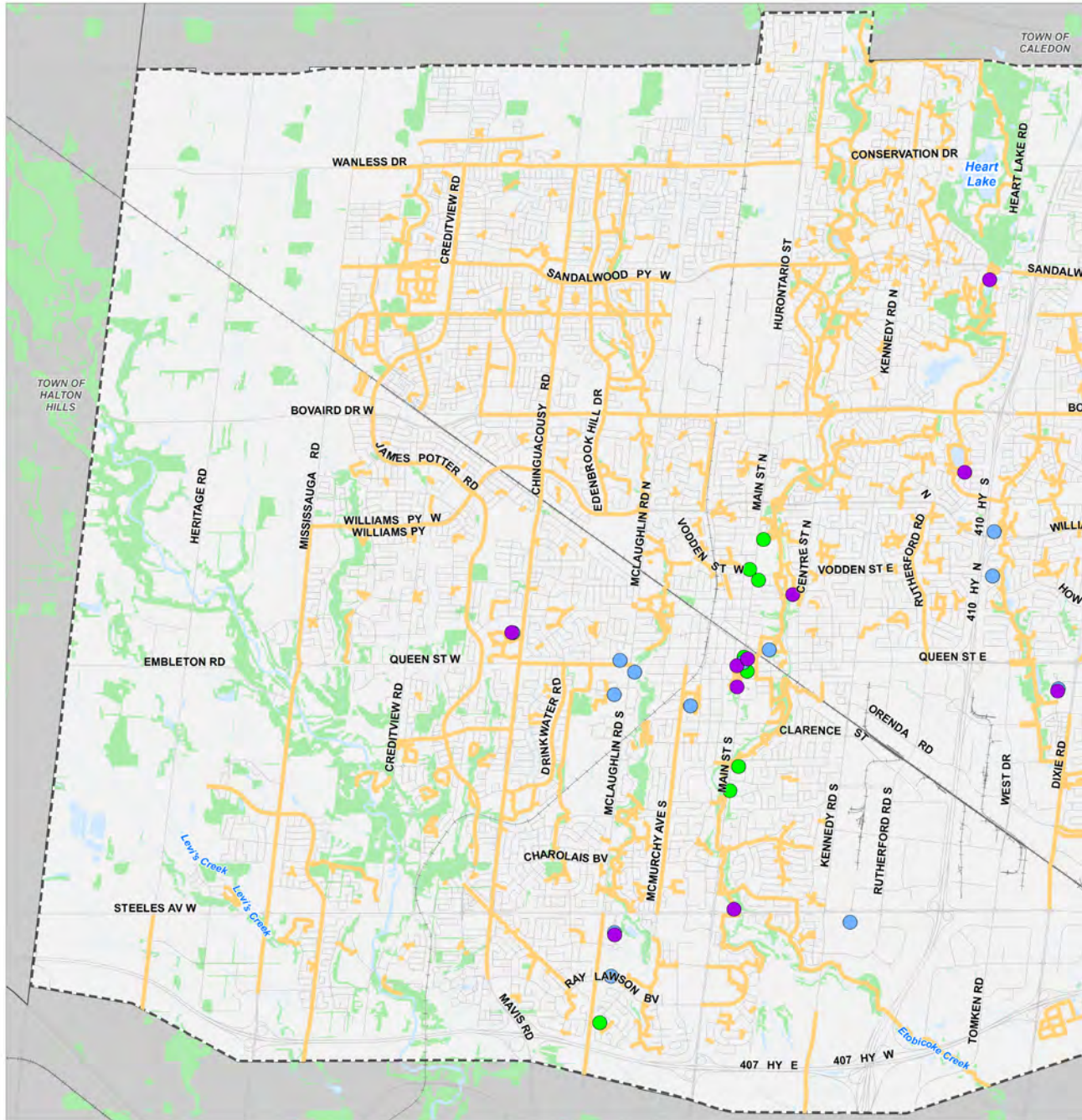
As the bike parking inventory is developed, and candidate locations are reviewed for implementation opportunities, it is critical that the type of parking (i.e. short term versus long term) and the type/ placement of these racks follows best practices. Additional guidance on these considerations for bike parking is provided in the **ATMP Design Compendium**.

---

**Recommendation:**

Prepare an inventory of bicycle parking located within the City that is available to the public, to identify gaps and to inform a future bike parking program. The inventory should include (but not be limited to) public spaces (roads, parks) recreation centres, civic buildings, schools, commercial properties, office space, etc.

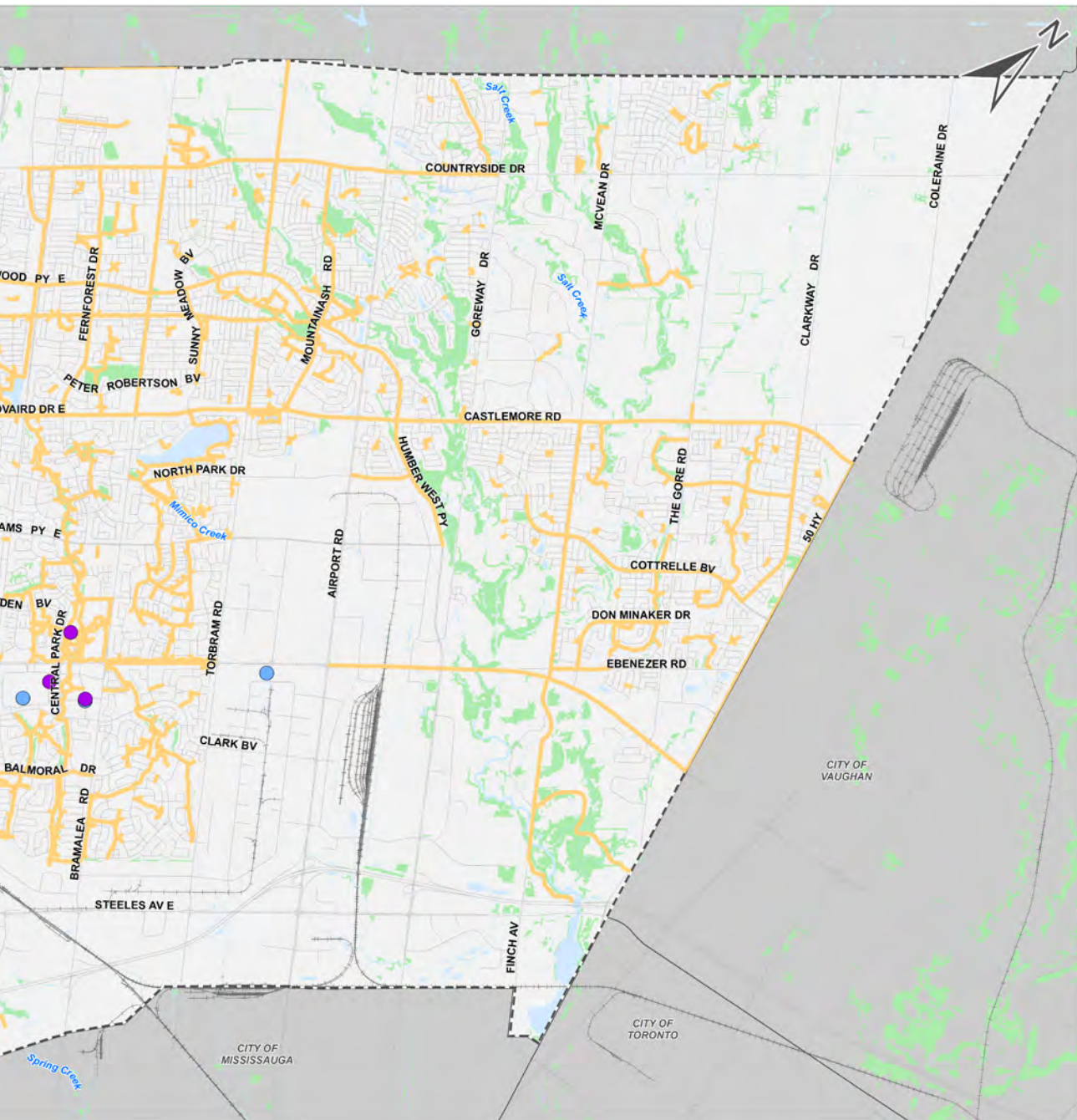
**Exhibit 4.26: Candidate Bicycle Parking Locations (from Public Consultation)**



**Legend**

- Install Bike Rack
- Install Bike Shelter
- Install Repair Stand
- Existing Network

**Notes**  
 1. Coordinate System: NAD 1983 UTM Zone 17N



### Potential Bike Facility Additions

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## 4.5.2 Bike Parking Requirements for Developments

Among the methods for prescribing the inclusion of bicycle parking on private properties, one of the most effective is to incorporate it within the parking requirements of the municipal by-law (refer to Exhibit 4.28).

The City of Brampton's Sustainable Community Development Guidelines (SCDG) document includes guidance to provide for sheltered bike storage at the Draft Plan/Site Plan process. The guidelines recommend providing sheltered bike storage for 15% of total building occupants for a residential development, and accessible and secure bike racks at the front of non-residential developments. Although this guidance has provided a valuable first step, it essential that bicycle parking be a requirement for every development application.

Several of Brampton's peer municipalities have included these provisions within their by-laws. When legislated alongside motor vehicle parking requirements for new developments, the bicycle parking requirements can be framed as a way to mitigate the costs of providing more costly motor vehicle parking spaces.

### Exhibit 4.27: Bike Parking in front of Peel Memorial Hospital



## Exhibit 4.28: Sample Municipal Parking Supply By-laws

MUNICIPALITY	LEGISLATED BICYCLE PARKING REQUIREMENTS
Burlington	Bylaw applies to retail, industrial and educational facilities. Required quotas vary depending on GFA and number of students.
Hamilton	Bylaw requires where new units are being constructed, bicycle parking must amount to 5% of the total required motor vehicle parking spaces.
Oakville	Bylaw requires 1 bicycle parking spot per dwelling unit, plus 0.25 per dwelling unit for visitors.
Toronto (See Note 1)	<p>Bylaw for bicycle parking space requirements for dwelling units in an apartment building or a mixed-use building are:</p> <ul style="list-style-type: none"> <li>➤ In Bicycle Zone 1, a minimum of 1.0 bicycle parking spaces for each dwelling unit, allocated as 0.9 “long-term” bicycle parking space per dwelling unit and 0.1 “short-term” bicycle parking space per dwelling unit; and</li> <li>➤ In Bicycle Zone 2, a minimum of 0.75 bicycle parking spaces for each dwelling unit, allocated as 0.68 “long-term” bicycle parking space per dwelling unit and 0.07 “short-term” bicycle parking space per dwelling unit.</li> </ul>
City of Vaughan	Bylaw requires that for various commercial and office buildings a minimum of 6 bicycle parking spaces be provided for all buildings, and that 0.1 bicycle parking spaces per unit be provided thereafter.
Vancouver	Bylaw legislates according to building classes, between 0.1 and 2.25 bicycle parking spaces may be required per unit.

Note 1 - The Amalgamated City of Toronto identifies two bicycle zones. Zone 1 refers to the pre-amalgamation City of Toronto, East York, York and a portion of south Etobicoke. Zone 2 refers to North York, Scarborough, and the middle and northern portions of Etobicoke.

---

**Recommendation:**

Update the City of Brampton parking zoning bylaw to require all new developments to include an appropriate supply of bicycle parking, taking guidance from the best practices outline within the ATMP.

### 4.5.3 Bike Parking Supply

#### *Targeted Bike Parking for Key Destinations*

Many jurisdictions have guidelines, policies or by-laws governing bike parking quantity minimums. A variety of approaches are used to inform bicycle parking policy for public spaces requirements. Bicycle parking policies may be framed according to zoning, building type, building area, number of units or expected rates of use. Exhibit 8.6 describes a framework for bicycle parking requirement recommendations based on expected rates of use; the concepts in this exhibit have been adapted from North American and European guidance.

Local experience and counts can also provide a reference point. Bicycle parking usage should be monitored and if demand is reaching capacity, additional bicycle racks should be added. If necessary, on-site car parking stalls can be used to accommodate additional bicycle parking. One car-parking stall can accommodate 10 or more bicycles, depending on the type of rack used.

An insufficient supply of short-term bicycle parking may result in bicycles being locked in undesirable places, such as to fences, signposts, lampposts, furniture, and trees, which may be damaged as a result. Bicycles parked in undesirable places may also become an obstacle or a hazard for pedestrians and other cyclists, and can impact site accessibility.

**Exhibit 4.29: Example of Bicycle Parking Policy Framework**

Land Use or Facility	Metric	Target number of Bike Parking spaces	Comments
Shopping Centre (mall)	Per entrance	5-10	Serves both staff and visitors
Commercial street	Per block	2-5	Serves both staff and visitors
Office	Per 200 square metres of Net Floor Area	1	Serves workers, and customers if office has a counter function.
School – Primary or Secondary	Per classroom	1-2	Serves both students and teachers
School – Post-Secondary	Per classroom	4	Serves both students and teachers
High-density residential (i.e. apartments or condos)	Dwelling Unit	0.3-0.8	Serves residents and visitors
Retail, personal service shop, business service, or restaurant	Per 300 square metres of Net Floor Area	1	Serves employees and customers
Sports Complex	Per visitor capacity	0.2-0.3	Serves both staff and event attendees
Cultural Destination (theatre, concert hall, cinema, museum, church etc.)	Per visitor capacity	0.2-0.3	Serves staff, performers and attendees
Health Care Institution	Per bed	0.2	Serves facility staff and visitors.
Destination Park	Per visitor during seasonal peak	0.2-0.4	Serves facility staff and visitors.



Land Use or Facility	Metric	Target number of Bike Parking spaces	Comments
Transfer points (railway stations, bus terminals etc.)	<p>Location dependent</p> <p>Reference metrics:</p> <ul style="list-style-type: none"> <li>➤ Short term spaces for 1.5% of AM Peak Period Daily Ridership; and</li> <li>➤ Long-term spaces for 5% of projected AM Peak Period Daily Ridership.</li> </ul>	Location dependent	Site operators should provide racks where most convenient for staff and travellers, then observe demand to ensure sufficient supply.

**Exhibit 4.30: University of Guelph Bicycle Repair Stand**



#### 4.5.4 Other End-of-Trip Facilities

There are several variables that influence the choice to use active transportation as a utilitarian mode. One of these variables is the presence of end-of-trip facilities, such as repair stands, showers and lockers in the work place in addition to safe, secure bike parking. Providing these facilities can provide more comfort for those that choose to commute on foot or by bicycle.

There are few regulatory tools that city builders can use to mandate the inclusion of end-of-trip facilities at places of employment. Some municipalities, such as the City of Toronto include requirements for end-of-trip change and shower facilities within their zoning or parking bylaws.

One example of the promotion of end-of-trip facilities is through Leadership in Energy and Environmental Design (LEED) credits. Buildings that are attempting to achieve the LEED designation can earn one credit by providing adequate bicycle facilities on-site. To earn this credit, the proponent must provide both long-term and short-term bicycle parking and shower facilities on-site.

#### **Recommendation:**

Incorporate the policies outlined in the ATMP relating to end-of-trip facilities into the development of the parking zoning by-law.

# 5

## Providing Year-Round Mobility





## 5.1 OVERVIEW

At this time the City of Brampton’s Public Works Department oversees all maintenance activities related to active transportation infrastructure, including snow clearing, sweeping, repairs, etc.

The Road Operations Division maintains all sidewalks and multi-use trails (within road allowances), crosswalks and transit stops.

The Parks Maintenance and Operations Division maintains all walking and cycling facilities that are located in parks, valley lands, utility corridors and outside of the public road allowance. This includes all park paths, and certain pedestrian areas such as the Rose Theatre Garden Square and City Hall Ken Whillans Square.

Proper maintenance is critical to ensuring that walking and cycling infrastructure (including transit stops) is safe, comfortable, usable throughout the year. A good maintenance regimen can help to encourage walk or ride trips in all seasons, reduce the risk of injuries, and extend the service of life of infrastructure.

Maintenance for active transportation includes a variety of activities. A summary of key maintenance activities is shown in Exhibit 5.1 below.

### Exhibit 5.1: Summary of Key Maintenance Activities for Active Transportation Facilities

Type	Maintenance Activity	Purpose
Non-Winter and Seasonal	Inspection and Patrol	Monitor facilities for any conditions requiring other actions
	Pothole Repair	Address potholes that impact rideability
	Surface Discontinuity Repair	Address other surface discontinuities that impact walking / riding
	Pavement Markings and Signage	Refresh and restore pavement marking to ensure visibility; Ensure signage is visible and retro-reflective
	Sweeping	Remove debris and dirt and can accumulate in facilities
	Vegetation	Trim and clear vegetation in the vicinity of active transportation facilities to reduce encroachments and ensure adequate sightlines
Winter	Snow Clearing & De-Icing Operations	Ensure access to walking and cycling facilities during the winter

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This chapter covers the following:

- Provincial maintenance standards
- City of Brampton current practices and service levels
- Future service level thresholds and service improvements

## **5.2 MAINTENANCE STANDARDS**

Ontario Regulation 239/02, a regulation under the Municipal Act, 2001, identifies maintenance standards for municipal highways. These standards are optional for municipalities (i.e. municipalities are not required to comply), however many municipalities choose to adopt them as policy. The standards focus on the maintenance outcome, without providing prescriptive details of how the maintenance is to be carried out. As a result, municipalities are free to implement a variety of techniques to achieve the desired results and to adapt maintenance practices based on local conditions.

Ontario Regulation 239/02 identifies numerous maintenance activities related to roadways, including assigning road classifications, patrolling, deficiency thresholds, time to repair a deficiency, etc.

As of May 3, 2018, Ontario updated the Regulation 239/02 Minimum Maintenance Standards for Municipal Highways. The update recognizes the importance of sidewalks and cycling facilities as part of the transportation network with the addition of the following standards:

- Winter maintenance standards for bicycle lanes
- Winter maintenance standards, including patrol obligations, for sidewalks
- Inspection and standards for encroachments on areas adjacent to sidewalks

In addition, the Regulation sets standards for dealing with icy roadways including bicycle lanes, and sidewalk repairs. The actual Regulation should be referenced for all standards and definitions. A summary is presented in this report for context only.

Ontario Regulation 239/02 standards for bicycle lanes are described in Exhibit 5.2. This exhibit describes the targeted maximum depth of snow and the timeframe following end of snow accumulation to achieve that depth; or after becoming aware that the depth of snow is greater than the target. The goal is to provide **a minimum bicycle lane width of the lesser of 1 metre** or the actual bicycle lane width.

**Exhibit 5.2: Ontario Regulation 239/02 Level of Service for Snow Accumulation in Bicycle Lanes**

Class of Highway or Adjacent Highway	Bicycle Lanes (see Note 1)	
	Snow Depth	Time
1	2.5 cm	8 hours
2	5 cm	12 hours
3	8 cm	24 hours
4	8 cm	24 hours
5	10 cm	24 hours

Note 1: “bicycle lane” means a portion of a roadway that has been designated by pavement markings or signage, or by signage and a physical or marked buffer for the preferential or exclusive use of cyclists.

The Regulation indicates that addressing snow accumulation on a bicycle lane includes performing one or a combination of the following methods:

- Plowing
- Salting
- Applying abrasive materials
- Applying other chemical or organic agents
- Sweeping

**Exhibit 5.3: Ontario Regulation 239/02 Ice Formation Prevention including Bicycle Lanes**

Class of Highway	Time for Treating for Ice Formation Prevention (once probability of ice forming is known)
1	6 hours
2	8 hours
3	16 hours
4	24 hours
5	24 hours

Ontario Regulation 239/02 also includes standards for ice accumulation on roadways including bicycle lanes. In the 24-hour period before possible formation of ice on roadways, the municipality must monitor the weather and patrol for ice. If there is probability that ice will form on the roadway, they must treat the roadway to prevent ice formation within the times shown in Exhibit 5.3. If ice forms on the roadway, then the municipality has the time set out in Exhibit 5.4 for treating the icy roadway.

**Exhibit 5.4: Ontario Regulation 239/02 Treatment of Icy Roadways including Bicycle Lanes**

Class of Highway	Time Permitted for Treatment of Icy Roadways
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

Ontario Regulation 239/02 includes standards for snow accumulation on sidewalks after snow accumulation has ended: the depth of snow must be reduced to 8 cm or less within 48 hours for a minimum width of 1 m.

Two key challenges/limitations that are not addressed by the Minimum Maintenance Standards in Regulation 239/02 are as follows:

- For two-tier municipalities, in-boulevard multi-use trails or cycle tracks are not addressed

- 
- Minimum standards for bicycle lanes are based on priority approach set by a roadway classification system using Average Daily Traffic (number of motor vehicles) and speed limit. The priority roadways for motor vehicles may not be the same priority roadways for bicycle lanes. If given a choice, cyclists may choose bicycle lanes on roadways with lower volumes and speeds, thus the higher priority for bicycle lanes is on lower class roadways.

## 5.3 CURRENT CONDITIONS

The City of Brampton meets the road maintenance standards set out in the regulations to the Municipal Act. The following sections review current maintenance practices for active transportation facilities.

### 5.3.1 Winter Maintenance

Winter maintenance operations refer to plowing, salting, sweeping and snow removal. In an average winter, the City of Brampton will use 25,000 tonnes of salt, 1,000 tonnes of sand and 1,000,000 litres of salt brine as part of its maintenance operations.

#### *Existing On-Street Operations*

The maintenance operations executed by the City includes a number of proactive and reactive responses. The types of operations being used depends on type, extent and time of each weather event. Whether plowing, sweeping, removal, salting or brine operations are used will depend on the forecast for the snow event. Different operation types are appropriate for wet snow, blowing snow, snow with freezing rain, snow that will melt and then freeze, and heavy accumulation.

Arterial and collector roads are cleared as the first priority, followed by local roads. The expectation is that the needs of on-street bike lanes are to be addressed as part of these road operations. Presently, there is no separate program to address snow accumulation in bike lanes. As the City's network of painted bicycle lanes grows, enhancing the available maintenance may be necessary to ensure bike lanes remain safely passable during the winter time. There may be an increased likelihood of windrows encroaching in a bicycle lane when they are located curbside, and snow removal operations may be needed in addition to regular plowing operations.

Presently, multi-use paths located within parks, valley land and/or utility corridors are designated as "recreational trails". This allows the courts to recognize a lower duty of care under the Occupiers Liability Act as opposed to the Municipal Act which governs the maintenance of a multi-use paths and sidewalks located within a road allowance.



Presently, roadways that are classified as arterial and collectors are the first to receive salt brine and salt. Active transportation users do not generate the heat needed to dissipate residual snow, so it may therefore be necessary to schedule additional sweeping operations along bike lanes to ensure that they remain safe and passable.

The objective of these operations on arterial and collector roads is to achieve a level of clearing that is close to bare pavement. Local roads are done afterwards. Salt is applied based on snow accumulation. On local roads, salt is applied when the snowfall is 7.5 cm (3”) or less. When a single snowfall is greater than 7.5 cm (3”), then the local road may be plowed. It is not expected that bare pavement will be achieved on all local roads, but that the road will be safe and passable.

The City’s service level targets for various facilities is provided in Exhibit 5.5.

**Exhibit 5.5 Existing Service Level Targets**

Amount of time after the end of a winter event	Road infrastructure	Parks infrastructure
➤ 12 hours		<ul style="list-style-type: none"> <li>➤ Rose Theatre Garden Square</li> <li>➤ City Hall</li> <li>➤ Ken Whillans Square</li> <li>➤ Fire Hall Parking Lots</li> </ul>
➤ 24 hours	<ul style="list-style-type: none"> <li>➤ Roads</li> <li>➤ Sidewalks</li> <li>➤ School crossings</li> <li>➤ Transit stops</li> <li>➤ *Bridge Decks are a priority</li> </ul>	<ul style="list-style-type: none"> <li>➤ City Facility Parking Lots</li> </ul>
➤ 48 hours	<ul style="list-style-type: none"> <li>➤ If events are prolonged or severe</li> </ul>	<ul style="list-style-type: none"> <li>➤ Park Pathways</li> </ul>

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## **Existing Sidewalk Operations**

Arterial sidewalks generally receive mechanical clearing, using CAT vehicles. However, not all sidewalks are maintained by the City, and at these locations it is the responsibility of the property owner. Property owners of non-City maintained sidewalks are expected to clear sidewalks by 11:00 AM the day after the end of a winter event, otherwise they may be subject to a fine or clearing costs by by-law enforcement.

### **5.3.2 Summer Maintenance**

Maintenance operations in the summertime refers to trash pickup and street sweeping. Ensuring a cycling surface that is free of broken glass or debris is important to ensure proper traction and the removal of hazards. Summer maintenance is performed both manually by parks staff, and mechanically by sweepers.

To ensure adequate traction, operations undertaken in the spring are important from a cycling safety perspective. Presently, a trail sweeping operation is initiated in the spring, to remove the build-up of silt and debris that has accumulated over the winter. These springtime operations typically take place in April, when the forecast suggests that the season has turned and it will no longer snow. Both salt and sand may be applied during the winter months, and following a spring melt, the amount of sand buildup may pose a slip and fall hazard.

If high rates of walking and cycling are documented on a trail, it may be appropriate to begin springtime maintenance operations sooner, or to budget for multiple rounds of clearing. Locations where the build-up of debris may be significant are not currently documented. A review of historical routine inspection records or as a part of inspections going forward, these problematic areas can be identified and appropriate resources allocated.

## **Budgeting**

The overall annual budget is approximately \$13 million dollars, although this may vary from year to year depending on levels of snowfall, infrastructure expansion, and related cost increases.

Approximately 90% of the winter maintenance work that takes place in the City of Brampton is outsourced. Contracts for winter operations are typically awarded as 7-year terms. The current contract began after the 2016/2017 winter season.

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## 5.4 IMPROVING MAINTENANCE FOR WALKING AND CYCLING

As many Cities in Ontario do not clear their recreational trails in the winter, Brampton's existing commitment to clearing its recreational trails and sidewalks positions it as a leader. In order to enhance existing service levels, consultations with road operations staff will be required to better understand existing practices and the need to either reallocate resources or provide greater resourcing.

When available, cycling and pedestrian counts may help to identify high-use facilities, which would support a mandate for enhanced maintenance levels.

Many walking and cycling trips will use both regional and municipal roadways. It is therefore desirable that enhancements to maintenance standards and priority networks be coordinated between the **Regional** and **municipal** levels of government.

### *Regional Coordination*

The City of Brampton is located within the Region of Peel. On February 22, 2018, the Region of Peel's Council approved a Sustainable Transportation Strategy (STS), which includes the following Actions;

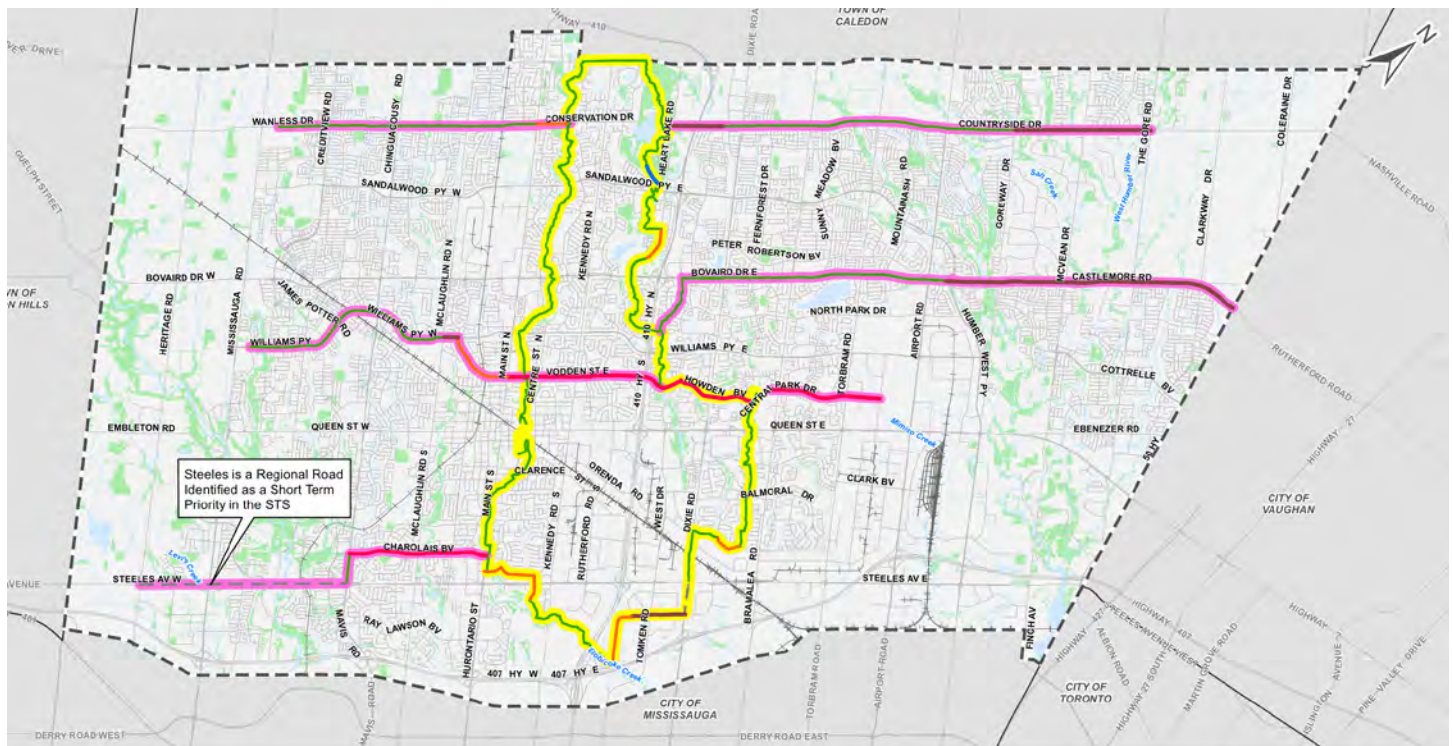
- **W4** – Improve winter maintenance for walking facilities
- **W5** – Develop priority winter maintenance network for Regional sidewalks
- **B7** – Improve year-round maintenance standards for cycling facilities
- **B8** – Develop priority winter maintenance network for Regional cycling facilities

These actions indicate the Region is also committed to enhanced maintenance for active transportation and will be a key partner.

## Towards a Priority Maintenance Network

As a starting point, the Priority Cycling & Trails network identified through the ATMP (refer to Exhibit 5.6 below and Section 3.3.6 for additional information) could be considered for a pilot of enhanced priority maintenance.

### Exhibit 5.6 Potential Priority Maintenance Network



The Service Levels identified in Exhibit 5.7 describe enhanced standards that may be considered for the priority network and reviewed with City of Brampton Road Operations staff. These service levels largely reflect assigning the standards of the Priority 1 Roadways to the priority cycling network and service levels. Consultations to develop a priority cycling network should be undertaken in coordination with the Region of Peel and other relevant stakeholders, such as Brampton Transit.

**Exhibit 5.7: Priority Cycling Network – Draft Service Levels for Further Assessment**

Type	Activity	Regular Network (open year-round)	Priority Network
Non-Winter	Patrolling	Per Ontario Reg 239/02	3 times every 7 days
	Pothole Repair	Per Ontario Reg 239/02	600 cm <sup>2</sup> x 8 cm depth within 4 days
	Surface Discontinuity Repair	Per Ontario Reg 239/02	Height of 5 cm within 2 days
	Pavement Markings	Refresh as needed	
	Sweeping	Per current City practice	For on-road facilities - twice monthly; March to May and September to November. Once monthly all other summer months. For Boulevard facilities – once monthly; March to November
	All other activities*	Per Ontario Reg 239/02	
Winter	Snow Clearing	Per Ontario Reg 239/02 See Exhibit 5.4	Maintain to bare pavement condition – 4 hours  One-way facilities: width of 1 m or width of bike lane, whichever is less  Two-way facilities: 2.4 m
	Ice Treatment	Per Ontario Reg 239/02 See Exhibits 5.5 and 5.6	Within 6 hours

\* Includes weather monitoring, shoulder grading, crack repair, illumination, signage, traffic control, bridge deck spalls.

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As the needs of people cycling differ from motor vehicles, the preferred approach used for winter maintenance differs for these two travel modes. The following points should be considered within the context of local experience and knowledge, when implementing a winter maintenance program for persons travelling by bicycle.

- Liquid salt (brine) is applied in anticipation of snowfall
- During and after a snow event, sweepers instead of plows are used to clear snow from sidewalks and cycling facilities
- The previously applied brine prevents the newly fallen snow from binding to the surface of the active transportation facilities
- The sweepers are able to clear snow right down to the bare surface
- Salt and abrasives are not necessary to dissipate residual snow and ice and prevent skidding
- Brine is immediately reapplied, by the sweeper vehicles, to avoid snow and ice bonding during the next snow event
- For heavy snowfalls: first pass with plow, then follow with sweeper

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**Recommendation:**

Assess the maintenance best practices outlined within Chapter 5 to determine the impact to operating budgets, equipment need and resources.

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**Recommendation:**

Assess the service level thresholds outlined within Chapter 5 (Exhibit 5.5) to determine the impact to operating budgets, equipment need and resources.

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**Recommendation:**

Develop a pilot priority cycling network for enhanced year-round maintenance and assess its impact to operating budgets, equipment needs and resources.

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# 6

## Developing a Walking & Cycling Culture







## 6.1 PROGRAMS

The infrastructure improvements and design standards discussed in Sections 3 to 5 of this report address designing for the safety, comfort and connectivity of the physical active transportation network and infrastructure, for people of all ages and abilities. While building the active transportation network is itself a key ingredient in making walking and biking a viable transportation option, it also has to be coupled with supportive policies and programs that will foster a walking and cycling culture.

The 2016 Transportation Tomorrow Study indicates that in the City of Brampton, more than half (53%) of the trips to work and school that are less than 5km are made by car (either as a driver or passenger). Trips of this distance are realistically walkable or cycleable, provided the proper infrastructure and supports – including education and awareness – are in place.

Broadly speaking in the North American context, the data suggest that people on bikes can be categorised into the following four groups, shown in Exhibit 6.1:

**Exhibit 6.1: Categories of Cyclists**

Category	Description	Distribution (typical urban municipality)
Strong and Fearless	Typically ride for both recreational and utilitarian purposes, comfortable riding along side of motorized traffic.	1%
Enthusied and Confident	Comfortable sharing the road with vehicular traffic but prefer to do so in a designated area	7%
<b>Interested but Concerned</b>	<b>Ride for recreational along park paths, trails and/or sidewalks (children), not comfortable riding on the roadway, could be attracted to cycling by the implementation of designated and separated facilities</b>	<b>60%</b>
No way, No How	Represents people who are not, and may never be interested	32%

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Comprising 60% of the population, the target audience for practitioners promoting the expansion of cycling should be the 'Interested but Concerned' group.

Programs focused on encouragement, education and enforcement are important tactics for convincing people to consider cycling and walking as a favourable transportation option for everyday trips.

There are approximately 296km of recreational trails and park paths in Brampton today, and they are generally used by Brampton as recreation amenities and cycling is seen as a recreational activity. Few see a bicycle as a practical transportation option for work or other utilitarian, destination-based trips. Programs to **encourage** occasional recreational cyclists to leave their cars at home more often and replacing those trips (in whole or in part) with an active transportation mode are a necessary step to building the desired walking and cycling culture. Events, workplace and programs, activities for school children and effective communication campaigns (social media) should inspire people to walk and cycle by informing them of the many societal benefits of active transportation.

People may choose to drive a car instead of walking or riding a bike because they lack the knowledge or skillset. Whether it's an understanding of the rules of the road relating to cycling, how to

repair a flat tire, knowing that a typical 5 km trip to the grocery store or library is realistically walkable or cycle-able; or that there is safe, comfortable and connected infrastructure in place to support their everyday trips, **education** provides those "interested and concerned" with a greater sense of comfort and safety. Informing and educating people in turn encourages them to choose alternate modes and can shift their transportation choices from motorized vehicles to more active forms of transportation. Formal training courses, community bike hubs, partnerships with schools are all effective methods to educate those interested in cycling.

Understanding of road users' rights and responsibilities is a key aspect of the education initiatives discussed above.



However, **enforcement** is required to ensure that all user’s meet their obligations to keep roads safe for all users. Regulations that protect vulnerable roads users, coupled with law enforcement partnerships are essential to making travellers feel safer on bikes and by foot. . Enforcement campaigns, safety blitzes, and effective partnerships are key tactics to creating a culture of safe roadways for all users.

Exhibit 6.1 provides direction on the continuation of existing initiatives and identifies new programs in the areas of education, encouragement, and enforcement. The focus of these programs will be to get more people to choose an alternate (active transportation) mode and reap the many benefits outlined in Chapter 1. Where possible, the City will partner with agencies and community groups to ensure a consistent message and maximize exposure.

**Exhibit 6.2: Proposed Cycling Related Outreach Programing**

Proposed Outreach Program		Existing / New	Encouragement	Education	Enforcement
1	Develop an AT specific display and associated promotional material that can be used at public events.	E	+	+	+
2	Provide CAN-Bike training to city staff and members of the Brampton Cycling Advisory Committee to support the delivery of safety clinics, skills training, bike rodeos, etc.	E	+	+	
3	Offer active mobility camps (such as Bike Adventure, BMX and scooter/skateboard) aimed at youth, aged 10 to 13.	E	+	+	
4	Support community initiatives such as the Brampton Bike Hub (Bike Brampton) which provides the community with skilled mentors and resources (bicycle mechanics and cycling skills).	E	+	+	

Proposed Outreach Program		Existing / New	Encouragement	Education	Enforcement
5	Support community initiatives such as the BikeWrX (Brampton Bike Hub) providing bike maintenance and repair education programs to the Brampton community.	E	+	+	
6	Participate in the School Travel Planning program (Peel Safe and Active Routes to School (PSARTS) Committee) to educate and encourage students to use active transportation to and from school.	E	+	+	
7	Support and promote the Peel Children's Safety Village living-lab for elementary School children to learn and practice road safety skills (Personal Safety and Pedestrian/Bike Safety programs).	E	+	+	
8	Promote the Bicycle Rodeo Kit (Peel Regional Police) which is available for the community to help children learn and practice bicycle techniques and mechanics, including proper helmet fitting, bike safety, and skills drills.	E	+	+	
9	Support the Sheridan Bike Hub (Sheridan College – Davis Campus) which provides students with a do-it-yourself repair space, a bike rental program and a mentorship program.	E	+	+	
10	Collaborate with local post-secondary education institutions to undertake research projects, data collection and to support AT on local campuses (connectivity to network, end-of-trip facilities).	N	+	+	

Proposed Outreach Program		Existing / New	Encouragement	Education	Enforcement
11	Develop marketing material, and conduct education campaigns leading up to the construction of new types of pedestrian and cycling facilities.	N	+	+	
12	Develop a seasonal Bike Ambassador Engagement Team to help implement promotional and education activities.	N	+	+	
13	Reinstate “Bike Basic” and “Bicycling for Adults” City Recreation programs focused on educating registrants on the fundamentals of cycling, such as fitting the bike and helmet to the rider, street signs, signaling, stopping and riding techniques.	N	+	+	
14	Maintain the City’s Cycling Guide which includes a full size infrastructure map and information regarding cycling in the City of Brampton.	E	+	+	
15	Sponsor and support community rides (Brampton Cycling Advisory Committee) which are a series of non-competitive, family-friendly rides that take place in each of Brampton’s Ward from May to September.	E	+		
16	Participate in the planning and delivery of Bike the Creek, an annual event that features the Etobicoke Creek Recreational Trail and other routes, geared towards a range of abilities, and celebrates the exploration of the city by bicycle.	E	+		

	Proposed Outreach Program	Existing / New	Encouragement	Education	Enforcement
17	Host a Bike to Work Day celebration for the City. Bike to Work Day is observed nationally, regionally and locally to promote cycling as a viable, healthy, and fun option for commuting to work.	E	+		
18	Participate in Bike Month which takes place in June across the GTHA and is a campaign that brings together families, artists, commuters, and community groups to promote cycling at numerous local events all month long.	E	+		
19	Promote and support Bike to School Week (Region of Peel), a GTHA-wide campaign encouraging students to bike to school.	E	+		
20	Facilitate a cycling related employee trip reduction program and related cycling events (i.e. Bike Friday).	E	+		
21	Maintain a cycling website which provides a central resource for finding information upcoming events, safety and education, an interactive map and external resources.	E	+	+	
22	Support and promote the Walk + Roll Peel (Region of Peel) branding which encourages and supports walking and cycling across Peel Region.	E	+	+	
23	Plan and host a “Ciclovia” or an Open Streets event(s).	N	+		
24	Develop an Active Mobility Charter for the City, as proposed in Brampton’s Vision 2040.	N	+		

Proposed Outreach Program		Existing / New	Encouragement	Education	Enforcement
25	Carry out the Brampton Vision 2040 action to assemble an Active Mobility Charter Stewardship Committee, a volunteer advisory committee to work with City staff to implement the vision of the Active Mobility Charter.	N	+		
26	Work with Regional partners and other GTHA municipalities to roll out a regional bike share system.	N	+		
27	Support and promote the Peel Regional Police's Positive Ticketing Program where youth are rewarded for good behaviours (such as wearing a bicycle helmet).	N	+	+	
28	Maintain a traffic by-law that supports vulnerable road users and is consistent across the Region.	N	+	+	+
29	Promote the Peel Regional Police Bike Registration Program, allows residents to register their bike in case of theft.	E	+	+	
30	Expand the City's current way-finding strategy to include directional signage along cycling corridors or routes of significant value and that include a number of different facility types.	N	+	+	
31	Develop and include pedestrian and cycling safety material in fleet/transit training program.	N	+	+	
32	Translate AT marketing collateral to maximize outreach to Brampton's diverse ethnic communities.	N	+	+	



Proposed Outreach Program		Existing / New	Encouragement	Education	Enforcement
33	Supply and offer bike valet at major public events in the City.	N	+		
34	Partner with Peel Regional Police to publicize pertinent information to residents related to vulnerable road users.	N	+	+	+
35	Partner with Peel Regional Police to establish a plan for ongoing enforcement of bicycle helmets laws, traffic infractions and encouragement of safe cycling and walking behaviours.	N			+
36	Collaborate with Brampton Transit to promote walking and cycling at the many promotional, outreach, and educational events they host and attend across the City every year.	N	+	+	

**Recommendation:**

Review the existing and proposed outreach programs contained within this chapter and develop an annual action plan to educate and encourage active transportation in the City and to provide assistance to agency partners to enforce pedestrian and cycling related laws, regulations, etc., as appropriate.

Identify key messages in support of this ATMP to be applied to the programs included within this chapter.

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## 6.2 POLICY

Policy plays an integral role in ensuring that land use and transportation planning work together to create places more supportive of active transportation. Community design determines whether trip origins and destinations are sufficiently close to each other to support travel by active modes. The following Active Transportation supportive policies are recommended for consideration within future updates of the Transportation Master Plan and/or City of Brampton Official Plan:

1. Encourage and promote active transportation (walking and cycling) as a preferred mode of transportation for both recreational and short-trip everyday purposes through activities such as infrastructure improvements, educational programs, enforcement campaigns and promotional initiatives.
2. Ensure safe and secure pedestrian and cycling practices and behaviour, by all road and recreation path users through education, skills training and use of pedestrian and bicycle facility guidelines and best practices.
3. Incorporate considerations for active transportation in the land use planning, development and approval process to ensure that land use and transportation systems support and give priority to pedestrian and cycling needs such as sidewalks, bicycle routes, and trip end facilities (e.g. secure bike parking, showers, lockers).
4. Ensure that any roadway construction or reconstruction by the City includes provisions to meet the functional and safety needs of pedestrians and cyclists.
5. Recognize that all roads in Brampton excluding freeways are available to pedestrians and cyclists, and that in accordance with the City's 2040 Vision, "priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles."
6. Protect for and develop an Active Transportation network which includes sidewalks, off-road multi-use trails, in-boulevard and on-road cycling facilities, consistent with the City of Brampton's Active Transportation Master Plan (ATMP), and present the existing and proposed ATMP network as a Schedule in the City's Official Plan. Recognize the ATMP will evolve and improve and expand upon this network by adjusting the routes/facility types as

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necessary and add missing links through opportunities offered by unopened road allowances, hydro rights-of-way, abandoned rail trails, open greenspace development and future roadway improvements. Amendments to the network plan are not required for route or facility type revisions, provided that continuity and functionality of the network are maintained in the same general location and/or is consistent with the route selection principles included in the ATMP.

7. Ensure that the performance of the active transportation network is monitored through service indicators and targets (performance measures) to assess and evaluate AT network and program implementation relative to the ATMP.
8. Adopt the City of Brampton ATMP that includes goals and objectives for creating a pedestrian and cycling friendly city, through an integrated active transportation (pedestrian and cycling) network plan and implementation strategy, policies, and supporting education, enforcement, promotion and a monitoring program. Complete a formal update of the ATMP at least every five years, with the next update to be scheduled no later than 2024.
9. Deliver education and pedestrian and cycle skills training initiatives that create an awareness of safe walking and cycling practices for all road, sidewalk and pathway use.
10. Continue to enhance the integration of transit with walking and cycling by the following measures:
  - Maximizing bicycle access to transit stations and platforms;
  - Providing where feasible, separate routes or multi-use pathways in, adjacent to and across transit corridors;
  - Continue to equip all new buses with bicycle racks;
  - Promoting park-and-ride by ensuring secure bicycle parking at transit stations; and
  - Improve pedestrian access and sidewalk connections to all transit stations and bus stops.
11. Ensure that walking and cycling are important components of a multimodal transportation network by incorporating considerations for pedestrians and cyclists within an integrated land use and transportation planning and decision-making process.

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12. Require the continued expansion of bicycle trip end facilities (parking, lockers, showers) at all cycling destinations, whenever possible or practical through the following measures:
    - Development of a comprehensive bicycle parking program that establishes public and private sector responsibilities and opportunities;
    - Require the land use planning approval process and zoning by-laws to set standards for bicycle parking that is adequate to meet demands, and produce secure, illuminated, highly visible, sheltered and convenient bicycle parking;
    - Provide leadership by example through focusing bicycle trip end facilities on City-owned properties and rapid transit (GO) stations;
    - Identify as a Transportation Demand Management measure, methods to help developers reduce costs and land requirements by avoiding or reducing the need for large surface land area parking lots;
    - Ensure that the location and design of bicycle parking minimizes any impediments with other systems such as pedestrians and emergency vehicles; and
    - Develop effective strategies to prevent bicycle theft.
  13. Ensure that the design of active transportation facilities follows recognized and generally accepted guidelines to maximize pedestrian and cycling safety, security, accessibility, convenience and attractiveness.
  14. Ensure that transportation operational measures undertaken as part of system management work are identified and implemented to support safe and convenient cycling. These measures may include, but not limited to:
    - Exemptions (for bicycles) from turn prohibitions;
    - Contra-flow cycling lanes on one-way streets;
    - Vehicle/Bicycle detection equipment at intersections;
    - Management of loading zones to minimize disruption of cyclists; and
    - Set speed limits on roadways that are consistent with

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adjacent land use and reflective of “complete streets” thinking and prioritization of vulnerable road users.

15. Provide for safe and comfortable year-round operation of the primary active transportation network (Exhibit 4.18) through the adoption, implementation and monitoring of pedestrian and cycling maintenance practices and standards for both on and off-road routes.
16. Work with Peel Regional Police to increase the effective enforcement of cycling behaviour for both on-road and multi-use pathways, to comply with regulations of the Highway Traffic Act and Municipal By-Laws.
17. Recognize the bicycle as an important element towards maximizing efficient operations of the transportation and land use system, by helping to reduce the space needed for mobility requirements such as parking, and being supportive of more intensive land use practices.
18. Ensure public safety and the integrity of the transportation system by incorporating bicycle facilities in a compatible, complementary and non-conflicting manner. For example, the City will continue to minimize interference with pedestrians by prohibiting cycling on sidewalks by adults.
19. Adopt a “leadership by example role” and showcase to other municipalities and employers, by implementing infrastructure and innovative programs that support, encourage, educate and enforce safe cycling.
20. Recognize and promote the many benefits of cycling which underline why this mode of transportation must be supported and given a preferential implementation status. Bicycling provides benefits that include community health from exercise, economic returns from retail sales and tourism, positive environmental impacts from a reduction in air pollution, energy consumption and mobility space requirements, and increased social interactions.
21. Improve and enhance access to bicycle facilities and destinations by supporting a broad range of cycling initiatives that improve route network infrastructure, encouragement and promotion to get more people cycling, and education and enforcement programs for safer and more knowledgeable cyclists.

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22. Recognize and support active transportation as an important means to help produce a more sustainable transportation system that uses resources in a manner that is efficient and considerate of the needs of future generations.

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**Recommendation:**

Incorporate the suggested Active Transportation supportive policies outlined in the ATMP in the City's Official Plan and Transportation Master Plan.

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7

# Implementation







## 7.1 IMPLEMENTATION

The implementation strategy outlined in this section provides a roadmap for achieving an integrated, attractive, and accessible active transportation network. It recommends key steps and actions to achieve the goals and objectives of the ATMP. It is recommended that the ATMP, along with the implementation strategy, be adopted by City Council. The implementation strategy is also assumed to be the long term strategy towards improving active transportation in the City of Brampton.

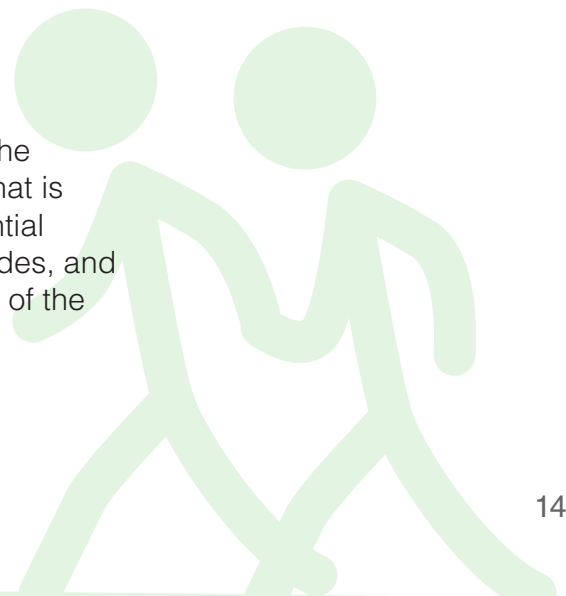
The various recommendations in this report have been grouped into two categories for implementation: short term (0-5 years) and longer term (5+ years). The City’s Transportation Master Plan is updated on a regular basis (every 5 years) which provides an opportunity to revise and/or confirm proposed network links and other infrastructure recommendations. As such, the City’s ATMP should also be reviewed on a regular basis as a part of the TMP update. The focus of implementation for this ATMP is the short term (0-5 years) with projects identified in the longer term (5+years) to be confirmed through future updates to the plan.

### Exhibit 7.1: Implementation Recommendations

Recommendation:		Financial Implications:
The City’s Active Transportation Master Plan and the Implementation Strategy to build a comprehensive active transportation network to 2041 be adopted by City Council.”	Short Term	N/A
The City’s Active Transportation Master Plan be updated through a public process every five years.	Short Term	N/A

### 7.1.1 Design for Safety & Comfort

The implementation of high quality pedestrian and cycling infrastructure as defined in Chapter 3 (and supported by the Design Compendium) will help to create an environment that is safe and attractive for users. Safety and comfort are essential factors in encouraging the use of active transportation modes, and are therefore integral considerations in the implementation of the ATMP.



The Ontario Traffic Manual Book 18 - Cycling Facilities also provides direction, reflecting up-to-date standards on best practices for cycling infrastructure that can be applied uniformly across the province.

**Exhibit 7.2: Design for Safety & Comfort Recommendations**

<b>Recommendation:</b>	<b>Timeline</b>	<b>Financial Implications</b>
Use the ATMP Design Compendium to inform the design of complete streets and the active transportation network presented in the Active Transportation Master Plan.	Short-Term	N/A
Adopt the guidance provided by the Ontario Traffic Manual Book 18: Bicycle Facilities as the best practice for the planning, design and operation of cycling facilities in Ontario.	Short Term	N/A

**7.1.2 Connecting the Network**

As outlined in Chapter 4, the cycling network will be delivered through the following programs:

- **Capital Plans:** Major road reconstruction projects are identified in the City’s 10-year Roads Capital Program. Coordination of large scale capital projects with active transportation is a cost effective way to implement infrastructure without additional active transportation specific budget. Another cost effective current practice at the City that does not require additional budget allocation, involves identifying active transportation infrastructure through the secondary planning and block planning process.
- **Infill Program:** This program prioritizes a number of active transportation links (for walking and cycling) using the defined processes and metrics as outlined in Chapter 4.

**Exhibit 7.3: Connecting the Network Recommendations**

<b>Recommendation:</b>	<b>Timeline</b>	<b>Financial Implications</b>
Update the Missing Sidewalk Program priority warrant to include metrics relating to the presence of seniors homes/healthcare centers and locations where major barriers, such as highways or railways may impact pedestrian safety.	Short-Term	N/A
Update the Missing Sidewalk Program priority warrant to recognize that projects where a transit route has been identified, be elevated to the highest priority.	Short-Term	N/A
Provide dedicated annual capital funding of \$1.25 million to accelerate the installation of missing sidewalks on arterial roadways and address challenging corridors.	Short-Term	\$1.25M annually
Allocate an annual budget towards implementing the short-term priorities identified in the ATMP “Infill” Program.	Short-Term	\$4M annually
Allocate an annual budget over the next 5 years to address the gaps identified in the ATMP “Fix-it” program.	Short-Term	\$1.25M annually
Prepare an inventory of bicycle parking located within the City that is available to the public, to identify gaps and to inform a future bike parking program. The inventory should include (but not be limited to) public spaces (roads, parks) recreation centres, civic buildings, schools, commercial properties, office space, etc.	Short-Term	N/A
Update the City of Brampton parking zoning by-law to require all new developments to include an appropriate supply of bicycle parking, taking guidance from the best practices outline within the ATMP.	Short-Term	N/A
Incorporate the policies outlined in the ATMP relating to end-of-trip facilities into the development of the parking zoning by-law.	Short-Term	N/A

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The “Fix-it” plan includes the following sub-programs that will be needed to improve the existing network and will need to be funded over the next 5-10 years:

- **Recreational Trail Program:** encapsulates strategies aimed at ensuring a uniform level of quality across Brampton’s off-road trails. Strategies are discussed in Section 4.4 and includes:
  - Introduce centerline pavement markings at strategic locations;
  - Improve surface quality; and,
  - Widen or standardize width.
- **In-Boulevard Program:** is similar to the Recreational Trail Program, this program aims to normalize the quality of in-boulevard facilities. Strategies are discussed in Section 4.4 and includes:
  - Introduce curb cuts;
  - Introduce curb cuts and use signs or pavement markings to clarify right-of-way when a crossing is unsignalized; and,
  - Remove and replace sub-standard paths/trails along roadways used to detour recreational trails to controlled crossings.
- **On-Road Program:** covers upgrades needed for the City’s existing on-road facilities include:
  - Formalize existing urban shoulders/edge lines as designated bike lanes through the addition of pavement markings and signage; and,
  - Modifications to lane configurations around signalized intersections to ensure that cycling facilities are continuous on the intersection approaches.
- **Curb Depression at School Crosswalks Program:** aims to provide routine upgrades of existing schools crosswalks to construct fully accessible depressed curbs.

### 7.1.3 Providing Year Round Mobility

Proper maintenance is critical to ensuring that walking and cycling infrastructure is safe, comfortable, and usable throughout the year. A good maintenance regimen can help to encourage walking or cycling trips in all seasons, reduce the risk of injuries, and extend the service of life of infrastructure.

#### Exhibit 7.4: Providing Year Round Mobility Recommendations

<b>Recommendation:</b>	<b>Timeline</b>	<b>Financial Implications</b>
Assess the maintenance best practices outlined within Chapter 5 to determine the impact to operating budgets, equipment need and resources.	Short-Term	N/A
Assess the service level thresholds outlined within Chapter 5 (Exhibit 5.5) to determine the impact to operating budgets, equipment need and resources.	Short-Term	N/A
Develop a pilot priority cycling network for enhanced year-round maintenance and assess its impact to operating budgets, equipment needs and resources.	Short-Term	TBD

### 7.1.4 Developing a Walking & Cycling Culture

As outlined in Chapter 6, ensuring a positive community outlook on walking and cycling is essential in increasing the number of active transportation trips. This will require tactics such as developing proper policies and guidelines, installing appropriate infrastructure, and providing education through community awareness and various outreach programs.

**Exhibit 7.6: Developing a Walking & Cycling Culture Recommendations**

<b>Recommendation:</b>	<b>Timeline</b>	<b>Financial Implications</b>
Review the existing and proposed outreach programs contained within Chapter 6 and develop an annual action plan to educate and encourage active transportation in the City and to provide assistance to agency partners to enforce pedestrian and cycling related laws, regulations, etc., as appropriate.	Short-Term	TBD
Identify key messages in support of this ATMP to be applied to the programs included within this chapter.	Short-Term	N/A
Incorporate the suggested Active Transportation supportive policies outlined in the ATMP in the City's Official Plan and Transportation Master Plan.	Short-Term	N/A

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## 7.2 MONITORING AND EVALUATION

Implementation of the Brampton ATMP is expected to begin in 2019. It is recommended that the City of Brampton implement the ATMP network infrastructure programs on an annual basis in accordance with proposed phasing and available capital funds and as authorized by Council. Collecting data to monitor and evaluate pedestrian and cyclist behavior will help the city to evaluate the effectiveness of various activities recommended in the ATMP towards achieving the stated vision/goals of their plan.

To evaluate progress made toward achieving the goals of the ATMP, the measures in Exhibit 7.7 may be monitored.



**Exhibit 7.7: Measures to be Monitored for Evaluating the ATMP Objectives**

Objective of the ATMP (Section 1.3)	Measure	Target	Evaluation Type
Invest efficiently in an expanding network	Length of network (km) completed within the 5-year short-term timeline	150 km of new infill cycling and trails infrastructure (in addition to co-ordinated road capital projects).  20 km of new sidewalks to address gaps along arterial roads.	Program output
Provide options to all residents, including enhancing accessibility	Number of projects delivered that enhance accessibility (e.g. curb cuts to make trail access points AODA compliant)	25 projects per year, beyond Capital Plan.	Program output
Maximize the value (usage) of existing infrastructure	Number of fix-it program improvements completed to improve quality and connectivity of existing trails and cycling infrastructure  Year over year walking and cycling count data	30 improvements per year, beyond Capital Plan  10% of City-wide trips by 2041, as per Transportation Master Plan.	Program outcome
Improve the safety of walking and cycling	Year over year walking and cycling collision data	Decline in year-over-year collision rate, calculated relative to walking and cycling activity.	Program outcome
Improve access to transit and provide viable active transportation options for the first / last mile	Percentage of rapid transit stops and stations with direct cycling connection  Percentage of rapid transit stops and stations with bicycle parking  Percentage of transit stops and stations with sidewalks	80-100% of stations.  80-100% of stations.  100% of stations.	Program output

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There are several best practice monitoring techniques to consider. For example, a comprehensive monitoring program may go beyond comparing counts and introduce more qualitative measures to document comfort levels. Surveys may be used to gauge public response, and traffic camera footage to assess cyclist and pedestrian behavior. The observations from these types of evaluation programs may help identify design issues and helped establish recommendations for updates to facility design.

