BRAMPTON

Report
Staff Report
The Corporation of the City of Brampton
10/1/2025

Date: 2025-09-08

Subject: **Active Transportation Master Plan Implementation**

Secondary Title: **Howden Boulevard Bicycle Lanes (Wards 7 & 8)**

Contact: Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning

Report number: Planning, Bld & Growth Mgt-2025-683

RECOMMENDATIONS:

1. That the report from Fernanda Duarte Peixoto Soares, Project Manager, Active Transportation, Integrated City Planning, to the Committee of Council Meeting of October 1, 2025, re: **Howden Boulevard Bicycle Lanes (Wards 7 & 8)** be received;

2. That staff be directed to proceed with the design and implementation of Option 4 - targeted in-boulevard cycle tracks at intersections (Williams Parkway and Dixie Road) as the first step of a phased approach, addressing Council's direction to design the relocation of the bike lanes from the road to the boulevard along Howden Boulevard between North Park Drive and Central Park Drive;

3. That the estimated costs of $730,000 for implementation of Option 4 be considered in Capital Project for Active Transportation Infrastructure, as a part of the 2026 Budget deliberation process; and,

4. That staff, after the implementation of Option 4, undertake the necessary monitoring to measure the impact of the roadway changes and report back to Council with a recommendation for a next phase, if required.

OVERVIEW:

- **At its Special Council Budget Meeting of January 13, 2025, Council directed staff to design (and implement) the relocation of the existing protected bicycle lanes from the road to the boulevard along Howden Boulevard between North Park Drive and Central Park Drive.**
- **Staff developed four alternatives for evaluation:**

- **Option 1A & 1B: Multi-use path (MUP) on one side of Howden Boulevard;**
- **Option 2: Multi-use paths on both sides of Howden Boulevard;**
- **Option 3: Cycle tracks on both sides of Howden Boulevard;**
- **Option 4: Targeted cycle tracks at intersections only (Dixie Road and Willams Parkway).**

- **The evaluation of the alternatives included a review of the design implications on the existing roadway/bikeway, as well as an analytical assessment.**
- **Staff hosted four public engagement events and an on-line survey from July 21st to August 7th to solicit feedback on the four alternative design options.**
- **Option 4 (targeted in-boulevard cycle tracks at intersections) is the recommended option for design and implementation as the first step of a phased approach. After the implementation of Option 4, staff will undertake the necessary monitoring to measure the impact of the roadway changes and report back to Council with a recommendation for a next phase, if required.**
- **Approval of the recommendations in this report will require $730,000 in capital funding to be prioritized in Public Works & Engineering's 2026 Active Transportation Infrastructure capital submission, subject to the Mayor's consideration.**

BACKGROUND:

At its Special Council Budget Meeting of January 13, 2025, Council approved the following resolution (C018-2025):

1. 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;
2. That staff report back regarding any implications related to the safety of vulnerable users and traffic patterns in Brampton, should more lanes of traffic be added;
3. That Vision Zero is incorporated into the design;
4. 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;
5. That staff be directed to undertake public consultation prior to the report coming back to Council for consideration; and

6. That the design be completed in time for construction funding to be requested in the 2026 Budget submission, subject to the Mayor's consideration.

The East–West Cycling Corridor

The East-West Cycling Corridor is a 7km cycling route identified in the City's approved Active Transportation Master Plan (ATMP) as part of the Priority Cycling Network.

The corridor includes the following road segments:

- *Howden Boulevard* – Williams Parkway to Central Park Drive;
- *Vodden Street* – Main Street North to Howden Boulevard; and,
- *Hanover Road* – Howden Boulevard to Central Park Drive.

This corridor provides a lower stress east-west cycling alternative to Queen Street and Williams Parkway. It links key destinations such as Downtown Brampton, Duggan Park, Century Gardens Recreation Centre, North Park Secondary School, Chinguacousy Park, as well as several other community amenities. The corridor also connects to north-south trails, including the Etobicoke Creek, Esker Lake and Chinguacousy Recreational Trails, expanding active transportation connectivity across the city.

