

This study will identify existing opportunities, consider and evaluate solutions, and recommend an active transportation network and supporting policies for pedestrian and bicycle facilities.

Background



The City of Brampton completed an update of its Transportation Master Plan (TMP) in 2015. One of the recommendations of the TMP was to develop a comprehensive plan and implementation strategy for active transportation.

Brampton's 2016-2018 Strategic Plan vision is for a connected city that is innovative, inclusive and bold. The Strategic Plan identifies a 'Move and Connect' priority that includes trails and pathways, active transportation and a cycling strategy.

Vision



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.

Goals:

- **Connections to transit (first & last mile) will be prioritized** through maintenance, operations and infrastructure investments surrounding major transit hubs to provide opportunities for multi-modal travel
- Opportunities to **enable students to walk and cycle to school** will be emphasized through a combination of infrastructure improvements, programming and outreach, and changes to policies
- Enhancements to the cycling network will strike a **balance between improvements to existing facilities** to maximize their value from a transportation perspective **with strategic investment in expanded facilities** along key corridors to connect areas of high demand
- **Major barriers, such as highway and freeway crossings, will be systematically addressed**, working with higher orders of government as needed to implement improvements
- **Sidewalk gaps will continue to be systematically addressed**, beginning with areas of highest priority including adjacent schools, transit, commercial and employment centres
- **Connectivity and consistency will be emphasized through facility planning and design** to provide a user-focused network that is accessible, enjoyable to use, and reflects the surrounding roadway and environment context
- **Policies and programs will support staff in implementing the active transportation network** and encourage residents to walk and cycle more often for transportation, enhancing the identity of Brampton as a walking and cycling friendly community
- Partnerships with the surrounding municipalities and the Region of Peel developed through this study and through ongoing implementation of AT projects will **strengthen the delivery of active transportation across jurisdictions and road classes**
- **The implementation strategy for the ATMP will be outcome-based and reflect achievable short-term actions** to complement the longer term vision
- **Performance monitoring and evaluation will be prioritized** to track progress in improvements to active transportation and ensure value for money. By 2041, the mode share target is that 6% of residents will walk or cycle in the afternoon peak period.

Study Overview

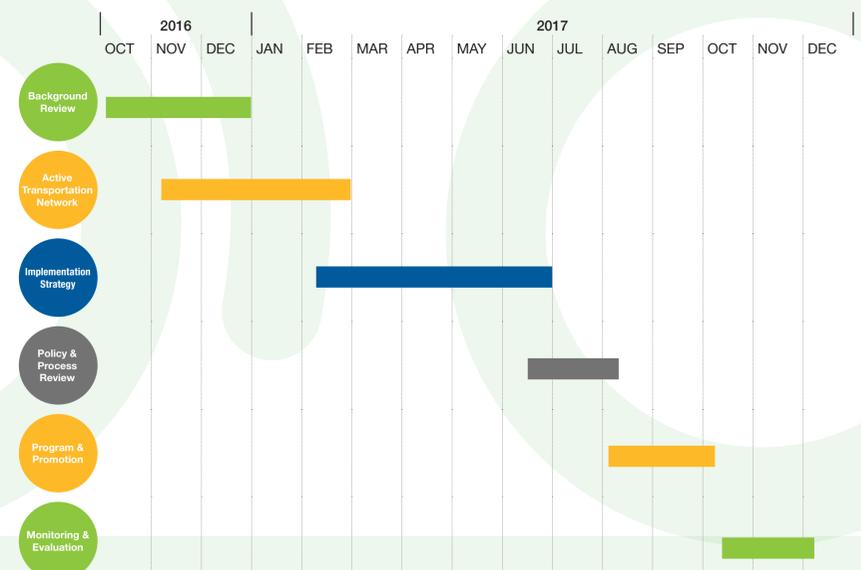
The study consists of six primary components:



You can find more information about the study here:

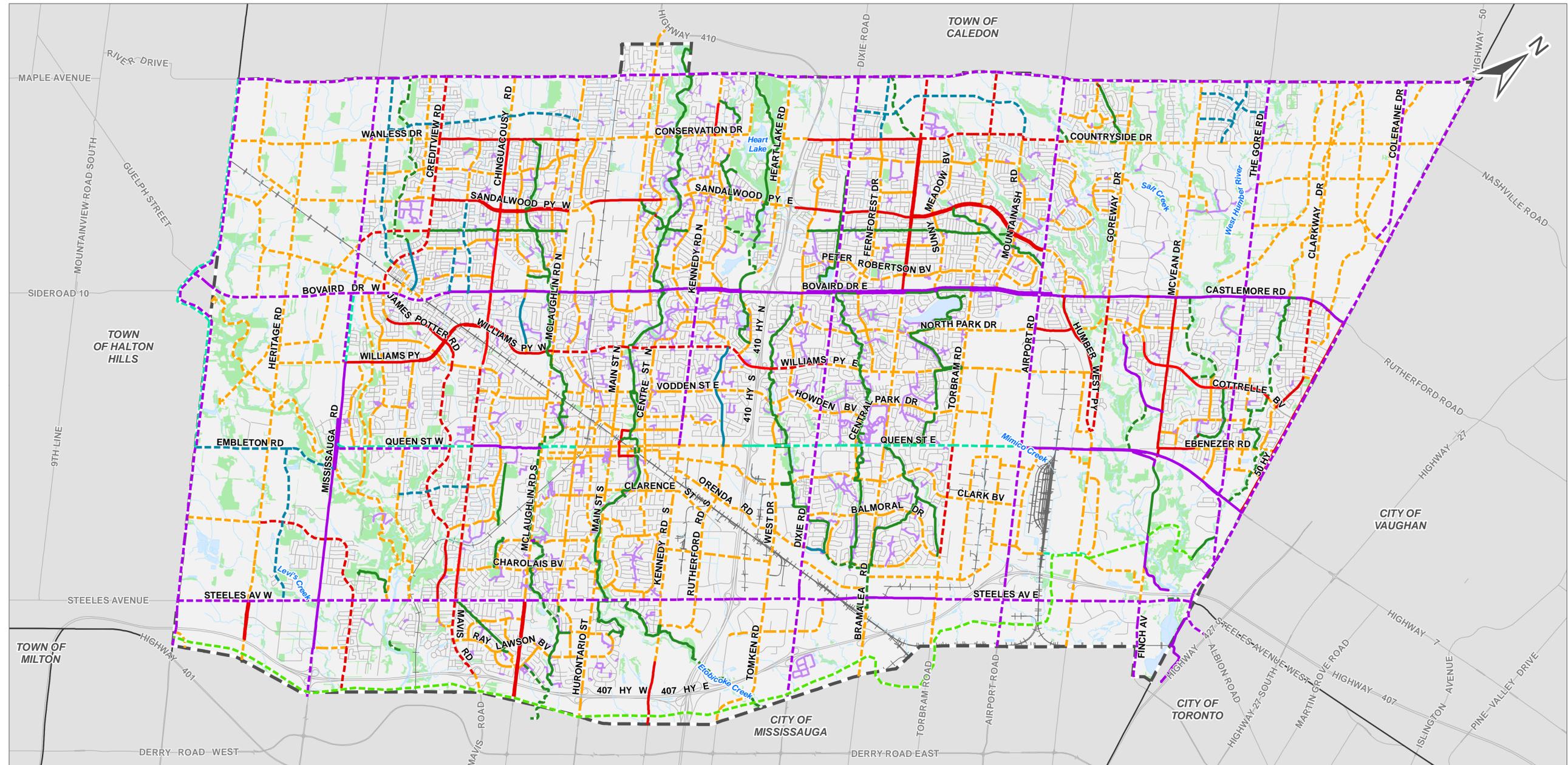
www.brampton.ca/ATMP

The study will be completed by the end of 2017, based on the schedule identified below:



CANDIDATE NETWORK

The map below identifies a candidate cycling network, based on work from the TMP. Add green dots to the board to identify routes that you see as a priority and use red dots to indicate routes that should not be considered. You can also add blue dots to the board where you'd like to see cycling infrastructure considered beyond what is shown as part of the candidate network.