## 72.1 Measuring Pedestrian and Cycling Demand

There are a number of methods for measuring demand, that is how many people are walking and cycling. Common methods include:

- Region-wide travel survey, Transportation for Tomorrow that provides statistics for one time period every 5 years;
- Individual trip-making data recorded in smartphone applications such as Strava; and,
- Manual or automatic counters at specific locations.

### *Strava Data*

The City of Brampton has been promoting a partnership initiative with the Region of Peel to purchase the GPS enabled smartphone app “Strava”. From a demographic perspective, the marketing of this app tends to attract cyclists who wish to share their recreational ride routes. While the data gathered by self-selecting users may over-emphasize athletic accomplishments (and under-emphasize routine cycling trips to utilitarian destinations), it nonetheless represents a valuable record of locations with existing cycling demand.

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## ***Cycling and Pedestrian Counts***

Bicycle and pedestrian counts can be conducted manually or with automatic count technologies; however automatic counters have certain advantages. Automatic count technologies are useful in conducting longer-term counts, establishing daily, weekly, or monthly variations and almost always require fewer person-hours. The most common technologies used for bicycle and pedestrian counts as identified by the US National Pedestrian and Bicycle Counting Project are:

- Passive infrared (detects a change in thermal contrast);
- Active infrared (detects an obstruction in the beam);
- Ultrasonic (emits ultrasonic wave and listens for an echo);
- Doppler radar (emits radio wave and listens for a change in frequency);
- Video imaging (either analyzes pixel changes or data are played back in high speed and analyzed by a person);
- Piezometric (senses pressure on a material either tube or underground sensor); and,
- In-pavement induction loop (senses change in induction field as metal passes over it).

Most automated technologies work well for counting users that pass a specific point. Emergent video technologies may be used to capture additional demographic or behavioral information. A combination of technologies such as Eco-Counter's Eco-Multi can also distinguish between types of users.

The choice of an automatic count technology primarily depends on the type of data that is required to be collected, the project budget, and the number of people who can work on the project. All automatic count technologies require calibration. When choosing sensor types, the roles and responsibilities for data warehousing and management should also be considered.

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## **Region of Peel Cordon Count Program**

The Cordon Count Program collects data on how vehicles and people travel in the Greater Toronto Area (GTA).

Together with other GTA Regional municipalities and the Ontario Ministry of Transportation, Peel Region carries out full counts every 5 years and partial counts in between. The latest full counts and partial counts were completed in 2006 and 2009.

The Region of Peel relies on this data to estimate future trends for passenger, vehicle, truck, active transportation and transit trends, and to plan Peel's transportation system.

Cordon Count data:

- Provides the auto occupancy information we need to support High Occupancy Vehicle (HOV) and carpooling initiatives.
- Tells us how many people are using different modes of transportation.
- Helps us monitor growth and impacts on road and transit facilities of various new developments.
- Tells us how many and which types of commercial vehicles use Peel's roads.
- Validates the forecast of the Travel Demand Forecasting Model
- Is used as input for the Capital Roads Program and phasing of development in the Region.

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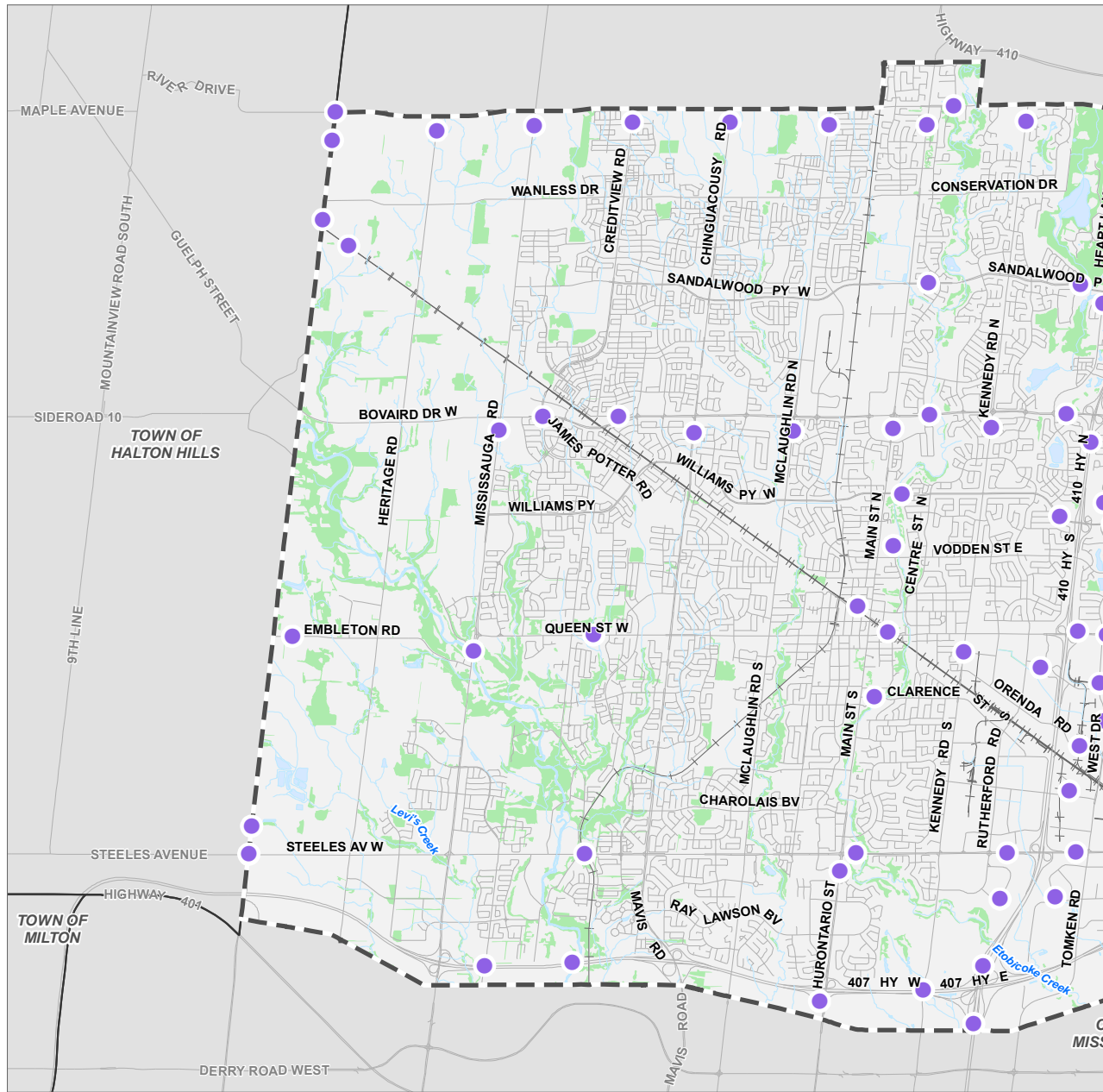
The cordon count locations have been selected in the past to provide an understanding of vehicular movement in / out and through the Region and City, with the counting of pedestrians and bicycles added to the data collection. Thus, cycling and pedestrian facilities away from the major streets, and off-road trails are typically not included in the Cordon Count Program. Deploying counters at strategic locations along Brampton's recreational trails is important for benchmarking existing rates of use. Count data can be used to document levels of walking and cycling to help build momentum for future initiatives. Anecdotal evidence is not enough to convince stakeholders, and so counting equipment should be thoughtfully deployed on Brampton's walking and cycling corridors.

Peel Region and City of Brampton undertake cordon traffic counts on a continual basis. The Cordon Count Program involves counting vehicles crossing selected stations over a 15-hour period from 5:30 a.m. to 8:30 p.m. There are 110 cordon count locations in Brampton as shown on Exhibit 7-8.

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## Exhibit 7.8 Cordon Count Program



- Cordon Count Location
- Watercourse
- Road
- +— Rail Line
- Waterbody
- Wooded Area

Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N

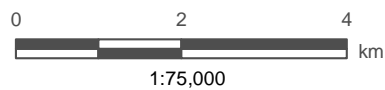
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102159

### Cordon Count Locations

Brampton ATMP  
City of Brampton



Date: July, 2019



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## 7.2.2 Counters Deployed within Capital Projects

Permanent counting hardware can be deployed on a routine basis as a component of major capital projects. At the time that new facilities are being constructed, there is more flexibility to install sensors for both in-ground and above ground permanent counting hardware. The cost of adding a permanent counter to a project is relatively small compared to the overall capital cost of a new active transportation facility. Since active transportation trips are typically short, counters are recommended to be located every one to five kilometers along a new facility.

The coordinated installation of counting hardware installation during the construction of multi-use trails or cycle tracks may yield cost savings in a number of respects. Where it is desirable to lay ground sensors, embedding these without cuts to the asphalt or concrete surface can help to prevent surface degradation. Similarly, above-ground sensors may require an in-ground mount or a connection to utilities as their power source.

The installation of permanent counting sensors on active transportation facilities over longer periods is better able to account for the weather or seasonal uptake. These counters provide valuable data by the hour over a much longer period of time, providing insight into short and long-term trends. For example, counts may help to better understand whether infrastructure is being used for recreational or commuter purposes. Facilities being used for commuting will see spikes of users during the AM and PM weekday peak periods in a similar pattern to those observed for other modes of transportation. Conversely, where a facility is being used for recreational purposes, counts will be more pronounced during “off-peak” travel times, such as weekends and holidays.

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### **Recommendation:**

Explore the potential for the installation of active transportation counters as part of capital project construction contracts.

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### 7.2.3 Infill Counter Program

Pedestrian and bicycle count data are commonly used to:

- Track changes in pedestrian and bicycle activity over time;
- Evaluate the effects of new infrastructure on pedestrian and bicycle activity;
- Prioritize pedestrian and bicycle projects;
- Model transportation networks and estimate annual volumes; and,
- Conduct risk or exposure analyses in combination with crash data.

NCHRP REPORT 797 Guidebook on Pedestrian and Bicycle Volume Data Collection (TRB, Washington, D.C., 2014) provides detailed guidance on non-motorized count data applications, data collection programs, adjusting count data, and count technology. Locations for permanent pedestrian and cyclist counter locations in the City of Brampton to complement the Cordon Count Program are recommended below. NCHRP REPORT 797 is the recommended resource for additional details required to implement and analyze short-duration counts and continuous counts from permanent counters. Specific counting technologies require particular site characteristics. Although permanent counter locations are being recommended, site-specific factors will need to be investigated further during implementation, and locations adjusted accordingly.

Count locations are typically selected as follows:

- **Random locations:** simple random sampling is typically not appropriate for automated counting. However, consideration of stratified random sampling considering categories such as commuting versus recreational routes, land-use types, income levels, proximity to various generators such as schools, parks, transit stations, etc. can be useful for developing predictive pedestrian and bicycle volume models and safety performance functions.

- 
- **Representative locations:** counting at representative sites can be used to measure how pedestrian and bicycle activity changes over time in a community as a whole. Count sites should not be limited to locations that are convenient, have the highest pedestrian or bicycle volumes, or are expected to have the greatest increases in walking and bicycling. Sites are typically selected to represent:
    - Located in different geographic parts of the community
    - Surrounded by different types of land uses
    - Found on different types of facilities (e.g., multi-use trails, bicycle lanes, sidewalks)
    - Reflective of the range of socioeconomic characteristics in the community as a whole
  - **Targeted locations:** sites are selected on the basis of being associated with particular projects, facility types, barriers, or locations with particular characteristics (e.g., safety concerns). These are more likely to be implemented on an as-needed basis for specific projects or analyses.
  - **Control locations:** this approach compares sites affected by a project with unaltered sites (control locations) to determine how much of the observed change in demand can be attributed to the project. Control sites account for broader influences on walking and bicycling (e.g., an increase in gas prices or a community-wide promotion program), making it possible to quantify the change in walking and bicycling activity or safety actually due to the project of interest.

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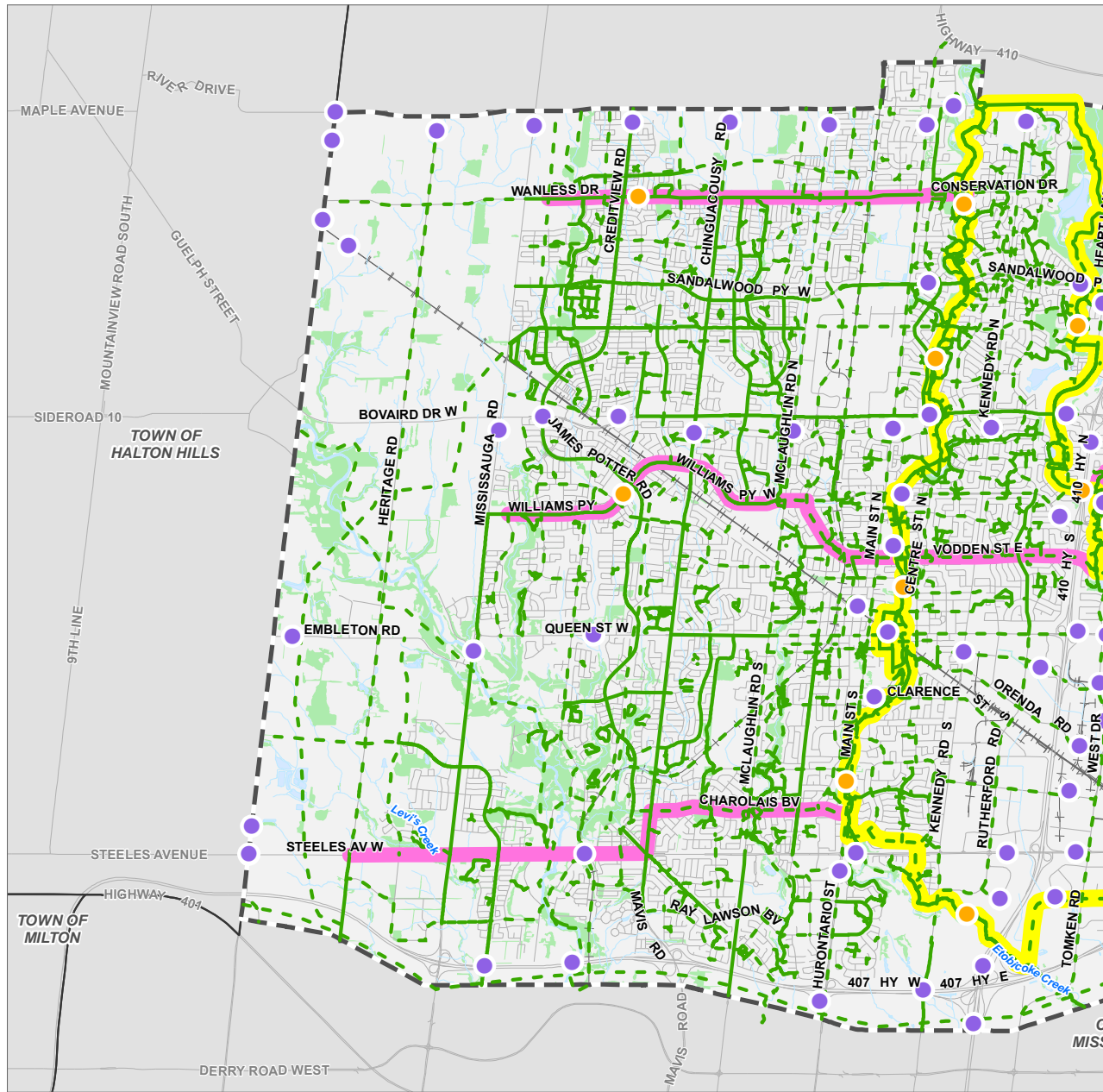
The recommended permanent pedestrian and cyclist counter locations focus on off-road facilities and representative locations on the Brampton Trail Loop and East-West Connections and within the major planning areas based on the City of Brampton's Secondary Planning Areas. These locations are shown on Exhibit 7-9.

#### **7.2.4 Data Management and Sharing**

Walking and cycling are transportation modes and the collection of data for these modes should ideally be integrated with counting programs being undertaken for motor vehicles. Instituting a data management protocol whereby walking and cycling counts are seen alongside motor vehicle counts for a given corridor, will help traffic operations staff to better understand how all modes travelling on the street interact.

The transparency of an open data policy, which allows for planning and traffic management staff from neighboring jurisdictions to access Brampton information, may be desirable, as this will help to inform the development of more cohesive networks across jurisdictional boundaries.

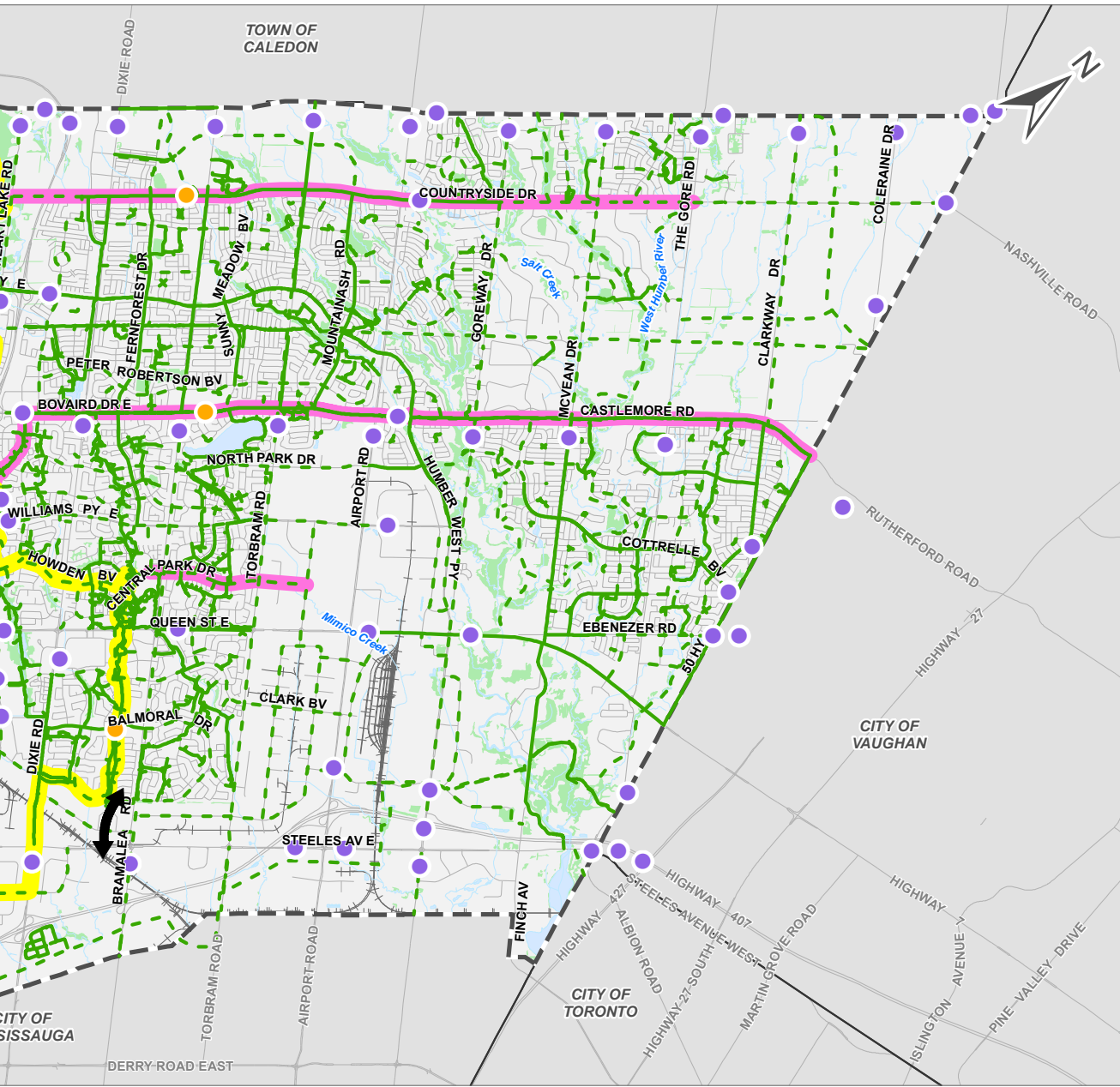
# Exhibit 7.9 Cordon and AT Count Program



Notes  
 1. Coordinate System: NAD 1983 UTM Zone 17N

- Proposed Infill AT Counter
- Cordon Count Location
- Desired GO Station Connection
- Proposed Network Link
- Existing Network Link
- Brampton Trail Loop
- East-West Connection
- Watercourse
- Road
- Rail Line
- Waterbody
- Wooded Area

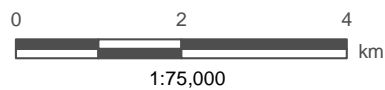
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102159

### Proposed Infill AT Counter Locations

Brampton ATMP  
City of Brampton



Date: August, 2019

The various recommendations for monitoring and evaluation presented in this report are summarized in Exhibit 7-10.

**Exhibit 7.10: Monitoring & Evaluation Recommendations**

<b>Recommendation:</b>	<b>Timeline</b>	<b>Financial Implications</b>
Incorporate temporary automated bike counters into the City’s inventory of automated traffic recorders and add the collection of daily bike volumes to the data collection program.	Short Term	\$10K annually
Implement permanent pedestrian and cyclist counters at the strategic locations identified in Exhibit 7.3, to collect data year-round in all-weather. These counters should be implemented through existing construction opportunities and as a part of the annual “fix-it” program.	Short Term	\$10K annually
Consider purchasing Strava Metro data as a tool to illustrate areas of cycling demand.	Short Term	\$15K annually
Incorporate the ATMP performance metrics identified in this chapter into the “City Dashboard 1.0”, the City’s performance dashboard.	Short Term	N/A

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## **7.3 INFRASTRUCTURE COSTS**

There are several network improvements recommended in this plan through the various programs identified in Section 4. Estimated capital costs for each program are summarized in this chapter, with a more detailed list of specific projects provided in Appendices D and E.

### **7.3.1 Cycling Infill Projects**

In Chapter 4, a list of cycling infill projects was identified based on the prioritization framework, leading to recommendations for improvements over short and longer term time periods. The cost of this program is identified in Exhibit 7.3. A full list of specific projects for each time period is provided in Appendix D.



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### Exhibit 7.11: Cycling Infill Projects Program Costs

Infill Program	
Horizon	Cost Estimate
Short Term	\$19,100,000
Medium Term	\$26,900,000
Long Term	\$40,500,000
<b>Total</b>	<b>\$86,500,000</b>

### 7.3.2 Fix-it Program

In Chapter 3, a list of priorities to improve the existing off-road and in boulevard network were identified. The cost of this program is identified in Exhibit 7.11. A full list of specific projects is provided in Appendix E.

### Exhibit 7.12: Fix-it Program Capital Costs

Fix-it Program	
Program	Cost Estimate
Recreational Trail Program	\$7,500,000
In-Boulevard Facilities Program	\$3,500,000
On-Road Cycling Facilities Program	\$1,400,000
School Curb Depressions at Crosswalks	\$150,000
<b>Total</b>	<b>\$12,550,000</b>



# Appendix A

Existing Policies



## Appendix A – ATMP ‘Existing Policies and Initiatives’

FEDERAL POLICIES		
Section	Planning for a Sustainable Future: A Federal Sustainable Development Strategy for Canada	Policy Type
Implementation Strategies for Clean Transportation – Enabling Capacity – 1.1.20	Provide tax relief to Canadians who use public transit regularly and encourage individuals to make a sustained commitment to using public transit regularly to help reduce traffic congestion, air pollution and GHG emissions, through the Public Transit Tax Credit (FIN).	Transit
Climate Change – What Others are Doing – Theme I – Pg. 26	In addition to federal and provincial/territorial governments, some Canadian municipalities are promoting lower- or zero-emission modes of transportation such as cycling and public transportation.	Alternative Modes

FEDERAL POLICIES		
Section	Strategies for Sustainable Transportation Planning The concept of sustainable transportation promotes a balance between transportation’s economic and social benefits and the need to protect the environment.	Policy Type
Principle 4: Support Economic Development	Flexible transportation systems would ensure that as many residents as possible have options for getting around (e.g. public transit, cycling and walking) rather than requiring them to rely on automobiles.	Alternative Modes
Principle 6: Consider All Modes	At the heart of an urban transportation plan is typically a set of policies, programs and projects for various transportation modes that support the plan’s overall goals. Modes like walking, cycling and public transit (and substitutes like telework) are fundamentally more sustainable than automobile travel.	Alternative Modes/ Transit

FEDERAL POLICIES		
Section	Bill 51 – Planning and Conservation Land Statue Law	Policy Type
	Is a reform to the Planning Act, which outlines a legislative framework for land use planning in Ontario. Bill 51 provides changes to the planning process. The changes to the planning process include sustainable development, protection of green space and provides municipality with more power and flexibility.	
3. (q)	The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.	
(4) Paragraph 2 of subsection 41 (4) of the Act is amended by striking out “and” at the end of subparagraph (b) and by adding the following subparagraphs:	The sustainable design elements on any adjoining highway under a municipality’s jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-law passed under subsection (2) are in effect in the municipality.	

FEDERAL POLICIES		
Section	Bill 31 – Making Ontario Roads Safer Act	Policy Type
	Making Ontario’s Roads Safer Act, 2015 and its supporting regulations aim to make conditions safer for everyone travelling on the roads: drivers, cyclists and pedestrians. With an objective to reduce fatalities and injuries on Ontario’s roads, the following information highlights why Ontario’s laws are changing and the increased fines and penalties.	
Section 62	Section 62 of the Act is amended to permit bicycles to carry a flashing red lamp on their rear, this maybe in addition to or instead of the red light or reflection on their rear that is currently required. Subsection 62 (18) of the Act, which imposes a \$20 fine for contravening the requirements for lights and reflectors on bicycle, is repealed.	

FEDERAL POLICIES		
Section	Bill 31 – Making Ontario Roads Safer Act	Policy Type
Section 144	<p>Section 144 of the Act is amended to allow for traffic control signals that are specific to bicyclists. In locations where there are both bicycle traffic control signals and regular traffic control signals, bicyclists will be required to obey the bicycle traffic control signals.</p> <p>Subsection 144 (29) of the Act is amended to remove the prohibition against riding or operating a bicycle along a crosswalk.</p>	
Section 148	Section 148 of the Act is amended to require the driver of a motor vehicle overtaking a bicycle to maintain a distance of at least one metre, as nearly as practicable, between the vehicle and bicycle.	
Section 156	Section 156 of the Act is amended to permit bicycles to be ridden or operated on their paved shoulder of a highway that is divided into two separate roadways.	
Section 140 and 176	<p>Sections 140 and 176 of the Act are amended to require drivers to remain stopped at a pedestrian crossover or school crossing until the person crossing the street and the school crossing guard are off the roadway. The current Act allows drivers to proceed once the person crossing and the school crossing guard are no longer on the driver's half of the roadway.</p> <p>Other amendments to section 140 of the Act consolidate the duties of drivers and pedestrians at pedestrian crossovers:</p> <ul style="list-style-type: none"> <li>➤ Drivers must stop before entering the crossover and not overtake another vehicle already stopped at the crossover; and,</li> <li>➤ Pedestrians (which includes persons in wheelchairs) must not enter a crossover and into the path of a vehicle or street car that is so close that the driver cannot stop,</li> </ul> <p>In the new subsection 140 (8), the Minister of Transportation is authorized to make regulations respecting pedestrian crossovers, including prescribing signs and markings.</p>	

PROVINCIAL POLICIES		
Section	Provincial Policy Statement 2014	Policy Type
Section 1.2 Coordination	<p>Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:</p> <ul style="list-style-type: none"> <li>➤ Where transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8.</li> </ul>	Coordination Policies
Section 1.4, Housing, 1.4.3 pg. 19	<p>Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:</p> <p>Promoting densities for new housing which efficiently use land, resources, and infrastructure and public services facilities and support the use of active transportation and transit in areas where it exists or is to be developed.</p>	Land Use
Section 1.5 Public Spaces Parks and Open Space, 1.5.1, pg. 10	<p>Healthy, active communities should be promoted by:</p> <ul style="list-style-type: none"> <li>➤ Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and,</li> <li>➤ Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.</li> </ul>	Land Use
Section 1.6.7 Transportation Systems, 1.6.7.1	<p>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.</p>	Land Use
1.6.7.2	<p>Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p>	Land Use/ TDM
1.6.7.3	<p>As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.</p>	Land Use/ Development Policies

**PROVINCIAL POLICIES**

Section	Provincial Policy Statement 2014	Policy Type
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	Land Use/ Development Policies
1.6.7.5	Transportation and land use considerations shall be integrated at all stages of the planning process.	Land Use
Section 1.7, Long Term Economic Prosperity, 1.7.1 pg.	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:</p> <ul style="list-style-type: none"> <li>➤ Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and,</li> <li>➤ Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future.</li> </ul>	Land Use/ Alternative Modes
Section 2.1 Where and How to Grow	<p><b>Growth Plan for Greater Golden Horseshoe 2017</b></p> <p>Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food.</p> <p>They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.</p> <p>Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow.</p> <p>They are necessary to ensure the viability of transit; connect people to homes, jobs and other aspects of daily living for people of all ages; and meet climate change mitigation and adaptation objectives. Moreover, an increased modal share for active transportation and transit, including convenient, multimodal options for intra- and inter-municipal travel, supports reduced air pollution and improved public health outcomes.</p>	Transportation Demand Management / Alternative Mode Policies



PROVINCIAL POLICIES		
Section	Provincial Policy Statement 2014	Policy Type
2.2.1 Managing Growth	<p>Applying the policies of this Plan will support the achievement of complete communities that:</p> <ul style="list-style-type: none"> <li>➤ Expand convenient access to: <ul style="list-style-type: none"> <li>● A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</li> <li>● Public service facilities, co-located and integrated in community hubs; and,</li> <li>● An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities.</li> </ul> </li> </ul>	Land Use/ Development Policies
2.2.2 Delineated Built-up Areas	<p>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <ul style="list-style-type: none"> <li>➤ Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</li> <li>➤ Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and,</li> <li>➤ Be implemented through official plan policies and designations, updated zoning and other supporting documents.</li> </ul>	Land Use
2.2.3 Urban Growth Centres	<p>Urban growth centres will be planned:</p> <ul style="list-style-type: none"> <li>➤ To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit.</li> </ul>	Land Use/ Transit
2.2.4 Transit Corridors and Station Areas	<p>8. All major transit station areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</p> <ul style="list-style-type: none"> <li>➤ Connections to local and regional transit services to support transit service integration; and,</li> <li>➤ Infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking.</li> </ul>	Transit
2.2.5 Employment	<p>4. In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.</p>	Land Use/ Development/ Transit

**PROVINCIAL POLICIES**

Section	Provincial Policy Statement 2014	Policy Type
2.2.5 Employment	<p>9. Within all major transit station areas, development will be supported, where appropriate, by:</p> <ul style="list-style-type: none"> <li>➤ Prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.</li> </ul> <p>10. Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.</p>	Land Use
2.2.7 Designated Greenfield Areas	<p>1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:</p> <ul style="list-style-type: none"> <li>➤ Supports the achievement of complete communities;</li> <li>➤ Supports active transportation; and,</li> <li>➤ Encourages the integration and sustained viability of transit services.</li> </ul>	Land Use/ Development
3.1 Infrastructure to Support Growth	<p>3.1 A comprehensive and continuous active transportation network will offer a viable alternative to the private automobile for personal travel.</p>	TDM/Alternative Modes
3.2.2 Transportation – General	<p>2. The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> <li>➤ Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation.</li> </ul> <p>4. Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to: a) reduce trip distance and time; b) increase the modal share of alternatives to the automobile, which may include setting modal share targets; c) prioritize active transportation, transit, and goods movement over single-occupant automobiles; d) expand infrastructure to support active transportation; and e) consider the needs of major trip generators.</p>	TDM/Alternative Modes

PROVINCIAL POLICIES

Section	Provincial Policy Statement 2014	Policy Type
3.2.3 Moving People	<p>1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p> <p>2. All decisions on transit planning and investment will be made according to the following criteria:</p> <ul style="list-style-type: none"> <li>➤ Infrastructure to Support Growth</li> <li>➤ Growth Plan for the Greater Golden Horseshoe   34                             <ul style="list-style-type: none"> <li>● Aligning with, and supporting, the priorities identified in Schedule 5;</li> <li>● Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;</li> <li>● Increasing the capacity of existing transit systems to support strategic growth areas;</li> <li>● Expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</li> <li>● Facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</li> <li>● Increasing the modal share of transit; and,</li> <li>● Contributing towards the provincial greenhouse gas emissions reduction targets.</li> </ul> </li> </ul> <p>4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:</p> <ul style="list-style-type: none"> <li>➤ Safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and,</li> <li>➤ Continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.</li> </ul>	Transit

PROVINCIAL POLICIES		
Section	Provincial Policy Statement 2014	Policy Type
3.2.8 Public Service Facilities	<p>4. Existing public service facilities that are located in or near strategic growth areas and are easily accessible by active transportation and transit, where that service is available, should be the preferred location for community hubs.</p> <p>6. New public service facilities, including hospitals and schools, should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.</p>	Land Use/ Development
4.2.10 Climate Change	<p>1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the Ontario Climate Change Strategy, 2015 and the Climate Change Action Plan, 2016 that will include:</p> <ul style="list-style-type: none"> <li>➤ Reducing dependence on the automobile and supporting existing and planned transit and active transportation.</li> </ul>	Land Use/ Transit/ AT Modes
Section	Greenbelt Plan 2017	Policy Type
3.3.2 Parkland and Open Space and Trail Policies	<p>1. Encourage the development of a system of publicly accessible parkland, open space and trails where people can pursue the types of recreational activities envisaged by this Plan, and to support the connectivity of the Natural Heritage System and the achievement of complete communities in settlement areas across the Greenbelt.</p> <p>2. Encourage the development of a trail plan and a co-ordinated approach to trail planning and development in the Greenbelt to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes.</p> <p>3. Promote good stewardship practices for public and private lands within the Greenbelt, including clear demarcation of where public access is permitted.</p>	Bicycle and Trail Network
3.3.3 Municipal Parkland, Open Space and Trail Strategies	<p>For all lands falling within the Protected Countryside, municipalities should:</p> <ul style="list-style-type: none"> <li>➤ Provide for a full range of publicly accessible, built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based activities; and,</li> <li>➤ Providing facilities, parklands, open space areas and trails that particularly support an active, healthy community lifestyle.</li> </ul>	Trail Network

PROVINCIAL POLICIES		
Section	Provincial Policy Statement 2014	Policy Type
3. Settlement Areas	Serving as centres for the development of community hubs where compatible services are co-located to address local needs in convenient locations that are accessible by active transportation and, where available, transit.	Bicycles and Trail Network
3.4.2 General Settlement Area Policies	<p>2. Municipalities shall incorporate policies in their official plans to facilitate the development of community hubs that:</p> <ul style="list-style-type: none"> <li>➤ Enable the co-location of public services to promote cost effectiveness and service integration; and,</li> <li>➤ Facilitate access through locations served by a range of transportation options, including active transportation and, where available, transit.</li> </ul>	Transit/ Alternative Modes

PROVINCIAL POLICIES

Section	Provincial Policy Statement 2014	Policy Type
<p>3.3.3 Municipal Parkland, Open Space and Trail Strategies</p>	<p>For all lands falling within the Protected Countryside, municipalities should:</p> <ul style="list-style-type: none"> <li>➤ Provide for a full range of publicly accessible, built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based activities.</li> <li>➤ Develop and incorporate strategies (such as community-specific levels of provision) into official plans to guide the adequate provision of municipal recreation facilities, parklands, open space areas and trails.</li> <li>➤ Include the following considerations in municipal parks plans and open space strategies: Geographic-Specific Policies in the Protected Countryside Greenbelt Plan (2017)   32: <ul style="list-style-type: none"> <li>● Providing for open space areas for current and future populations and promoting stewardship of open space areas;</li> <li>● Providing facilities, parklands, open space areas and trails that particularly support an active, healthy community lifestyle;</li> <li>● Identifying key areas or sites for the future development of major facilities that avoid sensitive landscapes;</li> <li>● Identifying and targeting under-serviced areas for improved levels of protection;</li> <li>● Protecting the recreation and tourism values of waterfront areas as a high priority; and,</li> <li>● Supporting urban agriculture and other local food initiatives.</li> </ul> </li> <li>➤ Include the following considerations in municipal trail strategies: <ul style="list-style-type: none"> <li>● Preserving the continuous integrity of corridors (e.g. abandoned railway rights-of-way and utility corridors);</li> <li>● Planning trails on a cross-boundary basis to enhance interconnectivity where practical;</li> <li>● Incorporating the existing system of parklands and trails where practical;</li> <li>● Restricting trail uses that are inappropriate to the reasonable capacity of the site (notwithstanding the ability to continue existing trails/uses); and,</li> <li>● Providing for multi-use trail systems which establish a safe system for both motorized and non-motorized uses.</li> </ul> </li> </ul>	<p>Trail Network/ Alternative Modes</p>

Highway Traffic Act	
Highway Traffic Act, R.S.1990,c.H.8, s. 140 (6).	Riding in pedestrian crossover prohibited: No person shall ride a bicycle across a roadway within a pedestrian crossover.
Highway Traffic Act, R.S.O. 1990, c. H.8, s. 148 (4).	Vehicles meeting bicycles: Every person in charge of a vehicle on a highway meeting a person traveling on a bicycle shall allow the cyclist sufficient room on the roadway to pass.
Highway Traffic Act, R.S.O. 1990, c. H.8, s. 144 (29).	Riding in crosswalks prohibited: No person shall ride a bicycle across a roadway within or along a crosswalk at an intersection or at a location other than an intersection which location is controlled by a traffic control signal system.
HTA, R.S.O. 1990, c. H.8, s. 154 (1).	Where highway divided into lanes: <ul style="list-style-type: none"> <li>➤ Any lane may be designated for slowly moving traffic, traffic moving in a particular direction or classes or types of vehicles and, despite section 141, where a lane is so designated and official signs indicating the designation are erected, every driver shall obey the instructions on the official signs.</li> </ul>
HTA, R.S.O. 1990, c. H.8, s. 152.	For the purposes of sections 141, 153 and 154, “designated” means designated by the Minister or by any person authorized by him or her to make the designation or designated by by-law of a municipality.
HTA, R.S.O. 1990, c. H.8, s. 153	Highway designated for one-way traffic: Where a highway has been designated for the use of one-way traffic only and official signs have been erected accordingly, vehicles and street cars shall be driven only in the direction so designated.
HTA, R.S.O. 1990, c. H.8, s. 185 (2).	Regulating or prohibiting assisted bicycles, etc., on municipal highways: Prohibiting motor assisted bicycles, etc., on municipal highways.  2. The council of a municipality may by by-law prohibit pedestrians or the use of motor assisted bicycles, bicycles, wheelchairs or animals on any highway or portion of a highway under its jurisdiction.
HTA, R.S.O. 1990, c.H.8., s. 147 (1)	Slow vehicles to travel on right side: Any vehicle traveling upon a roadway at less than the normal speed of traffic at that time and place shall, where practicable, be driven in the right-hand lane then available for traffic or as close as practicable to the right hand curb or edge of the roadway.
HTA, R.S.O. 1990, c.H.8., s. 148 (4)	Vehicles meeting bicycles: Every person in charge of a vehicle on a highway meeting a person traveling on a bicycle shall allow the cyclist sufficient room on the roadway to pass.
HTA, R.S.O. 1990, c.H.8, s. 148 (6)	Bicycles overtaken: Every person on a bicycle or motor assisted bicycle who is overtaken by a vehicle or equestrian traveling at a greater speed shall turn out to the right and allow the vehicle or equestrian to pass and the vehicle or equestrian overtaking shall turn out to the left so far as necessary to avoid a collision.

## Municipal Act

Municipal Act, 2001, c. 25, s. 27 (1).	Except as otherwise provided in this Act, a municipality may pass by-laws in respect of a highway only if it has jurisdiction over the highway.
Municipal Act, 2001, c. 25, s. 28 (1).	<p>Except as otherwise provided in this Act or under section 8 of the Public Transportation and Highway Improvement Act or in a by-law passed under this Act, a municipality has jurisdiction or joint jurisdiction, as the case may be, over the following highways:</p> <ul style="list-style-type: none"> <li>➤ All highways over which it had jurisdiction or joint jurisdiction on December 31, 2002;</li> <li>➤ All highways established by by-law of the municipality on or after January 1, 2003; and,</li> <li>➤ All highways transferred to the municipality under this Act, the Public Transportation and Highway Improvement Act or any other Act.</li> </ul>
Municipal Act, 2001, c. 25, s. 44 (4).	4. The Minister of Transportation may make regulations establishing minimum standards of repair for highways and bridges or any class of them.
Municipal Act, 2001, c. 25, s. 44 (1).	The municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge.



## Metrolinx 2041 Regional Transportation Plan

Pg. v	<p>The 2041 RTP builds on The Big Move by putting traveller needs at the core of planning and operations. This will be done by:</p> <ul style="list-style-type: none"> <li>➤ Designing communities, transit stations and Mobility Hubs to support transit use and active transportation;</li> <li>➤ Anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models;</li> <li>➤ Using parking demand strategies to encourage car sharing and other modes besides the car; and,</li> <li>➤ Addressing the beginning and end of a traveller’s journey—the first- and last-mile.</li> </ul>
What is the 2041 Regional Transportation Plan?, Pg. 4	<p>It aims to build a truly integrated transportation system for the GTHA—one that is comprehensive, connected, accessible, sustainable and focused on people—and one that supports safe streets, active transportation and healthy communities.</p>
How was Developed, Pg. 6	<p>It also incorporates the forecasts and policy directions of the Growth Plan, and extensive research into a wide range of strategies to improve the traveller experience in the region, including active transportation, climate change resiliency, transportation demand management (TDM), intelligent transportation systems (ITS), and goods movement.</p>
What will it achieve?	<p>It will offer health benefits from a reduction in air pollution and an increase in active transportation, and will improve economic competitiveness and productivity in the GTHA.</p>
Stronger integration of transportation and land use	<p>However, many new roads and developments are designed to give preference to the movement of cars and trucks rather than transit users, pedestrians and cyclists. Without significant changes to community design practices, new transit services will not grow ridership, and active transportation will remain inconvenient, unsafe and uncomfortable.</p>
Vision and Goals	<p>The Strategies and Priority Actions also reflect the passenger transportation hierarchy in Ontario’s Transit-Supportive Guidelines (2012), and promote a shift in travel behaviour across all modes, while recognizing the diverse needs of travellers.<sup>44</sup> In declining order, that hierarchy assigns priority to: trip avoidance or shortening; active transportation, such as walking and cycling; public transit; ridesharing (carpooling, vanpooling); car-sharing, ride-sourcing and taxis; and single-occupant vehicles.</p>
Reinvent transportation demand management	<p>The Metrolinx Smart Commute program has expanded to engage more than 300 employers with TDM initiatives such as carpool ride matching, discounted transit passes, active transportation promotion, and telework arrangements. TDM strategies are also being incorporated into municipal policies and plans.</p>

## Metrolinx 2041 Regional Transportation Plan

Integrate transportation and land use	As the GTHA and its transportation system expand, there is a great opportunity to create more complete, connected, healthy and sustainable communities by reducing automobile dependence, improving access to services and amenities, and supporting transit and active transportation.
Encourage walking and cycling through better design	The 2041 RTP includes a number of actions to significantly increase walking and cycling trips. Investments to support active transportation are relatively small compared to those for rapid transit and highways, but their congestion, health and safety impacts can be significant.
Priority Actions for Strategy 5	<p>Develop a regional framework for on demand and shared mobility:</p> <ul style="list-style-type: none"> <li>➤ Proactively test and evaluate new services and technologies (e.g., micro-transit, on-demand and shared mobility) in emerging markets where conventional transit and active transportation are not meeting demand.</li> </ul>
How will the 2041 Regional Transportation Plan make a difference?	Implementation of the 2041 RTP will also support an increase in active travel, with walking and cycling trips doubling from 2011. As shown in Figure 34, the percentage of travel mode share for active transportation will increase across all travel markets.
Definitions	<p>Active transportation: As defined in the Provincial Policy Statement (2014) human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.</p> <p>Mobility Hubs: Mobility Hubs are Major Transit Station Areas at the intersection of two or more Frequent Rapid Transit Network routes, designed to support a high number of transit boarding's and alightings, and facilitate seamless, efficient transfers between modes. They have and/or are planned to have a high density mix of jobs, residences, public services, and other land uses that encourage and support transit use and active transportation, or the potential to develop into areas with a high-density mix of land uses. See Major Transit Station Area.</p>

**Region of Peel Section 2.2.3 on the ROP Sustainable Transportation Strategy**  
**Region of Peel Official Plan**

5.4.3 Rural Services	Active Transportation is greatly impacted by the following interconnected elements of the built environment: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics and Parking.
5.9.2.7 – The Transportation System	In planning for the development, optimization and/or expansion of new or existing Regional transportation corridors: <ul style="list-style-type: none"> <li>➤ Prioritize transit, carpooling, active transportation and goods movement needs over those of single occupant vehicles.</li> </ul>
5.9.5 The Inter and Intra Regional Transit Network	The increased use of transit contributes to the increased sustainability of the transportation system and helps maximize the use of existing transportation infrastructure. Transit is strongly linked with both transportation demand management (TDM) and active transportation (the promotion of sustainable modes of transportation such as transit is a common TDM measure as most transit trips start and end with walking.
5.9.8 Environmental Impact	Encourage efficient fuel use and conservation by promoting TDM programs, linked trips, the use of Intelligent Transportation Systems and the use of public transit and active transportation.
5.9.10 Active Transportation	Active Transportation offers an alternative to trips made by automobile, especially for trips covering short distances. Active Transportation, in the form of walking is a component of most trips made by transit. Increased resilience on active transportation, by itself or in combination with other sustainable modes, would therefore help reduce the strain on the transportation system. In addition, increasing the share of trips made by active transportation would help increase the sustainability of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase people’s connection to their communities.
5.9.10.1.1 Objectives	To increase the share of trips made using active transportation
5.9.10.1.2 Objectives	To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.
5.9.10.2.1	Work with the Province, Metrolinx, the area municipalities and adjacent municipalities to integrate pedestrian and bicycle networking into transportation planning to: <ul style="list-style-type: none"> <li>➤ Provide safe, attractive and accessible travel for pedestrians, and bicyclist with unities and new development; and,</li> <li>➤ Provide linkages between intensification areas, adjacent neighbourhoods and transit stations.</li> </ul>

**Region of Peel Section 2.2.3 on the ROP Sustainable Transportation Strategy**  
**Region of Peel Official Plan**

5.9.10.2.2	Work with the Province, Metrolinx, the area municipalities, adjacent municipalities, and the private sector to develop and implement an Active Transportation Plan for Peel that builds on area municipal pedestrian and cycling plans. (Adopted ROPA 26).
5.9.10.2.3	Support the use of Regional roads and other Regional land as part of a safe attractive and accessible active transportation network.
5.9.10.2.4	Encourage the area municipalities to promote land uses which foster and support the use of active transportation.
5.9.10.2.5	Work with the area municipalities to develop performance indicators for the implementation and usage of active transportation and use these indicators to monitor the impact and effectiveness of the active transportation plan.
5.9.10.2.6	Work with school boards and the private sector to promote the use of active transportation by students and to support the Peel Safe and Active Routes to School Program.
5.9.10.2.7	Encourage school boards to select school site locations, define the catchment areas and design school campuses to maximize walking and bicycling as the primary means of travel to school.
5.9.10.2.8	Work with all levels of government, non governmental community groups and the private sector to increase the active transportation model share through educational programs that target the needs of residents and employees in the Region of Peel.
Regional Road Widening 7.7.2.5	Require the gratuitous dedication to the Region of additional land, if needed where an existing at grade railway crossing of a Regional road or an active transportation facility to be grade separated in the future.





# Appendix B

Public Input on Network  
Priorities



## Appendix B – Priorities Identified in Digital Consultation

Location	Key Issue	Public Rank	Analysis Score
Bramalea Road, L6T 4J9	Site Access	top priority	71-85
Vodden St W, L6X 2W4	Missing Link	top priority	71-85
Vodden St, L6S 5V5	Missing Link	top priority	71-85
Vodden St E, L6V 2N2	Missing Link	top priority	71-85
Central Park Dr, L6S 1E1	Missing Link	top priority	71-85
Rutherford Rd S, L6W 3J1	Missing Link	top priority	71-85
Bramalea Rd, L6T 2W8	Missing Link	top priority	71-85
Fairhill Ave, L7A 2P9	Missing Link	top priority	71-85
Clark Boulevard, L6T 2C9	Missing Link	top priority	71-85
Mcmurphy Avenue South, L6Y 1Z2	Missing Link	top priority	71-85
Sheridan College Drive, L6Y 5H9	Site Access	top priority	71-85
Queen Street East, L6W 4K6*	Missing Link	top priority	71-85
Vodden Street East, L6V 1N5	Missing Link	top priority	71-85
Ray Lawson Blvd, L6Y 5J7	Missing Link	medium priority	71-85
Conservation Drive, L6Z 4N8	Missing Link	medium priority	71-85
Highway 410, L6V 4R8	Barrier Crossing	medium priority	71-85
Claireville Conservation Road, L6T 0B3	Facility Upgrade	medium priority	71-85
Royal Orchard Dr, L6X 4M4	Missing Link	medium priority	71-85
Quarry Edge Dr, L6V 4L5	Missing Link	top priority	61-70
Orenda Rd, L6W 1V8	Missing Link	top priority	61-70
Main St S, L6W 2C7	Missing Link	top priority	61-70
North Park Dr, L6S 2S2	Missing Link	top priority	61-70
Queen St E, L6T 2G7*	Missing Link	top priority	61-70
Torrance Woods, L6Y 4R1	Missing Link	top priority	61-70
Queen St W, L6X 0B1*	Missing Link	top priority	61-70
Orenda Road, L6T 5N9	Missing Link	top priority	61-70
Van Kirk Drive, L7A 1A4	Site Access	medium priority	61-70
Van Kirk Drive, L7A 0J3	Safety	medium priority	61-70



Location	Key Issue	Public Rank	Analysis Score
West Drive, L6T 5C3	Site Access	medium priority	61-70
Steeles Avenue East, L6T 4H8*	Missing Link	top priority	46-60
Howden Blvd, L6S 1N9	Missing Link	top priority	46-60
Charolais Blvd, L6Y 3K6	Missing Link	top priority	46-60
Pine Ridge Lane, L6W 1G6	Missing Link	top priority	46-60
Steeles Ave W, L6Y 5R4*	Missing Link	top priority	46-60
Steeles Ave W, L6Y 5H4*	Site Access	top priority	46-60
Embleton Rd, L6X 0C9*	Missing Link	medium priority	46-60
Mill St S, L6Y 1T9	Missing Link	medium priority	46-60
Heritage Rd, L6Y 0C9	Missing Link	medium priority	46-60
Glidden Rd, L6W 1V9	Missing Link	medium priority	46-60
Howden Boulevard, L6S 3V3	Missing Link	medium priority	46-60
Kennedy Rd N, L6V 3V7*	Missing Link	top priority	36-45
Creditview Rd, L7A 3A8	Missing Link	top priority	36-45
Finch Ave, L4T 3P7*	Missing Link	top priority	36-45
Botavia Downs Drive, L7A 2Z7	Missing Link	top priority	36-45
Sandalwood Pky W, L7A 1E8	Facility Upgrade	top priority	Capital Plan
Sandalwood Pky W, L7A 1E8	Facility Upgrade	top priority	Capital Plan
Williams Pky E, L6V 3N3	Facility Upgrade	top priority	Capital Plan

Location	Key Issue	Public Rank	Analysis Score
Williams Pky W, L6X 5C8	Facility Upgrade	top priority	Capital Plan
Torbram Rd, L6T 3P8	Missing Link	top priority	Capital Plan
Torbram Rd, L6S 1Z1	Safety	top priority	Capital Plan
Chinguacousy Rd, L7A 0G7	Missing Link	medium priority	Capital Plan
Hwy. 407, L6W 4S6*	Barrier Crossing	top priority	Provincial Link
Bovaird Drive East, L6S 5T1*	Barrier Crossing	medium priority	Regional Link
McCrimmon Dr, L7A 2Z4	Missing Link	medium priority	N/A
Joshua Court, L6S 3W4	Facility Upgrade	medium priority	N/A

\* Roads under Regional or Provincial jurisdiction





# Appendix C

## Collector Roadway Implementation Strategy



## Appendix C – Four-lane Collector Roads and their Speed Limits

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
McMurchy Ave. S	6,310 veh/day (2017)	40 km/hour	51 km/hour	2%	Designated	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Financial Dr.	9,610 (2015)	50 km/hour	69 km/hour	2%	Designated or Separated (Preferred)	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Can also address speeding concerns.
Peter Robertson Blvd.	6,840 (2016)	50 km/hour	52 km/hour	1%	Designated	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Charolais Blvd.	13,710 (2015)	50 km/hour	64 km/hour	2%	Designated or Separated (Preferred)	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Can also address speeding concerns.

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
Vodden St. E	17,130 (2015)	50 km/hour	65 km/hour	3%	Separated	Protected bike lanes or cycle tracks	Investigate opportunities for road diet (volumes on threshold). If not feasible, provide cycle tracks when road is reconstructed. Consider providing interim bike lanes through lane narrowing for critical sections
North Park Dr. (West of Torbram Road)	11,550 (2016)	50 km/hour	68 km/hour	12%	Separated	Protected bike lanes	High speeds and heavy truck percentage indicates need for separation. Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Multi-use trail in boulevard could be considered if road diet not feasible (few driveways and back-lotted residential).

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
North Park Dr. (East of Torbram Road)	10,750 (2014)	50 km/hour	68 km/hour	12%	Separated	Multi-use Path	Industrial area – heavy truck percentage and volumes indicates need for separation. Multi-use path on north side would address sidewalk gap, however may be challenging due to utilities / grading impacts. Sidewalk on south side could be replaced by multi-use path.
Mackay St. N	8590 (2014)	50 km/hour	54 km/hour	2%	Designated	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Rutherford Rd. S	21,650 (2015)	60 km/hour	59 km/hour	12%	Separated	Multi-use trail	Industrial area - heavy truck percentage and volumes indicates need for separation. Suggest multi-use trail on west side (also addresses sidewalk gap). Some challenging sections which will require access consolidation and further study.
Howden Blvd.	10,630 (2014)	50 km/hour	67 km/hour	2%	Designated or Separated (Preferred)	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes.



Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
Clark Blvd.	15,725 (2016)	40 km/hour	59 km/hour	4%	Separated	Protected bike lanes or multi-use trail	Investigate opportunities for road diet (volumes on threshold) to provide protected bike lanes. Limited frontage / driveways, so alternatively consider multi-use trail in boulevard.
Orenda Rd.	14,430 (2014)	60 km/hour	85 km/hour	13%	Separated	Cycle tracks	Industrial area - heavy truck percentage indicates need for separation. Existing two-way centre left turn lane in place (limits opportunities for road diet). Numerous driveways - consider cycle tracks when road is reconstructed.
Central Park Dr.	9,230 (2016)	50 km/hour	65 km/hour	2%	Separated	Protected Bike Lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes.
Clarence St.	13,100 (2015)	50 km/hour	59 km/hour	3%	Separated	Protected bike lanes	Industrial area. Investigate opportunities for road diet (volumes on threshold) to provide protected bike lanes.
Balmoral Dr.	6,440 (2014)	40 km/hour	50 km/hour	2%	Designated	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
Corporation Dr.	7390 (2017)	50 km/hour	60 km/hour	12%	Designated	Protected bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate protected bike lanes. Suggest protection to address higher truck volumes.
Cottrelle Blvd.	7,240 (2016)	50 km/hour	74 km/hour	3%	Separated	Multi-use trail	Multi-use trail on north side provides continuity with existing sections of trail between Prince Edward Blvd & Clarkway Drive. Limited driveways.
Dearbourne Blvd.	3,090 (2014)	50 km/hour	54 km/hour	2%	Shared or Designated (Preferred)	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Ebenezer Rd.	10,490 (2016)	50 km/hour	58 km/hour	2%	Designated or Separated	Multi-use trail	Speeding indicates need for separation. Multi-use trail on north side provides continuity with existing section West of Alfonzo Crescent. Limited driveways.

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
Edgeware Rd.	3,363 (2017)	50 km/hour	65 km/hour	11%	Designated	Buffered bike lanes or multi-use trail	Low volumes suggest road is over-designed - consider lane removal to accommodate buffered bike lanes. Alternative would be to provide a multi-use trail on south side (will also address sidewalk gap). Heavy truck percentage and speeds indicate need for designated facility.
Hereford St.	1,550 (2015)	50 km/hour	70 km/hour	11%	Designated	Bike lanes or Buffered bike lanes	Heavy truck percentage and speeds indicates need for designated facility. Short section of four lane roadway. Aim to provide continuity with planned on-road facilities along two-lane section through lane narrowing and/or removal of right turn lanes.
Intermodal Dr.	13,520 (2014)	50 km/hour	64 km/hour	14%	Separated	Multi-use trail	Heavy truck percentage indicates need for separation. Suggest multi-use trail on south side (will also address sidewalk gap).
Malta Ave.	3330 (2016)	50 km/hour	65 km/hour	0%	Designated	Buffered bike lanes or multi-use trail	Consider lane removal to accommodate buffered bike lane. Depending on ROW availability, a multi-use trail on the east side may be feasible alternative by replacing existing sidewalk with MUP (need to minimize impacts to boulevard trees).

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
Ray Lawson Blvd.	18,630 (2015)	50 km/hour	59 km/hour	3%	Separated	Protected bike lanes or multi-use trail	Characteristics of an arterial roadway indicate need for separation. Investigate opportunities for road diet (volumes on threshold) to provide protected bike lanes. East of McLaughlin Road, multi-use trail in boulevard on north side could be considered if road diet not feasible (few driveways and back-lotted residential);
Sir Lou Dr.	2,800 (2015)	50 km/hour	65 km/hour	2%	Designated	Buffered bike lanes	Investigate opportunities for road diet (volumes on threshold). Multi-use trail in boulevard could be considered if road diet not feasible (few driveways and back-lotted residential); would need to consider transition to on-road facilities on Country Ct Blvd
Elgin Dr.	7,590 (2015)	50 km/hour	59 km/hour	2%	Designated	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate buffered bike lanes. Could add separators to upgrade to protected bike lanes if desired.
Jordan Blvd.	2,902 (2016)	40 km/hour	54 km/hour	3%	Shared or Designated (Preferred)	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.