The planning and design of the Corridor, as outlined in the ATMP, emphasized physical separation between general purpose lanes and cycling lanes, ensuring a safe and comfortable experience for people choosing to travel by bike. The temporary bike lanes that were introduced during the Covid-19 pandemic (2020), followed by interim painted bike lanes, were always intended as short-term measures until the ultimate design with fully protected, separated bike lanes could be implemented.

The East-west Cycling Corridor Project was undertaken in partnership with a third-party consultant specializing in traffic flow and bicycle infrastructure design. The project scope included:

- A comprehensive traffic assessment,
- Two public engagement events (with mailed invitations and information brochures),
- Consultation with key stakeholders, including Transit, Road Maintenance and Operations, Fire and Emergency Services, Peel Paramedic Services, Peel Waste Collection Services.
- A detailed design process comparable to that used for major road reconstruction projects.

A summary of post-implementation feedback from operational stakeholders is provided in Attachment 1.

In 2023 and 2024, as part of the state-of-good-repair program (road resurfacing), the ultimate protected cycling facilities were implemented along the following sections:

- Howden Boulevard – Williams Parkway to Dixie Road;
- Vodden Street – Centre Street to Howden Boulevard; and,
- Hanover Road – Howden Boulevard to Central Park Drive.

The remaining sections –Vodden Street (Isabella Street to Centre Street) and Howden Boulevard (Dixie Road to Central Park Drive) – are currently subject to a Region of Peel utility upgrade. As a result, implementation of the bike lanes on these segments will be delayed by up to three years (including warranty maintenance period).

Attachment 2 provides a chronology of significant achievements/events that took place throughout the implementation of the East-west Cycling Corridor.

Initial Public Feedback

Some residents have expressed concerns regarding the implementation of cycling infrastructure, particularly in situations where general purpose lanes on four-lane collector roads were reallocated to buffered or protected bicycle lanes. The primary perception is that the usage of the bicycle lanes is low relative to the observed impact on vehicular operations. Specifically, the reduction in vehicle capacity is viewed as contributing to increased congestion and delays.

On-going capital works along Williams Parkway (between McLaughlin Road and Dixie Road) and Dixie Road (from a point north of Williams Parkway to Clark Boulevard) have further constrained network performance. These projects, involving watermain replacement and full road reconstruction, are expected to continue for; at least two years. Traffic overflow from these corridors has placed additional pressure on Howden Boulevard. To help mitigate these operational impacts, staff have implemented interim measures, including signal timing adjustments to improve traffic progression and reduce delays.

Road Diet: Corridor "Right-Sizing

As part of the ATMP exercise to develop a continuous, safe, and lower-stress east-west cycling corridor, roads such as Howden Boulevard were identified not only for their strategic location but also because they were overdesigned in terms of vehicle capacity.

To address this, the City implemented a "right-sizing" approach, consistent with ATMP objectives and in response to longstanding concerns about road safety and efficiency. Right-sizing typically involves a "road diet," a traffic management strategy that reduces the number of general-purpose lanes to better reflect actual traffic demand, calm vehicle speeds, and improve safety.

On Howden Boulevard, this approach reconfigured the roadway from a four-lane cross-section to two vehicle lanes. The resulting reallocation of space provided an opportunity to introduce fully protected and separated cycling lanes, as envisioned in the ATMP.

This not only enhanced safety but also created a more comfortable and accessible environment for people cycling.

Attachment 3 summarizes the operational improvements seen for a number of roadway characteristics (speed, cut-through traffic, overall vehicle volume, and # of people on bikes), following completion of the Howden Boulevard road diet.

CURRENT SITUATION:

In response to the Council direction, staff from Transportation Planning and Public Works & Engineering implemented the following strategy:

- **Development and testing of design alternatives**: Four design alternatives were developed and assessed for feasibility and effectiveness. These included relocation of the entire bike lane into the boulevard and an option that transitions the existing protected bike lanes into the boulevard at intersections to accommodate exclusive turn lanes.
- **Technical analysis**: Each option was evaluated with respect to road safety, maintenance costs, and potential impacts on roadway users, in alignment with Council's requests.
- **ATAC Consultation**: Staff met with the Active Transportation Advisory Committee to present the proposed options and obtain feedback to help shape community engagement.
- **Public engagement**: Four in-person public information sessions were planned and delivered at local venues, scheduled on different days to allow for broad participation. These sessions provided residents with information and the opportunity to provide collect feedback on the conceptual design options.

