

City of Brampton

Vision2040 1st Anniversary Event

Active Transportation in Brampton - What's Next?



Prepared by:







June, 2019

Moving from Vision to Reality: How Active Transportation can help Brampton to achieve its Vision 2040 goals

*On May 11, 2019 Brampton residents gathered for an event to celebrate the one year anniversary of the endorsement of the Brampton 2040 Vision , and reflect on the progress that has been made to date and to establish a path forward for the City to become a more vibrant, sustainable and healthy community through increased levels of support for Active Transportation. Over the course of the day, attendees heard updates about ongoing City efforts to promote walking and cycling, were inspired by stories from their own community and communities similar to Brampton, and worked to articulate a community-driven vision for the near-term future of active transportation in Brampton. This report provides an overview of the suggested actions that were the result of the working portion of the day, where residents were encouraged to develop a short-term plan for promoting active transportation within Brampton. The sections of the report will focus on **Physical Infrastructure Improvements, Programming Improvements** and the development of an **Active Transportation Charter**.*

Examining the impact of these suggestions in the context of the [2019-2022 Term of Council Direction](#), stronger support for active transportation infrastructure and programming will help the City move forward on many of the 23 priorities identified by the City of Brampton. The 2019-2022 priorities are presented below.

<i>Brampton is ... A City of Opportunities</i>		<i>Impacted by suggestions in this report?</i>
<i>Create Complete Communities</i>	<i>Revitalize existing neighbourhoods and create model new developments</i>	
<i>Unlock Downtown & Uptown</i>	<i>Shift the employment balance towards local jobs</i>	
<i>Support Community Hub Concept</i>	<i>Provide flexible spaces within City assets and engage with partners to co-locate facilities and services</i>	
<i>Prioritize Jobs within Centres</i>	<i>Spread job opportunities throughout the City by ensuring that plans and policies prioritize job growth within urban and town centres</i>	
<i>Attract Investment & Employment</i>	<i>Invest in the Brampton brand and nurture a creative, innovative, and entrepreneurial environment</i>	

<i>Brampton is ... A Mosaic</i>		
<i>Embed Diversity and Equity</i>	<i>Embed diversity and equity in everything we do</i>	
<i>Innovative Engagement</i>	<i>Empower our diverse communities through innovative engagement</i>	✓
<i>Inclusive & Flexible Community Spaces</i>	<i>Energize through cultivating inclusive and flexible community spaces</i>	✓
<i>Support Inclusive Cultural Expressions</i>	<i>Embrace our City's identity by supporting inclusive cultural expressions</i>	
<i>Brampton is ... A Green City</i>		
<i>Equalize all forms of Transportation</i>	<i>Provide equal opportunities to walk, cycle or take transit</i>	✓
<i>Implement a Green Framework</i>	<i>Nurture green communities and enhance our natural heritage</i>	✓
<i>Sustainable Growth</i>	<i>Encourage environmentally efficient development</i>	✓
<i>Lead Environmental Innovation</i>	<i>Upgrade the City's assets and lead by example</i>	✓

<i>Brampton is ... A Healthy and Safe City</i>		
<i>Community Partnerships</i>	<i>Build relationships with local organizations and support services</i>	✓
<i>Streets for People</i>	<i>Continue to ensure safety and well-being of our citizens</i>	✓
<i>Local Health Solutions</i>	<i>Explore opportunities to establish a Brampton-made health support framework</i>	
<i>Healthy Citizens</i>	<i>Encourage active and healthy lifestyles</i>	✓
<i>Brampton is ... A Well-run City</i>		
<i>Public Participation</i>	<i>Actively engage with the community - listen, respect and respond to their needs</i>	✓
<i>Modern Workforce</i>	<i>Nurture a diverse, engaged, and compassionate workforce</i>	
<i>Collaboration and Advocacy</i>	<i>Effectively leverage and seek partnerships</i>	✓
<i>Stewardship of Assets & Services</i>	<i>Effective stewardship of municipal assets and services</i>	

<i>Service Excellence</i>	<i>Streamlined service delivery to improve customer experience and support a vibrant business environment</i>	
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The suggestions contained in this report will have a positive impact on an estimated 14 of the 23 priorities identified within the 2019-2022 Term of Council Direction - clear evidence for the value in strongly investing in active transportation as a means of moving Brampton closer towards its ultimate goals as identified within the Brampton 2040 Vision.

attendees are reflective of the broader population of Brampton, and how different people bring different identities to an event like this one.

