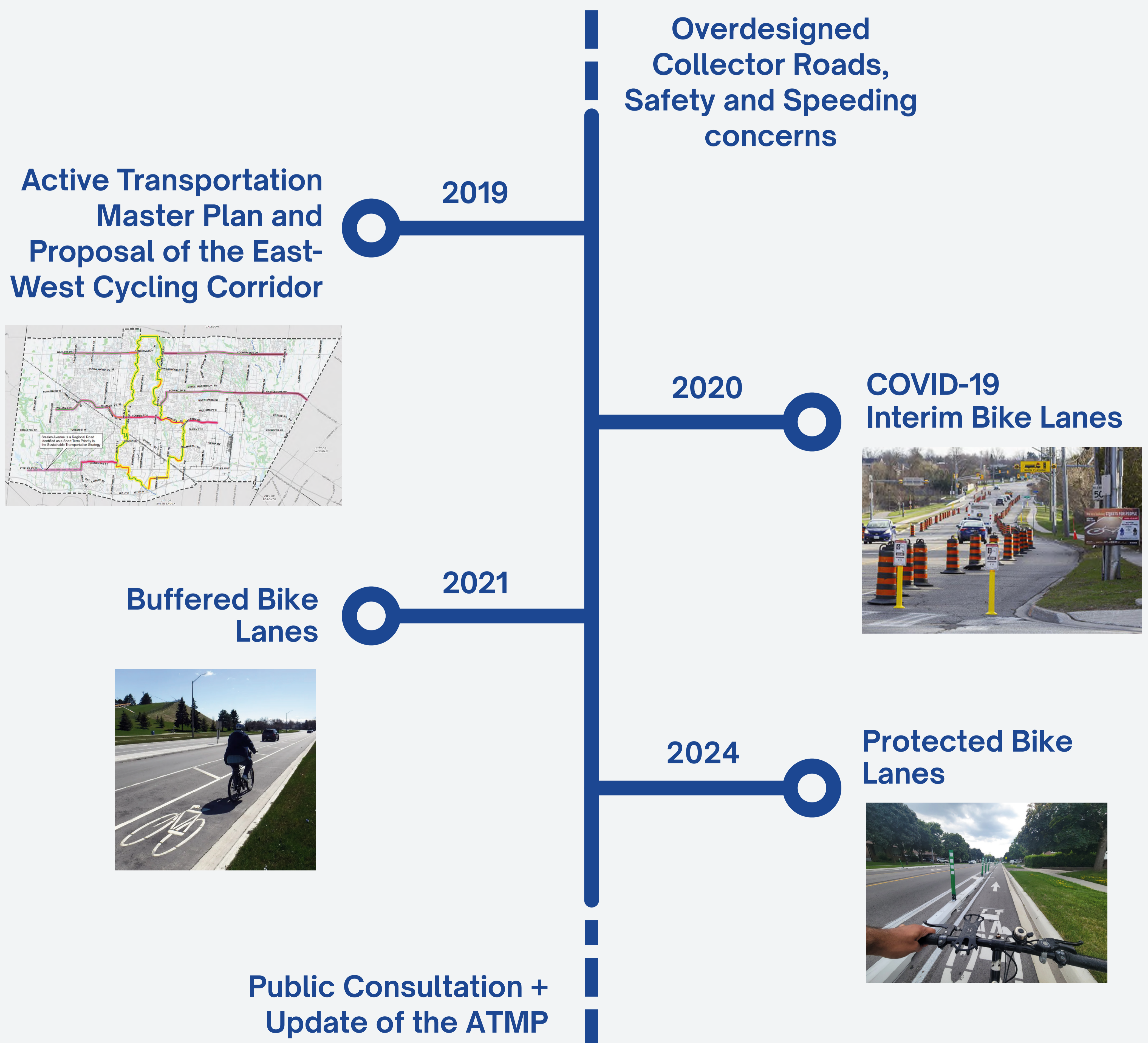


Introduction

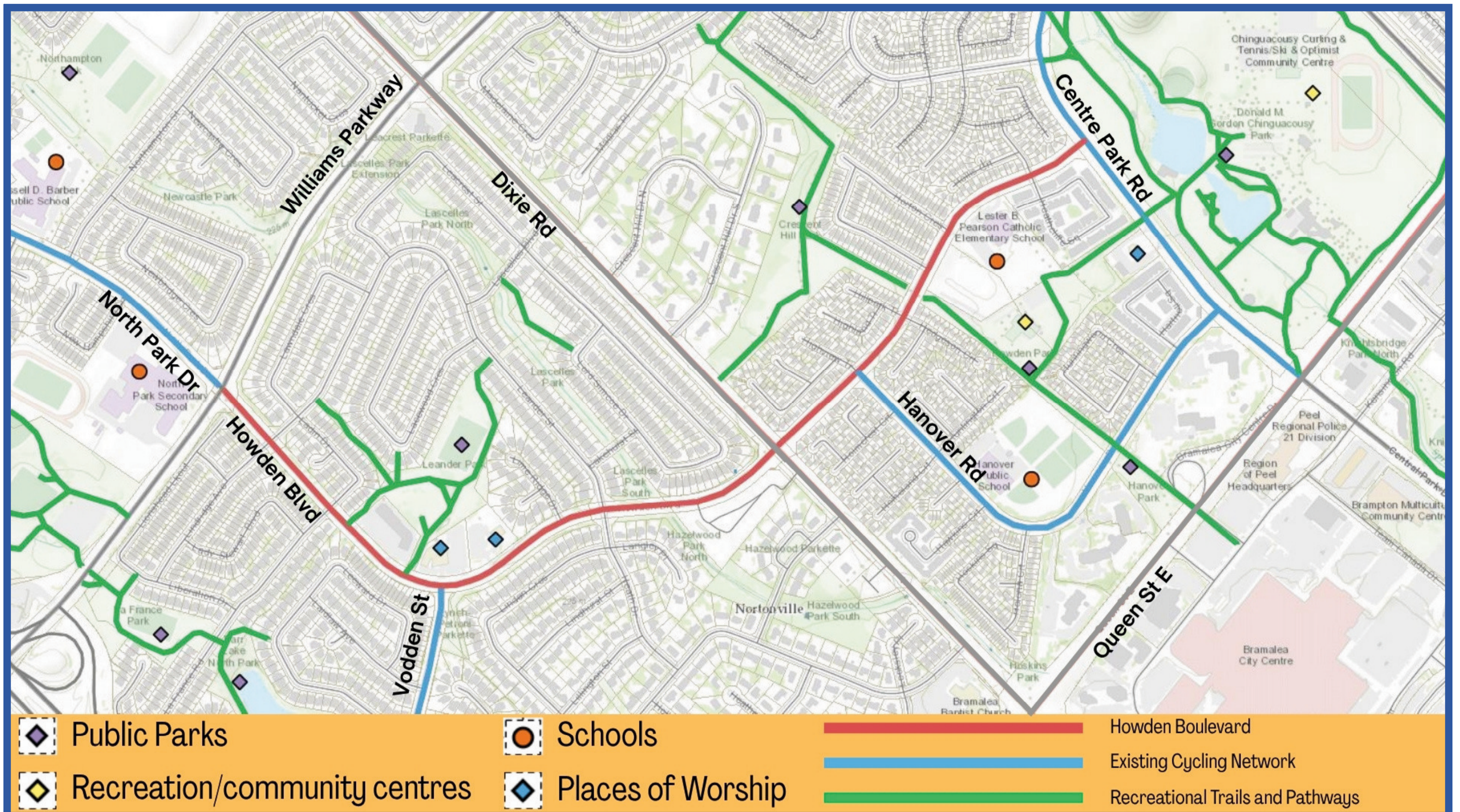
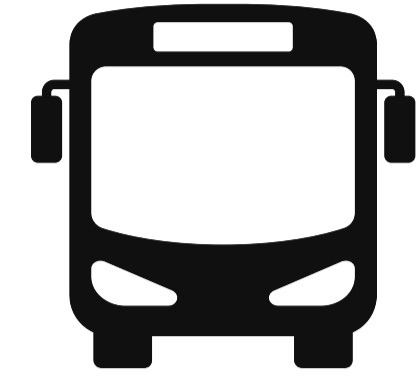
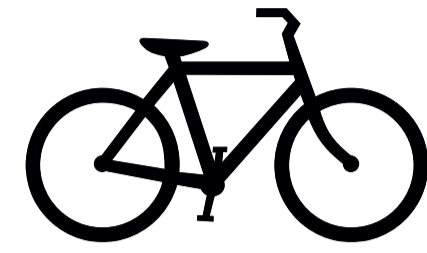
Since the endorsement of Brampton's first Active Transportation Master Plan in 2019, the City has made significant progress toward implementing a connected network of walking, cycling, and micro-mobility infrastructure across the city.

This public engagement session will highlight how these city-wide advancements in Active Transportation and Complete Streets are shaping the design alternatives for Howden Boulevard. Your input is essential to ensure the future design reflects community priorities and supports a safe, inclusive, and connected corridor.



Neighbourhood connections

Project Area - Scope Map



Howden Boulevard is home to a vibrant network of cycling facilities, schools, parks, and community spaces. Its bike lanes play a key role in Brampton's expanding east-west cycling network, connecting residents to major destinations such as the future Howden Recreation Centre, Chinguacousy Park, local schools, and the broader north-south cycling corridors - including the Central Park Bike Lanes, Esker Lake Trail, and Chinguacousy Trail.

As Brampton's cycling network continues to grow, riders are increasingly able to make longer, more connected trips across the city. Expanding this network is essential to supporting safe infrastructure for cyclists and other vulnerable road users, enabling multi-modal travel, and promoting active transportation as a pathway to improved health and well-being for all residents.



Why are we here?

In January 2025, Council approved a motion to explore new design alternatives to make Howden Blvd. safer and comfortable for everyone.

