

Appendix B: Background Chronology of the East-west Cycling Corridor

The following is a summary of the implementation timeline, along with steps taken to address public concerns around safety and design:

- January 2019 – a Project Budget was established by Council for an east-west cycling route along Vodden Street/Howden Boulevard/Hanover Road.
- September 2019 - Brampton City Council endorsed the ATMP which identified Howden Boulevard as a candidate road for the consideration of cycling infrastructure (protected bicycle lanes) and was identified as a link in the Priority Cycling Network.
- December 2019 - Retained WSP (transportation consultant) to conduct a design feasibility assessment for cycling facilities along Vodden Street, Howden Boulevard and Hanover Road. The project included a traffic assessment, jurisdiction scan, public engagement and design/tender development.
- April 2020 – with physical distancing measures in place and actions taken to prevent the spread of COVID-19, the City implemented temporary interim bike lanes to provide residents an alternative cycling option to the very busy recreational trails. The bike lanes were implemented along the curb lanes in both directions and protected by construction barrels. Two of the four traffic lanes were repurposed to accommodate the temporary bike lanes. This provided a unique opportunity to showcase the planned east-west cycling facility that would ultimately provide a safe connection for people on bicycles to essential amenities and to the City's recreational trail network.
- July 2020 - the initial roll out of the temporary/interim bike lanes involved the use of construction barrels to delineate the lanes. Given the continuation of the pandemic situation, the construction barrels were replaced with painted lines - a more "permanent" measure to continue the interim condition (in advance of an ultimate design being finalized).
- Post Implementation (July 2020) - along many of the roadways where a buffer has been provided adjacent to a bike lane (providing a separation in space between motor vehicles and people on bikes), vehicles are using the wide space - not complying with the solid line dividing the bicycle lanes and general-purpose lanes - and making right turns from the bicycle lane. An audit confirmed that 92% of eastbound right turning vehicles at the intersection of Howden Boulevard and Dixie Road did not comply with the pavement markings and completed a right turn from the bicycle lane.
- 2023 – to address the right turn compliance issue at Dixie Road and Howden Boulevard, an educational sign was created to supplement the required regulatory signs to clearly illustrate where drivers are supposed to turn right in

this scenario. Right turn pavement marking arrows placed in the general-purpose vehicle lane were also implemented to provide motorists with positive guidance on appropriate turning positions. Results from a follow-up audit indicate that the additional pavement markings and signage was not effective and had a nominal impact on the compliance rate - 6% improvement in compliance rate (82% of vehicle were still turning right from the bicycle lanes).

- March 2023 – included within the scope of 2023 Active Transportation Annual Work Plan (presented to Committee of Council on March 8, 2023) was the implementation of the protect bikes lanes (pre-cast concrete curbs). The curbs were to be implemented along Hanover Road during the 2023 construction season with the remaining segments expected to be completed in 2024.
- April 2024 – at its April 18, 2024 meeting, Brampton Community Safety Advisory Committee recommended that along the eastbound approach of the Dixie Road/Howden Boulevard intersection, physical measures be implemented in the buffer between the between the general purpose (motor vehicle) lane and the bike lane to alleviate the risk of conflict between returning traffic and bikes.
- Pre-cast concrete curbs and bollards were implemented as the final design solution by the end of June 2024.