



Driving Change. Securing Our Future.



City of Brampton
2021 Government of Canada
Pre-Budget Submission



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Message from the Mayor



Community health, safety and economic recovery are top of the agenda for decision makers at all levels of government. The COVID-19 pandemic has underlined the need for increased collaboration and timely investments to fill the gaps in our health care, transit and economic framework.

Brampton serves as a major hub for the manufacturing, food processing and logistics sectors, ensuring the smooth movement of goods and workers in the GTHA.

Continued funding through the Safe Restart Agreement and necessary supports such as paid sick leave for those impacted by the pandemic, remains crucial as our economy rebounds.

The COVID-19 pandemic has further escalated the urgent need for a new hospital in Brampton and immediate action to address the historic underfunding of health care in our city.

For a fast-growing city as Brampton, it is important to have sustainable and well-connected transit. This helps boost economic prospects and quality of living. Continued funding through the extension of the Safe Restart Agreement until the end of 2021, and equitable


funding and timely action on the Queen Street-Highway 7 BRT and the Hurontario-Main Street LRT will support the City and the broader regional transportation system.

Brampton is centrally located along the Innovation Corridor with ready access to the GTHA talent pool and markets. Boosting postsecondary education and critical innovation and technology infrastructure is the pathway to building a stronger workforce and attracting new investment.

We apply a sustainability lens on our projects such as the electrification of the new Transit Maintenance & Storage Facility, and Riverwalk, which addresses climatic impacts and enhances economic opportunities in the downtown.

We welcome the funding received in 2020 from the Governments of Canada and Ontario, and look forward to strengthening our partnership to secure a stronger future together.

- Mayor Patrick Brown



Summary of Asks



Transit

Extend funding through the Safe Restart Agreement at least until the end of 2021.

Work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels.

Immediately approve remaining key Brampton ICIP projects, including the new Transit Maintenance & Storage Facility and the purchase of new buses to keep up with ridership demand.

Invest in strategic green infrastructure projects to create jobs and reduce GHG emissions such as the electrification of the new Transit Maintenance & Storage Facility and the transition to a zero emissions fleet.

Work collaboratively with the City of Brampton on program design for the newly announced Permanent Transit Fund to ensure a fair share of funding to one of the fastest growing systems in Canada.



Higher-Order Transit

The City of Brampton is asking for a commitment from the federal government to the inter-regional, higher-order transit network, including:

- The City of Brampton is seeking up to \$1.7 billion, through funding partners in the Federal and Provincial government, in order to proceed with a fully funded Light Rail Transit on Main Street.
- Improve regional connections by investing in the Queen Street-Highway 7 BRT.
- Invest in express transit service to meet rider demands along major corridors – support the launch of Züm bus rapid transit along Chinguacousy Road and Bramalea Road



Impacts of COVID-19 in Brampton

Work on a successor agreement to the Safe Restart Agreement, which includes support for municipal operations and public transit through 2021.



Paid Sick Leave

The province mandate employers, for the duration of the pandemic, to provide paid sick leave to employees that test positive for COVID-19, subject to federal reimbursement, and be funded by the provincial/federal government.



Investment in Local Businesses

Increase funding to Small Businesses Enterprise Centres (SBECS), with a focus on training and resources to support SBECS across the Province.

Increase funding to targeted programs, such as the Starter Company Plus, to assist businesses with training, advice and mentoring to help them build a businesses.

Introduce specific new granting stream for women and newcomers, including:

- Exclusive Starter Company stream for women
- Summer Company Program for young females and diverse groups
- Creation of a Women Angel Network that provides funding, mentors and programming
- Grants specifically for businesses operated by women



Active Transportation

National Cycling Strategy

- Create a national urban cycling infrastructure fund of at least \$265 million as part of a COVID-19 economic stimulus package to be distributed over the next two years to Canadian cities.
- Include longer term sustainable funding to implement active transportation infrastructure and programs as part of the Federal Government's recent announcement to establish a national active transportation strategy.



Transit

Building a Seamless Regional Transit System

The City of Brampton is creating a modern, integrated transit system by enhancing Regional Transit Connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing environmentally friendly and advanced technologies.

