

OPTION 1

SIX LANES – 4 GENERAL PURPOSE LANE (GP) + 2 HIGH OCCUPANCY VEHICLE LANE (HOV)

- I strongly support Option 1 (widening) for Williams Parkway. This City's population has and will continue to be heavily reliant on car travel (single or car pool), due to the fact that the City was not designed and planned for high quality employment, (only warehouses and some manufacturing jobs). This has forced the most educated workforce in entire GTA to find employment outside of Brampton, most of which will rely on car travel. We have also recently seen the City planning initiatives for heritage heights which again doesn't appear to be considering significant employment, but also an advocacy for removing the planned highway which will create additional traffic congestion issues within the City. A further fact is Brampton residents cannot commute by cycling due to far travel distances and lack of employment opportunities. I do advocate improved safety for cyclists and pedestrians, however, I use Williams Parkway daily for commuting and this is not a cycling priority route and emphasis should be placed on moving the tax paying City's residents to and from work. If Brampton truly wants to become an economic viable city, its transportation system needs to be able to move people effectively in and out of the City, either through heavy investments in transit like Toronto (which we all know is challenging) or its road network improvements.
I particularly like the HOV proposal, as this also provides incentives for people to use ride hailing services like Uber.
I trust that Brampton will make the right decision here, considering future generations.
- I support Option 1 as this has less tax burden on the residents and it accommodates all road users.
- ALTHOUGH I VOTED FOR 1, I THINK THAT A VERY LONG, DEDICATED TURN LANES INTO THE SCHOOLS AND ADDITIONAL BUS BAYS TO GET OUT OF THE TRAFFIC WHEN BUSES PULL OVER, INSTEAD OF A FULL ON HOV LANE WOULD BE GOOD
- Brampton does not need any further road widenings. Better to be more efficient with the lanes we have. This is a great idea.
- More public transport should be promoted after this COVID-19 is over
- To get Bramptonians out of their vehicles, public transit has to become timely and reliable as well as safe for pedestrians.
- It would make more sense to have 3 general purpose lanes, as many people will have to use the right and left lanes to enter the different subdivisions and having hov/transit complicates that. Build capacity for highway access.
- We need the diamond lanes to provide quick transport for emergency vehicles. Fire police and ambulance. How much extra time would be added to these trips if the road is not widened.???
- Increased bicycle activity requires funding for additional bicycle safety education.
- This survey should have been done before installation of noise reduction walls. I want to go for option 3 but in that case noise reduction walls are unnecessary. I'm concerned about pedestrian and cyclist safety as well.

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- In 3 out of 4 options 90% of cost is taken from property taxes. Property taxes are already too high. Almost \$500/month for a semi-detached house.
- provides both capacity for the city traffic to grow and also provides bike paths
- Some sort of barriers between vehicles and humans(bikes) needs to be introduced. I dont feel safe on sidewalks, wether it be walking or on bikes.
- I live at North Park and Williams. This is already a high accident intersection with limited access to the high school, dog park and park that hosts lots of baseball and soccer games. We don't need another Bovaird here! We need this area to be safe for our children to walk to Elementary, Middle and Secondary schools. This is a neighbourhood that needs to continue to be just that. People can figure out other ways to get around congestion like I have. Keep this safe for our children! Please!!
- Williams Parkway is a busy street with lots of secondary schools. The #29 bus is generally busy so there are a lot of people using that street. I think it would be very beneficial to offer various ways of getting to work and school. Thank you :)
- In my opinion Government should look into strict rules when it comes to Drivers license. Brampton has good roads but it boils down to the drivers who are driving on these roads. I have noticed drivers are using HOVC lane when driving alone or use it to overtake other vehicle. So, in my opinion having HOVC lane on both sides is good idea but drivers are going to use it as a advantage lane rather than following the rule.
My other opinion is about the truckers on almost all the roads in Brampton all the time. City of Brampton population is increasing every year. I think City of Brampton should devise a rule when the Truckers are to be allowed on major roads like Queen St, Airport Rd, Dixie Rd, Bovaird Dr as these are major arteries of Brampton and the truckers use these roads to get to the highways. I am not against it but they should not be using these roads during rush hours in the morning and in the evening. In my opinion if the city of Brampton give a trial of restricting the truckers from using the major roads for one or two days during rush hours like morning 7 to 10 AM and evenings 4 to 6PM
- Get rid of the ugly walls. You know the ones, those blue eye sores installed recently.
- My vision is quite different than these options. Use the median for an LRT to go from McLaughlin to Airport so it will pass by Chrysler plant. Chop the LRT into 2 sections with a transfer point halfway along. Trains would go back and forth from Mcalughlin to transfer point and transfer point to Airport. Build multi-use paths along entire length.
- We need to be forward thinking. Option 1 provides the best option for all modes of transportation (car, bus, walking, cycling, etc.). And based on the cost from property taxes, it will only cost \$1M more than if it was left as is and resurfaced as provided in option 4. There is no reason why this should even be debated. The choice is obvioius.
- Williams is one of few roads that goes from one side of the city to the other, it needs to be able to handle the traffic

