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**Date** September 28, 2023 **Report No.** 2023-83  
**To** Chair and Members  
Vision Zero Road Safety Committee  
**From** Inderjit Hans, P. Eng., PMP, Deputy Chief Administrative Officer, Public Works

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### 1.0 Type of Report

Consent Item   
Item For Consideration

**2.0 Topic** **Active Transportation Master Plan [Financial Impact – None]**

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### 3.0 Recommendation

- A. THAT report 2023-83 regarding “Active Transportation Master Plan” BE RECEIVED; and
- B. THAT staff be directed to implement the Active Transportation system as defined in the Active Transportation Master Plan.

### 4.0 Background

In 2007, Brantford’s first bike lane was installed along Hardy Road. To date, the existing cycling network is a combination of 40 km of off-road trails plus an additional 64 km of on-road facilities that include bike lanes, signed routes, and multi-use paths.

At its meeting held October 22, 2020, City Council approved report #2020-427 [Transportation Master Plan Update – Final](#). that outlined the need to work

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towards becoming a Bicycle Friendly Community by providing a clear, concise roadmap towards a more bicycle friendly future.

At its meeting held April 27, 2021, City Council approved the City of Brantford [Vision Zero Road Safety Plan](#) report no. 2021-275. The plan directed staff to continue the expansion of the cycling network in identified areas through multi-use paths, trails and segregated bikes lanes, to improve safety for users.

The Active Transportation Master Plan (“ATMP”) provides a detailed outline of the current network and what needs to be implemented over the next 10 to 15 years that will provide connectivity throughout the municipality and make active transportation a feasible choice for any trip in the City of Brantford.

## 5.0 Analysis

The purpose of the ATMP is to develop a detailed implementation plan based off of public consultation, industry standards and specific criteria that would assist the City to implement active transportation initiatives on a ranking priority basis. The ATMP is attached as appendix “A” to this report.

The [Government of Canada defines Active Transportation \(“AT”\)](#) as using your own power to get from one place to another.

This includes:

- Walking, biking, skateboarding, in-line skating/rollerblading, jogging and running, non-mechanized wheel chairing, snowshoeing and cross-country skiing.

Active transportation provides benefits to our health, society, transportation system, environment and economy. This is because AT gives us an opportunity to be physically active on a regular basis, accessible, reduces road congestion, contributes to reducing greenhouse gas emissions, and saves money on gas and parking. Cycling is one of the fastest growing types of outdoor recreation and tourism activities nationwide. It's estimated that 48 million people bicycle recreationally per year in North America, contributing \$96.7 billion per year to the economy (2017, Outdoor Industry Association). Cycling tourists spend an average of 40% more than the average motorized tourist due to their slower pace. They seek out low-traffic, scenic rural roads that are off the beaten path, which result in longer stays and higher spending (2017, Outdoor Industry Association).

The ATMP was developed to specifically review cycling and sidewalk infrastructure and develop a plan to provide a safe, connected and inclusive network for the residents and visitors in the City of Brantford.

The following is a summary of the actions taken to complete the ATMP.

## **5.1 City Documents**

City Council has approved a number of documents that support Active Transportation initiatives such as:

- 2020 Transportation Master Plan Update
- City of Brantford Follow-up Report: Ranked Strategic Priorities
- City of Brantford Official Plan – Envisioning Our City: 2051
- City of Brantford Community Safety and Well-being Plan 2021-2025
- City of Brantford Vision Zero Road Safety Action Plan 2021
- 2022 Trail Safety Audit
- 2018 Parks and Recreation Master Plan
- Economic Development Tourism Strategy & Sport Tourism Strategy
- Age Friendly Community Summit (2015) and subsequent Community Impact Report (2017)
- Brantford Age Friendly Strategy (2022)
- City of Brantford Community Climate Change Action Plan (2022)

The ATMP provides more detailed information on each of the individual documents and can be found in Section 2 of the ATMP.

Brantford's extensive and highly-valued trail network system is identified in many of these Plans, particularly the TMP. The Plans identify how critical it is to develop connectivity with the on-street network and provide seamless routes across the City that serve both pedestrians and cyclists. Enhancing connections

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between the trail network and on-street facilities improves residents' access to recreation and access to commercial and employment areas.

## **5.2 Cycling and Pedestrian Highlights**

The [Transportation Tomorrow Survey](#) is a collection of information about urban travel in southern Ontario by local and provincial government agencies. The active transportation rates in Brantford have steadily increased from 6.6% in 2006 to 7.8% in 2016 for all trips completed in the City.

Strava Metro is a data collection service that obtains information from a mobile app downloaded by users. The information is used to understand active transportation patterns in a City and help identify opportunities in the development of an active transportation network. Between 2018 and 2021 in the City of Brantford, data revealed a 172% increase in yearly trips and a 38% increase in the number of trips per user.

Collision data involving cyclists between 2017 and 2019, revealed an average of 36.3 collisions per year and 73% of these accidents resulted in injuries. Collision data involving pedestrians revealed an average of 51.7 collisions per year and 82% of these accidents resulted in injuries.

