

## The City of Brampton's Active Transportation Master Plan (ATMP) is developing an implementation strategy and supporting policies to build a connected cycling and pedestrian network in Brampton.

Our aim is to make it safer, more convenient, and more enjoyable to travel by non-motorized modes, and to encourage cycling and walking as a real transportation option for both recreational and utilitarian purposes.



One of the emerging recommendations of the study is for AT infrastructure to complement the City's capital road program. A number of proposed locations where sidewalk gaps should be filled and bike lanes should be painted have been identified.

Your input is important to the success of our Active Transportation Master Plan.



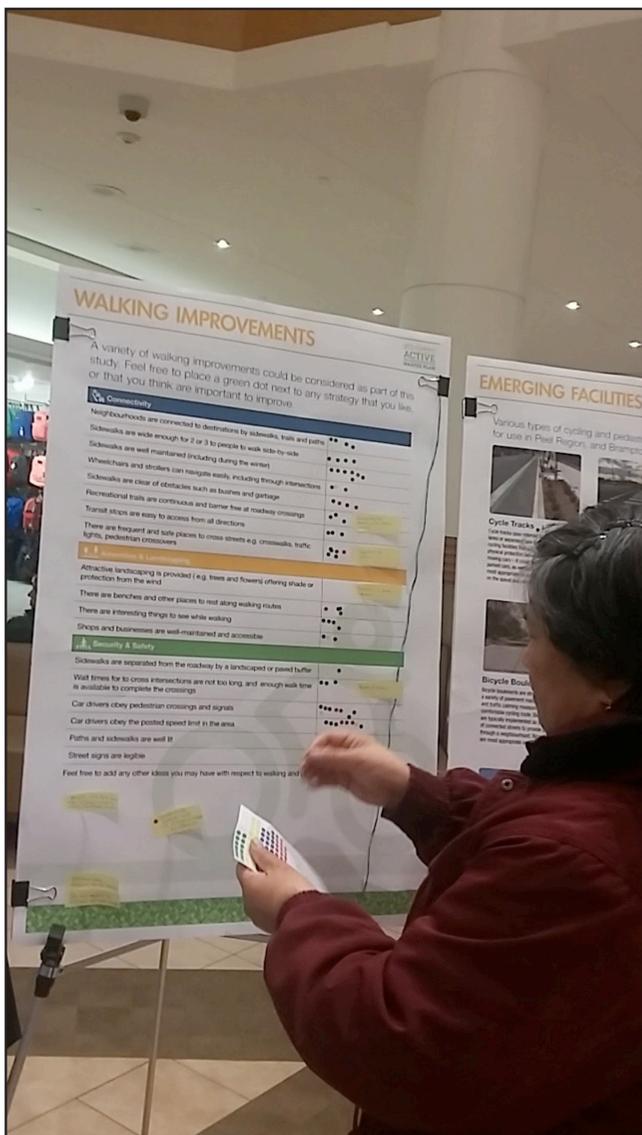
### This is the second ATMP public information session.

During the first public information session, we introduced various types of walking and cycling infrastructure that would be suitable for installation in the City of Brampton.

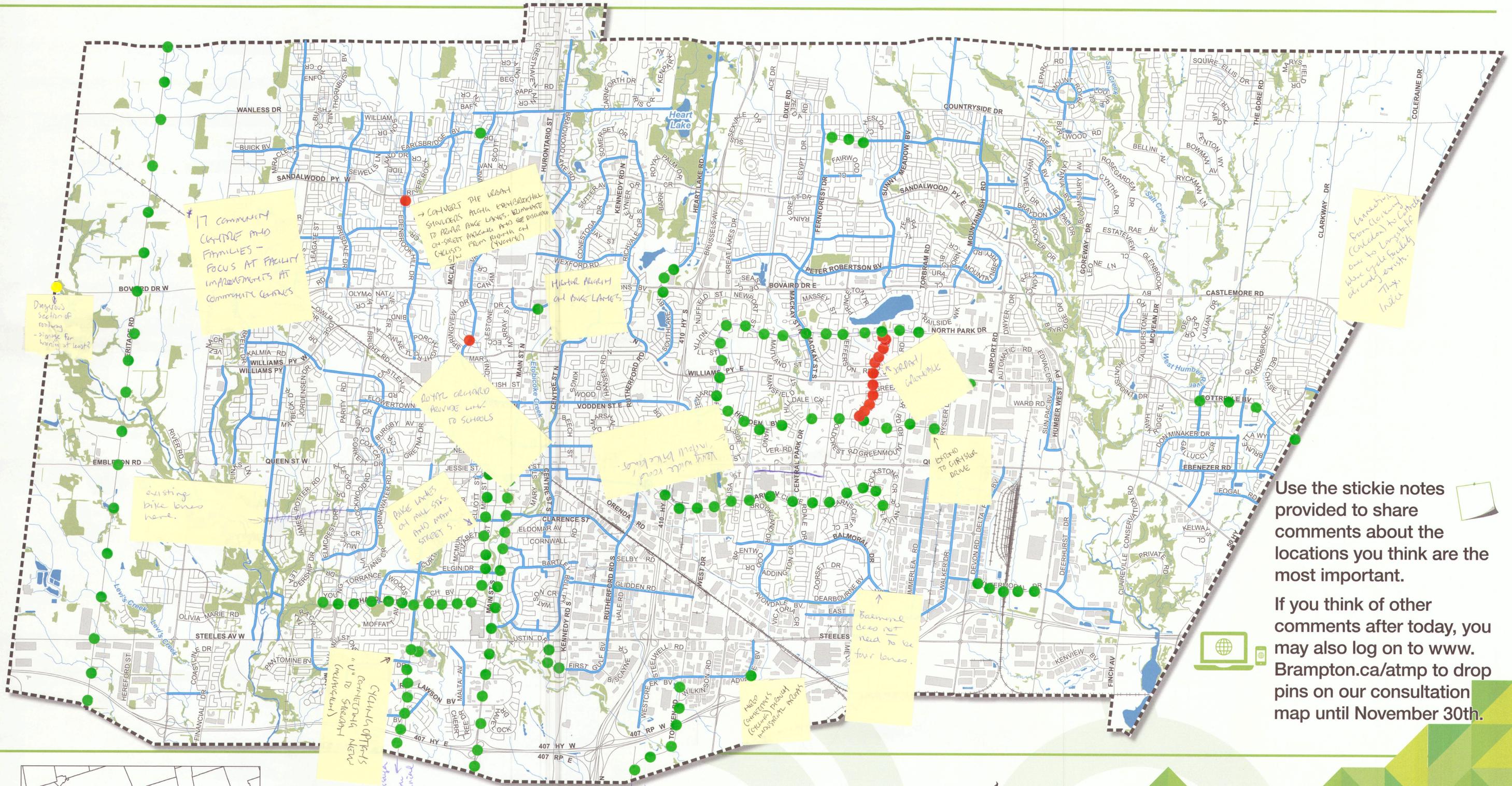
The purpose of this second public information session, is to gather consultation feedback to measure support for project locations.