The attendees of the Brampton 2040 Vision workshop, in many ways, resembled the community of Brampton as a whole. Attendees represented diverse ethnic backgrounds, ages ranged from young children to retirees, and there was a good mix of residents who work in Brampton as well as those who commute out of the City limits each day. The common thread that united all of these attendees was their desire to see Brampton become a better community through an increased focus on physical activity, complete communities and community sustainability that active transportation can bring.

*Community members worked together in tables of 6-8 people throughout the afternoon, creating a number of important pieces of feedback that has been reflected throughout this report. While not every point that was raised at the Workshop is included in this report in the interests of providing a document that is both concise and a workplan that is achievable in the very near term (1-2 years), all community suggestions can be found in **Appendix A, Feedback Summary**.*

One of the most notable outcomes of this workshop was the high degree of agreement that emerged throughout the afternoon, especially given the wide array of viewpoints being represented. Indeed, there was overlap in each session of the workshop among virtually every table - topics like curb cuts on multi-use trails, increased numbers of on-road, physically separated cycling facilities, increased City support for community rides and the strong desire to enact an Active Transportation Charter that focuses on connecting residents to nature by greening their streets had near unanimous support among attendees, despite attendees bringing such a diverse set of identities and viewpoints to the discussion.

The City of Brampton's updated Active Transportation Master Plan (ATMP) was nearing completion at the time of the Brampton 2040 Vision workshop, providing an excellent opportunity for community members to provide input into the immediate priorities identified through work to date in the ATMP study. The Workshop team presented attendees with a series of maps and lists of projects that were identified as part of the draft short-term priority network, and tasked them with providing a short-list of projects that would be seen as priorities for them. Importantly, we also asked residents to define **why** those projects are seen as immediate priorities for them, which can help to inform how the City communicates the importance of these projects as they move forward. The projects are presented below in order of the importance ascribed to them by attendees as judged by how many tables raised the project as one of their top 5 priorities.

Recommendation #1: Curb Cuts at trail crossings

Brampton's Multi-Use Trail system was consistently identified by attendees as the most significant asset in the City's Active Transportation portfolio. Attendees noted that the trails connect to many amenities and areas



people want and need to go, and provide an unparalleled connection to the natural world in Brampton. However, there was also unanimous consent among every table of attendees that the current conditions along the trail, where there is a hard curb at most mid-block roadway crossings, is a significant detriment to the convenient use of

the trails, and should be rectified in the very short term. Attendees noted that the lack of curb cuts “...ruin the experience of using the trail for people on bikes and for people using accessibility devices. Dismounting and walking over the curbs or going to an adjacent curb cut is time consuming and inconvenient, and diminishes the enjoyment of the trail.” With this item being the only suggestion that ended up on every table’s list of 5 priority projects, it is clear that undertaking a curb cut program, which is suggested in the “Fix-It” section of the Draft ATMP, should be undertaken immediately to provide seamless, enjoyable connectivity along the trails.

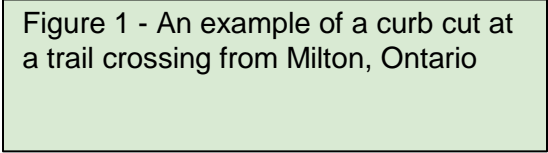


Figure 1 - An example of a curb cut at a trail crossing from Milton, Ontario

Brampton 2040 Vision Objectives achieved:

- ✓ *Create complete communities*
- ✓ *Equalize all forms of transportation*
- ✓ *Implement a Green Framework*
- ✓ *Streets for people*
- ✓ *Healthy Citizens*

Recommendation #2: Protected on-road bike lanes

One of the paradoxes identified by attendees of the Workshop was that, while Brampton’s Trails are a gem in the City’s Active Transportation portfolio, they have the unintended side-effect of removing people on bikes almost entirely from the field of visibility of people who drive in Brampton. Since trails often run parallel, but separate

from the roads in Brampton, people who get around the community by driving may pass by major trails corridors every day and never realize that they exist, and that they are a useful and efficient way of getting around the City. The impact of this, as identified by attendees, is that people who haven't tried cycling in Brampton don't think it's possible to get anywhere within the City, and may be less inclined to try cycling as a result.

