

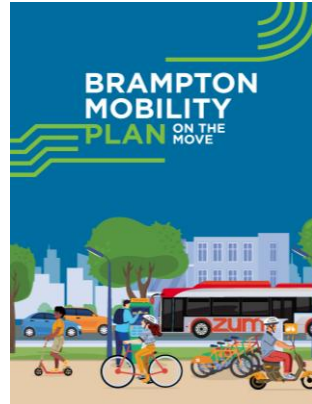
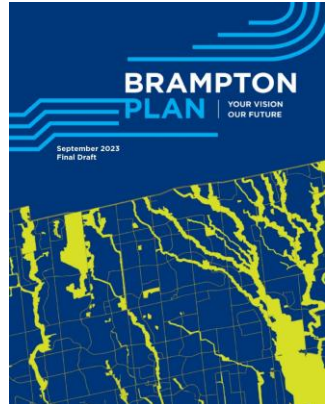
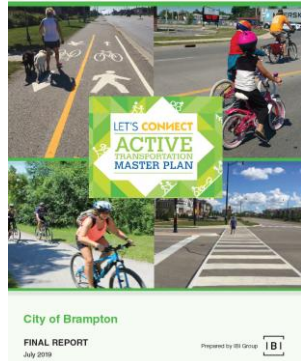
Howden Boulevard Bicycle Lanes (Wards 7 & 8)

Fernanda Soares, Project Manager, Active Transportation
Nelson Cadete, Manager, Transportation Planning
Integrated City Planning

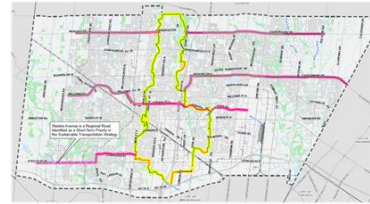
Committee of Council Meeting
October 1, 2025



Background



Active Transportation
Master Plan and
Proposal of the East-
West Cycling Corridor



