

Date: 2019-05-08

Subject: **Information Report: Active Transportation Implementation – All Wards (HF.x)**

Contact: Nelson Cadete, Project Manager, Active Transportation Planning and Development Services

Recommendations:

1. **THAT** the report from Nelson Cadete, Project Manager, Active Transportation, Transportation Planning, dated May 8, 2019, to the Committee of Council Meeting of May 29, 2019, re: **Active Transportation Implementation – All Wards** be received.

Overview:

- **\$1.875 Million from the 2018 Operating Budget surplus has been allocated to a Project Budget to implement active transportation infrastructure projects.**
- **Through consultations with the cycling community the following three priority projects were identified:**
 - **Enhance existing recreational trails with proper road crossings;**
 - **An east-west protected cycling route; and**
 - **A north-south protected cycling route.**
- **These priority projects are consistent with the intended recommendations of City’s draft Active Transportation Master Plan (ATMP), which outlines a strategy for implementing a connected cycling and pedestrian network across Brampton, and facilitating and encouraging cycling both as a recreational activity and as a viable transportation mode choice for everyday purposes.**
- **A City staff project team is currently undertaking a feasibility review of the three proposed projects with a view to the following:**
 - **consistency with the proposed recommendations of the draft ATMP**
 - **traffic implications**
 - **planned construction conflicts/opportunities**
 - **public acceptance**
 - **costs (capital and operating/maintenance)**
 - **safety**
- **Strategic Communications staff will assist with the development and execution of a communications strategy and educational outreach.**

9.2.1-2

Background:

At its meeting of January 23, 2019, City Council received a staff report (“2018 Third Quarter Operating Budget and Reserve Report”) which identified a proposed strategy for utilizing a year-end operating surplus of \$25.0 million. Council directed staff to contribute the year-end surplus from the 2018 Operating Budget to the General Rate Stabilization Reserve, up to the Council approved target of 10% of operating expenditures, and that any additional surplus in excess of the 10% be used to repay internal loans against the Community Investment Fund (CW011-2019).

An amendment to the foregoing recommendation was considered and carried at the subsequent Committee of Council meeting, and then approved by Council on February 6, 2019:

THAT \$1.875 Million (representing approximately 7.5% of the projected year-end surplus of \$25 million) be approved to immediately establish a Project Budget to be utilized implementing an active transportation plan with North-South and East-West cycling routes, and that the Council Member appointed to the Cycling Advisory Committee (Councillor Santos) and the Mayor, in coordination with city staff, report back to Council by April 1, 2019 on a potential implementation plan (CW057-2019).

The amendment was based on consultations that took place between the Council Member appointed to the Cycling Advisory Committee and Brampton citizens from the cycling advocacy community (Bike Brampton and The Bikeport). The product of these discussions was a report from the advocacy group that outlined an “ask” for the following three priority infrastructure projects.

- Enhance existing Recreational Trails with proper road crossings at various locations throughout the City;
- An East-West Route; and
- A North-South Route.

Once staff had the opportunity to review the priority projects outlined in the “ask,” it was determined that they were consistent with the intended recommendations of the draft ATMP in regards to the proposed network and implementation projects.

The ATMP outlines a strategy for implementing a connected cycling and pedestrian network across Brampton, and facilitating and encouraging cycling both as a recreational activity and as a viable transportation mode choice for everyday purposes.

9.2.1-3

The following are the objectives of the ATMP:

- Establish a broad and well-connected Active Transportation Network that will make travel by bike and 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.
- Create a framework to measure and assess the progress of active transportation in Brampton.

The Active Transportation Master Plan is currently being finalized. The May 11, 2019 event *A Community in Action: Bringing the 2040 Vision to Life* – marking the first anniversary of “Living the Mosaic” – is focused on active transportation, and presents an ideal opportunity for further public engagement to inform the ATMP, by way of a facilitated workshop. Feedback from the event will be used to inform the final review of the ATMP, which is therefore anticipated to be delivered to Council for endorsement by September 2019.

