

## Active Transportation Charter for the City of Brampton

Active Transportation is defined as human powered transportation such as walking, cycling, wheeling, rolling and using mobility devices. Bramptonians who make active transportation a choice over automobile travel experience benefits in mental & physical health and well-being and develop stronger social connections within their community.

An urban environment that encourages and facilitates Active Transportation supports community health, vitality and safety. It will increase use of public transit; decrease car dependence; reduce conflict between people driving and other road users; lead to cleaner air; green public space; and support green tourism. Such an environment creates opportunities for the informal social interaction that is one of the main attributes of a vibrant, livable city.

To support Active Transportation as a safe, comfortable and convenient mode of urban travel, the City of Brampton respects the following principles:

### ***Integration with Nature***

Residents who engage in Active Transportation have an opportunity to connect with the natural environment in a more intimate way than those who drive. For Brampton residents, having access to streets and corridors that are tree-lined, green and planted with a variety of vegetation makes transportation safer and more enjoyable.

### ***Community Cohesion and Vitality***

A City that promotes Active Transportation is also one that encourages and facilitates social interaction and local economic vitality. Streets that are comfortable for people walking, cycling, wheeling, rolling or using mobility devices provide opportunities for residents to live, work and play in their neighbourhoods, to get to know their neighbours and to interact with their community, and patronize local businesses.

### ***Accessibility***

Active Transportation is a free and direct means of accessing local goods, services, [jobs](#), community amenities and public transit. By developing a seamless, safe and convenient network of Active Transportation infrastructure, the City of Brampton ensures that all of the necessities of daily life are available to all residents, not just those who own a car.

### ***Equity***

Active Transportation intervention allows children, youth, and people with specific physical and cognitive medical conditions to travel independently. Active Transportation is universally affordable and promotes independence and safety for all community members regardless of race, background, age ~~or~~ [ethics](#) or socioeconomic status.

### ***Environmental Sustainability***

Active Transportation relies on human power and has negligible environmental impact.

**Commented [DL1]:** Not clear what “ethics” means in this context. If the intent was “ethnicity”, then race would cover this. Add socioeconomic status to ensure that lack of income is not a barrier.

### Healthy Communities

A community where Active Transportation is safe and accessible promotes personal health and well-being, and contributes to increased community safety for all.

To create an urban environment in all parts of the city that encourages and supports Active Transportation, the City of Brampton:

- Upholds the rights of all residents of all ages and abilities using all modes of transportation to safe, convenient, direct and comfortable active transportation conditions;
- Creates corridors that integrate nature, greenery and vegetation into every aspect of street planning and design to increase air quality, aesthetic value and a managed and monitored urban canopy cover within the City.
- Provides active transportation environments within the public right-of-ways and in public parks that encourages people to use active transportation for utilitarian purposes, exercise and recreation in all seasons. The City will take on manageable balanced risk to provide active transportation in both public right-of-ways and public parks;
- Supports the creation of streets where public life can play out by reducing vehicle speeds and noise and by creating spaces for people to rest and linger in the streets more often;
- Aims to create streets and neighbourhoods that are resilient and adaptable to future technologies, including E-Bikes, electric vehicles, automated vehicles and low-speed electric vehicles, by putting regulations in place that ensure that any technologies that are introduced are done so in a way that respects the importance of people-centric designs.
- Provides and maintains infrastructure that gives active transportation users safe and convenient passage while walking, cycling, wheeling or rolling along and crossing streets;
- Creates walkable and bikeable communities by giving high planning priority to compact, human-scale and mixed land use;
- Encourages research and education on the social, economic, environmental and health benefits of active transportation as a form of travel, exercise and recreation by innovating new programs and “showing by doing” to provide residents with real-world examples within their community to demonstrate success and iterate new solutions;
- Advocates for improving the provincial and federal regulatory and funding frameworks that affect the City’s ability to improve the environment for active transportation users;
- Works with individual citizens, community groups and agencies, businesses and other levels of government to achieve these goals.

**Commented [DL2]:** We should be differentiating between utilitarian and recreational cyclists, and providing direct infrastructure connections for utilitarian cyclists, in addition to the recreational trails network. See 3<sup>rd</sup> bullet below, where this is addressed.

**Commented [DL3]:** Coordinating within the City to ensure that the budget for tree planting is protected, and that contractors are monitored to maintain the trees planted, rather than replace dead trees a few years later. This is vital for cycling comfort, as much or more than simply aesthetics.

**Commented [DL4]:** Both public right-of-ways and public parks need to be prioritized so that perceived risk does not hinder implementation of bike lanes.

**Commented [DL5]:** Very pleased to see that this is being included

Please note that the Active Transportation Charter for the City of Brampton was developed based on charters from other Regions and municipalities throughout Ontario such as the Regional Municipality of Waterloo, the County of Essex, the City of Toronto, and the Town of Halton Hills.

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