The motion required:

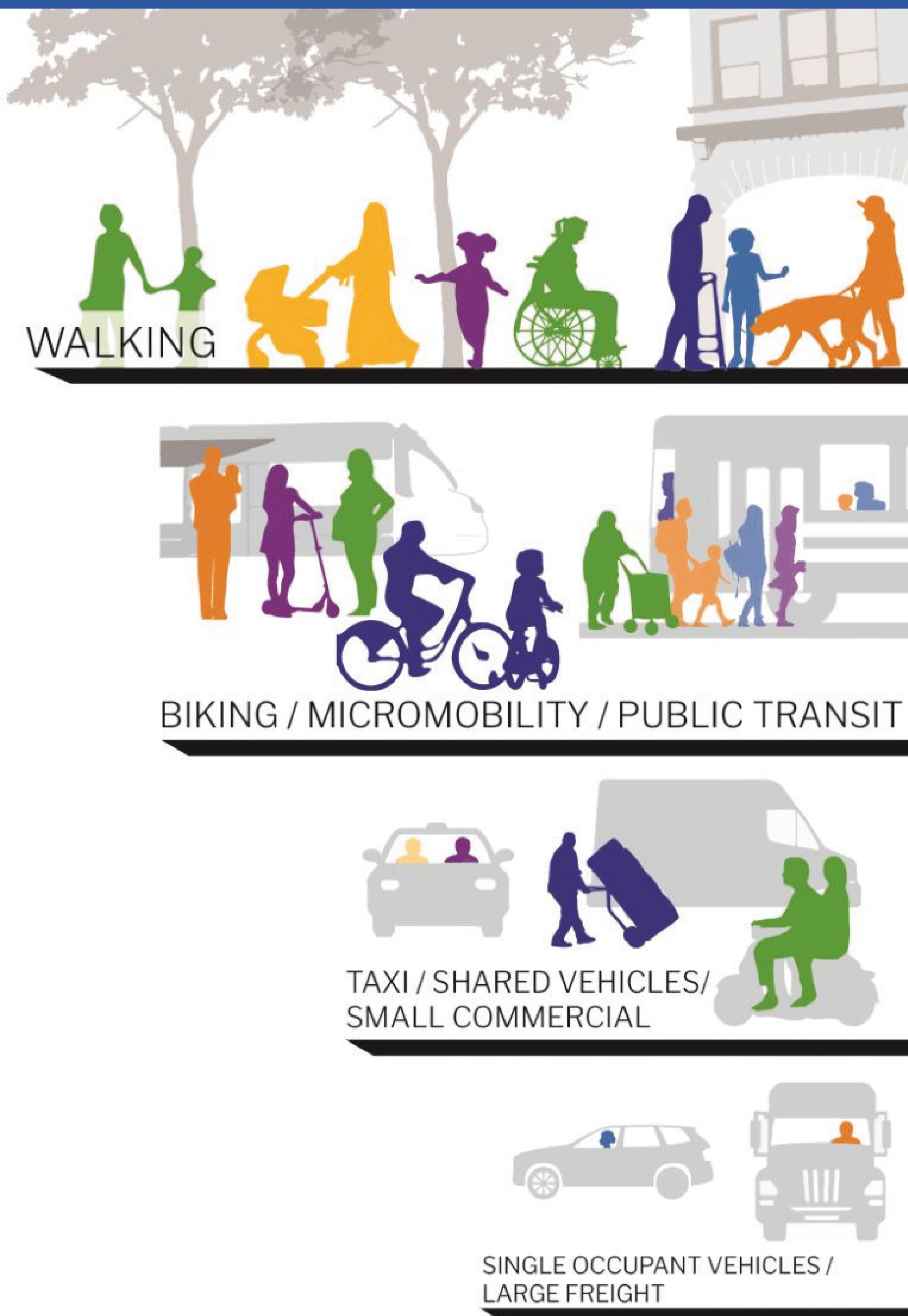
- That the 2025 Capital Budget be amended to include a new project in the amount of \$170,000, to design the relocation of active transportation bike lanes from the road to the boulevard on Howden Boulevard between North Park Drive and Central Park Drive, with the funding source to be determined by the Treasurer;
- That staff report back regarding any implications related to safety of vulnerable users and traffic patterns in Brampton, should more lanes of traffic be added;
- That Vision Zero be incorporated into the design;
- That staff review the increase of service in addition to associated costs when bike lanes move to the boulevard to ensure the bike lanes are maintained in a similar manner to roads within Brampton;
- That staff be directed to undertake public consultation prior to the report coming back to Council for consideration; and
- That the design be completed in time for construction funding to be requested in the 2026 Budget submission, subject to the Mayor's consideration.

Planning for Complete Streets

The Brampton Plan prescribes that all streets in Brampton will be planned as Complete Streets.

Complete Streets is a planning and design approach that ensures streets are safe, comfortable, and accessible for all users — regardless of age, ability, or how they travel. This means designing streets to accommodate pedestrians, cyclists, transit riders, and drivers equally.

The goal is to create streets that serve everybody — supporting healthy communities, reducing traffic injuries, encouraging active transportation, and making neighborhoods more vibrant and connected.

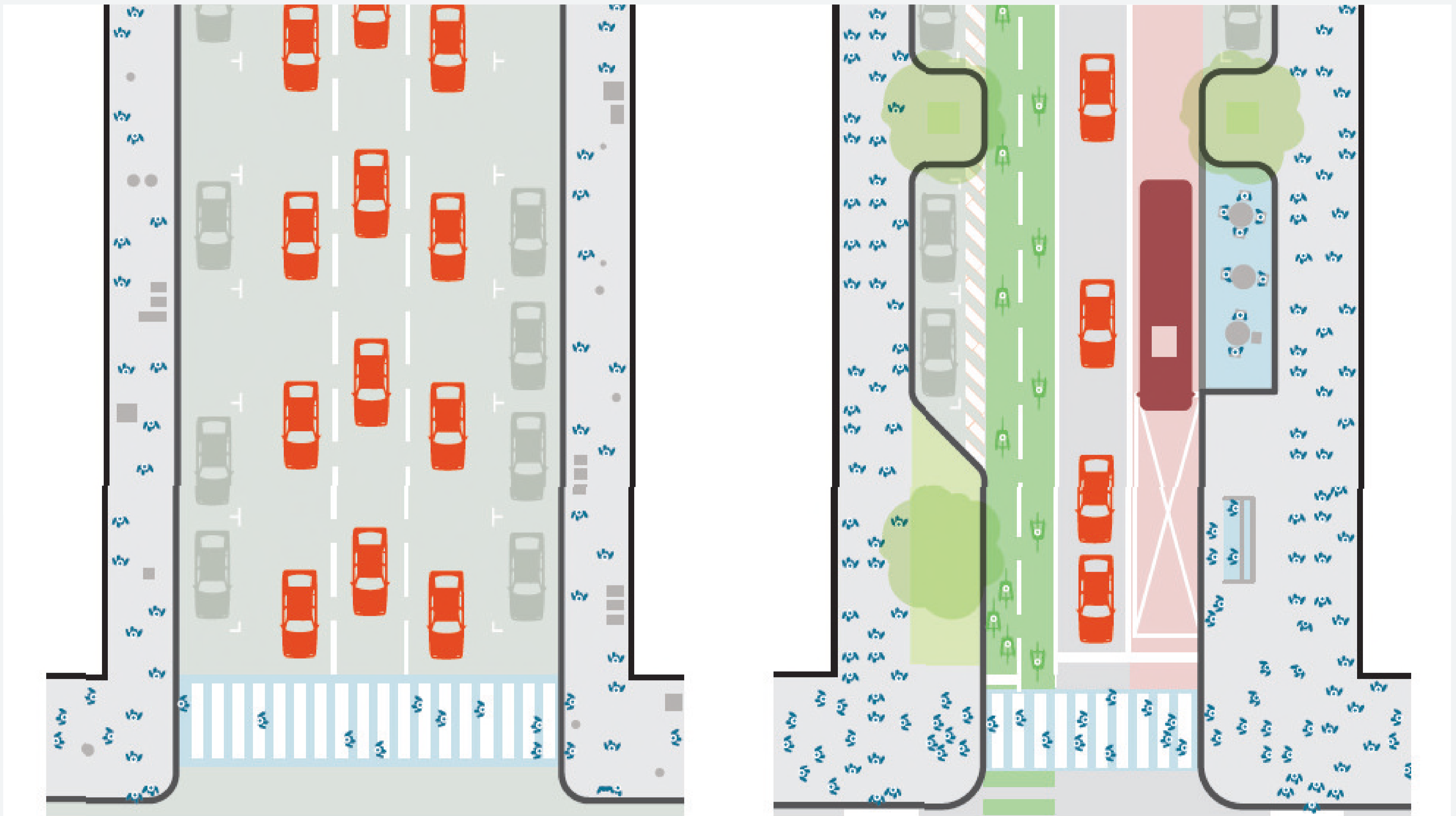


Key elements of Complete Streets typically include:

- Safe sidewalks and crosswalks
- Protected or dedicated bike lanes
- Accessible transit stops
- Traffic calming measures to slow vehicles
- Street trees, benches, lighting, and other amenities to make streets pleasant and usable

The Road Diet

A Road Diet is a traffic engineering technique that reduces the number of travel lanes on a street to improve safety and make room for other uses, such as bike lanes, wider sidewalks, or on-street parking.