Current Situation:

In response to Council’s direction of February 6 this year, a cross-departmental project team has been assembled, comprising staff from the following areas:

- Transportation Planning (Planning and Development Services)
- Road Operations (Public Works)
- Capital Works (Public Works)
- Traffic Services (Public Works)

The project team is currently undertaking a feasibility review of the proposed projects, taking into consideration the following:

- consistency with the draft ATMP findings/recommendations
- traffic implications
- planned construction conflicts/opportunities
- public acceptance
- costs (capital and operating/maintenance)
- safety

The following provides the results of the project team’s preliminary review work to date on each of the three priority projects that had been put forward:

9.2.1-4

Enhance existing Recreational Trails with proper road crossings

The intended recommendations of the draft ATMP are consistent with the first priority project, to enhance trail crossings at roads. Both the citizens' "ask" and the ATMP recognize that upgrades are needed for a number of existing on-street and off-road facilities, to ensure a uniform level of quality across Brampton's cycling network. The draft ATMP proposes a "Fix-it" program which identifies specific improvements/enhancements along the existing in-boulevard and off-road bicycle network that are needed as a result of changes to standards and guidelines respecting pedestrians and cyclists.

Proposed projects include the implementation of crossings where recreational trails meet roadways, the installation of curb depressions at park paths and school crossings. The 2019 Capital Budget includes an Active Transportation Infrastructure Project that comprises a list of projects from the "Fix-it" program. This project is in the planning/design stage with some of the work being included in existing contracts and others requiring separate tenders. Appendix A attached provides a summary of the projects included within the 2019 Active Transportation Infrastructure Project.

East-West Route

The "East-West Route" (see Appendix B) proposed through the consultations with Brampton cycling advocacy representatives, and consistent with the intended recommendations of the draft ATMP, responds to the well-recognized deficit of continuous active transportation connectivity across the City. Given the length of the East-West Route, it has been broken into a short-term and future phases based on the proposed implementation recommendations of the pending ATMP.

In addition to the "Fix-it" program for "spot" improvements to the active transportation network, the ATMP also proposes an "In-fill" implementation program which identifies "standalone" active transportation projects are not currently included within the planned 10 year Capital Road Reconstruction Program. A number of the road segments that make up the proposed East-West Route are captured within the "In-fill" program and identified as short term priorities:

Wanless Drive (<i>Winston Churchill Blvd to Van Kirk Dr</i>)	Future phase
Van Kirk Drive (<i>Wanless Dr to Bovaird Dr</i>)	Future phase
Royal Orchard Drive (<i>Bovaird Dr to Williams Pkwy</i>)	Short-term phase
Vodden Street (<i>Williams Pkwy to Howden Blvd</i>)	Short-term phase
Howden Blvd (<i>Vodden St to Hanover Rd</i>)	Short-term phase
Hanover Road (<i>Howden Blvd to Central Park Dr</i>)	Short-term phase
North Park Drive (<i>Mackay St to Humberwest Pkwy</i>)	Future phase
Cottrelle Boulevard (<i>Humberwest Pkwy to Highway 50</i>)	Future phase

9.2.1-5

The sections of Royal Orchard Drive and Vodden Street, east of Main Street North are currently subject to a traffic calming review by Traffic Services staff, per the City's Neighborhood Traffic Management Guide. The proposed design concept(s) for these roadway sections will incorporate a cycling facility, subject to Council approval of the traffic calming plan.

To the east of Main Street North, Vodden Street, Howden Boulevard, and Hanover Drive are all four lane collector roadways. By reallocating the roadway space, the existing cross-section could accommodate cycling infrastructure. Given the predominately residential land use, with homes fronting directly onto Vodden Street, the removal of one vehicular traffic lane per direction and the addition of bike lanes could also help to mitigate traffic speeds and volumes which has been a concern raised by areas residents.