Buffered Bike
Lanes



Public Consultation +
Update of the ATMP

2019

Overdesigned
Collector Roads,
Safety and Speeding
concerns

2020

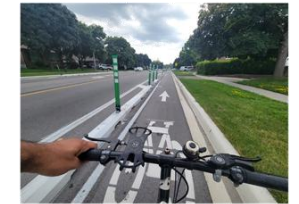
COVID-19
Interim Bike Lanes



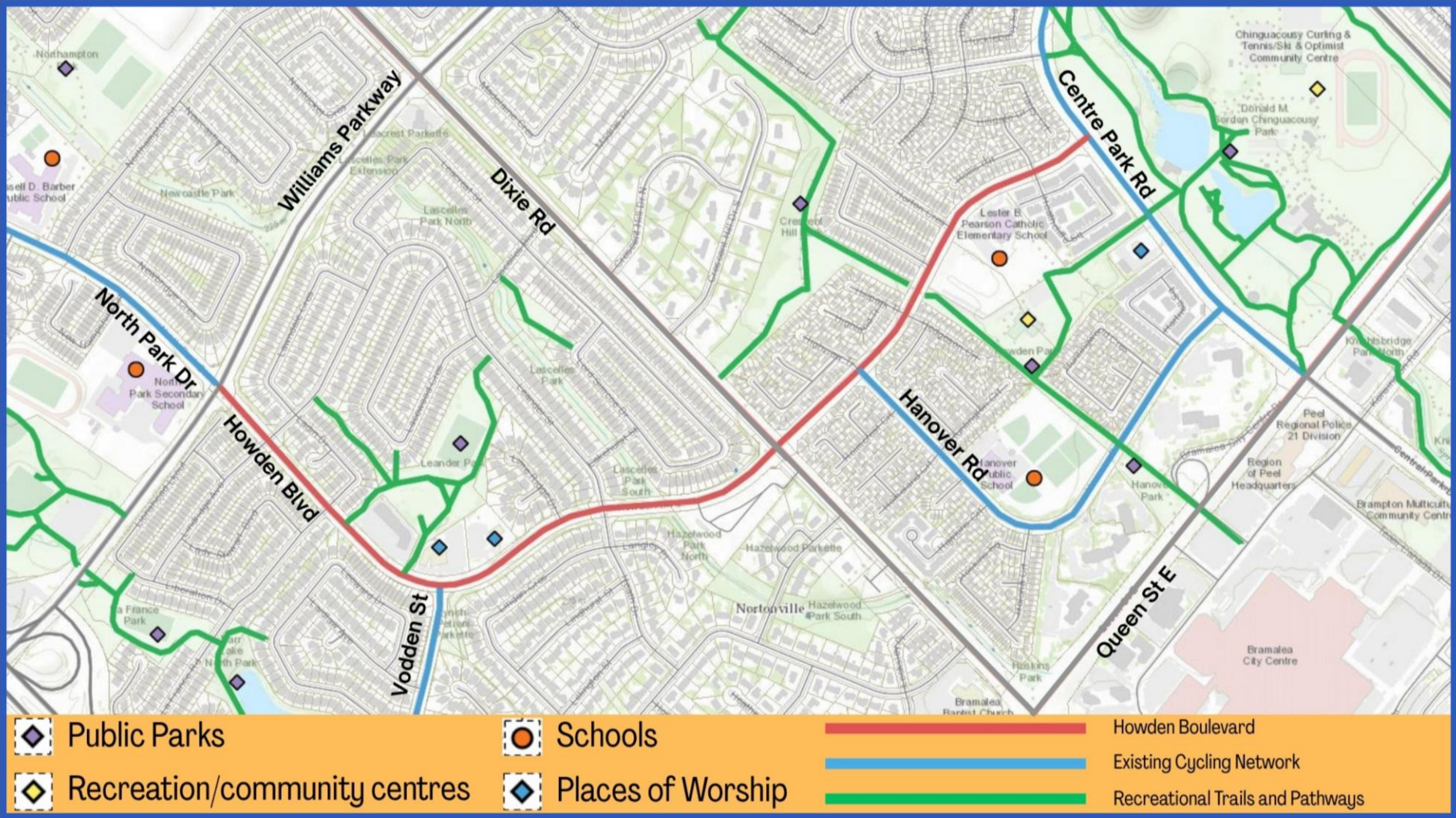
2021

2024

Protected Bike
Lanes



Introduction



Operational Impacts



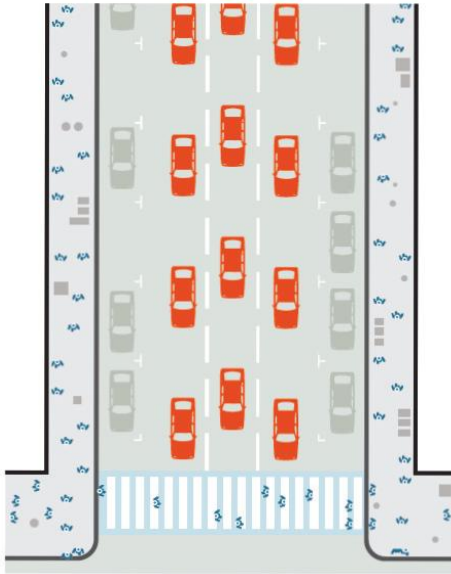
Queue Analysis



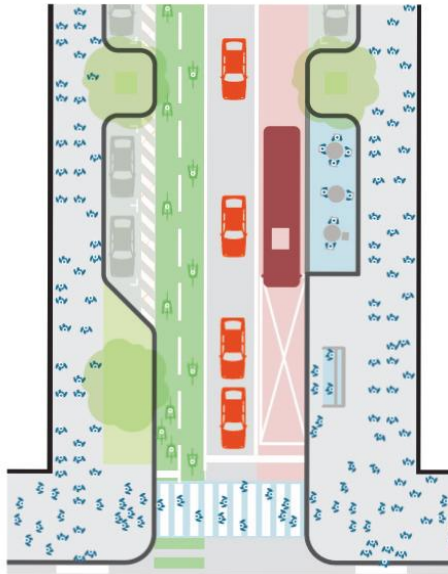
Intersection Approach	AM Peak		PM Peak		Average
	Right Turn	Through	Right Turn	Through	
Eastbound at Howden Boulevard and Dixie Road	48 sec	72 sec	29 sec	52 sec	50 sec
Northbound at Howden Boulevard and Williams Parkway	47 sec	45 sec	37 sec	27 sec	39 sec

The Road Diet: outcomes to date

Car-Oriented Street



Multimodal Street



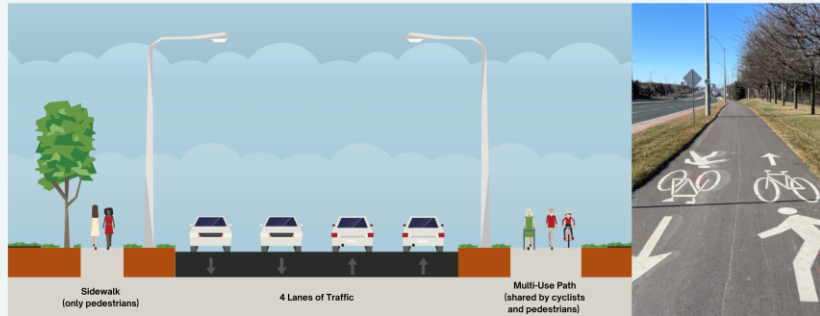
BENEFITS OF ROAD DIETS

- Reduces vehicle speeds typically between 5-7 km/h
- Reduces collisions by 25%
- Reduces traffic volumes
- Shortens pedestrian crossing distances
- Crossing guards navigate less live traffic lanes
- Creates opportunity for safe cycling space
- Enables Automated Speed Enforcement



Design Alternatives

Option 1A / 1B - Multi-Use Path



A **multi-use path (MUP)** is a path that is shared by people walking and people cycling. Brampton has MUPs installed along major arterial roads like Dixie. **Option 1A** is an MUP that **switches sides** to save costs, while **Option 1B** is **continuous** along south side to increase utility.