Attendees identified protected, on-road bike lanes on Brampton streets as an essential element for creating a culture of active life-styles in Brampton - Vodden Street was identified as a priority for the City to help to improve both the safety of people who are already cycling and the visibility of cycling for those who lie within the "interested but concerned" population. Vodden Street was also seen as an important connector for the City to help close some of the gaps in the existing network, and to provide increased visibility for cycling within Brampton. When asked to describe why providing protected bike lanes was important for achieving many of the goals as outlined in Brampton 2040 Vision, residents cited the improved safety for all road users, including people who drive¹, increased levels of transportation choice for residents² and the potential to decrease traffic congestion by expanding the roadway's capacity to move people through the provision of cycling infrastructure³ as evidence-based proof that this

¹ <https://www.sciencedaily.com/releases/2019/05/190529113036.htm>

² https://metcalffoundation.com/wp-content/uploads/2017/01/Metcalf_GreenProsperityPapers_BuildingA21stCenturyCyclingCity_PAPER_FinalRevised%E2%80%93web.pdf

³ <https://www.cycling-embassy.org.uk/dictionary/capacity>

type of infrastructure can help to make Brampton a safer, more accessible and healthier community. The work on the ATMP study has also identified Vodden Street as a candidate for dedicated bike lanes, strengthening east-west connectivity, and providing a low-stress crossing over Highway 410 in the absence of ramps.

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Recommendation #3: Comprehensive Wayfinding Strategy

One of the challenges identified by attendees in encouraging new people to choose active mobility options in Brampton, specifically when it comes to cycling, was the fact that most participants were only aware of the infrastructure that they travel on every day - and for most people that infrastructure is car-dominated arterial roads where cycling or walking feels very uncomfortable. People who already cycle in Brampton all shared that they have found their own routes - a combination of trails, residential streets, bike lanes and some “secret” shortcuts - to take them to their destinations safely and

efficiently. The risks associated with the type of trial and error that is required to find safe routes where personal safety is not compromised is often perceived as too high for people trying to cycle for the first time. New riders are nervous about accidentally ending up on an arterial road with heavy traffic, and without an effective city-wide AT wayfinding strategy (notwithstanding that all Brampton Recreational Trails are currently being updated with new wayfinding signage), that is a risk that people are not willing to take. Attendees highlighted that an effective wayfinding strategy would “[m]ake the existing network easier to use and understand, help tourists and visitors to navigate the City in a safe, enjoyable manner and provide increased access to amenities like washrooms, parks, transit and businesses.”

Effective wayfinding signage and pavement markings for pedestrians and people on bikes provides continuous assurances to pedestrians and riders that they are on the correct route and that is safe, by providing information at every decision point along the route⁴. Popular destinations along the route like community centres, schools, refuge areas (benches, water fountains, restrooms) shopping areas, parks and places of worship should all be highlighted, with directions to each destination, the distance to each destination and an estimate of time that it will take to get there both on foot and by bike. As Brampton’s cycling network grows to include more high-quality on-street cycling infrastructure as well, be sure to post wayfinding signs in highly visible places to serve as both information for people driving and a subtle form of encouragement, providing them with information about how quickly and easily they could be accessing their destinations by bike if they so choose. Wayfinding and route identification decals applied

⁴ <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/>

onto the pavement on routes was seen as particularly beneficial by attendees, with attendees indicating that those types of markings would “...help to slow down traffic” and “[m]ake me more confident of the route I choose.”

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- ✓ *Collaboration and Advocacy*



Figure 2 - An example of pavement marking wayfinding signage from Carmel, Indiana

Recommendation #4: Integrating Transit and Active Transportation

When considering how to prioritize new investments in active transportation infrastructure, attendees encouraged the City to focus efforts on areas around transit corridors, especially near high-use corridors like the Züm bus routes. Brampton’s rapid growth in transit use is an excellent example of how a City can begin to change its transportation habits, and by making multi-modal transportation trips easier, safer and more comfortable, the City can grow its transit use even more.