BENEFITS OF ROAD DIETS

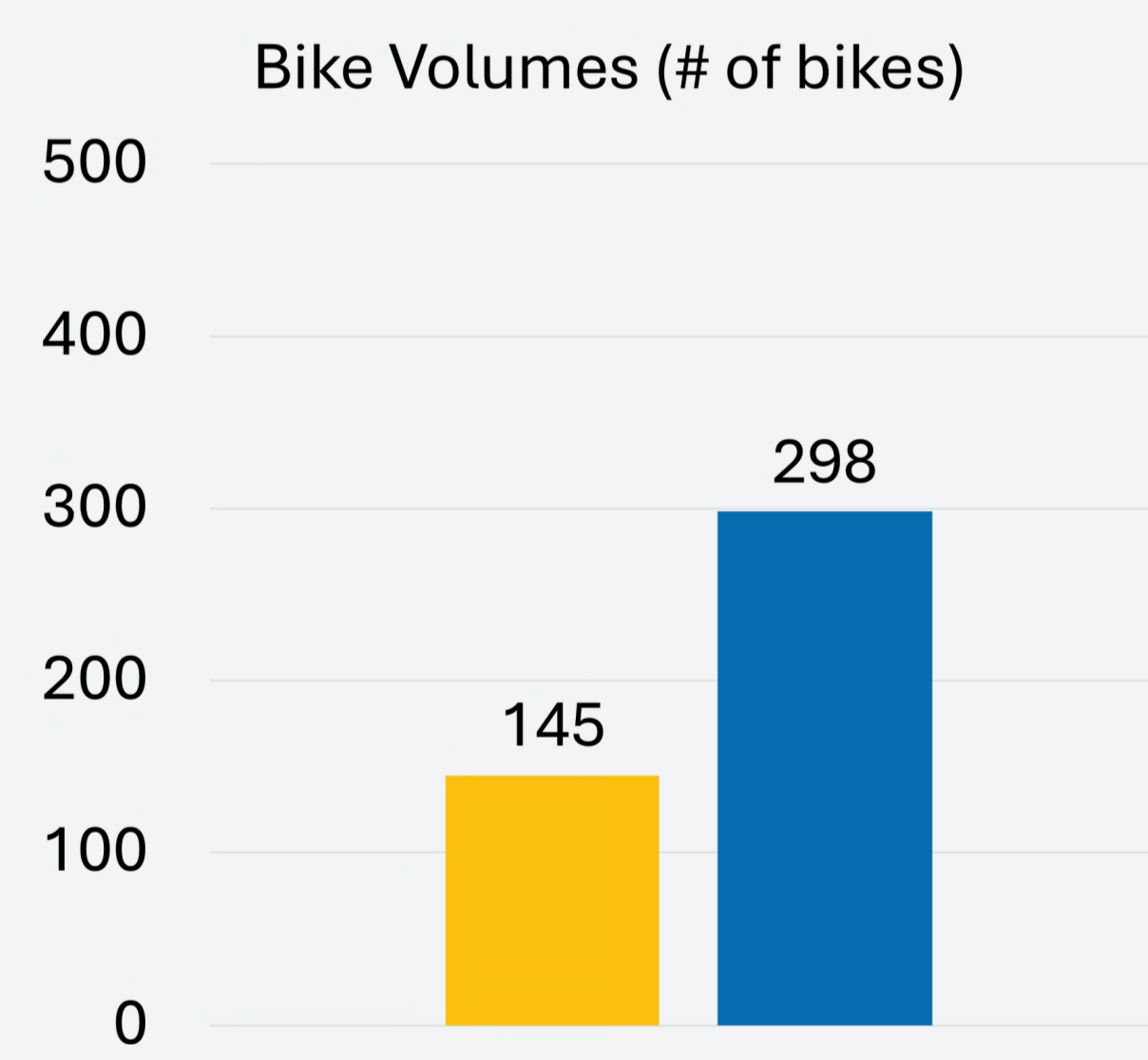
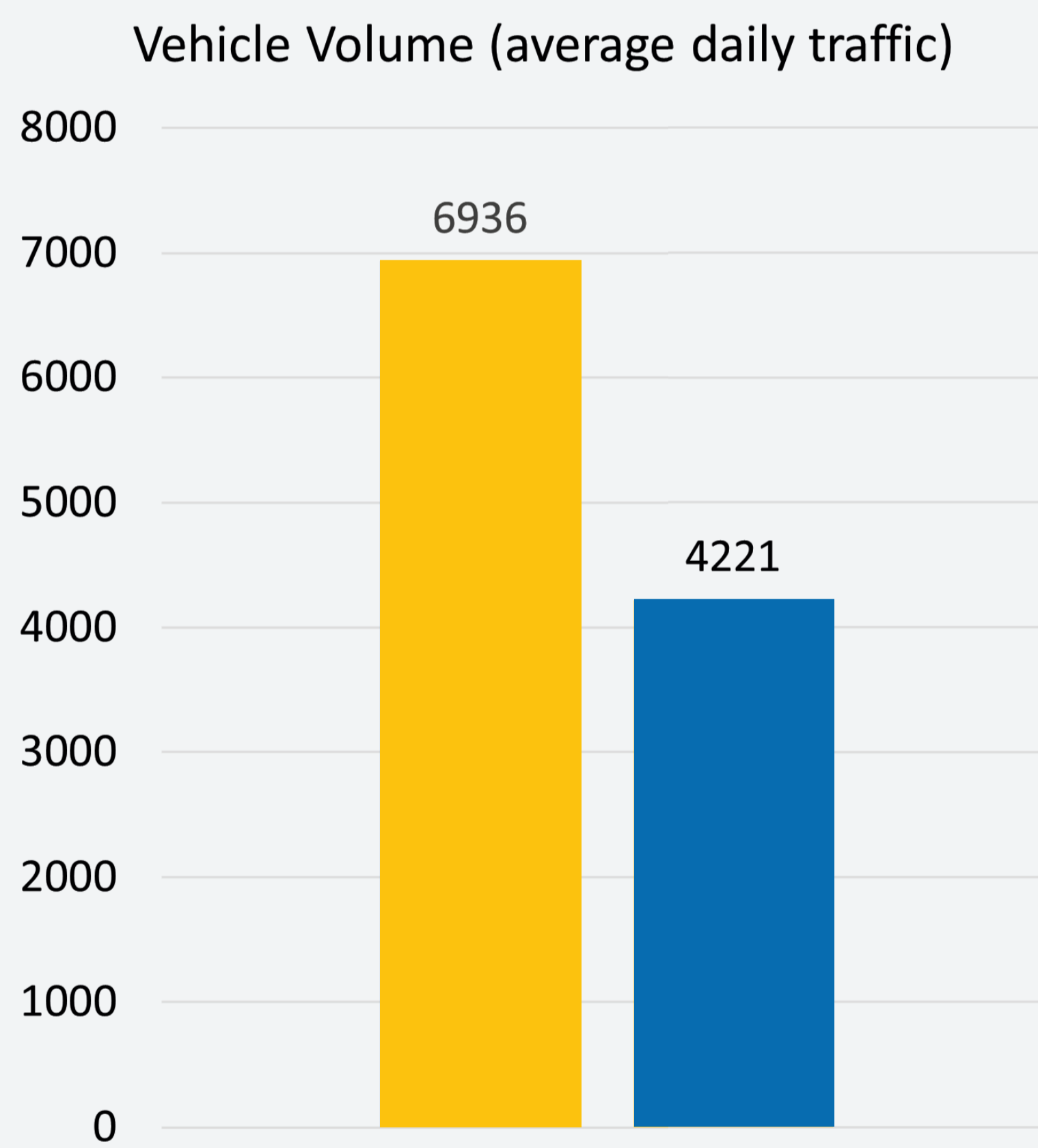
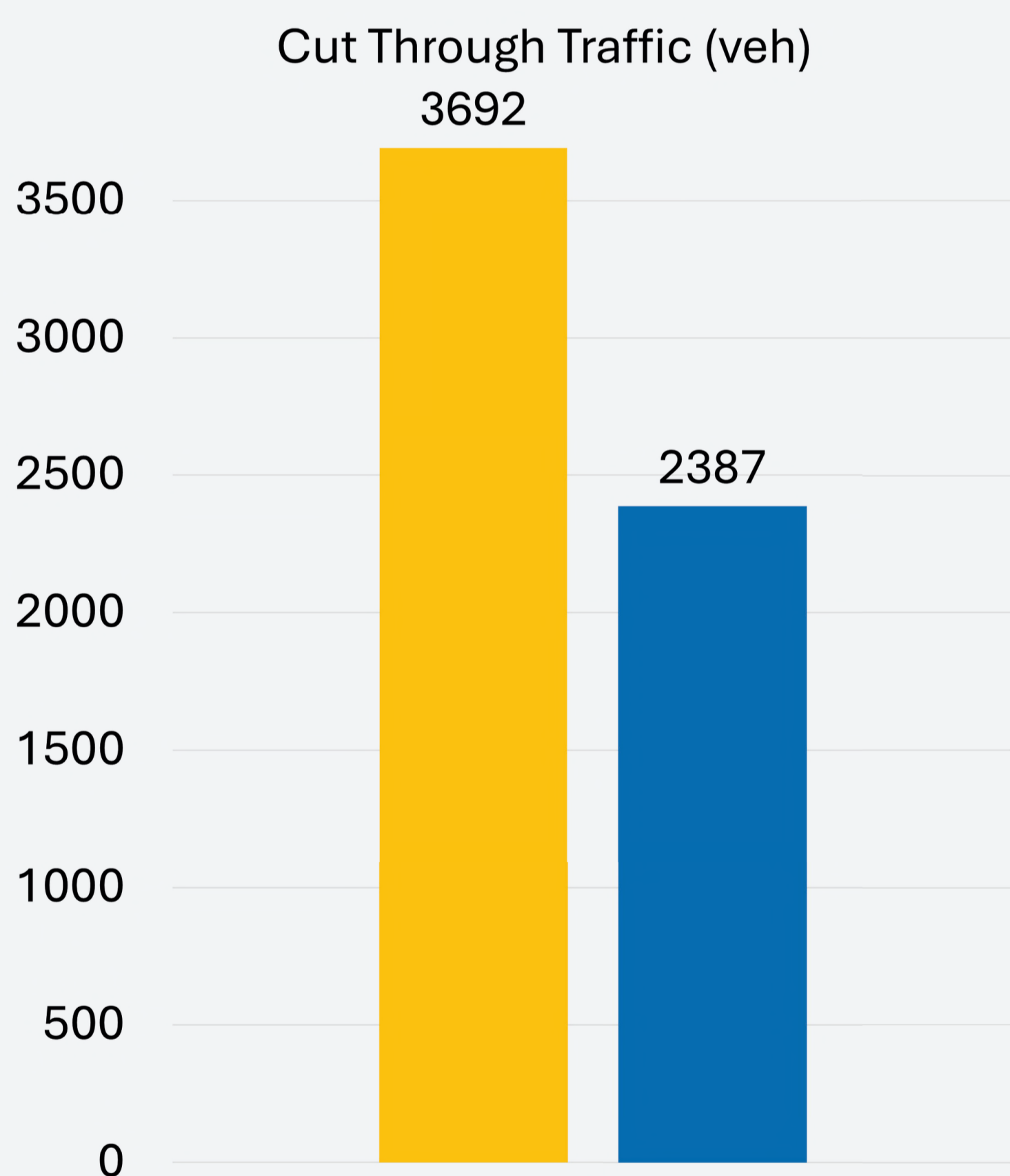
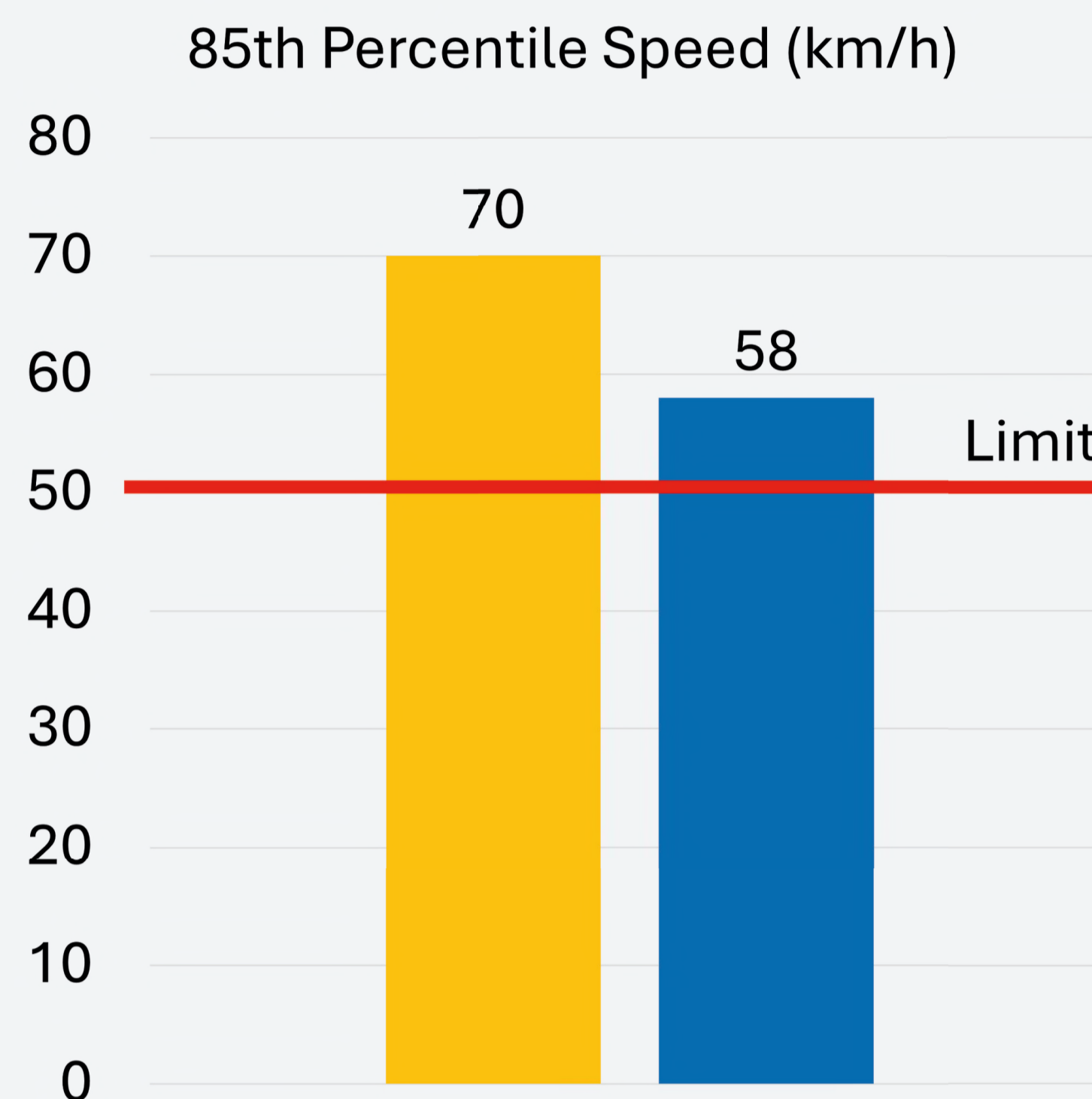
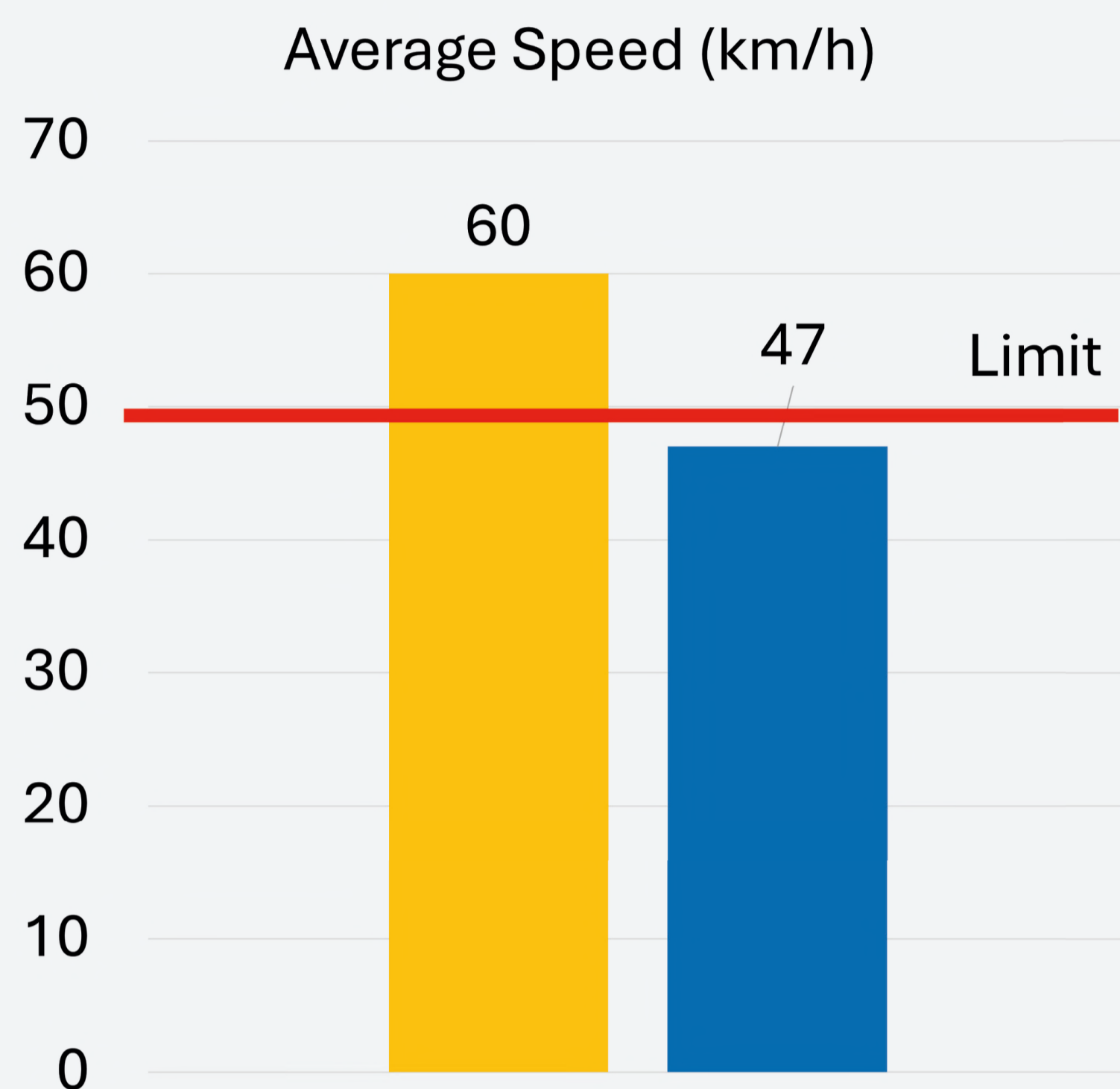
- Reduces vehicle speeds typically between 5-7 km/h
- Reduces collisions by 25%
- Reduces traffic volumes
- Shortens pedestrian crossing distances
- Crossing guards navigate less live traffic lanes
- Creates opportunity for safe cycling space
- Enables Automated Speed Enforcement