This includes locations for multi-use paths, bike lanes, cycle tracks and sidewalks. We also want your feedback regarding locations where existing multi-use paths should be upgraded with crossing, lighting or surface improvements.

We are also looking for your suggestions for locations where bike parking racks should be installed. This will help to inform the City's role in providing public bike parking racks.



# CYCLING CONNECTIONS

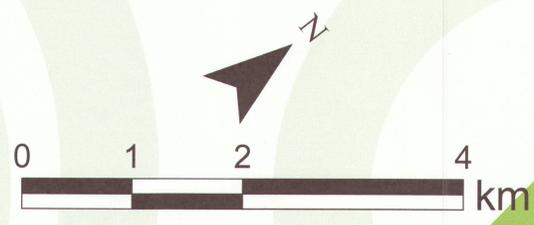


Use the sticky notes provided to share comments about the locations you think are the most important.

If you think of other comments after today, you may also log on to [www.Brampton.ca/atmp](http://www.Brampton.ca/atmp) to drop pins on our consultation map until November 30th.



- Infill Bike Lanes
- Road
- Rail Line
- Watercourse
- Waterbody
- Wooded Area
- Building Footprint
- Brampton Municipal Boundary





Providing **secure, convenient and accessible bicycle parking** and end-of-trip facilities is an important strategy to encourage and support active transportation.



The ATMP will make recommendations surrounding the preferred design criteria and type of bicycle parking/end-of trip amenities that would be suitable for the City of Brampton to install. Target numbers for bike parking installations will also be recommended.



## **Bike Parking locations are generally understood as having the following types:**

- Short term – usually located on street where people will be parking for 2-3 hours or less. Short-term bike parking is often located at commercial or institutional land uses as well as community facilities (e.g. parks, rec centres etc.)
- Long term – is usually located off street, where people will be parking for more than 2 -3 hours. Long-term bike parking is often located at transit stations, workplaces, and residential locations

## **The City of Brampton is considering opportunities to install:**

- Bike racks (e.g. inverted u locks, ring and posts, bike corrals). Bike racks should always be placed in well-lit, highly visible areas where they don't impede pedestrian movement.
- Sheltered or enclosed secure racks. Ideally sheltered racks are located where active surveillance is available, this may include bike lockers or shared bike rooms.
- Bike corrals, where the installation of a high density bike rack in a car parking spot may hold up to 10 bikes. Bike corrals are typically suitable in busy downtown locations where there is a lot of demand for bike parking, but little space available along boulevards or sidewalks.



## Consider the map of destinations.



Use the dots provided to identify locations where you think the installation of bike parking is needed.



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In addition to the infrastructure implementation programs being discussed at this meeting, the ATMP will recommend a number of significant policy directions:



- The City review and revise its roadway design standards to make sure that City roadways are designed for all transportation users and all modes of transportation. Ontario Traffic Manual Books 15 and 18 should be used as a reference in this work.
- The City review zoning bylaws, to require the provision of bike parking at institutions, including multi-family developments and civic facilities. As appropriate, partnerships with institutions.
- The City provide resources required at the municipal level to support intergovernmental partnerships, needed to achieve the integration of AT at transit facilities. AT-related elements of the Big Move, Metrolinx Mobility Hub Guidelines and GO Transit Rail Parking and Station Access Plan should be used as a reference for this work.
- The City work in partnership with the Region of Peel, to undertake a review of bylaws that affect vulnerable road users.
- The City formalize a policy surrounding the use of power assisted bicycles on recreational trails, multi-use paths and cycle tracks.
- The City work with the region of Peel, to identify locations where investments in year-round maintenance for walking and cycling facilities would improve health and safety.
- The City enhance the standards being used for it's existing trail wayfinding program, to include signs with destination wayfinding information and wayfinding pavement markings.
- The City work with the Region of Peel, to undertake a review current AT funding sources and recommend a cost sharing framework for providing, managing, funding and maintaining AT infrastructure serving local and regional needs, on both local and regional roads/assets.
- The City develop a bike counting program, that will include both temporary and permanent sensors.



## PROMOTIONS AND ENCOURAGEMENT



The City of Brampton is producing a printed cycling map. The goal being recommended by the ATMP is to publish an updated copy of the map each spring.

The map will serve as a resource that not only communicates the locations of trails, bike lanes and paths, but also other amenities.

The map will include important safety information and resources to encourage people of all ages and abilities to cycle.

Working with corporate communications, parks and recreation, economic development, public libraries and other partners, the maps will be widely distributed at events and programming activities.

The map will also promote hallmark Brampton cycling events such as the Bike to Work breakfast and Bike the Creek.

The goal of promoting this resource will be to reach both persons who cycle, and those who do not cycle.

Persons who cycle may use the resource to keep abreast of new infrastructure being installed, as well as any new programs or events.

Persons who do not regularly cycle may use the information provided on the map to learn about the best places to start cycling.

The map will market efforts such as Brampton's 30km trail loop. The development and promotion of this loop will highlight opportunities for a family-friendly route which connects the City's downtown to safe highway crossings travelling south to Mississauga and north to Caledon.

The purpose of promoting recreational routes is to get people riding who are not yet comfortable riding for transportation. A fun recreational outing can help get people who do not ride regularly to tune up their bike, and learn how easy it is to ride on trails near to their own homes.



**Thank you very much for your feedback today.**



The information boards presented today and subsequent information about the project progress, will be posted online to the project website at [www.brampton.ca/atmp](http://www.brampton.ca/atmp).

Please subscribe to our mailing list, if you would like to receive information about active transportation programs being developed as part of the Active Transportation Master Plan.

**If you have any questions following the public information session, please contact:**



Nelson Cadete  
Project Manager, Active Transportation  
City of Brampton  
2 Wellington Street West  
Brampton ON L6Y 4R2  
Phone: 905.874.2552  
Email: [nelson.cadete@brampton.ca](mailto:nelson.cadete@brampton.ca)

or

Christina Bouchard  
Project Manager, IBI Group  
7th Floor - 55 St. Clair Avenue West  
Toronto ON M4V 2Y7  
Phone: 1.416.596.1930 X61016  
Fax: 1.416.596.0644  
Email: [christina.bouchard@ibigroup.com](mailto:christina.bouchard@ibigroup.com)



# HOW TO PARTICIPATE

We invite you to **share your local knowledge** about the City of Brampton in a number of ways:



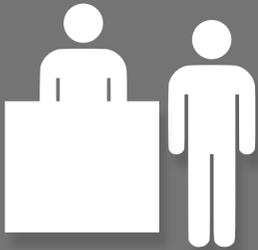
Information is provided on the boards. You can read the boards from left to right, to learn about different program areas.