Brampton Transit is the fastest-growing extensive transit system in Canada, with ridership significantly outpacing the population growth. Brampton's ridership growth of 38% over the three years before COVID-19 (2016-2019) was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same period (as per the Canadian Urban Transit Association).



RIDERSHIP GROWTH

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

Continuing Impact of Covid-19

Enhanced Sanitizing of Vehicles/Facilities

Brampton Transit's goal is to disinfect all hard surfaces, operator compartments and seats every 48 hours. The majority of buses are currently sanitized every 24 hours. Facilities and terminals that have hard surfaces are wiped down and sanitized daily.

Revenue Loss

- Reduced on-board passenger loads – currently in lockdown: between 40-45% of ridership compared to the same period last year (January 2021 vs January 2020).
- Until further notice, service reductions in place are currently operating ~80% of budgeted service (January 2021). On-board passenger load restrictions equate to a full-seated load only; this means the system's carrying capacity is about 50% of pre-COVID levels.
- Passenger revenues will remain significantly below preCOVID levels this year and may take several years to recover fully.

Safe Restart Funding

- Safe Restart funds are expected to cover losses until March 31, 2021.
- The City is eligible to receive up to \$30.1 million for COVID-19 municipal transit pressures incurred from October 1, 2020 to March 31, 2021 under Phase 2 of the Safe Restart program and \$18.1 million for additional pressures based on ridership.
- The City has not received these funds to date. Ongoing upper-level government funding support is needed from April 1, 2021, until return to normal from pandemic to offset transit losses and avoid possible significant service cuts.
- Funding is also needed to ensure essential workers riding public transit have the means to get to and from work and for others to take essential trips.

- Extending funding through the Safe Restart Agreement at least until the end of 2021 would help support transit service for essential sectors of the economy.

Additional Information

Permanent Transit Funding:

- The City of Brampton thanks the Government of Canada for their commitment of 14.9 billion to public transit over the next 8 years.
- The growth in transit ridership in Brampton has been exceptional; from 2009-2019 ridership has grown 160 per cent compared to the 27 per cent in population growth and transit ridership per capita doubled over the same time.
- We are excited for the many upcoming transit projects in Brampton including the electrification of our fleet, new Transit Maintenance and Storage Facility, LRT, Queen Street-Hwy 7 BRT, Downtown Transit Hub and much more.
- Reliable transit is vital in increasing accessibility to services and jobs, reducing greenhouse gas emissions and improving the overall health of our community. We look forward to working with the Federal Government in supporting the community here in Brampton with these upcoming transit initiatives, helping to meet the future demands for transit, enhancing regional connections and supporting the growth of a diverse, dynamic and fast-growing city.

OUR ASKS

1. Extend funding through the Safe Restart Agreement at least until the end of 2021.
2. Work on a successor agreement to the Safe Restart Agreement, which must include funding for Transit operations until ridership returns to pre-COVID levels.
3. Immediately approve remaining key Brampton ICIP projects, including the new Transit Maintenance & Storage Facility and the purchase of new buses to keep up with ridership demand.
4. Invest in strategic green infrastructure projects to create jobs and reduce GHG emissions such as the electrification of the new Transit Maintenance & Storage Facility and the transition to a zero emissions fleet.
5. Work collaboratively with the City of Brampton on program design for the newly announced Permanent Transit Fund to ensure a fair share of funding to one of the fastest growing systems in Canada.

Fair Funding Allocation

Brampton Transit continues to request a fair share of funding for major infrastructure projects and funding sources. While the City has received some funding in the past, it has not received the same funding level by other municipalities.

Shortfall in federal funding for transit within Brampton compared to peers:

PROJECT	YORK REGION (SUBWAY EXTENSION)	BRAMPTON (ZÜM)**	KITCHENER/ WATERLOO ION LRT	TORONTO (SCARBOROUGH SUBWAY)
Funding Date	2007	2008	2010	2013
Total	\$2.6B	\$295M	\$818M	\$3.56B
Federal	\$697M	\$95M*	\$265M	\$660M
Province	\$870M	\$95M	\$3B	\$1.99B
External Funding as % of Total Cost	60%	64%	69%	74%

* While the City has received funding in the past, it has not been at the same funding level received by other transit systems.

** 2nd fastest growing City in Canada. Ridership growth along the Züm corridors grew by approximately 124% from 2009-2019.