By accommodating cycling infrastructure within the existing roadway width, design costs are minimized and there is a flexibility to alter the road design or return it to its original state. Recent examples of this approach have proven to be successful in Hamilton with the Canon Street Cycle Track and in Ottawa with the Laurier Avenue Cycle Track. Similar to these projects, preliminary assessments of the traffic volume and speed along the subject corridor would suggest some form of buffer or protection to separate bike traffic from auto traffic. The residential land use context for the proposed Brampton project does present challenges relating to the number of residential driveways along the corridor that will need to be assessed through the review.

The project team is currently focused on completing the preliminary feasibility of this route and identifying the appropriate solution for the Vodden Street/Howden Boulevard/Hanover Road "East-West Route".

North-South Route

The scope of work to develop the "North-South Route" will primarily involve improvements to more seamlessly connect sections of existing and planned cycling infrastructure extending from Mayfield Rd to the north down to Steeles Avenue and the Bramalea GO Station:

Russell Creek Drive (<i>Mayfield Rd to Countryside Dr</i>)	planned designated bike lane or urban shoulder
Fernforest Drive (<i>Countryside Dr to Bovaird Dr</i>)	existing urban shoulder – planned upgrade to designated bike lane
MacKay Street (<i>Bovaird Dr to Maitland St</i>)	existing urban shoulder – planned upgrade to designated bike lane
Maitland Street (<i>MacKay St to Chinguacousy Recreational Trail</i>)	planned signed route

9.2.1-6

Chinguacousy Recreational Trail (Maitland St to its south terminus)	existing recreational trail
New Connection - TBD (Chinguacousy Recreational Trail and GO Station)	Identify/study a connection from the trail terminus at Victoria Park to Bramalea GO Station

The proposed “North-South Route” is consistent with the intended recommendations of the draft ATMP, including the following goals:

- Maximize the value (usage) of existing infrastructure
- Improve access to transit and provide viable options for the first /last mile

Project tasks will involve way-finding along the route, enhancements to existing infrastructure previously identified through the “Fix-it” program, and further study into a convenient, safe and comfortable connection between the terminus of the Chinguacousy Recreational Trail (at Victoria Park) and the Bramalea GO Station.

Next Steps

The staff project team continues to work on the implementation details for the various projects, and is in the process of addressing operations and engineering issues and developing a detailed implementation timeline.

An important element of the feasibility review will be to engage area residents to build understanding and support for the proposed projects, in particular the “East-West Route”. While the technical analysis is being conducted, Strategic Communication staff will assist with the development and execution of a communication strategy and educational outreach.

A final draft of the Brampton’s inaugural Active Transportation Master Plan is currently under review, and a final product is anticipated to be delivered to Council in Q3-2019, allowing time to incorporate feedback from additional public input received at the May 11 event, “*A Community in Action: Bringing the 2040 Vision to Life.*”

Corporate Implications:

Financial Implications:

Approved funding for these initiatives is as follows:

Project	Available Funding	Spent to Date
Active Transportation Plan (187356-001)	\$1,875,000	\$0
The Active Transportation Infrastructure Project (193130-001)	\$2,000,000	\$0

9.2.1-7

Conclusion:

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 individual projects tied to the \$3.875 Million Active Transportation Project are consistent with the intended recommendations of the ATMP and its vision to “develop an integrated, attractive, and accessible system of sidewalks, cycling facilities and trails, making Brampton a livable city where all members of the community can safely and conveniently access places, goods and services and connect to transit using active modes of transportation”.

An internal project team is currently undertaking a feasibility review of the three proposed projects which will include the development and execution of a communication strategy and educational outreach.