Option 2 - Multi-Use Paths on Both Sides



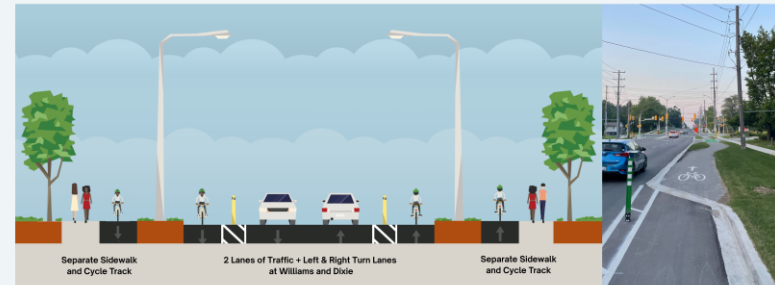
A **multi-use path (MUP)** is a path that can be shared by both people walking and people cycling. Brampton has MUPs installed along major arterial roads like Dixie. In **Option 2**, MUPs replace the existing sidewalks along **both sides** of Howden between Williams and Dixie per council motion.

Option 3 - Cycle Tracks



A **cycle track** is a dedicated facility for bikes and other forms of micromobility (like e-scooters). Brampton is installing cycle tracks in the Downtown Streetscaping project. In **Option 3**, uni-directional cycle tracks would run **beside** the existing sidewalks.

Option 4 - Cycle Tracks at Intersections



A **cycle track** is a dedicated facility for bikes and other forms of micromobility (like e-scooters). Brampton has cycle tracks installed along major arterial roads, like Sandalwood. In **Option 4B**, cycle tracks and right turning lanes would be installed at **2 intersections**, Williams and Dixie.





Implications of Design Changes

Option	Estimated Cost	# of General Purpose Lanes	# of Trees Impacted	Estimated Maintenance Costs	Estimated Time to Implement	Cycling Facility - One or Both Sides	Cycling/Peds - Shared or Separate Facility
1A	\$2.9M	4	33	\$2,350 - \$2,550/km/year	8 to 10 months	One	Shared
1B	\$3.5M	4	44	\$2,350 - \$2,550/km/year	8 to 10 months	One	Shared
2	\$4.5M	4	76	\$4,700 - \$5,100/km/year	8 to 10 months	Both	Shared
3	\$5.9M	4	98	\$5,100 - \$6,700/km/year	8 to 10 months	Both	Separate
4	\$730K	2	1	\$5,100 - \$6,700/km/year	7 months	Both	Separate

Multimodal Evaluation

MMLOS is a way to measure how well a street or road works for **different users — like drivers, cyclists, pedestrians, and transit riders** — instead of just cars.

It helps inform **decision-making about road design alternatives and costs** by providing a clear, **mode-by-mode evaluation of how each design performs**.

Design Alternative				
Target	B	B	D	D
Current	C	B	C	D
Option 1A/1B	C	C	C	D
Option 2	C	B	C	D
Option 3	C	B	C	D
Option 4	C	B	C	C

EXCELLENT A B C D E F FAILING

Key Takeaways

- Undoing the road diet (going back to 4 lanes of traffic) may not improve LOS for any mode, but it would renounce improvements achieved in lowering speeds, volumes and cut through traffic.
- A high-cost alternative may not yield much LOS improvement.
- A lower-cost alternative may be enough for reaching and/or improving LOS targets.

Public Engagement

Let's Talk Howden

We're exploring new design options to make Howden Boulevard safer and more comfortable for everyone.

Have your say!

Join us to review the proposed alternatives and share what matters most to you.

Your voice matters. Let's design a street for everyone.

Help Shape the Future of Howden Boulevard!

Wednesday, July 23, 2025
BCC Terminal 2:00 to 6:00 PM

Saturday, July 26, 2025
Bramalea City Centre Mall 12:00 to 4:00 PM

Tuesday, July 29, 2025
Chinguacousy Park Sandra Park Hames Centre 4:00 to 8:00 PM

Thursday, July 31, 2025
Chinguacousy Park Sandra Park Hames Centre 4:00 to 8:00 PM

Scan below and share your feedback




BRAMPTON Planning, Building and Growth Management
Integrated City Planning

July 16, 2025

Dear Resident,

Re: Howden Boulevard Safety and Cycling Improvements

The City of Brampton invites you to help shape the future of Howden Boulevard. We're seeking your feedback on proposed road safety and cycling improvements designed to make Howden Boulevard safer and more comfortable for everyone – whether you walk, bike, drive or take transit.