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- Yes the wall is the ugliest thing ive ever seen.Bike lanes and lanes for pedestrians.this is important because sharing a sidewalk with bikes,skateboarders and roller bladers and ebikes is ridiculos and dangerous.
- We absolutely need more dedicated bike paths, and HOV lanes for buses.
It was huge mistake when council voted out having the light rail transit all the way up Hwy 10 past Steeles. Let's not make more mistakes.
- Daily commuting on williams prkwy
- Bike lanes
- Please widing the road . at evening time traffic conjunction alway happen here
- Whatever is chosen please do it as soon as possible. Thank you
- This needed to be done 20 years ago. Get it done now and add a Zum route.
P.S. Those sound walls are hideous lol
- All of these options still mean there's a bottle kneck east of dixie road during rush hour times. This is an existing condition that will only be amplified if you add lanes to the west as more people will want to use William's to drive across brampton. I would say leave it as is, but at least option 1 removed the buses from the current issue of cutting down to one lane when ever they stop. At least if there was a pull off at every bus stop it wouldn't impede the two lanes.
- In addition to improving east-west traffic, we need better north-south as the 410 cannot handle rush hour traffic volumes.
- Though a distraction a sign saying speed kills, no u-turns, pedestrians have right of way.
- Personally I would like the 6 lanes that was promised ... and waited for the fact that this has been delayed for so long is atrocious. The congestion on Williams parkway as it stands right now is crippling we need 6 lanes .
- My thoughts:
 1. Sufficient operation budget to provide proactive road maintenance including line painting, cracksealing and surface rehab (which will need to be done between 20 and 25 years, and not 30).
 2. Sufficient snow storage between the back of curb and the MUP. Don't forget not only is it snow storage from road plowing operations, you'll need addtional snow storage from plowing the MUP. Explore boulevard surface alternatives other than grass for the snow storage area such as coloured stamped asphalt or concrete, as grass will probably die.
 3. Because of constant transit bus loading, HOV/transit lane may need stronger structural base and asphalt.
 4. And increased infrastructure means increased resources needed to maintain (especially in winter) so budget for additional line painting, sweeping, salting, plowing and snow removal.

Thank you.

- Adding greenery to the median would be advantages in encouraging more cyclists and pedestrians
- I believe that Option 1 should extend all the way to Airport Rd.
- I would like to see option #1 extend to Airport rd.
- I think it would be useful to see data on whether
 1. speeding up traffic flow or
 2. increasing planting and green areasmakes the most difference for reducing GHGs. I'm most interested in which solution reduces GHGs to continue to protect future generations in Brampton, alongside safety.

Good to read why the noise attenuation wall was put in on Williams Parkway, but I don't understand how the colours or design fit in with the surrounding area. The grey and blue aren't represented in the natural area around, so it makes the wall stick out and in my opinion, look ugly and clash with the plants and even sky colour rather than blending in. In future I'd suggest changing the colour scheme and design if you want it to look more natural and fit with the area.

- Please share the long term plan for West of McLaughlin.
- As Brampton grows we need to make accomdations for the future traffic needs. The 6 lane expansion is long over due.
- The wall does not continue past my yard, because of the catwalk. There is a dip in the road that sounds like a gun shot when a truck or trailer go over it. My backyard is just as noisy as ever. I voted for option 1 but this will make the noise even worse. Help in any way you can please.
- 1-Quit putting in FAKE bicycle lanes... they are so rarely used they represent a truly huge waste of money.

2-PROHIBIT motorized vehicles (except medically needed) on the sidewalks.

FAR too many people with motorized vehicles use the sidewalks, often at speeds approaching or even at 50kph.....same as the cars/trucks on the main roadway.

These people are a VERY serious danger to pedestrians. GET THEM OFF SIDEWALKS

Remember....we had a death on a sidewalk a few years ago in Brampton, caused by a bicycle hitting a pedestrian on a sidewalk. The motorized vehicles are both bigger and heavier.....as well as faster, making th eimpact much, much worse than a normal bicycle..