If there is a particular area you are interested in, please ask staff to suggest the board(s) that best covers what you want to focus on.



Sticky notes are provided, so you may provide feedback about specific locations for each map.



Please feel free to engage staff at any of the panels, to discuss your ideas, experiences or concern in more detail.



Comment forms, available at the sign-in desk may be used to document issues in more detail.



Share your email address at the sign-in table to receive news about walking and cycling programs in the City of Brampton.



We invite you to participate in our digital consultation, by logging on to [www.brampton.ca/ATMP](http://www.brampton.ca/ATMP).



The digital consultation map allows you to drop pins, and will be live until November 30th, 2017.



The City of Brampton has many beautiful multi-use paths, including the Etobicoke Creek Trail, Chinguacousy Trail, Don Doan Trail, Esker Lake Trail, Flecher's Creek Trail, Flower City Trail, Merrybrook Trail and Stephen Llewellyn Trail.

The greenspaces that these trails follow are not far below road level, and so it is not necessary to climb steep hills to get onto or off of the trails. The trails therefore have potential not just for recreational walking and cycling, but also as active transportation corridors.

While the trails cross below major roads at various points, there are many locations where the trails meet a roadway without a crossing. This can have the effect of breaking up the trail.

Without a signal or crosswalk to help trail users get across the road, it may be especially difficult for trail users who require more time to cross (such as seniors or parents with young children) to safely make it to the other side of a busy roadway.



The type of crossing that may be used to improve a trail depends on how busy the roadway is.

In some cases, busy roads would require a signal to connect the trail. In other cases where the trail crosses a quiet local street, pavement markings and signs may be all that is required to connect the trail.

In all cases, curb cuts are required by the Accessibility for Ontarians with Disabilities Act (AODA) to ensure trail users in wheelchairs or a similar mobility device are able to access the trail.

**The City of Brampton is introducing standards for each of the types of crossings listed below.**

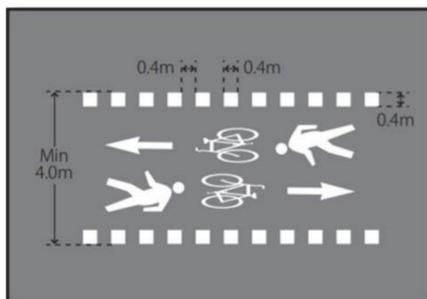


## Types of Crossrides

Multi Use Path crossings can be accommodated with the provision of crossrides. Crossrides are a tool introduced through OTM Book 18 that provide designated crossing space outside of a pedestrian crosswalk at an intersection. OTM Book 18 suggests that “where a crossride is provided in place of a crosswalk, a cyclist may ride their bicycle within the crossing without dismounting” (p. 121). Crossrides use .4m<sup>2</sup> ‘elephant’s feet’ markings to delineate cycling space. There are four basic options:

- Mixed crossride
- Combined crossride
- Separated crossride
- Asymmetrical separated crossride

### Mixed Crossride



A mixed crossride is the simplest option. It is comprised of “elephant’s feet” markings with symbols to indicate the shared use of cyclists and pedestrians. Provincial guidelines suggest assigning space by travel direction, positioning symbols on the right and left side of the crossing area. The use of a center line to separate travel directions is not recommended.

- Provides continuity for MUPs, where cyclists and pedestrians are in a shared facility
- Recommended for medium to low volume/speed locations, where markings will provide sufficient time for motorists to respond
- Suitable for non-roadway crossings such as driveways, park roads and ramps
- May be suitable for locations where colored pavement is used to make the crossings more aesthetically pleasing
- Less markings necessitate less upkeep and maintenance.



### Combined Crossride



A combined crossride is comprised of “elephant’s feet” markings, with “zebra stripe” markings inside. Pedestrians are intended to make use of the central area, and cyclists to use the outer parts.

- More visible than a mixed crossride
- Provides delineation between persons cycling and persons walking
- Most appropriate at intersections where sidewalk and trail users mix and where user volumes are low.

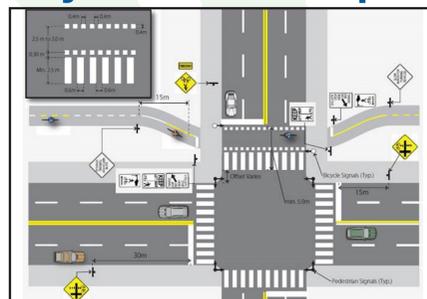
### Separated Crossride



The separated crossride consists of “elephant’s feet” markings in the centre, surrounded by “zebra stripe” markings on both sides. In this configuration, cyclists are intended to use the centre part, and pedestrians the outside.

- Double Zebra provides the most visibility of any crossride type
- Mid block locations, where trail user volumes are high and where sidewalks are present
- Most appropriate for high-speed, high volume roadways where the visibility of the crossing to motorists is a concern.

### Asymmetrical Separated Crossride



This crossride consists of “elephant’s feet” markings on one side, and “zebra stripe marking” on the other. The zebra stripes and elephant’s feet should be aligned with appropriate cycling facilities, sidewalks or MUPs.

- Generally more visible than a mixed crossride
- Provides delineation between persons cycling and persons walking
- Most appropriate where sidewalks are present.