Street Name	Volume	Speed Limit	85th % speed	Truck %age	Facility Class Pre-Selection	Suggested Facility Type	Implementation Notes
Hanover Rd.	3,970 (2015)	40 km/hour	57 km/hour	3%	Shared or Designated (Preferred)	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Glenvale Blvd.	3,000	50 km/hour	55 km/hour	2%	Shared or Designated (Preferred)	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Finchgate Blvd.	3,000	50 km/hour	64 km/hour	2%	Shared or Designated (Preferred)	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.
Hilldale Crescent	3,000	50 km/hour	55 km/hour	2%	Shared or Designated (Preferred)	Buffered bike lanes	Volumes indicate opportunity for road diet (4 lanes to 2 lanes + centre two-way left turn lane) to accommodate conventional or buffered bike lanes.



# Appendix D

Infill Program  
Summary Table



**Appendix D – Infill Project Program Summary**

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
26A	Alfonso Crescent	Alfonso Crescent	Ebenezer Road	Bike Lane	Medium Term	No	0.17	\$9,000
42	Auction Lane	Queen Street East	Goreway Drive	Bike Lane	Medium Term	No	0.65	\$30,000
203B	Balmoral Drive	Bramalea Road	Torbram Road	Bike Lane or Buffered Bike Lane	Short Term	No	1.90	\$110,000
830	Banting Crescent	Moffatt Avenue	McLaughlin Road South	Shared Roadway	Short Term	No	0.20	\$3,000
823	Bartley Bull Parkway, Orchard Drive, Hartford Trail	Main Street South	200m South of Appleton Trail	Buffered Bike Lane	Long Term	Yes	1.57	\$90,000
29A	Bartley Bull Parkway	Bartley Bull Parkway	Orchard Drive	Bike Lane	Long Term	No	3.07	\$150,000
53	Bellchase Trail	Clarkway Drive	Hwy 50	Bike Lane	Medium Term	No	0.22	\$10,000
83	Biscayne Crescent	First Gulf Boulevard	Clipper Court	Shared Roadway	Medium Term	No	0.27	\$4,000
71	Blackforest Drive, Larkspur Road	Fernforest Drive	Sunny Meadow Blvd	Bike Lane	Medium Term	No	1.42	\$70,000
45B	Braidwood Lake Road	Sandalwood Parkway East	Burwash Court	Bike Lane	Short Term	No	1.31	\$70,000
825	Bramtrail Gate	McLaughlin Road North	Van Kirk Drive	Buffered Bike Lane	Medium Term	No	0.38	\$20,000
12	Braydon Boulevard, Treeline Boulevard	West of Sparkling Place	Airport Road	Bike Lane	Long Term	No	2.84	\$140,000
177	Brisdale Drive	Sandalwood Parkway West	Mayfield Road	Bike Lane	Short Term	No	2.52	\$130,000
3A	Brisdale Drive	Bovaird Drive West	Groveswood Drive	Bike Lane	Short Term	No	0.31	\$20,000
3B	Brisdale Drive	Sandalwood Parkway West	50m North of Wetmeadow Drive/McCrimmon Drive	Bike Lane	Short Term	No	0.23	\$10,000
174	Buick Boulevard, Botavia Downs Drive, Earlsbridge Boulevard	Mississauga Road	McLaughlin Road North	Bike Lane	Medium Term	No	4.27	\$210,000
29C	Cathedral Road	Bartley Bull Parkway	Nanwood Drive	Bike Lane	Long Term	No	0.32	\$5,000
114	Central Park Drive, Corporation Drive	Clark Boulevard	Chrysler Drive	Protected Bike Lane	Short Term	Yes	4.04	\$240,000
192A	Centre Street South, Centre Street North, Rutherford Street North	Williams Parkway East	Clarence Street	Bike Lane	Short Term	No	4.96	\$250,000
30	Chamney Court, Glidden Road	Chamney Court (end)	West Drive	Bike Lane	Medium Term	No	2.34	\$120,000
95	Charolais Boulevard	James Potter Road	Main Street South	Protected Bike Lane	Short Term	Yes	3.02	\$180,000
118	Chrysler Drive, Gateway Boulevard	Walker Drive	Williams Parkway	Buffered Bike Lane or Cycle Track	Short Term	No	1.77	\$110,000
46	Churchville Road	Steeles Avenue West	Creditview Road	Bike Lane or Paved Shoulder	Long Term	No	0.98	\$50,000
819	Churchville Road, Stephanie Avenue, Pantomine Boulevard	Financial Drive	Clementine Drive	Shared Roadway	Short Term	No	2.61	\$40,000
16A	Clarence Street	Main Street South	Kennedy Road	Bike Lane	Short Term	No	1.35	\$70,000
16B	Clarence Street	Kennedy Road	Rutherford Road South	Protected Bike Lane or Cycle Track	Short Term	No	0.80	\$50,000
57	Clark Boulevard	Dixie Road	Airport Road	Buffered Bike Lane or Cycle Track	Short Term	No	4.49	\$270,000
103	Clementine Drive	Steeles Avenue West	Mavis Road	Bike Lane	Long Term	No	0.75	\$40,000



ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
645	Commuter Drive, Ganton Heights	Creditview Road	Commuter Drive	Bike Lane	Short Term	No	0.58	\$30,000
73	Conservation Drive	Hurontario Street	Conservation Drive	Bike Lane	Short Term	No	2.07	\$100,000
102	Cottrelle Boulevard	Goreway Drive	Prince Edward Boulevard	MUP	Medium Term	No	0.96	\$730,000
804	Cottrelle Boulevard	Clarkway Drive	Highway 50	MUP	Short Term	No	0.41	\$310,000
116	Countryside Drive	Heart Lake Road	Ross Drive	MUP	Short Term	Yes	0.99	\$750,000
109	Coventry Road, Nevets Road	Walker Drive	Delta Park Boulevard	Bike Lane	Long Term	No	0.63	\$30,000
171	Credit River	North of Derry Road West	North of Winston Winston Churchill Boulevard	Recreational Trail	Medium Term	No	10.99	\$5,500,000
48	Creditview Road	Steeles Avenue West	Williams Parkway West	Bike Lane or Paved Shoulder	Medium Term	No	5.02	\$250,000
89	Crystalhill Drive	Humber West Parkway	Castlemore Road	Bike Lane	Long Term	No	0.63	\$30,000
831	Curtis Drive	Norbert Road	Harold Street	Recreational Trail (Recreational Trail)	Short Term	No	0.51	\$260,000
23	Da Vinci Avenue, Ryckman Lane	Michelangelo Boulevard	End of Ryckman Lane	Shared Roadway	Long Term	No	0.81	\$10,000
203A	Dearbourne Boulevard, Avondale Boulevard	Balmoral Drive	Balmoral Drive	Bike Lane or Buffered Bike Lane	Short Term	Yes	3.03	\$180,000
61	Deerhurst Drive	Intermodal Drive	Goreway Drive	Bike Lane	Long Term	No	1.79	\$90,000
803A	Degrey Drive	Chrysanthemum Recreational Trail	Panahill Drive	Shared Roadway	Short Term	No	0.28	\$4,000
59	Delta Park Boulevard	Clark Boulevard	Queen Street East	Bike Lane	Short Term	No	1.25	\$60,000
21	Denison Avenue, Mill Street North	McLaughlin Road North	Church Street West	Shared Roadway	Medium Term	No	1.21	\$20,000
208	Devon Road	Intermodal Drive	Clark Boulevard	Bike Lane	Medium Term	No	0.82	\$40,000
67	Dewside Drive, Octillo Boulevard	Dixie Road	Bramalea Road	Bike Lane	Medium Term	No	1.37	\$70,000
65A	Dusk Drive	James Potter Road	Chinguacousy Road	Bike Lane	Medium Term	No	0.36	\$20,000
161B	Dusty Lane	McLaughlin Road South	Fletchers Creek Trail	Shared Roadway	Medium Term	No	0.19	\$3,000
52	Eagle Plains Drive	Mountainash Road	Airport Road	Bike Lane	Long Term	No	0.52	\$30,000
76	East Drive, Walker Drive, Summerlea Road	Bramalea Road	Van Der Graaf Court	Bike Lane	Medium Term	No	7.63	\$380,000
810	Eastbourne Drive	Balmoral Drive	Clark Boulevard	Bike Lane	Short Term	No	0.63	\$30,000
169	East-West Arterial Road (SP47)	The Gore Road	West of Coleraine Drive	MUP	Medium Term	No	2.32	\$1,760,000
26B	Ebenezer Road	Alfonso Crescent/Attmar Drive	Hwy 50	MUP	Medium Term	No	1.63	\$1,240,000
10	Edgeforest Drive	Park Path	The Gore Road	Shared Roadway	Long Term	No	0.16	\$3,000
818	Edgeward Road, Hereford Street, Hallstone Road	Heritage Road	Financial Drive	Buffered Bike Lane or MUP	Short Term	No	2.87	\$2,180,000
88E	Eiffel Boulevard	Goreway Drive	Mount Royal Circle	Bike Lane	Long Term	No	0.55	\$30,000
86	Elbern Markell Drive	Queen Street West	Bovaird Drive West	Bike Lane	Medium Term	No	3.12	\$160,000
18	Elmgrove Avenue	Fairglen Avenue	Pleasantview Avenue	Shared Roadway	Long Term	No	0.31	\$5,000
154	Entrance to Heart Lake Conservation Area	Heart Lake Conservation Area	Heart Lake Road	Recreational Trail	Long Term	No	0.28	\$140,000
29B	Erindale Crescent	Bartley Bull Parkway	Peel Village Park Path	Shared Roadway	Long Term	No	0.17	\$3,000

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
704	Esker Lake Recreational Trail	135m North of Sandalwood Parkway East	Heart Lake Conservation Area	Recreational Trail	Short Term	Yes	0.41	\$210,000
162	Etobicoke Creek Recreational Trail (Diversion Channel)	South of Rail Corridor	South of Queen Street East	Recreational Trail	Long Term	No	0.17	\$90,000
820	Etobicoke Creek Trail Connection (South of Steeles)	Steeles Avenue	Etobicoke Creek Rec. Trail at Peel Village Golf	Recreational Trail	Long Term	No	0.61	\$310,000
209	Exchange Drive, Sun Pac Boulevard	Humberwest Parkway	Williams Parkway East	Bike Lane	Medium Term	No	1.46	\$70,000
117	Fairhill Avenue, Duffield Road	East of Creditview Road	Edenbrook Hill Drive	Bike Lane	Short Term	No	1.86	\$90,000
29D	Farmington Drive, Norval Crescent	Peel Village Park Path	Bartley Bull Parkway	Shared Roadway	Long Term	No	0.25	\$4,000
44	Father Tobin Road	Bramalea Road	Mountainash Road	Bike Lane	Long Term	No	2.06	\$100,000
119	First Gulf Boulevard, Rutherford Road South	Kennedy Road South	Archdekin Drive	MUP	Short Term	No	4.50	\$3,420,000
77	Fleming Avenue, Elliott Street, Wellington Street West, Wellington Street East	Fleming Avenue (End)	Mary Street	Bike Lane	Short Term	No	1.01	\$50,000
655	Fletchers Creek Recreational Trail	200m North of Elgin Drive	Jessie Street	Recreational Trail	Short Term	No	1.71	\$860,000
160	Fletchers Creek Recreational Trail (Sheridan College)	Fletchers Creek Trail (North of Steeles Avenue West)	260m West of New London Court	Recreational Trail	Long Term	No	0.68	\$340,000
661	Flower City Recreational Trail	Conestoga Drive	Richvale Drive South	Recreational Trail	Short Term	No	0.78	\$390,000
707	Flower City Recreational Trail	McLaughlin Road North	Etobicoke Creek Trail (375m West of Conestoga Drive)	Recreational Trail	Medium Term	No	2.05	\$1,030,000
708	Flower City Recreational Trail	Heart Lake Road	Great Lakes Drive	Recreational Trail (Bridge Over 410)	Long Term	No	0.71	\$350,000
712	Flower City Recreational Trail	Mountainash Road	Hwy 50	Recreational Trail	Medium Term	No	7.40	\$3,700,000
130	Flowertown Avenue	Chinguacousy Road	McLaughlin Road North	Bike Lane	Long Term	No	1.40	\$70,000
98	Fogal Road	The Gore Road	Hwy 50	Bike Lane	Medium Term	No	0.77	\$40,000
45A	Gillingham Drive, Quarry Edge Drive, Yellow Brick Road	Bovaird Drive West	Bovaird Drive East	Bike Lane	Short Term	No	1.36	\$70,000
809	Glenvale Boulevard, Finchgate Boulevard	Clark Boulevard	Central Park Drive	Bike Lane or Buffered Bike Lane	Short Term	No	1.27	\$80,000
802	Gordon Randle Drive	Mayfield Road	Countryside Drive	Bike Lane	Short Term	No	1.25	\$60,000
92	Goreway Drive	Steeles Avenue East	Queen Street East	MUP	Long Term	No	2.95	\$2,240,000
43B	Great Lakes Drive	Sandalwood Parkway	Bovaird Drive	Protected Bike Lane or Cycle Track	Medium Term	No	1.71	\$100,000
219	Hallstone Road	Mississauga Road	Financial Drive	Bike Lane	Short Term	No	0.69	\$30,000
808	Hanover Road	Central Park Drive	Howden Boulevard	Bike Lane or Buffered Bike Lane	Short Term	No	0.99	\$60,000
125	Harold Street	McLaughlin Road South	Main Street South	Bike Lane	Short Term	No	1.46	\$70,000
192B	Harper Road, Cornwall Road, Marsden Crescent, Sterne Avenue	Clarence Street	Bartley Bull Parkway	Shared Roadway	Short Term	No	1.07	\$20,000
50	Heart Lake Road	New Pines Trail	Mayfield Road	Bike Lane	Medium Term	Yes	4.02	\$200,000

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
134	Heritage Road	Bovaird Drive West	Mayfield Road	MUP	Medium Term	No	4.17	\$3,170,000
807	Hilldale Crescent	Central Park Drive	Central Park Drive	Bike Lane or Buffered Bike Lane	Short Term	No	1.18	\$70,000
58	Hinchley Wood Grove, Conestoga Drive	Centre Street North/Rutherford Road North	Kennedy Road North	Bike Lane	Short Term	No	3.50	\$170,000
816	Honour Oak Crescent, Fairmont Close, Leadership Drive	Churchville Road	James Potter Road	Shared Roadway	Short Term	No	1.38	\$20,000
110A	Howden Boulevard, North Park Drive	Don Doan Trail (East of Jefferson Road)	Central Park Drive	Protected Bike Lane or Cycle Track	Short Term	Yes	5.33	\$320,000
186	Hurontario Street	Bovaird Drive West	Hwy. 410	Protected Bike Lane or Cycle Track	Medium Term	No	5.30	\$320,000
123	Ingleborough Drive	Elbern Markell Drive	Creditview Road	Bike Lane	Long Term	No	0.54	\$30,000
28	Intermodal Drive	Goreway Drive	Gorewood Drive	Bike Lane	Long Term	No	1.63	\$80,000
710	James Potter Road	Steeles Avenue West	Charolais Boulevard	MUP	Short Term	No	0.71	\$540,000
33	Jessie Street	Jessie Street (End)	East of Elliott Street	Shared Roadway	Long Term	No	0.80	\$10,000
158A	John Street, James Street, Queen Street East	Wellington Street East	Scott Street	MUP	Long Term	No	0.23	\$170,000
17	John Street, Trueman Street, Eastern Avenue	Mary Street	Kennedy Road South	Shared Roadway	Medium Term	No	1.12	\$20,000
806	Jordan Boulevard	Williams Parkway	North Park Drive	Bike Lane or Buffered Bike Lane	Short Term	No	0.88	\$50,000
128	Kennedy Road North	Ken Park Path (South of Fernbrook Crescent)	Mayfield Road	MUP	Short Term	No	0.60	\$450,000
188	Kennedy Road North	Bovaird Drive East	Conservation Drive	Protected Bike Lane or Cycle Track	Short Term	No	3.09	\$190,000
191	Kennedy Road South	680m North of Hwy 407	Steeles Avenue East	Protected Bike Lane or Cycle Track	Short Term	No	1.26	\$80,000
63	Kingknoll Drive	Ray Lawson Boulevard	McLaughlin Road	Bike Lane	Short Term	No	1.38	\$70,000
88A	Lacoste Boulevard	Airport Road	Mount Royal Circle	Bike Lane	Long Term	No	0.52	\$30,000
827	Lancashire Lane	Malta Avenue	Hurontario Street	Buffered Bike Lane	Medium Term	No	0.53	\$30,000
88B	Landscape Drive	Countryside Drive	Mount Royal Circle	Bike Lane	Long Term	No	0.29	\$10,000
64	Langston Drive, Richvale Drive South, Richvale Drive North, Winterfold Drive	Rutherford Road North	Kennedy Road North	Bike Lane	Short Term	No	3.53	\$180,000
37	Latania Boulevard, Jacksonville Drive, Rosegarden Drive	Richgrove Drive	Gladstone Shaw Park (260m East of Goreway Drive)	Shared Roadway	Long Term	No	1.07	\$10,000
91	Latania Boulevard, Richgrove Drive	Goreway Drive (at Latania Boulevard)	Goreway Drive (at Richvale Drive)	Bike Lane	Long Term	No	1.40	\$70,000
25	Lexington Road, Tappet Drive	Redwillow Road	Tappet Drive (at Recreational Trail)	Bike Lane	Medium Term	No	0.95	\$50,000
811	Linkdale Road, Townsend Gate, Hansen Road North, Bruce Beer Drive	Etobicoke Creek Recreation Trail and Dantek Court	Rutherford Road	Bike Lane	Short Term	No	2.14	\$110,000
822	Mackay Street North	Bovaird Drive	Williams Parkway	Buffered Bike Lane	Short Term	No	1.63	\$100,000

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
187	Main Street North	Nelson Street West	Vodden Street West	Bike Lane	Short Term	No	0.92	\$50,000
85	Main Street North	Vodden Street West	Bovaird Drive West	Protected Bike Lane or Cycle Track	Short Term	No	1.99	\$120,000
105	Main Street South	Steeles Avenue East	Nanwood Drive	Protected Bike Lane or Cycle Track	Short Term	Yes	1.64	\$100,000
801	Main Street South	Nanwood Drive	Wellington Street	Bike Lane	Short Term	No	1.25	\$60,000
88D	Maisonneuve Boulevard	Mayfield Road	Mount Royal Circle	Bike Lane	Long Term	No	0.61	\$30,000
32	Major Oaks Drive, Archdekin Drive	Rutherford Road North	Williams Parkway	Shared Roadway	Long Term	No	0.63	\$9,000
65B	Major William Sharpe Drive, Valleyway Drive	Queen Street West	West of James Potter Road	Bike Lane	Medium Term	No	2.59	\$130,000
66	Malta Avenue, Extension of Malta Drive	Ray Lawson Boulevard	Axelrod Avenue	Bike Lane	Medium Term	No	1.08	\$50,000
813	Marotta Avenue, Olde Town Road, Vintage Gate	Pertosa Drive	Fletchers Creek Recreation Trail	Shared Roadway	Short Term	No	1.48	\$20,000
185	McLaughlin Road North	Queen Street West	Sandalwood Parkway West	Protected Bike Lane or Cycle Track	Medium Term	No	4.73	\$280,000
221	McLaughlin Road North	Sandalwood Parkway West	Wanless Drive	MUP	Long Term	No	1.44	\$1,100,000
161A	McLaughlin Road South	Queen Street West	Dusty Lane	MUP	Medium Term	No	0.20	\$150,000
184	McLaughlin Road South	Steeles Avenue West	Queen Street West	Protected Bike Lane or Cycle Track	Short Term	No	3.09	\$190,000
821	McMurphy Avenue	Charolais Boulevard	Steeles Avenue	Buffered Bike Lane	Long Term	No	0.63	\$40,000
106	McMurphy Avenue North	Nelson Street	Railroad Street	Shared Roadway	Short Term	No	0.39	\$6,000
832	McMurphy Avenue North, Nelson Street West, Haggert Avenue North	Queen Street West	Denison Avenue	Buffered Bike Lane	Medium Term	No	0.63	\$40,000
108	Meadowpine Boulevard	Winston Churchill Boulevard	Municipal Boundary (Mid-Block)	MUP	Long Term	No	0.41	\$310,000
222	Mill Street North	Queen Street West	North of Nelson Street West	Shared Roadway	Short Term	No	0.37	\$6,000
56	Mill Street North, Church Street West, Church Street East	Rosedale Avenue West	Kennedy Road North	Bike Lane	Short Term	No	1.98	\$100,000
15	Mill Street South	Charolais Boulevard	Queen Street West	Shared Roadway	Medium Term	No	2.56	\$40,000
829	Moffatt Avenue	Tait Boulevard/Talon Gate	Banting Crescent	Buffered Bike Lane	Short Term	No	0.17	\$10,000
88C	Mount Royal Circle	Mount Royal Circle	Mount Royal Circle	Bike Lane	Long Term	No	1.10	\$60,000
29F	Nanwood Drive	Cathedral Road	Main Street South	Bike Lane	Long Term	No	0.36	\$20,000
43C	Nasmith Street	Bovaird Drive	North Park Drive	Bike Lane	Medium Term	No	0.61	\$30,000
100A	New Recreational Trail	McLaughlin Road South	Royce Avenue	Recreational Trail	Long Term	No	0.26	\$130,000
99	Nexus Avenue, Thorndale Road	Fogal Road	Cottrelle Boulevard	Bike Lane	Medium Term	No	1.66	\$80,000
110B	North Park Drive	Jameson Crescent	Airport Road	MUP	Short Term	No	1.91	\$1,450,000
805	Nuttall Street, North Park Drive, Northampton Street, Mansion Street, Maitland Street,	Esker Lake Recreation Trail	Torbram Road	Shared Roadway	Short Term	No	3.96	\$60,000

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
112	Markham Street, Jefferson Road, Jayfield Road, Jill Crescent Oaklea Boulevard, Timberlane Drive	Ray Lawson Boulevard	Ray Lawson Boulevard	Bike Lane	Short Term	No	1.26	\$60,000
229	Off-Road Trail	Intermodal Drive	Claireville Conservation Road	Recreational Trail	Long Term	No	1.31	\$660,000
226	Orangeville/Brampton Rail Corridor	South Limit	North Limit	Recreational Trail	Long Term	No	14.82	\$7,410,000
82B	Orenda Court	Trueman Street	Kennedy Road	Shared Roadway	Short Term	No	0.36	\$6,000
82A	Orenda Road	Kennedy Road	Dixie Road	Protected Bike Lane or Cycle Track	Short Term	No	3.06	\$180,000
97	Palleschi Drive	Queen Street East	Ebenezer Road	Bike Lane	Medium Term	No	0.69	\$30,000
803B	Panahill Drive, Gardenbrooke Trail	Degrey Drive	Castlemore Road	Bike Lane	Short Term	No	2.92	\$150,000
111	Pearson Road, Elgin Drive	Charolais Boulevard	Main Street South	Bike Lane or Buffered Bike Lane	Medium Term	No	2.47	\$150,000
812	Pertosa Drive	Bovaird Drive	Williams Parkway	Bike Lane	Short Term	No	0.71	\$40,000
107	Peter Robertson Boulevard, Mountainberry Road	Great Lakes Drive	Mountainash Road	Bike Lane or Buffered Bike Lane	Short Term	No	5.78	\$350,000
20	Pleasantview Avenue, Rosedale Avenue, Sproule Drive	Vodden Street West	Ken Whillans Drive	Shared Roadway	Medium Term	No	1.48	\$20,000
74	Queen Mary Drive	Sandalwood Parkway West	Mayfield Road	Bike Lane	Medium Term	No	2.70	\$130,000
193	Queen Street East	Centre Street North	Kennedy Road South	Protected Bike Lane or Cycle Track	Short Term	No	0.66	\$40,000
194	Queen Street East	Kennedy Road South	Hwy 410	Protected Bike Lane or Cycle Track	Short Term	No	1.40	\$80,000
55	Queen Street East, North-South Recreational Trail	The Gore Road	Ebenezer Road	Recreational Trail & MUP (North side of Queen St. E.)	Long Term	No	1.73	\$870,000
70A	Ray Lawson Boulevard	Mavis Road	Hurontario Street	Protected Bike Lane or Cycle Track	Short Term	No	2.86	\$170,000
155	Recreational Trail	Richvale Drive South	White Spruce Park	Recreational Trail	Long Term	No	0.45	\$230,000
163	Recreational Trail	Heart Lake Road	White Spruce Park	Recreational Trail	Long Term	No	0.73	\$360,000
666	Recreational Trail	1.6km North of Steeles Avenue West	1km North of Embleton Road	Recreational Trail	Long Term	No	2.33	\$1,160,000
701	Recreational Trail	Claireville Recreational Trail	Queen Street East	Recreational Trail	Long Term	No	1.39	\$700,000
702	Recreational Trail	McVean Drive	Cottrelle Boulevard	Recreational Trail	Long Term	No	1.31	\$660,000
703	Recreational Trail	Castlemore Road	Mayfield Road	Recreational Trail	Long Term	No	5.45	\$2,730,000
705	Recreational Trail	Conservation Drive	Heart Lake Conservation Area	Recreational Trail	Short Term	No	0.32	\$160,000
706	Recreational Trail	Heart Lake Road	Heart Lake Conservation Area	Recreational Trail	Short Term	No	0.13	\$70,000
709	Recreational Trail	Steeles Avenue West	100m North of Steeles Avenue	Recreational Trail	Short Term	No	0.29	\$140,000
826	Recreational Trail	Axelrod Avenue	Malta Avenue	Recreational Trail	Medium Term	No	0.25	\$130,000

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
833	Recreational Trail	Winston Churchill Boulevard	Highway 50	Recreational Trail	Long Term	No	24.66	\$12,330,000
834	Recreational Trail	Highway 50	Highway 407	Recreational Trail	Long Term	No	0.67	\$330,000
835	Recreational Trail	300m West of Edgeforest Drive	Countryside Drive	Recreational Trail	Long Term	No	1.99	\$990,000
157	Recreational Trail (Ebenezer Resource Management Tract)	Queen Street East	South of Upper Ridge Crescent	Recreational Trail	Long Term	No	3.01	\$1,510,000
711	Recreational Trail (Hydro Corridor)	James Potter Road	Spicebush Terrace	Recreational Trail	Long Term	No	5.17	\$2,580,000
152	Recreational Trail (Hydro Corridor, Fletchers Creek)	Saint Barbara Boulevard	Timberlane Drive	Recreational Trail	Long Term	No	1.64	\$820,000
150	Recreational Trail (Kidd Valley Rec. Trail Connection)	North of Martineau Road	South of Eastbrook Way	Recreational Trail	Medium Term	No	0.38	\$190,000
151	Recreational Trail (Lauderhill Valley)	Airport Road	Countryside Drive	Recreational Trail	Long Term	No	0.33	\$170,000
170	Recreational Trail (TransCanada Pipeline)	East of Winston Churchill Boulevard	Mississauga Road	Recreational Trail	Medium Term	No	4.71	\$2,360,000
814	Red Maple Drive	McLaughlin Road	Royal Orchard Drive	Shared Roadway	Short Term	No	0.45	\$7,000
90	Redwillow Road	Cottrelle Boulevard	Castlemore Road	Bike Lane	Medium Term	No	0.74	\$40,000
13	Regentview Drive	Regentview Drive (End)	Conservation Drive	Shared Roadway	Long Term	No	0.55	\$8,000
96	Riverstone Drive	McVean Drive	Don Minaker Drive	Shared Roadway	Long Term	No	0.33	\$5,000
39	Robert Parkinson Drive	Sandalwood Parkway West	Mayfield Road	Bike Lane	Long Term	No	2.44	\$120,000
120	Ross Drive	Templehill Road	Countryside Drive	Shared Roadway	Medium Term	No	0.33	\$5,000
84	Royal West Drive	Queen Street West	Williams Parkway	Bike Lane	Medium Term	No	1.75	\$90,000
100B	Royce Avenue	Royce Avenue (End)	McMurphy Avenue	Shared Roadway	Long Term	No	0.42	\$6,000
1	Salvation Road, Springhurst Avenue, Grovewood Drive	Commuter Drive	Chinguacousy Road	Bike Lane	Short Term	No	2.20	\$110,000
129	Sandalwood Parkway West	McLaughlin Road	Van Kirk Drive	MUP	Medium Term	No	0.38	\$290,000
158B	Scott Street	Queen Street East	Roselea Park Trail	Shared Roadway	Long Term	No	0.12	\$2,000
70B	Sir Lou Drive	Malta Avenue	Hurontario Street	Bike Lane	Short Term	No	0.37	\$20,000
14	Skranda Hill	North of Oaklea Boulevard	South of Ray Lawson Boulevard	Shared Roadway	Medium Term	No	0.34	\$5,000
94	Southlake Boulevard	Williams Parkway East	Stoneylake Avenue/Harbourtown Crescent	Bike Lane	Short Term	Yes	1.18	\$60,000
215	Sterritt Drive	Chinguacousy Road	Drinkwater Road	Bike Lane	Long Term	No	0.52	\$30,000
68A	Sunny Meadow Boulevard	Bovaird Drive East	Peter Robertson Boulevard	Bike Lane	Short Term	No	0.38	\$20,000
68B	Sunny Meadow Boulevard	Sandalwood Parkway East	Countryside Drive	Bike Lane	Short Term	No	1.71	\$90,000
54	Thorndale Road	Castle Oaks Crossing	Cottrelle Boulevard	Bike Lane	Long Term	No	1.12	\$60,000
196	Tomken Road	Hwy 407	Steeles Avenue East	MUP	Short Term	No	1.50	\$1,140,000
197	Tomken Road	200m North of Cardiff Boulevard	Hwy 407	MUP	Medium Term	No	1.37	\$1,040,000
22	Trail in Chris Gibson Park	McLaughlin Road North	Chris Gibson Park	Recreational Trail	Long Term	No	0.28	\$140,000

ID	Street Name	From	To	Facility Type	Proposed Phasing	Priority Network	Length (km)	Cost Estimate
29E	Tullamore Road	Bartley Bull Parkway	Kennedy Road South	Shared Roadway	Long Term	No	0.28	\$4,000
60	Tyler Avenue	The Gore Road	Thorndale Road	Bike Lane	Medium Term	No	0.28	\$10,000
24	Valleycreek Drive, Valleystream Circle	Cottrelle Boulevard	Cottrelle Boulevard	Shared Roadway	Long Term	No	0.50	\$7,000
815	Valleyway Drive, Valleyway Drive Extension	Elbern Markell Drive	Chinguacousy Road	Bike Lane	Short Term	No	2.22	\$110,000
824	Van Kirk Drive	Wanless Drive	Mayfield Road	Buffered Bike Lane	Medium Term	No	1.26	\$80,000
213	Via Romano Way, Cottrelle Avenue	Ebenezer Road	Trail East of Thorndale Road	Bike Lane	Short Term	No	1.19	\$60,000
43A	Via Rosedale, Templehill Road, Father Tobin Road, Golf Links Drive	Sandalwood Parkway	Bramalea Road	Bike Lane	Medium Term	No	3.43	\$170,000
817	Vivians Crescent	Drinkwater Road	Recreational Trail	Shared Roadway	Short Term	No	0.25	\$4,000
72B	Vodden Street East	Main Street North	Howden Boulevard	Protected Bike Lane or Cycle Track	Short Term	Yes	3.59	\$220,000
72A	Vodden Street West, Royal Orchard Drive, Van Kirk Drive	Main Street North	Mayfield Road	Bike Lane	Short Term	Yes	5.99	\$300,000
62	West Drive, Laurelcrest Street	Steeles Avenue	Vodden Street East	Protected Bike Lane or Cycle Track	Medium Term	No	4.01	\$240,000
78	Westbrook Avenue, Skyvalley Drive	Don Minaker Drive	Lynngrove Way	Bike Lane	Long Term	No	0.91	\$50,000
183A	Westcreek Boulevard	Westcreek Boulevard (End)	Steelwell Road	Bike Lane	Medium Term	Yes	1.08	\$50,000
183B	Westcreek Boulevard, Advance Boulevard	Steelwell Road	Steeles Avenue	MUP	Medium Term	Yes	2.15	\$1,630,000
79	Wexford Road, Notre Dame Avenue	Hurontario Street	Richvale Drive South	Bike Lane	Short Term	No	1.65	\$80,000
81	Windmill Boulevard	Ray Lawson Boulevard	Kingknoll Drive	Bike Lane	Medium Term	No	0.53	\$30,000
828	Windmill Boulevard	Diane Court	Morton Way	Buffered Bike Lane	Short Term	No	0.50	\$30,000
75	Woodslea Road	Walker Drive	Airport Road	Bike Lane	Medium Term	No	0.36	\$20,000
19	Woodward Avenue, Ronald Gardens, Lauderdale Road, Madoc Drive	Scott Street	Rutherford Road North	Shared Roadway	Long Term	No	1.88	\$30,000
11	Yukon Lane, Cupid Drive	Braydon Boulevard	Maldives Crescent	Shared Roadway	Long Term	No	0.37	\$6,000



# Appendix E

Fix-it Program  
Summary Tables





**Fix-it Program Summary – Recreational Trail Program**

Trail Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Esker Lake Trail	N/A	Heart Lake Conservation Park	Sandalwood Parkway	construct new multi-use path	0.71	N/A	\$760,000	\$540,000
Fletcher's Creek Trail	N/A	South of Williams Parkway	South of Brookview Road	construct new multi-use path	0.24	N/A	\$760,000	\$180,000
Fletcher's Creek Trail	N/A	Dusty Lane	South of Queen Street	construct new multi-use path	0.31	N/A	\$760,000	\$230,000
Flower City Trail	N/A	Flower City Trail	Leopard Gate	construct new multi-use path	0.01	N/A	\$760,000	\$7,000
Flower City Trail	N/A	Flower City Trail	Wildhorse Lane	construct new multi-use path	0.01	N/A	\$760,000	\$7,000
Flower City Trail	N/A	Flower City Trail	Grasshopper Way	construct new multi-use path	0.01	N/A	\$760,000	\$6,000
Esker Lake Trail	N/A	Heart Lake Conservation Entrance Road	820m South of Mayfield Road	construct new rec trail	1.23	N/A	\$500,000	\$620,000
Flower City Trail	N/A	Corvette Court	Chinguacousy Road	construct new rec trail	0.08	N/A	\$500,000	\$40,000
Chinguacousy Trail	Sandalwood Parkway	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Trail	Clark Boulevard	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Chinguacousy Trail	Knightsbridge Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Trail	Peter Robertson Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Don Doan Trail	North Park Drive (John Bosco School)	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Don Doan Trail	Queen Street and Bramalea Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Don Doan Trail	Queen Street and Glenvale Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Don Doan Trail	Forsythia Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Esker Lake Trail	Bovaird Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Esker Lake Trail	Dixie Road and Balmoral Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Esker Lake Trail	Lorraine Crescent	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Esker Lake Trail	South Lake Boulevard and Stoney Lake Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Esker Lake Trail	South Lake Boulevard and Streamline Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Esker Lake Trail	Hillside Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Esker Lake Trail	Lakelands Park Path	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Etobicoke Creek Trail	Church Street and Ken Whillans Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Etobicoke Creek Trail	John Street	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Fletcher's Creek Trail	Brookview Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Fletcher's Creek Trail	Bishop Francis Allen School	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Fletcher's Creek Trail	Clydesdale Crescent	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Fletcher's Creek Trail	Fred Kline Park	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Fletcher's Creek Trail	McLaughlin Corners West Parking Lot	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Fletcher's Creek Trail	Sparrow Park	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Flower City Trail	Creditview Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Flower City Trail	Lonestar Crescent	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000

Trail Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Flower City Trail	St. Isaac Jogues Catholic Elementary School	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Flower City Trail	Torbram Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Flower City Trail	Wild Indigo Crescent	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Merrybrook Recreational Trail	Wanless Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Trail	Cloverdale Road (south side only)	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Chinguacousy Trail	Brampton Soccer Centre Parking Lot Entrance	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Don Doan Trail	Dorset Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Don Doan Trail	Glenvale Boulevard	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Don Doan Trail	Pennington Place	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Don Doan Trail	Philosophers Trail	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Don Doan Trail	Pleasant Valley Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Don Doan Trail	Professors Lake Parkway	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Esker Lake Trail	Rocky Point Crescent	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Esker Lake Trail	Birchbank Road	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Etobicoke Creek Trail	Mary Street	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Etobicoke Creek Trail	Elizabeth Street	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Etobicoke Creek Trail	Mary Street	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Fletchers Creek Trail	Edenbrook Hill Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Fletchers Creek Trail	Fairglen Avenue	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Fletchers Creek Trail	Dusty Lane	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Fletchers Creek Trail	Edenbrook Hill Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Fletchers Creek Trail	Malta Avenue	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Fletchers Creek Trail	McLaughlin Road	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Flower City Trail	Corvette Court	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Flower City Trail	Silktop Trail	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Flower City Trail	Sunny Meadow Boulevard	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Hydro Corridor Trail	Kingknoll Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Hydro Corridor Trail	Millstone Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Hydro Corridor Trail	Ray Lawson Boulevard	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Merrybrook Recreational Trail	Kempsford Crescent	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Merrybrook Recreational Trail	Miracle Trail	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Neighbourhood Path	Bartley Bull Parkway	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Neighbourhood Path	Latania Boulevard	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Neighbourhood Path	Quincy Place	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Neighbourhood Path	Vision Way	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000

Trail Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Neighbourhood Path	Whitwell Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Stephen Llewellyn Trail	Andes Court	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Stephen Llewellyn Trail	Cobblestone Court	N/A	N/A	curb cut	N/A	2	\$3,000	\$6,000
Stephen Llewellyn Trail	Cougar Court	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Stephen Llewellyn Trail	Eagleridge Drive	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Treeline Park Path	Maldives Crescent	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Chinguacousy Trail	Algonquin Boulevard	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Chinguacousy Trail	Avondale Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Chinguacousy Trail	Balmoral Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Chinguacousy Trail	Templehill Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Balmoral Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Doncaster Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Central Park Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Dorchester Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Greenbriar Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Greenmount Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Jayfield Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Don Doan Trail	Jordan Boulevard	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Esker Lake Trail	La France Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Esker Lake Trail	Brentwood Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Esker Lake Trail	Lambeth Street	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Fletchers Creek Trail	Charolais Boulevard	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Fletchers Creek Trail	Elgin Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Fletchers Creek Trail	Denison Avenue	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Fletchers Creek Trail	Earlsbridge Boulevard	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Barleyfield Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Checkerberry Crescent	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Geddes Lane	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Brisdale Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Edenbrook Hill Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Fernforest Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Great Lakes Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Leagate Street	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Maidengrass Road	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Queen Mary Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Sprucelands Avenue	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Flower City Trail	Sunny Meadow Boulevard	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Merrybrook Recreational Trail	Aldersgate Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Merrybrook Recreational Trail	Buick Boulevard	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Merrybrook Recreational Trail	Tysonville Circle	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000
Merrybrook Recreational Trail	Veterans Drive	N/A	N/A	curb cut and PXO	N/A	1	\$4,000	\$4,000

Trail Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Flower City Trail	N/A	Brussels Avenue	Checkerberry Crescent	grade separated highway crossing	0.16	N/A	\$5,500,000	\$890,000
Don Doan Trail (Central Park Drive)	N/A	Glenvale Boulevard	Don Doan Rec. Trail	remove existing sidewalk and replace with MUP	0.18	N/A	\$760,000	\$140,000
Don Doan Trail (North Park Drive)	N/A	Pennington Place	Crosswalk at John Bosco School	remove existing sidewalk and replace with MUP	0.33	N/A	\$760,000	\$250,000
Don Doan Trail (Queen Street West)	N/A	Central Park Drive	Don Doan Rec. Trail	remove existing sidewalk and replace with MUP	0.12	N/A	\$760,000	\$90,000
Don Doan Trail (Williams Parkway)	N/A	Torbram Road	Don Doan Rec. Trail	remove existing sidewalk and replace with MUP	0.55	N/A	\$760,000	\$420,000
Esker Lake Trail (Dixie Road - east side)	N/A	Esker Lake Rec. Trail	Balmoral Drive	remove existing sidewalk and replace with MUP	0.16	N/A	\$760,000	\$120,000
Esker Lake Trail (Laurelcrest Street - west side)	N/A	Esker Lake Rec. Trail	Loraine Crescent	remove existing sidewalk and replace with MUP	0.10	N/A	\$760,000	\$80,000
Fletchers Creek (McLaughlin Road - east side)	N/A	Brookview Road	Fletchers Creek Trail	remove existing sidewalk and replace with MUP	0.07	N/A	\$760,000	\$50,000
Don Doan Trail	Clark Boulevard	N/A	N/A	signalized crossing	N/A	1	\$160,000	\$160,000
Don Doan Trail	Eastbourne Drive	N/A	N/A	signalized crossing	N/A	1	\$160,000	\$160,000
Don Doan Trail	Williams Parkway	N/A	N/A	signalized crossing	N/A	1	\$160,000	\$160,000
Esker Lake Trail	Clark Boulevard	N/A	N/A	signalized crossing	N/A	1	\$160,000	\$160,000
Flower City Trail	Chinguacousy Road	N/A	N/A	signalized crossing	N/A	1	\$160,000	\$160,000
Esker Lake Trail	N/A	Mayfield Road	Heart Lake Conservation Area - Internal Road	trail surface upgrade	0.94	N/A	\$120,000	\$110,000
Esker Lake Trail	N/A	White Spruce Park	Heart Lake Road	trail surface upgrade	1.04	N/A	\$120,000	\$130,000
Etobicoke Creek Trail	N/A	North City limit	Mayfield Road	trail surface upgrade	0.65	N/A	\$120,000	\$80,000
Etobicoke Creek Trail	N/A	North End of Centennial Park	South End of Centennial Park	trail surface upgrade	0.44	N/A	\$120,000	\$50,000
Etobicoke Creek Trail	N/A	Loafer's Lake	Somerset Drive Public School	trail surface upgrade	0.45	N/A	\$120,000	\$50,000
Fletcher's Creek Trail	N/A	Fletcher's Creek Trail spine	Queen Mary Drive	trail surface upgrade	0.22	N/A	\$120,000	\$30,000
Flower City Trail	N/A	Mississauga Road	Tysonville Circle	trail surface upgrade	0.30	N/A	\$120,000	\$40,000
Flower City Trail	N/A	Tysonville Circle	Creditview Road	trail surface upgrade	1.13	N/A	\$120,000	\$140,000
Flower City Trail	N/A	Edenbrook Hill Drive	Flower City Trail spine	trail surface upgrade	0.28	N/A	\$120,000	\$30,000
Flower City Trail	N/A	Woodhaven Drive	Flower City Trail spine	trail surface upgrade	0.17	N/A	\$120,000	\$20,000
Flower City Trail	N/A	Aylesbury Drive	Flower City Trail spine	trail surface upgrade	0.44	N/A	\$120,000	\$50,000
Flower City Trail	N/A	Peter Robertson Boulevard	Flower City Trail spine	trail surface upgrade	0.25	N/A	\$120,000	\$30,000
Flower City Trail	N/A	Loons Call Crescent	Dixie Road	trail surface upgrade	0.48	N/A	\$120,000	\$60,000
Merrybrook Trail	N/A	Buick Boulevard	Merrybrook Trail spine	trail surface upgrade	0.24	N/A	\$120,000	\$30,000
Merrybrook Trail	N/A	Wanless Drive	Flower City Trail	trail surface upgrade	2.25	N/A	\$120,000	\$270,000

Trail Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Merrybrook Trail	N/A	Kempsford Crescent	Killick Road	trail surface upgrade	0.18	N/A	\$120,000	\$20,000
Merrybrook Trail	N/A	Pellegrino Road	Merrybrook Trail spine	trail surface upgrade	0.18	N/A	\$120,000	\$20,000
Stephen Llewellyn Trail	N/A	East of Torbram Road	Cliff Swallow Court	trail surface upgrade	0.21	N/A	\$120,000	\$20,000
Esker Lake Trail	Queen Street	N/A	N/A	trail underpass	N/A	1	\$100,000	\$100,000
Fletchers Creek Trail	Bovaird Drive	N/A	N/A	trail underpass	N/A	1	\$100,000	\$100,000
Fletchers Creek Trail	Steeles Avenue	N/A	N/A	trail underpass	N/A	1	\$100,000	\$100,000
Fletchers Creek Trail	Wanless Drive	N/A	N/A	trail underpass	N/A	1	\$100,000	\$100,000
Flower City Trail	Bramalea Road	N/A	N/A	trail underpass	N/A	1	\$100,000	\$100,000
Stephen Llewellyn Trail	Sandalwood Parkway	N/A	N/A	trail underpass	N/A	1	\$100,000	\$100,000
Chinguacousy Trail	N/A	South of Naperton Drive	Brampton Soccer Centre driveway	trail widening	1.02	N/A	\$70,000	\$70,000
Chinguacousy Trail	N/A	Flower City Trail	Bovaird Drive	trail widening	1.70	N/A	\$70,000	\$120,000
Fletcher's Creek Trail	N/A	South of Sandalwood Parkway	North of Queen Mary Drive	trail widening	1.22	N/A	\$70,000	\$90,000
Fletcher's Creek Trail	N/A	Earlsbridge Boulevard	North of Sandalwood Parkway	trail widening	0.86	N/A	\$70,000	\$60,000
Fletcher's Creek Trail	N/A	Fairglen Avenue	Denison Avenue	trail widening	0.79	N/A	\$70,000	\$60,000
Flower City Trail	N/A	Brisdale Drive	McLaughlin Road North	trail widening	2.07	N/A	\$70,000	\$140,000
Flower City Trail	N/A	Mississauga Road	Brisdale Drive	trail widening	2.13	N/A	\$70,000	\$150,000
Chinguacousy Trail	N/A	South of Queen Street East	North of Queen Street East	way-finding	0.08	N/A	\$4,000	\$400
Chinguacousy Trail	N/A	South of Peter Robertson Boulevard	North of Peter Robertson Boulevard	way-finding	0.04	N/A	\$4,000	\$200
Chinguacousy Trail	N/A	South of Avondale Boulevard	Queen Street East	way-finding	2.99	N/A	\$4,000	\$10,000
Chinguacousy Trail	N/A	Queen Street East	Bovaird Drive East	way-finding	3.81	N/A	\$4,000	\$20,000
Chinguacousy Trail	N/A	60m North of Hanover Road	Chinguacousy Park Entrance Driveway	way-finding	0.05	N/A	\$4,000	\$200
Chinguacousy Trail	N/A	100m North of Knightsbridge Road	Knightsbridge Park	way-finding	0.18	N/A	\$4,000	\$800
Chinguacousy Trail	N/A	Chinguacousy Park Entrance Driveway	Chinguacousy Park Driveway (150m East of Central Park Drive)	way-finding	0.05	N/A	\$4,000	\$300
Chinguacousy Trail	N/A	80m South of Hilldale Crescent	Hilldale Crescent	way-finding	0.07	N/A	\$4,000	\$300
Chinguacousy Trail	N/A	20m South of Williams Parkway	Williams Parkway	way-finding	0.01	N/A	\$4,000	\$100
Chinguacousy Trail	N/A	Bovaird Drive East	Peter Robertson Boulevard	way-finding	0.95	N/A	\$4,000	\$4,000
Chinguacousy Trail	N/A	Peter Robertson Boulevard	Countryside Drive	way-finding	2.53	N/A	\$4,000	\$10,000
Don Doan Trail	N/A	South of Avondale Boulevard	Balmoral Drive	way-finding	2.09	N/A	\$4,000	\$9,000
Don Doan Trail	N/A	Epsom Downs Drive	Bramalea Road	way-finding	1.62	N/A	\$4,000	\$7,000
Don Doan Trail	N/A	Balmoral Drive	Epsom Downs Drive	way-finding	0.15	N/A	\$4,000	\$600
Don Doan Trail	N/A	Queen Street East	Central Park Drive	way-finding	0.77	N/A	\$4,000	\$4,000
Don Doan Trail	N/A	Central Park Drive	Williams Parkway	way-finding	0.91	N/A	\$4,000	\$4,000
Don Doan Trail	N/A	200m East of Grenoble Boulevard	Torbram Road	way-finding	0.53	N/A	\$4,000	\$3,000
Don Doan Trail	N/A	Williams Parkway	North Park Drive	way-finding	1.04	N/A	\$4,000	\$5,000
Don Doan Trail	N/A	Jefferson Road	Jordan Boulevard	way-finding	0.50	N/A	\$4,000	\$3,000

Trail Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Don Doan Trail	N/A	North Park Drive	Bovaird Drive East	way-finding	1.89	N/A	\$4,000	\$8,000
Don Doan Trail	N/A	100m West of Philosophers Trail	Philosophers Trail	way-finding	0.10	N/A	\$4,000	\$500
Esker Lake Trail	N/A	Mayfield Road	Birchbank Road	way-finding	10.73	N/A	\$4,000	\$40,000
Esker Lake Trail	N/A	Tailfin Road	East of Highway 410	way-finding	0.62	N/A	\$4,000	\$3,000
Esker Lake Trail	N/A	Harbourtown Crescent	Bovaird Drive East	way-finding	0.24	N/A	\$4,000	\$1,000
Esker Lake Trail	N/A	Dixie Road	Path to Brentwood Drive	way-finding	0.05	N/A	\$4,000	\$200
Esker Lake Trail	N/A	Path to Brentwood Drive	Birchbank Road	way-finding	0.98	N/A	\$4,000	\$4,000
Esker Lake Trail	N/A	Dixie Road	East of Nuttall Street	way-finding	4.91	N/A	\$4,000	\$20,000
Esker Lake Trail	N/A	Tailfin Road	Deep Sea Drive	way-finding	0.13	N/A	\$4,000	\$600
Esker Lake Trail	N/A	Deep Sea Drive	Harbourtown Crescent	way-finding	0.73	N/A	\$4,000	\$3,000
Esker Lake Trail	N/A	Bovaird Drive	New Pines Trail	way-finding	0.54	N/A	\$4,000	\$3,000
Esker Lake Trail	N/A	Heart Lake Conservation Park	Mayfield Road	way-finding	0.94	N/A	\$4,000	\$4,000
Esker Lake Trail	N/A	400m South of Sandalwood Parkway	North of Sandalwood Parkway	way-finding	0.57	N/A	\$4,000	\$3,000
Esker Lake Trail	N/A	White Spruce Park Entrance	400m South of Sandalwood Parkway	way-finding	0.47	N/A	\$4,000	\$2,000
Esker Lake Trail	N/A	80m West of Nuttall Street	Nuttall Street	way-finding	0.07	N/A	\$4,000	\$300
Flower City Trail	N/A	Mississauga Road	McLaughlin Road North	way-finding	4.24	N/A	\$4,000	\$20,000
Flower City Trail	N/A	Sandalwood Heights Secondary School	Sandalwood Parkway East	way-finding	0.26	N/A	\$4,000	\$2,000
Flower City Trail	N/A	Checkerberry Crescent	Stephen Llewellyn Trail (East of Torbram Road)	way-finding	4.06	N/A	\$4,000	\$20,000
Merrybrook Recreational Trail	N/A	Flower City Trail	Wanless Drive	way-finding	2.16	N/A	\$4,000	\$9,000
Merrybrook Recreational Trail	N/A	Aylesbury Drive	Flower City Trail	way-finding	0.43	N/A	\$4,000	\$2,000
Merrybrook Recreational Trail	N/A	Pellegrino Road	Leadenhall Road	way-finding	0.17	N/A	\$4,000	\$700
Stephen Llewellyn Trail	N/A	West of Mountainash Road	East of Mountainash Road	way-finding	0.09	N/A	\$4,000	\$400
Stephen Llewellyn Trail	N/A	Mountainash Road	Airport Road	way-finding	0.73	N/A	\$4,000	\$3,000
Stephen Llewellyn Trail	N/A	Sandalwood Parkway	Mountainash Road	way-finding	1.54	N/A	\$4,000	\$7,000

**Fix-it Program Summary – In-Boulevard Cycling Facilities Program**

Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
James Potter Rd	N/A	Steeles Avenue	Charolais Boulevard	construct new multi-use path	0.62	N/A	\$760,000	\$470,000
Sandalwood Pkwy	N/A	Brisdale Drive	St. Edmund Driveway	construct new multi-use path	0.17	N/A	\$760,000	\$130,000
Sandalwood Pkwy	N/A	McLaughlin Road	East of Van Kirk Drive	construct new multi-use path	0.47	N/A	\$760,000	\$360,000
Bramalea Road	Dewside Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Bramalea Road	Father Tobin Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Bramalea Road	Larkspur Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Bramalea Road	Peter Robertson Boulevard	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Chinguacousy Road	Bovaird Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Fandor Way/Nelson Mandela Public School	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Queen Street West	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Steeles Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Bonnie Braes Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Charolais Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Daviselm Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Duffield Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Dusk Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Earlsbridge Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Major William Sharpe Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Sandalwood Parkway	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Chinguacousy Road	Teramoto Park driveway	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Chinguacousy Road	Williams Parkway	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Cottrelle Boulevard	Clarkway Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Cottrelle Boulevard	Huntspoint Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Cottrelle Boulevard	Prince Edward Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Cottrelle Boulevard	The Gore Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Cottrelle Boulevard	Thorndale Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Cottrelle Boulevard	Westbrook Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Bramalea Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Countryside Drive	Frobisher Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Goreway Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Landscape Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Mountainash Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Ross Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Sesquicentennial Park Entrance	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Torbram Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Countryside Drive	Yellow Avens Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000



Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Creditview Road	Aylesbury Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Bleasdale Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Buick Boulevard/Botavia Downs Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Clockwork Drive/Killkarrin Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Crown Victoria Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	El Camino Way	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Fairhill Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	McCrimmon Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Remembrance Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Veterans Drive/Ganton Heights	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Creditview Road	Wanless Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Financial Drive	Casablanca Close	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Financial Drive	Cooperage Street/Coastline Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Financial Drive	Hallstone Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Financial Drive	Olivia Marie Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Financial Drive	Seapines Street/Miner Street	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Financial Drive	Wardsville Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Humberwest Parkway	Fairlawn Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Humberwest Parkway	Ricardo Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Humberwest Parkway	Castlemore Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Humberwest Parkway	Cottrelle Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Arrowpoint Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Ashby Field Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Beaconcrest Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Daviselm Drive/Teal Crest Circle	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Fahey Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Hepburn Gate	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Leadership Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Queen Street West	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Semley Street/Antibes Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Bonnie Braes Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Creditview Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
James Potter Road	Williams Parkway	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McLaughlin Road	Ray Lawson Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McLaughlin Road	Sheridan College Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McLaughlin Road South	Gurdwara Gate/Oaklea Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McVean Drive	Castlemore Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McVean Drive	Cottrelle Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McVean Drive	Ebenezer Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
McVean Drive	Huntspoint Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000

Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
McVean Drive	Lexington Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Airport Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Brisdale Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Dixie Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Dufay Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Fidelity Avenue	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Robert Parkinson Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Sheepberry Terrace	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Springtown Trail	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Sunforest Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Van Kirk Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Veterans Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Virtues Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Bramalea Road	N/A	N/A	cross-ride upgrade	N/A	3	\$2,000	\$6,000
Sandalwood Parkway	Brisdale Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Cedarcliff Trail	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Edenbrook Hill Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Fernforest Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Great Lakes Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Hurontario Street	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	McLaughlin Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Mountainash Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Queen Mary Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Sandalwood Parkway	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Sunforest Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Sandalwood Parkway	Sunny Meadow Boulevard	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Sandalwood Parkway	Torbram Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Torbram Road	Peter Robertson Boulevard	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Torbram Road	Steeplebush Avenue	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Torbram Road	Australia Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Torbram Road	Father Tobin Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Wanless Drive	Chinguacousy Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Wanless Drive	Leadenhall Road	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Wanless Drive	McLaughlin Road	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000

Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Wanless Drive	Queen Mary Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Wanless Drive	Robert Parkinson Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Wanless Drive	Van Kirk Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Wanless Drive	Veterans Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Williams Parkway	Abbotsbury Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Williams Parkway	Fletchers Creek Boulevard	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Williams Parkway	Pertosa Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Williams Parkway	Royal West Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
Williams Parkway	Valleyway Drive	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Williams Parkway	Whitewash Way/Withers Way	N/A	N/A	cross-ride upgrade	N/A	2	\$2,000	\$4,000
Williams Parkway	Elbern Markell Drive	N/A	N/A	cross-ride upgrade	N/A	1	\$2,000	\$2,000
McLaughlin Road	Sheridan College Entrance	N/A	N/A	curb cut	N/A	1	\$3,000	\$3,000
Bramalea Rd	N/A	Hocken Court	Sandalwood Parkway	trail surface upgrade	0.66	N/A	\$120,000	\$80,000
Bramalea Rd	N/A	Dewside Drive	Cedarbrook Road	trail surface upgrade	0.18	N/A	\$120,000	\$20,000
Castlemore Rd	N/A	West of Julian Drive	East of Julian Drive	trail surface upgrade	0.12	N/A	\$120,000	\$10,000
Heart Lake Rd	N/A	New Pines Trail	Sandalwood Parkway	trail surface upgrade	1.41	N/A	\$120,000	\$170,000
Heart Lake Rd	N/A	230m South of New Pines Trail	New Pines Trail	trail surface upgrade	0.25	N/A	\$120,000	\$30,000
Sandalwood Pkwy	N/A	Brisdale Drive	Chinguacousy Road	trail surface upgrade	0.72	N/A	\$120,000	\$90,000
Sandalwood Pkwy	N/A	Chinguacousy Road	McLaughlin Road	trail surface upgrade	1.45	N/A	\$120,000	\$170,000
Sandalwood Pkwy	N/A	East of Van Kirk Dr	Alectra Utilities Driveway	trail surface upgrade	0.44	N/A	\$120,000	\$50,000
Sandalwood Pkwy	N/A	West of Great Lakes	Fernforest Drive	trail surface upgrade	1.36	N/A	\$120,000	\$160,000
Sandalwood Pkwy	N/A	Cobblestone Court	Lakespring Gate	trail surface upgrade	0.37	N/A	\$120,000	\$40,000
Sandalwood Pkwy	N/A	Mountainash Road	Airport Road	trail surface upgrade	0.63	N/A	\$120,000	\$80,000
Williams Pkwy	N/A	Chinguacousy Drive	McLaughlin Road	trail surface upgrade	1.52	N/A	\$120,000	\$180,000
Williams Pkwy	N/A	Abbotsbury Drive	Chinguacousy Drive	trail surface upgrade	1.74	N/A	\$120,000	\$210,000
Bramalea Rd	N/A	South of Dewside Drive	Dewside Drive	trail widening	0.16	N/A	\$70,000	\$10,000
Bramalea Rd	N/A	Father Tobin Road	Countryside Drive	trail widening	0.42	N/A	\$70,000	\$30,000
Castlemore Rd	N/A	West of Goreway Drive	Goreway Drive	trail widening	0.09	N/A	\$70,000	\$7,000
Chinguacousy Rd	N/A	Bovaird Drive	South of Olde Town Road	trail widening	0.37	N/A	\$70,000	\$30,000
Cottrelle Blvd	N/A	The Gore Road	Via Romano Way	trail widening	1.03	N/A	\$70,000	\$70,000
Cottrelle Blvd	N/A	Prince Edward Boulevard	The Gore Road	trail widening	2.22	N/A	\$70,000	\$160,000
Cottrelle Blvd	N/A	Airport Road	Humberwest Parkway	trail widening	0.73	N/A	\$70,000	\$50,000
Heart Lake Rd	N/A	New Pines Trail	Sandalwood Parkway	trail widening	1.42	N/A	\$70,000	\$100,000
Sandalwood Pkwy	N/A	Alectra Utilities Driveway	Hurontario Street	trail widening	0.48	N/A	\$70,000	\$30,000
Sandalwood Pkwy	N/A	Alectra Utilities driveway	Hurontario Street	trail widening	0.51	N/A	\$70,000	\$40,000
Sandalwood Pkwy	N/A	Sunforest Drive	Etobicoke Creek Trail	trail widening	0.36	N/A	\$70,000	\$30,000

Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Sandalwood Pkwy	N/A	Fernforest Drive	East of Bramalea Road	trail widening	0.79	N/A	\$70,000	\$60,000
Sandalwood Pkwy	N/A	Trailhead Crescent	Mountainash Road	trail widening	0.22	N/A	\$70,000	\$20,000
Sandalwood Pkwy	N/A	Heart Lake Road	Great Lakes Drive	trail widening	0.65	N/A	\$70,000	\$50,000
Wanless Dr	N/A	McLaughlin Road	Hurontario Street	trail widening	1.38	N/A	\$70,000	\$100,000
Williams Pkwy	N/A	Chinguacousy Drive	McLaughlin Road	trail widening	1.54	N/A	\$70,000	\$110,000

**Fix-it Program Summary – On-Road Cycling Facilities Program**

Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Balmoral Drive	Bramalea Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Balmoral Drive	Dixie Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Colonel Bertram Road	Mayfield Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Don Minaker Drive	Ebenezer Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Don Minaker Drive	The Gore Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Drinkwater Road	Chinguacousy Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Drinkwater Road	Queen Street	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Fernforest Drive	Bovaird Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Fernforest Drive	Peter Robertson Boulevard	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Fernforest Drive	Sandalwood Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Fletchers Creek Boulevard	Bovaird Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Fletchers Creek Boulevard	Williams Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Grenoble Boulevard	Central Park Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Grenoble Boulevard	Williams Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Mackay Street	North Park Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Mackay Street	Williams Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
McMurphy Avenue	Charolais Boulevard	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
McMurphy Avenue	Elgin Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
McMurphy Avenue	Queen Street	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
McMurphy Avenue	Steeles Avenue	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Mountainash Road	Bovaird Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Mountainash Road	Countryside Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Mountainash Road	Peter Robertson Boulevard	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Mountainash Road	Sandalwood Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sandalwood Parkway	Edenbrook Hill Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sandalwood Parkway	Queen Mary Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sunforest Drive	Bovaird Drive	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sunforest Drive	Sandalwood Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sunforest Drive	Wexford Road	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sunny Meadow Boulevard	Peter Robertson Boulevard	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000
Sunny Meadow Boulevard	Sandalwood Parkway	N/A	N/A	Signalized Crossing Improvement	N/A	1	\$20,000	\$20,000

Street Name	Location	From	To	Improvement Type	Length (km)	Unit	Unit Cost	Cost Estimate
Balmoral Drive	N/A	Dixie Road	Avondale Boulevard	Urban Shoulder Upgrade to Bike Lane	0.65	N/A	\$30,000	\$20,000
Balmoral Drive	N/A	Avondale Boulevard	Bramalea Road	Urban Shoulder Upgrade to Bike Lane	0.75	N/A	\$30,000	\$20,000
Colonel Bertram Road	N/A	Conservation Drive	Mayfield Road	Urban Shoulder Upgrade to Bike Lane	1.21	N/A	\$30,000	\$40,000
Don Minaker Drive	N/A	Ebenezer Road	The Gore Road	Urban Shoulder Upgrade to Bike Lane	1.54	N/A	\$30,000	\$50,000
Drinkwater Road	N/A	Chinguacousy Road	Queen Street West	Urban Shoulder Upgrade to Bike Lane	2.06	N/A	\$30,000	\$60,000
Fernforest Drive	N/A	Bovaird Drive East	Countryside Drive	Urban Shoulder Upgrade to Bike Lane	3.16	N/A	\$30,000	\$90,000
Fletcher Creek Boulevard, Edenbrook Hill Drive	N/A	Williams Parkway	Wanless Drive	Urban Shoulder Upgrade to Bike Lane	4.44	N/A	\$30,000	\$130,000
Grenoble Boulevard	N/A	Central Park Drive	Williams Parkway	Urban Shoulder Upgrade to Bike Lane	0.77	N/A	\$30,000	\$20,000
Mackay Street	N/A	Williams Parkway East	Bovaird Drive East	Urban Shoulder Upgrade to Bike Lane	1.63	N/A	\$30,000	\$50,000
McMurphy Avenue South	N/A	Steeles Avenue West	Queen Street West	Urban Shoulder Upgrade to Bike Lane	3.06	N/A	\$30,000	\$90,000
Mountainash Road	N/A	Bovaird Drive East	Countryside Drive	Urban Shoulder Upgrade to Bike Lane	3.19	N/A	\$30,000	\$100,000
Queen Mary Drive	N/A	Edenbrook Hill Drive	Sandalwood Parkway West	Urban Shoulder Upgrade to Bike Lane	1.62	N/A	\$30,000	\$50,000
Sunforest Drive	N/A	Bovaird Drive West	Sandalwood Parkway East	Urban Shoulder Upgrade to Bike Lane	2.02	N/A	\$30,000	\$60,000
Sunny Meadow Boulevard	N/A	Peter Robertson Boulevard	Sandalwood Parkway East	Urban Shoulder Upgrade to Bike Lane	1.23	N/A	\$30,000	\$40,000

**Fix-it Program Summary – School Curb Depressions at Crosswalks**

Location	Improvement Type	Unit	Unit Cost	Cost Estimate
Beryl Ford Public School	curb cut	1	\$3,000	\$3,000
Bishop Allen Separate School	curb cut	1	\$3,000	\$3,000
Burnt Elm Public School	curb cut	1	\$3,000	\$3,000
Cherrytree Public School	curb cut	1	\$3,000	\$3,000
Churchville Public School	curb cut	1	\$3,000	\$3,000
Conestoga Public School	curb cut	1	\$3,000	\$3,000
Dorset Drive Public School	curb cut	1	\$3,000	\$3,000
Earnscliffe Senior School	curb cut	1	\$3,000	\$3,000
Ecole Elementaire Carrefour Des Jeunes	curb cut	1	\$3,000	\$3,000
Ecole Elementaire Catholique Sainte-Jeanne d'Arc	curb cut	1	\$3,000	\$3,000
Fairlawn Public School	curb cut	1	\$3,000	\$3,000
Georges Vanier Catholic School	curb cut	1	\$3,000	\$3,000
Guardian Angels Catholic Elementary School	curb cut	1	\$3,000	\$3,000
Hanover Public School	curb cut	1	\$3,000	\$3,000
Hickory Wood Public School	curb cut	1	\$3,000	\$3,000
Hickory Woods Public School	curb cut	1	\$3,000	\$3,000
Hilldale Public School	curb cut	1	\$3,000	\$3,000
Larkspur Public School	curb cut	1	\$3,000	\$3,000
Lester B Pearson Catholic School	curb cut	1	\$3,000	\$3,000
Maria Goretti Elementary School	curb cut	1	\$3,000	\$3,000
Massey Street Public School	curb cut	1	\$3,000	\$3,000
Morton Way Public School	curb cut	1	\$3,000	\$3,000
Our Lady of Fatima School	curb cut	1	\$3,000	\$3,000
Our Lady of Providence School	curb cut	1	\$3,000	\$3,000
Pauline Vanier Catholic Elementary School	curb cut	1	\$3,000	\$3,000
Peel Alternative School North	curb cut	1	\$3,000	\$3,000
Ridgeview Public School	curb cut	1	\$3,000	\$3,000
Robert J Lee Public School	curb cut	1	\$3,000	\$3,000
Roberta Bondar Public School	curb cut	1	\$3,000	\$3,000
Rowntree Public School	curb cut	1	\$3,000	\$3,000
Russell D Barber Public School	curb cut	1	\$3,000	\$3,000
Saint Kevin Separate School	curb cut	1	\$3,000	\$3,000
Somerset Public School	curb cut	1	\$3,000	\$3,000
Springdale Public School	curb cut	1	\$3,000	\$3,000
St Cecilia Elementary School	curb cut	1	\$3,000	\$3,000
St Francis Xavier Elementary School	curb cut	1	\$3,000	\$3,000
St. Angela Merici Catholic Elementary School	curb cut	1	\$3,000	\$3,000
St. Anthony Catholic Elementary School	curb cut	1	\$3,000	\$3,000
St. Brigid Elementary School	curb cut	1	\$3,000	\$3,000
St. Jean Brebeuf Elementary School	curb cut	1	\$3,000	\$3,000
St. Jean Brebuef Elementary School	curb cut	1	\$3,000	\$3,000
St. Jean-Marie Vianney Catholic Elementary School	curb cut	1	\$3,000	\$3,000
St. John Bosco School	curb cut	1	\$3,000	\$3,000
St. Joseph School	curb cut	1	\$3,000	\$3,000
St. Josephine Bakhita Catholic Elementary School	curb cut	1	\$3,000	\$3,000
St. Leonard Separate School	curb cut	1	\$3,000	\$3,000
St. Lucy Catholic Elementary School	curb cut	1	\$3,000	\$3,000
St. Marguerite Bourgeoys Separate School	curb cut	1	\$3,000	\$3,000
St. Monica Elementary School	curb cut	1	\$3,000	\$3,000
Stanley Mills Public School	curb cut	1	\$3,000	\$3,000
Thorndale Public School	curb cut	1	\$3,000	\$3,000
Worthington Public School	curb cut	1	\$3,000	\$3,000



# Appendix F

Bike Parking  
Candidate Locations





## Appendix F – Bike Parking Candidate Locations

Candidate Location	Rack Type	Destination Served	Comments
Timberlane Park, L6Y 4B4	Short Term – Rack	Recreational Facility	Bike rack. Large population of senior cyclists and children access and use park.
Main St S, L6W 2E2	Short Term – Rack	Commercial	No bike racks exist around here.
Main St S, L6W 2E1	Short Term – Rack	Commercial	Ideally, a bike rack should be located here. Easily accessible and visible from the Metro store.
46 ON-10, L6V 1N6	Short Term – Rack	CBD	There are so few bike racks in downtown Brampton, it's sad.
Main Street North, L6X 1R1	Short Term – Rack	CBD	All plaza's and grocery stores should have bicycle parking available.
Main Street North, L6V 4H6	Short Term – Rack	CBD	All plaza's and grocery stores should have bicycle parking available.
Main Street North, L6V 3E4	Short Term – Rack	Commercial	Fast Food restaurants should provide their own bicycle parking to provide active options for customers to get to these restaurants.
John Street, L6W 1Z1	Short Term – Rack	Residential, Institutional	Ensure bicycle parking is located near affordable housing sites, and places of worship.
9 ON-10, L6W 2A7	Short Term – Rack	CBD	Bike shelter is required in garden square.
McLaughlin Rd S, L6Y 2C8	Long Term - Rack and Shelter	Institutional	There should be proper, secured bike parking shelter areas at all City facilities. Promoting healthy commuting without providing support facilities is counter-productive. Please consider adding to all City-run facilities so people can get around without having to worry about bike security.

Candidate Location	Rack Type	Destination Served	Comments
Nelson Street East, L6V 2L8,	Long Term – Rack and Shelter	Recreational Facility	Shared Shelter for cluster of users in area.
Mcmurphy Avenue South, L6Y 1Y6	Long Term – Rack and Shelter	Recreational Facility	Shelter Standard: located near 4-season facilities.
Mclaughlin Road South, L6Y 3A9	Long Term – Rack and Shelter	Institutional	Shelter Standard: Locate near all government offices and Service Ontario sites.
Queen St W, L6X 1Y5	Long Term – Rack and Shelter	Commercial	Locate Shelters near all grocery stores and meeting places like coffee shops.
Chinguacousy Road, L6X 3H1	Long Term – Rack and Shelter	Recreational Facility	Locate Shelters in all major sporting facilities and multi-use parks. Extended stays may require protection from the elements.
Williams Pky, L6S 3W6	Long Term – Rack and Shelter	Transit	Most Carpooling Stops and Transit Stations should contain bicycle parking shelters.
Vodden St E, L6S 5Y7	Long Term – Rack and Shelter	Commercial	Major retail plazas need bicycle parking, and bike lanes and/or signage.
Lisa Street, L6T 4N4	Long Term – Rack and Shelter	Residential	Dense, Mixed-Income areas require extra amenities that wealthy areas may not.
Kings Cross Road, L6T 3X9	Long Term – Rack and Shelter	Residential	Dense, Mixed/Low-Income areas require extra amenities that wealthy areas may not. Secure parking helps avoid thefts and provides stability to works and students.
City Centre Drive, L6T 5K2	Long Term – Rack and Shelter	Commercial	Maintain a healthy ratio of car: bicycle parking.
Steeles Avenue East, L6W 4S2	Long Term – Rack and Shelter	Commercial	Major Retail = options for cyclists, and consistent parking.

Candidate Location	Rack Type	Destination Served	Comments
Sheridan College Drive, L6Y 5H9	Long Term – Rack and Shelter	Institutional	Bicycle Shelters provide stable and secure bike parking for students who are away from their bikes for hours and into the night. Students shouldn't have to worry about being able to bike home.
Ray Lawson Boulevard, L6Y 5B3	Long Term – Rack and Shelter	Recreational Facility	All Recreation Centres should have consistent cycling infrastructure.
Gateway Blvd, L6T 4X2	Long Term – Rack and Shelter	Industrial	Car dependent areas still require cycling considerations.
<b>Bike Repair Location</b>			
Queen St W, L6Y 1L9	Install Repair Stand	CBD	Repair stand at City Hall just makes good sense for anyone coming to City Hall, residents, and people who work there
Vodden Street East, L6V 1T4	Install Repair Stand	Recreational Facility	Repair/air compressor station
Main Street North, L6V 1C6	Install Repair Stand	CBD	Repair stations should go in gathering locations and junctions.
Main St S, L6W 2C5	Install Repair Stand	Recreational Facility	Repair Stations/air filling stations should be automatically included in major parks
Chinguacousy Road, L6X 3H1	Install Repair Stand	Recreational Facility	Locate Repair Stations/Air Compressor Stations in all major sporting facilities and multi-use parks. Extended stays may require protection from the elements.
Sandalwood Parkway East, L6Z 4T3	Install Repair Stand	Recreational Facility	Repair stations should be located in areas difficult to access, so riders don't get stranded by simple repairs.
Esler Lakes Trail, L6V 4N8	Install Repair Stand	Recreational Facility	Community Parks should contain repair stations.

Bike Repair Location			
Lisa St, L6T 4S6	Install Repair Stand	Residential	Dense, Mixed-Income areas require extra amenities that wealthy areas may not.
Team Canada Drive, L6T 1B4	Install Repair Stand	Transit	Major Transit Stations require extra resources for riders/cyclists.
Kings Cross Road, L6T 3X9	Install Repair Stand	Residential	Dense, Mixed/Low-Income areas require extra amenities that wealthy areas may not.
Central Park Drive, L6S 2C8	Install Repair Stand	Recreational Facility	Major Parks need consistent amenities.
15, L6W 4J6,	Install Repair Stand	Recreational Facility	Repair stations provide support to riders in remote sections of trails.
Sheridan College Drive, L6Y 5H9	Install Repair Stand	Institutional	Free resources for students are important to providing transportation options and reducing vehicle parking needs.
Etobicoke Creek Trail, L7C 1E1	Install Repair Stand	Recreational Facility	Even communities outside of busy corridors need resources, since some people are doing long rides and need repairs and tire-pumps.



# LIVING THE MOSAIC

**Brampton 2040 Vision**

May 2018

future**ready**



**BRAMPTON**

Prepared for:  
The City of Brampton

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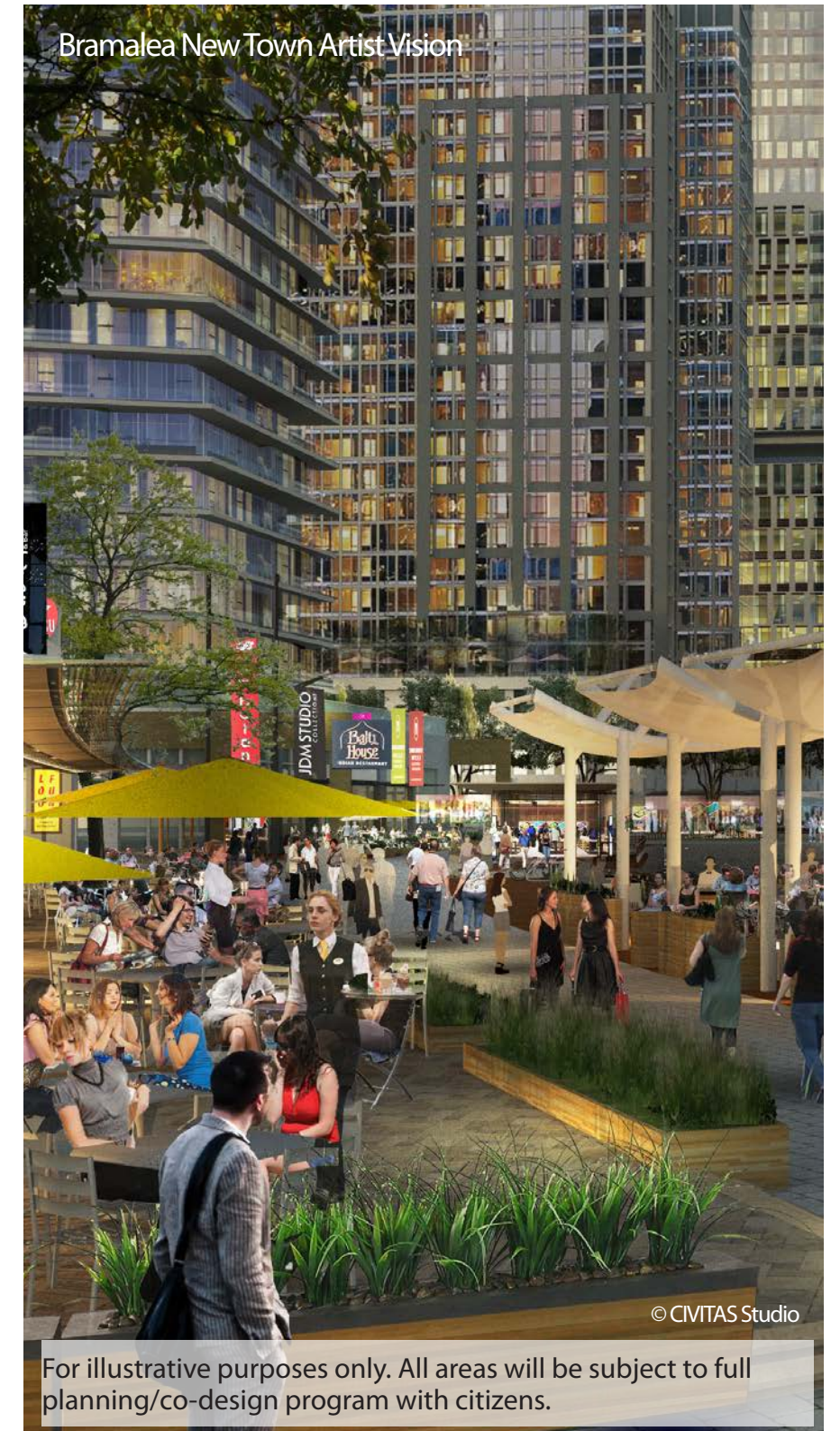
BEASLEY ASSOCIATES, PLANNING INC.



# This Vision is a Mosaic

The essence of Brampton is diversity and the essence of what the people want for the future is that their city be arranged, governed, seen, and celebrated as a mosaic of people, places and endeavours of all kinds, coexisting in harmony. Living the mosaic in 2040 is the central and simple aspiration of the people of Brampton.

This is the overarching declaration that has emerged from all that has been received and synthesized from the people of Brampton. The fullness and expressiveness of that Brampton mosaic will be described and drawn out in the following pages.





# The People's Vision

This is Brampton's Vision For the Next Quarter Century.

**This is the people's Vision. It draws together the thinking and words of thousands of Brampton citizens from all walks of life over many months. Starting in September 2017, having tapped several hundred thousand people to take part, over 13,000 people linked back to the process. Of these, about 11,000 people contributed specific comments and ideas. They came together in many ways.**

- Over 20 intense work sessions were convened – for face-to-face dialogue where over 400 people got deep into the issues.
- About 65 other community events were attended by staff, touching thousands of people and collecting many ideas.
- Two extensive workshops were hosted at City Hall for intensive discussion for the community itself to synthesize community ideas – one two-day workshop (over 150 people) and one one-day workshop (over 100 people).
- A peer review session was held with well-known urbanists and professors.
- Over 420,000 Facebook and Twitter impressions – to understand the initiative.
- About 1,300 website contributions – for detailed specific ideas.

**Through these channels, the people have generously offered their perspectives, criticisms, ideas and proposals, which have been brought carefully together in this Vision.**

**This Vision is built from thorough, unfettered, wide-ranging public discussion.**



# Future Brampton's Full Picture Revealed

This is a summary overview of a community that has taken over its destiny, exploited its assets, overcome its limitations, tapped technology and sustainability, positioned itself smartly in the region and country, and made itself memorable.

# This Vision will Re-Invent Brampton

## This Vision Brings Ten Transformations to Brampton.

- **A heart to draw everyone and shift the balance of local jobs** – new Uptown and reset Downtown.
- **Jobs within communities** – five new Town Centres.
- **Thriving arts scene** – Arts Street as a unique maker-place, art hubs in the cores and spontaneously elsewhere.
- **Complete living** – revitalized existing districts, model new neighbourhoods, refreshed Bramalea, boulevard lifestyle along central Queens.
- **Everything connected** – transit network and new core loop, walking and cycling networks, virtual networks, new travel technologies exploited.
- **Beauty brought back** – streets for people, trees everywhere, designed communities, handsome buildings.
- **Nature brought back** – new Eco-Park, sustainable living integrated into everything.
- **Social and health harmony** – local hands tackling local problems.
- **Organizations to act** – local forces with resources, networks and leadership at hand.
- **A way to act** – five proven tools for success.

Central Uptown Artist Vision - Aerial View of Powerade Site Looking Northwest



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For illustrative purposes only. All areas will be subject to full planning/co-design program with citizens.

# Building Blocks of this Vision

## Summary Overview

### Visionary Results Through Catalytic Actions.

This Vision is about results – seven aspirational vision statements. These together build the overarching promise that the people of Brampton will “live the mosaic”. Here are the seven target vision statements.

- **Vision 1:** In 2040, Brampton will be a mosaic of **sustainable** urban places, sitting within an interconnected green park network, with its people as **environmental stewards** – targeting ‘one-planet’ living.
- **Vision 2:** In 2040, Brampton will be a mosaic of **vibrant centres with quality jobs**, a rich range of activities, and integrated living.
- **Vision 3:** In 2040, Brampton will be a mosaic of characterful and **complete neighbourhoods**.
- **Vision 4:** In 2040, Brampton will be a mosaic of safe, integrated **transportation** choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.
- **Vision 5:** In 2040, Brampton will be a rich mosaic of cultures and lifestyles, coexisting with **social responsibility**, respect, enjoyment, and justice.
- **Vision 6:** In 2040, Brampton will be a mosaic of healthy citizens enjoying physical and mental wellness, fitness, and sports.
- **Vision 7:** In 2040, Brampton will support a mosaic of artistic expression and production.

This Vision is also about bold actions for change – 28 catalytic actions. These actions offer direct ways to kickstart a changing trajectory. They are sometimes obvious and sometimes audacious. Some can happen quickly; others will take time and patience to unfold. All will transform as they come together.

### Five lenses for Maximum Success.

This Vision is about a way of moving forward – five lenses for maximum success. Brampton has become an activist town that will command its future. To reach the results of this Vision, a way of doing things – an attitude – will facilitate change that is popular, resilient, and innovative. These are lenses that reflect advanced practices

everywhere but also suit the unique situation of Brampton. Together they are the ethic for action. Here are the five lenses that must specifically guide implementation of each action for change.

- **Lens 1: Public Engagement** – Citizens, as individuals and in corporate, interest, and cultural groups, will be involved in Brampton in a systematic and inclusive way, at all times on all matters undertaken for the community.
- **Lens 2: Collaboration** – The Brampton government will join forces, resources, and activities, as well as share decision-making, with Brampton private interests and senior governments to extend the reach and success of civic ventures.
- **Lens 3: Design** – Brampton will be a city ‘by design’, where design excellence is led by City Hall to ensure public interests, completed in a studio setting through co-design with developers and citizens, and made a prime factor in all approvals and other decisions for change.
- **Lens 4: Technology** – Brampton will be ahead of the wave of new technology applications in order to shape, support and manage but also avoid unwanted distortions of the city.
- **Lens 5: Identity** – Brampton’s distinctive identity will emerge from what it is and does and it will be communicated broadly.

These prime ways to make change should not be confused with the overarching holistic agenda of change. That agenda has fundamental themes that are the DNA of this entire Vision: sustainability, livability, diversity, and health.

### Brampton Faces Big Questions As It Grows.

Will Brampton build a strong local economy that is well integrated with the regional and national economy and has global identity? Will it sustain a balanced and supportive social ecology and enhance the health of its citizens? Will it achieve the green environmental standards that will differentiate the complacent from the responsible in future cities? Will it preserve its embracing lifestyle and offer all the advantages for living and experience that are constantly being invented for other places? Will it define and express its own artistic and cultural story and secure a genuine identity that stands comparison with other peoples and places?

This Vision offers transformative answers to these questions.

# The Full Picture of Brampton in 2040

## This is the Mosaic of Brampton as a Place.

Brampton has a different overall structure and feel in 2040, as a place.

It starts with a **green park framework** coalesced from the still-natural fragments that are so readily here linked by new green additions. This is a continuous network for green park respite, recreation, and to host ecological systems.

A network of **diversified centres** comes together in such a magnetic way that they draw thousands of jobs. These are places of enterprise but also the hip locations to work, live, learn and play. Recreation, attractions, services, and cool spots are at hand. They enjoy smart technology and sustainable infrastructure. A groundswell of people live close to work. They do not use their cars for the commuter trip. The people of Brampton mostly stay in the community now for their daily pleasures. A hierarchy has organically grown.

- A **massive new Brampton Core** is founded that enfolds the historic **Downtown** and a new centrally-located **Uptown**, easily competitive with other nearby regional centres but with aspirations of even greater importance over the next 50 years and beyond. This becomes Brampton's corporate hotspot and tourist destination. It has come together through both fast transformation and percolated change.
- A new **'Figure-8 Loop' rapid transit** line links the double core and connects it to the regional transit system. It connects business with higher education. It connects homes to jobs. It connects a string of many new development sites.
- **Five Town Centres** have been founded, one in each sector of Brampton, so that many mainstream companies and businesses that do not need the core profile and do not want the rents can nonetheless come to Brampton and enjoy complete urban offerings and lifestyle at their fingertips. This brings more jobs home to Brampton. These centres are lower-scaled and walkable.

- Existing industrial and logistics districts remain and now also get their missing **Ancillary Centres** to fulfill worker needs.
- The **Brampton Arts Street** is where the action is on arts production and digital arts applications. It is a magnet and a happening place that has spun off other arts hubs.

A constellation of complete neighbourhoods surrounds the dual core, each vibrant and diversified with its own local neighbourhood centre for at-hand retail and civic facilities. Some take on a special personality because of a unique feature of character that they have to offer. 'Social hubs' for social and health service delivery and self-help projects are scattered where local residents have made them happen.

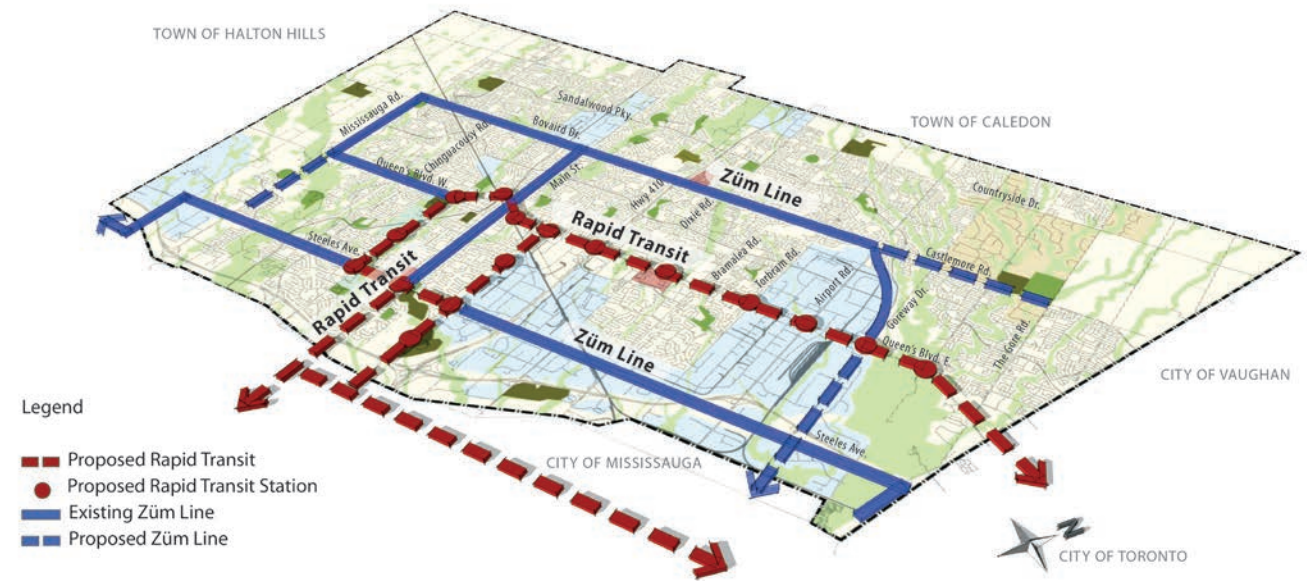
- **Existing neighbourhoods have been revitalized** and rounded out through civic collaboration with sitting residents.
- **Refreshed Bramalea** is an updated 'new town' showpiece but still true to its mid-century image.
- The **Queen's Boulevard** offers the hip 'boulevard' lifestyle for its lucky residents, workers and visitors.
- The pattern of **complete new neighbourhoods** expands out to the less developed and still greenfield edges of Brampton, clustering around their nearby Town Centres. These new neighbourhoods model the most contemporary image of intimate livability and responsible sustainability. Each has its own local centre. They nestle within the green setting.
- The **regional rapid transit network is complete**, with the full collaboration of Brampton. Brampton's own **local transit network** is filled out more fully and tied tightly to the regional system. The system has vast ridership because transit is free. Many commuters have naturally shifted from the long daily auto drive. The hierarchy of centres is connected through transit as are most neighbourhoods.
- The regional street system is fully intact with advanced traffic management. The highway network remains but has not been expanded significantly, except for direct access to Uptown. The regional street system can still serve private-vehicle and goods movement without major expansion, even with all the growth, because so many people and their cars are off these streets for their day-to-day trips. Buses and trucks are self-driving. For cars, autonomous driving has been linked

to share-vehicles, so the traffic impacts are minimal. Some streets and areas are actually segregated for autonomous vehicles. Many roads have been revamped to be more visually appealing with landscape and ecological features and to accommodate pedestrians and cyclists when desire lines intersect. Major street gateways into Brampton are marked with landscape and public art.

- The local street system is greatly upgraded from its 2020 form. Most streets have been freshly designed as 'complete streets' with auto, pedestrian, and cycling alignments – based on an 'Active Mobility Charter'. All have street trees, other landscape interventions, ecological features, and local touches. Some local street rights-of-way are closed to vehicles and provide walking spines, connected to recreational trails and pathways into natural settings.
- The tree canopy is lush as a refreshed urban forest. Over a million trees have been planted in public places and citizens have doubled this by planting more trees on private property. Virtually all streets have street trees, sometimes a double row, grown within the latest technology of soils culture.



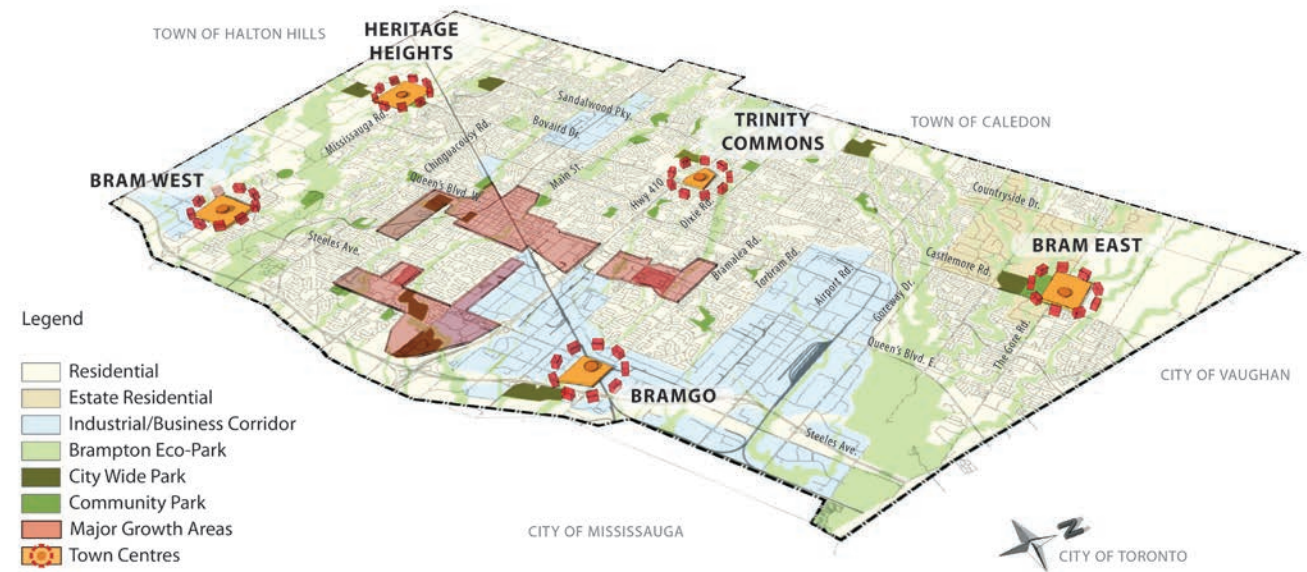
1. Green Framework



3. Enhanced Transit Network



2. Downtown and Uptown



4. Town Centres

Not plans - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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## This is the Mosaic of Brampton as a Society.

Brampton has a matured, supported society in 2040. The City has become a full partner with senior governments and has harnessed private forces and resources for social, health, economic and environmental harmony.

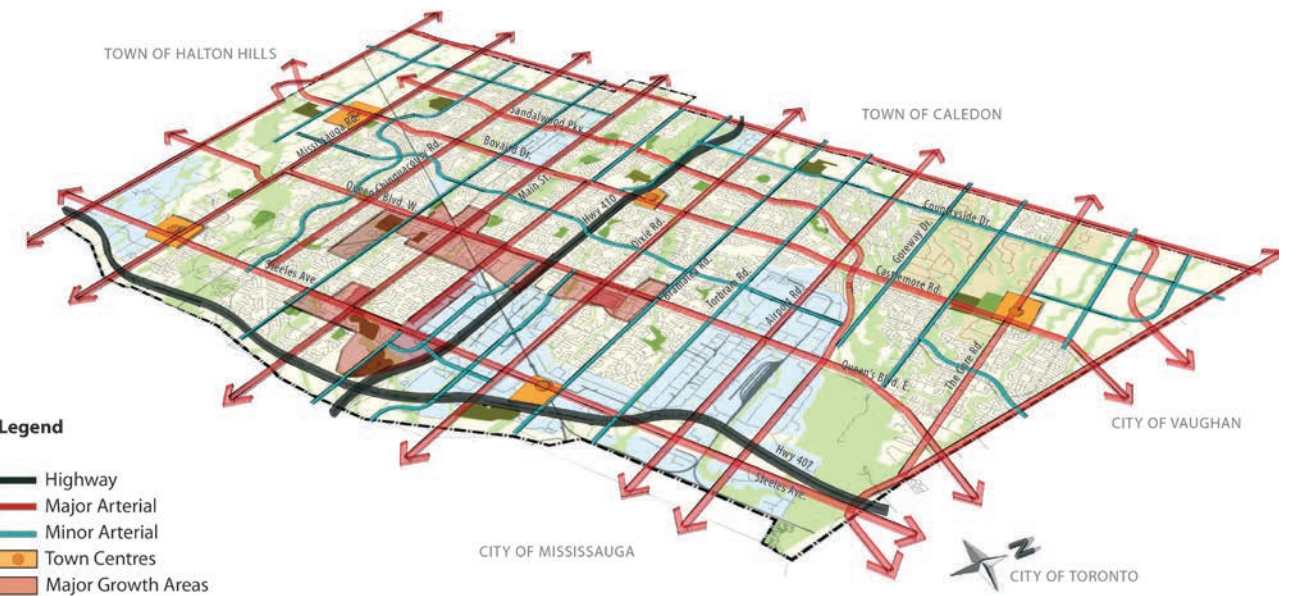
- Brampton is in the vanguard of the **suburban green city movement** in Canada because an action organization was founded for green practices. It has made great strides toward 'one-planet' living with carbon neutrality, zero waste and energy resilience.
- The centrally located new city centre of Brampton and the other established job centres now have **tens of thousands of jobs** of all kinds with all kinds of companies that prefer a suburban setting close to their employees. A business-based organization was founded to go after those companies and get them settled into Brampton in partnership with City Hall. Over 60% of residents' jobs are now in Brampton.
- **For the pleasures of diversity, people come from everywhere to enjoy the multiculturalism of Brampton.** A community-based organization supports the leading cultural communities which have put a strong, diverse, and vividly interesting stamp on the city. The large South Asian community is thriving as a cornerstone of Brampton life. Brampton produces more great athletes than anyone might expect and has its own community support organization which was founded for high-performance sports.
- Visitors are drawn to a city that has organized itself to look after all its people, including those with **special social and health needs**. Illnesses such as **diabetes and heart disease have been renormalized** to reflect national patterns. Brampton now has appropriate housing for all its residents and has introduced new housing types. Affordable housing is peppered throughout the city – **homelessness is eradicated**. Local social philanthropy reinforces government efforts and **widespread self-help initiatives**.

- Brampton has become an **arts 'maker-city'**. Creatives have found the support and resources in Brampton to turn their artistic talents into a career, both as fine and digital artists. Residents support the art vibe. A local animator, called the 'Arts Alliance', was founded as the curator and driver of the well-known **arts scene**.

This Vision is a dream with its feet on the ground. It is also a road map and a state of mind. It will surely be made by the local government and by other governments, but mostly it will be made by the engaged leadership, organization, wealth and tenacity within the community.



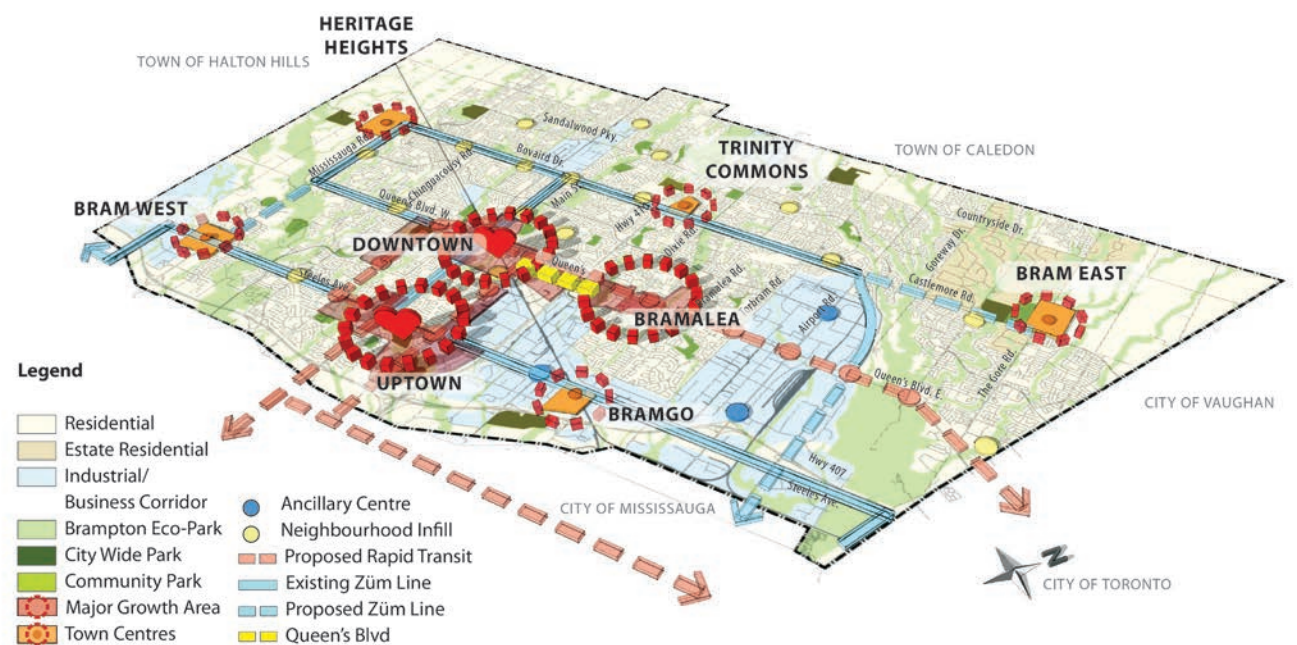
5. Revitalized Neighbourhoods



7. Streets Grid



6. Bramalea New Town and The Queens Boulevard



8. Overall Structure

Not plans - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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# Brampton Grows to Maturity

## 25-30 Year Growth Projections

	Existing 2016	New Growth	2040+
Dwelling Units	170,000	136,000	306,000
Population	615,000	385,000	1,000,000
Jobs	205,000	185,000	390,000

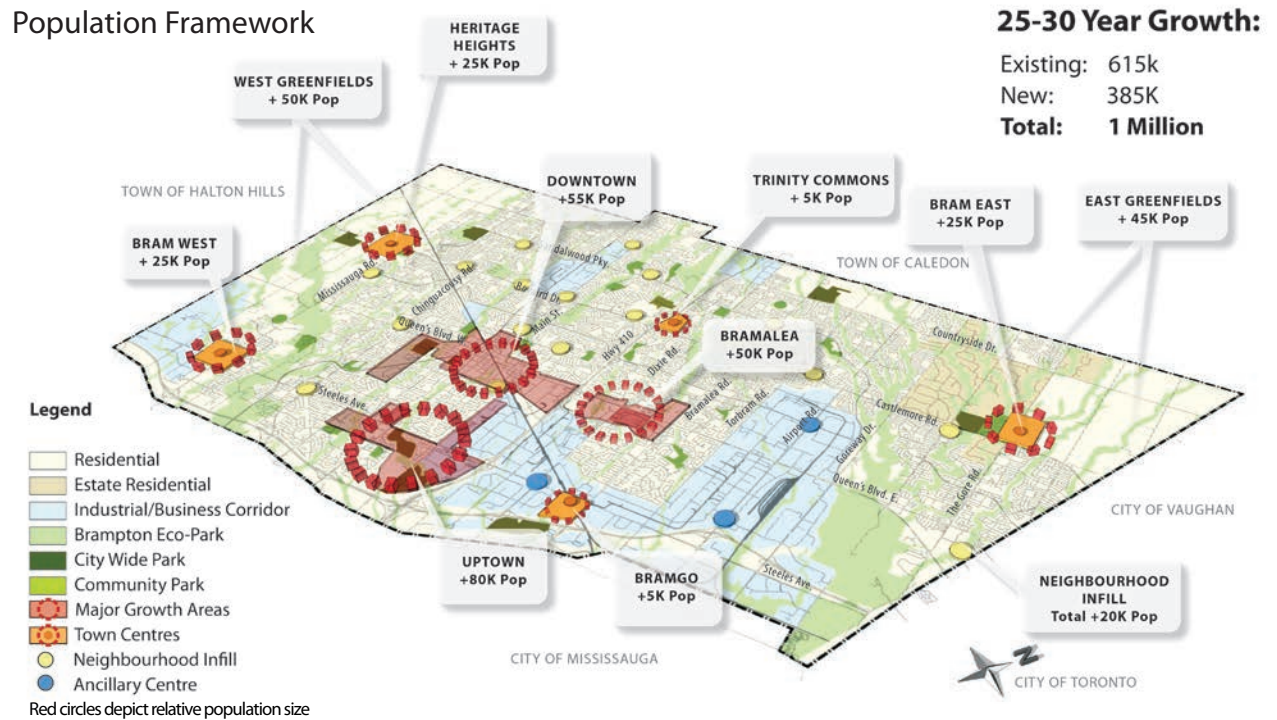
## 2040+ Major Centres Jobs to Households Balance\*

	Jobs	Households	Balance
Uptown	53,000	30,000	1.8 to 1
Downtown	26,000	20,000	1.3 to 1
Bramalea	24,000	18,000	1.3 to 1
Town Centres	46,000	30,000	1.5 to 1

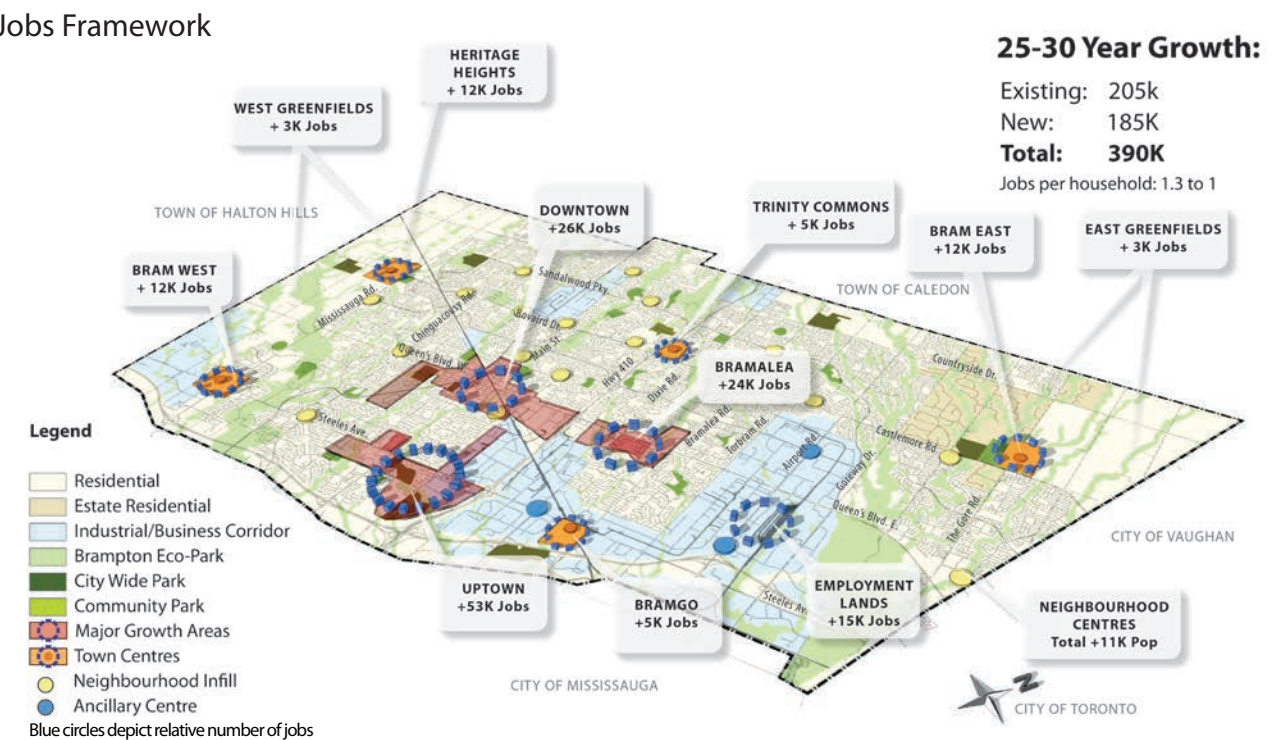
## 2040+ Brampton Total Jobs to Households Balance

<b>TOTAL BRAMPTON</b>	390,000	305,000	<b>1.3 to 1</b>
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## Population Framework



## Jobs Framework



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\*The aim of the jobs-housing balance is to provide local employment opportunities closer to where people live that may reduce overall commuting distance among residents. The minimum range recommended for suburban transit oriented centres is 1 job per household to 1.5 jobs per household.

Not plans - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

# A Way to Make Change – Lenses for Success

The city we see is the result of the way we made it happen. Changing the processes, arrangements and tools for making and managing the city is how to change the city.

# A Way to Make Change

## Lenses for Success

### Moving Forward to Embrace, Create, and Celebrate.

Achieving a transformative vision is no easy task. It requires resources, energy and determination well beyond what has defined and created a community in the past – even a very successful community. A small community works with what it has. A large city must find a way to bring what it does not have into its formula for success. And to do that it must act more deliberately, consistently, and strategically than it may have done in the past.

So this Vision includes not only those catalytic actions to overlay upon the successful agenda already in place. It also includes a set of lenses that the program for realization of each action needs to reflect. These lenses represent an ethic for action that will definitely lead to Brampton's government and people doing things differently than in the past – with the expectation of better, more innovative, more resilient, and more popular results. These are the people's lenses that were talked about constantly as people contributed to the Brampton 2040 Vision.

Make no mistake, Brampton is at a turning point from being a comfortable suburban community, to becoming over the next 20+ years a big city more complete in all ways, more competitive in all ways, more important in all ways, but also more vulnerable in all ways to the big-city challenges that exist throughout our culture. How it tackles this growth and change is as important as what form that change takes.

Looking at successful cities elsewhere, there are enhancements in the way the work of the government and the private sector is done that will more consistently bring people, ideas and resources together and improve the probabilities of success. How Brampton chooses to do what it does and how high a bar it can set for excellence is a matter of the attitude everyone, at City Hall and on the non-government side, brings to each activity for change.

Every single action to achieve this Vision must be implemented through these lenses. So for each action the specific program representing these five prime perspectives must be presented up front and consistently followed right through to the full realization of the targeted change.

### The DNA of this Vision

These prime ways to make change should not be confused with the overarching holistic agenda of change – the substantive program for Brampton to be fulfilling, supportive, and responsible in 2040. Many people have said that the following themes should be instilled into all aspects of transformation to shape all results, and so they should. All proposals for change must reflect consistently these fundamental qualities, considered from all angles in every move in explicit detail.

- Sustainability;
- Livability;
- Diversity;
- Health.

These themes permeate the Vision as its DNA.



# Lens 1: Public Engagement

**Citizens, as individuals and in corporate, interest, and cultural groups, will be involved in Brampton in a systematic and inclusive way at all times, on all matters undertaken for the community.**

Brampton has begun to embrace the imperative and benefits of community involvement. The local government has adopted protocols for public engagement that are starting to be implemented in major initiatives. This now needs a firm and long-term commitment. Further elaboration of these protocols, along with wider and consistent applications, will institutionalize public engagement as the accepted and required way of doing business in Brampton. This involves the following public engagement advances.

- Creating permanent citizens’ advisory organizations is essential.
- Educating local leadership, both public and private, as well as the general public on the most forward thinking about cities, is essential.
- With every work assignment for community advancement, adopting a full strategy for public engagement is essential.
- Putting in place the City Hall organization and capacities to accept community input, synthesize it, and operationalize it in government decisions is essential so that the line from input to action can be seen.

A special feature of Brampton is its diversity and multiculturalism, so all public engagement must embrace inclusive practices. This involves the following basic commitments.

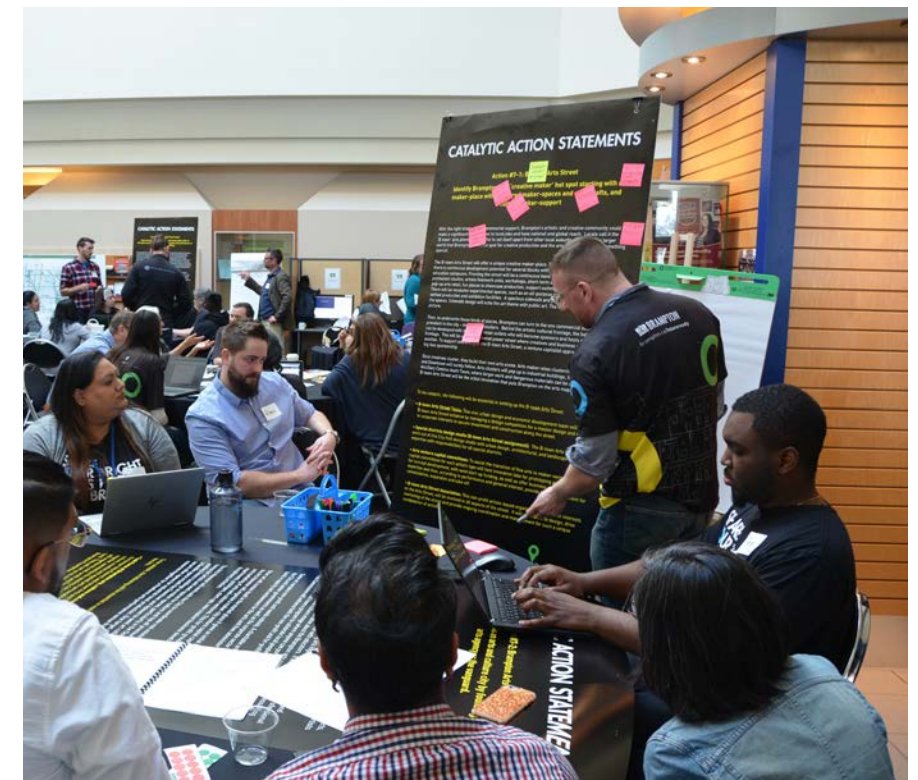
- City Hall must assist all cultural and social groups to express their cultural identity, needs and offerings and enjoy the discovery that will result.
- Representatives of the key cultural sub-communities and social groups must be included in all aspects of civic life, including engagement and communications in home languages.
- A fine balance has to be drawn – assisting integration but also assisting cultural and social identification when preferred by groups and individuals.

- Immediate outreach will give stature and acknowledgement to the primary cultural and social groups that are reshaping Brampton right now.

The way the municipality does its business with its people and through its people will determine the popularity and resilience of the city moving forward. So, a lens of public engagement has to be put on every civic initiative.

**This Vision was created through wide, intensive and sustained public engagement involving thousands of people. This must become the norm for major civic initiatives to ensure resident agreement and ownership. In this Vision many new organizations are identified to operationalize public engagement.**

- Friends of Brampton Eco-Park;
- Town Centres Community Advisory Panels;
- Ancillary Centres Business Liaison Advisory Groups;
- Neighbourhood Audit Committees;
- Bramalea Owners and Residents Steering Committee;
- ‘Active Mobility Charter’ Stewardship Committee;
- Brampton Friends of Transit;
- Brampton Traffic Management Advisory Board;
- Brampton Logistics Advisory Council;
- Brampton Social Advisory Council;
- Brampton Social Hubs Society;
- Brampton Health Support Advisory Council;
- Institute for Brampton Cultural Diversity.



## Lens 2: Collaboration

**The Brampton government will join forces, resources, and activities, as well as share decision-making, with Brampton private interests and senior governments to extend the reach and success of civic ventures.**

There are many aspects of a successful future city for which Brampton holds primary responsibility. But even where authorities are clear, both the reach and funds of the local government are often limited. Often non-government forces can better address a challenge and bring together more solutions. Partnering with government should include the private sector, non-government organizations and labour.

For key aspects of Brampton, senior government responsibilities prevail over local responsibilities. As the city becomes more complex, a local government must position its attitude, knowledge and action to be a much more equal influence. This involves giving credible advice. It also involves doing locally what is possible so that the municipality is seen as “walking the talk”. Past silos between and within governments limit innovation and problem solving.

To do all of this, collaboration must become a high civic art. This involves the following collaboration advances.

- An informed, holistic local view must be brought to the table on key collaborations where others hold the prime responsibility – it’s been called a ‘single-tier’ municipal perspective.
- Collaboration with local citizen and corporate interests will often mean those local interests taking on prime leadership, arms-length from the local government. A benefit is that accountability flows both ways between the public and private collaborators.
- Finding and educating local leadership, both public and private, on the most forward thinking about cities, is essential as the glue of collaboration.
- Within the local government, training in methods of collaboration is vital, particularly ‘interest-based’ engagement. Continuous mentoring is essential.

Collaboration is a lens to dramatically expand forces and resources for civic success.



Historic collaborations exist within the city, including with neighbourhood associations, residents’ special interest groups and business organizations. In this Vision many new organizations are identified to operationalize strong collaboration.

- Brampton Eco-Park Trust;
- Brampton Uptown Authority;
- Brampton Downtown Authority;
- Town Centres Business Development Collaboratives;
- Queen’s Boulevard Business Improvement Association;
- ‘Complete Streets’ Municipal Coalition;
- Greater Toronto Mayors’ Council on Transit.



For areas where advances can best be made through sharing of government and non-government leadership, resources, and action, new institutes are proposed. Institutes are joint venture organizations coordinating private action where this is most effective and government powers where this is essential. Four new institutes will significantly organize public and private efforts and resources for success.

- Institute for Sustainable Brampton;
- Institute for Brampton Enterprise;
- Institute for Brampton Cultural Diversity;
- Institute for Brampton Sports High Performance.

## Lens 3: Design

**Brampton will be a city 'by design', where design excellence is led by City Hall to ensure public interests, completed in a studio setting through co-design with developers and citizens, and made a prime factor in all approvals and other decisions for change.**

Informed cities all over the world have discovered that design cannot be a secondary consideration as change occurs and cannot be left to chance. A city becomes what it shows itself to be in its physical form. People want design excellence in their city as much as they do in their cell phones or kitchen appliances. In the intensive competition among cities, the well-designed cities draw the wealth, talent and dedication that give them the competitive edge – the loyal community, the tourism, the anchor of local enterprise, and the global identity.

Brampton has its beautiful spots but, generally, it is design deficient compared to other places. Buildings, streets, and vast areas of out-of-date denuded cityscape are soulless; not designed with what people call the "human touch".

Brampton must absolutely have a transformation through design. To do this, the following advances will be essential:

- Overall civic principles of urban design must be formally adopted and implemented, including technical standards for such aspects as sustainability, universal accessibility, crime prevention, and health enhancement.
- The City has to adopt a clear declaration for design excellence for all public projects, especially for streets and open spaces.
- Private development has to be molded through co-design – with creative private designers and civic staff designing together, along with peer review.
- The best design prowess should be drawn to Brampton, both locally and nationally as well as from elsewhere in the world. Design collaborations will foster innovation and bring new ideas to Brampton.
- Education on quality urban design has to be offered to civic decision makers and a program to build design connoisseurship among the public has to be in place on an ongoing basis.