CHALLENGES IF BACK TO 4 LANES

- Increased speeds
- Increased collisions
- Increased traffic volumes
- Increased pedestrian exposure to live traffic
- Crossing Guards have to navigate 4 lanes of live traffic
- Possible removal of Automated Speed Enforcement

Before and After Data

The City collected data on speed, cut-through traffic and number of bikes on Howden Blvd. before and after the implementation of the Road Diet. Here is a snapshot of what we found:



2021

2024

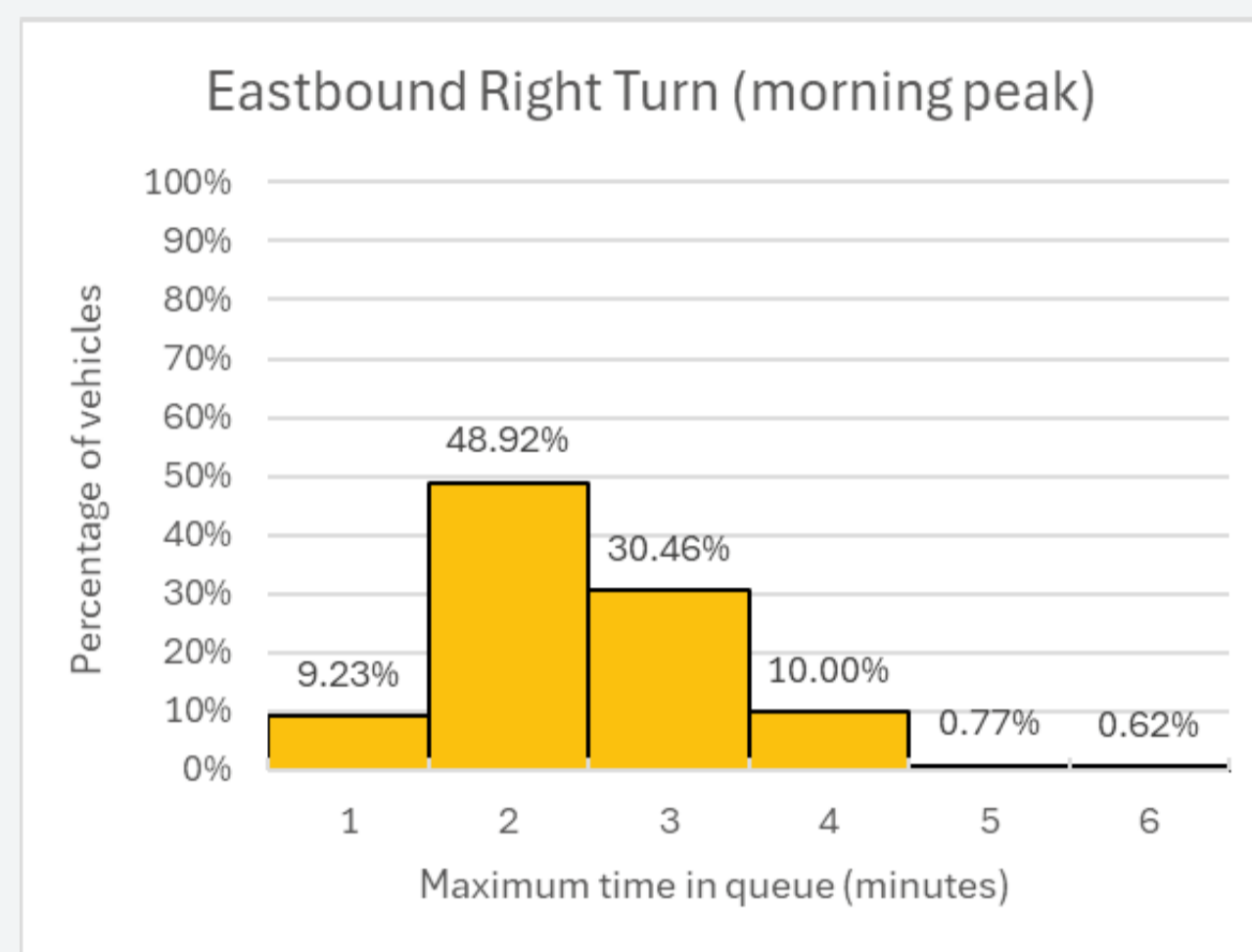
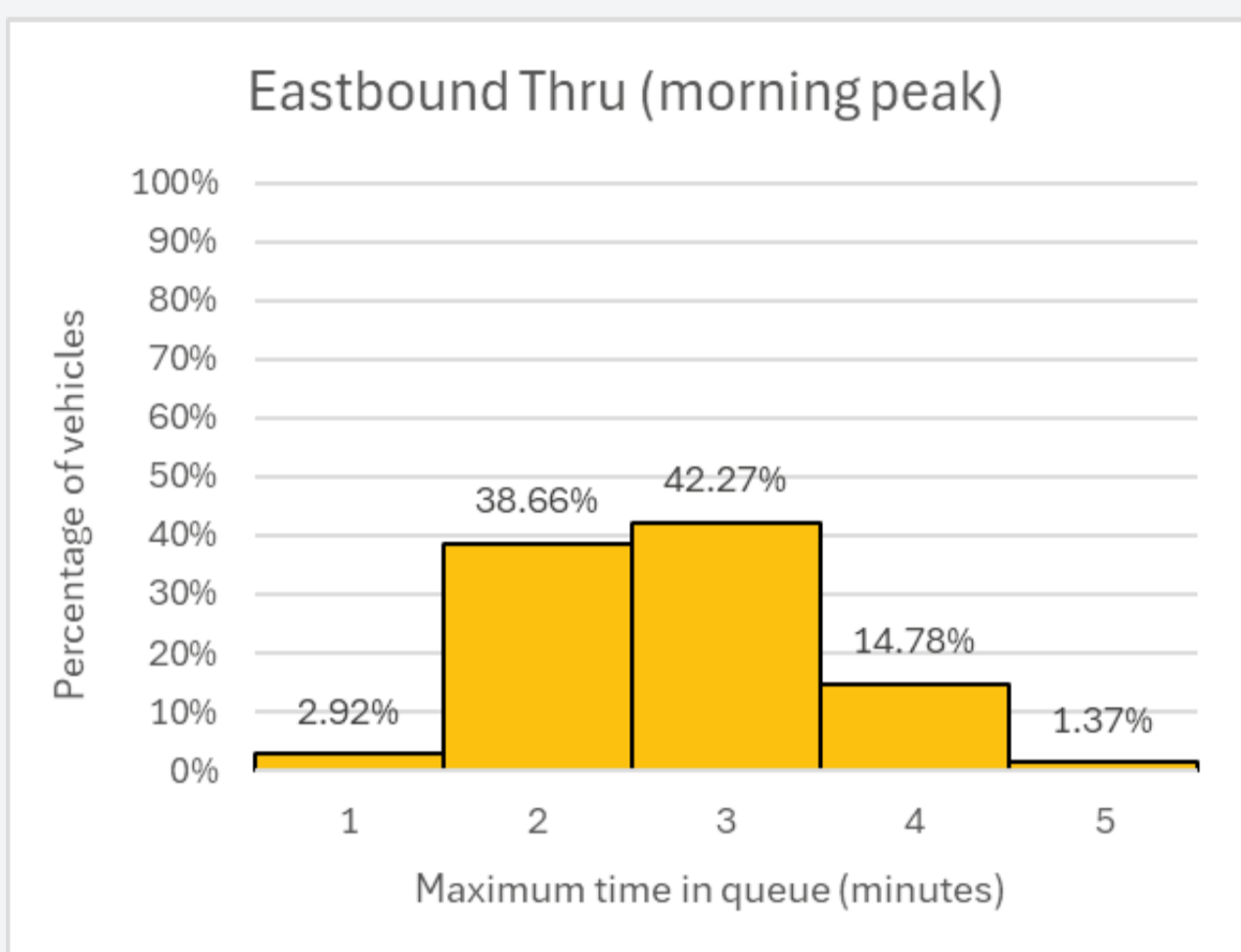
The data suggest that the Road Diet was in fact effective and managed to:

- Reduce the average speed making the road safer.
- Reduce cut-through traffic (vehicles cutting through the neighbourhood).
- Encourage more cyclists to use the corridor.