In 2019, Brampton Transits ridership was up to 47% higher than YRT, London or Hamilton, but Brampton received 6% less funding through the Investing in Canada Infrastructure – Public Transit Steam.

Pending ICIP Approvals (Public Transit Stream):

Key Brampton Transit project applications, submitted for funding through the Public Transit Stream of the ICIP, which have not yet received Federal approval:

- Building phase 1 of the new Transit Maintenance & Storage Facility to meet demands of city growth and maintain current and future fleet requirements; (\$175M)
- Purchasing additional growth buses to accommodate existing demand; (\$171M)

3rd Transit Maintenance & Storage Facility

The City of Brampton is currently in the Environmental Assessment (EA) phase of the project and will start design work in March 2022. This new facility is targeted for construction in two phases starting in 2022, with Phase 1 completion estimated for late 2024. The construction of this facility, including full electrification requirements, is contingent upon receiving funding from other government levels.

Phase 1 will provide space for 250 standard bus equivalents (SBE=40ft bus)

- Construction beginning in 2022 with an opening in late 2024
- Costs: Estimated at \$175 million
- The required business case has been completed and submitted to the Province
- The City has received confirmation that the project has been nominated to the federal government for their review of the application.

Delays in project approval could result in missing an entire construction season; potential for delay in opening the facility. Transit may need to stop ordering buses due to capacity constraints.

- The two existing Transit facilities will reach optimal bus storage capacity by 2022 and maximum capacity around 2024.

- Delays in this facility’s opening will limit Brampton Transit’s ability to add additional services to meet demand until the facility is opened.

Delays in ICIP projects will also impact the purchasing of buses, needed to support growth over the years of 2021-2025.



FAIR FUNDING ALLOCATION FOR THE PUBLIC TRANSIT STREAM (PTS) RECOGNIZES RAPIDLY GROWING TRANSIT SYSTEMS

2019 BRAMPTON TRANSIT

UP TO
47%↑

RIDERSHIP
higher than YRT, London or Hamilton

6%↓

LESS FUNDING
through the PTS

31.9M RIDERS
2019

51%↑ SINCE
2015

\$350M TRANSIT ALLOCATION
BASED ON 2015 RIDERSHIP DATA OF
21.2 MILLION
\$190 FEDERAL | \$160 PROVINCE

FUND MODEL
accounted for ridership growth, could result in an additional
\$160M allocated to Brampton Transit would help
fund additional **transit infrastructure**, including
phase 2 of the required third Maintenance and Storage Facility

Opportunity for Electrification

Brampton’s 3rd Transit Maintenance & Storage Facility electrification is aligned with federal targets of electrifying public transit infrastructure and reducing GHG emissions. It is also a prime example of projects that would benefit from the Federation of Canadian Municipalities (FCM) recommendations in Building Back Better Together. It includes the modernization of public transit, including significant transit expansions by launching the promised Permanent Transit Fund and adopting low and zero-emission transit vehicles (ZEV) across Canada.

Electrification of this facility is estimated at \$150M, which does not include the additional investments required to

introduce a fully electric zero-emission bus fleet, electric buses, or additional infrastructure. Studies are underway to help refine this estimate.

Additional Brampton Transit Electrification projects:

- Fleet electrification and on-street infrastructure
- Electric Bus Pilot – Phase II
 - Additional buses and chargers

Higher-Order Transit

The City of Brampton looks to partner with the Federal Government to build transportation infrastructure that best serves the needs of residents not only in Brampton, but across the Region, the GTA and communities across Canada's Innovation Corridor.

1 Funding for a Modern Light Rail Transit on Main Street

- The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network
- The Hurontario North Extension will fill a notable gap in the regional rapid transit network by connecting the Hurontario LRT line directly to the Kitchener GO Rail line (Brampton GO Station), existing Züm service, and future higher order transit service on Queen Street. It will improve the functionality, resiliency, efficiency, and convenience of the higher-order transit network in Brampton and beyond.
- The LRT connects to GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor. This project will connect the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre to the Hurontario-Steeles Gateway Mobility Hub.
- The City is assessing various options, including a tunnelled option as agreed by Council, to extend the LRT on Main Street, north of Steeles Avenue to the Brampton GO station in Downtown Brampton

The City of Brampton is seeking up to \$1.7 billion, through funding partners in the Federal and Provincial government, in order to proceed with a fully funded Light Rail Transit on Main Street. The Federal platform committed to creating a National Infrastructure Fund for which the Hurontario/Main Street Light Rail Transit (LRT) would be a compelling candidate project for consideration.