Every change in Brampton starting now has to be shaped and judged through the lens of design.



A key tool to operationalize municipal design prowess and collaborate on design is the civic co-design studio. It is the crucible for design excellence. The following four new City Hall studios are included in this Vision to add to the already in-place civic studio design capacity.

- Eco-Park Design Studio;
- Central City Design Studio;
- Special Districts Design Studio;
- Neighbourhoods Design Studio.

International design competitions are a key part of this Vision because they will set a high bar for world-class architecture and other design innovations.

## Lens 4: Technology

**Brampton will be ahead of the wave of new technology applications in order to shape, support, and manage, but also avoid unwanted distortions of, the city.**

We are experiencing exponential growth in technological innovations having direct applications to urban systems on all fronts. They will reshape all cities – offering extraordinary benefits but also impacting people in ways that are often not well understood. While cities must embrace new urban technologies as an opportunity to solve problems and offer efficiencies to transform how things are done, they must also be careful managers to make sure the inevitable transformations are not contrary to public aspirations and intentions. What are often now referred to ‘disruptive’ technologies must become ‘constructive’ additions to urban systems.

Brampton must not be complacent. Early identification, understanding, integration and application of technological innovation will make it work for the city rather than having it abuse the city. Fusing technology considerations into the design process is essential.

At the forefront to be embraced are digital technologies that are influencing information management, security and privacy, providing wide and detailed data on all aspects of civic responsibilities, opening up the knowledge base, connecting people and activities, expanding creativity and reach and providing extraordinary analytical prowess. They will change how municipalities govern. They are changing business models and expanding job opportunities.

Brampton must get ahead of these technologies and take command of how they will affect the city. The following advances must be on the immediate horizon:

- To be faced as an urgency are transportation technologies that are on the verge of causing us to travel in completely new ways that will absolutely redefine how public space is used and to whom it is assigned. This is an opportunity for Brampton to be a Canadian model.

- To be harnessed is currently available broadband internet capacity to differentiate Brampton’s business and activity centres and facilitate public/public and public/private collaboration for economic and social support, public health and community safety.
- What is called ‘smart city’ infrastructure, already available, will allow detailed understanding and management of urban systems with unprecedented efficiencies and cost savings.

Yet these are only the obvious of an almost endless wave of new technology facing Brampton and all cities. The lens of technology will add value to every Brampton initiative to either exploit opportunity or mitigate risk.

**In this Vision the following specific moves are indicative of the overriding imperative to understand and manage technology.**

- For Uptown, Downtown and Town Centres, broadband communications capacity, and ‘smart city’ civic monitoring technology will be applied.
- Within two years, a full plan to manage new travel technologies in Brampton will be in place.



## Lens 5: Identity

### **Brampton's distinctive identity will emerge from what it is and does and it will be communicated broadly.**

Civic identity is one of the most important factors in modern cities both for the satisfaction and pride of their citizens but also to well-position a city in the aggressive competition among cities. Civic character is the starting point of civic identity. Character is the authentic reality. Identity is the story of that reality. Branding is about telling the story and managing what others also say. Brampton is very deliberate about managing its brand and identity with active communications. The ultimate message of a place, however, is an evolving narrative told by Brampton residents, visitors, and commentators that sticks in the collective consciousness.

There are those who say that Brampton has an identity crisis. Behind this comment is the more profound reality that Brampton's character is changing as the city grows, matures, diversifies and ultimately transforms – so its identity is also in transition. The traditional small town image is now overlaid with a picture of internationalism. But prevailing over all is the narrative that Brampton offers a hospitable suburban lifestyle sitting within one of Canada's most vibrant urban regions with global reach and profile.

Making a strong civic identity requires certain commitments.

- Branding has to speak through the media and languages of the times.
- The unique, differentiating qualities, experiences and features of a place must be brought out or its image will get lost in the generality of other places. Artists and storytellers have a big role to play in highlighting what Brampton is and wants to be.
- Physical and social character tell their own story – so they have to be good.
- The light, happy and cool factors build a brand as much as serious messages.

The point is that identity is not just about the formation and communication of a brand and image. It is a lens through which everything has to be seen and evaluated. Adding to or detracting from the image and identity of Brampton happens with every single decision that is taken.





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# A Vision with Actions to Make it Happen

A city cannot deliberately transform itself unless it knows what it wants to become. It must have the courage to reach out to its people for that image, embrace that image as a whole picture even if unsure of some of its parts, and set a game plan to chase that image. If it does not know where it wants to go, a city will surely never get there.

# A Vision with Actions to Make it Happen

## What is this Vision?

This Vision is a dream – a collective description of what people hope as Brampton’s ideal future. It tells how best to pursue this future. It manifests a city-building ethic for undertaking the necessary steps forward. The list of vision statements offers the description. The array of catalytic actions offers the game plan. The attitudinal lenses, already described, offer the ethic for action.

This Vision, by its nature, is inherently a very positive expression of what this community wants to be, articulating the best image of Brampton in 2040. It is meant to be inspirational and aspirational. This is not, however, to say that Brampton will not continue to have problems and issues. Cities are complex and ever changing. New visions, yet to come, will address future challenges.

This Vision is, by necessity, very conceptual, with only an initial first test for viability and practicality. At best, City Council can endorse it as a way to evolve Brampton – but it is not a matter for final adoption. It is a direction – a way to move forward. A vision is not a plan or policy or strategy that moves directly to implementation. Every one of its propositions has to be debated and fully evaluated against the best facts, even wider public engagement, the delegation of powers that are at hand, and the reality of financing, timing, capacities, and risk. Every one of its propositions needs a complete work program with technical analysis, public engagement, and negotiations with others who share authorities. And as this all happens, every one of its propositions will evolve in its specifics. So, while the various actions are stated as clearly as possible, they are at best a solid direction to pursue.

This Vision has a long time frame with actions over many fronts. It will need regular steering to keep it moving forward and in the right directions over many years, many City Council mandates, many

administrations, and many individual actors both in City Hall and in the community. To stay true to its aspirations and spirit up to 2040 and beyond, it should be regularly monitored as to progress and outcomes should be publicly reported annually.

## How is this Vision presented?

This Vision builds from the existing base of planning, policies, strategies and programs that are already adopted or underway in the City. Brampton in recent years has proven itself to be a future-oriented community. This Vision offers further transformative elaborations that will optimally position Brampton from the perspective of citizen preferences, leading practices, competitive advantage, and prime responsibility. This Vision is presented in its parts but, in the end, everything is connected to everything, so it portrays a whole picture. In every case it incorporates the themes of sustainability, livability, diversity and health that are the DNA of the Vision.

## Why is this Vision urgent?

Brampton is at risk.

It has one of the fastest growth rates in the region and province – 2.5 times faster than the national average. It is engulfing its natural landscape through sprawl, generally degrading the environment, experiencing worrisome social and health problems, not taking control of its change, and not growing a local job base or resilient economy. People spend too much time commuting, taking time away from family and community. The local urban setting often has low appeal, the downtown has been stalled, there are no compelling magnets for new enterprise, old and new neighbourhoods are less than complete and a day-to-day local fun factor is just not there. It is still seen by many as a pass-through place rather than a destination. Its identity and image are not clear and its brand is not current.

Brampton is missing opportunities to take advantage of its unique assets. Its extraordinary multiculturalism is not fully expressing itself or being tapped for international linkages. Talent is draining away – people are going elsewhere to pursue business, science, arts and sports prowess. They do not anchor in Brampton with their entrepreneurial or cultural endeavours. The city does not exploit its access to a still lush green setting. It does not fully exploit its strategic

suburban location with excellent highway, transit and airport access.

Ironically, even as it quickly grows, the city is becoming less competitive for the wide array of modern opportunities, conveniences, and experiences that people want nearby for fulfilling living. It is losing some of the features that it traditionally offered for residents’ experience.

Brampton has fallen behind innovative nearby places. It must deliberately reposition itself to exemplify the best of contemporary suburbs – and the best of contemporary city building and management.

That is what this Vision is all about.

Now, let’s unfold this Vision in its seven component directions.



# Vision 1: Sustainability and the Environment

In 2040, Brampton will be a mosaic of sustainable urban places, sitting within an interconnected green park network, with its people as environmental stewards – targeting ‘one-planet’ living.

Like all Canadian cities and suburbs, Brampton, historically, has not sat sustainably within its natural setting – this remains one of the most profound urban challenges in our country. Cities are harsh intrusions within their host ecosystems so the way we build, service, and manage them must be reinvented with nature in mind. This is clearly on the minds of the people of Brampton even though they enjoy their suburban lifestyle.

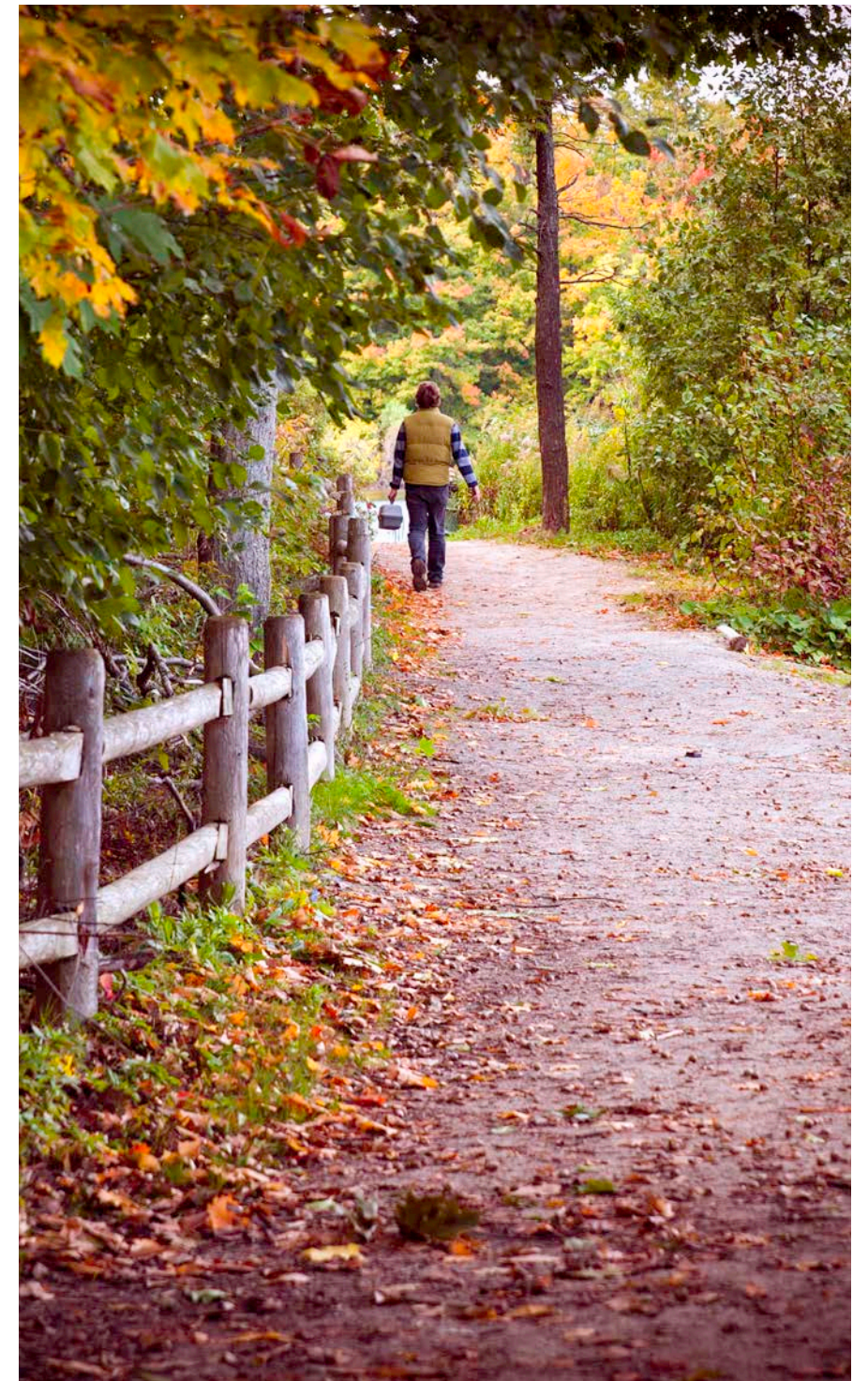
A reset of how people live with nature is essential and each community has to make this happen in its own way – thinking globally and acting locally. People have to become the personal, family and community stewards of their host ecosystem with a sense of responsibility for future generations. In this respect, people say they appreciate the intelligent leadership they see in *Brampton Grow Green*, the City’s environmental master plan. Now a program for improvement is needed on each environmental front, involving every single citizen, if Brampton is to become a pacesetter for other Canadian suburbs. This must be a continuing public-private joint venture with a very high standard of performance and a broad reach. It must address climate change and foster resilience. An agenda for ‘one-planet’ living by 2040 will pursue carbon and waste neutrality and energy resilience as an essential beginning.

In Brampton, the City has already found one especially good place to start. An extensive pattern of ravines and valley lands, the watercourses and wetlands, the woodlands and meadows have somehow remained even with all the growth. These extensive natural heritage lands offer a unique chance to put in place an ecological framework where natural processes can be revived. In recent years, City Hall has adopted a comprehensive *Natural Heritage and Environment Management Strategy* that has all the right principles and policies.

These natural lands also offer passive recreational potential. But, this respite is often just out of reach for day-to-day access. People call for many more destinations and connections. Again, the City is ahead of the game because the recently approved *Parks and Recreation Master Plan* suggests new recreation ideas. But, what is the optimal balance between conservation and use? This question must be answered by an informed community with all the authorities involved.

Sustainability is a prime theme that will be part of all the dimensions in this Vision – its imperatives affect everything. Leading to 2040, Brampton will prioritize sustainability and resiliency through

integrative planning and development that considers the long-term impact on people, planet and profit. This is one strand of the DNA of Brampton’s future.



Take this idea and run with it – test it, transform it, make it happen...

## Action #1-1

# Institute for Sustainable Brampton

Found a public-private facilitator for local environmental progress to position Brampton in the vanguard of suburban sustainability.

With the recent *Brampton Grow Green* environmental master plan in place, along with its assessment tools, City Hall leadership has set the direction. But shifting the trajectory of the whole city must be a massive, community-wide effort. Civic activity will need other drivers to support it – drivers that will operate in situations not particularly accessible to the City, like corporate boardrooms and people’s private homes. The Institute for Sustainable Brampton will be an arms-length over-arching facilitator for everyone – partnering, advocating and finding new resources. It will marshal the financial and social capital to secure the practical capacity for sustainability. It will teach, program, market and model sustainable practices. It will exemplify the truth that the future of the environment is in the hands of every single citizen – and will only be secure when every citizen acts at home and in business.

The prime mandate of the Institute for Sustainable Brampton over the next 25 years is to achieve ‘one-planet’ living. This is a comprehensive standard in which people enjoy happy, healthy, vibrant living within their fair share of the earth’s resources, leaving space for wildlife and wilderness. It covers the technical, business, and lifestyle aspects of carbon neutrality, zero waste, circular economy solutions, clean air, water and transportation, localized food production, and renewable energy resilience. To make this real, the Institute will lead reforms in every sector of society to secure higher and higher performance. It will sponsor newly invented environmentally sustainable solutions and practices that are uniquely suitable to suburban conditions, tastes and preferences. It will do pilot projects. It will provide guidance to neighbourhood audits and new neighbourhood design. It will advocate for agriculture and natural land reserves. Being Brampton-based, the Institute will become expert in sustainability and resiliency in a suburban context. Being community based, it will offer a powerful citizen and business stewardship of the local environmental agenda. For both reasons, it will gain a national profile for its innovations.

A popular objective for the Institute is to found an Environmental Education Centre to dramatically expand literacy and interest of the average person in the imperatives and potentials of sustainable urbanism. This Centre would have affiliations with local educational institutions.

The ‘Grow Green Eco Pledge’ for the people of Brampton must be echoed at the municipal level by a ‘Civic Grow Green Eco Declaration’, that confirms in no uncertain terms that Brampton will lead in environmental sustainability and carbon neutrality through

green infrastructure and operations. This will show common cause and partnership between City Hall and the Institute for Sustainable Brampton, and motivate others to put their own time, energy and resources into the Brampton green movement.

To be catalytic, the following will be essential in realizing this new institution.

- **Task Force of Brampton leaders to found the Institute:** Influential environmental, corporate and civic leaders in Brampton must come together, assisted by the existing civic administration and the Brampton Environmental Advisory Committee, to found the Institute for Sustainable Brampton.



Take this idea and run with it – test it, transform it, make it happen...

## Action #1-2

### Brampton Eco-Park

Constitute the green park network into one grand designated municipal park and nature reserve.

For the entire natural heritage system, City Hall policies and strategies need to be aggressively implemented with popular stewardship. To start, there must be a more comprehensive profile for the whole network and at the same time a more specific scheme that nearby residents and neighbourhoods can understand, appreciate and get behind. There must also be active, holistic, public/private management beyond City Hall, involving thousands of interested people and groups. There must be education to continually tell the story of this remarkable green heritage.

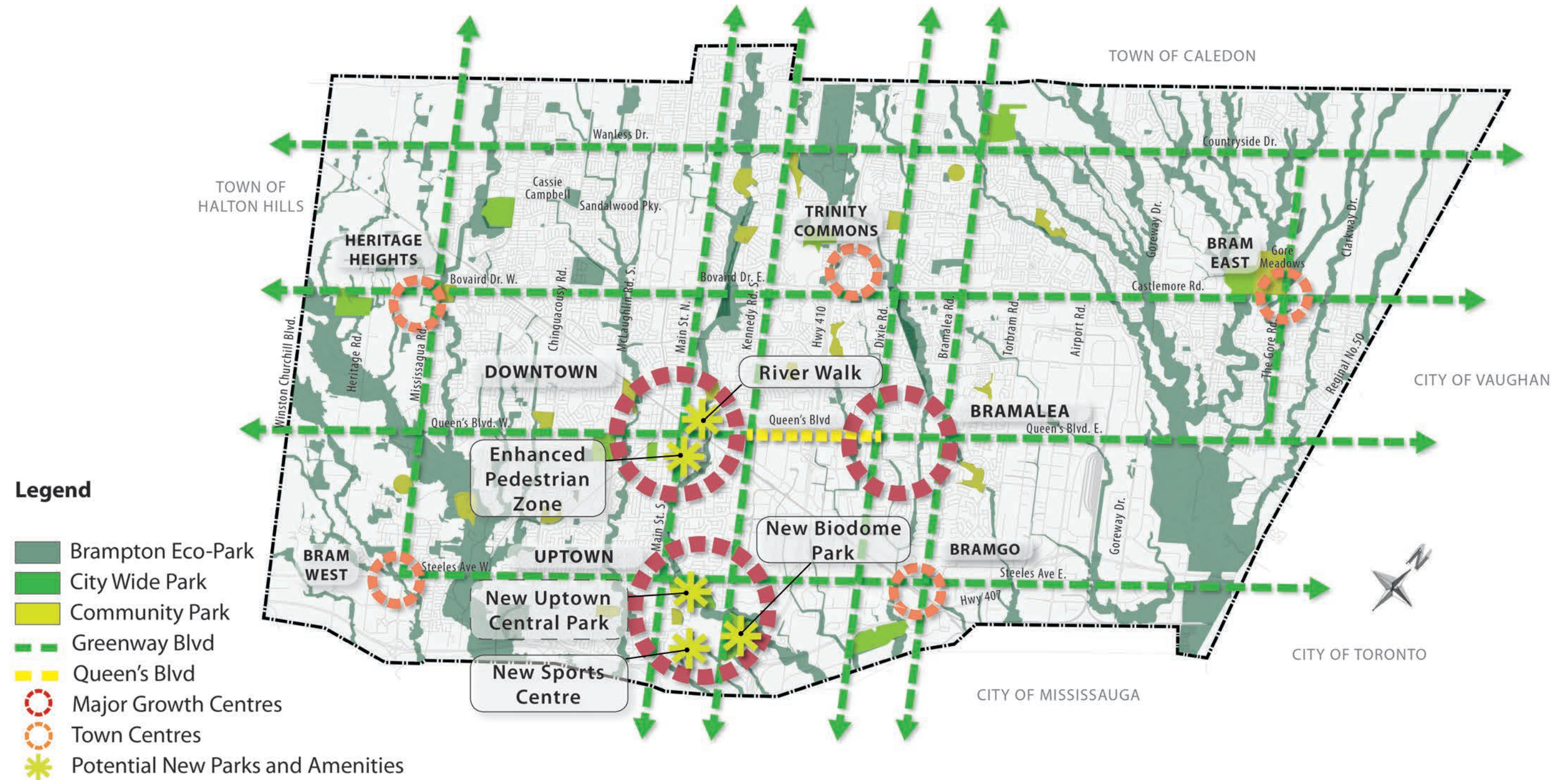
Designating Brampton Eco-Park will set off all the forces necessary to make the natural heritage lands Brampton's great contribution to urban sustainability and green management. **The visionary map shows the overall park framework on the following page.** Some cities have greenbelts or greenways but Brampton Eco-Park will be more like a national park or reserve fully embedded and used within the urban fabric. Designation as one integrated park will obviously not take the place of senior agency conservancy but it will offer a localized level of attention to be a strong advocate for inclusion of local aspirations into broader responsibilities. It will provide a platform and outdoor setting for ecological education and programming as well as a lab for exploring the science of ecosystems. It will enable partnerships.

Then, Brampton Eco-Park must have a sensational design. The very best park design prowess in landscape architecture and environmental science must be brought to bear to conceive a comprehensive plan, with the involvement of as many people as possible. A world-wide competition will draw top talent and loud attention. A local peer advisory arrangement will tap local expertise and interest. The design process will dramatically open up consciousness. It will reflect Brampton character while dealing with ecosystem revival, re-naturalization, compatible active-use interventions, better connectivity, green infrastructure, and adjacency guidelines. It will emphasize the sheer beauty of landscape. Then to reinforce the grand design, localized designs will be completed to fully realize a 'ravine neighbourhood' concept.

To be catalytic, the following will be essential in realizing this pervasive Eco-Park.

- **Eco-Park design studio:** This new civic design studio with landscape architecture, conservation, ecology, and urban design expertise will work in partnership with the Brampton Eco-Park Trust; and it will offer a design service to adjacent neighbourhoods. Location within the Eco-Park would allow the natural setting to act as a lab.
- **The Brampton Eco-Park Trust:** To reinforce local and regional conservancy, the new Eco-Park will be managed by this new Trust that brings in business, education and institutional interests and resources as well as community leadership. It will fulfill the role of local stewardship in a transparent, inclusive way. The Trust will work directly with the City and form a close relationship with other authorities to advocate for local interests.
- **Friends of Brampton Eco-Park:** For the widest community support and action as well as to open up volunteer and crowd-sourcing possibilities, this independent citizens' action organization will work closely to extend official efforts and resources as an independent citizens' voice in design and planning as well as taking on its own projects and programming to animate the Eco-Park.

# Brampton Green Network Designated as Brampton Eco-Park



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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Take this idea and run with it – test it, transform it, make it happen...

## Action #1-3

### Brampton Trees Project

Plant one million trees in the public and semi-public realm of Brampton, particularly along streets and roads and in parking lots, to enhance the green canopy.

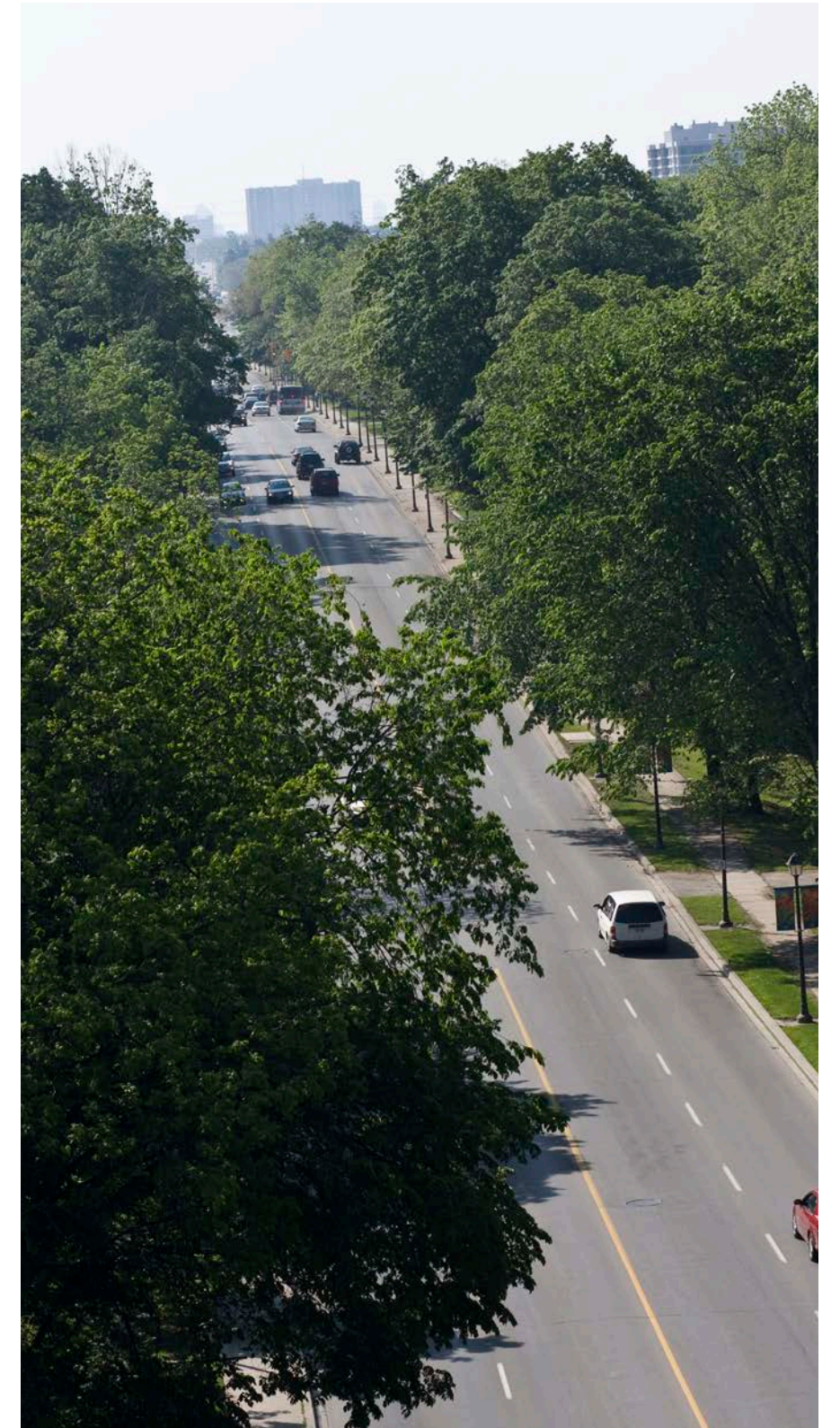
Many people have said that one of the most beloved features of life in suburban Brampton has been the canopy of trees that embellishes the setting. While they see the canopy maintained in the green ravine network, they lament its loss as development has occurred, especially to accommodate the car in the vast areas given over to streets, roads, highways and parking lots. For the simple beauty of the city, but also to extend the ecological range of the Eco-Park network, the canopy needs to be filled in for continuity across the entire municipality. With this trees initiative, a sustainable and resilient landscape strategy of related features will ensure the health of the whole ecosystem. This will include better soils preparation for planting, pest management, species diversity, and a trees inventory. A civic-driven program can make this happen, along with good communication to motivate parallel planting by private property owners.

City Hall must strongly brand this program – let's call it the "Brampton Trees Project" – with the purpose to regenerate the 'urban forest' in all its complexity and richness. With this identity, City Hall can facilitate programs to bring other resources to bear – such as for individuals and companies to 'adopt a tree' and an information kit for private tree planting and maintenance. It can leverage tree planting through new development, enhance brownfield, hazardous sites, and left-over lands with volunteer tree planting programs, and marshal community-based tree watering teams. And civic communications can generate the interest and excitement in tree planting to make the 'urban forest' another dimension of the Brampton brand.

A systematic tree maintenance strategy will round out the strategy along with an education and marketing program for private tree maintenance. Trees protection, through designation of heritage trees and groves as well as licensing for tree removal, will also be considered.

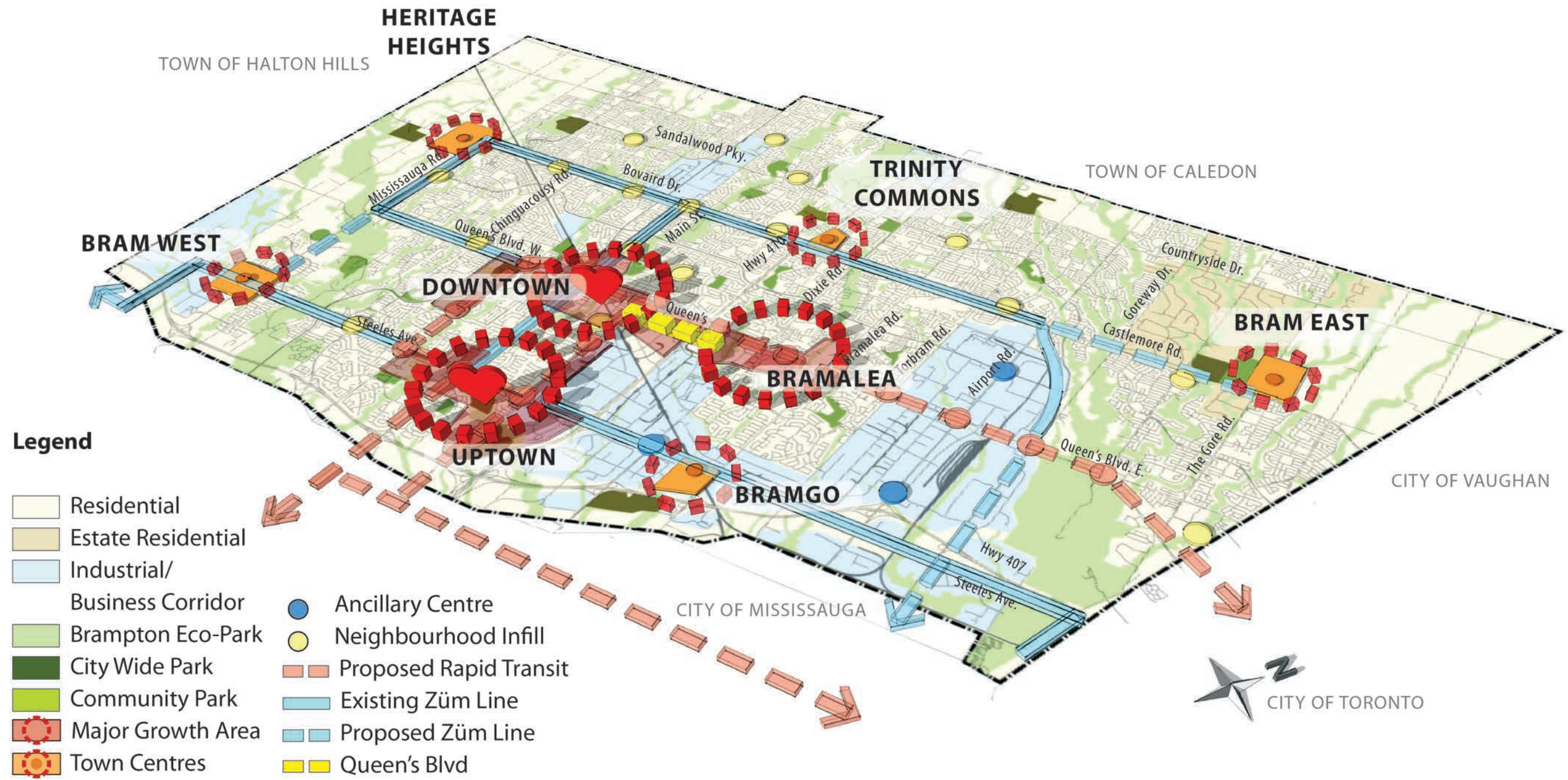
To be catalytic, the following will assist in realizing an aggressive tree-planting program.

- **Friends of Brampton Eco-park:** The Brampton Trees Project will be taken on by this new advocacy and support organization as an early action project reinforcing and extending civic efforts. This will ensure wide, active community constituency, as well as opening up volunteer and crowd-sourcing possibilities.





# Brampton Overall Structure



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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# Vision 2: Jobs and Living Centres

**In 2040, Brampton will be a mosaic of vibrant centres with quality jobs, a rich range of activities, and integrated living.**

One of the biggest concerns of the people of Brampton is that more than 60% of working people have to leave the city every day for their jobs. This affects everyone and limits community development and involvement.

Clusters of businesses, agencies, support activities and services along with educational institutions have not formed. This results in three significant employment limitations. First, the number and right kind of jobs, suiting the education, talents, skills and preferences of residents are not available. Second, the kind of vanguard ventures that can generate future new economic opportunity are not coming here. Third, the spontaneous founding and growth of small businesses, independent ventures and start-ups, that offer options for young people and those with innovation in mind, are not regularly supported.

A second related concern of the people of Brampton is that the normally-expected kinds of activities that fill out a fulfilling, day-to-day living experience are also in short supply in Brampton, or they are so dispersed that they are difficult to access for most people. People want retail choices, restaurants, service options, leisure activities, hip spots, cultural and arts offerings and other kinds of off-work possibilities close at hand. They want high-quality and beautiful places and spaces with spontaneous appeal. They want more tourism and all it brings. They want the fun factor and the cool factor – the sense that for an evening out or a special occasion, you would not typically think of leaving your city. Put all together, some have called these “centres of experience”.

A third, also related, concern is that housing and jobs have become so dispersed in the region that people cannot find a practical way to pull their home, work, education and other daily pursuits into a smaller pattern. They see the time, health and social benefits that might become possible just out of reach. Even those who are comfortable in their lovely single homes – and surely want that lifestyle to remain in Brampton – are worried about the limited housing choices for others.

To add to Brampton’s general appeal, build the jobs base, and expand lifestyle options, people have made three major points.

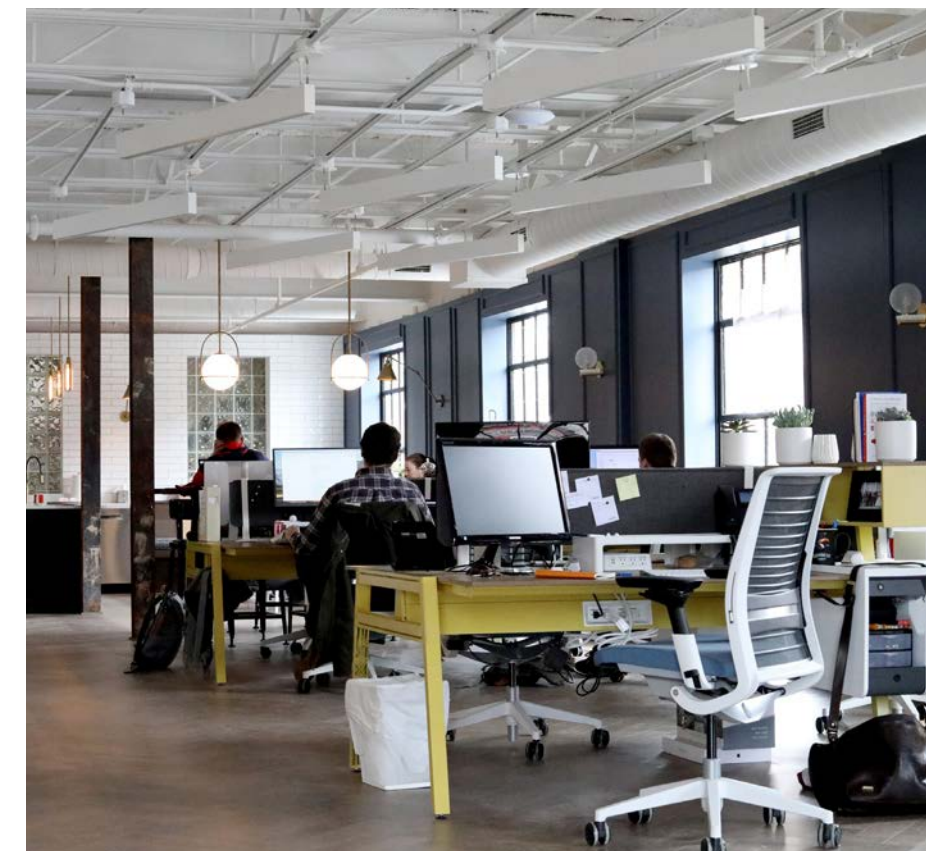
Create or expand certain places in Brampton so that everything comes together in a real hive of activity.

Make these places a constellation of different scales and personalities to meet all kinds of needs within the existing city and in new areas. There must be places of local and regional identity but also at least a few places of global profile.

Make these places sing with strong appeal, special identity, advanced ‘smart infrastructure’ and quality design – becoming thriving and compelling magnets. Also make these places showcases of Brampton’s green agenda – becoming illustrative of the community’s progressive ethic.

Brampton’s happening places will not come together by accident or spontaneously. The government, business community, post-secondary education institutions, special interest groups and energetic citizens have to be more aggressive and competitive.

Through all these efforts, a first target would be that at least 60% of residents work within the community and, then, even more local jobs should be anchored here every year for a true jobs/housing balance.



Take this idea and run with it – test it, transform it, make it happen...

## Action #2-1

### Uptown Brampton

#### Found a new urban core for Brampton.

Any initiative for a high-order business sector in Brampton is currently limited by confusion about where and how to grow. The historic Downtown is stalled by its entanglements for the next while. Another place is needed right now to capture immediate opportunities. That place has been identified and we call it “Uptown Brampton”.

*The visionary master plan sketches of Uptown Brampton on the following page are illustrative of the transformative nature of this new core.* To be magnetic, it has to be eye-popping. Its strategic location will become the beating heart of a growing and diversifying economy for the next 50 years and beyond – a major new custom-designed, transit-oriented work/live civic core for business, commerce, leisure, and tourism. This is where the top-ranked companies will want to come because it will be the landmark of Brampton, with a futurist image, expressive buildings and spaces, and a business buzz. Visitors will come for the modern attractions, shopping and programming. This is where developers will put their best foot forward or be left behind.

A worldwide competition will bring international ideas to Brampton but will also echo the big aspirations for Uptown to the world. The ongoing detailed co-design process, with input from arts, cultural and interest groups, will bring the most unique community ideas and images to Uptown for a locally-relevant Brampton image and strong local appeal. An innovative plan will lead early infrastructure investment, which will lead development. The large City-owned PowerAde site will become the east anchor. This will be the instigator project with a sculptural form as a green and arts innovation centre called Aeropolis - including offices and production spaces, convention and exhibition facilities, start-up studios and meeting venues with retail and housing. It will have direct transit access to the airport and its new transit hub. The RioCan-owned Shoppers World site, along with Sheridan College, will become the western anchor. This will be the regional shopping hotspot with a high-tech jobs specialty, hotels and more housing. These will both be pilot comprehensive developments that model public/private partnerships and design flair. Over time, Uptown will expand out from these anchors to surrounding developable properties to round out the core, but existing neighbourhoods will be shielded. A landmark central park will become a civic showpiece along with the Eco-Park network that ties the area to Downtown and beyond. A large independent performance venue will be included for arts and multicultural celebrations and festivals. Existing and planned transit will link the area directly to the south and a new transit initiative, called the “Figure-8 Loop” transit line, will provide east/west and northerly

transit connections, ultimately linking to the GO Train system. There will be good regional road connections and, ultimately, highway access, but high-impact logistics traffic will be channeled around Uptown.

The core will also appeal to modern business because of advanced civic infrastructure, amenities, broadband communications capacity, and ‘smart city’ civic monitoring technology. This might include a car-free precinct and definitely will include district energy and other sustainability innovations.

Over the long run, say in 75 years or more, Uptown will start to creep north along Main Street in the direction of Downtown. But for the first half-century, this will be limited and the dual centres will enjoy different personalities and identity. The delicate green and heritage treasures in between will be protected.

To be catalytic, the following will be essential in realizing this new core.

- **Uptown Management Group:** This is a civic team to collaborate with corporate forces through specially enabled design and development approval processes with continuous local inputs. This team will work in collaboration with the Economic Development and Planning Departments of the City.
- **Central City Design Studio (Uptown assignment):** This civic design studio with urban design, architectural and landscape architecture expertise will manage the co-design process with developers in coordination with the Brampton Uptown Authority with full public engagement.
- **The Brampton Uptown Authority:** Uptown Brampton must be facilitated and marketed by founding a dedicated non-profit development agency – let’s call it the Brampton Uptown Authority – co-governed by the City in partnership with local business forces identified with the help of the Board of Trade and various non-profit organizations. The Authority should sponsor a citizens’ advisory process, which will evolve into a community stewardship group as Uptown comes together. The Authority will take short-term action with a long-term perspective. Such model agencies elsewhere will be inspirational.

# Central Uptown Artist Vision - Aerial View of Powerade Site Looking Northwest



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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# Brampton Uptown Concept Plan

## West Uptown

- High Street Retail/Office above
- Central Rapid Transit Station
- Residential Towers
- University/Movie Theatre
- Community Centre

## Kennedy Corridor

- Residential: High Rise & Mid-Rise
- Office/Employment
- Local Retail

## 2040 Projection

- 30,000 Dwelling Units
- 80,000 Population
- 53,000 Jobs
- Jobs per Household: 1.8 to 1

## Northwest Uptown

- Residential: High Rise & Mid-Rise
- Office/Employment
- Local Retail

## Uptown Central

- Regional Office/Employment Centre (8 million SF)
- Research Development & Education
- Creative Manufacturing/ Live-Work
- Hotels (1500 Rooms)
- Convention & Exhibition Centre
- Sports Arena
- Performing/Art Centre
- Retail High Street
- Residential: High Rise & Mid-Rise

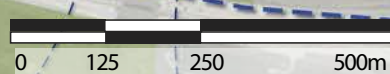
## Regional Recreation

- District Energy Plant
- Solar Field
- Waste Management
- Heat Recovery System
- Retention Pond/Onsite Water Management
- Recreational Facilities

### LEGEND

#### Proposed

- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment
- Hotel
- Office
- Civic/Institution
- Mixed Use
- Cultural Attraction
- Rapid Transit Station
- BRT Station

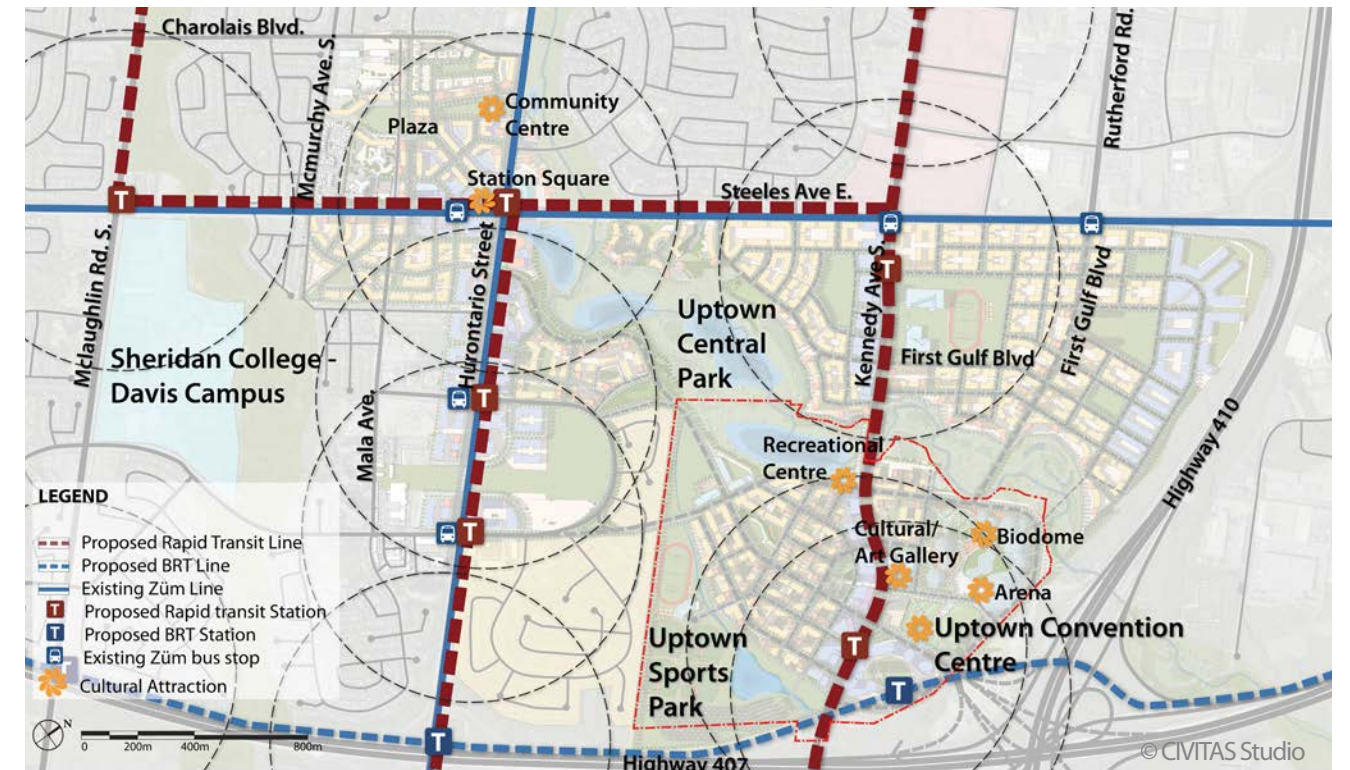


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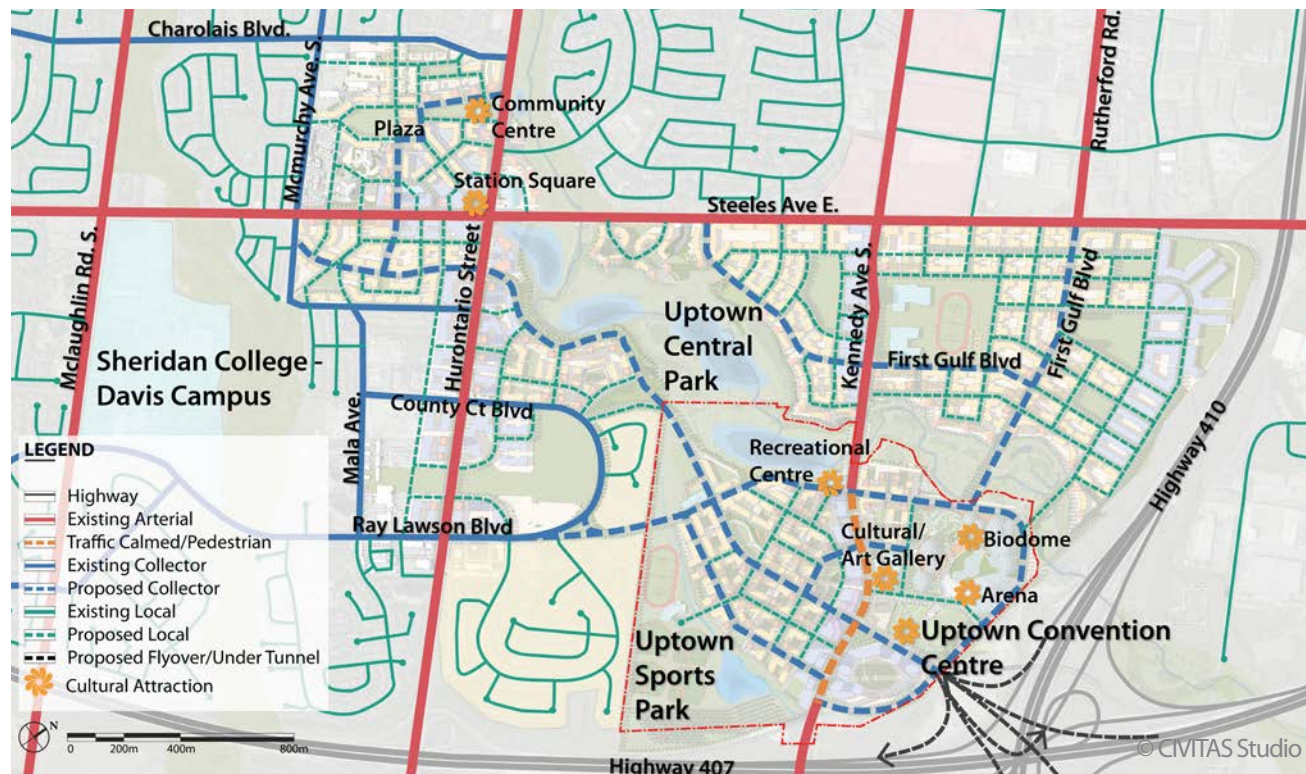
# Brampton Uptown Explanatory Diagrams



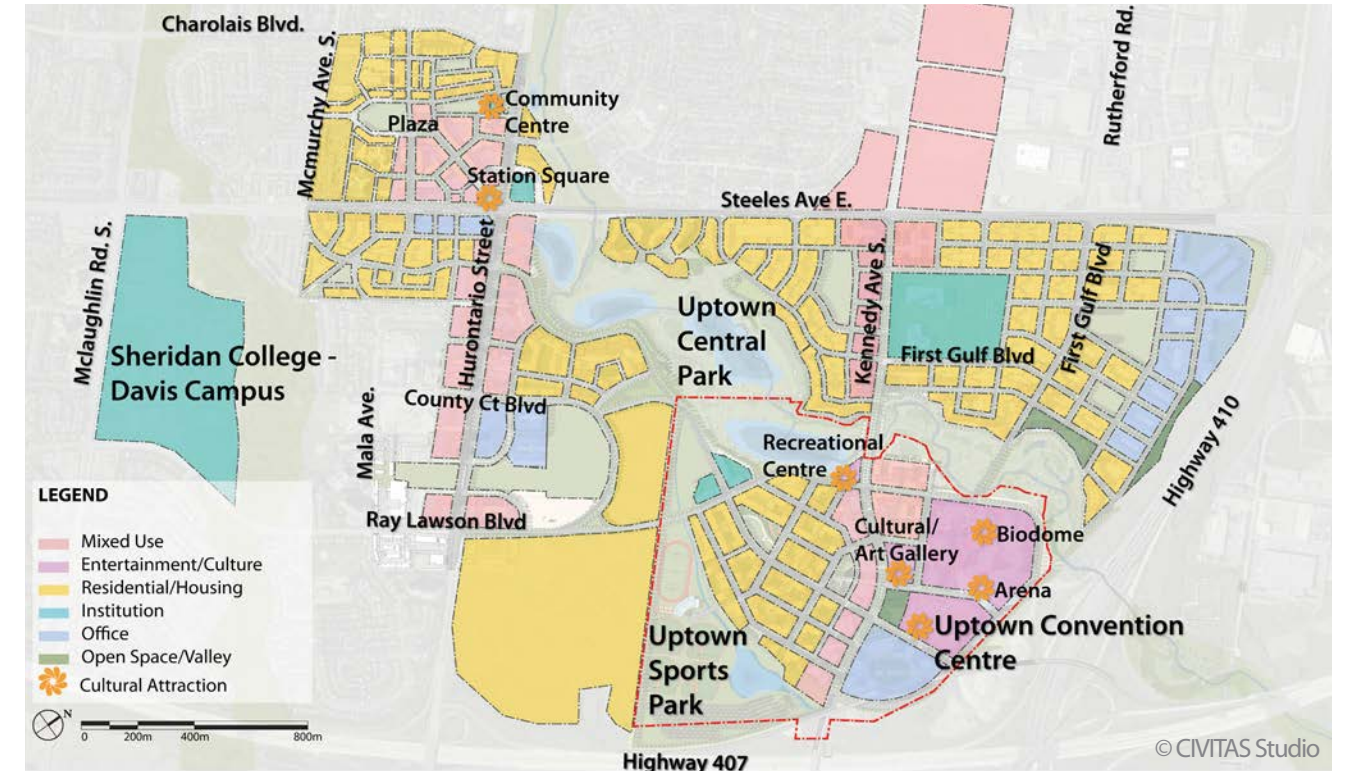
Brampton Uptown - Open Space & Greenways Network



Brampton Uptown - Transit Network



Brampton Uptown - Streets Network



Brampton Uptown - Land Use

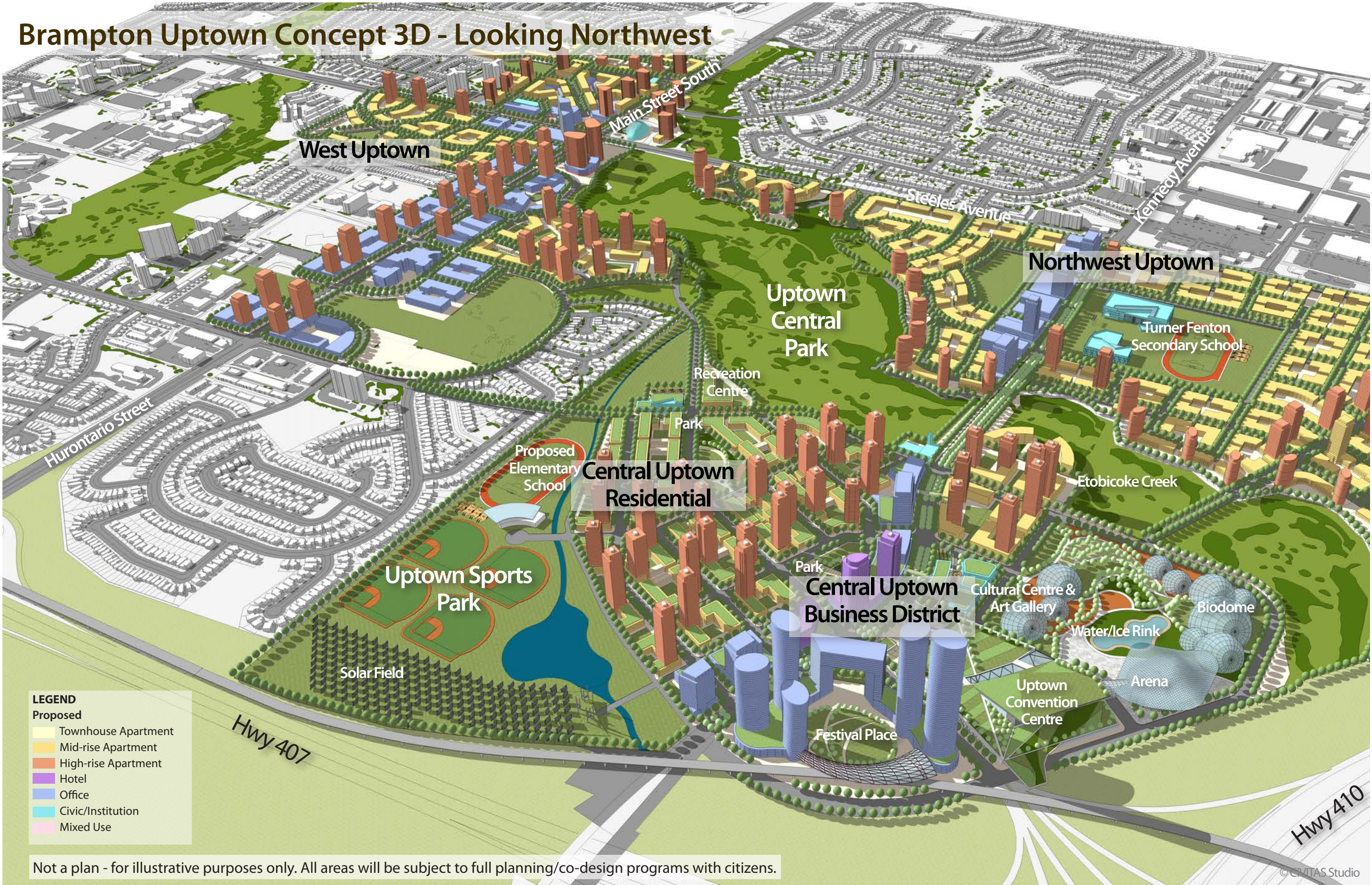
All plans are conceptual only.

Not plans - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

# Brampton Uptown Artist Vision of Shoppers World site at the Intersection of Hurontario and Steeles



# Brampton Uptown Concept 3D - Looking Northwest



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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## Action #2-2

### Downtown Brampton

# Realize the full potential of Brampton's historic Downtown as an advanced education, arts, and life sciences hub.

Realizing the full potential of Downtown Brampton has long been understood as an obvious gamechanger with incoming Ryerson University upping the ante. For years, the historic city centre has languished without a strong purpose or solid consumer base. It was hard to fit the new within the delicate heritage and overcome the flooding designation. Now, things are starting to dramatically change and Downtown must be a priority. It is the perfect place to showcase Brampton's natural, cultural and built heritage.

Downtown Brampton stands at the threshold of finally fulfilling its destiny. **The patterns in the visionary sketches on the following page are evocative.** The universities and hospital are at the north end of Downtown, where extensive open sites can focus major redevelopment with both density and height on the table. The new university has several location options, any of which will anchor the area. The GO Station will be a major transit hub for the whole city. The City's Riverwalk project will re-naturalize the Etobicoke Creek Valley system within the City's Downtown, and become a new public amenity space for the enjoyment of Brampton's diverse population, in addition to attracting high quality development. A beautiful heritage community is at the south end of Downtown. This will be the area to protect the existing ambience with only modest, delicate infill. Its image serves the entire downtown. A more-or-less consistent pattern of mid-scaled heritage commercial buildings occupy the centre of the whole district along with the recent City Hall and the theatre and museum complexes. This is a place for re-use and infill of buildings, focusing retail and amenities, adding hotels, and offering the kind of

heritage spaces that artists, other creatives and professionals prefer. Through inventive design, the modern and historic can be juxtaposed in Downtown in a unique, high-value way.

A number of long-standing, detailed issues have been roadblocks that now need solutions. The area needs: a full parking strategy; more green pocket parks; childcare; further public realm treatments and enhanced pedestrian alignments; better wayfinding; retail updating including an anchor grocery store; resolution of several crime pockets; further traffic calming and redirection; distribution of bus stops; elimination of the tax break on empty buildings; and a visible program for sustainability. Outdated perceptions of Downtown have to be actively revised by communicating it as a hotspot of smart and artful revitalization – a 'happening' place. People have also talked about a "green procession" through the heritage estates district, an iconic fountain in Centennial Park, more expression of indigenous culture, and expanding the YMCA. These will all be part of an area improvement project.

Like Uptown, Downtown will appeal to modern business and the academic and professional sectors because of advanced civic infrastructure, amenities, broadband communications capacity, and 'smart city' civic monitoring technology. But Downtown will also have an arts vibe.