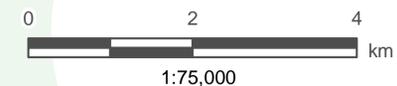


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Notes
1. Coordinate System: NAD 1983 UTM Zone 17N

- | Existing Cycling Facilities | Proposed Cycling Facilities | |
|-----------------------------|----------------------------------|-----------------------------|
| Off-road Trail (City) | Proposed Off-road Trail (City) | Watercourse |
| On Street (City) | Proposed On Street (City) | Road |
| Boulevard Path (City) | Proposed Boulevard Path (City) | Rail Line |
| Boulevard Path (Region) | Proposed Boulevard Path (Region) | Waterbody |
| Access Path (City) | Proposed Access Path (City) | Wooded Area |
| | Proposed Off-road Trail (Region) | Brampton Municipal Boundary |
| | Proposed Candidate Link | |



Existing and Candidate Active
Transportation Facilities

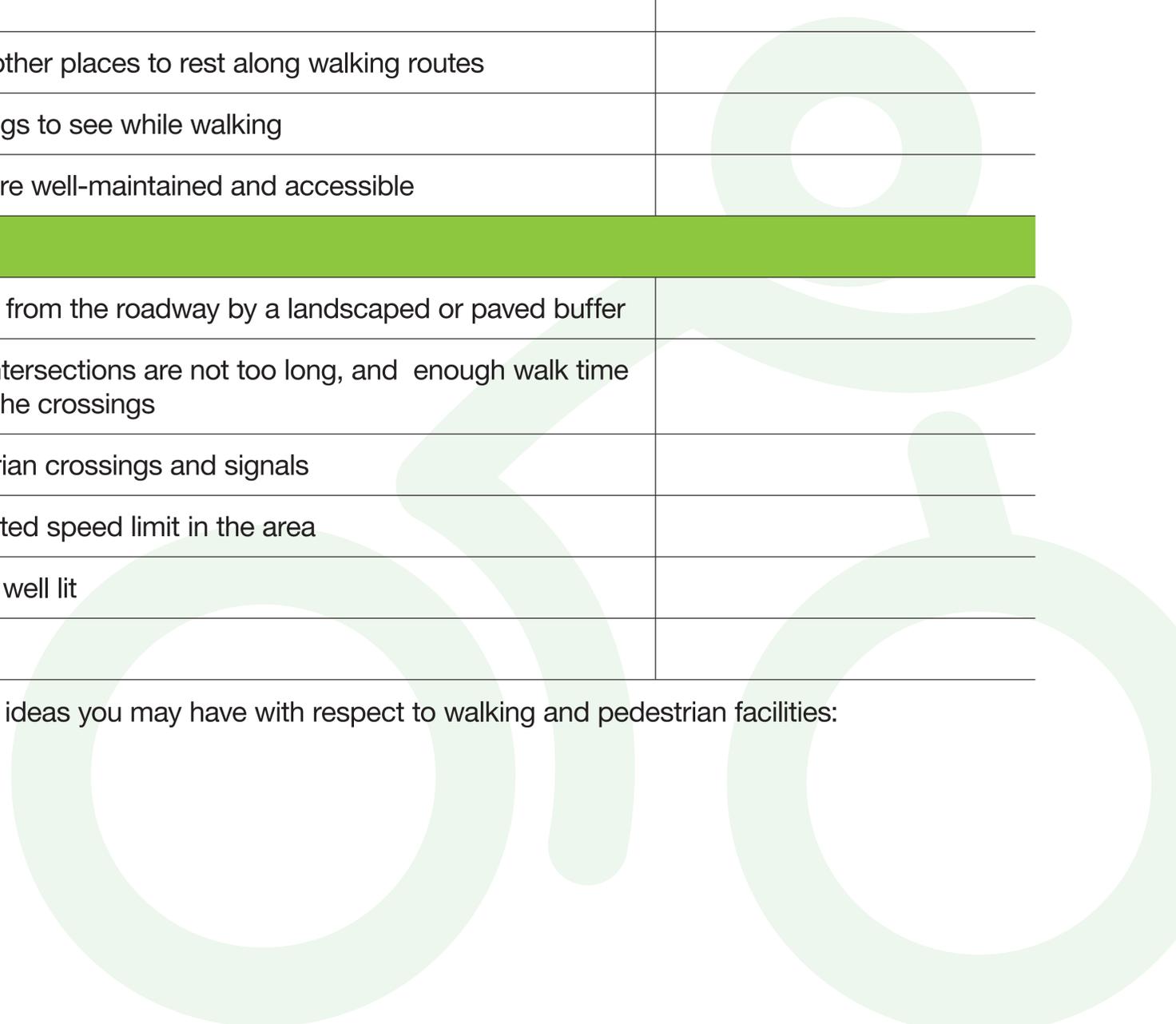
Brampton ATMP
City of Brampton



A variety of walking improvements could be considered as part of this study. Feel free to place a green dot next to any strategy that you like, or that you think are important to improve.