2 Queen Street Highway 7 BRT

Queen Street is currently the busiest transit corridor in Brampton, serving close to 30,000 transit customers per day (pre-COVID) on Züm and local routes and providing connections to York Region as well as major north-south transit routes.

The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre in Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.

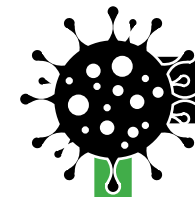
The City of Brampton has requested that Metrolinx expedite the Preliminary Design Business Case stage for the Queen Street-Highway 7 BRT study and prepare for the Design & Procurement Preparation stage.

The City of Brampton is asking for a commitment from the federal government to the inter-regional, higher-order transit network, including:

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OUR ASKS

Impacts of COVID-19 in Brampton



COVID-19 IMPACT

BRAMPTON'S CURRENT PROJECTION OF REVENUE LOSSES AND COST PRESSURES

\$44.7 - \$56 M 2020 YEAR-END OPERATING BUDGET DEFICIT

DEPENDS ON HOW LONG THE PANDEMIC LASTS



5.9% - 7.4% VARIANCE ON CITY'S OPERATING BUDGET

Brampton is the hardest hit in Peel Region, our case numbers are still high and our already stretched health care resources are significantly impacted by the funding gap.

- Despite City of Brampton's best efforts through a combination of measures, the support of higher levels of government remains essential in ensuring that the City has access to sustained funding to address impacts for the COVID-19 pandemic and to ensure economic recovery in the long run
- Brampton's projection of revenue losses and cost pressures led to a 2020 year-end operating budget deficit of approximately \$56 million. This reflects 7.4 per cent variance on the City's operating budget.
- The majority of these deficits are due to the decline in revenues from Transit fares, which is significant given our ridership is among the fastest growing in the county. Through the strategic reduction of service and other COVID-19 mitigation measures, Transit was also able to realize significant expenditure savings in 2020. In the absence of these strategic service changes and mitigation measures, Brampton Transit would have experienced a much larger deficit in 2020.
- At the same time, the City incurred increased costs of providing the needed PPE for frontline workers and putting more enforcement resources on the ground to keep our community safe. We strengthened multilingual communications with our diverse residents and also devised a grocery payment program for our seniors to help them with their everyday needs.

The City of Brampton has taken steps to offset deficits including the temporary suspension of employment of part-time, casual and seasonal staff in non-essential areas, and a recruitment pause in non-essential areas.

During the pandemic, we also continued to listen to our residents and help them as we responded with a temporary tax deferral until December 31, 2020 (approximately \$10.3 million). For our business community,

we advocated for commercial rent relief and to prevent landlords from evicting tenants who cannot pay their rent. The City also waived payments for non-profit tenants unable to access new federal programs for a period of 6 months, until September 2020.

However, these measures are not sufficient to help us weather the long-term economic challenges caused by the pandemic.

- The City received an allocation of \$10.9 million through the Federal-Provincial Safe Restart Program Phase 1, to support municipal operating pressures and \$24.0 million to support municipal transit systems for the total funding under Phase 1 of \$34.9 million. This amount provided a significant relief for the projected 2020 operating budget deficit of \$56 million.
- The City applied for funding under Phase 2 of the Safe Restart Program, as Phase 1 funding did not fully mitigate impacts from the pandemic. As part of Phase 2 the City received an allocation of \$27.5 million, which includes \$19.3 million for municipality's remaining 2020 operating needs, as well as \$8.2 million to help with 2021 COVID-related operating pressures.
- The City has also been advised by the Ministry of Transportation of its eligibility for an allocation of up to \$48.1 million, including \$30.1 million for COVID-19 municipal transit pressures incurred from October 1, 2020 to March 31, 2021 under Phase 2 of the safe restart program and \$18.1 million for additional pressures based on ridership. The City has not received these funds to date.