- As long as the bike lane is wide enough I'm happy with the options. Id like to suggest possibly a separate bike lane that is divided from the sidewalk and road with centre medians. The Netherlands has great examples of bike lane layouts that avoid pedestrian and road traffic.

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- Option 1 is better as Williams Parkway is a busy road so additional lane is required to maintain traffic in better way
- The volume of traffic on Williams Parkway has greatly increased over the past recent years especially with the addition of newer, bigger houses on the west side of the city. It has been extremely overwhelming driving on these roads (even in the weekends!). Having the additional lanes will greatly help with the congestion. This may even further encourage citizens to carpool in order to utilize the HOV lanes on Williams Parkway AND the new HOV lanes that the city has invested on highway 410.
- No Thru traffic on Southlake Blvd
- -Through traffic should be strictly prevented on Southlake Boulevard.
-Property tax increase impact should be minimized by spreading over many years.
-Speed limit should be kept at 50 km/ hr in view of too much traffic, schools and to reduce frequency of motor vehicle accidents.
- No thanks
- If you're going to be taking up the roads with construction, you might as well take up the road to widen for future population growth all at once.

If you could even budget for 4 lanes on each side (8total) that would be even better!

- Why are there no right turn lanes on Williams Parkway? Please include them, where possible, for better traffic flow.
- Williams Parkway has become a parking lot during peak hours. Six lanes is a necessity in order to have traffic moving rather than crawling along spewing emissions into the atmosphere. This needs to be done right the first time!
- I hope this survey is taken seriously and that our taxes don't go through the roof in this time of Covid-19 which has already added an increase to our taxes for next year.
- A multi use path is fine for a smaller portion of Williams Parkway, but definitely not from North Park to McLaughlin. On any given day the foot traffic is quite minimal .

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- The curb work on Center st N .
A “ Kiss and Ride”. zone along Center st N directly in front of the French school property is needed. There is an extremely high volume of traffic twice a day during drop off and pickup times due to the amount of parents bringing children to school. Cars are not allowed on school property so they park on the street. When you add 30 to 40 cars plus 13 to 15 school busses, regular Center st traffic which also includes Brampton Transit busses you can understand the congestion and my concern. Also , in the winter when Center st is condensed due to the high amount of blowing snow along the school side, parents exiting their vehicle will be further put in danger. On more then one occasion I have come home to find someone in my driveway waiting for a spot on the road so they can drop off their kids. The city is looking for a way to ease traffic in this area and a “Kiss and Ride zone is the answer. It’s a shame that the curbs are being replaced as we speak an in the fall When schools return it will be “traffic as usual”.
- The wall on williams Parkway make it look like prison wall.I would never walk or ride my bike on that road at night.
- If we create an efficient road we will keep the smaller roads less travelled. Safer and faster means less pollution and less time away from home. Keep our city safe and attractive for all!
- It's finally happying, so glad beithe road condition is really bad damage the cars and congested. Hope to start the project soon.
- Yes at Williams parkway and Fletchers Creek Blvd road on all sides to be improved. When buses are turning towards Fletchers the bus wheels are going on curb and sidewalk it is very dangerous to pedestrians. Please improve this intersection.
Thanks
- Why do none of these proposals include a bicycle lane on the right side of the roadway? Using a multi-use trail like the one on Bovaird, means you have to almost dismount at every intersection. Cars turning right DO NOT STOP before blocking the crosswalk, even when a cyclist or pedestrian is approaching. As someone who cycled from Dixie Rd to McLachlan for several years, I would never ride on the multi-use trail, but always chose to ride on the main portion of Bovaird.
- I live right off Williams Parkway and travel along it frequently. The traffic at rush hour, both morning and afternoon, is beyond ridiculous. Backed up for blocks and blocks. I’m all for bikes and pedestrians but this is a problem that needs to be solved right now.
- We need to develop our transit in a way that interlinks with other regions. That's why option 1, with the transit lanes, would allow for easier transit integration with other regions.
- Road should have been upgraded years ago. Desperately needs right-hand turning lanes & bus stops that don't impede traffic. For those of us who leave off this road(for me-30+years), it is nearly impossible to get anywhere especially during rush hour. Absolutely horrible road that get worse every year.
- I want there to be better access to public transit along Williams Parkway.