The following sections present the technical analysis, data collected, and public engagement results that together inform the recommended design approach.

Intersection Queue Analysis

A key measure of the impact of the road diet on vehicle capacity and congestion is queuing at intersections. In transportation engineering, queue analysis evaluates the accumulation of vehicles at a specific location - typically signalized intersections or bottlenecks - when demand exceeds available capacity. The primary objective is to estimate queue lengths, delays, and clearance times, which are essential for assessing operational efficiency, optimizing signal timings, and designing roadway geometry, including turn lane lengths and storage bays.

For this review of the bicycle lanes along Howden Boulevard, staff analysed vehicle queuing data collected over three consecutive typical weekdays in June (before the end of school), during the morning and afternoon peak travel periods. The study focused on

the two busiest intersection approaches along the corridor: Dixie Road (eastbound) and Williams Parkway (northbound).

Data Collection Methodology

Video cameras were strategically positioned at intersections of Howden Boulevard with Dixie Road and with Williams Parkway to record vehicle movements. The data collected included:

- Vehicle volumes for right turns and though movements
- Duration of wait time for each vehicle before entering the intersection

This method provided a comprehensive snapshot of intersection performance under typical operating conditions, enabling accurate measurement of delays, queue buildup, and discharge characteristics for each movement.

Queue Analysis Results

Table 1: Howden Boulevard Queue Analysis Results

Intersection Approach	Average Queue Wait Times				
	AM Peak		PM Peak		Overall Average of All Lane Approaches
	Right Turn	Through	Right Turn	Through	
EB Howden @ Dixie	48 sec	72 sec	29 sec	52 sec	50 sec
NB Howden @ Williams Pkwy	47 sec	45 sec	37 sec	27 sec	39 sec

The traffic signal cycle length -the total time for all programmed signal phases in each direction of traffic – is 160 seconds. Comparing the average vehicle wait times to the total cycle length indicates that, although significant queueing occurs at these intersections, most vehicles clear within a single green interval. Video surveillance confirmed that queues can extend up to 25 vehicles or more; however, the signal timing accommodates these queues within one green cycle – from the start of green to the start of red.

Despite perception and anecdotal reports, evidence shows that vehicle queues at Dixie Road and Williams Parkway are manageable and consistent with expected conditions during typical peak hours.

Design Alternatives

To undertake proper due diligence, staff have developed the following 4 different scenarios for evaluation in order to arrive at a preferred alternative that meets the intent of Council's direction.

- **Option 1A & 1B: Multi-use path (MUP) on one side of Howden Boulevard** – a three-metre-wide asphalt path - intended for travel in both directions and for both pedestrians and people on bikes - will replace the sidewalk along one side of the road. In Option 1A, the wider MUP is accommodated wherever the boulevard has sufficient space, so the path does switch to both sides of the street. In Option 1B, the MUP remains consistent along one side of Howden Boulevard throughout the corridor – doesn't switch to the other side of the street.
- **Option 2**: **Multi-use paths on both sides of Howden Boulevard** – three-metre-wide asphalt paths - intended for travel in both directions and for both pedestrians and people on bikes - will replace both sidewalks along Howden Boulevard.
- **Option 3: Cycle tracks on both sides of Howden Boulevard** – two-metre-wide asphalt paths – intended for unidirectional cyclist use – will be implemented adjacent to the sidewalks on both sides of Howden Boulevard.
- **Option 4: Targeted cycle tracks at intersections only (Dixie Road and Willams Parkway)** – two-metre-wide asphalt path – intended for unidirectional cyclist use – will be installed in advance of the Williams Parkway intersection (northbound) and the Dixie Road intersection (eastbound). These paths will measure approximately 300 m and will allow accommodation of exclusive right run lanes at the intersections.

A more detailed summary of the four options that were presented during the public engagement events is provided in Attachment C.

Evaluation of Alternatives

The evaluation of the alternatives is structured into two parts: (1) the implications of the proposed changes to the existing bikeway; and (2) an analytical assessment of the alternatives.