- The City received \$0.6 million through the Municipal Transit Enhanced Cleaning (MTEC) fund.

- The City welcomes the support from the federal and provincial governments, and seeks the extension of support and review of municipal needs in 2021 to help cover financial impacts arising from the COVID-19 pandemic.

OUR ASKS

Work on a successor agreement to the Safe Restart Agreement, which includes support for municipal operations and public transit through 2021.

Q3 2020 YEAR END PROJECTION SUMMARY

Labour	(29,587)
Expenditures	(24,082)
Revenue	109,658
(Surplus)/Deficit * - **	55,989

MAJOR FACTORS

1	Transit reduced revenues	43,930
2	Recreation reduced revenues	25,691
3	Tax Penalty reduced revenue	13,490
4	POA reduced revenues	10,100
5	Investment income loss	6,570
6	Ride Sharing reduced revenue	3,212
7	Culture Services reduced revenue	2,147
8	Various other impacts	(16,963)
9	Labour Savings	(32,187)

* Projections do not account for potential offsetting support grants or other future potential mitigation measures discussed in this report

** The main mitigation measures under consideration include support funding from higher level governments, utilization of the GRS reserve balance as well as possible reallocation of property tax supported capital funding to operations



Investments in Local Businesses

The unemployment rate across the Region of Peel skyrocketed from 4.9 percent to 16.3 percent in July of 2020, and slightly decreasing to 12.8% in December 2020, which is still significantly higher than the provincial rate of 9.5%. Declines in employment were greatest in sectors most affected by health measures and social distancing.



Paid Sick Leave

Brampton businesses are essential to keeping our goods moving, keeping our supermarket shelves stocked and supporting national logistics and supply chains, but our businesses and their employees have been hit hard by the COVID-19 pandemic.

There is an urgent need for paid sick days for those requiring isolation after a positive test result. The federal and provincial governments need to deliver on a guaranteed paid sick leave for the duration of the pandemic.

OUR ASKS

The province mandate employers, for the duration of the pandemic, to provide paid sick leave to employees that test positive for COVID-19, subject to federal reimbursement, and be funded by the provincial/federal government.



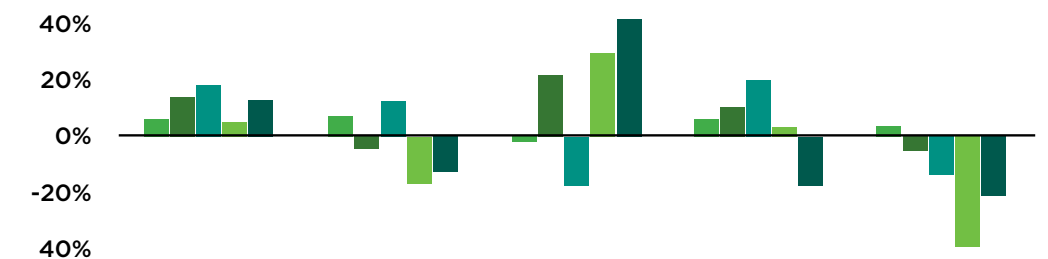
Small- and medium-sized businesses, in particular, have been hit hard by the COVID-19 pandemic. Through ongoing conversations with local businesses we've learned:

- Small businesses view government grants as an effective support mechanism.
- Medium-sized businesses require additional resources to invest in their operations to comply with Public Health Guidelines, including social distancing.
- COVID-19 has had a significant impact on women and minority run businesses; any recovery effort must include a diversity lens with a focus on women, newcomers and supporting the black community.