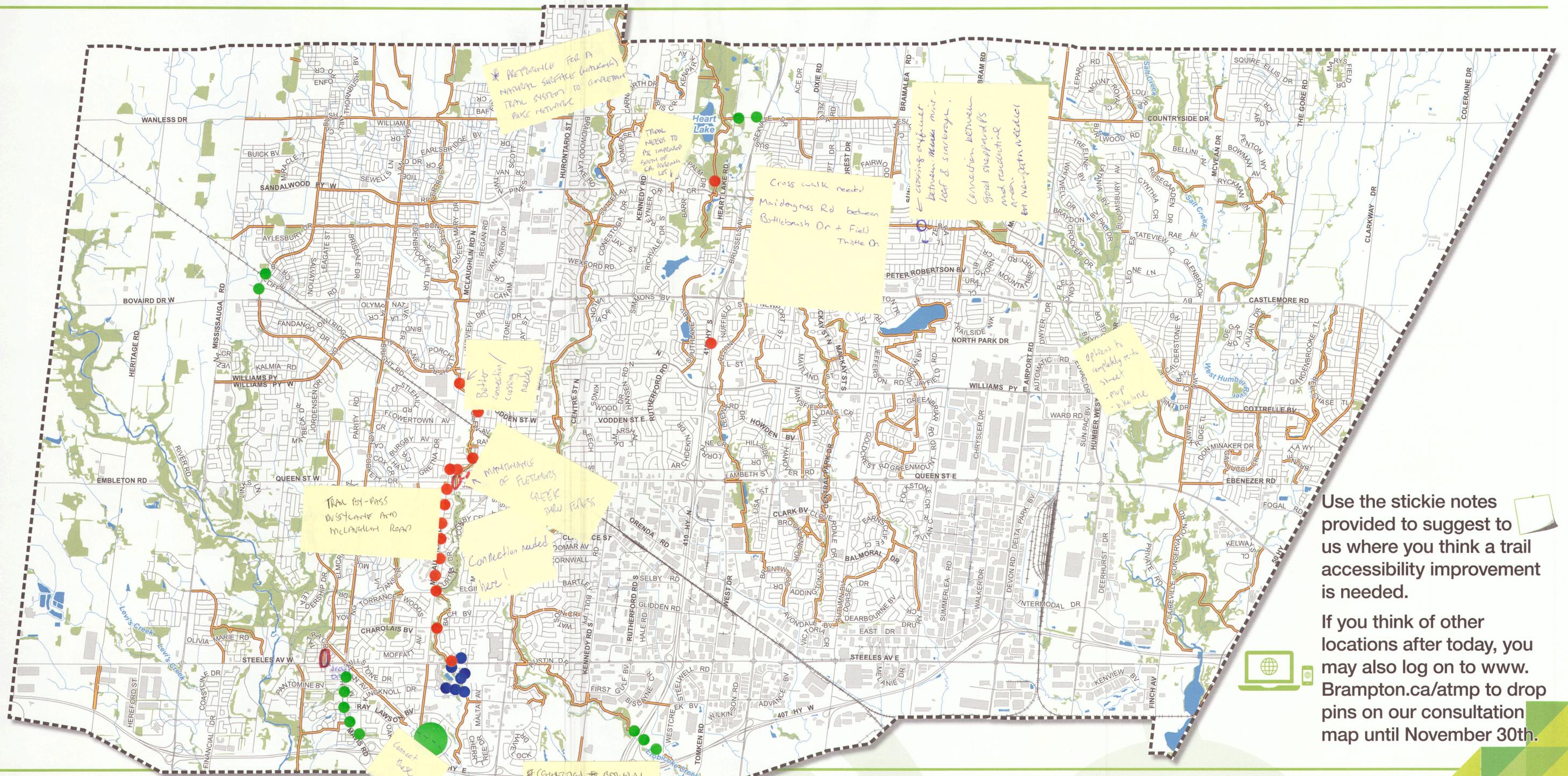
## Consider the map of trails.

Use the stickie notes provided to suggest to us where you think a trail accessibility improvement is needed.

If you think of other locations after today, you may also log on to [www.Brampton.ca/atmp](http://www.Brampton.ca/atmp) to drop pins on our consultation map until November 30th.



# ACCESSIBLE FOR EVERYONE

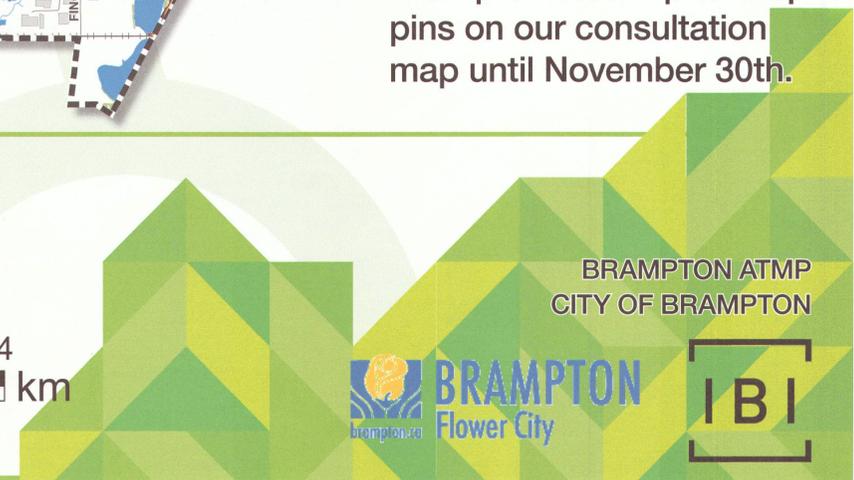
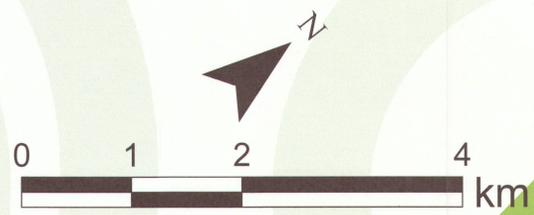


