

Whereas the Brampton City Council has approved plans for a Downtown Revitalization Program.

Whereas City Council has approved plans to widen the sidewalks.

Whereas City Council is taking away space.

Whereas continued intensification downtown requires the City to satisfy increasing transportation demand.

Whereas according to NACTO dedicated bus lanes can transport vastly more people than car lanes, and more people than two way cycle lanes of the width.

Whereas bus lanes are extremely economical to install when already engaging in road resurfacing.

Whereas the Queen Street BRT already proposes bus lanes downtown.

Whereas in approving the Downtown Revitalization Program the City recognized an unknown timeline for the Main Street LRT extension.

Whereas bus lanes can represent an effective meanwhile strategy until higher order transit is built.

Therefore the Brampton Transit Advisory Committee recommends
That in planning the Downtown Revitalization Program, the City include bus lanes on both Queen and Main to support growing transportation demand needs downtown, while freeing up space for expanded pedestrian space and dedicated cycling infrastructure.