Along high-frequency transit corridors, consider undertaking a walking and cycling audit⁵ getting to major stops. Look for opportunities to make crossings easier for people walking by reducing turning radii, eliminating slip-lanes and introducing leading pedestrian intervals⁶ to help prioritize the mobility of people walking in those areas where transit use is high, leading to additional pedestrian activity. Examine areas near transit stops for “desire lines” where people walking or cycling have worn a path from the terminal to a destination and consider instituting a program to formalize those connections and make them more accessible.

Moving forward, it is imperative that the City establish formal policies that ensure that transit and active transportation are developed in tandem to create stronger conditions for multi-modal transportation all around Brampton⁷.

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⁵ http://www.pedbikeinfo.org/resources/resources_details.cfm?id=5085

⁶ <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/leading-pedestrian-interval/>

⁷ For an excellent overview of best practices and recommendations about how to integrate Active Transportation and Transit, see this report from The Centre for Active Transportation <https://www.tcat.ca/resources/improving-active-transportation-and-public-transit-integration-2019/>

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- ✓ *Implement a Green Framework*
 - ✓ *Streets for people*
 - ✓ *Healthy Citizens*
 - ✓ *Collaboration and Advocacy*

Programming Improvements

For the programming Improvement session of the Workshop, attendees were provided with a list of existing programs already taking place within Brampton. They were subsequently asked to identify programs that are taking place within the City that were missed, which lead to the identification of several previously unidentified programs listed below. It should be noted that this is not an exhaustive list of programs related to active transportation taking place within Brampton, and that further investigation into existing programs within the City would be beneficial.

Program	Administration	Status	Description
BikeFest	All People's Church	Active	Charity Ride
Bike Skills Courses	Brampton Recreation	Inactive	

Attendees identified the Bike Skills Courses that were previously run by the Recreation department as a program that should return, since it helps community members to gain valuable skills and confidence on their bikes. Consider reinstating this program with the support of community partners like BikeBrampton, community centres and other community groups.

*In addition to identifying new programs, attendees were asked to identify which existing programs that are already operating within the City would make the biggest difference if they were scaled up, and were asked to share ideas for new programs that could help to get more people engaging in active transportation in Brampton. This section divides these ideas into 3 categories: **Shifting Up** (programs that are already taking place in*

Brampton that could accomplish more with a boost of resources), **Sprints** (programs that would require a relatively small investment to get off the ground) and **Long Hauls** (programs that would require more resource input, but could have potentially transformative benefits once fully instituted). In order to take these recommendations from concept to reality, however, the City will need to ensure that there is sufficient staffing resources to deliver these new programs. That need is addressed in the **Foundations** section below.

Foundations: Active Transportation Programming Coordinator

Much of what is described below doesn't require significant new expenditures in terms of financial resources, but the scaling up of active transportation programming will require additional human resources to be dedicated to this file. While the team at the City of Brampton has done an excellent job of building new infrastructure and new community connections, there is a need for the City to add resources to the delivery of programming if it wants to see new programs come online and existing programs scale up in a sustainable, effective fashion. As a result, it is **Strongly Encouraged** that the City of Brampton consider hiring an Active Transportation Programming Coordinator, whose role is to facilitate new and growing programs, to liaise closely with internal and external stakeholders, and to serve as the main point of contact for all active transportation related programs. This staffing resource can help to coordinate new Safe Routes to School Programs, can lead staff events and community walks and rides, and can connect community stakeholders who may be working on similar programs to help to reduce the duplication of efforts.

Shifting Up

School Cycling Programs / Active School Travel

The one area of programming that received the most attention at the workshop was the need to focus efforts on changing behaviours among children and youth. Attendees noted that “if you influence or encourage a young person to ride a bike, they are more likely to want to ride for their entire life”, so finding ways to get more students walking or cycling was seen as a crucial imperative to help change behaviours for generations to come. Within the umbrella of encouraging Active School Travel, a number of concrete recommendations emerged.

Bike to School Week

Attendees recognized the value of specific promotional events like Bike to School Week in helping to shift behavioural patterns among students and parents. Special events can help to serve as a “foot in the door” for more engagement with the schools, and can help to slowly shift travel patterns by encouraging parents and students to rethink their regular transportation routines. Attendees noted that schools should be orchestrating special events to coincide with the start of the school year as well to encourage active travel before other, less sustainable transportation options become habitual and entrenched. Attendees suggested hosting Walk and Wheel Wednesdays each week in September, greeting parents who accompany their kids on an active trips to and from school with an incentive like coffee or healthy snacks. This could be integrated into the existing Peel Sustainable and Active Routes to School (PSARTS) promotional work in the area, and could be expanded to more schools each year.