The data confirms a need to enhance AT infrastructure and implement in a manner that provides safety enhancements for vulnerable road users. Staff is also conducting roadway safety evaluations throughout the City and will address needs through that data driven process.

## **5.3 Vision & Objective Statement**

The following vision statement was developed to assist in guiding the ATMP.

Active Transportation is an increasingly important component of urban transportation systems that assists in addressing environmental and climate concerns, equity issues and overall health of citizens. The ATMP will provide a guide to building a fully integrated active transportation network within the City of Brantford that is well connected with purpose, safer and accessible for all users including pedestrians and cyclists.

## **5.4 Public Engagement**

An extensive public engagement process was undertaken in June and July of 2022 with an online survey and two open houses.

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The Let's Talk Brantford campaign was launched in June 2022 for two months. Residents were given an opportunity to provide feedback on both pedestrian and cycling facilities throughout the city; describing their level of usage and ideas to improve AT in the City.

In addition, staff hosted two public open houses at City Hall and the Wayne Gretzky Sports Centre in July 2022, which provided residents with an opportunity to discuss plans with staff and to provide feedback for consideration.

Between both engagement opportunities, staff received approximately 340 responses and comments were incorporated into the plan.

Staff also consulted with the following stakeholders during the development of the ATMP;

- Active Transportation Working Group
- City Councillors
- Six Nations of the Grand River
- Neighbourhood Associations
- Accessibility Committee
- Grand River Council on Aging
- Internal Departments and Divisions
- Educational Institutions
- Chamber of Commerce

## **5.5 Recommended Cycling Infrastructure**

The ATMP identifies and priority ranked 111 projects. This was completed by utilizing the information provided in the approved corporate documents, public engagement and an extensive evaluation of the cycling network that included collision statistics, identifying priority gaps in the existing cycling network and reviewing land use characteristics. A full list of the 111 projects can be found in appendix "G" of the ATMP.

## **5.6 Pedestrian Facilities**

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The pedestrian facilities (walkways, sidewalks and crosswalks) across the City are in good condition. The City has over 600km of sidewalk infrastructure complete with curb-cuts and tactile plates at designated crossings to provide an accessible space to travel within the City's right-of-way.

Staff continue to implement various types of pedestrian infrastructure on a yearly basis including new sidewalks, pedestrian crossovers/signals, pedestrian countdown timers and audible pedestrian crossings.

As the result of the work already being completed, no specific items were identified in the ATMP for pedestrian needs.

## **6.0 Financial Implications**

The approved funding for the ATMP was approved in the 2022 Capital Budget in the amount of \$300,000 (Project PK2208). The project was completed by a designated Active Transportation Coordinator at an approximate cost of \$100,000. In addition, the City applied and was successful in receiving a \$50,000 grant from Infrastructure Canada, which will assist in covering some of the labour costs and assist in the development of education and marketing of AT.

Staff will use the remaining budget, of approximately \$200,000, to conduct a secondary study focused on sidewalk connections in the City and identify gaps in the system.

The estimated costs to implement infrastructure outlined in the ATMP over the next 10 to 15 years is outlined below:

- \$355,000 is allocated annually over the next 10-15 years, in the Capital Budget to fund On-Road Active Transportation Initiatives. These funds will cover the costs for traditional standalone projects completed within Traffic Services.
- Roadway construction projects that could potentially include cycling infrastructure is estimated to cost \$6,000,000 and would be funded as part of the project specific Capital Budget within Engineering Services.
- Strategic Growth areas estimated to cost \$9,400,000 and would be funded or partially funded through development charges. The level of funding will need to be determined through development charge studies which would determine the cost allocation.

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Implementation of the ATMP could have future staff and maintenance financial impacts. Operational Services will evaluate the impact and bring forward future unmet needs through the budget process for Council consideration.

## 7.0 Climate and Environmental Implications

In the City of Brantford, 31% of community emissions are attributed to on-road transportation. Active transportation produces almost no greenhouse gas emissions and with the City's goal to be carbon neutral by 2050, the Active Transportation Master Plan will have a dramatic impact on reducing emissions and improving air quality as per the City's Community Climate Change Action Plan. With every vehicle taken off the road, approximately 3.1 tonnes of carbon dioxide equivalent is eliminated annually.

Additional climate and environmental benefits with the investment in active transportation infrastructure includes preserving green space, reducing water pollution, and improved potential for nature-based solutions.

## 8.0 Conclusion

Council has taken significant steps to address roadway safety, climate change and active transportation in the City of Brantford. The installation of Active Transportation systems encourages a healthy living lifestyle for residents, to ride, walk or run. Environmental benefits include reduce congestion and emissions and provide a feasible alternate form of transportation. The Active Transportation Masterplan provide a safe, functional, integrated and connected network for residents and visitors that will provide access to trails, parks, employment and businesses in the City.



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Attachments:  
Appendix "A" – Active Transportation Master Plan

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Appendix "B" – Active Transportation Master Plan Appendices

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

- By-law required  yes  no
- Agreement(s) or other documents to be signed by Mayor and/or City Clerk  yes  no
- Is the necessary by-law or agreement being sent concurrently to Council?  yes  no