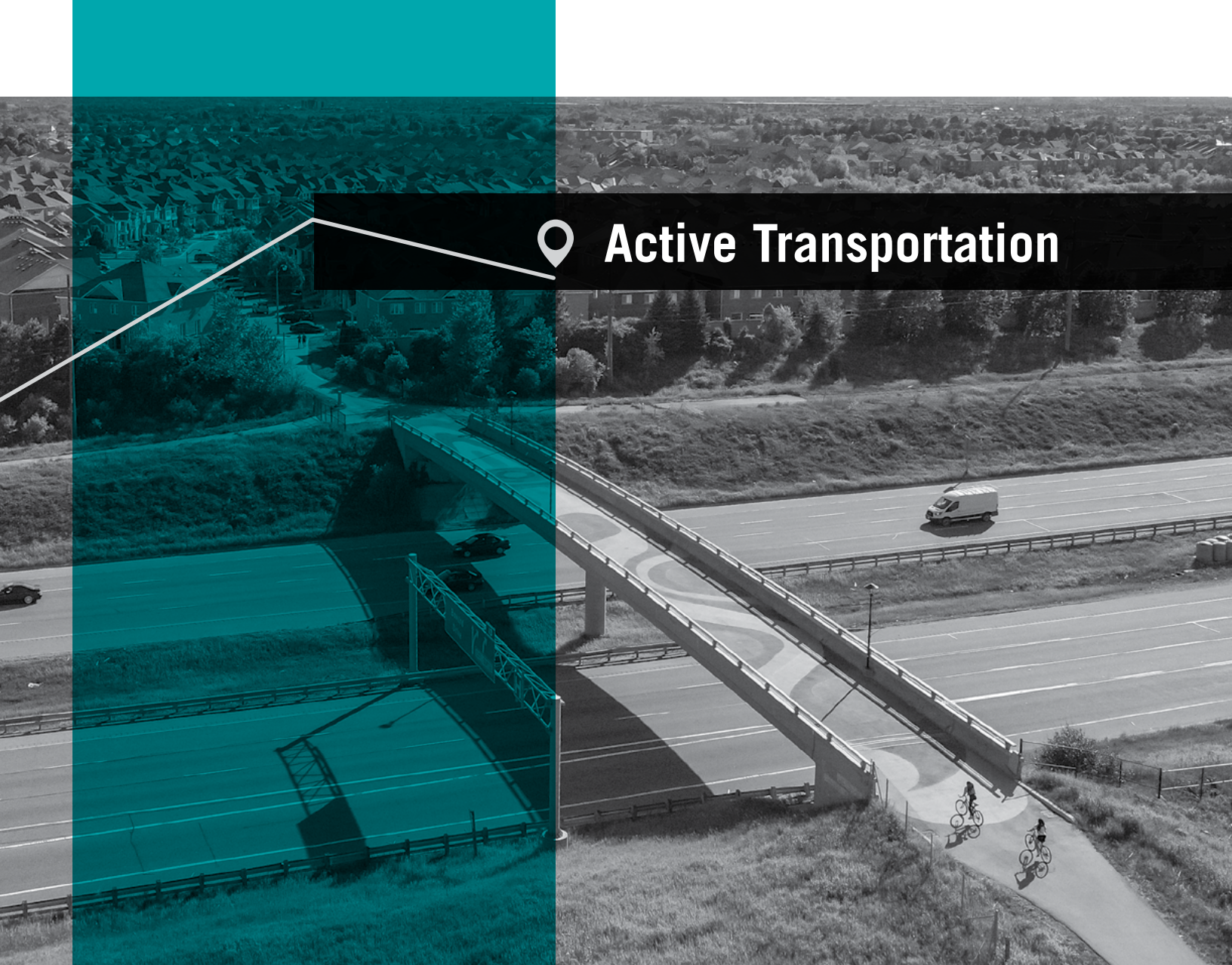
OUR ASKS

1. Increase funding to Small Businesses Enterprise Centres (SBECs), with a focus on training and resources to support SBECs across the Province.
2. Increase funding to targeted programs, such as the Starter Company Plus, to assist businesses with training, advice and mentoring to help them build a businesses.
3. Introduce specific new granting stream for women and newcomers, including:
 - Exclusive Starter Company stream for women
 - Summer Company Program for young females and diverse groups
 - Creation of a Women Angel Network that provides funding, mentors and programming
 - Grants specifically for businesses operated by women

Total Employment Growth Rate in Sectors in Peel



	2016	2017	2018	2019	2020
2020 Wholesale and retail trade	4.8%	5.5%	-1.7%	4.5%	2.6%
Transportation and warehousing	11.7%	-4.1%	18.2%	8.5%	-4.6%
Manufacturing	14.8%	10.3%	-15.4%	17.3%	-12.1%
Accommodation and food services	4.1%	-15.1%	26.0%	2.1%	-34.8%
Construction	10.7%	-11.3%	35.5%	-15.3%	-18.7%



Active Transportation



National Cycling Strategy

The City of Brampton supports the Federal Government's announcement to establish a national active transportation strategy, and calls for the inclusion of longer-term sustainable funding to implement active transportation infrastructure and programs. The City looks forward to partnering with higher levels of government to expand and promote active transportation infrastructure.