Implications of design changes

At a very high level, conceptual designs for each of the four alternatives were tested against existing conditions. The following metrics formed the basis for comparison:

- **Estimated Costs** – Costs were developed for each alternative based on conceptual designs. Estimates include utility relocation, tree removal/relocation, removals, and implementation.

- **Number of General Purpose Lanes** – The number of lanes available for motor vehicles under each alternative. Given that traffic flow is a primary concern, all but one option return Howden Boulevard to four lanes.
- **Number of Trees Impacted** –Based on a conceptual design, this metric quantifies the impact of the streetscape. Tree removals were used as a measurable indicator, but each alternative also requires portions of the planted boulevard (trees, plants, grass) to be replaced with hard surfaces (asphalt/concrete). The wider/longer the facility, the greater the impact.
- **Estimated Maintenance Costs** – This metric responds directly to Council's direction to "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". Estimates account for typical year-round maintenance activities, with ranges reflecting work that could be completed either in-house or by contracted services.
- **Estimated Time to Implement** –High level estimates for design and construction timelines.
- **Cycling Facility on One or Both Sides** –Identifies where people on bikes would be accommodated on one or both sides of the street. From a user perspective, facilities on both sides are preferred, as they provide access to both sides of the street, without requiring cyclists to share lanes with motorists.
- **Cycling/Pedestrian Shared or Separate Facility** – Identifies whether the proposed AT facility separates pedestrians and cyclists or combines them into a shared facility. From the users' perspective, separated facilities are preferred as they provide a safer and more comfortable experience for pedestrians and cyclists.

The following table provides a summary of the design implications for each alternative:

Table 2: Implications of Bikeway 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/yr	8 to 10 months	One	Shared
1B	$3.5M	4	44	$2,350 - $2,550/km/yr	8 to 10 months	One	Shared
2	$4.5M	4	76	$4,700 - $5,100/km/yr	8 to 10 months	Both	Shared
3	$5.9M	4	98	$5,100 - $6,700/km/yr	8 to 10 months	Both	Separate
4	$730K	2	1	$5,100 - $6,700/km/yr	7 months	Both	Separate

The direct relocation of the bike lanes into the boulevard Option 3 - Cycle tracks on both sides of Howden Boulevard would be the costliest and most intrusive to the existing streetscape, however Howden Boulevard will return to four lanes of traffic and the proposed AT facility type provides the safest, most comfortable and convenient experience for cyclists. Whereas Option 4 (Targeted cycle tracks at intersections only - Dixie Road and Willams Parkway**)** provides the most fiscally responsible option, it has the least impact on the streetscape but maintains only two lanes of traffic along Howden Boulevard, while still meeting the same experience for AT users as Option 3.

Multimodal Level of Service (MMLOS) Analysis

The Multimodal Level of Service (MMLOS) framework is used in transportation planning to assess how well a street segment or intersection serves all users - pedestrians, cyclists, transit riders, and motorists. – Unlike traditional Level of Service (LOS), which focused only on vehicle delay (that typically result in road widenings and car-centric designs), MMLOS considers each mode's sensitivity to factors such as safety, connectivity, comfort, and delay.

These sensitivities vary by mode. For example, pedestrians are most affected by the frequency and quality of crossings, while drivers are influenced more by intersection delay and travel speed. MMLOS results are reported using a standardized letter-grade system (A through F) for each mode, helping to identify strengths and deficiencies across the network. By valuing all users, MMLOS supports Complete Streets and equity goals, promoting more balanced, sustainable, and inclusive transportation systems.

Findings for Howden Boulevard

Table 3 presents MMLOS results for Howden Boulevard.

Table 3: Howden Blvd. MMLOS analysis results

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

Across all design alternatives, the pedestrian level of service remains at LOS C, falling short of the target. This outcome is largely due to the current street configuration, where pedestrian crossings are infrequent and widely spaced. While LOS C reflects a generally adequate but unremarkable level of service, achieving LOS B would require additional mid-block crossing opportunities—an intervention outside the scope of this review.

For other modes, all design alternatives meet or exceed established LOS targets, with minimal variation between options. A notable exception is Option 4, which retains the two-lane configuration introduced by the road diet. Despite fewer travel lanes, Option 4 delivers improved vehicular LOS compared to current conditions. This improvement is attributed to the reintroduction of dedicated turning lanes at intersections, which enhances performance and reduces vehicle delays. At the same time, preserving the road diet continues to support reduced vehicle speeds and lower volumes, which contribute to a safer and more comfortable environment for all users.