Traffic Data - Queue Analysis

A queue traffic analysis looks at how many cars line up at a traffic light and how long that line gets during busy times.

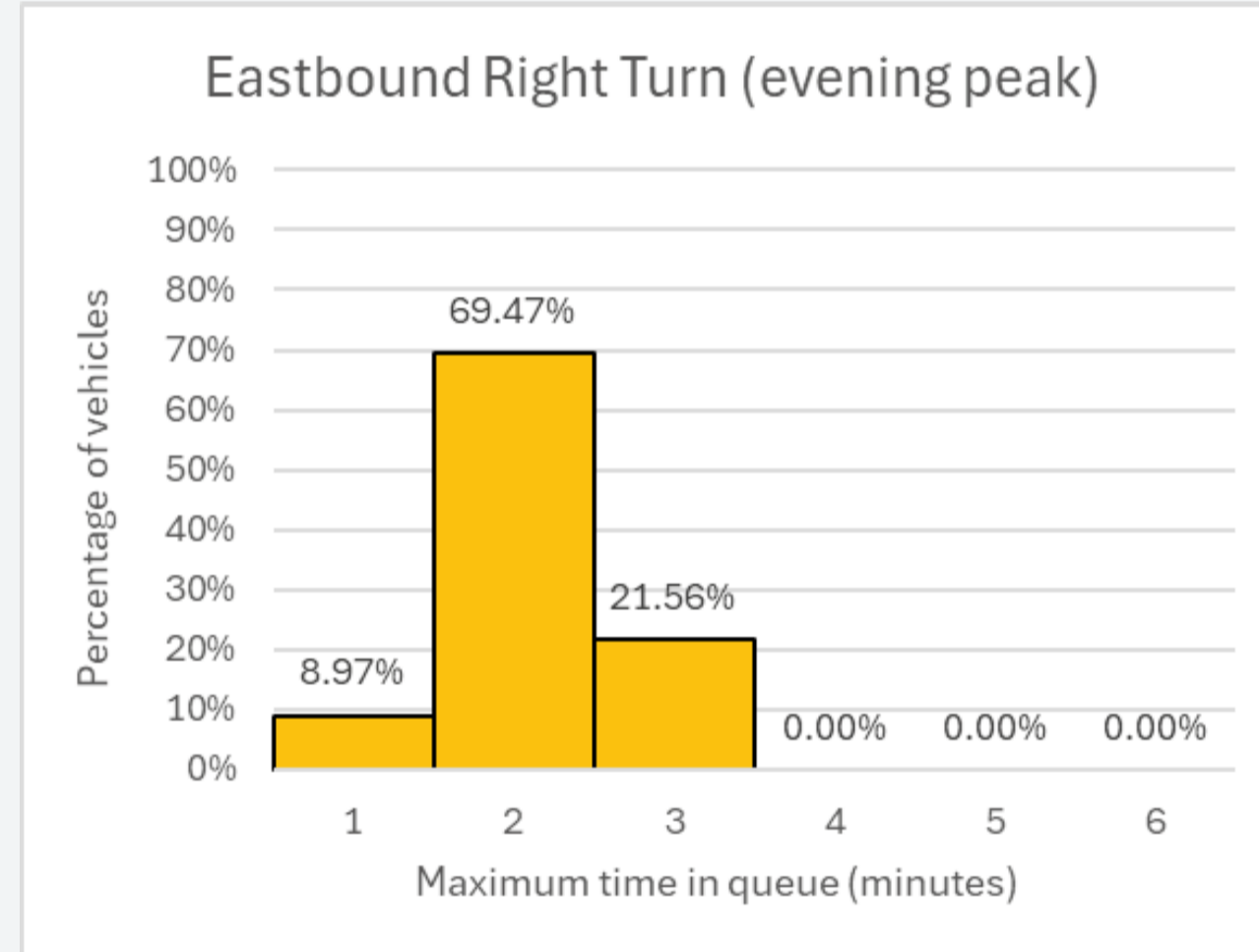
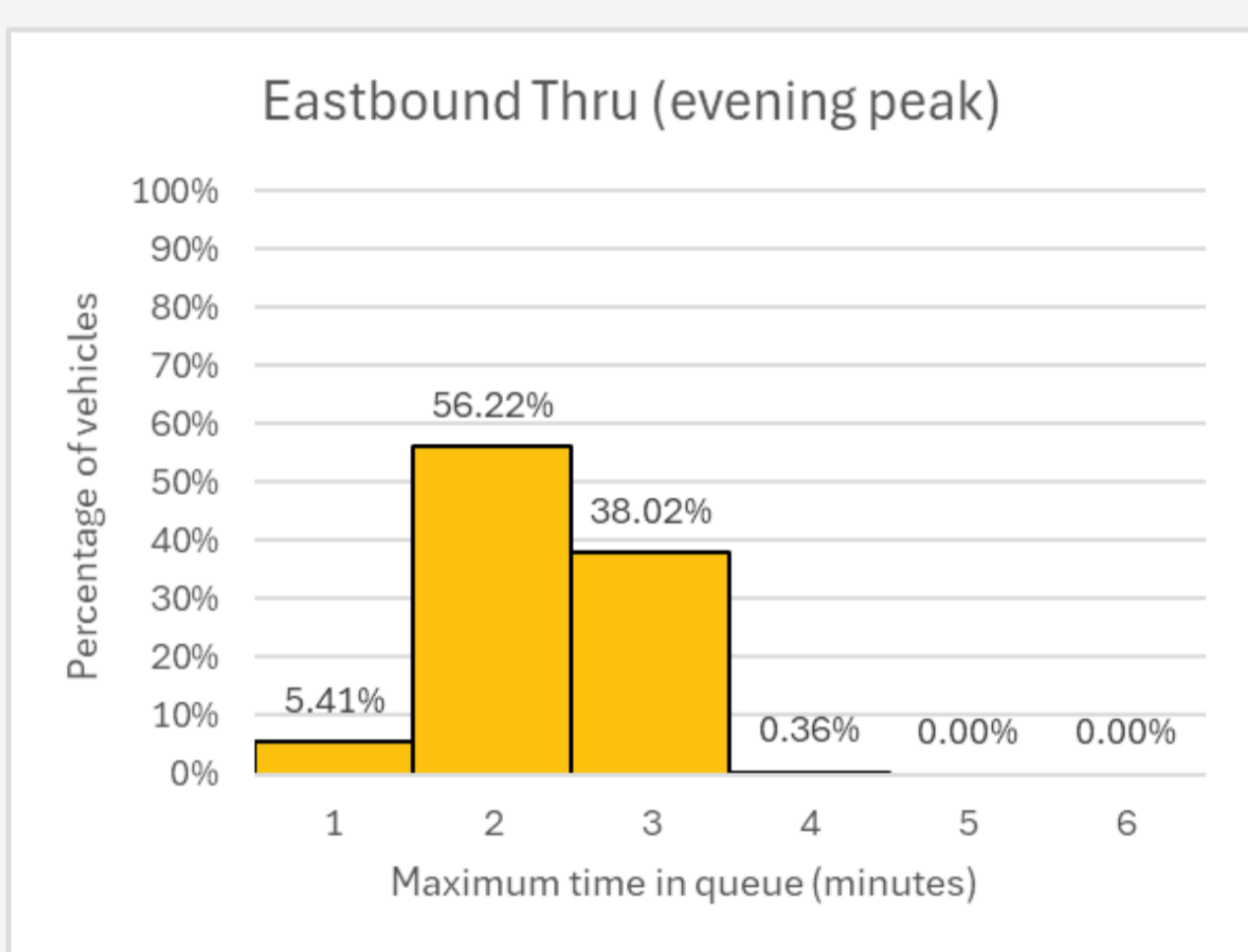
It helps engineers understand if there's too much waiting, if traffic backs up into other roads, or if changes are needed — like adjusting signal timings or adding turn lanes — to make traffic flow more smoothly and safely.



HOWDEN AND DIXIE:

Average time in queue travelling eastbound is **72 seconds** in the AM peak and **52 seconds** in the PM peak.