Over the long-run, say in 75 years or more, Downtown will skip over the heritage district and start to creep south along Main Street in the direction of Uptown. But for the first half-century, this will be limited and the dual centres will enjoy different personalities and identity. The delicate green and heritage treasures in between will be protected.

Now, the machine for change has to be geared up. City Hall is already working closely with Ryerson to achieve their new campus. A comprehensive strategy for organic growth will include a master plan for re-use and infill and an area-wide civic improvement project. But, priority one is to get Riverwalk and its flood solutions funded and built as soon as possible.

To be catalytic, the following will be essential in revitalizing this historic core.

- **Task Force to remove the Special Policy Area Designation:** Downtown's future absolutely depends upon the flood management program to secure the removal of the Special Policy Area Designation that has stalled change. 2025 is the current target date – but can this be expedited? A Task Force of civic and private

forces offers potential to push for new directions and funding now to unfold the process more quickly. Speed is of the essence.

- **Downtown Management Group:** This civic team will do ongoing work with local businesses, landowners and residents through specially enabled design and development approval processes with continuous local inputs. This team will work in collaboration with the Economic Development and Planning Departments of the City.
- **Central City Design Studio (Downtown assignment):** This civic design studio with urban design, architectural, heritage, and landscape architecture expertise will manage the co-design process with developers in coordination with the Brampton Downtown Authority, with full public engagement.
- **The Brampton Downtown Authority:** Downtown Brampton must be facilitated and marketed by founding a dedicated non-profit development agency – let's call it the Brampton Downtown Authority – co-governed by the City in partnership with local business and community forces identified with the help of already active groups within Downtown as well as the Board of Trade and various other non-profit organizations. The Authority will take short-term action with a long-term perspective. Such model agencies elsewhere will be inspirational. This Authority will coordinate efforts closely and consistently with the Brampton Uptown Authority.
- **Friends of Downtown Brampton:** For the widest, most coordinated and mutually reinforcing community support and action, as well as to open up volunteer and crowd-sourcing possibilities, this independent citizens' and business action organization must be composed of a coalition of all the strong existing groups, including New Brampton, the Downtown Business Improvement Area organization and others who are now active. City Hall should facilitate the process for these groups to reconcile their missions and forge bonds to unleash their collective strength. This independent action organization will work closely to extend official efforts and resources as an informed voice in design and planning as well as taking on its own projects and programming to animate the Downtown.

# Downtown Brampton Artist Aerial View Looking South.

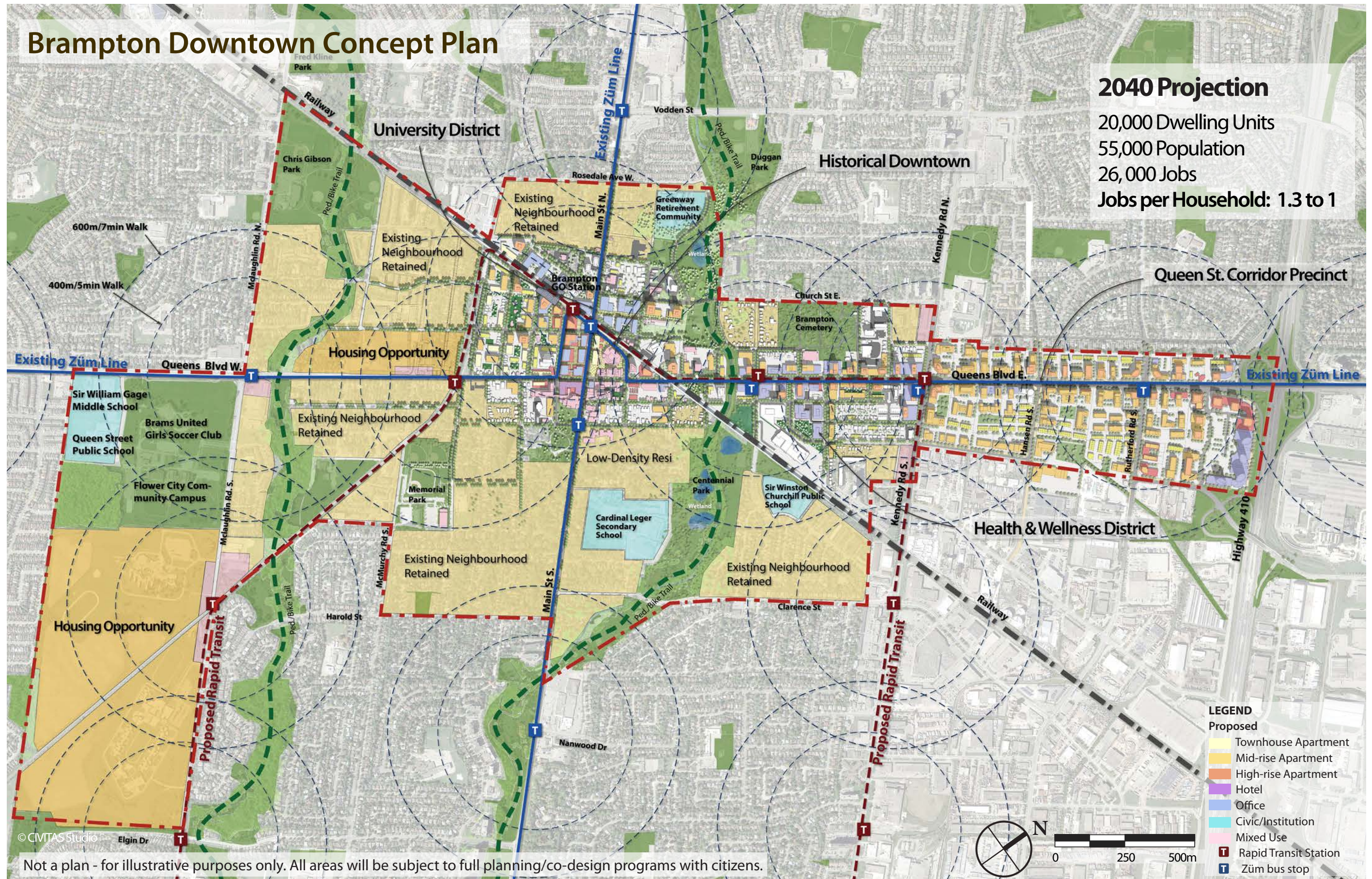


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# Brampton Downtown Concept Plan

**2040 Projection**  
 20,000 Dwelling Units  
 55,000 Population  
 26,000 Jobs  
 Jobs per Household: 1.3 to 1

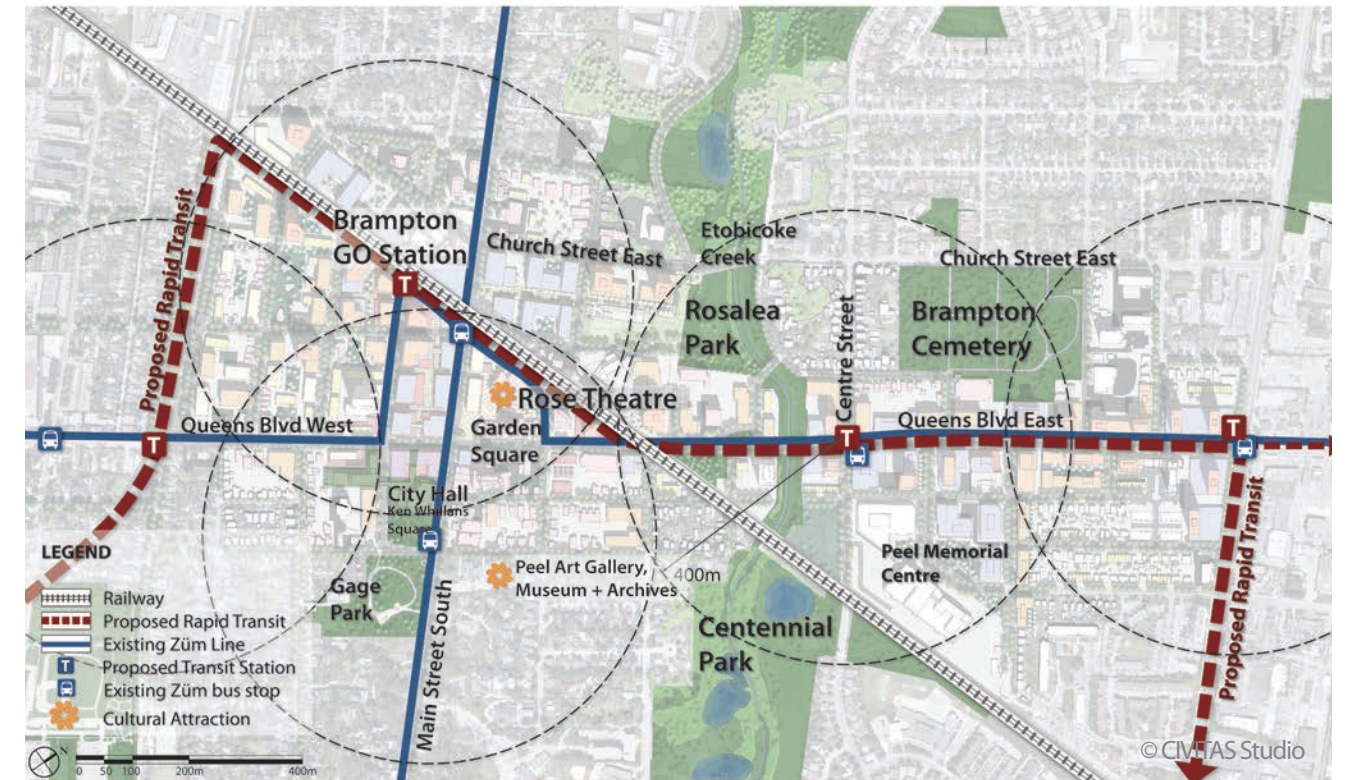


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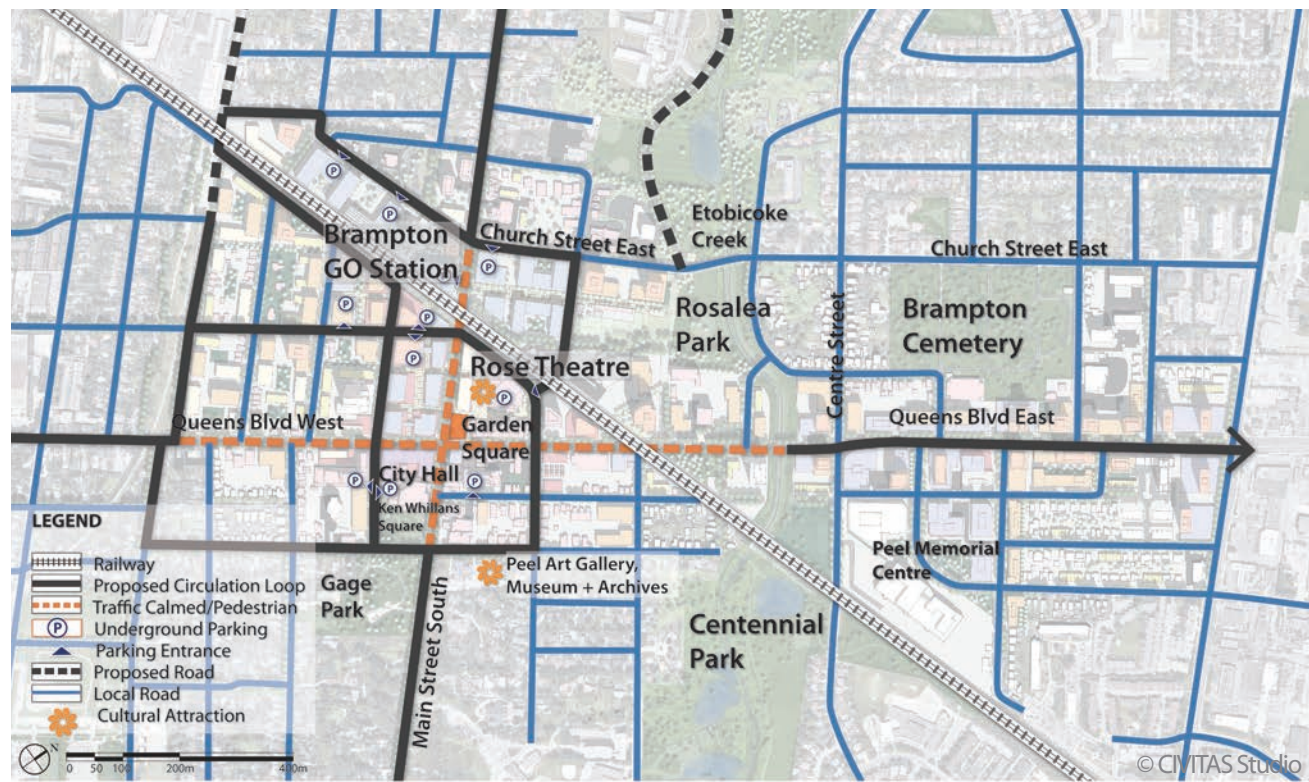
# Brampton Downtown Explanatory Diagrams



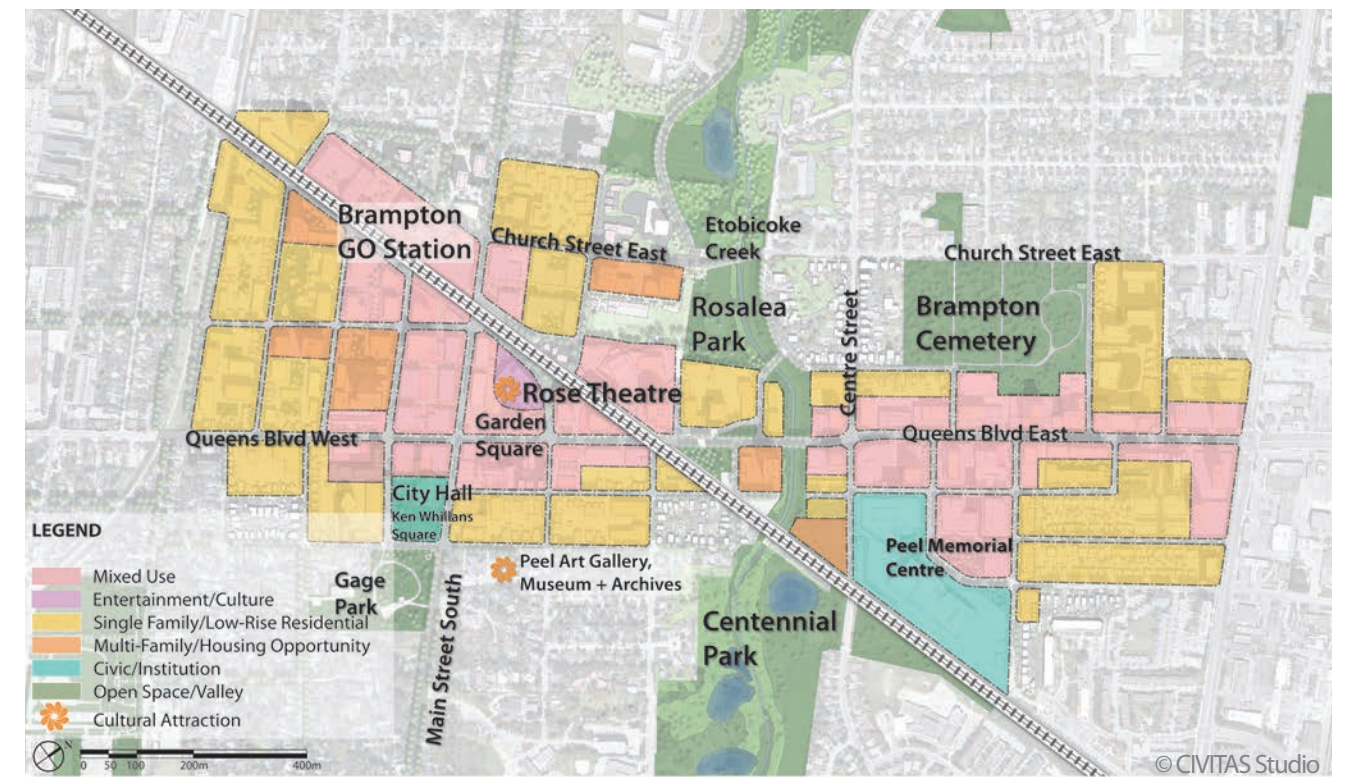
Brampton Downtown - Open Space & Greenways Network



Brampton Downtown - Transit Network



Brampton Downtown - Streets Network



Brampton Downtown - Land Use

Not plans - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

# Detail of Downtown Historic District



## University North Precinct

- Administration
- Classrooms
- Innovation Hub

## University Arts Precinct

- Studio Space
- Galleries
- Housing

## West Precinct

- Residential Infill: High Rise, Mid-Rise & Townhouse.
- New pocket-parks & Greenways

## University East Precinct

- Classrooms
- Student Housing
- Residential

## Health & Wellness Precinct

- Healthcare Services
- Office/Research
- Retail
- Housing

## Downtown Central

- Infill & Strategic Mixed-Use Redevelopment: Retail at grade, Office/Education above
- Grocery/Pharmacy
- Retail Laneways
- Preserved historic buildings/facades
- Main Street retail enhancement strategies

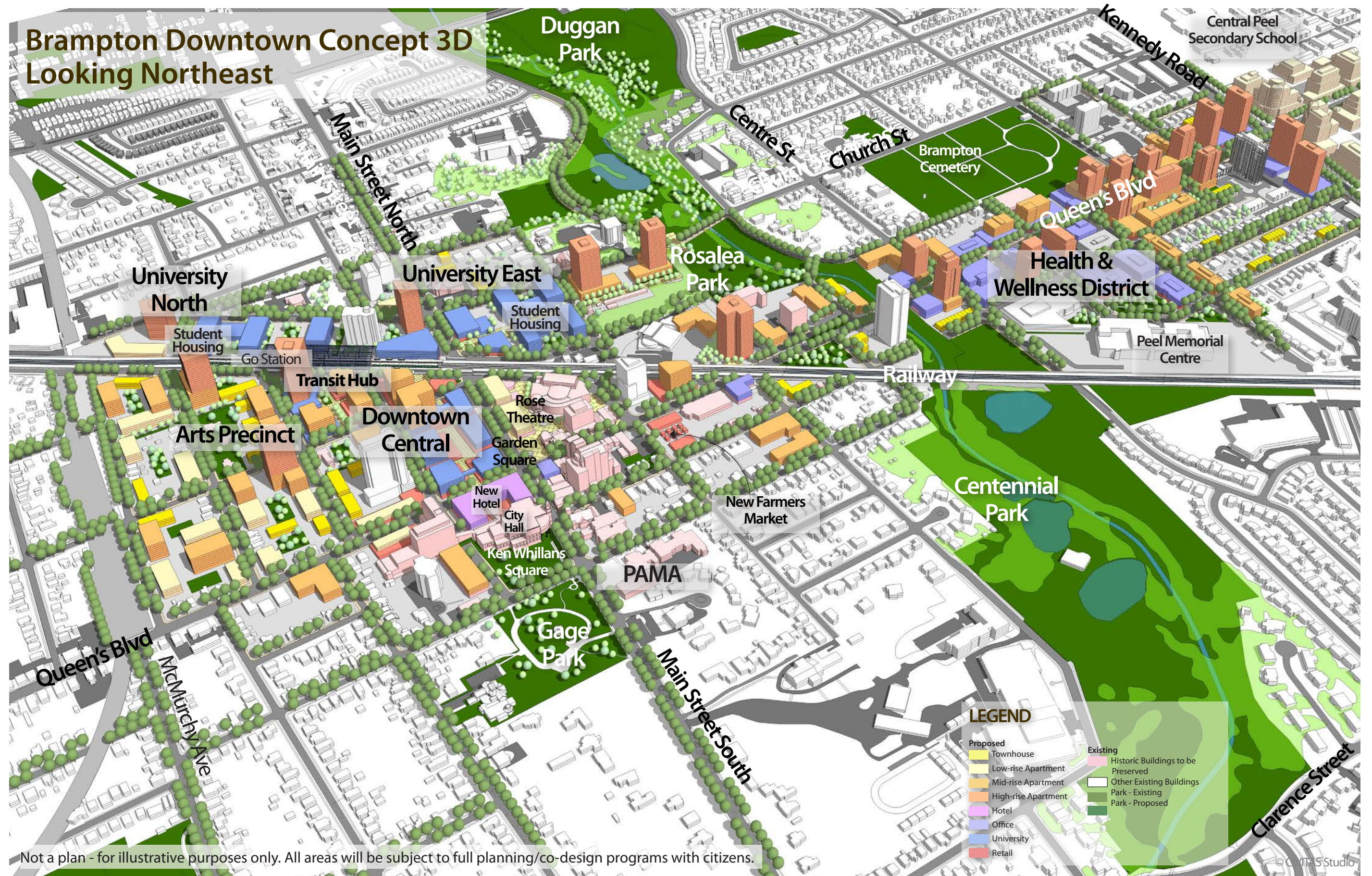
## LEGEND

- |                     |   |
|---------------------|---|
| Proposed Townhouse  | Cultural Attractions                        |
| Low-rise Apartment  | Proposed Transit Station                    |
| Mid-rise Apartment  | Existing Züm bus stop                       |
| High-rise Apartment | Existing Historic Buildings to be Preserved |
| Hotel               | Other Existing Buildings                    |
| Office              | Park - Existing                             |
| University          | Park - Proposed                             |
| Retail              |   |

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# Brampton Downtown Concept 3D Looking Northeast



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## Action #2-3

### Town Centres

Consolidate a local-oriented work/live business magnet in each of five sectors of the city to bring suitable jobs and leisure offerings closer to home.

Not all businesses are the pacesetters. Many companies and institutions, offering typical business functions and administrative support, keep the economy moving and offer great jobs. The more these companies choose Brampton the better – but they will only come if Brampton offers something better than other places.

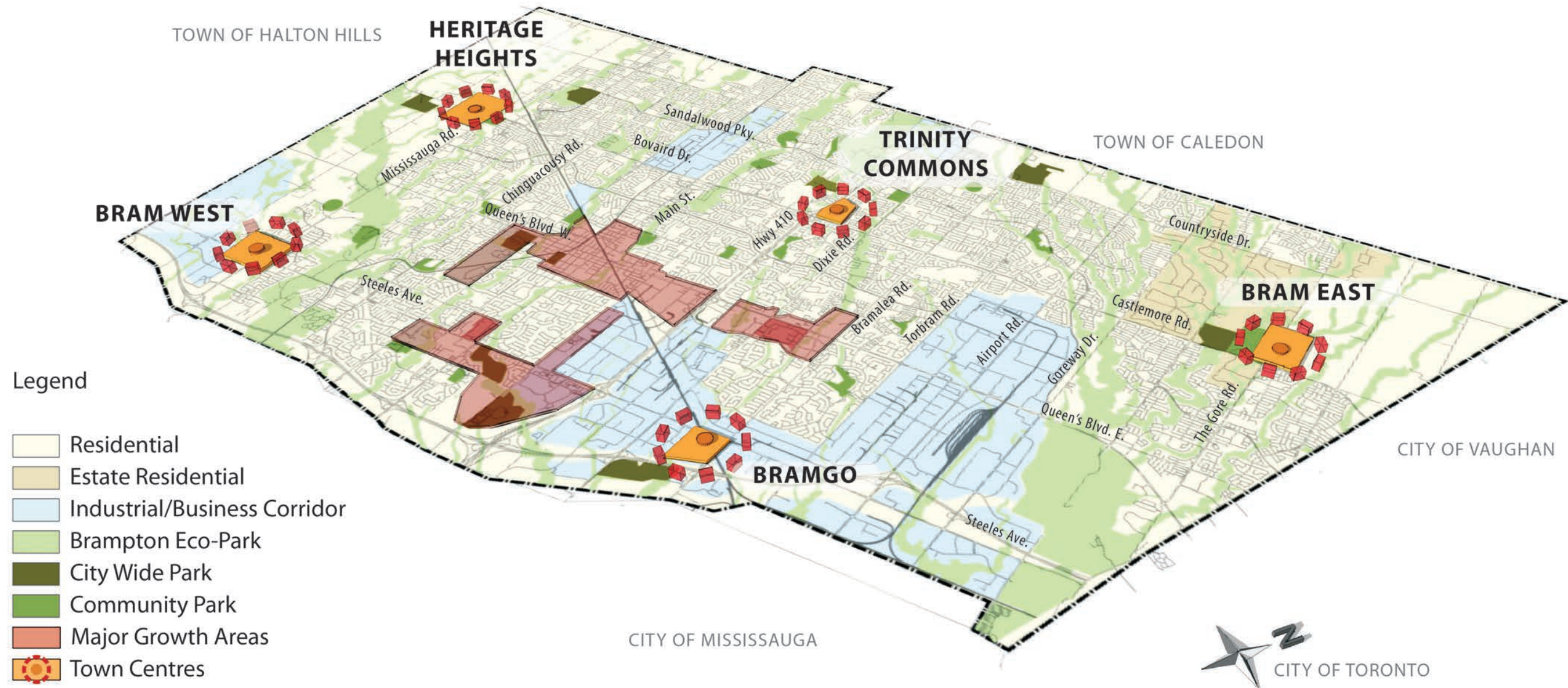
Complete, full-service, mixed-use, diverse Town Centres with lots of work space and nearby multiple-family housing options, but also leveraging the benefits of a suburban identity, will give Brampton the competitive edge it is now missing. These places will also serve the neighbourhoods around them. *The visionary sketch on the following page tells the story.* Five new Town Centres will form a constellation, arrayed around central Brampton. In the northeast is Bram East ready to expand out from its state-of-the-art community centre. In the north-central is Trinity Commons waiting to be re-imagined. In the northwest, a new development node in Heritage Heights will host a third Brampton hospital. The two southerly Town Centres will come later. In the southeast, the Bramalea GO Town Centre will ultimately evolve on developable lands owned by Metrolinx. In the southwest Bram West will enjoy synergies from further south.

To incorporate all the requirements, before development starts, each Town Centre must have a specific master land-use plan, public realm design and associated private building design guidelines. Each Town Centre will have a complete profile of commerce and mixed housing, a retail centre, good local and regional transit connections, and a tailored street system for good internal circulation, especially for walking and cycling. But, each Town Centre will specialize and leverage its unique features and location and build new landmarks and character to differentiate itself. This will be a major opportunity to showcase the multicultural richness of Brampton. Competition among these Town Centres will be significant and that will drive the ingenuity of each to better appeal to consumers. These Town Centres will support modern business and institutions because of advanced civic infrastructure, amenities, broadband communications capacity, and ‘smart city’ civic monitoring technology.

To be catalytic, the following will be essential in realizing five new community anchors.

- **Town Centres Management Group:** This civic team will do ongoing work with local businesses, landowners and residents through specially enabled design and development approval processes, advised by local interests. This team will work in collaboration with the civic Economic Development and Planning Departments and will liaise with the Region to reconcile plans and policies.
- **Special districts design studio (Town Centres assignment):** This civic design studio with urban design, architectural, landscape architecture and heritage expertise will be the design lead and manage the co-design process with developers.
- **Town Centre Business Development Collaboratives:** Each Town Centre must be facilitated and marketed by a local Business Development Collaborative composed of local business and retail interests. Their job will be to actively entice and support preferred companies and job types and coordinate ongoing communications and public relations. This Collaborative will work with the Economic Development Department of the City as well as the Institute for Brampton Enterprise.
- **Town Centre Community Advisory Panels:** Each Town Centre must enjoy support and advice of local citizens and other interested parties through its own community organization. These panels can tap community-based non-profits, faith-based groups, and prominent local citizens.

# Brampton Town Centres



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## Action #2-4

### Ancillary Centres

Add a centre of supportive mixed uses in each logistics/ industrial district for nearby access of workers and businesses.

For the foreseeable future, Brampton will host extensive districts of warehousing and logistics functions and industrial activity. While the density of jobs in these districts is lower than in the city's various centres, the overall workforce is significant, it is central to the economy, and it is locally anchored. Although these districts are not expected to grow, they will diversify and update with new technologies and retail formats so they will remain important to the local tax base.

Many of these districts are geographically extensive, single-use and short of any outlets of support that would reinforce businesses and enhance the day-to-day work experience of employees. Adding Ancillary Centres in deficient districts would provide appreciated break offerings and access to personal services for the work force. It will also offer the potential for delivery of synergistic civic and regional services and maybe even special transit links. It would lower the dependence on cars. Probabilities for walking and cycling, at least for some local trips, will improve.

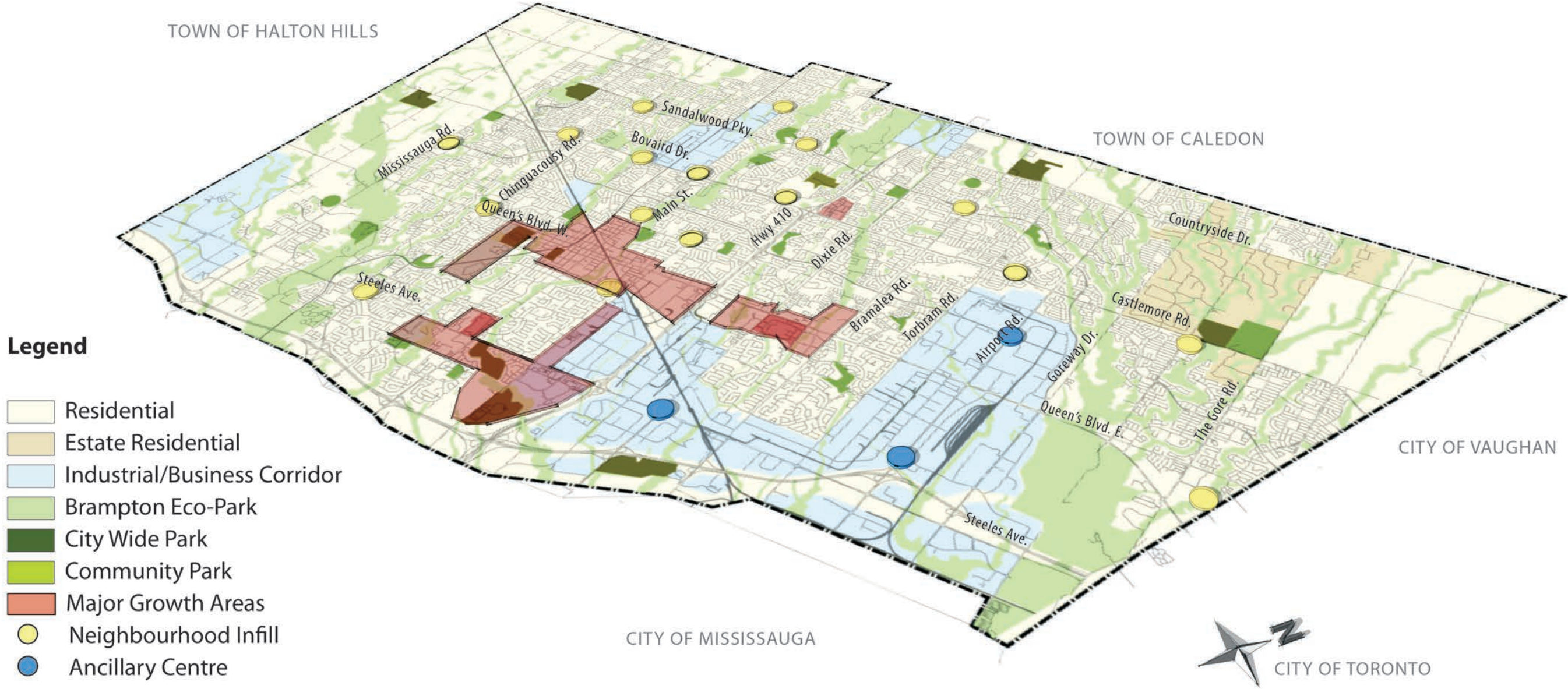
To move forward with these centres, a civic planning and economic development program is needed – let's call it the "Ancillary Centres Audit Program". This will offer a systematic audit, district by district, to determine needs and local support, and potential sites to add Ancillary Centres that do not displace industry or anchor new strip malls. In each case, where potential is good, a business case will be developed, local business supporters, funders and vendors will be found, a design will be crafted that favours walking, and civic approvals will be expedited. Implementation will be completely private sector-driven and self-funded as profit ventures. The audit program will also explore with companies and Züm Transit the potential for custom transit services and share-travel arrangements for local workers. In addition, the program should be friendly to other uses that might wish to cluster in an industrial setting, such as artists, tech start-ups, and new industries.

To be catalytic, the following will be essential in realizing these anchoring industry-support sites.

- **Ancillary Centres Audit Team:** This civic team will do ongoing work with local landowners, industrial concerns and service vendors through specially enabled design and development approval processes with a co-design focus.
- **Ancillary Centres Business Liaison Advisory Group:** To assist the civic team to understand the different situations and facilitate contacts, an advisory group of interested industrial leaders will be formed to assist and support.



# Brampton Ancillary Centres



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## Action #2-5

### Institute for Brampton Enterprise

Found a public-private economic development facilitator to position Brampton as a preferred regional business and jobs hub and shift to 60% of residents' jobs at home.

Even with strong business centres as magnets, one further vital factor is still needed – aggressive outreach. Preferred companies and institutions must be deliberately courted in a joint venture involving City Hall, local business interests and educational institutions. City Hall has a strong Economic Development Department and very aggressive outreach initiatives targeting key sectors. Every city must have this City Hall base for both action and to monitor progress. The City will soon adopt a new *Economic Development Master Plan* that will position it even better than in the past to do its part. Private leadership from the Brampton corporate community is equally important – companies live within the business culture, speak the language of other companies, and often sense an associated company's move before others. The Institute for Brampton Enterprise will convene private forces to build the local base of jobs and enterprise in support of the ongoing City Hall efforts.

The overarching mandate of the Institute for Brampton Enterprise over the next decade is to shift the outside/local jobs ratio in Brampton from 60/40 to at least 40/60 and to diversify the business and jobs profiles of the city.

The Institute for Brampton Enterprise will have the following key responsibilities: systematically identifying, targeting and reaching out to sectors and leads; facilitating sector clustering and synergies; earmarking preferred business sites; offering a package for relocation; coordinating all other business outreach; and matching job needs with local skills development through educational and training institutions. Specific assignments would include: pressing for tax changes for regional parity; founding and hosting innovation labs for 'new economy' ventures; building entrepreneurial culture and skills among Brampton youth; offering a development support program for up-and-coming companies; and, undertaking international outreach through the diverse cultural communities in Brampton. Of course, this will all be undertaken in partnership with civic forces, especially the Brampton Entrepreneur Centre which has made a good start on support for young business talent and initiatives. Partnerships, interlocking directorships, a joint agenda and coordinated outreach of the Institute with the governing organizations for Uptown, Downtown, and the Town Centres are also vital. Linking public and private resources will build capacity exponentially. Further reinforcing this will be an active coalition of the community action organizations for these key centres. Including leadership from Brampton's educational institutions will bring the outreach force to full power for maximum job creation and targeting of the optimal jobs profile. Once the

Institute is geared up, City Hall must be ready with an approval system to match the agility and speed of corporate relocation processes. City Hall cannot become a bottleneck. Enterprise priority areas – often called "enterprise zones" may be identified in order to strategically apply the fast-track system. The City's Economic Development Department has piloted staff facilitators for large proposals offering one-on-one assistance and customized guidance through the civic approval process. Now this must be expanded and targeted to the corporate sectors to be specifically drawn to Brampton as a showcase service.

To be catalytic, the following will be essential in realizing this new Institute and its mandate.

- **Task Force of Brampton Leaders to Found the Institute:** Influential corporate and civic leaders in Brampton, assembled with the help of the Brampton Board of Trade, must come together to found the Institute of Brampton Enterprise, a joint venture from the outset.
- **Business Location Facilitation Group:** This team of experienced facilitators, embedded within the civic organization and respected within the community, will offer a fast-track program, which moves pivotal approvals forward while consistently reflecting established public policy through specially enabled design and development approval processes with a co-design focus. Facilitated fast-tracking has been successfully piloted by the civic Economic Development Department. This will also focus civic attention for job creation as a priority.

# Vision 3: Neighbourhoods

In 2040, Brampton will be a mosaic of characterful and complete neighbourhoods.

Many people say neighbourhoods are the best part of Brampton. They want to reinforce them. They also want the latest ideas for neighbourhood living to be brought to Brampton, not only for livability but also for health, social, and economic support. A civic objective is to bring advanced sustainability to each neighbourhood, both new and old. The quality of neighbourhoods affects the city's image, competitiveness, and the level of satisfaction of its citizens.

The condition of existing neighbourhoods in Brampton varies widely. Often, these districts are not places with all the components included to live, work, learn and play. Some do not have the basic package of neighbourhood anchors – grocery, pharmacy, and day-to-day services. Most are missing what people call the 'fun factor' with appealing places and destinations. Some have social and crime challenges. Like all Canadian cities, the evolution of neighbourhoods in Brampton has been an organic history, including whatever features were current at the time each was built. Some have been kept up while others have lagged behind. Many have changed their resident population groups over time, with more multiculturalism and a different demographic, and their physical form does not fit their current residents' needs or preferred image. The City has a regular neighbourhood planning framework with a hierarchy of plans, processes, and supportive policies. It has tried hard over the years to deal with deficiencies that became problems, particularly investing in new community centre facilities. But other trends have worked against the best civic efforts like the spread of strip malls and big box retail, the chains pushing out independent merchants, public facilities becoming outdated, social and safety supports falling behind, intrusions from the growing road system, and loss of trees. It has become increasingly evident that often the neighbourhood structure does not support active and healthy living as we now define it.

For new neighbourhoods in greenfield areas, there is no clear format for what the City wants these places to be and look like. There is not a holistic urban structure in place to ensure that all the kinds of land uses and centres that will be needed will be included. This means that vital green and ecological features, along with historic features, are at risk. The extension of urban and natural patterns for the knitting together of existing and new development is not tied down. Then, when neighbourhoods are proposed, there is no established way to plan and co-design with community developers.

Brampton will be more fulfilling for its people and resilient against future eventualities by reinforcing its structure of neighbourhoods and facilitating widespread neighbourhood improvements. This needs to be an active civic endeavour for the best standards and image. How

neighbourhoods are designed has a profound impact on how people live, relate to one another, coexist with nature and support their families. It has profound physical and mental health impacts. It has a lot to do with general life attitudes as well as personal satisfaction. Neighbourhoods must meet current leading principles for livability, sustainability and economic development. There must also be a strong commitment to equity in Brampton among all its diversity of neighbourhoods, whether they are older and settled or recent and just coming together.



Take this idea and run with it – test it, transform it, make it happen...

## Action #3-1 Complete Neighbourhood Audit

Systematically update  
and revitalize existing  
neighbourhoods to ensure  
full provisions for comfortable,  
sustainable living.

Regardless of the historic reasons that an existing neighbourhood is not complete or is out of sync with its current population, it is a top public interest to improve it to a current level of expectations. A “complete community audit” can achieve this with the overarching goal to evolve all Brampton neighbourhoods into fulsome, seamless, consolidated and appealing places. Infill and diversification will foster prudent land management as well as fill local gaps.

The traditional boundaries of Brampton neighbourhoods will set the framework with audits undertaken in several neighbourhoods at a time according to priorities set by City Hall with citizens’ input. Each audit will be completed by a committee of local residents and business people working closely with a City Hall team.

A standard evaluation framework will cover areas typically of concern, including: civic services, schools, and amenity standards; basic commercial services; housing and employment diversity; distance parameters for walkable scale; availability of transit; traffic management; social, health, fitness, safety and security supports; addition of the ‘social hubs’ described elsewhere; and, typical options to resolve deficiencies. Civic policy concerns will also be added, such as transit-oriented development, compatible mixed-income and special-purpose housing opportunities, mixed-use and intensification parameters, emergency services, and new streets and active transportation standards. A typical civic interest will be business retention and expansion of viable local businesses. An interesting inquiry in each neighbourhood will be the various forms and components of individual homes – such as retrofit of large houses, secondary suites, extended-family homes, ‘mingles’ share-houses, rear-yard cottages, and live-work units.

A special focus of the audit will build on a sustainability evaluation framework already piloted in Brampton called the Sustainable Neighbourhood Retrofit Action Plan (called SNAP). This will introduce serious consideration in every area to innovations such as LED street lighting, vehicle charging stations, community-based and alternative energy options, and considerations for resilience related to climate change and more immediate emergencies. Current interest in allotment gardening, local food production and fresh food will be explored. The Institute for Sustainable Brampton will be a guiding source of information and new practices.

Then, a distinctive evaluation inquiry will ensure the neighbourhood is shaped in the image of the particular resident population. This will identify people’s unique needs and preferences, what they

wish to protect, and problems, weaknesses, and deficiencies. This would include: multiculturally differentiated needs and character; demographic-based needs; and valued or hoped for gathering places. Support and build-up of key assets will be determined in order to reinforce community enjoyment, loyalty, and belonging, as well as to draw new businesses and jobs. For this, of particular interest will be such ingredients as arts and culture, restaurants and clubs, and other leisure arrangements. From each neighbourhood audit, a neighbourhood improvement action plan will be adopted for implementation through the normal civic budgets and processes. **The visionary sketch on the following page shows what might be added in one neighbourhood used as an example.** To energize resident interest and participation, City Hall will make available a small community improvement grant for residents to apply to immediate, small-scaled improvements.

To be catalytic, the following will be essential in realizing existing neighbourhood consolidation and health.

- **Neighbourhood Audit Teams:** One or several civic teams, according to the speed with which the audits are to be completed, will undertake each audit program, working with local citizens’ committees. Each audit will take about six months and several can be underway at one time.
- **Neighbourhoods Design Studio (Audit Side):** The several civic neighbourhood audit teams will work from a common City Hall studio, along with the Greenfield Neighbourhood Design Team, with sharing of urban design, architectural, and landscape architecture expertise.
- **Neighbourhood Audit Committees:** Each audit will work with citizens’ working committees of local residents and business owners, who will remain active after plans are adopted to monitor implementation, undertake self-help projects and advocate for community investment for their particular neighbourhood. A ‘how to’ manual will be produced for neighbourhood self-help projects using volunteer forces, fund raising and crowd-sourcing, with community organization and management.

# Complete Neighbourhood Concept

## 2040 Projection

600 Existing + 700 Infill units = 1,300 units  
 3,500 Population  
 1,000 Jobs  
 Jobs per Household: 0.75 to 1

## Heart Lake Neighbourhood Centre

- Neighbourhood Retail
- Grocery Store
- Town Plaza
- Cinema/Community
- Senior Housing
- Live-work Opportunities
- Transit Station

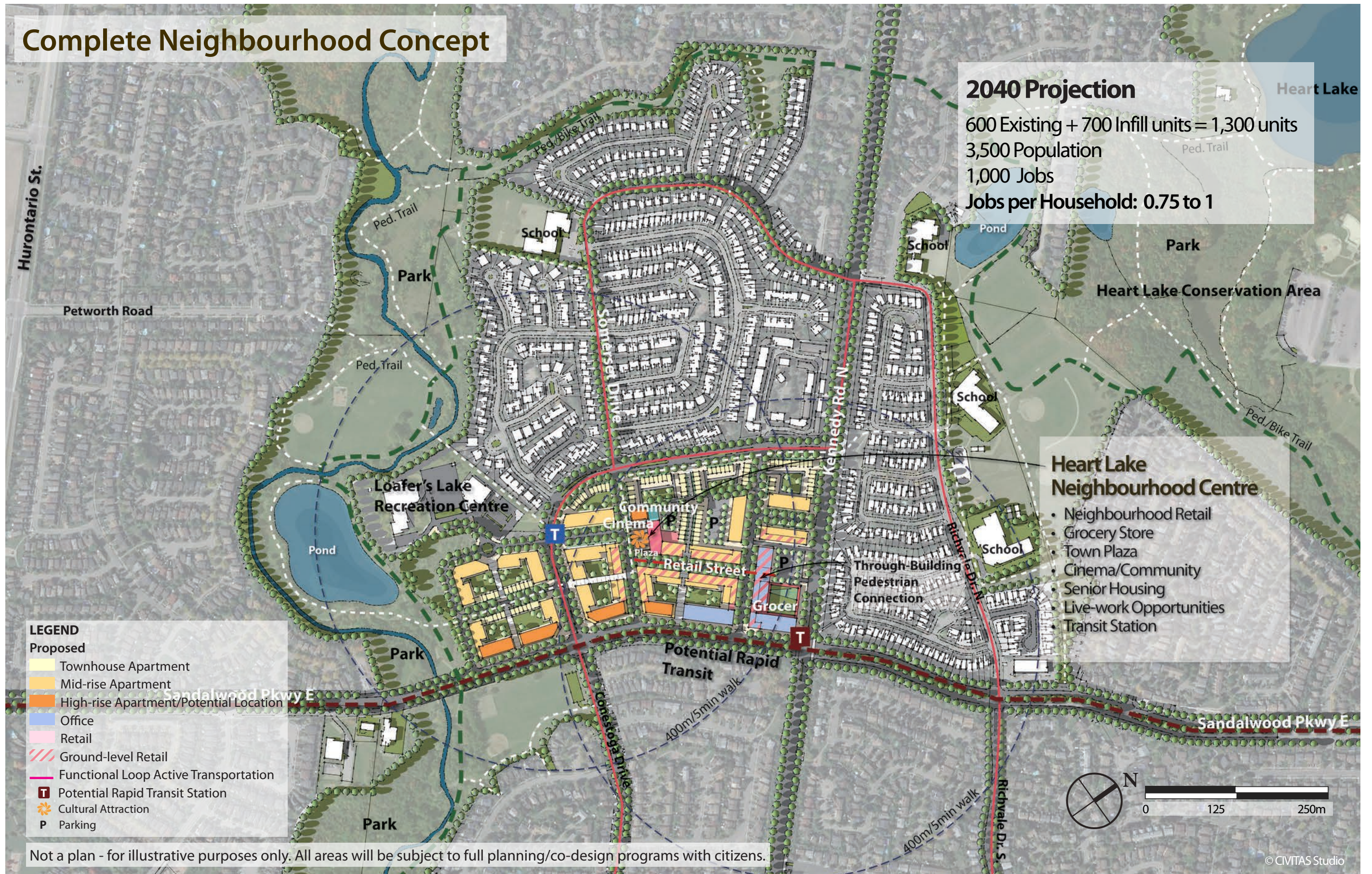
### LEGEND

#### Proposed

- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment/Potential Location
- Office
- Retail
- /// Ground-level Retail
- Functional Loop Active Transportation
- Ⓣ Potential Rapid Transit Station
- ☀ Cultural Attraction
- P Parking

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## Action #3-2

### Greenfield Neighbourhood Co-design Service

Collaboratively create new neighbourhoods on greenfield lands as models of comfortable, sustainable living.

Allowing *ad hoc* new neighbourhood development on the few remaining greenfield lands in Brampton will squander a major opportunity to secure complete new communities that meet people's modern needs and desires and use these developments to enhance Brampton's image and brand. A comprehensive "Greenfield Neighbourhood Co-design Service" will stay ahead of development interests and timing. ***The visionary sketch on the following page is indicative of possibilities.***

This will start with overall structure planning over the entire greenfield expanse to ensure that the logical hierarchy and broad urban and regional patterns and networks are accommodated, that a sustainable, walkable scale of neighbourhoods is pre-determined, and that ecological systems, particularly related to water, stay intact.

To set a platform for specific neighbourhood design, a "greenfield neighbourhood template" will illustrate civic expectations. Fortunately, City Hall already has a creative process now underway to develop such a template. This template will: illustrate how a typical neighbourhood is expected to be laid out; what it will include in terms of use mix, housing types, central retail services, building formats, a hierarchy of parks and open spaces, streets for driving, walking and cycling, net-zero environmental requirements and sustainable density targets; local transit access; what the standards need to be for schools and all types of community facilities; what employment provisions will be expected; and what placemaking principles will apply to provide a 'community feel' and local 'fun factor'. Diversity of housing will be especially important. The City's 'Sustainable Community Development Guidelines' will be a required starting point for the comprehensive greenfield neighbourhood template to ensure that advanced sustainability is at the forefront of the creative process.

Then, each neighbourhood needs its own tailored design. Working from the neighbourhood template, co-design with developers will determine the master design scheme by designing in the unique character features and developer innovations as well as working around local liabilities.

Well-designed new neighbourhoods will not only make the city proud but they will offer consumers a competitive choice that is the best available in any suburb.

To be catalytic, the following will be essential in bringing out the best in new greenfield neighbourhoods.

- **Greenfield Neighbourhood Design Team:** This civic team, with full public engagement tailored to each situation, will complete and update the initial design work and then lead the co-design service with each neighbourhood comprehensive developer, including full pre-application guidance and design-focused application review. Early schemes will be used as demonstration projects to test the new neighbourhood template and development standards.
- **Neighbourhoods Design Studio (Greenfield Side):** The greenfield neighbourhood urban design team, along with the existing neighbourhood audit teams, will work from a common City Hall studio, with sharing of urban design, architectural, and landscape architecture expertise.

# Greenfield Neighbourhood Concept

## 2040 Projection

- 4,800 Dwelling Units
- 17,000 Population
- 2,600 Jobs
- Jobs per Household: 0.5 to 1

Greenfield neighbourhood study area

### Low-Medium Residential Precinct

- 20 units/ha target
- 2,500 units, 7,500 population
- Predominantly Single Family with Townhouse and Apartment mix.
- Parks within a 3 minute walk.

### Mixed Use Centre

- 200 Jobs+Population per Ha (Transit Sustainable)
- 15-20,000 sqm Retail
- High Street Retail linking Zum Station and Town Park
- Grocery, Convenience, Restaurants & Cafes
- Office/Employment
- Low-Rise Apartments
- 1,800 homes, 5,000 pop within 8 min of Zum

### Transit Oriented Precinct

- 200 Jobs+Population per Ha (Transit Sustainable)
- 1,800 units, 5,200 population within 8 min of Zum
- Low-rise Apartments & Townhouses

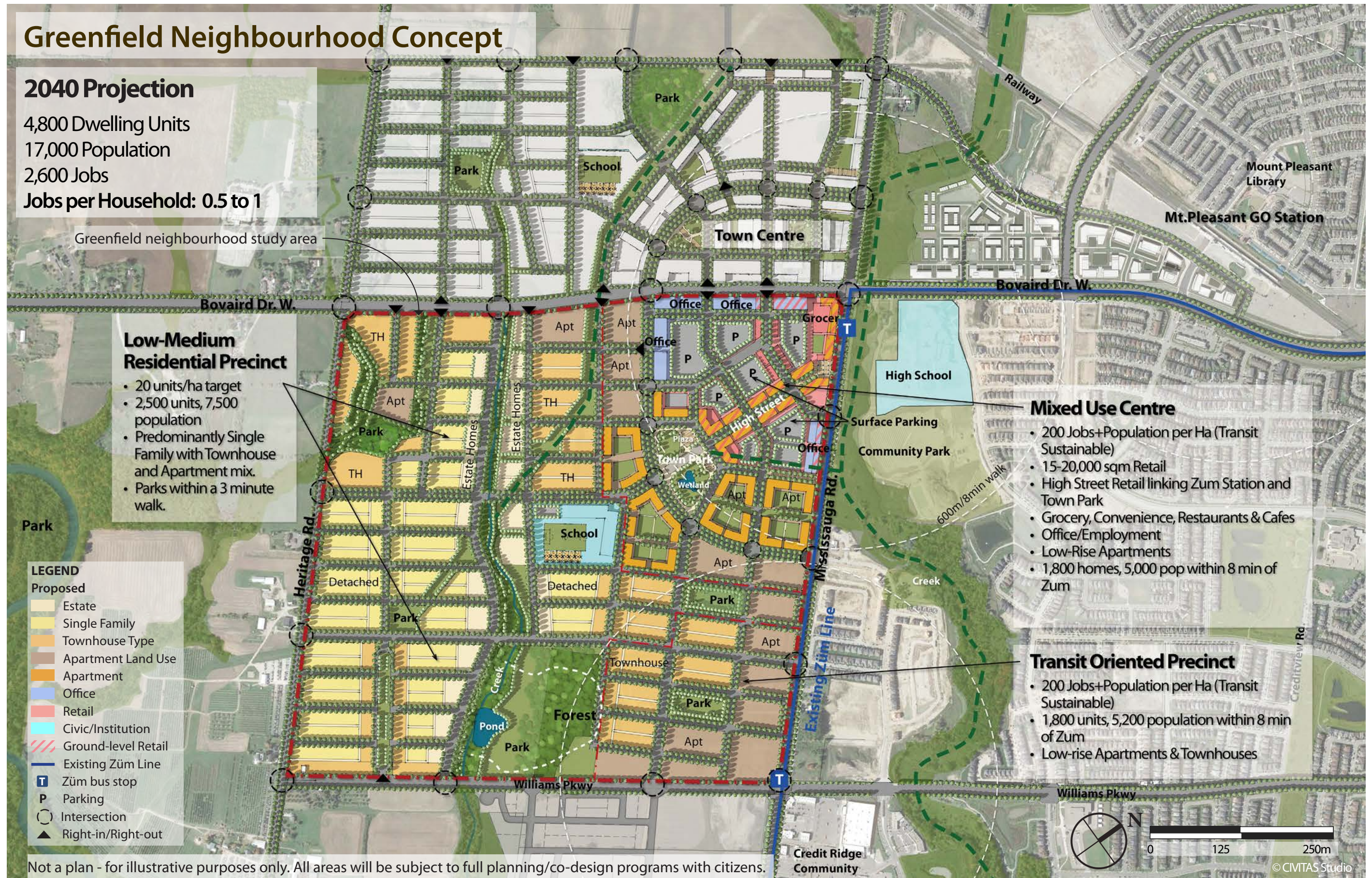
#### LEGEND

- Proposed
- Estate
  - Single Family
  - Townhouse Type
  - Apartment Land Use
  - Apartment
  - Office
  - Retail
  - Civic/Institution
  - Ground-level Retail
  - Existing Zum Line
  - Zum bus stop
  - Parking
  - Intersection
  - Right-in/Right-out

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## Action #3-3

### Bramalea

# Update and revitalize Bramalea as a model of the next generation of comfortable, sustainable living.

In the mid-20th century, Bramalea was a model of contemporary community design as a self-sustaining satellite city – as part of the worldwide ‘new towns’ movement – and the community has stood the test of time. Now it is at the apex of the residential communities of Brampton, offering more diverse living options than elsewhere in the city. While it has never been a pre-eminent business centre, and therefore can hardly be designated as a true urban core, it has a component of jobs and its retail shopping mall is a strong destination. Its iconic stepping of building density and height, taken as a whole community, represents one of the most identifiable landmarks and memorable places in all of Brampton. It will always remain a part of the vital triangle of central Brampton along with Uptown and Downtown.

Everyone knows that the anchor shopping centre is now up for redevelopment and they see this as a great opportunity to set off a rethink of the whole community. They want the profile of Bramalea as an innovator to carry on – particularly for top environmental performance and livability.

A community co-designed rethink will showcase the most advanced ideas of modern living with stylish architecture and placemaking while also respecting the mid-century character and feel that is a unique regional landmark and brand. Three enhancement themes have been identified: greening of the area, reinforcing community, and sensitive redevelopment. Top performance on sustainable neighbourhood design, applying the SNAP framework, is a basic. ***The visionary sketch on the following page is evocative.***

This all starts with an innovative redevelopment scheme for the shopping centre site that reinforces its vital retail anchor but converts its surface parking lots into a fully realized heart for the whole community. Ideas include: infill with new residential and office towers; adding street-oriented retail; and having a vast green roof park over the main shopping centre.

A parallel master design will improve the whole Bramalea district from end to end. Extensive area greening and enhancements at Chinguacousy Park, along with a full sustainability retrofit are in order. Substantial upgrading of the existing Civic Centre as a community hub is crucial. Street and traffic improvements are vital.

Mixed-use, mixed-income housing with new residential and office towers along Queen Street is envisioned. Upgrading older towers

through resident-based audits (publish an audit kit), and block-by-block retrofit by infill of townhouses and corner shops at grade (do a model block retrofit design) are necessary.

To energize resident involvement, City Hall will make available a small grant for residents to apply to immediate, small-scaled improvements. This will be community co-design at its best.

To be catalytic, the following will be essential in retrofitting Bramalea.

- **Bramalea Neighbourhood Design Team:** : A civic urban design team will lead the Bramalea rethink, including the shopping centre co-design with Morguard, the owner of the complex. They will work closely with the residents’ committee.
- **Special districts design studio (Bramalea assignment):** The civic rethink team for Bramalea will work out of this City Hall design studio with urban design, architectural, landscape architecture and heritage expertise with responsibilities for all special districts.
- **Bramalea Owners and Residents Steering Committee:** For the Bramalea master design, a wide community engagement format is essential with an owners’ and residents’ steering committee and a strategy of ongoing outreach. The citizens’ committee will remain active after plans are adopted to monitor implementation, undertake self-help projects and advocate for community investment in Bramalea. A ‘how to’ manual will be produced for neighbourhood self-help projects using volunteer forces, fund raising and crowd-sourcing, and community organizing and management.