Brampton is a Green City. Building on Brampton's commitment to sustainability, the City is moving towards equalizing all forms of transportation, with a focus on enhancing active transportation opportunities throughout the city.

The decrease in traffic volumes along City roads as a result of COVID-19 lockdown measures has provided a unique opportunity for the City to successfully advance the implementation of over 19 km of planned cycling infrastructure.

Immediately after the initial lockdown orders were in place (March/April 2020), the City implemented a 7 km east-west cycling connection that was intended to provide a safe connection for people on bicycles to essential amenities and to the City's recreational trail network. In its first three months in operation, this corridor experienced a doubling in usage.

The approved 2021 Capital Budget includes approximately \$4.9 million for active transportation. The City's proposed 20-year active transportation network has been costed at a value of approximately \$126.6M.

Cycling Infrastructure Network

In 2021 the City will continue the momentum gained in 2020 by expanding its cycling infrastructure network. The primary focus for the delivery of the cycling network is the City's Priority Cycling Network which is planned to be constructed within five years.

Priority Network and the 'B' Loop (\$1M)

The City's Active Transportation Master Plan (ATMP) recommends developing a priority cycling network centred around a central "signature" loop and several key east-west routes as a short-term priority.

To prioritize and direct the cycling network development, a core network of higher-order cycling facilities was identified (Priority Cycling Network). This network consists of existing and proposed multi-use paths, buffered bike lanes and protected bike lanes intended to be completed over the shorter-term (five-year) horizon. The priority network's central component is the City's signature loop, connecting east-west routes that provide access to the loop and connect several existing north-south corridors (recreational trails).

The development of the signature loop (Brampton Loop) includes trail connectivity and accessibility improvements between the Etobicoke Creek, Chinguacousy Recreational Trail and Esker Lake Recreational Trail. The objective is to connect the three trail systems to create a 38 km loop. The loop would link to amenities such as Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village and a number of recreation centres and schools. The loop would be promoted and marketed by the City and Regional partners as a safe, user-friendly route for riders of all ages and abilities.

National Cycling Strategy

- Create a national urban cycling infrastructure fund of at least \$265 million as part of a COVID-19 economic stimulus package to be distributed over the next two years to Canadian cities.
- Include longer-term sustainable funding to implement active transportation infrastructure and programs as part of the Federal Government's recent announcement to establish a national active transportation strategy.

Once completed, the priority network will be subject to a pilot to receive enhanced maintenance year-round.