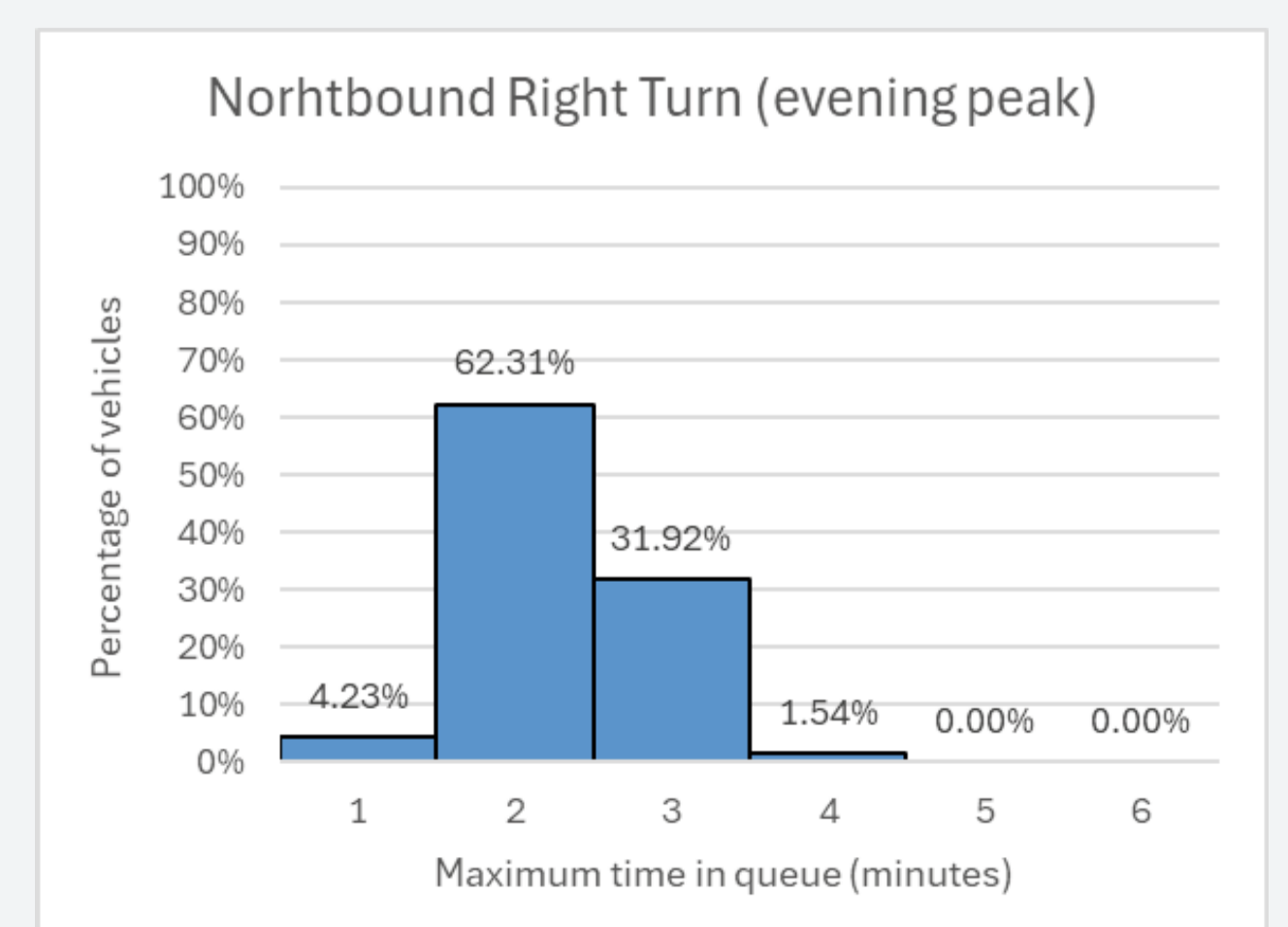
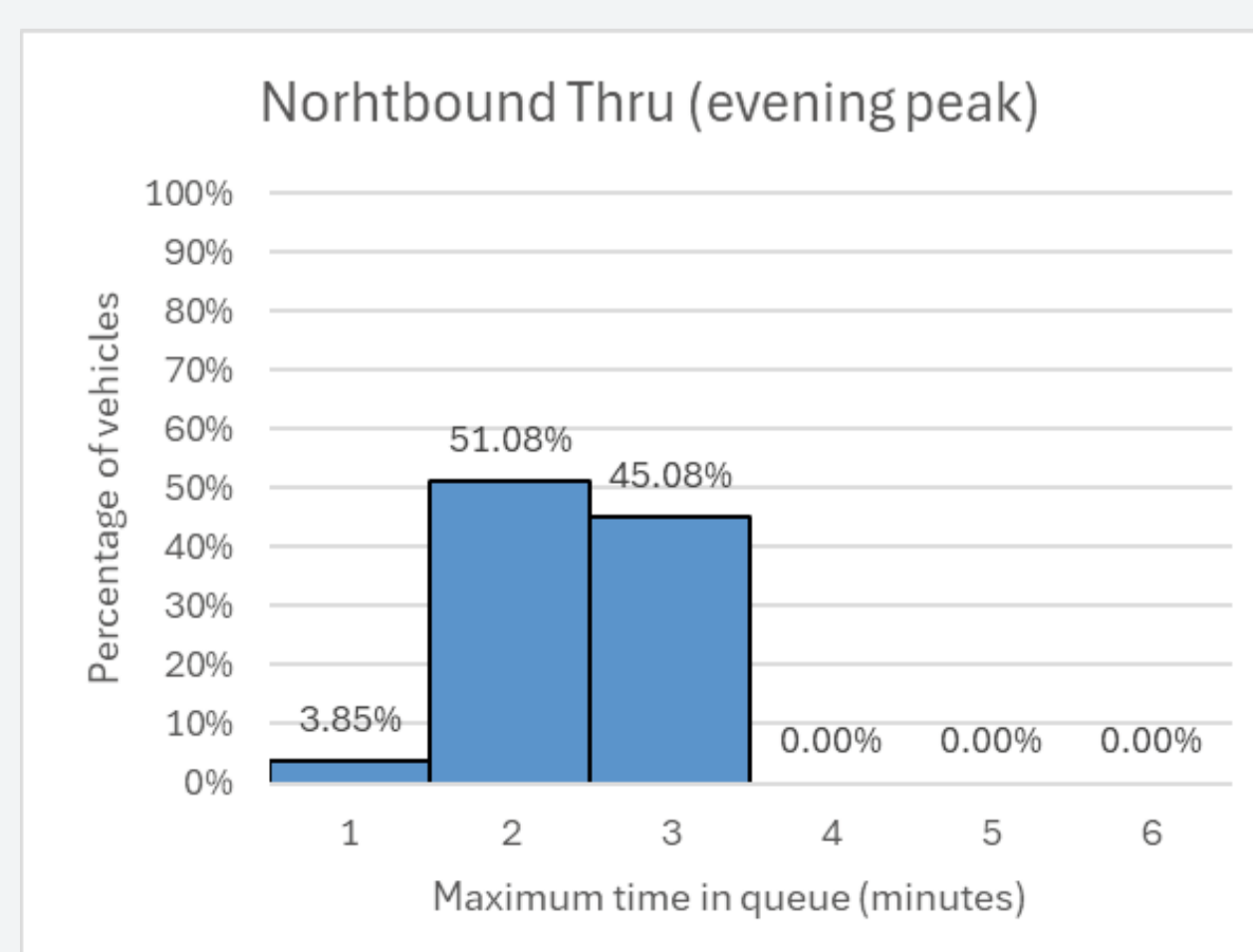
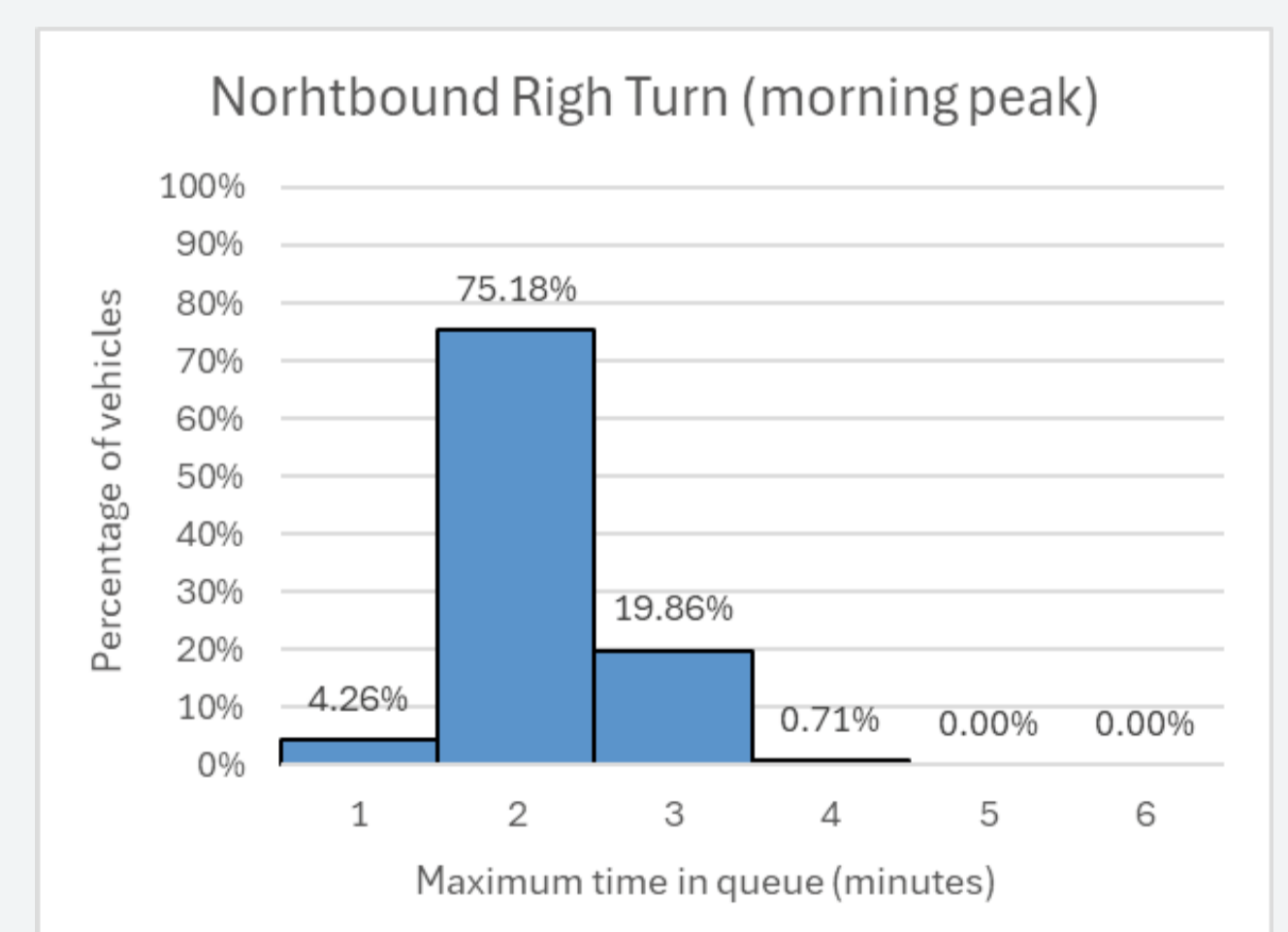
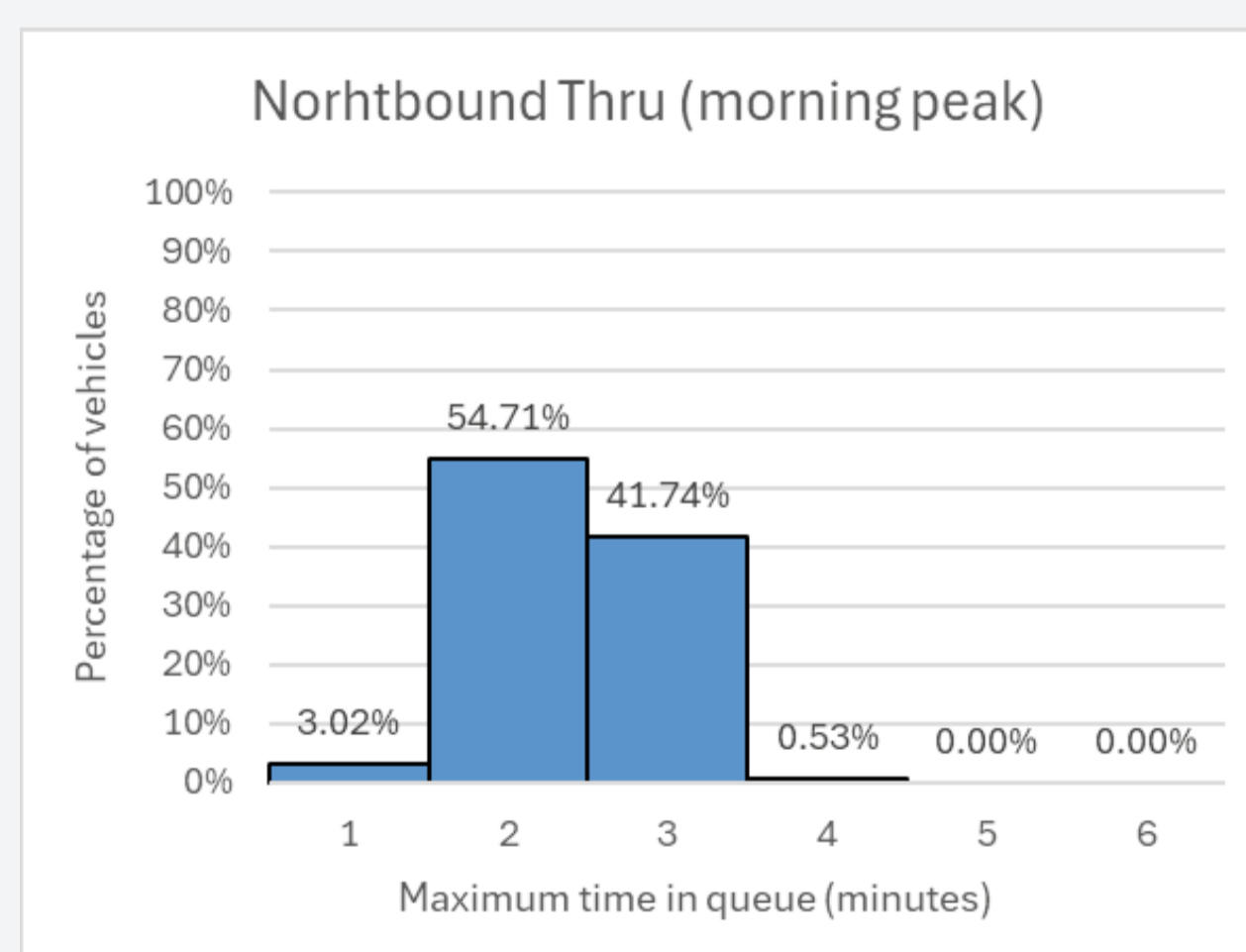
For vehicles turning right, the average time in queue is **48 seconds** in the AM peak and **29 seconds** in the PM peak.



