

Active Transportation

Brampton's Climate Emissions Strategy
Council Delegation December 14, 2022



Brampton's Vision 2040

Vision 4: Transportation and Connectivity

In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

Suburbs are unlike core cities in that transportation is dominated by private mobility – cars and trucks – and will be so for the foreseeable future. People want the convenience, comfort and identity of personal mobility and they expect a street system that supports it. As automated mobility becomes prevalent, efficient management of the road system will become even more vital.

However, people also say they want the versatile kind of travel opportunities that others enjoy and they are concerned about the obvious impacts of the car. They know that transportation patterns and consumer preferences contribute to the shape and arrangements within their community, with both health and environmental implications. In this, they are in line with thinking right across Canada. The primary direction for transportation planning and management is providing travel choices as alternatives to the car and reclaiming road space for other activities. The cutting edge is taking control of automated and shared mobility as well as new kinds of mobility and propulsion.

People also want more safety in the transportation system. They see efforts elsewhere to cut traffic fatalities and they want those same measures in Brampton. No one wants even a single person sacrificed to the demands of fast mobility.

Transportation in Brampton is a shared responsibility between the regional and local governments and transportation agencies. A municipality has to be an active collaborator and negotiator for transportation improvements and better design. Brampton City Hall fully understands this and assigns significant resources to this collaboration on hundreds of issues. This now needs to be reinforced with a holistic, innovation-based game plan with citizen partnership.

The best transportation plan is a good land use plan. Here is where the municipality has primary responsibility and can make significant progress toward shorter trips, fewer auto trips, more trips by transit, foot and bike, and more mixed-mode trips. This is about clustering buildings and activities to bring origins and destinations closer together, mixing uses to foster links between living, jobs and recreation, and managing design of the interface of buildings and travel corridors to limit impacts. This will not deny the car – few people say they want that – but it will balance it as one among many modes to move around.

Priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles.



Brampton 2040 Vision | Living the Mosaic

- 11,000+ engaged residents
- 20-year plan unanimously endorsed by Council
- Civic transportation agenda to prioritize
 - Walking
 - Cycling
 - Transit
 - Goods movement
 - Shared vehicles
 - Private vehicles



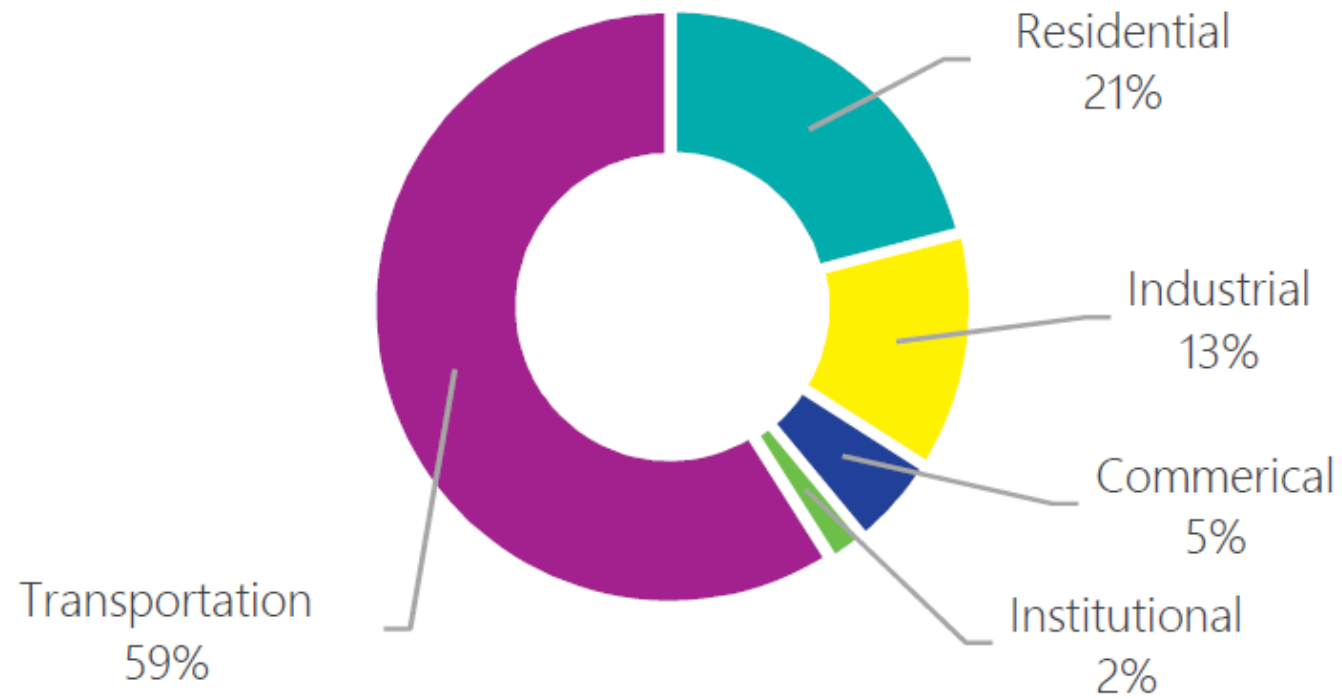
What has changed since January 2019?