Earlier this year, Brampton City Council approved a new project to explore moving the bike lanes on Howden Boulevard (from the road onto the boulevard) between Williams Parkway and Central Park Drive. This project will:

- improve safety for people walking and cycling
- assess how the changes may affect traffic flow
- ensure bike lanes are safe and well-maintained year-round
- collect input from the community before making any final decisions.

City staff has developed different design alternatives for integrating bike lanes along Howden Boulevard. Before we finalize the design, you are invited to share your comments and questions at the following public engagement sessions:

- Bramalea City Centre (Bus Terminal)**
Wednesday, July 23 12 pm to 6 pm
25 Peel Centre Drive
- Bramalea City Centre (Near main food court on 2nd floor)**
Saturday, July 26 11 am to 6 pm
25 Peel Centre Drive
- Chinguacousy Park Sandra Park Hames Centre**
Tuesday, July 29 and Thursday, July 31 4 pm to 8 pm
9050 Bramalea Road

You can also provide your feedback in the online survey by visiting www.brampton.ca/howden. The deadline is August 7, 2025.

For more information and updates, visit www.brampton.ca/howden or contact cycling@brampton.ca

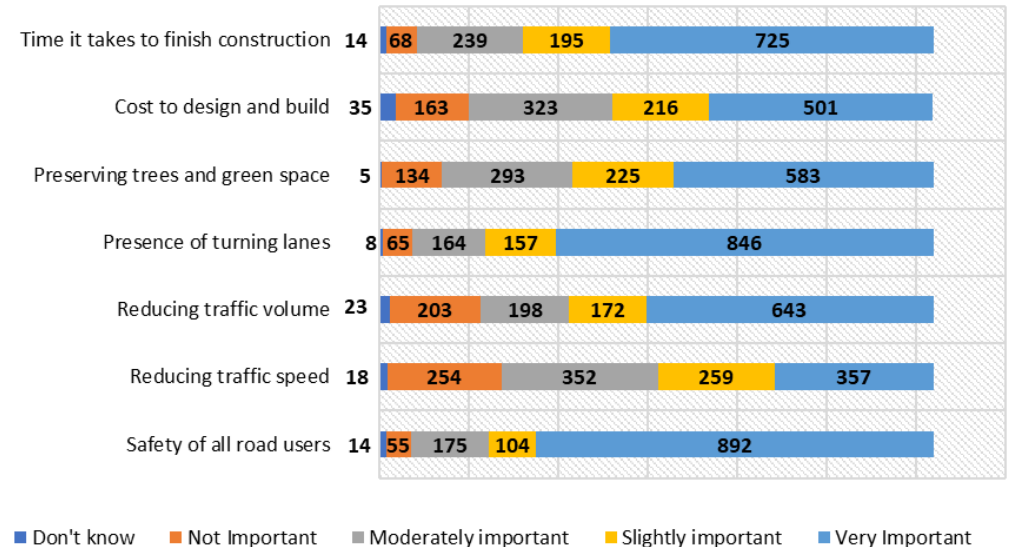
Thank you for helping us make Howden Boulevard safer and more connected for everyone. We look forward to hearing from you at our consultation session!

The Corporation of the City of Brampton
2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 905.874.2130

Howden Boulevard Bicycle Lane Alternatives	# of respondents that “Strongly Like” and “Somewhat Like”
Option 1A & 1B: Multi-use path (MUP) on one side of Howden Boulevard	70%
Option 2: Multi-use paths on both sides of Howden Boulevard	42%
Option 4: Targeted cycle tracks at intersections only (Dixie Road and Williams Parkway)	38%
Option 3: Cycle tracks on both sides of Howden Boulevard	35%



Chart 1: How Important are the Following Factors When Evaluating the Design Alternatives?



Recommendation and Implications

Option 4: Targeted cycle tracks at intersections (Dixie & Williams)



Protected on-road bike lane

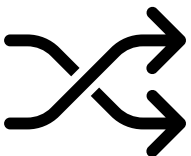


Example of transition into the Boulevard (Guelph)



Conceptual Render of Option 4 with cycle tracks at intersections

AT 2026 Budget: \$1M for priority capital projects (e.g., Williams Pkwy, Sandalwood Pkwy)



Howden Project: \$730K can be funded by reallocating from AT 2026 Budget (re-prioritization of projects)

Thank you!