|  Connectivity | |
|--|--|
| Neighbourhoods are connected to destinations by sidewalks, trails and paths | |
| Sidewalks are wide enough for 2 or 3 to people to walk side-by-side | |
| Sidewalks are well maintained (including during the winter) | |
| Wheelchairs and strollers can navigate easily, including through intersections | |
| Sidewalks are clear of obstacles such as bushes and garbage | |
| Recreational trails are continuous and barrier free at roadway crossings | |
| Transit stops are easy to access from all directions | |
| There are frequent and safe places to cross streets e.g. crosswalks, traffic lights, pedestrian crossovers | |
|  Amenities & Landscaping | |
| Attractive landscaping is provided (e.g. trees and flowers) offering shade or protection from the wind | |
| There are benches and other places to rest along walking routes | |
| There are interesting things to see while walking | |
| Shops and businesses are well-maintained and accessible | |
|  Security & Safety | |
| Sidewalks are separated from the roadway by a landscaped or paved buffer | |
| Wait times for to cross intersections are not too long, and enough walk time is available to complete the crossings | |
| Car drivers obey pedestrian crossings and signals | |
| Car drivers obey the posted speed limit in the area | |
| Paths and sidewalks are well lit | |
| Street signs are legible | |

Feel free to add any other ideas you may have with respect to walking and pedestrian facilities:



Various types of cycling and pedestrian facilities may be recommended for use in Peel Region, and Brampton, as part of this study.



Cycle Tracks

Cycle tracks (also referred to as protected bike lanes or separated bike lanes) are enhanced cycling facilities that provide some form of physical protection between cyclists and moving cars – it could be bollards, curbs, or parked cars, as examples. Cycle tracks are most appropriate on arterial roads, depending on the speed and volume of traffic.



Crossrides

Crossrides are intersection treatments that allow cyclists to legally ride through an intersection without dismounting. Crossrides consist of pavement markings with elephant's feet (white square markings) and bicycle symbols.



Multi-use Paths & Trails

Multi-use paths are located off-road, either in the boulevard of a roadway or through land without any roads. Both pedestrians and cyclists can use these facilities, and pavement markings and signage can help to clarify how users should share the path.



Photo Source: ITRE Bicycle and Pedestrian Program

Bicycle Boulevards

Bicycle boulevards are streets that incorporate a variety of pavement markings, signage and traffic calming measure to create a comfortable cycling route. Bicycle boulevards are typically implemented as part of a network of connected streets to provide connectivity through a neighbourhood. Bicycle boulevards are most appropriate on local streets.



Source: MTO (<http://www.mto.gov.on.ca/english/safety/pedestrian-safety.shtml>)

Pedestrian Crossovers

Through recent changes to legislation, new types of pedestrian crossovers can help pedestrians to cross the road, even at locations that are not signalized. These new crossovers are marked by specific signs and pavement markings. In some cases, but not always, they may also have pedestrian-activated flashing lights. The crossovers will alert drivers that they must stop and yield to pedestrians intending to cross the road, and wait for them to complete their crossing before proceeding.



Bike Lanes & Buffered Bike Lanes

Bike lanes are lanes dedicated exclusively for use by cyclists through a combination of pavement markings and signage. Buffered bike lanes are similar to conventional bike lanes but incorporate a painted buffer area to provide additional clearance and comfort between cyclists and vehicles. The Region of Peel recently installed buffered bike lanes on Dixie Road between Lakeshore Road and Rometown Drive. Bike lanes are most appropriate on collectors or minor arterial roads, depending on the speed and volume of traffic.



Bicycle Signals

Separate signal head for cyclists are provided for some cycling facilities, depending on the location and phasing requirements of cyclists. The signals are recognizable from other traffic signals by the bike symbol.