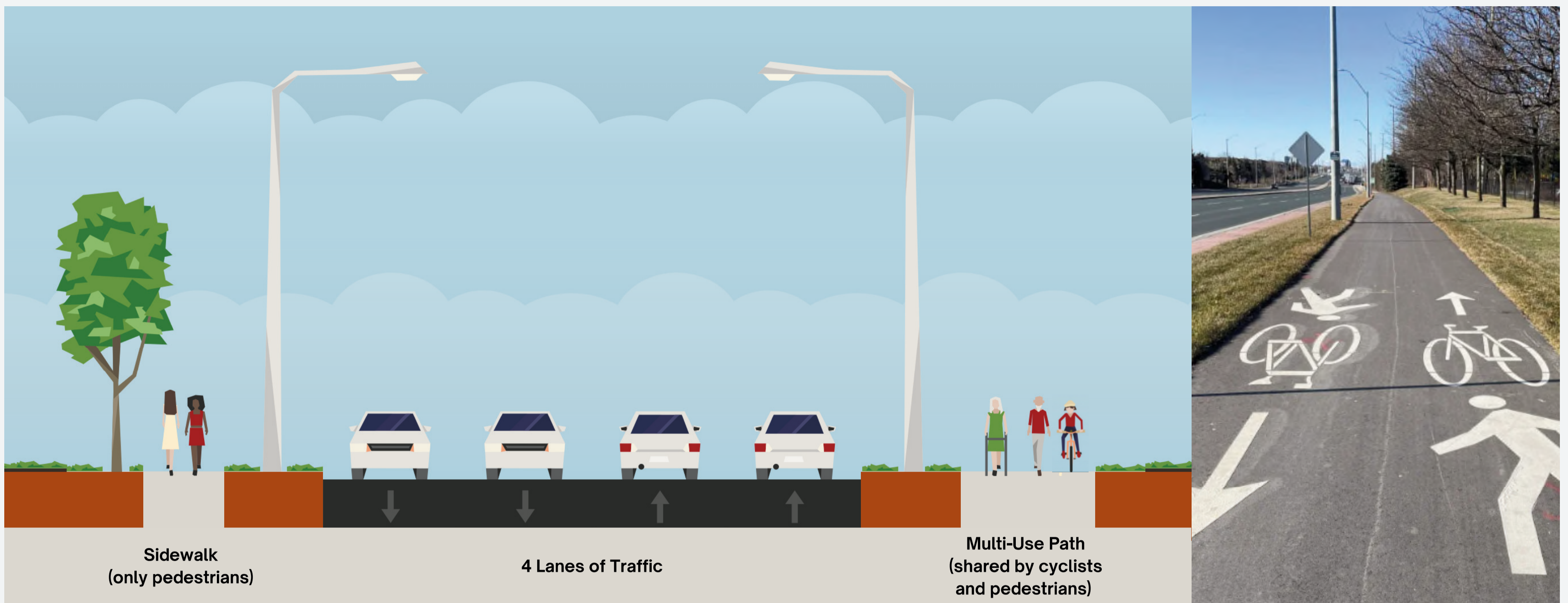
HOWDEN AND WILLIAMS:

Average time in queue travelling northbound is **45 seconds** in the AM peak and **27 seconds** in the PM peak.

For vehicles turning right, the average time in queue is **47 seconds** in the AM peak and **37 seconds** in the PM peak.



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.

Safety

- Cyclists are separated from cars.
- Pedestrians share space with cyclists.
- Mid-block crossings will span 4 motor vehicle lanes.
- Average speeds are likely to increase.

Access

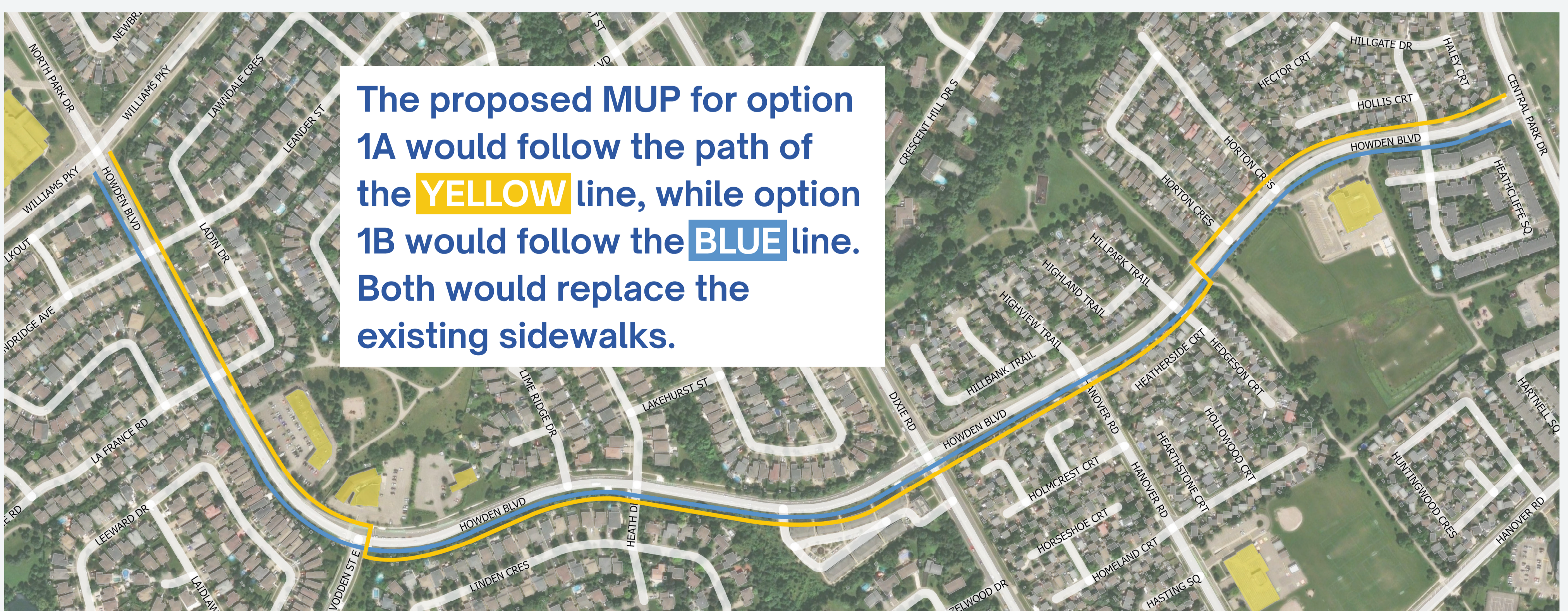
- 4 through lanes of motor vehicle traffic.
- Right lanes at the intersections on Williams and Dixie will be right-turn lanes.
- Cyclists can only access one side of the road.

Traffic

- Right lanes are opened, likely reducing queuing at Williams and Dixie.
- Traffic volumes likely to increase due to increased travel capacity, including cut-through traffic.

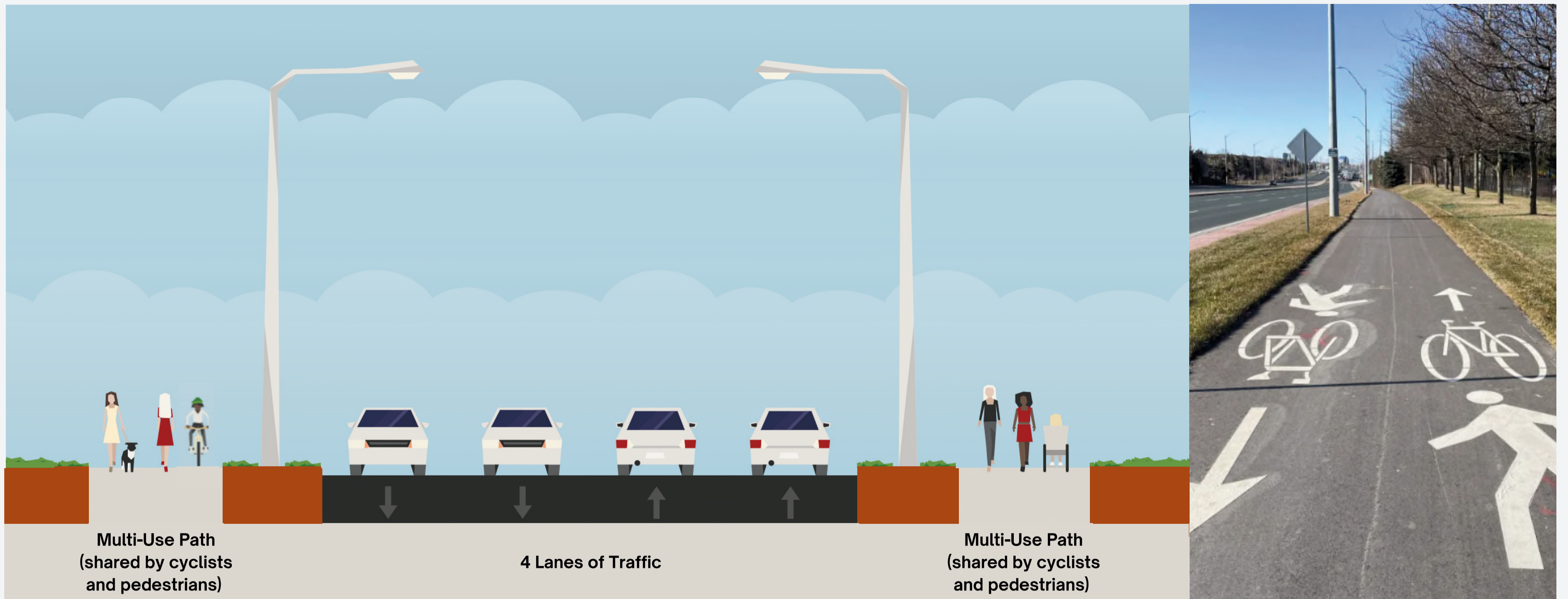
Costs

- 1A - \$2.90 Million
- 1B - \$3.58 Million
- These options are cheaper than facilities on both sides.
- 33 (1A) or 44 (1B) trees will be removed along one side of Howden.



The proposed MUP for option 1A would follow the path of the **YELLOW** line, while option 1B would follow the **BLUE** line. Both would replace the existing sidewalks.

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.

Safety

- Cyclists are separated from cars.
- Pedestrians share space with cyclists.
- Mid-block crossings will span 4 motor vehicle lanes.
- Average speeds likely to increase.