Approved by:

Approved by:

Henrik Zbogar, MCIP, RPP
Senior Manager,
Transportation Planning
Planning and Development Services

Richard Forward, MBA, M.Sc., P.Eng.
Commissioner, Planning and
Development Services

Appendices:

Appendix A: 2019 Active Transportation Infrastructure Project - Summary

Appendix B: 2019 In-Fill Program, East-West and North-South Network Connectors

Report authored by: Nelson Cadete, Project Manager, Active Transportation

9.2.1-8

Appendix A

2019 Active Transportation Infrastructure Project - Summary

 Proposed Short Term Work
ABC Region Location

Item	Description	Item																																																																																																																																											
School Crossing Upgrades – curb cuts	Installation of curb depressions at all existing school crossings in accordance with P&IS278-2015: <i>“That the City policy respecting curb depressions at uncontrolled crossings be revised to allow barrier free access to school crosswalks and at parkland/street-to-street paths where they intersect low volume local roadways under the conditions outlined within the report.”</i>	New 3 year program to install curb depressions at 55 school crossings																																																																																																																																											
Major Trail Fix-it Program - Signalized Crossings	Implementation of signalized midblock crossings where named recreational trails meet arterial roadways and a detour to a controlled crossing is not practical.	8 New Midblock Pedestrian (Cyclist) Signal Installations: 1 I4 Esker Lake Rec. Trail and Clark Boulevard 2 K4 Doan Doan Rec. Trail and Clark Boulevard 3 K3 Doan Doan Rec. Trail and Williams Parkway 4 D2 Flower City Rec. Trail and Chinguacousy Road 5 E2 Flower City Rec. Trail and McLaughlin Road 6 J2 Flower City Rec. Trail and Bramalea Road 7 G3 Esker Lake Rec. Trail (ECT Link) and Kennedy Road 8 F2 Flower City Rec. Trail and Hurontario Street 9 G2 Flower City Rec. Trail and Kennedy Road 10 I2 Flower City Rec. Trail and Great Lakes Drive																																																																																																																																											
Major Trail Fix-it Program - Level 2 Type Pedestrian Crossovers	Multi-year program to install proper crossings (PXO) along major named trails	<table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>1 I2 Chinguacousy Trail</td><td>at Templehill Road</td><td>\$10,800.00</td><td></td></tr> <tr><td>2 J4 Chinguacousy Trail</td><td>at Balmoral Drive</td><td>\$10,800.00</td><td></td></tr> <tr><td>3 J4 Chinguacousy Trail</td><td>at Algonquin Boulevard</td><td>\$10,800.00</td><td></td></tr> <tr><td>4 J4 Chinguacousy Trail</td><td>at Avondale Road</td><td>\$10,800.00</td><td>2021 Resurfacing</td></tr> <tr><td>K3 Don Doan Trail</td><td>at North Park Drive</td><td>\$10,800.00</td><td>School Crossing</td></tr> <tr><td>5 K3 Don Doan Trail</td><td>at Jordan Boulevard</td><td>\$10,800.00</td><td></td></tr> <tr><td>6 K3 Don Doan Trail</td><td>at Jayfield Road</td><td>\$10,800.00</td><td></td></tr> <tr><td>7 K3 Don Doan Trail</td><td>at Greenbriar 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9.2.1-9