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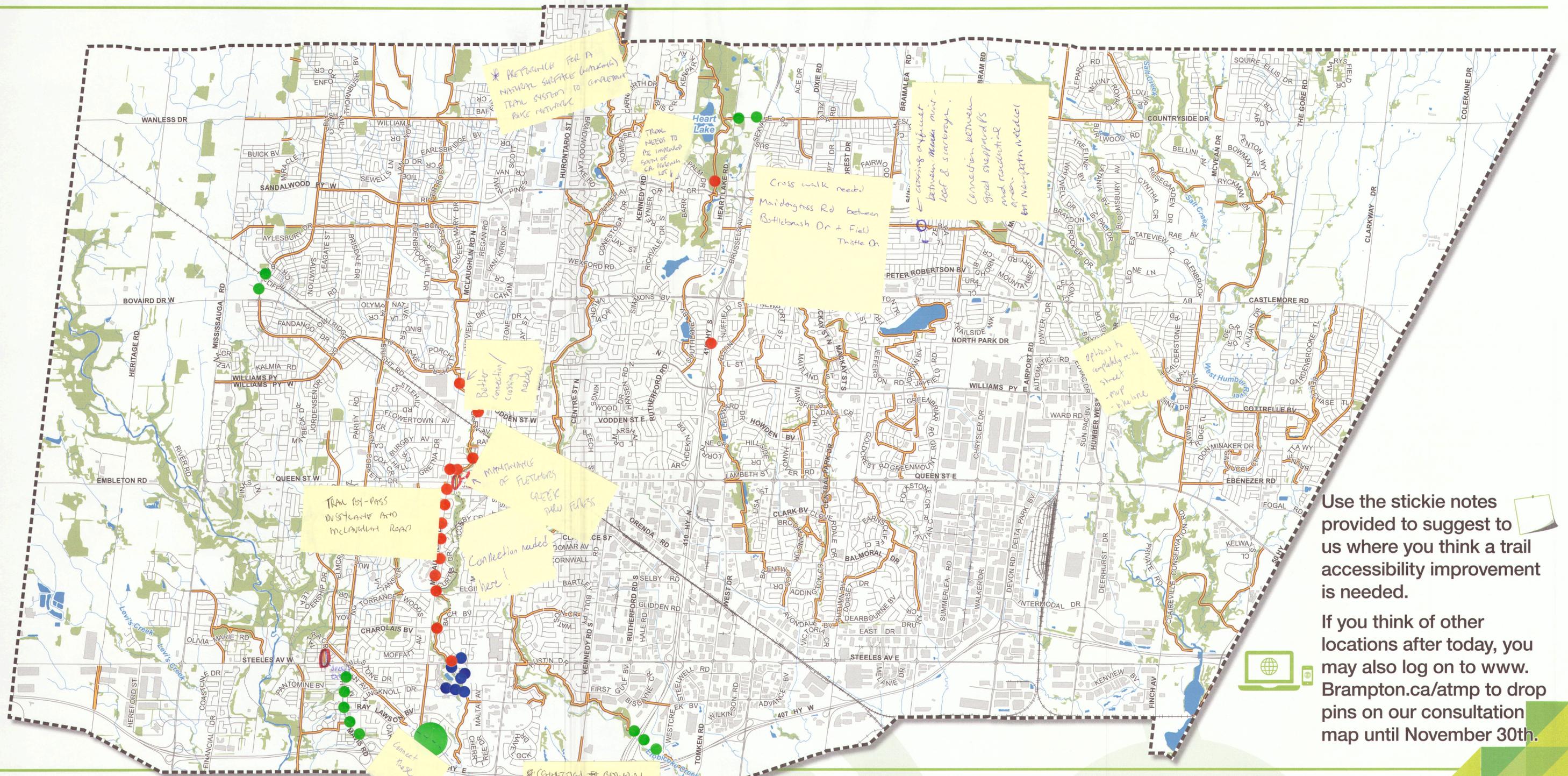
- Existing Network
- Road
- Rail Line
- Watercourse
- Waterbody
- Wooded Area
- Building Footprint
- Brampton Municipal Boundary



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# ACCESSIBLE FOR EVERYONE

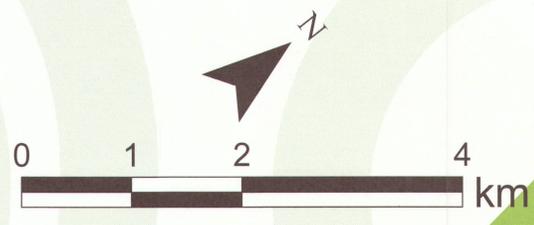


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When a road is being torn up to be reconstructed or resurfaced there are opportunities to introduce new designs that include active transportation facilities. This is called “capital work coordination”.



Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Brampton is committed to the realization of “complete street” designs when streets are being rebuilt in the City.

It is easiest to include multi-use paths, sidewalks, cycle tracks or bike lanes when a road is being reconstructed, because this is a time when it’s possible to make changes to the geometry of the roadway, block to block and at intersections.



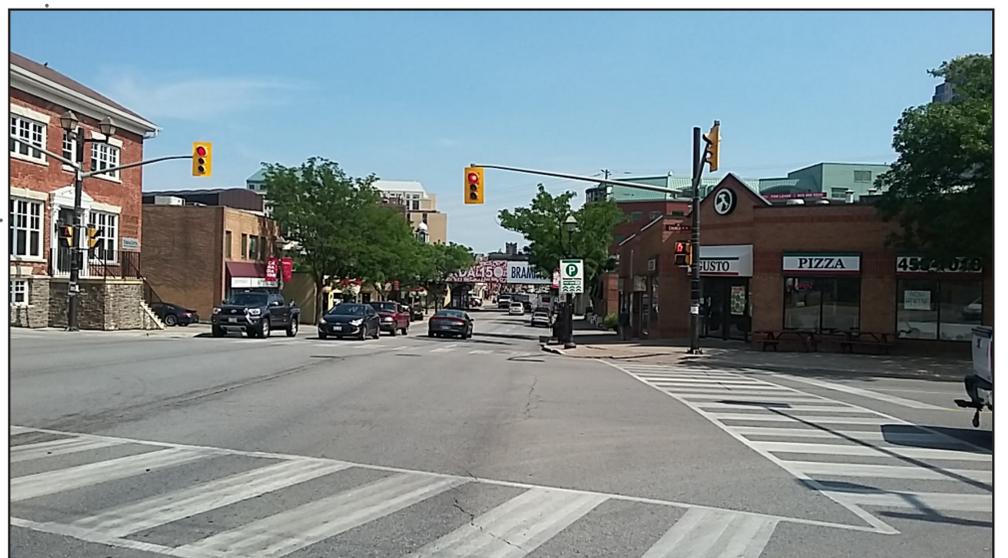
## The map provided shows:

- Locations where capital work is planned
- The year the work is planned for
- The type of active transportation infrastructure the City is proposing.



In Brampton a policy already exists to include roadside paths, and so many have been built. However, up until now, there was no design guidance to make sure that these paths included pavement markings, signs and crossings where the paths meet roadways.

Updating the design standards being used when roads are being rebuilt is an important strategy to ensure the construction of complete streets.



Consider the map of capital works projects. Do you agree with the facilities that the City is recommending?



Use the stickie notes provided to share comments about the locations you think are the most important.