# Bramalea Canal Street Artist Image



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# Bramalea New Town Concept Plan

## 2040 Projection

18,000 Dwelling Units  
 50,000 Population  
 24,000 Jobs  
 Jobs per Household: 1.3 to 1

### Queen Street Corridor

- Mid/High-rise Residential
- Street Retail
- Rapid Transit Station

Hanover Public School

### Proposed Rapid Transit

Donald M. Gordon Chinguacousy Park

Norton Place Park

Norton Park Neighbourhood

Knightsbridge Park Neighbourhood

Clark Boulevard Public School

**LEGEND**  
 Proposed

- Townhouse Apartment
- Mid-rise Apartment
- High-rise Apartment
- Hotel
- Office
- Civic
- Mixed Use
- Cultural Attraction
- Rapid Transit Station
- BRT Station

### The Canal District

- New Leisure, Entertainment Living District
- Feature Canal Walking with daylighted creek & Dining Zone
- High/Mid - Rise Pocket Residential Neighbourhoods

### Central District

- Redeveloped Mall - Retail & Cafes
- Office / Employment
- High/Mid - Rise Residential
- Hotel
- Gym, Pool, Ice Rink
- Roof Garden

### High Street District

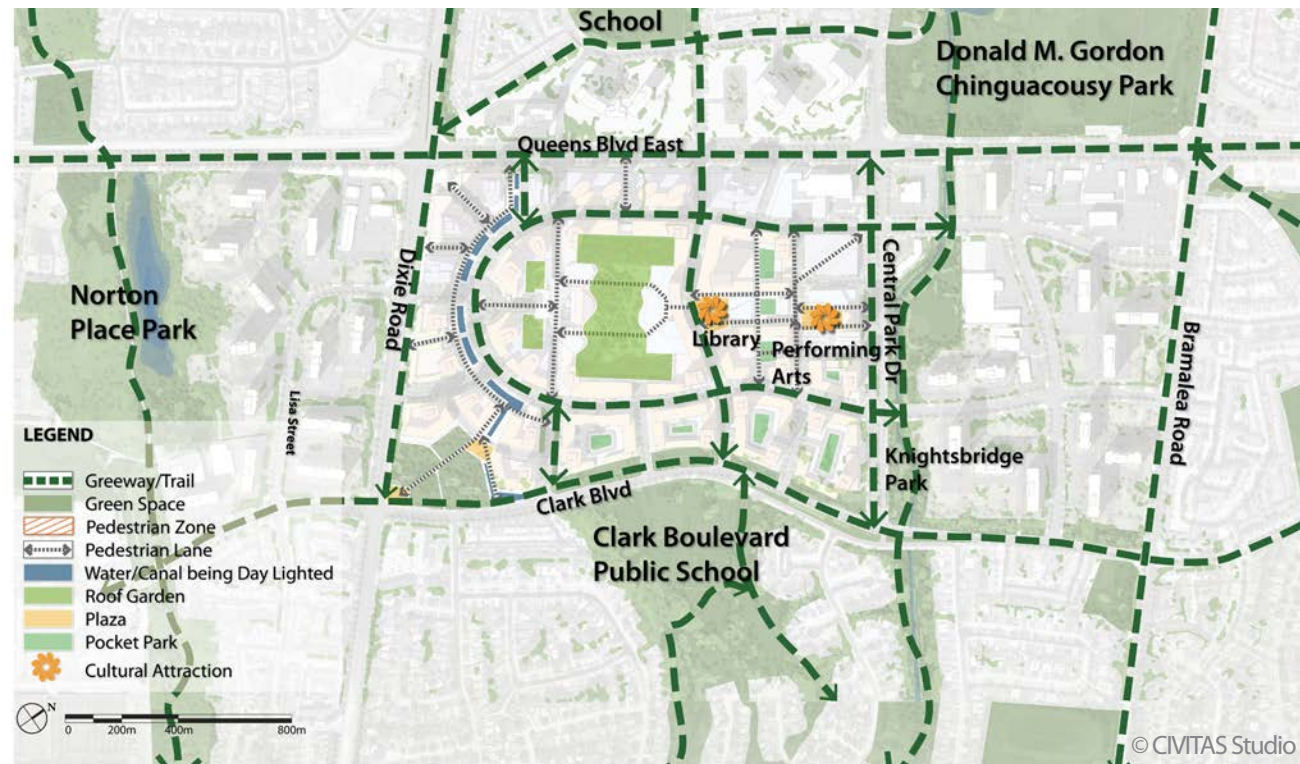
- High Street Retail
- Library
- Performing Arts Centre
- Town Square
- High/Mid - Rise Residential

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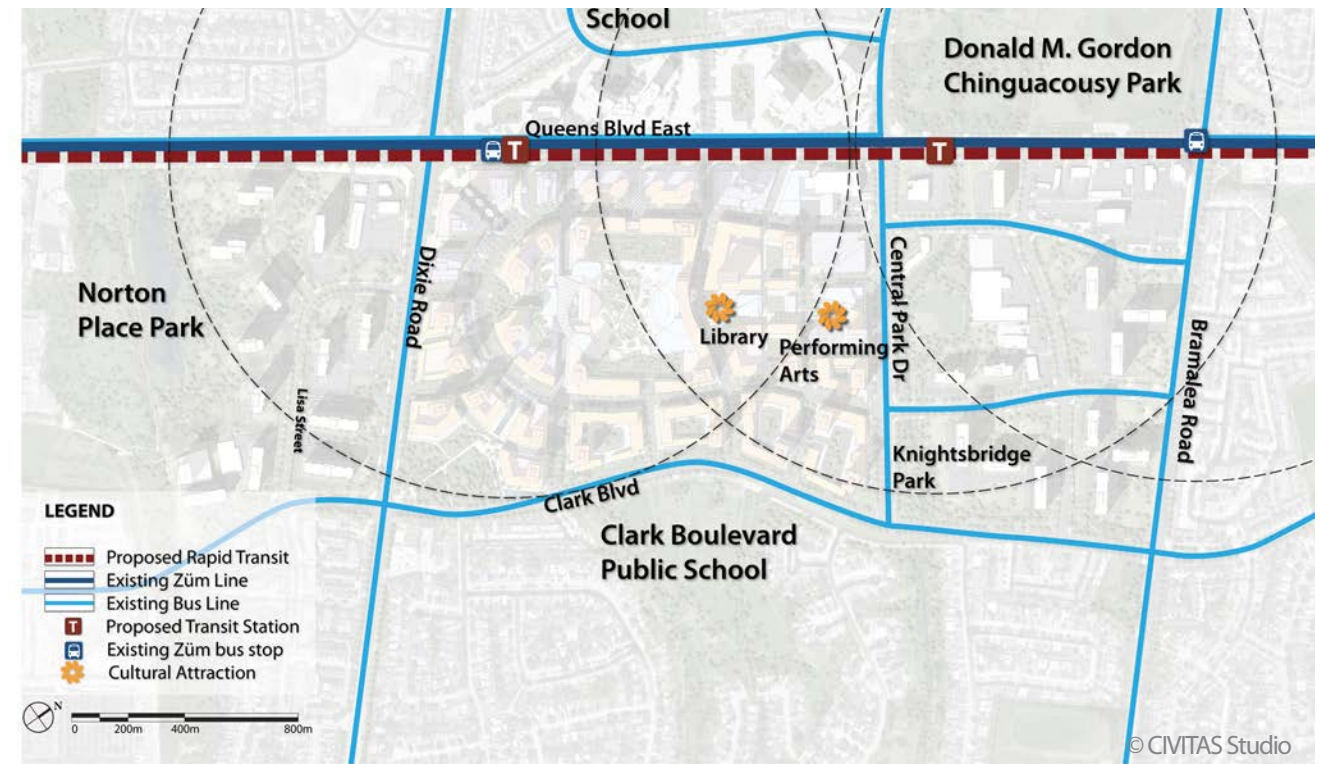


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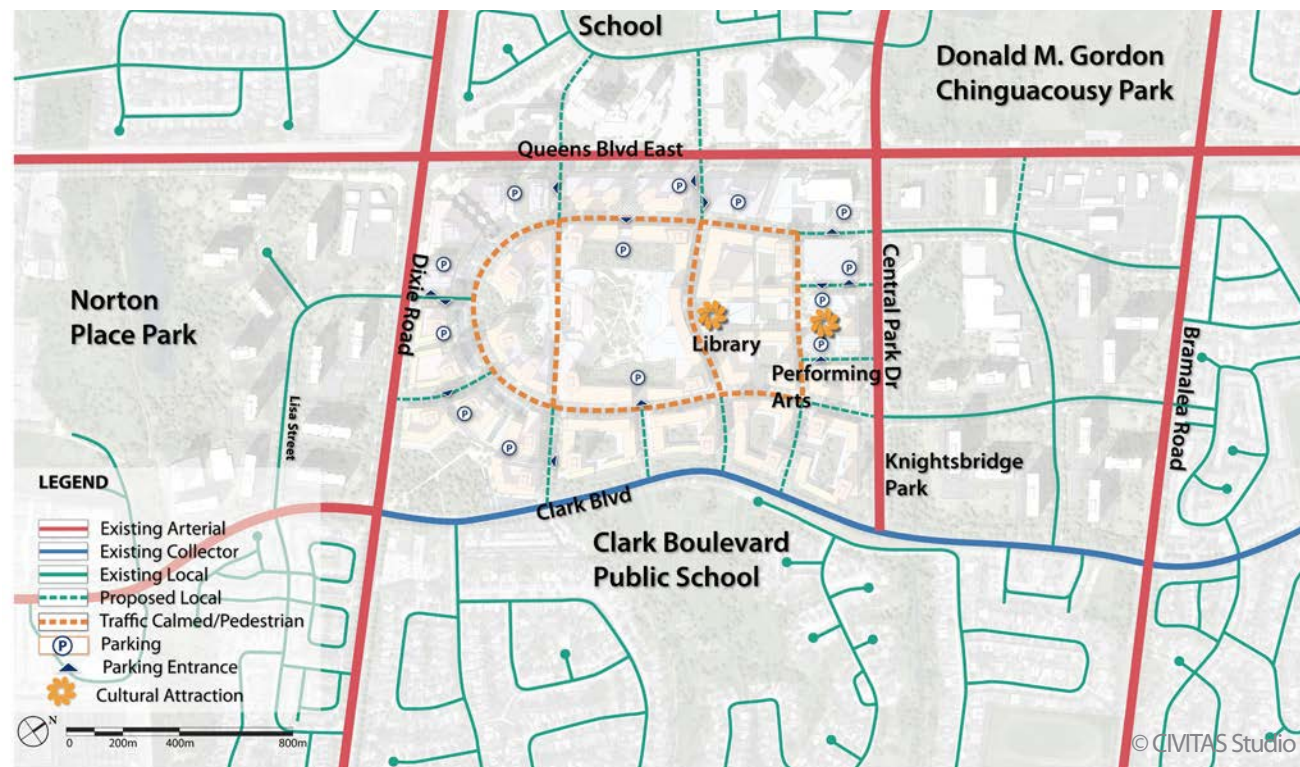
# Bramalea New Town Explanatory Diagrams



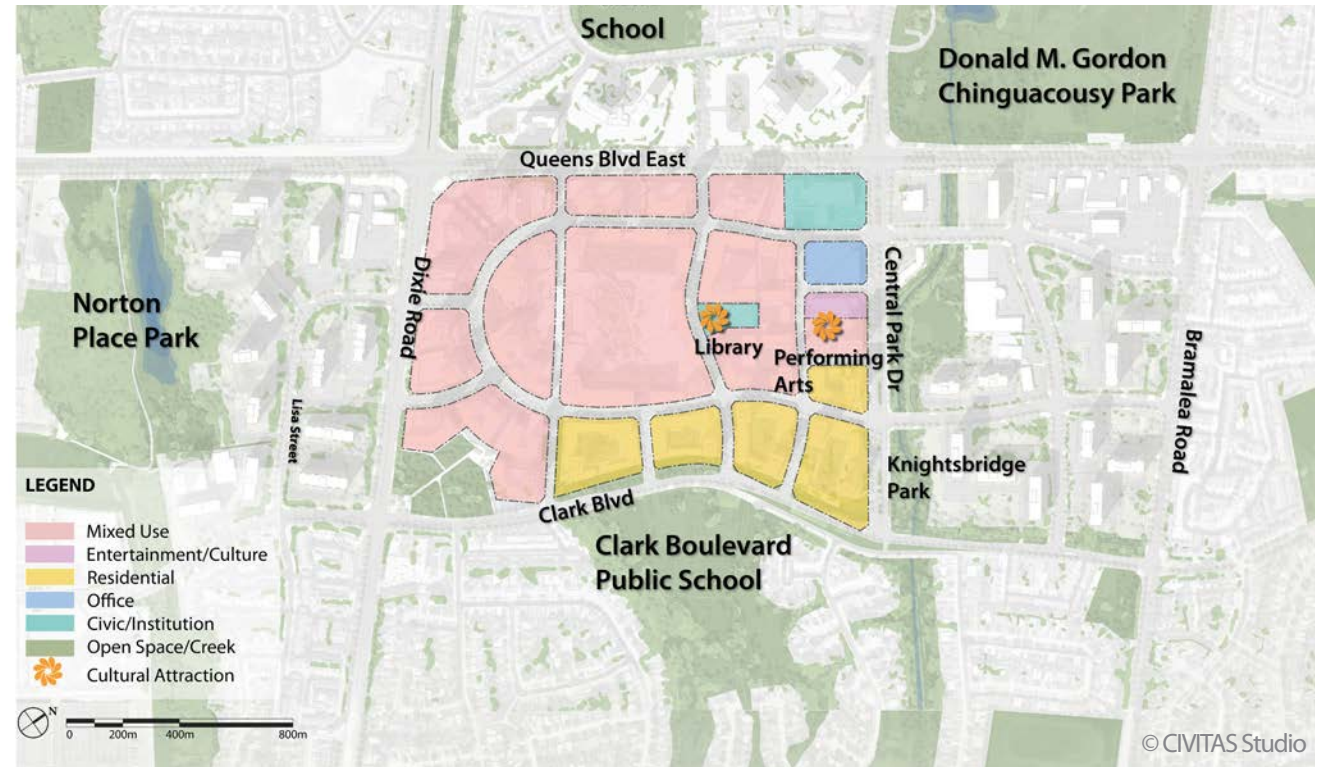
Bramalea New Town - Open Space & Greenways Network



Bramalea New Town - Transit Network



Bramalea New Town - Streets Network



Bramalea New Town - Land Use

All plans are conceptual only.

Not plans - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

# Bramalea New Town Concept 3D Looking Southwest



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# Bramalea New Town Concept 3D looking Northeast



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## Action #3-4

### Queen's Boulevard

Establish the central Queen Street corridor as Brampton's grand urban boulevard, hosting full provisions for comfortable, sustainable living.

The strong westerly and easterly urban anchors for central Queen Street, Downtown and Bramalea, set up the best potential in Brampton to create its own grand boulevard and to host a 'boulevard lifestyle' where everything is immediately at hand. **The visionary sketch on the following page hints at possibilities.** Let's call this unique linear corridor neighbourhood, roughly west of the Highway 410 and east of Etobicoke Creek, the 'Queen's Boulevard'. City Hall has already developed a public realm scheme which will be further embellished. Several recent investments, such as the Peel Memorial Centre and a few other well-scaled new buildings, are moving the boulevard idea ahead.

The Queen's Boulevard will have several essential characteristics for hip modern living and working as well as being a fun destination.

Physically, it will be a tight corridor of higher density and scale with mixed uses and continuous commerce at grade. Buildings will all adhere closely to the street with a continuous streetwall and activities spilling out on ample sidewalks – cafes, shopping, and amenities – with several lines of large trees and special lighting. It will be a transit spine – an actual streetcar will be very iconic. Most people will walk because the sidewalk will be the happening place. It will have public art, expressive architecture and various special features to instill a stylish character. It will showcase the latest trends in green city-building as a pilot project of the Institute for Sustainable Brampton. Behind the front row of buildings, a second row of development, on the parallel streets, scaled to step down buildings from the central spine, could ultimately reinforce the corridor.

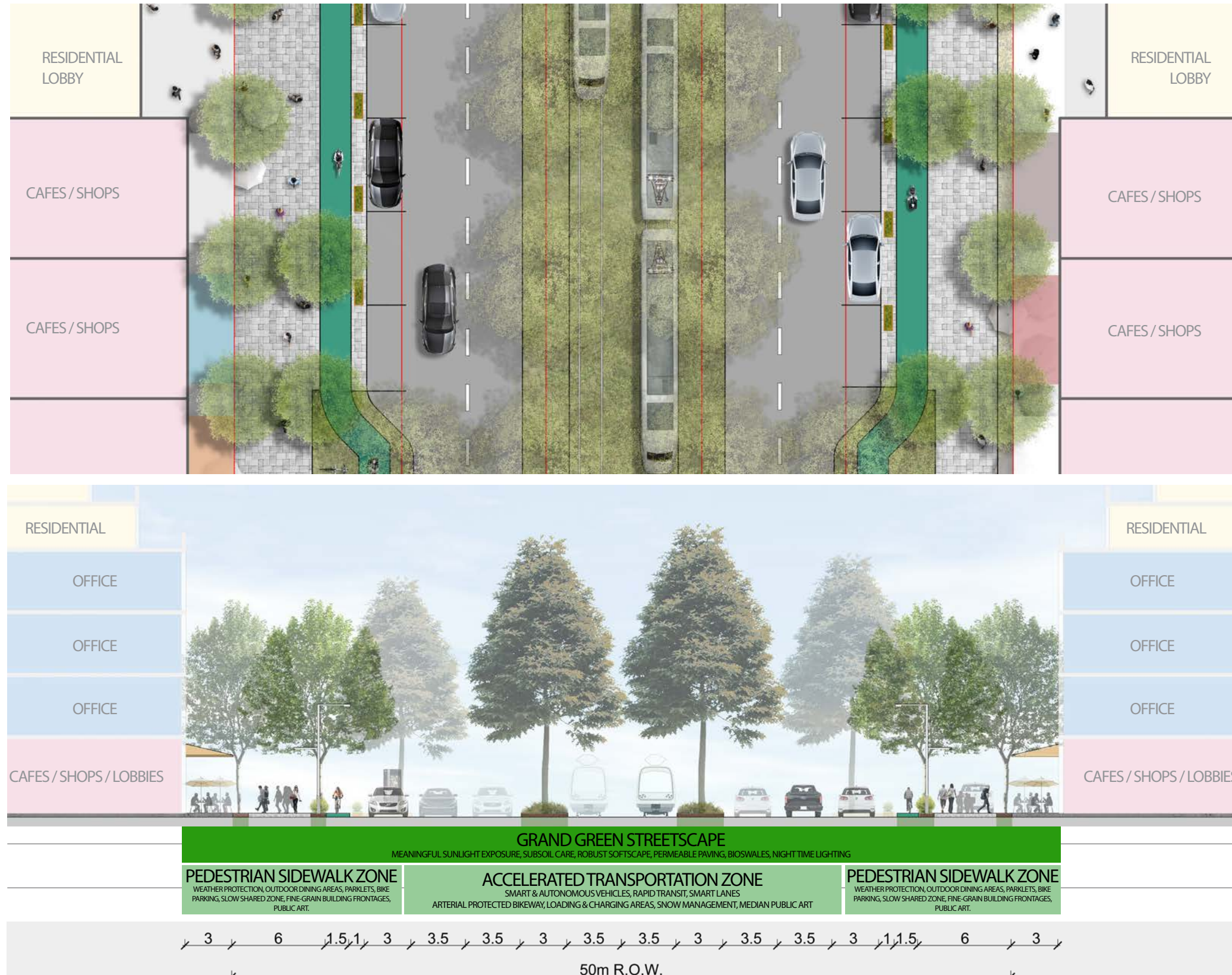
Experientially, the boulevard will be a fun spot – the place to be and to be seen. It will have a contrasting daytime and evening atmosphere. It will have a vibe. The boulevard lifestyle is about people living upstairs, working downstairs or close by, meeting and playing in the cafes, pubs and shops at the sidewalk, and directly accessing everything they need without leaving the boulevard. We will see artists and tech talent anchor here, with all that comes with them.

To energize developer and consumer interest and action along the Queen's Boulevard, City Hall will build out key components of the public realm design scheme to confirm the new image of the boulevard and set off creative thinking by everyone to make it an exemplary place. Then, strong outreach by local forces will pull in new builders, tenants and uses with an eye to the stylish touch.

To be catalytic, the following will be essential for the new Queen's Boulevard.

- **Bramalea Neighbourhood Design Team (Queen's Boulevard assignment):** The civic urban design team for Bramalea will take on the Queen's Boulevard assignment, working closely with the Queen's Boulevard Business Improvement Association and nearby residents. They will offer a transactive co-design and application review service to developers and lead direct urban design refinements of the boulevard.
- **Special Districts Design Studio (Queen's Boulevard assignment):** The civic team for Queen's Boulevard will work out of this City Hall design studio with urban design, architectural, and landscape architecture expertise with responsibilities for all special districts.
- **Queen's Boulevard Business Improvement Association:** A new Business Improvement Association will participate in design activities, gear up marketing, reach out to developers and companies, and offer support activities to build the image and brand of the boulevard and carry that forward over time.

# The Queen's Boulevard - Plan & Section



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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# Queens Boulevard Artist View Looking East From Kennedy Road



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

# Vision 4: Transportation and Connectivity

In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

Suburbs are unlike core cities in that transportation is dominated by private mobility – cars and trucks – and will be so for the foreseeable future. People want the convenience, comfort and identity of personal mobility and they expect a street system that supports it. As automated mobility becomes prevalent, efficient management of the road system will become even more vital.

However, people also say they want the versatile kind of travel opportunities that others enjoy and they are concerned about the obvious impacts of the car. They know that transportation patterns and consumer preferences contribute to the shape and arrangements within their community, with both health and environmental implications. In this, they are in line with thinking right across Canada. The primary direction for transportation planning and management is providing travel choices as alternatives to the car and reclaiming road space for other activities. The cutting edge is taking control of automated and shared mobility as well as new kinds of mobility and propulsion.

People also want more safety in the transportation system. They see efforts elsewhere to cut traffic fatalities and they want those same measures in Brampton. No one wants even a single person sacrificed to the demands of fast mobility.

Transportation in Brampton is a shared responsibility between the regional and local governments and transportation agencies. A municipality has to be an active collaborator and negotiator for transportation improvements and better design. Brampton City Hall fully understands this and assigns significant resources to this collaboration on hundreds of issues. This now needs to be reinforced with a holistic, innovation-based game plan with citizen partnership.

The best transportation plan is a good land use plan. Here is where the municipality has primary responsibility and can make significant progress toward shorter trips, fewer auto trips, more trips by transit, foot and bike, and more mixed-mode trips. This is about clustering buildings and activities to bring origins and destinations closer together, mixing uses to foster links between living, jobs and recreation, and managing design of the interface of buildings and travel corridors to limit impacts. This will not deny the car – few people say they want that – but it will balance it as one among many modes to move around.

Priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles.



Take this idea and run with it – test it, transform it, make it happen...

## Action #4-1

### Active Mobility Charter

Redirect circulation in Brampton's centres and neighbourhoods into local networks that feed transit, with walking and cycling emphasized – through a clear declaration.

Brampton controls the use and planning of land and the development that occurs within the municipality. This is the most direct tool for City Hall to foster travel patterns and modes that are preferred by its people and to set the stage for what is missing for that travel. It is essential that travel alternatives be built directly into new communities and introduced back into existing areas – transit and what are called the active modes, walking and cycling, need space and arrangements in the same way as do private vehicles. Uses must be clustered to facilitate short trips so alternatives to the car are naturally preferred.

The “Active Mobility Charter” will clearly declare the intentions so that everyone making change within Brampton will know what will be needed. This will provide direction to civic planners and designers and cue other authorities that active mobility is a priority. It will inform developers that this will be part of application review. The Charter should explicitly declare “pedestrians first” to prevail in planning, design, regulation and management of the public realm of Brampton. ‘Vision Zero’ fatalities should be emphasized.

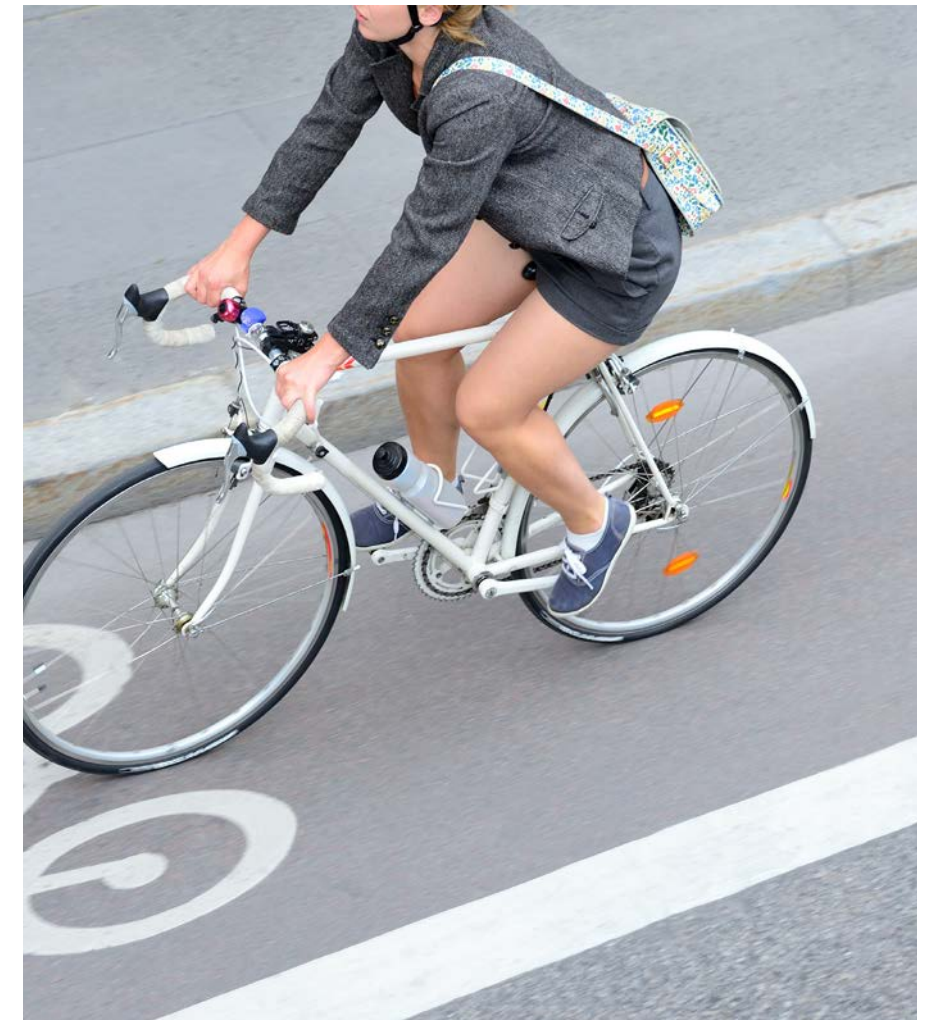
The second step is to define the localized networks for active mobility and link these up into a city-wide system. Here, City Hall is making fast progress. This was started in the *Transportation Master Plan* of 2015 to be further elaborated by mid-2018. This plan will designate the ultimate cycling network for the whole city.

For walking, conditions for safety and a trails network have already been codified. At least one local pedestrian plan has been produced – through *Downtown Reimagined*. But an overall walking network plan must still be put in place.

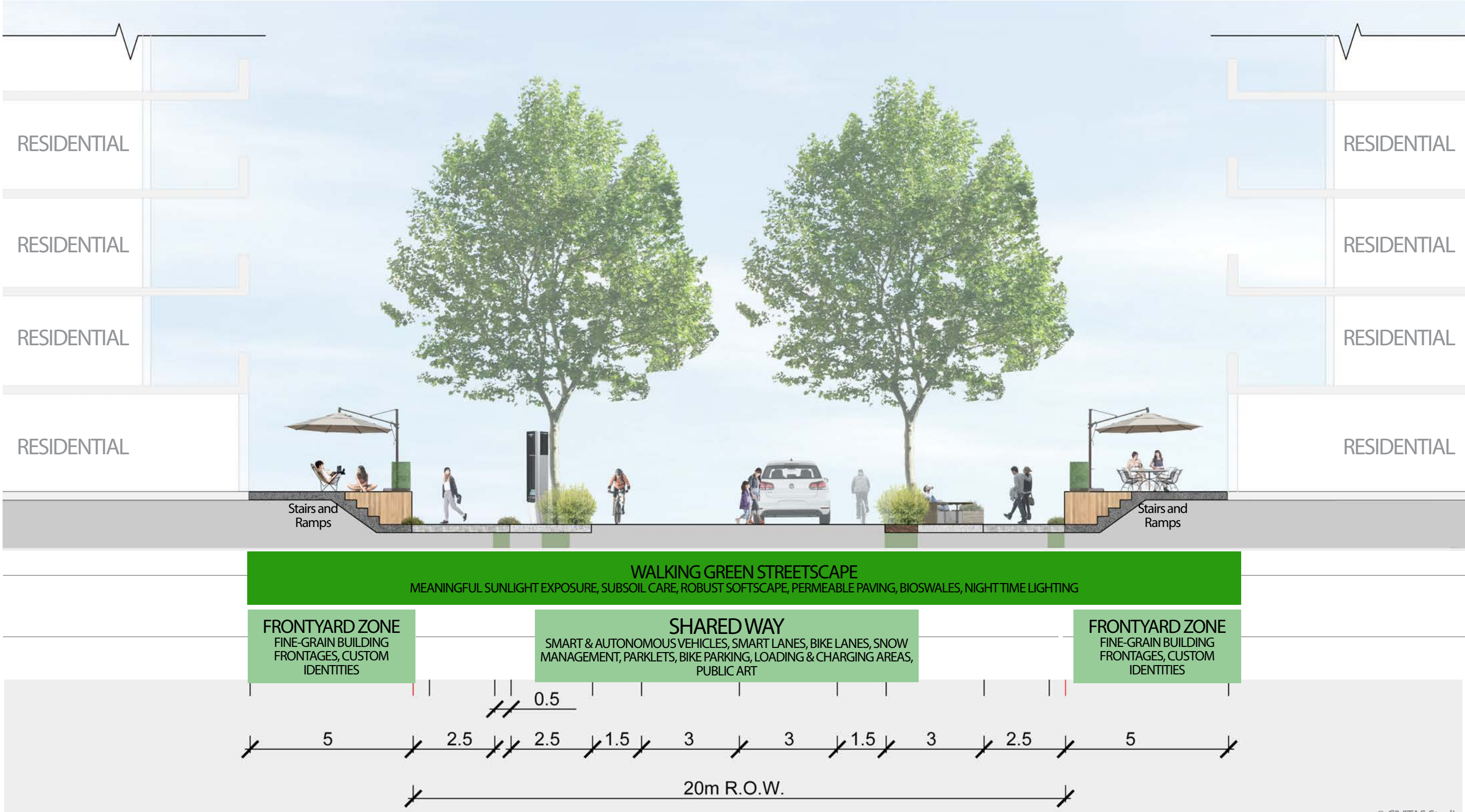
The third step is to implement active mobility solutions and networks within each existing area as it is audited and revitalized and into each new area as it is master designed and built. The Active Mobility Charter will be fully applied in ongoing community planning to make walking and cycling easy ways to move around and connect to transit hubs.

City Hall is fully organized to pursue active mobility. To be catalytic, the following will also be essential, in addition to the arrangements noted elsewhere for audits and designs of neighbourhoods as well as new business areas.

- ‘Active Mobility Charter’ Stewardship Committee: This volunteer advisory committee, composed of walking and cycling recreation and advocacy organizations and enthusiasts will work closely with City staff to bring the active mobility plans and infrastructure to Brampton.



# Walking Green Streetscape Concept



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## Action #4-2

### Complete Streets

Design and retrofit Brampton streets to be people-friendly and environmentally compatible places.

In any city, the street system is pervasive and the character of streets sets the character of the whole city. If a municipality wishes to change its image, it would seem it could just change its streets. But, almost everywhere, modern streets have come to be designed according to tightly controlled, rigid national standards mostly to accommodate the car and reconcile conflicts for everyone's safety and convenience. In other words, streets are designated mostly for mobility and they are officially auto-friendly places. Streets are not viewed as 'land', with the utility and value that represents.

A widely-shared view of the people of Brampton is dissatisfaction with the look of the streets and the constraints on their use. People say streets are often too wide, devoid of trees and furniture, dangerous for pedestrians and cyclists, noisy, and degrading of the environment. Many people say a rethink of street design is at the top of the list for improving Brampton. They want a people-friendly dimension including safety, trees, local culture, pleasant ambiance, multiple uses and environmental features. The street experience should be safe and comfortable no matter what mode is used and a place on the street should be identified for a wide array of activities besides just mobility. People want 'Vision Zero' standards for no fatalities. People want streets to become pleasant places, sometimes even destinations in their own right. ***The visionary sketch on the following page shows what people have in mind.***

Encompassing all of these considerations, the 'complete streets' theme now gaining traction around the world is popular in Brampton. This offers a framework to classify and design streets in terms of their overall character. Fortunately, a process to invent a new 'complete streets' design manual is beginning in Brampton with a work program for results by mid-2019.

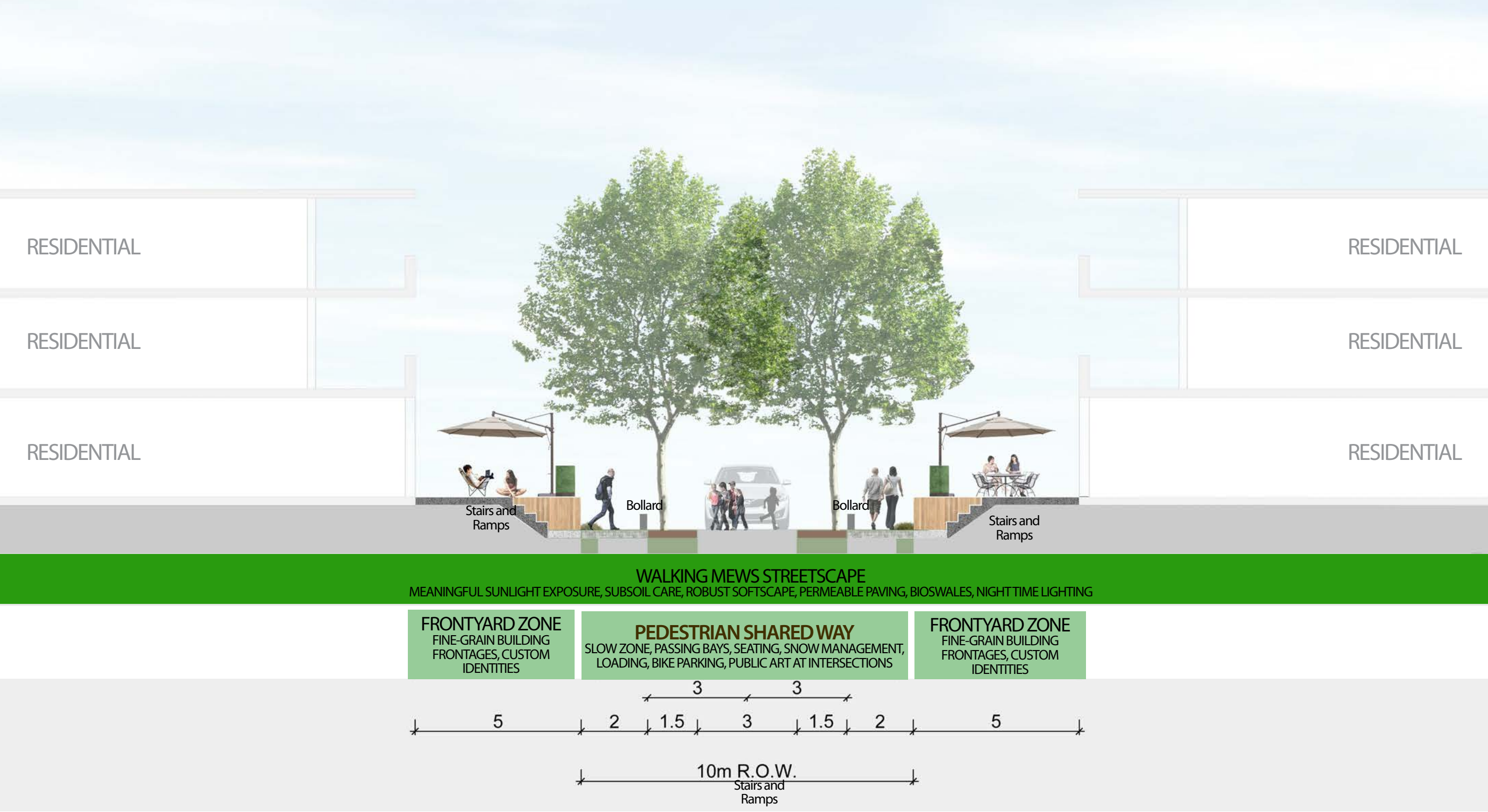
Immediately, this new manual should be used for a pilot project on a local street fully under Brampton control. This will draw national and international interest.

Then, the biggest challenge will be to negotiate with the multiple authorities who control the major streets. This will likely take adoption of reformed national standards, and changes in laws, regulations, construction practices, and funding. There is no way that one municipality will be able to succeed in this endeavour. A coalition of many municipalities and alternative transportation interest groups will be essential. This will take significant time, energy and tenacity.

To be catalytic, the following will be essential in realizing people-friendly, environmentally compatible streets in Brampton.

- Municipal collaboration for a regional inquiry on complete streets standards – let's call it the "Complete Streets Municipal Coalition": Municipalities with kindred interests need to link up with one another to build a movement for 'complete streets' standards. Brampton must outreach to lead this movement, forming the Complete Streets Municipal Coalition. This coalition will set the pace for all of Canada.

# Walking Mews Streetscape Concept



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## Action #4-3

### Integrated Transit Network

#### Partner for a full and integrated transit network to serve Brampton.

Brampton is a transit operator and a transit partner. City Hall is actively collaborating with Metrolinx and other authorities on transit consolidation and expansion at the regional level and is expanding and diversifying its own local transit system, Brampton Transit and Züm Transit. Brampton supports the *Metrolinx Regional Transportation Plan* and is working with other municipalities on how the plan will be funded both for new construction and for sustainable operations and maintenance. A healthy debate on specific alignments and technology, as Brampton has done in the past, is positive and should be sponsored to make sure of a good fit of transit within the local community. Collaboration will support expansion of the transit network, reinforce the transit hierarchy, connect local transit to the regional system and improve transit comfort.

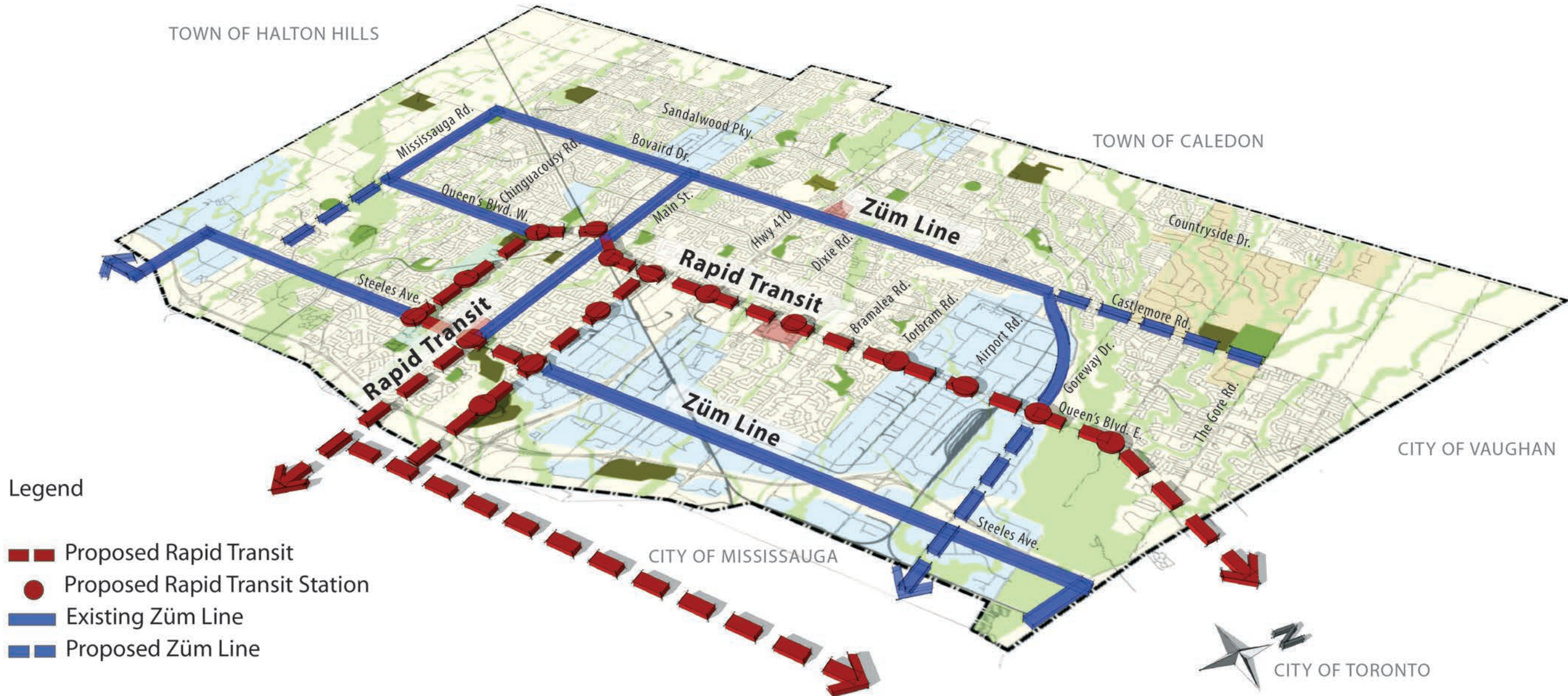
A continued dedication to partnerships will ensure that Brampton remains at the centre of the action on transit – toward what some people have called the ‘ultimate transit’ service. Once Brampton’s intensive business and living hubs develop, a local transit network will have to overlay current patterns and reach out for full regional connections, especially to the airport. To up the ante on transit, continuing civic advocacy and partnerships will cover new moves: organizational integration of all transit; regional transit access from the south; better east-west transit connectivity; transit connections between new Town Centres with the dual core and with key places like Bramalea; designation of bus lanes on streets; bus-only roads; more connections to the subway system; shuttle buses in neighbourhoods; technology shifts; and walking and cycling linkages to transit for ‘complete trip’ planning for a seamless ‘first’ and ‘last’ mile. People talk about the City being an advocate for a better transit experience with improvements such as on-transit Wi-Fi, phone-charging outlets, and nicer bus stops with lighting, heating, art, bike locks, and dynamic ‘next bus’ information. The City can also help with improvements to the transit experience in its own moves, such as safer and more pleasant pedestrian linkages for transit access.

Also needed is a high-level, region-wide political forum for bigger issues to be debated over time and to broker fair and equitable transit service and funding between all municipalities.

The civic professional team to pursue transit is in place and successful. To be catalytic, the following will be essential in furthering transit partnerships for full transit service in Brampton.

- **Brampton ‘Friends of Transit’:** Municipal negotiations for better transit need support beyond City Hall. Organizing a Brampton ‘Friends of Transit’ is essential. This independent citizens’ advocacy group will support transit discussions, articulate transit user interests, celebrate transit, and help to market transit.
- **Municipal collaboration with Metrolinx for a regional forum on transit planning and funding – let’s call it the “Greater Toronto Mayors’ Council on Transit”:** There are outstanding municipal concerns across Greater Toronto about priority setting and funding of the Metrolinx plan for regional transit. While more input from municipal politicians is essential to confirm the local perspective, there is currently no organized regional political forum for this. Political pressure is random and power-based rather than equitable, open and transparent to all. Such key decisions would benefit from an official public municipal advisory forum to support Metrolinx. For Brampton to have its issues fairly dealt with, all municipal issues have to be fairly dealt with. Brampton needs a forum the way all municipalities need a forum. An advisory council of Greater Toronto mayors will fulfill this function at little extra cost. It might meet quarterly or semi-annually, hosted by Metrolinx, to consider an agenda set by the regional transit agency. Everyone will see the influences and balances that go into every transit decision. Brampton will offer leadership by proposing and helping to found this Mayors’ Council, together with Metrolinx.

# Brampton Transit Concept



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## Action #4-4

### 'Figure-8 Loop' Transit Line

Add a new transit loop to tie together Downtown and Uptown to one another and to the region.

Major initiatives will build a strong new dual core for Brampton by 2040 – Uptown and Downtown. This dual core will be the heart and soul of Brampton. From the outset, these diversified business/living cores must be tightly tied together by transit so they are synergistic for one another and reposition Brampton as a sophisticated anchor of business in the region.

Currently Rapid Transit is being extended along Hurontario to Steeles in south Brampton. A proposal for Rapid Transit extension further north on Main Street connecting Brampton Downtown was not supported for reasons of local impacts but that does not mean that transit linkages to the north are not a civic priority. An active inquiry is underway to determine how to best make the north-south connection.

The new "Figure-8 Transit Loop" will integrate the entire dual core on one line. **The visionary sketch on the following page shows the intentions.** The centre of the "8" will be at the new Hurontario/Steeles Rapid Transit station. The northerly loop, probably along McLaughlin and Kennedy, will connect Downtown. The southerly loop, in a partially yet to be determined route, will connect the two key Uptown anchors at Shopper's World and PowerAde. The northerly loop will connect and energize scattered activity areas with a link to the GO Station and Ryerson at the north edge of Downtown. The southerly loop will connect a vast expanse of developable lands and PowerAde; and from there, the entire dual core will be connected to the airport. The configuration will link Brampton's major educational institutions. It will also integrate into regional transit at the north end and at Hurontario to go further south. Stations and stops will be easily within walking distance of all of Downtown and Uptown. This new transit loop will spur growth at key desirable locations.

Transit investment is opportunistic and often has to be put together over many years. It only happens when government funding, local political support and community support come together. As a matter of strategy, it is smart to build transit systems in phases and to go with the various components as the stars align – but with the long-term objective to achieve the pattern that supports optimum urban form with minimum urban impacts. In the case of Brampton's dual core, the top priority is to achieve a link quickly that can be found between Downtown and Uptown (to synergize their development) and between the west and east anchors of Uptown (to integrate this whole new development area). So, in the short run, if support is found for a link between Hurontario/Steeles and Downtown GO Station, regardless of the alignment, it would be a good start for the whole system. For instance, if support is found for an early leg along

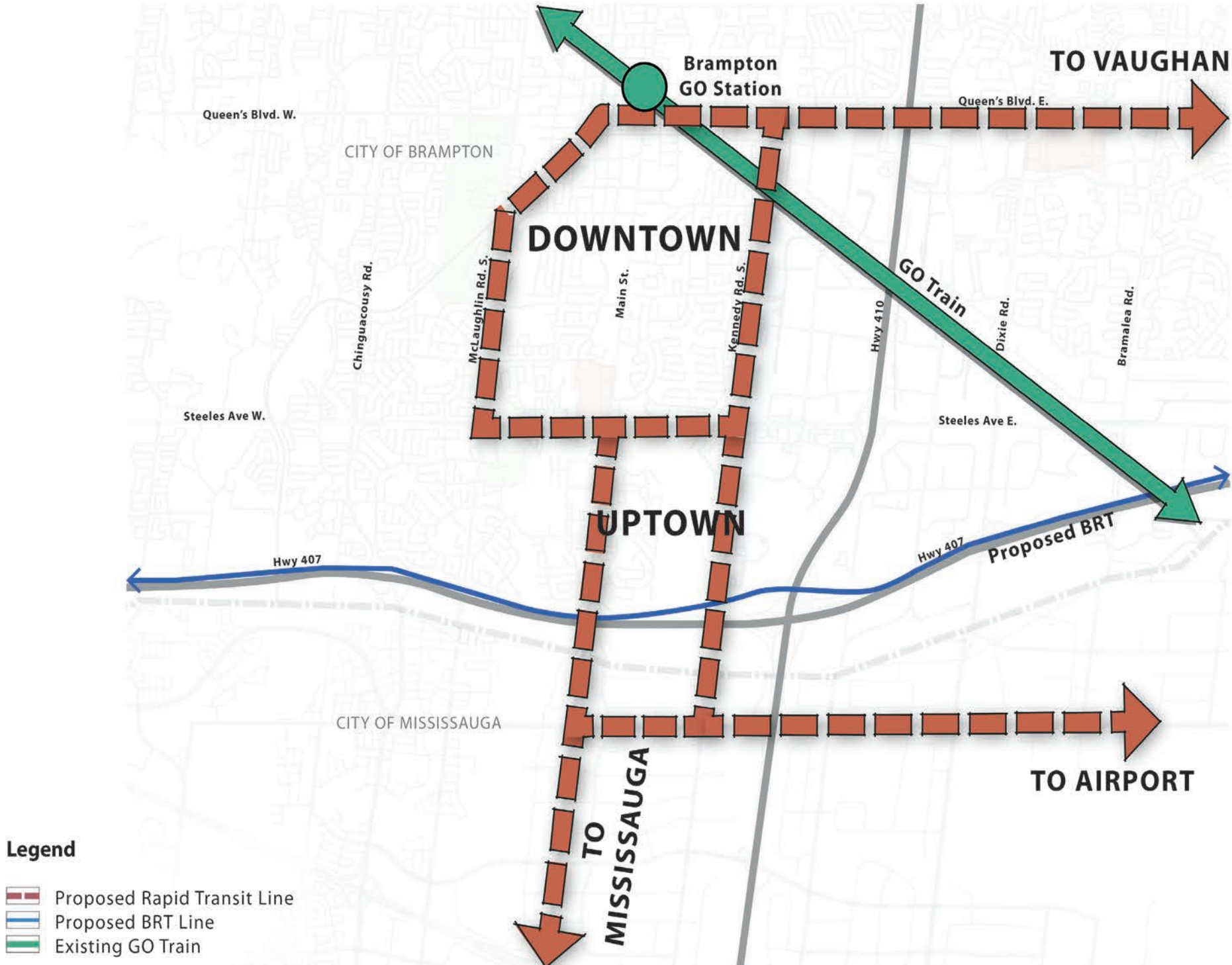
McLaughlin, from Hurontario/Steeles and Sheraton College to Ryerson and the Downtown GO Station, then that would be a good start. Alternatively, if support is found for a leg from Hurontario/Steeles to PowerAde, this would also be a good start, with the expectation of a second leg sooner rather than later north along Kennedy to the hospital, Downtown GO Station and Ryerson. These initial moves do not challenge the Figure-8 Loop, they will ultimately reinforce it.

In the long-run – taking the 25+ year view – the Figure-8 Loop is completely sensible, with or without reinforcing links. This is because the dual core is where Brampton wants to focus its major growth. To be competitive with other major business and activity areas, the dual core will need all the transit it can get to tie all the practical development areas together into a coherent whole. It will take many years of redevelopment before the full Figure-8 Loop is supported by strong ridership but this is a city-building move to make the dual core magnetic from the start for new companies. In the short run, short of any higher-order technology being forthcoming, Züm can make the loop happen. In the long-run, by applying the best available higher-order technologies, Metrolinx can make it grow. Starting as a local transit line of rapid buses, Züm can get the alignment underway to instigate ridership and influence development. As the loop transitions to higher-order Rapid Transit, the line will be integrated with the Metrolinx system. Ultimately, once grade-separated rapid transit is enabled, in the 25 – 50 year time frame, then even alternative, more direct routings might be in order.

To be catalytic, the loop concept must be fully evaluated to finalize the exact alignment and station locations for maximum access and coverage, with the long-range growth potential of the dual cores in mind. Initially, strong citizen support is vital to offer a user perspective and push for early funding. The following will assist the technical work and drive its urgency.

- **Brampton 'Friends of Transit' Figure-8 advocacy:** The "Figure-8 Loop" transit line is a perfect take-off project for the new Brampton 'Friends of Transit'. This independent citizens' group will advocate for the new line, articulate transit user interests, and help make the new line a popular feature of Brampton's new dual core.

# Brampton Transit - 'Figure 8' Loop Concept



- Legend**
- Proposed Rapid Transit Line
  - Proposed BRT Line
  - Existing GO Train

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## Action #4-5 Free Transit

### To sponsor travel equality, free transit will be in place by 2040 or earlier.

For transit to be competitive with the car, a good system is required. But an equally pivotal factor is the cost of the trip. Transit fares are a key source of funding to operate the system. It is unheard of to think of transit without these fares – although there are precedents. In some cities, business organizations underwrite free transit in shopping areas. In many places, student subsidized passes are underwritten by universities and companies cover the cost of transit for their employees. Often, children ride free. Ticket costs in most systems are varied for different kinds of users.

The people of Brampton are talking about upping the ante on transit fares – to ultimately make transit free to everyone. They talk about benefits for simple social equity but also to enhance health, the environment, and urban quality. They talk about “low stress” travel that will have a genuine competitive advantage over private automobile travel. They worry about the transit system in the face of competition for users from self-driving cars.

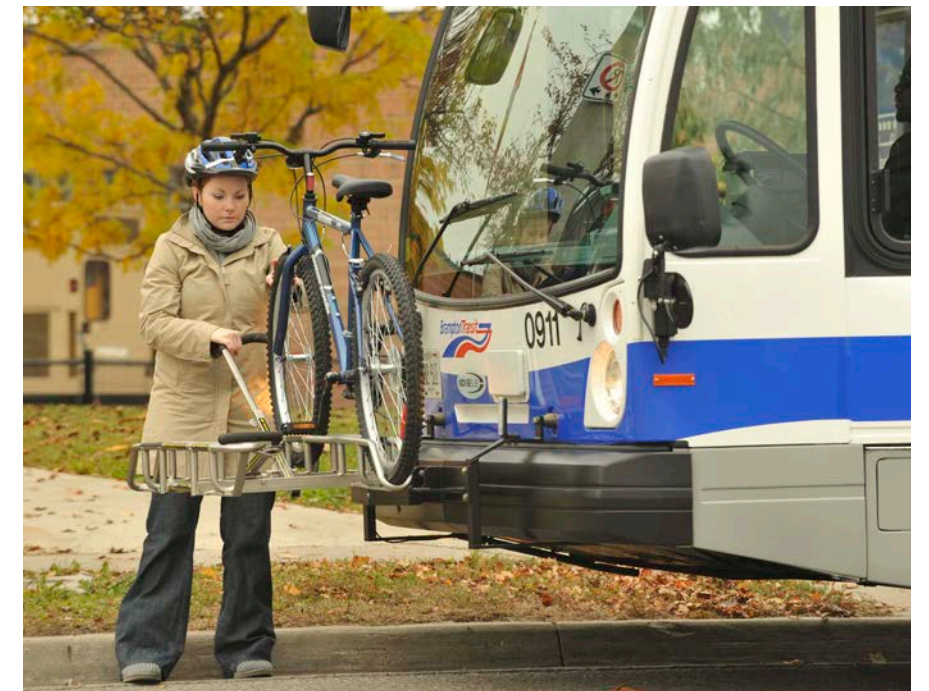
Advocates for free transit travel are realistic. They know that the system now depends upon fares and that alternative sources will have to be found to support transit without fares. They urge a phased approach starting with the least advantaged and those who do not enjoy the option of private mobility.

Full-cost accounting might find that covering transit fares will save healthcare spending, investment in auto infrastructure, private insurance costs and other current spending to offset all or some of the public cost of free transit. Perhaps to balance impacts, free transit could be underwritten by a tax on driverless vehicles.

This whole proposition needs full public debate and feasibility analysis. It is a giant leap in Canada for government and taxpayers to embrace such a concept. The cost/benefits, and to whom, as well as alternative funding have not been explored. Effects are not understood. Considerations to this end need to start with research and analysis, move to public engagement and ultimately, if a compelling case is discovered, finish by rewriting policy, laws and funding strategies and pursuing implementation. This must start with a major, region-wide public inquiry.

To be catalytic, the following will be essential in realizing free transit.

- **Brampton-seeded Regional Inquiry on Free Transit – let’s call it the “Free Transit Commission”:** This independent, non-government organization will be citizen-based and business-based, with a Greater Toronto reach. It will have multi-government support and endorsement with, perhaps, a Mayors’ oversight committee. Brampton will show regional leadership by founding and seed-funding the group. The Commission will mount a joint public/private inquiry by stimulating and managing the debate and evaluation of free transit and carrying forward its findings.
- **Brampton ‘Friends of Transit’ Free Transit Advocacy:** This new independent citizens’ group will make the case for travel equity from the perspective of transit users and the general public.



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## Action #4-6

### Advanced Traffic Management

Partner for advanced traffic management to optimize street areas designated for private and automated vehicles – target ‘Vision Zero’ for zero traffic fatalities.

While accommodating a variety of influences on street design and management, people want private vehicle traffic to flow well and congestion to be minimized. They also want streets to be safe for everyone. For the foreseeable future, with all efforts, the majority of trips will be private vehicle trips and it is unclear how the introduction of new transportation technologies, like driverless cars, buses, and trucks, share cars and personal-mobility devices, will affect this or what new pressures will be put on the traffic footprint. At the same time, with a focus on transportation choices and diversifying use of streets, segments of public rights-of-way will more and more be dedicated to other than private vehicle use. This means that the space still dedicated to private vehicles will have to be used more effectively. Evolving to advanced traffic management practices is essential – the traditional practice of simply widening streets and expanding arrangements for cars and trucks will no longer work. Brokering of rights-of-way use is the transportation management focus for the future.

Traffic management, because it is so essential to many aspects of modern life and the economy, is a multi-government shared responsibility. No municipality can shift traffic priorities and implement new traffic measures unilaterally except on very minor streets. Municipalities must collaborate. Effective collaboration requires strength of purpose and adequate resources on both sides.

Brampton brokers traffic issues constantly. It has capacity and is in a good position to play its part in collaboration for advanced traffic management. City Hall is initiating a study for a traffic management strategy that favours local priorities.

This work toward what might be called a “Brampton-made traffic management strategy”, which is underway, is key to Brampton’s future. It must include all known advanced traffic management techniques, be specifically local-focused, be shaped as a negotiating platform with senior authorities, and have wide public input. Ongoing traffic management needs these same qualities.

A movement sweeping the world is called “Vision Zero” whereby governments are taking on the challenge to absolutely end traffic fatalities for pedestrians and those in vehicles. Because of the prevalence of the street system, Brampton must join this challenge and become a leader through policy, education and travel management. A ‘Vision Zero’ Action Plan will be the City’s foundation for ending traffic deaths and injuries on Brampton streets.

To be catalytic, the following will be essential in realizing advanced traffic management.

- **Brampton Traffic Management Advisory Board:** Founding of this community-based business and citizens’ advisory organization will serve three functions: it will provide ongoing input for evaluation of advanced policy and strategy options; it will offer a citizens’ and consumer voice in dialogue with senior authorities; and it will be the primary forum for considering the priority of traffic management demands coming from the community and the adequacy of solutions coming from the authorities. This Board will also play a key role in considerations for better goods movement.



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## Action #4-7

### New Travel Technologies Management

Within two years, determine the allowances, requirements, and provisions for new travel technologies in Brampton, inclusive of self-driving, shared-driving, sustainable propulsion, digital network supports, and new devices.

New travel technologies will enter Brampton faster than anyone is currently expecting – in fact, some of these technologies are already on the scene with positive and negative effects that have not been understood or assessed by the municipality. Five directions of travel transformation are inevitable: self-driving private and public vehicles; shared travel which is personally-driven, self-driven or chauffeured; alternative sustainable fuels for vehicles; digital network supports for trip planning; and new personal travel devices. In each case, implications must be understood to support options that have wide public appeal and benefit and to mitigate risks of negative impacts either generally or on particular groups.

Because these changes will be pervasive, it is inevitable that senior governments will ultimately take a controlling interest in licensing and managing these technologies but, so far, they have not taken definitive action. Nonetheless the municipality will feel the effects, especially if the alternatives come into use spontaneously through the free market. So, Brampton cannot wait for others to act. It must immediately take this situation in hand. Many say there may be no more than a two-to-four-year window before ‘disruptive’ technologies for travel are on Brampton streets. Action now will clarify Brampton interests to feed into senior government regulatory development when it happens, it will protect Brampton from unintended consequences, and it will identify where Brampton can support beneficial new technologies. Since few cities or suburbs in the country have systematically dealt with transformative travel changes that are on the horizon, Brampton will position itself in the forefront as a vanguard innovator.