Item	Description	Item						
Major Trail Fix-it Program - Level 2 Type Pedestrian Crossovers (continued)	Multi-year program to install proper crossings (PXO) along major named trails (continued)	34 H2	Flower City Trail	at Heart Lake Road	\$10,800.00	Future Trail		
		35 I2	Flower City Trail	at Heartview Road	\$10,800.00	Future Trail		
		36 I2	Flower City Trail	at Brussels Avenue	\$10,800.00	Future Trail		
		37 I2	Flower City Trail	at Checkerberry Crescent	\$5,000.00	Cub cut on one side only		
		38 I2	Flower City Trail	at Geddes Lane	\$10,800.00			
		39 J2	Flower City Trail	at Fernforest Drive	\$10,800.00			
		40 J2	Flower City Trail	at Sprucelands Avenue	\$10,800.00			
		41 K2	Flower City Trail	at Maidengrass Road	\$10,800.00			
		42 K2	Flower City Trail	at Sunny Meadow Boulevard	\$10,800.00			
		43 K2	Flower City Trail	at Barleyfield Road	\$10,800.00			
		44 E5	Hydro Corridor Trail	at Millstone Drive	\$10,800.00			
		45 C5	Hydro Corridor Trail	at Kingknoll Drive	\$0.00	2019 resurfacing		
		46 C2	Merrybrook Trail	at Buick Boulevard	\$10,800.00			
		47 C2	Merrybrook Trail	at Aylesbury Drive	\$10,800.00			
Major Trail Fix-it Program - Sidewalk/MUP upgrades	Upgrade boulevard infrastructure (sidewalk to 3.0 metre asphalt multi-use paths) along all roads that provide a detour for recreational trails – typically to accommodate controlled crossing points.	1 I2	Chinguacousy Trail (Peter Robertson Boulevard)	Dixie Road	Ching. Rec. Trail	0.08	\$60,800.00	
		2 J4	Chinguacousy Trail (Knightsbridge Road - north side)	Central Park Drive	Ching. Rec. Trail	0.035	\$26,600.00	
		3 J4	Chinguacousy Trail (Avondale Boulevard - both sides)	Chinguacousy Rec. Trail	Mid-block Signals at Avondale Plaza	0.095	\$72,200.00	
		4 K3	Don Doan Trail (North Park Drive)	Pennington Place	Crosswalk at John Bosco School	0.35	\$266,000.00	
		5 K3	Don Doan Trail (Williams Parkway)	Torbram Road	Don Doan Rec. Trail	0.5	\$380,000.00	More affordable to put in crossing (>30
		6 K3	Don Doan Trail (Central Park Drive)	Glenvale Boulevard	Don Doan Rec. Trail	0.21	\$159,600.00	
		7 K3	Don Doan Trail (Queen Street West)	Central Park Drive	Don Doan Rec. Trail	0.75	\$570,000.00	
		8 I3	Esker Lake Trail (Laurelcrest Street - west side)	Esker Lake Rec. Trail	Lorraine Crescent	0.067	\$50,920.00	
		9 I4	Esker Lake Trail (Queen Street East)	Esker Lake Rec. Trail	West Drive	0.275	\$209,000.00	
		10 I4	Esker Lake Trail (Dixie Road - east side)	Esker Lake Rec. Trail	Balmoral Drive	0.075	\$57,000.00	
		11 F3	Fletchers Creek (McLaughlin Road - west side)	Fletchers Creek Trail - south of Willams	Brookview Road	0.157	\$119,320.00	
		12 F3	Fletchers Creek (McLaughlin Road - east side)	Brookview Road	Fletchers Creek Trail	0.06	\$45,600.00	
		13 I2	Flower City Trail (Dixie Road - east side)	Brampton Soccer Centre	Flower City Trail	0.049	\$37,240.00	
		14 L2	Flower City Trail (Eagelridge Drive)	Trobram Road	Flower City Trail	0.02	\$15,200.00	
		15 I5	Brampton Loop (Dixie Road)	Steeles Avenue	Advance Boulevard	0.63	\$478,800.00	
		16 I5	Brampton Loop (Advance Blvd/Westcreek Blvd)	Dixie Road	Steelwell Road	1	\$760,000.00	
Fit-it Programs - Bike Lanes	Implement key on-road bike lanes along routes that will support connectivity and trail corridors and the new Brampton Cycling Loop	1 H2	Heart Lake Road (the Loop)	Birchcliffe Road	New Pines Trail	1.2	\$84,000.00	
		2 G3	Etobicoke Creek Trail (Vodden Street)	Main Street	Howden Boulevard	3.6	\$252,000.00	the big ask
		3 J3	Central Park Drive	Hanover Drive	Bramalea Road	1.1	\$77,000.00	2019 road resurfacing
		4 I5	Avondale Boulevard (the Loop)	Bramalea Road	Birchbank Road	0.97	\$67,900.00	
		5 I5	Westcreek Boulevard (the Loop)	Steelwell Road	terminus	1	\$70,000.00	