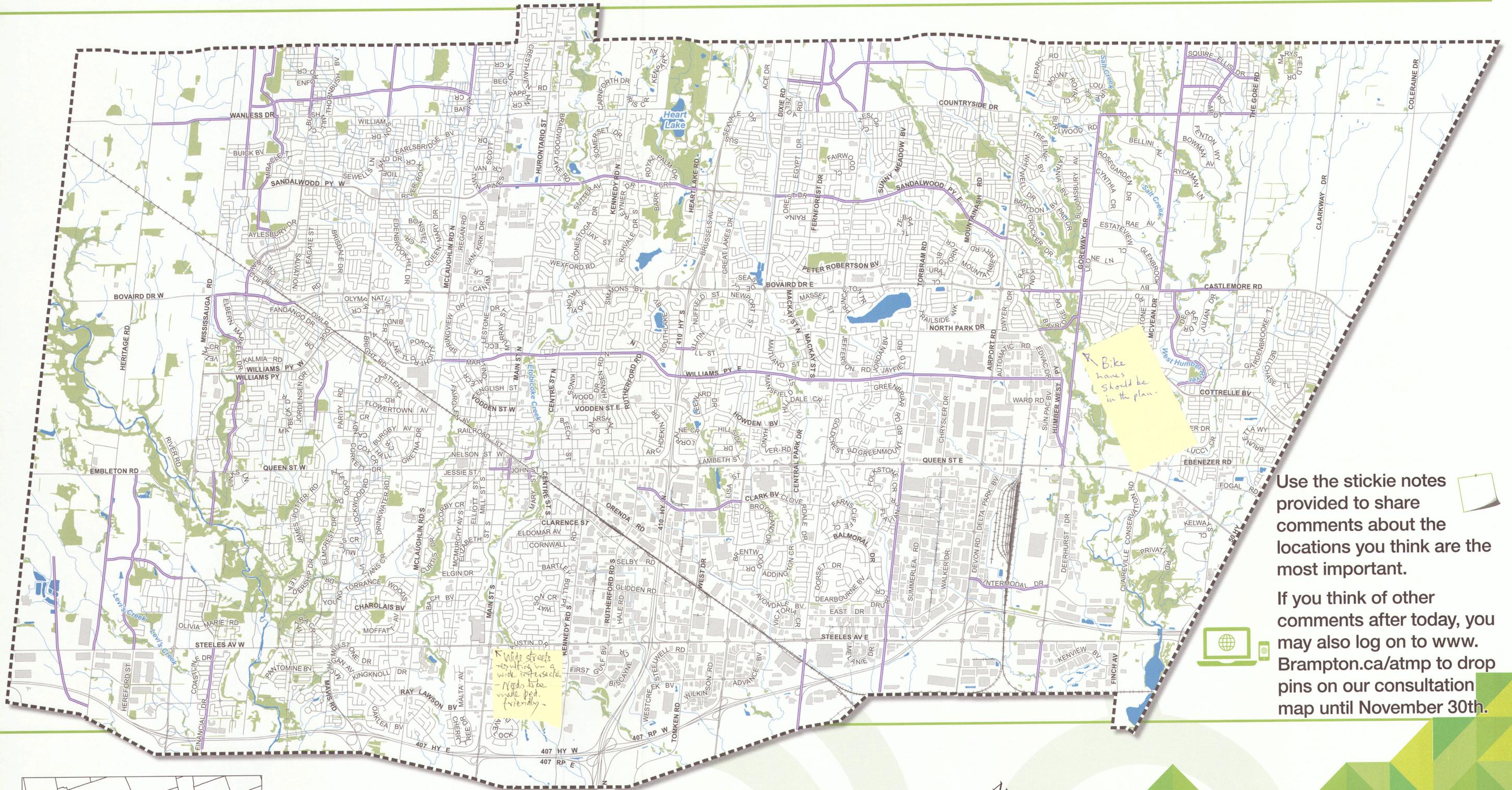
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Generally, if capital work is planned then infrastructure for walking and cycling will not be build before this time. However if you believe there is a safety reason why work on a particular road should be pursued sooner, please speak to a staff person, or fill out a comment form to record these concerns.



# BUILDING COMPLETE STREETS

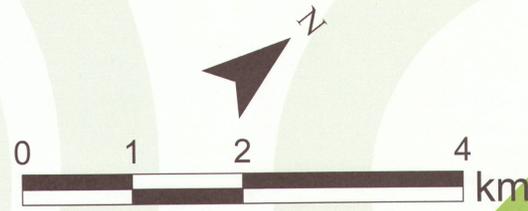


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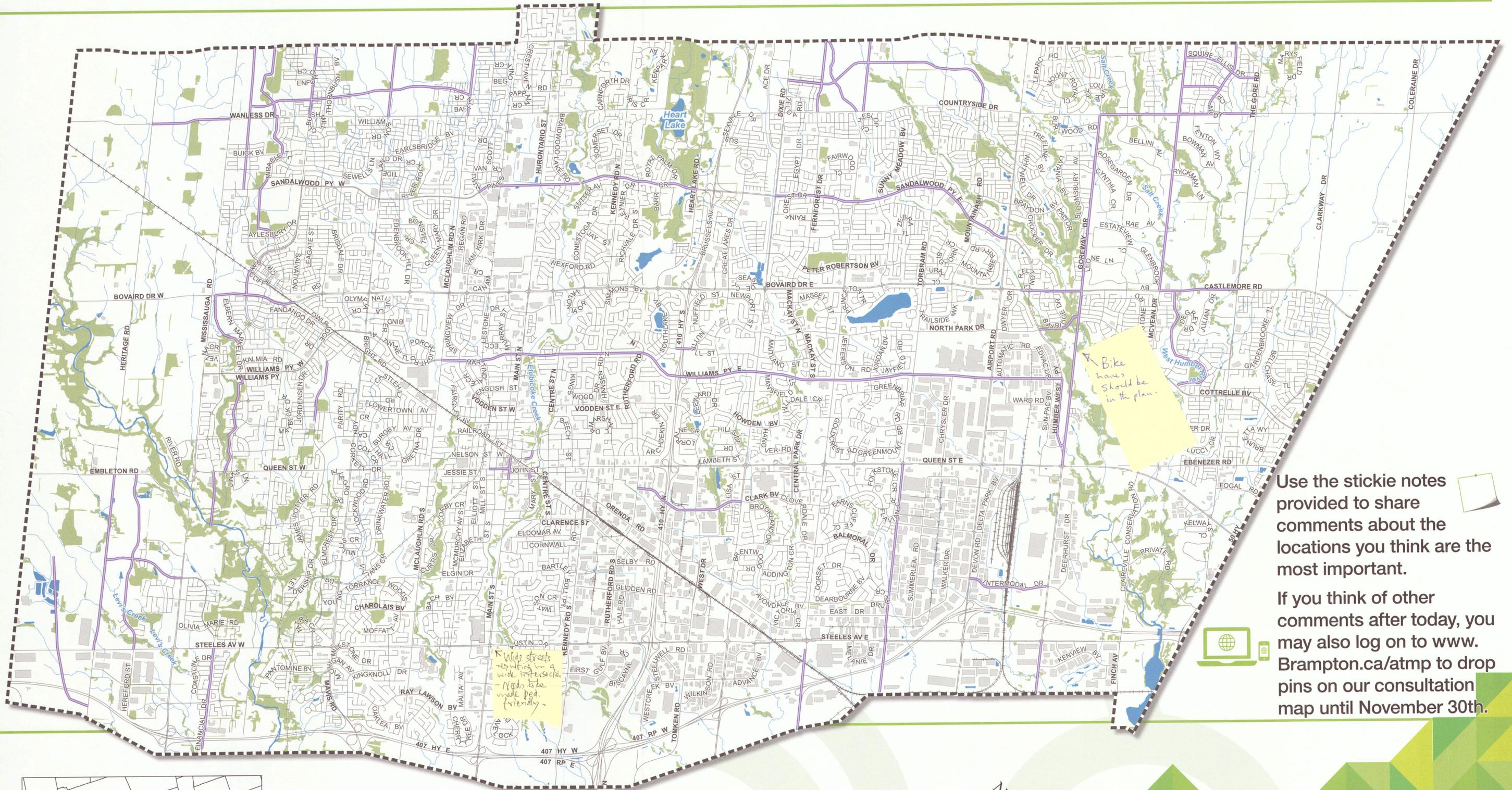
-  Capital Plan Project
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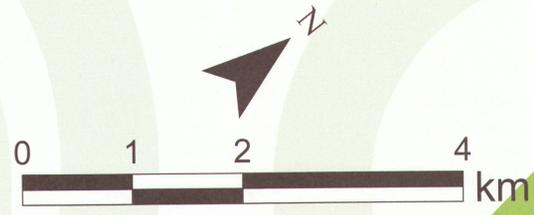


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Current practices followed by the City's "Missing Link" sidewalk assessment and construction priority list are being reviewed.