Prior to their introduction into the local street system, the immediate necessity is to put a specific policy and plan in place to establish the conditions and arrangements to accept autonomous driving of cars, buses, and trucks, perhaps including designated rights-of-way or areas. ‘Vision Zero’ objectives will be important. Current theory suggests that this will need to be related to the allowances and provisions for share-driving, so this should be an integral dimension of this plan. Adoption of key principles will determine if this new mobility technology is a benefit or liability to Brampton – this same challenge faces all Canadian cities. To stay ahead of the inventions, a Brampton-made policy framework to consider upcoming new mobility devices and new means of propulsion should follow. City Hall has in-house capacity to undertake this work with specialist consultant assistance but will benefit from an expert advisory group.

To be catalytic, the following will be essential in managing new travel technologies.

- **Brampton Traffic Management Advisory Board:** This community-based business and citizens’ organization, primarily organized for general traffic management, will also play a key advisory role in new travel technology planning. Being the organization tasked with the overarching advisory role in traffic management, it will be able to integrate all considerations regarding Brampton streets and traffic, whether talking about private vehicle movement or goods movement.
- **New Travel Technology Expert Advisory Panel:** Experts on the key aspects of new travel technologies will assist staff to be comprehensive in this initiative.



Take this idea and run with it – test it, transform it, make it happen...

## Action #4-8

# Advanced Goods Movement Management

Adopt a Brampton-made advanced goods handling and movement framework for regional partnerships that continues to serve the logistics sector but also supports Brampton's city-building agenda.

Brampton is a major national logistics hub of warehousing and light manufacturing with links by rail, air, and roads. While not expected to take more Brampton geography, the logistics sector will continue to consolidate and modernize. Goods movement will remain a prominent feature on Brampton streets. This well serves and supports the logistics economy and jobs but it also causes impacts on other urban activities. Achieving benefits but resolving impacts of goods movement is important.

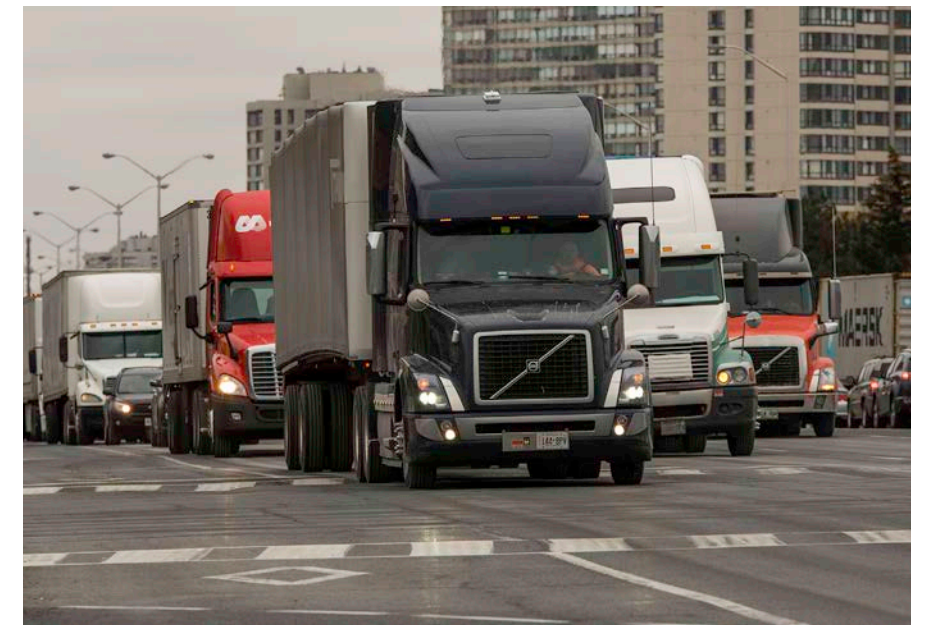
Policy and management of goods movement has primarily been a regional responsibility, for which there is a recent and fully elaborated goods movement framework and strategy. Brampton has been a positive contributing stakeholder in that process.

In the next generation of goods handling and movement there are many unknowns and a lot more at stake for Brampton. The logistics industry is changing with diversified manufacturing practices and web retailing. New technologies are emerging in the nature and size of delivery vehicles, driverless trucks, calls for truck-only corridors and streets, drone-delivery, and perhaps even goods public transit. Pressures are being put on alternative use of rail corridors that carry freight and keep it off of local roads. At the other end, Brampton must now make the kind of large city-building moves that will mature the city and transform it into a destination for sophisticated business, jobs and consumers. Citizens often have less tolerance of the noise, traffic intrusions, and worries of safety with large trucks on streets, whether those streets are designated for trucks or not.

A "Brampton-made goods handling and movement management strategy" is another key to the city's future. It must include all known advanced goods handling and movement techniques and inquiry regarding emerging technologies. It must address new advances in impacts mitigation. Again, 'Vision Zero' objectives are important. The process should have wide industry involvement and public input.

To be catalytic, the following will be essential in realizing advanced goods handling and movement management.

- **Brampton Traffic Management Advisory Board:** This community-based business and citizens' organization, primarily organized for general traffic management will also play a key advisory role in the advanced goods movement initiative. Accordingly, it will have members from the logistics sector. Being the organization tasked with the overarching advisory role in traffic management, it will be able to integrate all considerations regarding Brampton streets and traffic, whether talking about private vehicle movement or goods movement.
- **Brampton Logistics Advisory Council:** As expert spokespeople on the needs, changing circumstances, and access requirements of the logistics sector in Brampton, this Council will be an important high-level policy adviser on planning and economic development to the City.



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# Vision 5: Social Matters and Housing

In 2040, Brampton will be a rich mosaic of cultures and lifestyles, coexisting with social responsibility, respect, enjoyment, and justice.

While Brampton is socially vibrant and diverse, it has its problems of poverty and integration. While it generally enjoys lovely communities, many good facilities, and offers a suburban lifestyle that many people prefer, it increasingly has housing and social/health service deficiencies. These are complex issues under the responsibility of multiple authorities but where more active Brampton leadership is called for.

A character that sets Brampton positively apart from even other municipalities in the region is its rich range of multiculturalism and lifestyles. Brampton is an exemplar of the Canadian story of people coming from elsewhere to make their lives in a safe and hospitable setting and living together in harmony. In addition, it hosts many lifestyles. It includes people of all ages, preferences, economic levels and capacities living in all kinds of self-defined households. Two notable aspects of this diversity are the younger-than-average age of the population and that the city enjoys one of our country's largest groups of South Asian immigrants and those with this heritage. These are social assets to be treasured and utilized but also to be understood as to their special needs. A wide sentiment is that "our fusion along with our joyful contrast will make us wonderful".

Like all growing communities, Brampton has to be very aware of social problems that accompany growth. Brampton is starting to experience inequities in social development related to appropriate housing, job opportunities, precarious employment, education, childcare availability/affordability, and racism. It has safety and security issues. A special concern is the growing number of people living in poverty and with inadequate, insecure, or no housing. In large measure, these matters are handled by regional and provincial authorities rather than the City. City Hall supports and assists. The Region of Peel and City of Brampton both now say that a more holistic approach will not only allow better local advice and advocacy but also identify new initiatives led by the City with community-based support and self-help.

This starts with awareness by local decision makers that can translate into action. Clarity on the problems and possible solutions will lead to a fundamental commitment of priority and resources by City Hall. But this can only be operationalized through an ongoing civic organization that understands Brampton's people, situation, and circumstances better than anyone else. Nothing less will do than a civic department to coordinate social, housing and health matters and make these top civic priorities. A starting point for this

new department will be to audit who is doing what on the social, housing, and health agendas and determine gaps that need either more attention by the senior responsible authorities or that can be addressed by the municipal government. With this in place, then a Brampton perspective will come together with Brampton-made policy frameworks to pursue solutions with senior governments, within City Hall, and out among the community.

People say they have three aspirations for Brampton's social and educational resiliency. They want residents to have the type and level of services that meet the tailored needs of Brampton's population profile. But, also, they want to take advantage of the city's extraordinary social diversity to leverage social, cultural and economic opportunity that differentiates Brampton from other places. A separate strong aspiration is to attack poverty and its many implications.





Take this idea and run with it – test it, transform it, make it happen...

## Action #5-1

### Social Development

Adopt a Brampton-made social development framework for partnerships and to implement through a local civic agency – target to diminish poverty.

Brampton is coming of age and with this come social issues that hit hard locally and that need resources beyond the traditional sources. To respond to this, Brampton must have a local-focused social development and education policy framework with targets related to all special needs, ages, incomes, cultural expressions and skills capacities. This framework needs to be conceived and managed locally on an ongoing basis by a municipal organization – let’s call it the “Social, Housing, and Health Planning Department – to collaborate regionally and act locally.

People feel that a top priority of a Brampton-made social development framework will be to specifically attack poverty, cutting the number of households living in poverty and moderating the impacts of poverty. Measures must be especially targeted for single-parent families, non-citizen residents, and seniors.

Another key priority for the social development framework is to address the wide multiculturalism of Brampton, emphasizing the place and contributions of the diverse cultural groups that make up the city, taking advantage of the international economic potential of cultural linkages, engendering inclusion, reconciling differences, and offering special supports for refugees and new immigrants. People emphasize an embracing approach to bring people together to celebrate culture and identity and benefit from it.

The social policy framework will also address six other specific areas that are particularly relevant to Brampton. Supports and protections will be defined for those with special and distinct needs, including disabled people, seniors, and children. Inclusionary provisions will be made for social, ethnic, cultural, sexual orientation, and gender diversity. Actions will be proposed to remove barriers for special-purpose training for skills upgrading and re-employment, to secure acceptance of credentials for immigrant professionals, and to augment main-stream education, especially addressing the root causes of Brampton’s lower-than-average education levels among young people. Family supports will be specified. A responsible policy for indigenous relations, support and joint ventures will be framed. Community development will be emphasized with self-help initiatives, social finance and micro-finance innovations, crime prevention, and efforts for local capacity, organizational and leadership development in less-advantaged areas.

Adoption of a Brampton-made social development framework will provide ongoing evidence-based survey and advice to cue senior authorities, who generally control social services, long before a local problem becomes too deeply rooted and more difficult to resolve.

But, there is also a big job to do at the local level. The social development framework will set off efforts directly undertaken by City Hall and with its citizens, businesses, labour unions, developers and faith-based groups. Non-government energy can significantly reinforce the social safety net beyond what governments can support. Expanded philanthropy and self-help are vital. The role of City Hall is to sponsor local action, provide the best possible access to information about all services that are available, and then communicate the improved social conditions and harmony as well as continuing challenges.

From a positive perspective, a social policy agenda can also focus on general well-being with a ‘community happiness index’ and strategies to generally improve all residents’ satisfaction.

To be catalytic, the following will be essential in forwarding a responsible social agenda.

- **Found a Municipal Agency – let’s call it the “Social, Housing, and Health Planning Department (Social Division)”**: Social, housing and health matters must have an ongoing agenda that can only be mounted by a vested civic agency with three divisions. This organization will tailor a local program to parallel the efforts of senior authorities who hold primary responsibilities. It will advise and advocate with senior partners. It will integrate social, housing and health needs because they are fundamentally interconnected in terms of both cause and effect. Local efforts need full-time, professional action, sustained attention, and a long-range, holistic perspective and deep knowledge of local populations and communities. One of three units, the Social Division, will handle social planning and programming, poverty mitigation, and multicultural affairs.
- **Convene a Citizens’ Advisory Group – let’s call it the “Brampton Social Advisory Council”**: To provide ongoing input and advice into the local social agenda of Brampton and support the collaborative efforts between Brampton and senior authorities, this citizen-based group will offer the user perspective and the

local citizen perspective to inform professional work. It will also motivate citizen-based community support and self-help.

- **Collaborate with the Brampton and Caledon Community Foundation:** This existing foundation for charitable giving is local, manages significant assets, and has a solid structure to grow and mature as the city expands. With civic support and assistance, it can enhance local philanthropy on social issues. It can reach deeper into the community for resources than can individual fundraisers. It will make it easy to pool charitable resources. It can offer a convenient vehicle for giving by supporting people to start their own fund, donate to an existing private fund they admire, or donate to a general community fund. It can be a coordinator of other local fundraising groups and efforts and help to keep local giving from leaving the city. It can then make grants more evident, systematized, and therefore more accessible to those in need. This will make it the 'go to' foundation for Brampton.



## Action #5-2

### Housing

**Adopt a Brampton-made comprehensive housing strategy for partnerships and to implement through a local civic agency – target to end homelessness.**

The housing agenda is a particular concern that is emerging in Brampton both in terms of the availability of housing and the types of housing that current and new residents need and want.

On the social housing side, problems already on the ground include a waiting list for low-cost housing, shelters over capacity, lack of seniors' housing, and not enough accommodation for Sheridan students with more students on the way for Ryerson. Homelessness is on the rise yet people emphasize that housing security must be a right.

On the market housing side, shortages exist such as for modest-income rental and special-needs housing. Lodging houses and group homes are being lost in gentrifying areas. People are seeing multi-generational housing needs not being met or even legal in most cases. There is lack of housing choices for incoming employees (short-term rentals, general rental stock and affordable housing), and no suitable accommodation for refugees. Some households are 'house poor'. People are frustrated because new mixes for co-housing are not accommodated and basement suites are needed. People have questions about warehouse and other conversions for housing, modular housing and tiny home allowances. Housing by income and type is not well mixed within neighbourhoods.

Like other social aspects, policy and funding for social housing in Brampton is a regional responsibility with funding from the federal and provincial governments. With modest policy direction, City Hall offers support in planning and approvals and is a stakeholder in regional policy development. A good example has been City Hall input into the Region's renewal of its 10-year housing and homelessness plan. Recently, work has commenced on how civic action might be increased with an affordable housing strategy. But civic efforts tend to be fragmented and need more consistent attention and a much broader scope.

As Brampton grows and matures a comprehensive housing strategy with a continuous action plan for housing will foster solutions for low-income, affordable, seniors, students, shelter, family, emergency and other special-needs housing in terms of funding, types and delivery. Senior housing agencies, cued by a well-informed municipality, will lead the way on the social housing side but most of the market housing solutions will be completely local. This will be a big agenda, including regulations on new housing types (especially co-housing and extended-family housing allowances), minimum home sizes,

housing construction innovations, live-work mixes, and measures to match supply and demand to keep affordability reasonable. Housing is a fundamental aspect of a responsible social perspective at a local level for advocacy and collaboration but also for direct civic action. This needs a dedicated civic organization with ongoing responsibilities.

Housing solutions will benefit from community involvement in support of housing needs, with local resources, and with community-based self-help. More local philanthropy can reinforce regular funding as well as sponsor new housing pilots and experiments. City Hall has an important role to foster these localized initiatives because assessable and suitable housing needs many supports beyond obvious government commitments.

**To be catalytic, the following will be essential in forwarding a responsible housing agenda.**

- **Found a Municipal Agency – let's call it the "Social, Housing, and Health Planning Department (Housing Division)":** This new civic department, already described as the facilitator for social, housing and health advocacy and action, will have a designated unit, the Housing Division, to mount a full agenda for both social and market housing. A special effort on the social housing side will target the eradication of homelessness.
- **Tap the "Brampton Social Advisory Council":** To provide ongoing input and advice into the local housing agenda of Brampton from citizens, this group, already described, will be engaged.
- **Collaborate with the Brampton and Caledon Community Foundation:** This existing foundation for charitable giving, already described, can enhance local philanthropy on housing issues. It needs civic support and assistance to grow into this role as a key philanthropic force.

Take this idea and run with it – test it, transform it, make it happen...

## Action #5-3

### Social Hubs

#### Host locations for neighbourhood-based social support.

Many people talk about adding to the community recreational and educational provisions of Brampton a new kind of place where a supportive social agenda can be operationalized hand-in-hand with local people. This is particularly relevant for neighbourhoods felt to be at risk from rising social and health issues. People call these “social hubs” because they would host almost any kind of social or health service or support that senior authorities, the City, or local people might decide to offer. Similar concepts have been gaining ground among officials for regional human and health services in what are called “community hubs” or “community health service hubs”. All these ideas should be brought together as a one-stop offering. In Mississauga, the Region of Peel has also implemented a ‘neighbourhood information tool’ to gather useful local data and the intent is to expand this to Brampton. Peel Region’s neighbourhood analysis is starting to identify target areas for more attention.

Civic leadership on this will make it happen sooner in Brampton, and perhaps evolve it to include a more diverse agenda than might be intended in current thinking about more specifically targeted hubs. This would provide a capacity for the right service at the right place by the right people at the right time – local, generally available, hosted by community resources and sharing, and changeable as circumstances shift. It will empower residents as self-determined, self-managed community spaces bringing volunteers together with professionals. Instead of creating new facilities, people see these social hubs as using spaces within existing facilities such as schools, recreation centres, and libraries, within the fabric of neighbourhoods. Or social hubs might even be in convenient privately-owned spaces that are made available for public use, perhaps facilitated by a tax break. People see them as volunteer operated. They may be part-time places or even programmed arrangements rather than set places and they will have web access to fuller services available. Their contribution to social cohesion will be as important as their convenience.

Social hubs could be opened spontaneously as a local group wishes. Each will have a different business model according to their importance for typical funders, sponsors or citizens but all will enjoy the advantages of volunteer support and management. A ‘how to’ kit would guide local initiatives. Assistance from an overarching organization would facilitate the spread and consolidation of these places.

To be catalytic, following will be essential to host social hubs.

- **Found a “Brampton Social Hubs Society”:** This will be a non-profit, citizen-based organization to work with the local and regional governments to set up and assist social hubs and motivate their spread throughout Brampton. The Society will address need, awareness, proximity, coordination with other services, and costs. The Society would create the ‘how to’ kit, bring locals together to support a social hub, work with civic and other government agencies and private building owners to find and secure social hub spaces, and monitor activities. As a self-help venture, the Society would look to community businesses and interested citizens to provide resources for staffing and projects.



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## Action #5-4

### Institute for Brampton Cultural Diversity

Found a multicultural public-private facilitator for involvement, animation, and profile of cultural groups in all aspects of Brampton life and for resolution of culture-based issues – start with a South Asian Initiative.

Brampton's cultural diversity gives the whole city its own special flavor. However, even with their solid stake in Brampton, the physical setting, regulatory structure, programming, and local arrangements often do not fully reflect these many cultures and the economy does not fully exploit international linkages. This is not so much a problem situation because most cultural groups in Brampton express appreciation for the community. It is more of a missed opportunity that would enrich Brampton in untold ways. In addition, inclusion, cross-cultural understanding, and integration within the mainstream remain important challenges.

While there are regional, local and non-government activities and organizations in Brampton related to many subcultures, there is no cohesive force to realize the full potential of the overall cultural mosaic and its many specific dimensions. A community-based organization with civic support would make a big difference for the arms-wide inclusion of the many cultural groups and foster individual group profile, expression, celebration and identity. It would also be able to focus on special issues facing cultural groups. This will be the mission of the Institute for Brampton Cultural Diversity. The Institute will bring together and localize existing efforts within the civic government, the business community and many individual organizations, as well as regional and national initiatives. It will create a network for exchange and action, a platform for funding and programs, a chorus of cultural voices, an organization for celebration, a facilitator for relevant arts, food, recreation and sports, a framework for social support and resolution of issues, and a forum for reconciliation of deep historic differences.

While the Institute's one role is to bring diverse groups together, its other parallel role is to help each group express itself fully, anchor itself within the community at large, celebrate its uniqueness, and deal with its unique problems. It will provide a delicate balance between efforts for integration and coexistence and efforts for free expression.

A key starting point for unique group expression is with the large and diverse South Asian community. It has a preeminent stake in Brampton as a major feature in the cultural richness of the city but an understated profile. So a special initiative of the Institute will be a 'South Asian Desk', supporting and facilitating a program led by a citizens' and business 'South Asian Advisory Council' from the several sub-communities that identify as South Asian. This program will provide services to South Asians but also South Asian offerings to the larger community. It would provide linkages for integration but

also vehicles for self-expression and problem solving. It will facilitate economic development progress tapping South Asian networks and alliances. It will vest the many dimensions of South Asian culture and life within the cityscape of Brampton – from food, arts, and festivals, to signage, area markers, monuments and architecture. It will showcase the South Asian immigrant narrative.

The founding and effective program by the Institute of the South Asian Desk will be an inspiration for similar initiatives to found other 'desks' and programs to pursue the integration, needs, profile, and narrative of other cultural sub-communities – Portuguese, Caribbean, and First Nations, to name just a few. The South Asian initiative is only the first and obvious step. Each sub-cultural group will take its own initiative and set its own pace within the framework of the Institute. This is all part of realizing the international profile and character of Brampton.

To be catalytic, the following will be essential in founding the Institute for Brampton Cultural Diversity.

- **Task Force of Brampton Leaders to Found the Institute:** Influential multicultural, corporate and civic leaders in Brampton must come together, assisted by the existing civic administration, to found the Institute for Brampton Cultural Diversity. The South Asian leadership must be included so that the South Asian Desk will kick-off quickly as a starting point. Leadership representing other backgrounds will turn its attention and provide assistance to other cultural groups where there is evident energy to found other similar 'desks' and initiatives.

# Vision 6: Health

**In 2040, Brampton will be a mosaic of healthy citizens enjoying physical and mental wellness, fitness, and sports.**

Brampton is as healthy as most Canadian suburbs but it has health challenges because of the particulars of its population and their lifestyles. Like elsewhere in North America, Brampton is experiencing increasing rates of chronic disease. As the population ages and diversifies, the driving determinants of health are shifting. Determinants of health include income, social supports, employment, social and physical environments, personal health practices, access to health services, and ethno-cultural predispositions, among others. Some of these factors are setting Brampton apart from other places, even those quite nearby. Obesity rates are increasing fast in Brampton. Levels of type-2 diabetes and heart disease in Brampton are among the highest in the country. Mental health needs are greater than in the past and often not recognized as illness. Inherent in an aging population is an increase in age-related diseases, particularly dementia. Within the existing health care system, appropriate and accessible services struggle to meet the needs of acute care, home and community care, long term care, and mental health and addiction services.

Healthcare delivery across Canada is a complex system of direct action, partnerships and collaboration, with shared accountability and funding across various levels of government, with local municipalities articulating local needs. Historically civic relationships in support of local health issues have been fragmented and not necessarily proactive. City Hall has recently shone a light on local health needs, resulting in enhanced knowledge transfer and collaboration with relevant partners. Now a more sustained driver is needed, widely integrated with other City efforts, tapping community resources, advocating for targeted funding and development, and building longer term collaboration with the primary healthcare providers while also integrating civic and independent local action. Health promotion and protection, along with disease and injury prevention are as important as health care — and community design, a local responsibility, is at the heart of prevention. A vivid inspiration is a recently approved Peel Regional Official Plan Amendment to achieve healthier communities, increase physical activity through walking and cycling, improve health outcomes and social connectivity, and reduce the risk of chronic disease. City Hall has already begun implementing follow-up policies through their *Sustainable Community Development Guidelines* and *Sustainability Assessment Tool*. Regional and municipal collaborations that bring together various disciplines – public health, land use planning, urban design, transportation planning and environmental sustainability – are needed to achieve broad, over-arching goals for the City.

Sports and fitness are important to good health. Recreational opportunities also offer respite from the pressures of urban life. City Hall has reinforced this with a positive parks, recreation and community centres commitment and a new *Parks and Recreation Master Plan*. Sports programs and teams proliferate at every level, for every age. Links between these efforts and health outcomes need to be made much clearer.

Greater focus by City Hall will offer a mission, as well as enhanced civic capacity and resources, to address health concerns in a cohesive rather than piecemeal way, both within the municipal organization and externally with the healthcare sector and senior governments. Advances in information technology allow better data collection and scan to know what is reality and what is coming in health terms. So City Hall can secure a full and detailed picture like never before. Digital health services have potential to augment face-to-face interaction.

Like social and housing issues, for a big city, health requires a fundamental commitment by City Hall through an ongoing civic organization that understands Brampton's people, situation, and circumstances better than anyone else. One civic group will integrate health, social and housing considerations for maximum impacts with a specific local perspective to pursue solutions with senior governments, through civic efforts, and out among the community.



## Action #6-1

### Healthier Brampton

Adopt a Brampton-made health support framework for partnerships and to implement through a local civic agency – target to renormalize the incidence of diabetes and heart disease.

To advise, advocate and collaborate regionally while also acting locally, Brampton must have its own clearly articulated and regularly updated health agenda in the form of a comprehensive framework. This framework will address health services, health promotion and disease prevention for the specific profile of Brampton's population. The components of this framework will touch upon, and be driven by, various municipal departments and external agencies, including other levels of government. The overall aspiration is to make everyone mutually accountable for Brampton's health outcomes, including civic departments, other governments, healthcare services, the education sector, as well as families and individuals. Accountability, for both physical and mental health, occurs along the entire health continuum - from wellness and disease prevention to care during illness, rehabilitation and health management.

For Brampton, health has to be about advocacy but also addressing urban structural deficiencies that are not health promoting. So much of what Brampton does will affect the health within the city. Big efforts are obvious places to give full attention, such as competing regionally for a new hospital. Ongoing projects take effort over time, such as bringing health services closer to home, monitoring population health data for early warning of trends, and securing full life-cycle services or sports and fitness programming. Smaller projects undertaken just at the civic level can have big payoffs, such as providing seniors seating and meeting areas in parks, which are of special appeal to older, often isolated, South Asian residents. Ongoing attention from a mental and physical health perspective will link urban design, planning, transportation and health. Community design and environmental improvements are key, such as scaling and parameters for walkability, applying health considerations to building design, and noise mitigation. Because of Brampton's specific social profile, the synergy and understanding between ethnic communities and the health sector need special attention. Stresses happen through misunderstanding. Health education is important. The accessibility and affordability of health services must be considered.

Collaboration and accountability across many groups and individuals does not happen just because of good will or clear intent. It happens when agents are assigned on an ongoing basis to make it happen. A Brampton-based organization will design and operationalize the health support framework to extend and reinforce the mainstream system. It will include a local action program. Together, a full ecosystem of health will be provided in Brampton. This will ensure that Brampton's healthcare needs are fully met, new vulnerabilities are identified before they become problematic, current crises are brought

under control and predictable health problems are avoided.

An immediate top priority must be to mount a "Diabetes and Heart Disease Prevention Challenge". This is a local crisis that is currently differentiating Brampton from other cities. Every effort, as quickly as possible, has to be taken to at least renormalize the statistics for the local population through education, neighbourhood retrofits, marketing, and special services in order to change living habits and practices that are fostering these diseases. This will reinforce regional work on this topic. This should be an indicator for the new health framework and department in shaping Brampton's well-being.

To be catalytic, the following will be essential in enhancing the health profile of Brampton.

- **Found a Municipal Agency – let's call it the "Social, Housing, and Health Planning Department (Health Division)":** This new civic department, already described as the facilitator for social, housing and health advocacy and action, will have a designated unit, the Health Division, to mount a full agenda for health, disease prevention and fitness. A special effort will be the "Diabetes and Heart Disease Prevention Challenge".
- **Convene a Citizens' Advisory Group on Health – let's call it the "Healthy Brampton Advisory Council":** To provide ongoing input and advice into the local health agenda of Brampton and support the collaborative efforts between Brampton and senior authorities, this citizen-based group with other stakeholder representatives will offer the user perspective and the local citizen perspective to support professional work. It can take a big role in the "Diabetes and Heart Disease Prevention Challenge" and identifying special health needs of various sub-groups.

Take this idea and run with it – test it, transform it, make it happen...

## Action #6-2

# Institute for Brampton Sports High Performance

Found a public-private facilitator to leverage the existing sports excellence in Brampton.

In most suburban communities, the amateur sports culture is strong, but this seems to be a particularly favoured pursuit in Brampton. The city punches well above its weight in spawning superior athletes and successful sports competitive teams. There are clubs and leagues in all the major sports, and teams from early youth to seniors. A significant support organization is the Brampton Sports Alliance, which provides a voice and forum for youth sports groups. Sports bring people together for lifelong friendships, foster understanding across cultures, and teach competitiveness and fair play. Sports also put a clear focus on fitness and exercise, which supports wellness and disease prevention for better community health. A higher-than-typical proportion of Brampton amateur athletes go on to careers in the sport of their choice or into related education and coaching. So sports in Brampton have an economic development implication more than in other places.

Brampton does not have a sports high-performance development organization to leverage current interests and achievement. Many local sports clubs offer training programs, but rising stars then go off to train with coaches elsewhere. This gap needs more local support, but it also offers a great opportunity to anchor some of this more advanced sports activity along with its organizations and facilities in Brampton, building more home capacities and providing better access for promising local talent. While schools, civic parks and recreation programs provide the place to start for sports-minded people, a maturing community will tap private and corporate resources to sponsor advanced training that ultimately might lead to semi-professional or professional play – or a life-long attachment and involvement with a preferred sport. Junior play is well-resourced locally and professional play happens in the big leagues, but the bridge between is where more attention will yield results. This will be the focus of the Institute for Brampton Sports High Performance. It will bring all the organized sports efforts in Brampton together. It will help to locate and nurture talent. It will advocate to draw the facilities, organizations and expertise for top-notch sports to Brampton. From a community perspective, the Institute will also facilitate inclusion and access of all people into the culture of competitive and amateur sports and widen interest in exercise and fitness. By highlighting the link between a community sports base and competitive excellence, it will press for recreational and professional facilities to be brought on together and argue the case for early investment in facilities to build interest and participation. The Institute will echo out the Brampton sports story to a larger audience and enfold sports achievement as a part of Brampton's identity.

To be catalytic, the following will be essential in founding the Institute for Brampton Sports High Performance.

- **Task Force of Brampton Leaders to Found the Institute:** Influential sports, corporate, education, and civic leaders in Brampton, including from the Brampton Sports Alliance, must come together, assisted by the existing civic administration, to found the Institute for Brampton Sports High Performance.





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## Vision 7: Arts and Culture

In 2040, Brampton will support a mosaic of artistic expression and production.

Brampton has a diverse community of artists and craftspeople doing their creative work within the community. It also has a significant group of other creatives, with a technical artistic approach, making waves in the digital world. These artists and other creative people include the visual and digital arts, music, dance and theatre arts, film and digital production, culinary arts, fashion, and all kinds of handicrafts. The youthfulness and multiculturalism of the population reinforce this vibrant subculture, contributing to the diversity of expression and also to the connectedness of these creative forces to the larger world. The working-level nature of arts activities bodes well for further developing a valuable entrepreneurial sector within the arts. People say they want to tap the real, distinctive, authentic expression that already exists in the local culture but also to draw more artists, arts entrepreneurs, arts patrons, and creative innovation to Brampton. They also want to take advantage of the spin-offs of a strong local arts scene – the tourism, export, business, cultural and jobs potentials.

Creative people in Brampton tend to be dispersed and disconnected from one another. A local organizational and digital platform to connect artists would facilitate collaborations. The educational and recreational supports for young people to develop their artistic talents in Brampton are well developed. Advanced coaching and training is less available with identified talents having to go elsewhere if they are pursuing an arts career. Mid-level and senior supports and education for all the arts are amply available in the Greater Toronto area at a world-class level, but it would be beneficial if some of those resources were to elect to locate within Brampton.

One of the most important initiatives underway in Brampton is a new *Culture Master Plan*, advised by an Arts and Culture Panel, which will come together in 2018. It will set new directions and deal with the arts and cultural infrastructure of the city as well as how to enhance the city as a creative destination. It is not right to pre-empt that public discussion but it is vital to start change where there is already evident public consensus.



Take this idea and run with it – test it, transform it, make it happen...

## Action #7-1

### Brampton Arts Alliance

Position Brampton as an arts and culture city by founding a non-profit arts agency as the vanguard.

Because the role of City Hall in the arts is limited, this means the whole community has to join together to build a vibrant arts scene that is important in its own right but also as an economic sector with great local potential.

With this in mind, many people are suggesting an aggressive animator for all the arts – let's call it the "Brampton Arts Alliance". This will be a multi-arts umbrella organization for local arts advancement. It will be an adviser and a direct agent to maintain, broaden, and grow a thriving arts, culture and creative sector. This will raise the arts and cultural leadership in Brampton from artists and arts enthusiasts to include art patrons, investors and business promoters.

The Arts Alliance will market and invest to support locals and to penetrate global culture and markets. It will also have responsibility for drawing arts higher education and technical professional training to Brampton – putting talent together with educators. It will lead in branding, messaging and generally communicating a narrative about the Brampton arts scene that will mark the city with an automatic arts and culture image where anyone can pursue their art without the need to go someplace else. It will have a recognition and awards program and will celebrate local people who are considered 'art treasures'. The Alliance will enhance both the non-profit and for-profit aspect of the arts in three ways.

Some art remains non-profit and needs subsidy. A charitable arm of the Arts Alliance will engage the City and senior governments as well as the corporate sector and philanthropic community to build a capacity and endowment for the arts and then administer fine and applied arts grants.

Other art will sustain itself in the marketplace if given an initial boost. A market-based arm of the Arts Alliance will organize a maker-city venture capital capacity for investment, coordination and marketing of arts and culture ventures. This for-profit group will support arts and culture experiments, prototypes, start-ups, new creative business development, initial production, and inter-disciplinary activities.

The Arts Alliance will work with the City to coordinate real estate measures to secure affordable homes for artists and work spaces for culture and top off premium cost for restoring and revitalizing existing historic buildings as maker-spaces, particularly in the Downtown. A priority will be to secure a flexible space in both the Downtown and Uptown to seed art collaboratives in these cores; and to secure other spaces for industrial-level production. One target of the Arts Alliance will be to bring resources together for a free form arts performance venue that artists can co-opt however they wish.

To be catalytic, the following will be essential in realizing the Brampton Arts Alliance.

- **Task Force of Brampton Arts, Culture and Creative Leaders to Found the Arts Alliance:** Leaders of the former Arts Council and recent Arts and Culture Panel will be tapped, but other influential arts, culture, creative and applied arts personalities and business leaders in Brampton must also come together, assisted by the existing civic administration, to found the Brampton Arts Alliance. They will organize its non-profit and for-profit sides to host both an arts grant fund and arts investment fund. They will set up its real estate portfolio. The Alliance will work closely with the Brampton and Caledon Community Foundation.



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## Action #7-2

### Brampton Arts Street

Identify Brampton as a ‘creative maker’ hotspot, starting with a maker-place with clustered studios, maker-spaces and arts, crafts, and culture maker-support.

With the right kinds of entrepreneurial support, Brampton’s multi-disciplinary artistic and creative community could make a significant contribution to local jobs and have national and global reach. Locals identify it as a real ‘arts phenomenon’ that has economic implications for the city. But to set itself apart from other local suburbs and say to the larger world that Brampton is the hotspot for creative production and the arts, the City has to do something special.

The Brampton Arts Street will offer a unique creative maker-place. This will be an easily accessible, centrally located main street where there is continuous development potential for several blocks with transit links to the nearby education campuses. It will be a mixed-use place. Fronting the street will be a continuous band of maker-spaces. These will be permanent studios, artists live/work units, workshops, short-term share spaces, meeting spaces, pop-up arts retail, fun places to showcase production, support outlets and, ultimately, galleries. There will be incubator experimental spaces, such as an all-purpose small theater, and more settled production and exhibition facilities. A spacious sidewalk and perhaps an arcade will link all the spaces. Sidewalk design will echo the art theme with public art. *The visionary sketches on the following pages give the picture.*

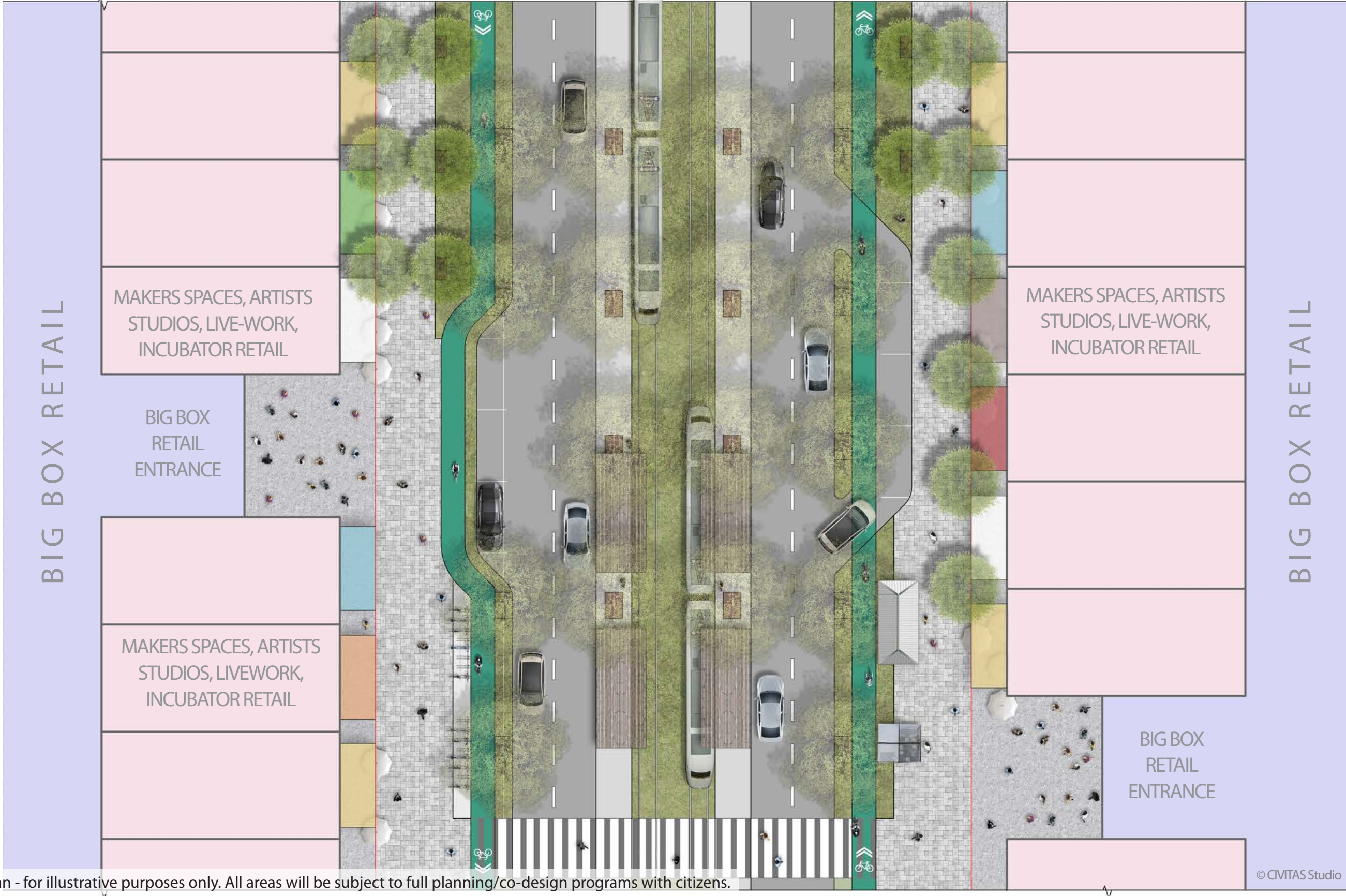
Then, to underwrite these kinds of places, Brampton can turn to the one commercial sector that is prevalent in the city – the big-box retailers. Behind the artistic cultural frontage, the balance of sites can be developed with the big-box retail outlets who will become sponsors and hosts of the artistic frontage. Other retail sponsors will fill in the pattern, especially for those who are uncomfortable with the big-boxers. This will be an arts-anchored power street where creatives and business reinforce one another. To support and energize the Brampton Arts Street, a venture capitalist approach will enhance developer and retail sponsorship.

Once creatives cluster, they build their own arts scene. Arts hubs in Uptown and Downtown will surely follow. Arts hubs will pop up in industrial buildings, facilitated by the Ancillary Centres Audit Team, where larger work and dangerous materials can be used. But the Arts Street will be the initial innovation that puts Brampton on the arts map.

To be catalytic, the following will be essential in setting up the Brampton Arts Street.

- **Arts Street Team:** This civic urban design and economic development team will lead the Brampton Arts Street initiative by managing a design competition for a master design and reaching out to corporate interests to secure investment and construction along the street.
- **Special Districts Design Studio (Arts Street assignment):** The Arts Street team will work out of this City Hall design studio with urban design, architectural, and landscape architecture expertise with responsibilities for all special districts.
- **Arts Venture Capital Committees:** To assist the transition of fine arts to maker-ventures, venture capital committees for each artistic type will host innovation labs for prototyping and testing for concept development, with seed start-up funding, as well as offer business mentoring and expertise and then, according to performance and general interest, provide further investment for consolidation, expansion and take-off. The Brampton Arts Alliance will convene these committees.
- **Brampton Arts Street Association:** This non-profit artists-based organization, with other interests on the Arts Street, will be involved in all aspects of the street. It will contribute to design, drive crucial marketing of the street and provide ongoing coordination and management for such a unique combination of activities. It will host educational programming in the arts for Bramptonians and mentoring for participating artists.

# Arts Street Concept Plan



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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# Arts Street Concept Section



Not a plan - for illustrative purposes only. All areas will be subject to full planning/co-design programs with citizens.

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# Final Words



# Brampton in 2040



# A Mosaic of Community Thinking – Bringing It All Together

Integrating thoughts – With the thousands of thoughtful contributions that have been synthesized in this Vision, it is inevitable that some ideas have been lost or included in more general expressions or interpreted in a way differently than was meant. Many minds have collaborated to bring this Vision together. Every effort has been made to be as inclusive to all the ideas as possible. We offer sincere apologies if people do not immediately see their specific words and drawings as they read the text and view the images. But we hope that, nonetheless, people will find the essence of what they wished to say and, therefore, truly see themselves echoed throughout this narrative of Brampton’s future.

Reflecting a collective perspective – It is true that widely-held views have prevailed over individual perspectives if these were in contradiction or tangential to the overall directions. Nonetheless, it has been surprising how many specific and individual thoughts and suggestions have been able to coexist in harmony as we put it all together. Of course, that is the reality of cities. They are complex organisms where contradictions or just unconnected elements seem to be able to coexist. We can all be thankful for that.

Finding clarity – This Vision had to stay at a high level, sketching a comprehensive future, so it surely dropped many of the more specific features that are important to people. Often contributions were of a detailed nature because people know exactly what they want. But such detail, if included, would require other detail and the complexity would overwhelm and cloud the general picture. Even more often, people either offered ideas for implementation or wanted to know exactly how implementation would happen, who would be involved and when and why. They offered or wanted all the specifics. Again, that would be too much detail to keep our story straight and clear. The next level down of information will happen later, if the overall directions are endorsed. Then, the conversation will be more focused on a particular action and can explore and appreciate all the full elaborations. The more detailed ideas are carefully documented at City Hall and will be referenced when the time comes. It is a rich motherlode of thinking that will embellish every single follow-up action.

Synthesis is a fine and tricky art – We hope we have found the sweet spot of Brampton’s collective perspective and that people will therefore embrace the place we have described and will want to make it happen. It would be impossible to link back every idea to its contributor or even to offer the relative numbers of compatible

thoughts. This was not a statistical exercise. But the truth of this synthesis is in the reading and with the reader. If people are comfortable as a community with this synthesis, then we have done our job well.

This Vision is a mosaic created by a community that is a mosaic.



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# Appendix

## Appendix 1:

# Making the Vision – The People’s Process



When thousands of people come together to dream, it is a phenomenon to remember.

To create this Vision, many events, people, and means of input were engaged.

Here is how we reached the people and they reached us.

For the Brampton 2040 Vision, the process was an extraordinary program of activities and gateways for input that allowed people to participate at the level they preferred. It tapped community leaders, other active people in the community, and community special interest organizations with forums of extensive discussion, which were hosted by the community within the community or purposely convened by City Hall. It tapped the public face-to-face by going out to the kind of community events that attract masses of people. It tapped the widest possible public by active outreach and actively receiving public commentary and ideas through a sophisticated social media campaign.

Here is the full list of all that outreach.

### Events:

1. Development Roundtable – June 19, 2017 – 9:30am-11:30am
2. Development Roundtable – June 20, 2017 – 9:30am-11:30am
3. Development Roundtable – June 20, 2017 – 2:30am-4:30am
4. Council Announcement – August 9, 2017
5. Committee of Adjustment – September 12, 2017 – 9:00pm-9:30pm
6. Brampton Heritage Board – September 19, 2017 – 7:00pm-7:30pm
7. Cycling Advisory Committee – September 21, 2017 – 7:00pm-7:30pm
8. Brampton Historical Society – September 21, 2017 – 7:00pm-7:30pm
9. Downtown Farmers Market – September 23, 2017 – 7:00am-1:00pm
10. Allen Kerbel Park – September 23, 2017, 2017 – 10:00am-1:00pm
11. Fletcher’s Creek SNAP Tree Planting – September 23, 2017 – 9:00am-12:00pm
12. Bike Brampton Community Ride (Downtown GO Station) – September 24, 2017 – 9:45am-10:30am
13. Taxicab Advisory Committee – September 25, 2017 – 1:00pm-1:30pm
14. Transit Customer Appreciation Day, Downtown Terminal, September 25, 2017 – 3:00pm-6:00pm
15. Joint Leadership Team, Region of Peel and City of Brampton, September 25, 2017
16. Transit Customer Appreciation Day, Brampton Gateway Terminal, September 26, 2017 – 11:00am-2:00pm
17. Mount Pleasant Market, September 28, 2017 – 5:00pm-7:00pm
18. Inclusion and Equity Committee – September 28, 2017 – 7:00pm-7:30pm
19. Transit Appreciation Day, Bramalea Terminal – September 28, 2017 – 3:00pm-6:00pm
20. Sid Manser Park – September 29, 2017 – 2:00pm-3:00pm
21. Transit Customer Appreciation Day, Heart Lake Terminal – September 29, 2017 – 2:00pm-5:00pm
22. Doors Open Brampton, City Hall – September 30, 2017 – 10:00am-4:00pm
23. Doors Open Brampton, Alderlea – September 30, 2017 – 10:00am-4:00pm
24. Doors Open Brampton – Mount Pleasant Village – September 30, 2017 – 10:00am-4:00pm
25. Doors Open Brampton, Bovaird House – September 30, 2017 – 10:00am-4:00pm
26. CIBC Run for the Cure, PowerAde Centre – October 1, 2017 – 10:00am-1:00pm
27. Seniors Council, Chris Gibson Recreation Centre – October 3, 2017 – 9:00am-11:30am
28. Toastmasters – October 4, 2017 – 7:00pm-9:30pm
29. Save Our World Event, Rose Theatre – October 4, 2017 – 7:30pm-9pm
30. Council Announcement – October 4, 2017
31. Mount Pleasant Village – October 5, 2017 – 5:00pm -9:00pm
32. Brampton School Traffic Safety Committee – October 5, 2017 – 9:30pm-10:00pm
33. Islamic Heritage Month at PAMA – October 5, 2017 – 7:00pm-9:00pm
34. Cassie Campbell Recreation Centre – October 5, 2017 – 4:30pm-8:00pm
35. FCC Seniors – October 6, 2017 – 10:00am-12:00pm
36. Downtown Market – October 7, 2017 – 7:00am-1:00pm
37. Eco Pledge Fall Event, Downtown – October 7, 2017 – 7:00am-1:00pm
38. William Osler Hospital – October 10, 2017 – 10:00am – 4:00pm

39. Brampton Environmental Advisory Committee – October 10, 2017 – 6:00pm-6:30pm
40. James Potter Public School, Open House – October 11, 2017 – 6:00pm-7:30pm
41. Region of Peel – October 12, 2017 – 9:45am-12:30pm
42. Copeland Public School Open House – October 12, 2017 – 6:15pm-7:45pm
43. Gore Meadows Community Centre – October 12, 2017 – 5:00pm-8:00pm
44. Fright Night – Greenbriar Recreation Centre – October 13, 2017 – 6:00pm – 9:00pm
45. Downtown Harvest Market – October 14, 2017 – 9:00am-1:00pm
46. Park’s Appreciation Day, Massey Park – October 14, 2017 – 10:00am-1:00pm
47. Heritage Board Plaque Event – October 15, 2017 – 2:00pm-4:00pm
48. Heritage Bus Tour, October 14, 2017 – 10:00am-12:00pm
49. Fright Night, Chris Gibson Recreation Centre – October 14, 2017 – 6:00pm-9:00pm
50. Family Fun Day at PAMA – October 15, 2017 – 1:00pm-4:00pm
51. School Tours of City Hall – October 17, 2017 – 10:30am-11:00am
52. Women’s PROBUS Club Meeting, Century Gardens – October 17, 2017 – 11:00am-12:00pm
53. Councillor Dhillon’s Youth Basketball Event – October 17, 2017 – 5:30pm-6:15pm
54. Mayor’s Speaker Series: Brave New Suburbia – October 17, 2017 – 6:30pm-8:30pm
55. Mastermind Networking Event (Brampton Entrepreneurship Centre) – October 17, 2017, 6:00pm-8:00pm
56. Bridge Prison Ministry, St. James Apostle Church – October 18, 2017 – 7:00pm-8:00pm
57. Brampton Business Milestone Event at the Rose Theatre – October 18, 2017 – 7:30pm-9:30pm
58. Fright Night, Loafers Lake Recreation Centre – October 20, 2017 – 10:00am-3:00pm
59. Harvest Market – October 21, 2017 – 9:00am-1:00pm
60. Bramalea City Centre (Diwali Event) – October 21, 2017 – 9:30am-9:00pm
61. Tech Fair 2017, Brampton Civic Centre – October 21, 2017 – 10:00am-3:00pm
62. Family Fun Day at PAMA - – October 21, 2017 – 1:00pm-4:00pm
63. Fright Night, Earnscliffe Recreation Centre – October 21, 2017 – 6:00pm-9:00pm
64. Bramalea City Centre (Diwali Event) – October 22, 2017 – 11:00am-7:00pm
65. Municipal Engineers Conference -- October 22, 2017 – 9:00am-12:00pm
66. Seniors Council Presentation Air Canada Pionairs Association – October 24, 2017 – 9:30am-11:00am
67. United Achievers’ Community Services – October 25, 2017 – 7:00pm-9:00pm
68. Regeneration Group – October 26, 2017 – 11:00am-12:30pm
69. Grace’s Place Soup Kitchen – October 26, 2017 – 10:30am-1:00pm
70. Peel District School Board Principals Breakfast – October 26, 2017 – 9:00am-12:00pm
71. Fright Night, Gore Meadows Recreation Centre – October 27, 2017 – 6:00pm-9:00pm
72. Harvest Market – October 28, 2017 – 9:00am-1:00pm
73. Fright Night, Century Gardens Recreation Centre – October 28, 2017 – 6:00pm-- 8:00pm
74. Brampton Youth Shelter – October 30, 2017 – 5:00pm-7:00pm
75. Regional Diversity Roundtable -- October 30, 2017 – 8:00am-10:00am
76. Council Announcement – November 1, 2017
77. Tactical Urbanism, Laneway Lab, Downtown Brampton (McArter Lane) -- November 4, 2017
78. Council Announcement – December 6, 2017
79. Brampton Members of Parliament Information Session -- January 5, 2018 – 1:30pm-4:30pm
80. Jean Augustine Secondary School -- January 10, 2018
81. Joint Leadership Meeting City of Brampton and Region of Peel -- January 23, 2018 – 9:00am-12:00pm
82. Urban Land Institute – February 1, 2018 – 8:30am-4:00pm
83. Council Announcement – February 7, 2018
84. York University Lecture – February 16, 2018
85. Environment Advisory Committee – April 10, 2018 – 6:00pm
86. Accessibility Advisory Committee – April 17, 2018 – 6:30pm
87. Brampton Heritage Board – April 17, 2018 – 7:00pm
88. Cycling Advisory Committee – April 19, 2018 – 7:00pm
89. Sports Day in Brampton, Brampton Soccer Centre - – April 21, 2018 – 10:00am-4:00pm
90. Brampton Community Safety Advisory Committee – April 24, 2018 – 7:00pm
91. Inclusion and Equity Committee – May 2, 2018 – 7:00pm
92. Brampton School Traffic Safety Council – May 3, 2018 – 9:30am
93. Sports Hall of Fame Committee – May 3, 2018 – 7:00pm
94. Council Announcement – - April 25, 2018
95. Sikh Heritage Month Event, City Hall – April, 2018 - – 6:00pm-8:00pm

**Focus Groups:**

1. Brampton Board of Trade – September 11, 2017 – 5:00pm-8:00pm
2. Committees of Council – September 26, 2017 – 7:00pm-9:00pm
3. Affiliated Sports Groups – September 27, 2017 – 5:00pm-7:00pm
4. Inclusion and Equity Committee – September 28, 2017 – 7:00pm-9:00pm
5. School Boards – October 4, 2017 – 9:00am-12:00pm
6. Seniors Groups – October 10, 2017 – 9:00am-12:00pm
7. Boys and Girls Clubs – October 11, 2017 – 6:30pm-9:30pm
8. Committees of Council – October 12, 2017 – 7:00pm-9:00pm
9. United Way – October 16, 2017 – 7:00pm-9:00pm
10. Affiliated Sports Groups – October 16, 2017 – 5:30pm-8:00pm
11. Faith Based Groups – October 17, 2017 – 1:00pm-4:00pm
12. Environmental Community Groups – October 17, 2017 – 6:30pm-8:30pm
13. Toronto and Region Conservation Authority and Credit Valley Conservation Authority – October 18, 2017 – 9:00am-12:00pm
14. Region of Peel – October 20, 2017 – 1:00pm-4:00pm
15. Community Health Organizations – October 24, 2017 – 6:00pm-8:00pm
16. United Achievers Club of Brampton – October 25, 2017 – 7:00pm-9:00pm
17. Arts Community – October 25, 2017 – 6:00pm-8:00pm
18. Business Community – October 26, 2017 – 8:00am-11:00am
19. Sheridan College – October 26, 2017 – 12:30pm-3:30pm
20. Other Community Groups (by request) – October 27, 2017 – 5:30pm-8:30pm
21. Transportation (general population) – January 11, 2018 – 6:30pm-8:30pm
22. Jean Augustine Secondary School – April 9, 2018

### Comment Card Locations:

- Library Branches – City-wide
- Recreation Centres – City-wide
- City Clerk’s Office
- Planning and Development Services Counter
- Downtown Reimagined Storefront
- Peel Aboriginal Network Office
- Knights Table

Engagement	Totals
Website Ideas, Pins and Votes:	1,277
Website Hits:	42,000
Newspaper Ads:	35
Video Views:	3,400
Ethnic Media:	3
Decals:	29

A sensible framework for outreach and an ongoing monitor to the process was provided foremost by the staff at City Hall and by representative voices from partnering government agencies.

Here is the full list of government involvement.

- Region of Peel
- Peel District School Boards
- Toronto and Region Conservation Authority
- Credit Valley Conservation Authority
- William Osler Health Centre
- Members of Parliament
- Local Health Integration Network

Here is how, with the people, we synthesized the thousands of ideas and perspectives.

Not only did the public offer contributions, they were also invited to lead the elaboration and synthesis of those ideas in a grand workshop in the Atrium of City Hall. After the technical team further refined the synthesis and drafted the findings – that is to say, the first draft of the Vision – the public was invited back to a second grand workshop to review the results and make sure they were fully representative of public wishes.

Here are the details of the two grand workshops.

- Citizen Review, Brampton City Hall, November 25th and 26th, 2017, 9am-5pm – Staff Participants – 60; Citizen Participants – 65
- Citizen Review, Brampton City Hall, March 24, 2018, 9am-5pm – Staff Participants -50; Citizen Participants -65

Here is how we included peer review.

The technical team’s initial draft of the Vision was also offered for peer review by distinguished urbanists from the Greater Toronto area in a half-day review session.

Here are the details of that peer review.

- Peer Review, City Hall, March 25, 2018 - 3 Professional Reviewers, 1 Academic Reviewer from the University of Waterloo, School of Planning.

Here is how City Council receives the vision.

After all reviews, the Vision was finalized and published. The receipt of it by City Council, the taking of advice on it from the public by City Council, and the decision process of City Council continues the full transparency and engagement of the process.

### Here are the members of the consultant team who facilitated the people’s Vision;

Beasley & Associates Planning;

- Larry Beasley
- Sandy Logan

CIVITAS Studio Urban Design & Planning:

- Joe Hruda
- Dan Daszkowski
- Sok Ng
- Mona Han
- Negin Shakabi
- Claire Wang
- Luyang Zhou
- Cherish Armstrong

Here are the facilitators and scribes who supported the people’s discussions.

A staff and consultant team acted as facilitators and scribes for this process, adding content on leading practices, ensuring accuracy and bringing the Vision to fruition.

Project Team:

- Antonietta Minichillo
- Anand Balram
- Rahul Nargas
- Gloria Ruiz
- Kelly Brooks

Staff Supports:

- Adam Farr
- Alex Taranu
- Allan Parsons
- Ann Muir
- Anthony Wong
- Bernie Steiger
- Bob Darling
- Brendan Healy
- Brian Lakeman
- Brian Stittle
- Carmen Caruso
- Chris Duyvestyn
- Daniella Balasal
- David Vanderberg
- Denise McClure
- Doug Rieger
- Emmerson Small
- Erin O’Hoski
- Frank Mazzotta
- Gaea Oake
- Gregory Peddie
- Hank Wang
- Harry Schlange
- Heidi Calder
- Henrik Zbogor
- Hollie-May Bambrough
- Inderjit Hans
- Jayne Holmes
- Jim Doran
- John Spencer
- John Zingaro
- Kathy Duncan
- Kayla Caruso
- Kelly Stahl
- Kenny Yan
- Kristen Kiernander
- Kristina Dokoska
- Laura Lukasik
- Laurian Farrell
- Lowell Rubin Vaughan
- Madhu Debnath
- Malik Majeed
- Martin Bohl
- Matthew Pietryszyn
- Melanie Pearce
- Melike Gokce
- Michael Hoy
- Michele Gajek
- Mike Parks
- Nada Almasri
- Nash Damer
- Natasha Rea
- Neha Kulkarni
- Nelson Cadete
- Pam Cooper
- Pamela Clark
- Pascal Doucet
- Paul Aldunate
- Paul Postiglione
- Peter Fay
- Peter Marrello
- Ravjot Chhatwal
- Rob Elliott
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- Roopun Hundal
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- Tanya Pacheco Silva
- Tarieka Montague
- Travis Dorn
- Tristan Costa
- Victoria Mountain
- Yarlene Frisani
- Yuri Mantsvetov
- Andrea Dear (Region of Peel)
- Christian Binette (Region of Peel)
- Elizabeth Bang (Region of Peel)
- Lorenzo Mele (Region of Peel)
- Sandra Fitzpatrick (Region of Peel)
- Sharanjeert Kaur (Local Health Integration Network)

Any omissions with respect to staff involvement are our own and we apologize if we missed anyone at all, you are no less important to us and the process.

In addition to those already mentioned in the document, there are some more staff who were involved in the engagement effort – to you, we extend our gratitude for your commitment of time to engage with our community.

We embrace all contributors with profound appreciation.

The Brampton 2040 Vision Team extends its most heartfelt appreciation and thanks to every single person who contributed to this dream for the future of this great city.



Prepared by: BEASLEY ASSOCIATES, PLANNING INC.