School Bike Parking Program

Attendees put the importance of safe, secure bike parking into clear, concise terms at the Workshop:

Without proper bike parking people won't ride their bikes to school as they will fear for the safety and security of their bikes during the school day, so the provision of bike parking must go hand-in-hand with promoting cycling to school.

In order to facilitate the provision of high quality bike parking, the City of Brampton could consider purchasing and offering [APBP Bike Parking Standards](#)-compliant bike racks either for free or at a discount to schools who participate in special events or engage in School Travel Planning. This could be done in partnership with the Region of Peel's School Bicycle Parking Program to help fill some of the gaps within Brampton that the Region's program may not be able to address.

Additionally, the City of Brampton could follow the lead of other communities and engage their local High Schools and [Post-secondary institutions](#) to design and fabricate high-capacity bike parking to be deployed at schools and in other high-needs areas. Fabricating bike racks with capacity for 10-20 bike racks is a great way for students to develop new skills while also being able to take pride in the fact that their creations will be helping their peers lead more active lifestyles.

School Travel Planning

While attendees appreciated knowing that there were School Travel Planning efforts being undertaken in Brampton, the general feeling was that the City needs to be more assertive in promoting the STP process, and needs to play a leadership role in terms of

providing more resources and responding to physical infrastructure concerns in and around school zones to more strongly encourage walking and cycling to school. Attendees also wanted to see more effort put into delivering encouragement programs at High Schools in Brampton, especially with regards to cycling education (teaching teens how to ride safely and legally) and in terms of providing safe cycling infrastructure leading to all schools.

Parent Involvement

Parents play a significant role in choosing how children - particularly elementary school-aged children - get to and from school. In order to see meaningful change in terms of numbers of students walking and cycling to school, parents must be more involved in the decisions to walk or bike. [Recent research from Metrolinx](#) has shown that parents largely understand the benefits of walking and cycling, but that the perceived barriers to active travel are still more significant, leading parents to choose driving more often. In order for more significant change to occur, schools need to make an effort to remind parents that the traffic congestion and the dangerous conditions at drop-off and pick up times near schools are not the result of the actions of “everybody else” - they are the result of their own choices and actions in terms of how their children are getting to school. Engage parents early and often in the school year to encourage them to try something different with their kids, even if that is simply a “[Drive to Five](#)” program to help reduce drop-off traffic directly in front of the school. These types of programs can reduce congestion around schools, but can also help to alleviate some of the time pressure for parents in the morning since the remote drop-off zones are often not subject to the same level of congestion as areas immediately adjacent to the school.

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- ✓ *Create complete communities*
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Community Rides

Attendees expressed a strong appreciation for the City's Community Rides series, but had suggestions for ways to expand and improve the rides through some additional resources. Attendees suggested rides that focus on some of Brampton's cultural and culinary experiences, including restaurant rides, coffee tours, ice cream rides, gallery tours and farm rides. All in all, attendees indicated that they really enjoyed the community rides initiative, and simply wanted to see more of the rides taking place all around the City, including regular rides from a central location in Brampton either weekly or biweekly to encourage repeat attendees and the creation of a community of cycling connected to that ride.

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- ✓ *Innovative engagement*
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- ✓ *Public participation*
 - ✓ *Collaboration and advocacy*

Bike The Creek

Since its inception, Bike The Creek has grown into a truly remarkable celebration of cycling. In 2019, with over 1000 attendees and routes that included Brampton, Caledon, and Missississauga, it is clear that this is now a marquis event for cycling in the GTHA. The only suggestion from attendees for improving this already growing and important event is to consider adding stops in Brampton's Downtown to showcase routes to and from those popular destinations within the City.

Brampton 2040 Vision Objectives Achieved:

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TRCA Guided Bike Tours

Attendees noted that these popular tours, which are offered 3 times during June in Brampton, fill up quickly. There is clearly a strong desire for these types of rides, connecting residents with the natural landscapes in the area by bike, so consider working with TRCA to offer an increased number of these tours each year.