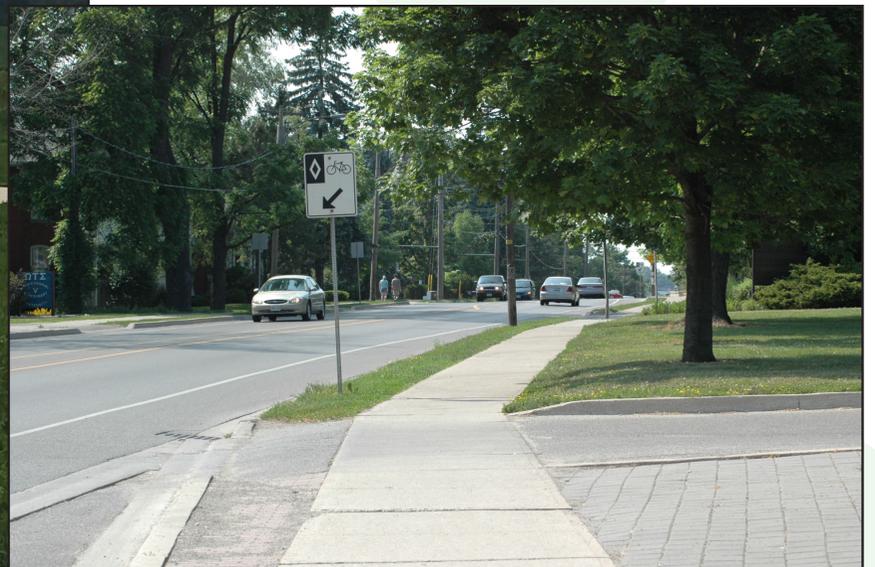


The purpose of the review is to recommend areas for improvement and to coordinate recommended sidewalk projects with multi-use path projects where necessary.

Given Brampton's Role in the regional goods movement network, it is important to also consider opportunities to improve pedestrian safety along truck routes.

Beyond the accessibility improvements to multi-use trails, the ATMP is looking at additional opportunities to improve pedestrian safety including:

- where goods movement corridors are adjacent to residential and institutional uses
- City roads that are designated as connector truck routes
- Improvements to pedestrian access at schools and other institutions represent an opportunity to reduce congestion related to pick up and drop off activities
- Improvements for pedestrian connections to transit, particularly by shortening access to higher order transit.



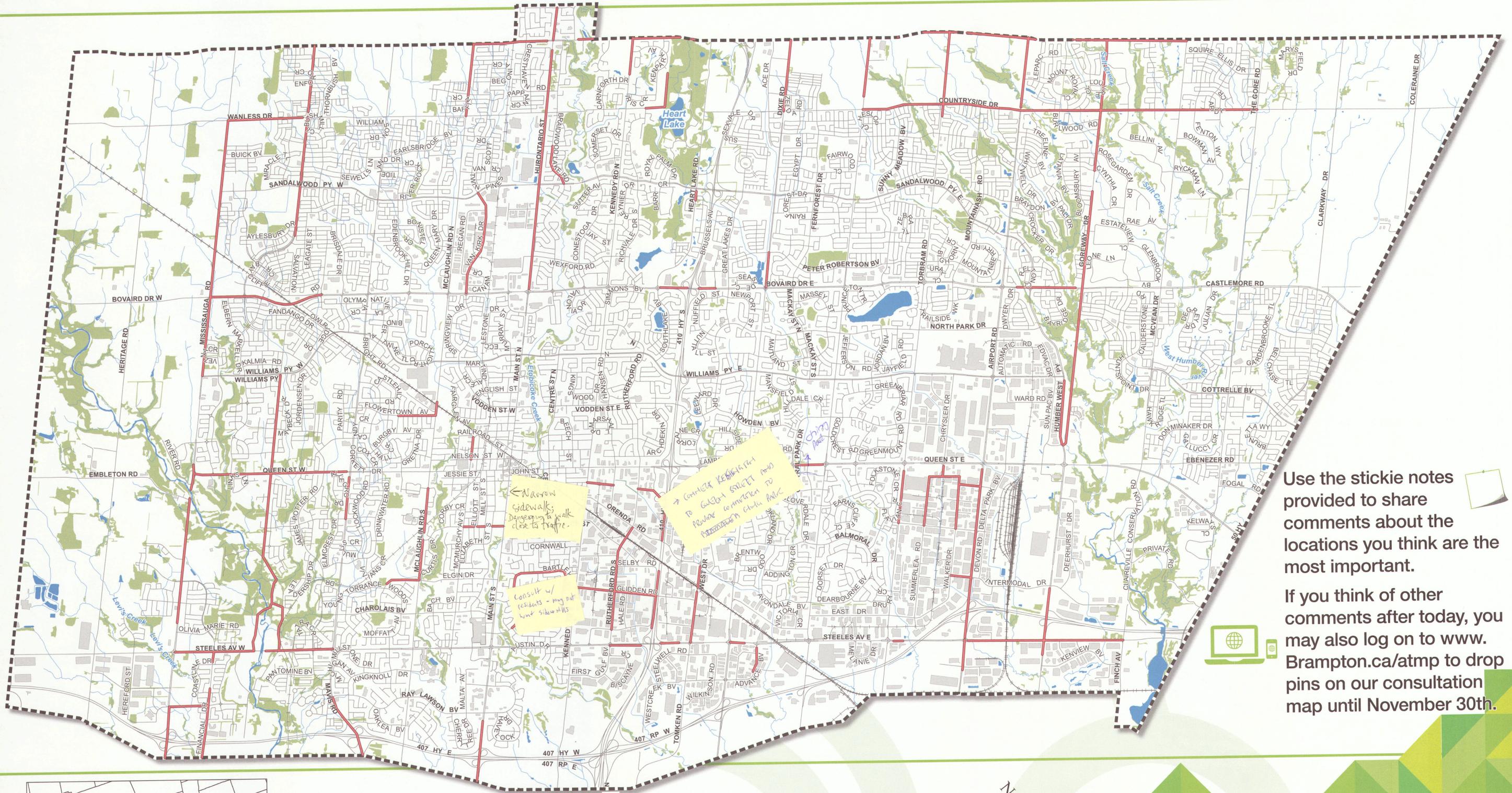
Consider the map of "Missing Link" locations on busy roads.