Key considerations

The analysis highlights several important points for decision-making:

1. Reversing the road diet and restoring four lanes would not improve LOS for any mode and would eliminate safety and traffic-calming benefits such as reduced speeds and less cut-through traffic.
2. Higher-cost alternatives do not necessarily produce significantly better MMLOS outcomes.
3. Lower-cost measures—such as those in Option 4—can meet or exceed performance targets while preserving the safety and operational benefits already achieved.

The goal of roadway design is not solely to maximize vehicle throughput, but to ensure that streets work well for all users - whether walking, cycling, driving, or taking transit. The MMLOS framework enables a balanced, evidence-based approach that clarifies trade-offs, guides cost-effective investment, and advances Brampton's broader vision for a safer, more inclusive, and multimodal street network.

Public Consultation Summary

In response to the Council's direction, staff carried out a comprehensive public consultation process, including four in-person engagement events and an on-line survey (July 21 to August 7). The consultation presented four design alternatives, provided residents with empirical data on traffic, cycling and safety, and offered opportunities to learn more about the options, share feedback, and indicate a preferred design (see *Attachment 5 - Public Engagement Materials and Resources*).

Outreach and Participation Highlights

- 7,331 letters mailed to residents surrounding Howden Boulevard to promote engagement events and survey participation
- Targeted social media campaign reaching 110,135 unique accounts and generating over 1,000 clicks to the survey page)
- 115 attendees at four in-person engagement events
- 1,250 online survey responses submitted

Engagement Events

- Wednesday, July 23, 2025 (2-6 pm): Bramalea City Cente Transit Terminal (Drop-in Session)
- Saturday, July 26, 2025, (12-4 pm): Bramalea City Centre Mall (Drop-in Session)
- Tuesday, July 29, 2025 and Thursday, July 31, 2025, (4-8 pm): Chinguacousy Park - Sandra Hames Centre (Drop-in Session)

At these sessions, residents were encouraged to complete the on-line survey, either on tablets provided at the venues or at their convenience using a shared link and QR code. Staff also collected written feedback during the events.

Project information was also available on the dedicated website (www.brampton.ca/howden) which received 449 views during the engagement period.

On-line Survey

A total of 1,250 responses were received through the online survey. Key findings are summarized below:

Respondent Profile:

- **Proximity and travel through the area**: 861 respondents live near Howden Boulevard, and 838 live near and/or travel through the area.
- **Frequency of corridor use**: 643 travel the corridor daily, and 397 travel it a few times per week.
- **Time of travel**: Most respondents travel the corridor during the afternoon (12- 4 pm, 728 respondents) and evening peak (4-7 pm 916 respondents).
- **Mode of travel**: 1,167 travel by car, 324 walk, 222 cycle, 34 use e-scooter, 102 use transit, and 14 use mobility devices or other modes.

Travel Priorities:

- **Traffic flow** was identified as “very important” or “important” by 1,163 respondents.”
- **Dedicated space for people on bikes and e-scooters** was considered “slightly important” or “not important” by 843 respondents.
- **Safety elements** were also prioritized: safer crossings (1,032) and safe traffic speed (1,068) were rated as “important” or “very important”.

Design Alternatives:

Respondents were asked to rank each design alternative using a scale of “strongly dislike,” “somewhat dislike,” “neutral,” “somewhat like,” and “strongly like.” options for each alternative. The following table summarizes the alternatives ranked in order of preference (combining “strongly like” and “somewhat like” responses):