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Sprints

Bike Valet

While Bike Valet has been a part of some special events in Brampton in the past, it has not been formalized within the numerous events that take place within the City each year. Brampton is renowned for their special events - people come from all over Ontario and beyond to attend the festivals and celebrations in the area, and each event is a great opportunity to reduce the burden of parking and demonstrate the community's commitment to cycling! To ensure a successful bike valet, be sure to:

- *Put the bike valet in a highly visible, convenient location. Make Bike Valet the best option for parking!*
- *Staff the Bike valet with knowledgeable volunteers or staff who are able to engage patrons in discussions about safe cycling in Brampton- use Bike Valet as an opportunity to educate while parking bikes.*

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- *Make the Bike Valet look professional and welcoming with a tent, tables, chairs, fencing and plenty of bike storage.*
 - *Advertise beforehand, and ensure that Bike Valet is available consistently at community events – the more residents and visitors see it, the more likely they are to try it!*

Attendees identified Canada Day Activities, Carabram, Brampton's Food Truck Festival and the weekly Farmers Markets and Live Music Series in Garden Square as good places to host Bike Valet, although that should not be considered an exhaustive list. Every time there is an event in Brampton where large numbers of people are gathering in a central location, Bike Valet is a great opportunity to reduce parking demand and show support for cycling in a highly visible way!

Ensure that the Bike Valet is in a visible and conspicuous location close to the areas people want to visit – making biking to the event the easiest option for parking is the best way to get more people to leave their cars at home!

Be sure to include the costs of setting up and running a Bike Valet in event budgets, and also consider offering incentives for people who use the bike valet (discounted tickets, special offers, giveaways, etc.) for the first little while until the valet service well-known enough to be self-sustaining.

Be sure to partner with Garden Square Staff, since many events that happen in that location would be ideal opportunities to set up a Bike Valet. To ensure consistency for every event, create a “Bike Valet Kit” that has all of the information and materials that are required to operate a successful bike valet, and be sure to have at least one trained “lead volunteer” at each event to oversee operations.

Smaller Bike Valet deployments could also be possible for regular events in Brampton during the Spring, Summer and Fall, including Farmers' Markets and other community events.

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Kids Bike Camps

Summer camps run through the Recreation Department are a great place to integrate cycling skills training into existing programming. Adding bikes to summer camps expands the range that a group of children can travel during a day, bringing more amenities and experiences within reach while teaching students important skills regarding bike handling and maintenance.

Brampton 2040 Vision Objectives Achieved:

- ✓ *Equalize all forms of transportation*

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- ✓ *Inclusive and flexible community space*
 - ✓ *Community partnerships*
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 - ✓ *Collaboration and advocacy*

Family Bike Skills

One of the challenges identified by attendees at the workshop was the difference in skills and confidence in cycling among family members. In particular, some parents who haven't been on a bike in a long time are hesitant to ride with their children, who are gaining skills and confidence through their own experiences. It was suggested that the City consider offering Family Cycling Skills courses, which can help to provide all members of the family with the skill set necessary to ride together. Include elements like a bike rodeo and bike handling clinic for kids to keep them engaged and interested and some basic bike handling and maintenance for adults to give them the confidence that they need. Close out the event with a low-stress bike ride to a neighbourhood destination and back to showcase what is possible within the community where people, and to encourage more routine rides together.

Brampton 2040 Vision Objectives Achieved:

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 - ✓ *Community partnerships*
 - ✓ *Healthy citizens*
 - ✓ *Public participation*
-

-
- ✓ Collaboration and advocacy

Haul By Bike Lending Library

One of the challenges identified by workshop attendees in increasing the number of utilitarian trips being made by Brampton residents is that many people think of a bike as a form of recreation, and don't consider the utilitarian purposes that a bike can serve with the proper equipment. Work with Region of Peel Staff and Share the Road to deliver a "Shop By Bike" Campaign and invest in tools that can help to expand the utility of a bike - baskets, pannier bags, trailers, even cargo bikes and electric-assist cargo bikes, and make those tools available for lending out at libraries, community hubs or through Bike Brampton and BikeWorx. Help more residents realize that very small investments like a rack and panniers or a basket can take their bike from simply being a recreational toy to a truly enjoyable utilitarian tool!