Use the stickie notes provided to share comments about the locations you think are the most important.

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# MISSING SIDEWALKS

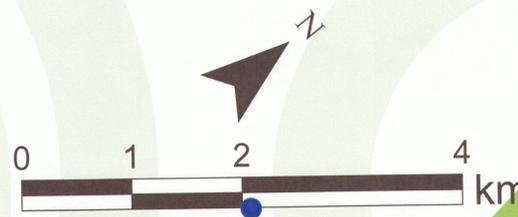


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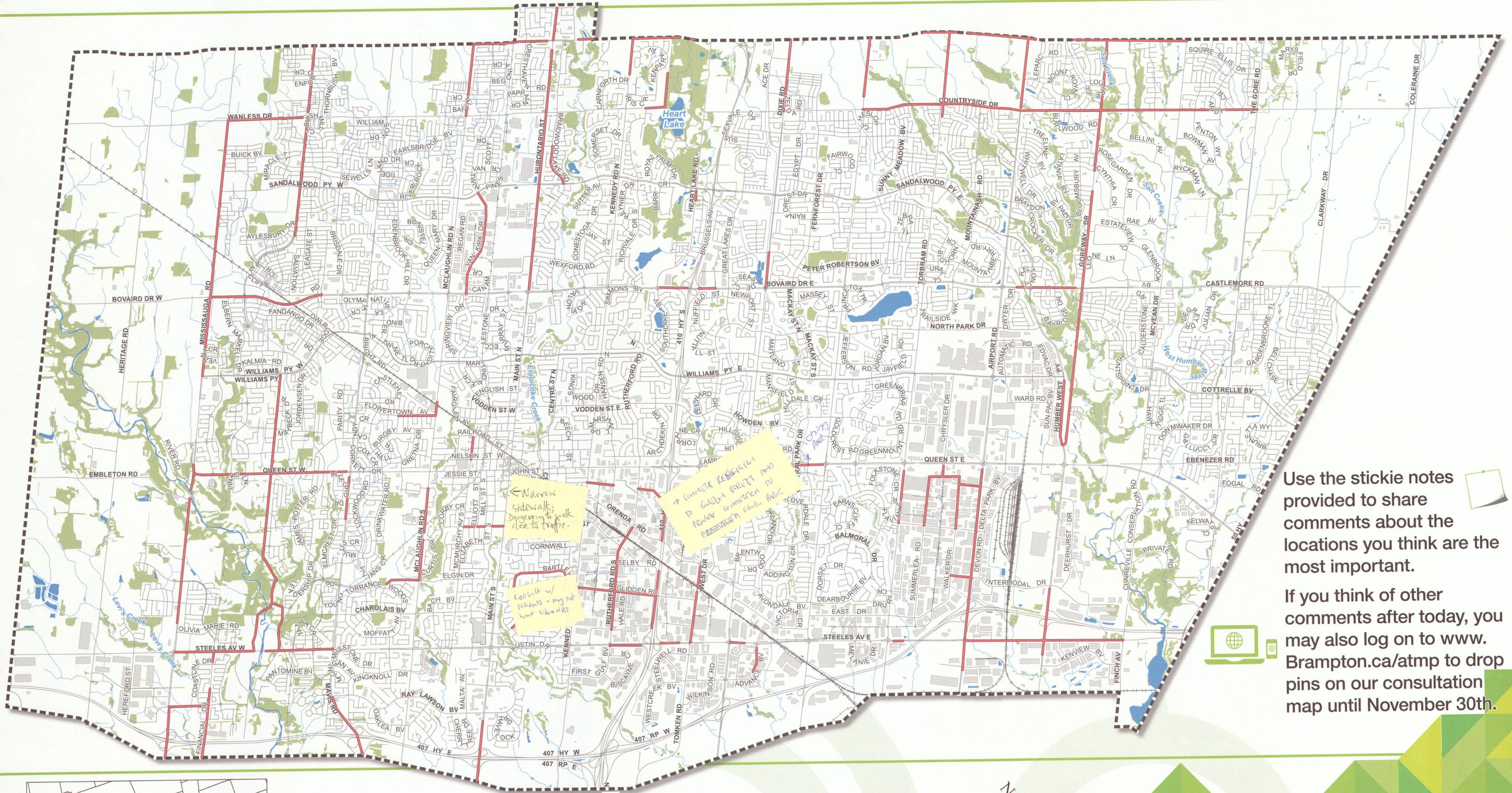
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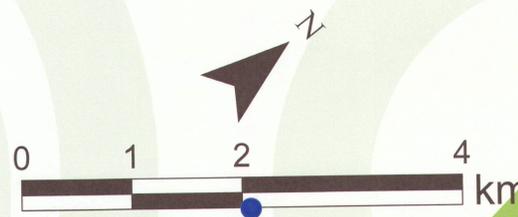


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Brampton's existing trails predominantly follow waterways that flow south towards Lake Ontario. To build a cycling network, the introduction of **east-west cycling connections** will be necessary.



There are few opportunities to build trails that would provide the needed east-west connectivity.

Beyond the opportunities to coordinate with road reconstructions and resurfacings, the City of Brampton has studied opportunities to install painted bike lanes or cycle tracks following roads.

“**Infill**” bike lanes are a low-cost way to quickly connect the cycling network and improve road safety for cycling.

Where roads have a posted speed of 50km/h and carry a moderate number of motor vehicles, painted bike lanes can be comfortable for most people when cycling.

When roads have a posted speed of over 50km/h then the City may consider designing the bike lane with a painted buffer.

The faster, and busier a roadway is, the more there is a need to install separators between the lane where people are cycling and the adjacent travel lane being used by motor vehicles. Bike lanes that include a physical separation from motor vehicles are called “cycle tracks”.



**On certain collector roads with wider lanes, it will be possible to add bike lanes without a reduction to the existing travel lanes or on-street parking.**

The proposed “infill” cycling connections would be achieved by reducing the number of general purpose travel lanes to replace one or two travel lanes with bike lanes or cycle tracks.

The amount of impact this would have on people travelling by motor vehicle would depend on the road.

For some roads that are not very busy, the reduction of travel lanes will not impact drivers, because there is still plenty of room left for the amount of people driving.

Consider the map of proposed cycling “infill” projects. Do you agree with the bike lane locations that the City is recommending?

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