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- Develop for the future not for today.
- Brampton prioritizes cars, but we should prioritize public transit, for the benefit of non-car owners and for environmental sustainability.
- For the safety of all pedestrians and cyclists the further away from the cars the better. Vehicle operators have enough to worry about without adding pedestrians and cyclists to the mix. Option one keeps everyone safe.
- In my opinion, we have enough greenery and parks to facilitate walking. I don't think we necessarily need more pathways on Williams as it already facilitates entry to recreational trails at specific intervals. Thus, we have already erected walls as sound barriers. Congestion needs to be addressed with the ongoing growth in Brampton.
- Give time for pedestrian to cross safely at the intersection for vehicles turning left, especially during winter time, like in Bovaird to Heart Lake.
- This road is very heavy with traffic as it is a major route home for people off of the 410. I use it on a daily use and do not see very many people walking or riding their bikes. I would like to see my tax dollars used this way. Also traffic on this road is quite bad and keeps getting worse.
- Traffic is bad and needs improvement.
- Traffic congestion on 410 & Williams Parkway is already well beyond what it should be. It makes living in Brampton difficult and I regret moving here .
- Option #1
- I would like to see plan for ZUM or BRT along Williams Parkway or reasons why it is not considered (this should be clearly shared). I would also like to ensure the city has a policy in place for HOV lanes before this project is complete and shared with City public. I would also like to make sure the City addresses the pedestrian issue. There is a great deal of speeding in this City that needs to be addressed. Pedestrians are afraid to walk on busy streets such as this due to speeding and crime in the city. What else can be done to ensure pedestrian safety on Williams Parkway (did you do full comparative analysis and jurisdictional scan across North America - compare this design to others already created and successes they have so we can adopt).
- I am not sure what this means to tax payers. Do our property taxes go up more if I choose option 2, 3, or 4? the funding from property tax increases significantly from option 1 through to option 4. Effect on funding for Property tax and funding in general is not broken down in easier terms to make a clear decision.
- Start work fast

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- The noise attenuation wall looks dated. The '79 Blue Jays want their powder blue team color back please. The intersection of Vodden and Main is in desperate need of dedicated turning lanes and a more fluid flow for traffic. Bikes lanes are great, I hope they become more prevalent for future generations. It would be a travesty to not expand William's to 6 lanes.

Thank you for all your hard work in making Brampton better

- I don't understand why the noise wall was installed and then this exercise was undertaken. If options 2,3 or 4 are selected then this was a complete WASTE of money.
- No.
- I don't know who picked the color for the noise wall. It looks like a permanent construction site. Why can't this new wall be grey like the rest of Brampton? You put a beautiful wall up around Bovaird/ Gore and we got that unsightly thing. Please consider changing it
- The wall design is absolutely atrocious. There is a new wall at countryside drive by goreway in a more affluent neighborhood which is beautiful so it makes me wonder why we got such an ugly design in comparison.
- Finish one section of construction before start another section to reduce traffic congestion .
- None.
- No.
- None.
- Poor choice of colours for noise reduction walls. Instead of blending in to and complimenting the existing landscape, they stick out like a sore thumb. In short, they are ugly and call attention to themselves in all the wrong ways. Everything around them are earthtones—greens and browns. The walls are greys and blues. Whoever you consulted to make them aesthetically pleasing didn't know what they were doing.
- If safety of bikes/walkers is an issue with 6 lanes (HOV/Bus) the 2 extra lanes, if policed properly, we shouldn't see extra fatalities, the road is just so congested, and it would be great to see it have more capacity to handle emergency vehicles.
- Brampton West Fastest Growing Area.
Traffic has been highly increased due to West to East for access to 410 and connecting to Vaughan Bovaird Drive is already flooded with trucks route.
Required alternate route to better serve the daily commute.
Safe path for walking is advisable for GO and Brampton Transit
Due to traffic volume running track will be big NO. Its NOT HEALTHY
- Why the ugly noise barrier on Williams?