- Effects of climate change harder to ignore
- City has responded
 - Declared climate emergency
 - City and community energy audit
 - Community Energy and Emissions Reduction Program
 - Bus fleet/fire truck electrification
 - 1 million trees program, no-mow etc.
 - Active Transportation Master Plan (September 2019)
 - “Streets for People” campaign



Transportation Emissions

Brampton Emissions by Sector, 2016





Shift in Transportation Patterns

- 2011 TTS data
 - 1,022,800 daily trips by Brampton residents
 - Medium trip length 6.7km
 - 2,287 tonnes of CO²
- From 2011-2021 cycling mode share increased by 460%!

Mode Share in AM Peak Period	2011 TTS	2016 TTS	2021 COVHITS ¹	2021 STS Target
Driving	62.5%	63%	58.9%	59.1%
Walking	6.8%	7%	14.8%	7.3%
Cycling	0.3%	1%	1.7%	0.8%
Transit	10.8%	12%	6.3%	12.3%
Carpool (Car Passenger)	15.2%	13%	12.1%	15.9%
Other (School Bus, Motorcycle, Taxi)	4.3%	5%	6.3%	4.7%
Sustainable Modes	37.4%	38.0%	41.2%	41.0%

¹ Collected samples of the Region of Peel were pooled and weight-adjusted to represent the regional population distribution. The 2021 COVHITS is a relatively small sample survey (compared to the traditional TTS) and is prone to be skewed towards specific population segments (e.g., smaller household size and younger people). Any conclusions drawn from the COVHITS data may not be representative of actual trends.

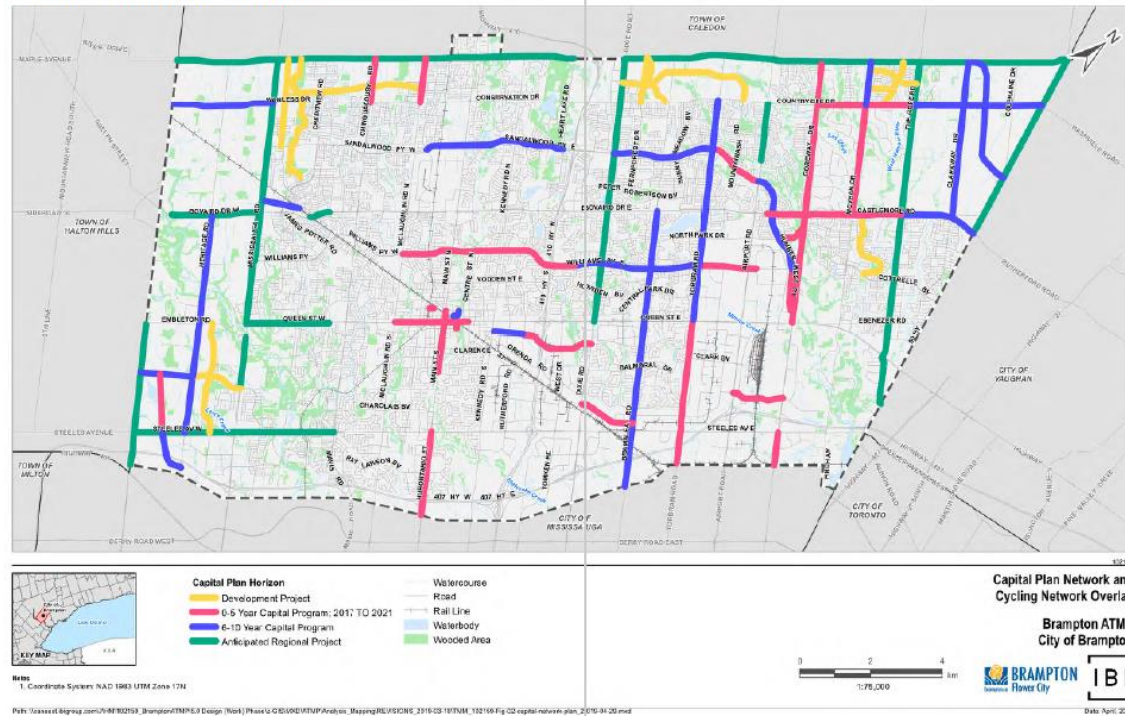
Source:
2011-2015
Transportation
Tomorrow survey
2021 COVHITS survey



Active Transportation Network

- Connectivity is critical to encouraging mode share shift

Exhibit 4.9: Capital Plan Program & Cycling Network



Infrastructure options for safety



- Pedestrians and utilitarian cyclists create a potentially unsafe combination
- High-speed cyclists should be encouraged to use on-road infrastructure

Equity



- Different Spokes, Brampton Bike Hub draws people from all walks of life and socio-economic status



COPENHAGEN, 1960s





COPENHAGEN, 2010s



Evert Buitendijk fotografie