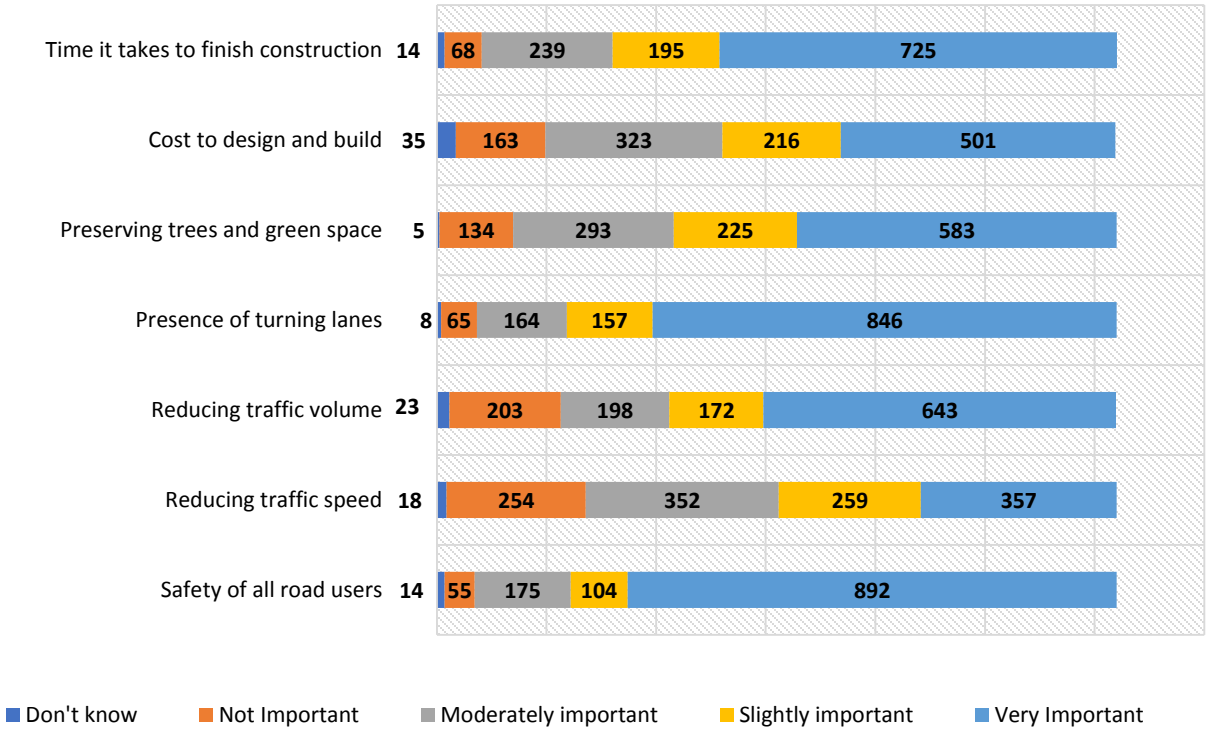
Table 4: Survey responses to Design Alternatives

Alternative	% Strongly/ Somewhat Like	Responses (excluding non-responses)	Non-Responses
Option 1A & 1B: Multi-use path (MUP) on one side of Howden Blvd	70%	842 of 1209	41
Option 2: MUP on both sides of Howden Blvd	42%	490 of 1167	83
Option 4: Targeted cycle tracks at intersections only (Dixie Rd, Willams Pkwy)	38%	455 of 1198	52
Option 3: Cycle tracks on both sides of Howden Blvd	35%	413 of 1167	83

Factors Influencing Preferences

The survey also asked respondents to indicate which factors are most important when evaluating the design alternatives. The chart below provides a summary of the responses:

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



Although the top two preferred alternatives involved returning the roadway cross-section to four lanes (Options 1 and 2), respondents identified **safety for all road users** as their highest priority when evaluating the options. Survey respondents also identified several benefits of the road diet as “important” or “slightly important,” including

- **reduced vehicle speeds**: 50%,
- **reduced traffic volume**: 66%,
- **preservation of green space**: 65%.

Only 6% of comments (162 respondents) expressed interest in removing the bike lanes without proposing an alternative.

Respondents also placed high importance on **cost** (58%), **implementation timing** (74%), and the **presence of turn lanes** (81%), which aligns with Option 4. This option maintains the majority of the corridor as-is, with improvements focused at the Dixie Road and Williams Parkway intersections.

A full summary of the public engagement survey is provided in Attachment 4.