Fix-it Program

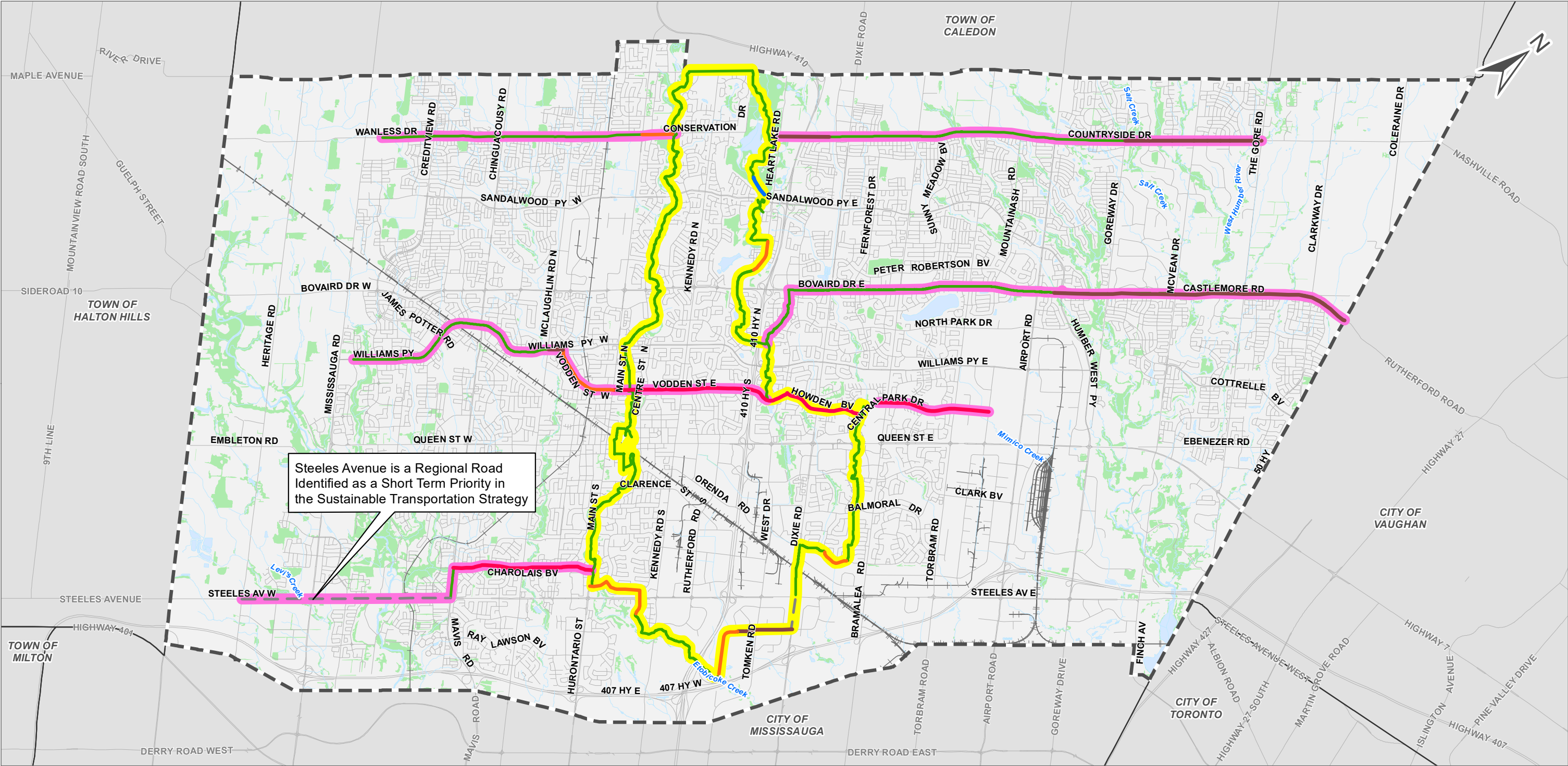
The ATMP's "Fix-it Program" is an implementation tactic that focuses on enhancing the existing network by completing critical gaps with proper pedestrian and/or cycling crossings. In 2021 the City of Brampton will be implementing proper crossings (pedestrian crossings, signalized crossings or uncontrolled crossings) at 37 locations where recreational trails or major park paths intersect with existing roadways.

Planned Inter-Regional Connections

Fletchers Creek Recreational Trail and Bramalea GO Connection

The City is currently undertaking the necessary due diligence/review to develop a concept and detailed design for the following inter-regional cycling connections:

- Fletchers Creek Recreational Trail from its existing terminus at Steeles Avenue, providing a connection through the Sheridan College Campus lands and a second connection into the City of Mississauga
- A connection between the south limit of Bramalea to the Bramalea GO Station. This connection will provide a much needed protected AT connection between the adjacent communities (served by the Chinguacousy/ Esker Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land uses adjacent to the north side of Steeles.



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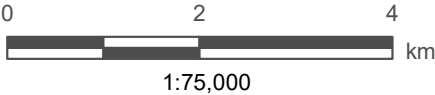


Notes
1. Coordinate System: NAD 1983 UTM Zone 17N

- | | | |
|--|------------------------------|-------------|
| Facility Type | Brampton Trail Loop | Watercourse |
| Multi-Use Path / Boulevard Path | East-West Connection Desired | Road |
| Protected Bike Lane or Cycle Track (Separated) | | Rail Line |
| Bike Lane or Buffered Bike Lane (Designated) | | Waterbody |
| Recreational Trail | | Wooded Area |
| Existing Network Link | | |
| Regional Connection | | |

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

**Brampton ATMP
City of Brampton**





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