Access

- 4 through lanes of motor vehicle traffic.
- Right lanes at the intersections on Williams and Dixie will allow for right turns.
- Cyclists can access both sides of the road and go both directions.

Traffic

- Right lanes are opened, likely reducing queuing at Williams and Dixie.
- Traffic volumes likely to increase due to increased travel capacity, including cut-through traffic.

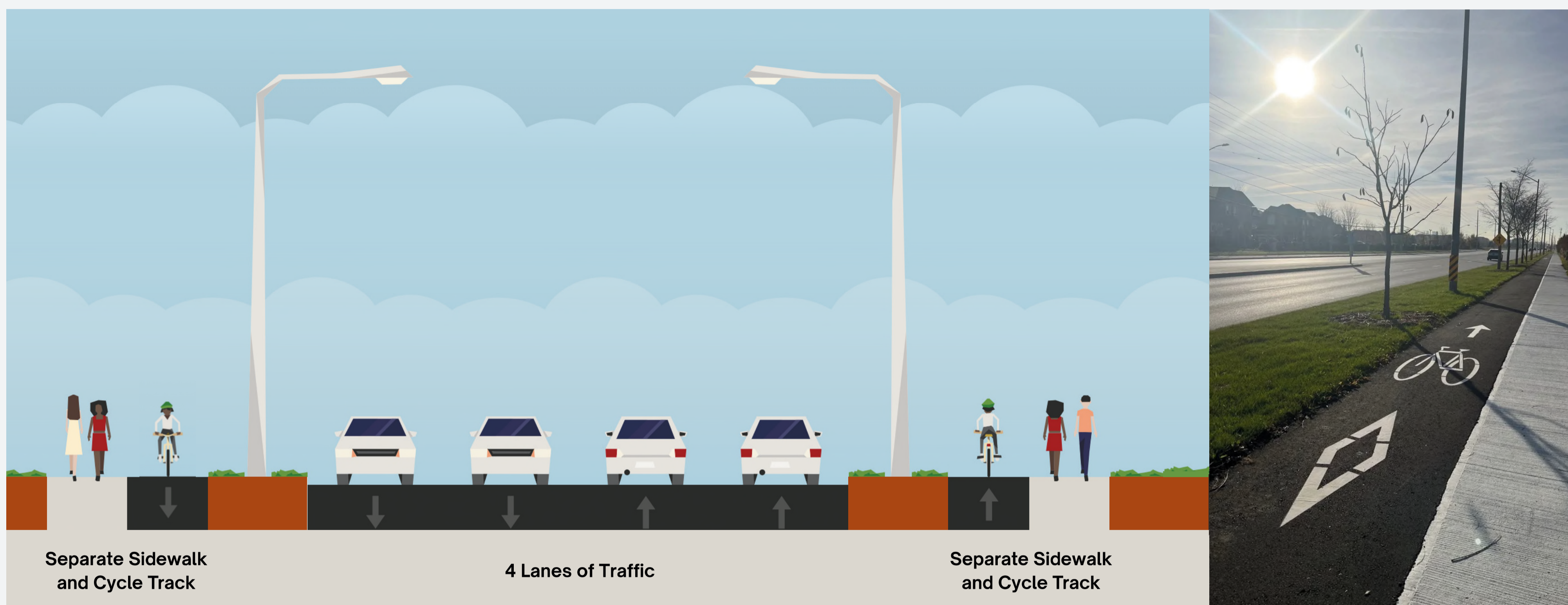
Costs

- \$ 4.50 Million
- This option is the second most expensive option.
- 76 trees will be removed long both sides of Howden, the most among all the options.



The proposed MUPs would follow the path of the **BLUE** lines, replacing the existing sidewalks, along both sides of Howden until Dixie.

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.

Safety

- Cyclists, pedestrians and motor vehicles are separated in their own facilities.
- Mid-block crossings will span 4 motor vehicle lanes.
- Average speeds likely to increase.

Access

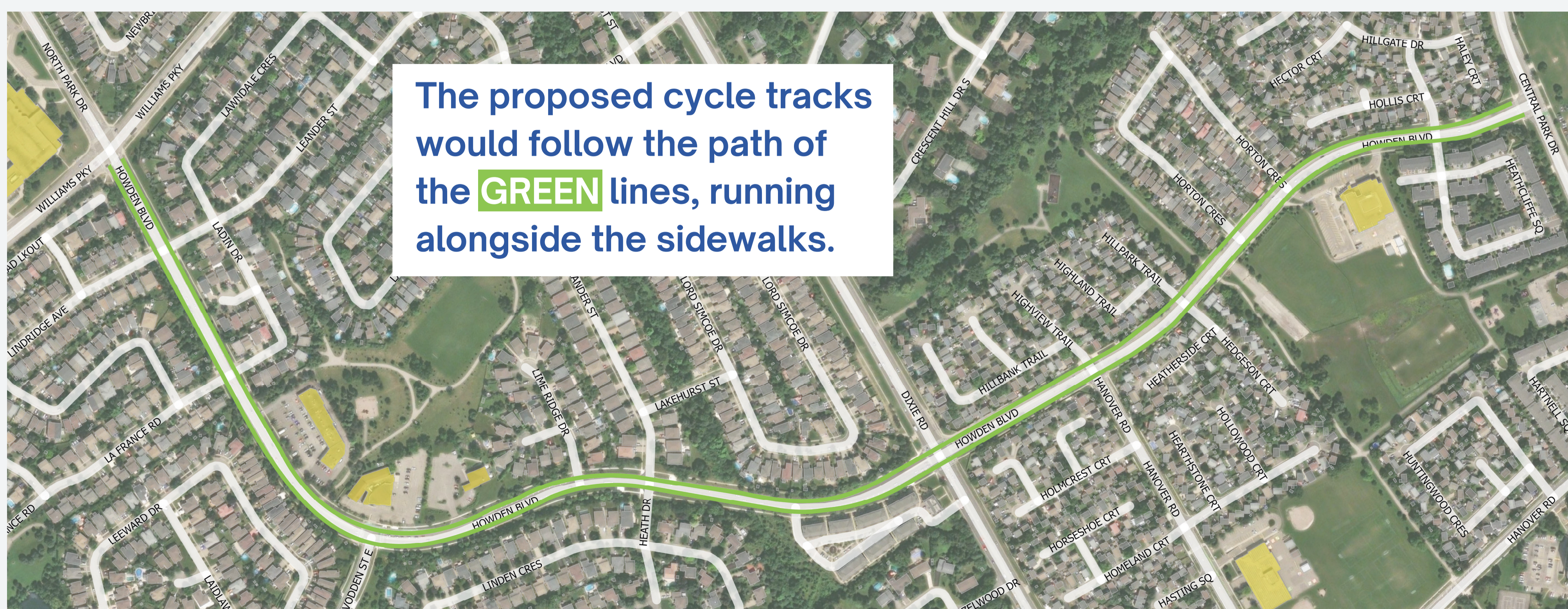
- 4 through lanes of motor vehicle traffic.
- Right lanes at the intersections on Williams and Dixie will allow for right turns.
- Cyclists can access both sides of the road, in one direction.

Traffic

- Right lanes are opened, likely reducing queuing at Williams and Dixie.
- Traffic volumes likely to increase due to increased travel capacity, including cut-through traffic.

Costs

- \$ 5.85 Million
- This option is the most expensive option.
- 98 trees will be removed along both sides of Howden, the most of all options.



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.

Safety

- Cyclists, pedestrians and motor vehicles are separated.
- Mid-block crossings will span 2 motor vehicle lanes.
- Speeds to likely stay the same.

Access

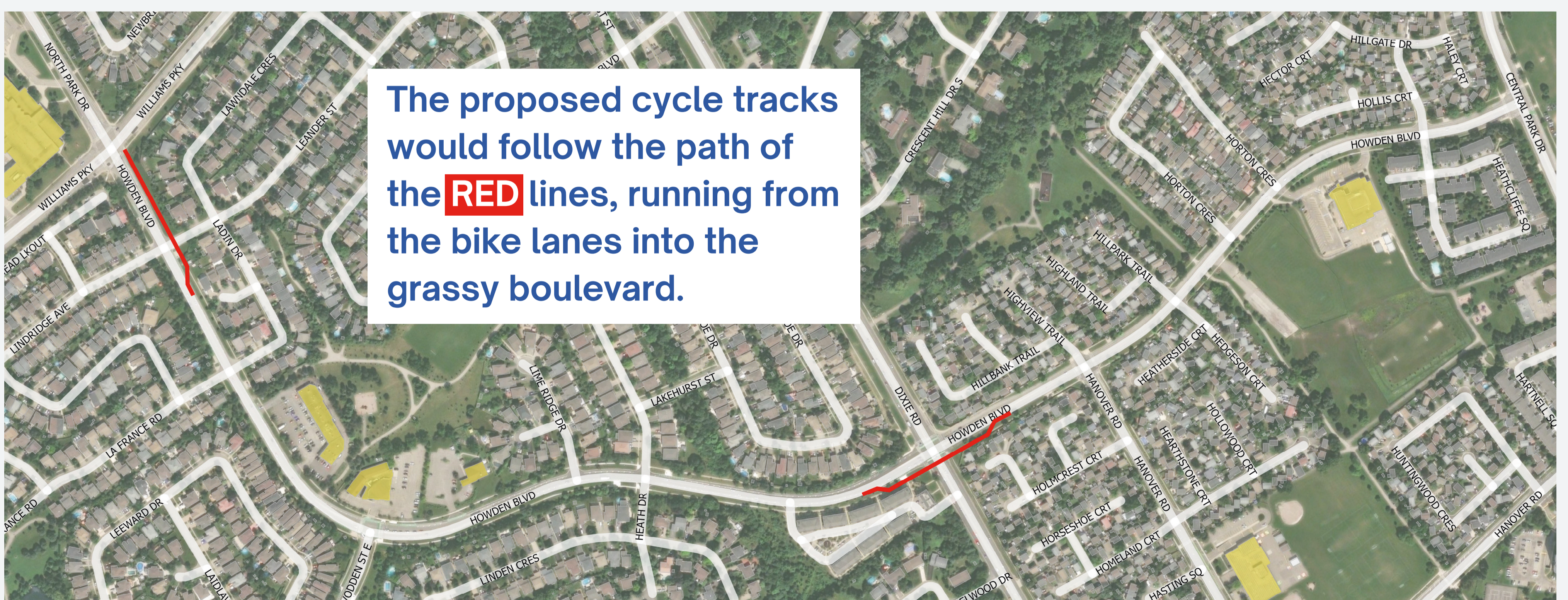
- 2 through lanes of motor vehicle traffic.
- Right lanes at the intersections on Williams and Dixie will allow for right turns.
- Cyclists can access both sides of the road, in one direction.

Traffic

- Right lanes are opened, likely reducing queuing at Williams and Dixie.
- Traffic volumes likely to increase due to increased travel capacity, including cut-through traffic.

Costs

- \$ 0.73 Million
- This option is the least expensive to install.
- 1 tree will be removed along Howden, the least among all the options.







Multimodal Level of Service

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.

KEY TAKEAWAYS

- 1 - 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.
- 2 - A high-cost alternative may not yield much LOS improvement.
- 3 - A lower-cost alternative may be enough for reaching and/or improving LOS targets.

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

EVALUATION OF ALTERNATIVES

Design Alternative	Access	Safety	Traffic	Streetscape	Costs
Option 1A/1B: MUP on one side of the road					
Option 2: MUP on both sides of the road					
Option 3: Cycle Tracks on both sides of the road					
Option 4: Cycle Tracks at Intersections					