Recommended Alternative

Staff are recommending *Option 4: Targeted cycle tracks at intersections only* (Dixie Road and Willams Parkway) as the preferred design solution to be implemented, based on efficacy at addressing operational issues, expeditious timing to construct, and fiscal responsibility. And because this option can be designed and implemented in the least amount of time and is the lowest cost to design and construct, it affords an opportunity – once in place – for staff to analyze traffic patterns and determine if additional changes are required (and not precluding one of the other alternate options).

The phased approach and the initial implementation of Option 4 allow staff the opportunity to monitor the improvements to the traffic flow along the corridor without abandoning the ‘road diet’ and its many operational/safety benefits.

The preferred alternative from the public consultation was Option 1: Multi-use paths on one side of Howden Boulevard. However, responses from engagement survey indicated that respondents were also concerned with the time it takes to implement a solution, cost and impact on the existing streetscape. The proposed phased approach provides a solution that can be implemented within the shortest time frame, the least impact on streetscape and at the least cost. The preferred option from the public engagement (Option 1), although not ideal for people on bikes (shared facility on one side of the street), would be best suited for the second phase of the implementation as it ranks second behind Option 4 in these same categories (time to implement, cost and impact).

CORPORATE IMPLICATIONS:

Financial Implications:

Approval of the recommendations in this report will require $730,000 in capital funding to be prioritized in Public Works & Engineering's 2026 Active Transportation Infrastructure capital submission, subject to the Mayor's consideration. Funding of $156,000 is currently available in Capital Project 253130-001 to support the design and tendering of Option 4.

Project	Budget	Actual	Budget Remaining
253130-001	$170,000	$13,119	$156,881

Ongoing maintenance costs, estimated annually at approximately $10,700–$14,070 for the 2.1 km corridor, can be accommodated within PWE's existing operating budget.

As this represents the first phase of implementation, future capital investments may be required if Council approves additional phases (e.g., multi-use paths or boulevard cycle tracks) following the post-implementation review of Option 4. These costs would be identified and considered through subsequent budget submissions.

STRATEGIC FOCUS AREA:

The Active Transportation Master Plan supports and furthers the City's following strategic focus areas by providing a sustainable and accessible transportation option:

- **Health & Well-being:** Focusing on citizens' belonging, health, wellness, and safety.
- **Transit & Connectivity:** Focusing on transportation and a connected infrastructure that is safe, convenient, efficient, and sustainable.
- **Growing Urban Centres & Neighbourhoods:** Focusing on an economy that thrives with communities that are strong and connected.
- **Environmental Resilience & Sustainability:** Focusing on nurturing and protecting our environment for a sustainable future.

CONCLUSION:

The City's multi-modal mobility policies support a transportation system in which cycling, walking, and transit are seamlessly connected. Bike lanes are a critical component, providing Brampton residents with viable alternatives to car travel. The East-west Cycling Corridor, including Howden Boulevard, offers a lower stress cycling route compared to Queen Street and Williams Parkway, linking key destinations such as Downtown Brampton, Duggan Park, Century Gardens Recreation Centre, North Park Secondary School, Chinguacousy Park and other community amenities.

In addition to providing a dedicated space for people on bikes, the introduction of bicycle lanes along Howden Boulevard has contributed to traffic calming through a "road diet" approach. These changes have resulted in:

- Reduced vehicle volumes and speeds,
- Decrease non-neighbourhood traffic infiltration,
- Safer pedestrians crossings
- Increased bicycle usage along the corridor.

Although some anecdotal reports suggest congestion, evidence indicates that vehicle queues at Dixie Road and Williams Parkway remain manageable and are consistent with typical peak-hours conditions city-wide.

Council directed staff to explore relocating the on-street bicycle lanes into the boulevard, rather than removing them. The primary concerns regarding the current on-street bicycle lanes relate to congestion and delay along the corridor. The recommended approach, to proceed with Option 4, will introduce intersection improvements that will be subsequently monitored, before reporting back to Council, and determining whether any additional improvements are required. This provides a solution that is supported by policy, informed by data, minimizes the impact on the current streetscape and is fiscally responsible.

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Attachments:

- Attachment 1 – Operational Implications
- Attachment 2 – Background Chronology of the East-west Cycling Corridor
- Attachment 3 – Public Engagement Information Boards

- Attachment 4 – Howden Boulevard Survey
- Attachment 5 – Public Engagement Materials and Resources