Brampton 2040 Vision Objectives Achieved:

- ✓ Equalize all forms of transportation
- ✓ Inclusive and flexible community space
- ✓ Lead environmental innovation
- ✓ Community partnerships
- ✓ Healthy citizens
- ✓ Public participation
- ✓ Collaboration and advocacy

Long Hauls

Bike Share

Virtually every table at the workshop identified Bike Share as the most important “Big Idea” for Brampton to move forward with the creation of a stronger culture of cycling. Bike Share systems have evolved very rapidly in the past 5 years, and are now flexible enough to accommodate cities of any shape or size. For a great primer, be sure to see the latest version of the [Bikeshare Planning Guide](#), updated in 2018 to reflect the changing nature of bike share systems. The suggestions from the workshop identified a path towards having a fully functioning Bike Share system by 2021. The necessary steps for a system to become a reality are:

1. Issue an RFP for a Bike Share Pilot project.

For the pilot to be successful, it is suggested that you concentrate the service in an area where potential ridership is high – areas like Bramalea, Downtown Brampton and Mount Pleasant would be ideal places for the Bike Share pilot to begin.

2. Undertake a pilot project to evaluate the success of the Bike Share project

Ensure that the pilot provides sufficient operational time to adequately capture trends over multiple cycling seasons, potentially by having the program run for 18-24 months

3. Expand the Bike Share Pilot to a full, permanent system based on the results of the Pilot

Once the Pilot period is over and the results are analyzed, roll out a full Bike Share system across areas of Brampton based on the demand and the potential for cycling in those areas. If Bike Share is paired with a network of high-quality cycling infrastructure, [experience has shown](#) that it can have transformational impacts on the cycling culture of a community.

Remember that Bike Share works best when [station density is high](#) – so focus on providing a quality service over a smaller area rather than trying to overextend the reach of the system and risking spreading it too thin. Better to have a successful program over a smaller area that can grow than a failing system over a large area!

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- ✓ Attract investment and employment*
- ✓ Equalize all forms of transportation*
- ✓ Sustainable growth*
- ✓ Lead environmental innovation*
- ✓ Community partnerships*
- ✓ Streets for people*
- ✓ Healthy citizens*
- ✓ Collaboration and advocacy*

Open Streets Events

Attendees expressed a strong desire to see Brampton undertake Open Streets Events, providing residents with the opportunity to see their community at a more human scale and experience walking and cycling in a low-stress, vehicle free environment.

Open Streets events are expanding across North America, giving residents a chance to experience their community at a more human scale. An Open Streets Event is different from a traditional street festival in that the priority for the event is not constant activity along the corridor, but rather the creation of a temporary linear “park” along public spaces that are normally used primarily for moving automobiles. Best practices for Open Streets Events are to create activity nodes connected by stretches of road or trail that are closed to vehicular traffic, providing residents with the space to move, explore and enjoy their community at a human scale⁸. Look to incorporate the Open Streets idea into existing community events which already focus on the pedestrian and community experience⁹, and to create new opportunities for Open Streets events where community members can explore their City on foot or by bike. Consider hosting an event in 2020 to celebrate the City’s work to promote cycling and active transportation and to introduce residents to new infrastructure that has recently been completed.

Work to identify a project budget, a location, a community partner list, sponsors and consider having Economic Development and Culture Staff lead the development of the event.

⁸ For more information about best practices for Open Streets Events, see this guide produced by 8-80 cities here: <http://www.healthiestpracticeopenstreets.org/>

⁹ A great example of a successful Open Streets Event is Peterborough – see information here: <http://www.ptbopulse.com/>

Brampton 2040 Vision Objectives Achieved:

- ✓ *Create complete communities*
- ✓ *Unlock Downtown and Uptown*
- ✓ *Attract investment and employment*
- ✓ *Inclusive and flexible community space*
- ✓ *Equalize all forms of transportation*
- ✓ *Lead environmental innovation*
- ✓ *Community partnerships*
- ✓ *Streets for people*
- ✓ *Healthy citizens*
- ✓ *Collaboration and advocacy*

Active Transportation Charter

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, 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.

Environmental Sustainability

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

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:

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- 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 an 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;
 - 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.*