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- The more lanes we begin to add to every road the less greenery there will be. I agree that we need to widen Williams' but this is due to the fact of over crowding every inch of land in Brampton. We cannot maintain the name flower city when we keep taking any natural land that's left and replacing it with huge subdivisions. Overall, my main comment is we would be able to save money if the city would stop allowing the over crowding to happen.
- Timing of lights needs to be better. Also, too many intersections have the problem where the crosswalk countdown doesn't match the yellow lights so that also messes up traffic and causes accidents.
- I would also be okay with choice 2, if we cannot afford this project any longer.
Thank you for the work and planning involved.
- Very disappointed with sound wall 'blue' colour and its quality of assembly near the east end. East of 410, the panels appear to be mismatched providing less variation in the upper panels, - as if we got the leftovers from the rest of the build. And those panels installed don't appear to be aligned vertically causing horizontal shadows that exaggerate the mismatch. Finally, Brampton - a flower town should have selected a more earthy colour to complement the area.
- It looks like we got the least expensive sound barrier. Horrible ugly installation.
We need the 4 lanes and two HOV.
Only option for fewer cars on Williams Parkway is for Brampton to legislate fewer cars per household.
- Try to reduce cost for taxpayers as much as possible, all prices are going up. Private sector employment is drying up. Public sector employment seems to be only for those well connected. Don't spend money for the sake of spending money. The Mayor and the council have done a very good job keeping the city portion of the taxes down....keep the tax payers in mind every time there is a request to spend money on unwanted things.
- I would still like to see tree scape where possible makes roadway softer.
- Brampton is a city of the car. Widening of the road is the only realistic option to move into the future. Should have more under road paths, instead of crossing at main intersection's for pedestrians and bikes. HOV lanes would be used by many families, whether for future transit or not.
- Step down Vincent and Santos!
- Prefer option 1, but not having the 3rd lane become an HOV lane.
- Pave the road
- Roads should be environment friendly and during construction plans should consider traffic as for me this my everyday day route to work and back

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- The walls are far from being attractive. The cars that race on Williams are a terrible issue almost every night (but especially on weekends).
- Option one is the best out of the 3, but not by much as I do not agree with the HOV lanes. 6 lanes I believe will be better, similar to how Bovaird Drive is. HOV lanes are wasted lanes, catering to just a few who qualify to use it. This will only encourage those who are in a rush to use it (see HOV on the 410 on a daily basis), making it hard to police (which is a waste of police resources), and frustrate the law abiding citizens. Ensure that buses have a lane to pull into for a bus stop, and it will be much better. A lot of the morning and evening rush traffic is caused by buses stopping and all the cars behind having to wait. With EVs becoming more popular in coming years, this will help a lot with pollution concerns.
- Include an off-lane bus stop to prevent traffic congestion and to allow free movement on the 2 general lanes as well as better management of the HOV lane.
- I live on Murray Street and deal with the heavy traffic on Williams Parkway on a daily basis, including the weekends. Some days I cannot turn left on to Williams Parkway because the traffic from Main Street is backed up through the intersection and some days passed Harriidine Road. As housing construction continues, the east/west traffic is only going to get worse because of the limited access to highways and viable north/south routes.

We all want to reduce the use of private vehicles and increase the use of public transportation, however we are still many years away from that and may never be able to experience it in the City of Brampton. As much as we all want it to be different, Brampton and surrounding areas are still bedroom communities. You only need to look at the traffic on Highway 410 to see this.

I retired last year and have spent the last 27 years commuting to downtown Toronto where the vast majority of the high level (high paying) management and professional jobs are located. I do not foresee this fact changing.

During that time, I often tried to switch to public transportation but could never justify the commute times.

My average drive time to Dundas and Jarvis in Toronto was 40 minutes (leaving) at 5:30am and 1 1/4 to 1 1/2 hours driving home. My average public transit commute time would have been 1 hour and 45 minutes each way.

In addition to that, many professional jobs require more than just a 9 to 5 work day and most public transit options do not offer that flexibility. My public transit commute was Brampton Transit to the Go station, Go Transit to Union Station and TTC to Dundas and Jarvis.

I have had many conversations over the years with professionals from Brampton and other parts of the GTA and the views were the same.

- More car lanes. Way-sides(lay-bys?) for busses not to block/slow traffic when stopping for riders.

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- I like the idea of the construction wall however the design and especially the colour is downright awful. When I drive along Williams Parkway, it looks like I'm entering the slums of Brampton. Baby blue does not match anything. I don't know what committee was used that thought it would be pleasing to the eye. It should have been grey like the beautiful wall that was erected on Bovaird. If you were going to pick a colour, it should have been similar to a forest green to match the landscape. Absolute terrible choice. I try not to drive along Williams because of that eyesore.
- On a busy road not many people walk due to noise and smell. Allow clean and dry, well lit underpasses to join walking and biking trails together. I believe that if traffic moves well and is controlled there will be less problems with pedestrians and cyclists.
- The Councillors who vetoed the widening are not thinking, the widening is essential for Brampton to grow. Under Mayor Susan Fennel Brampton's growth was intelligent and Brampton outlook was positive. This new crop of City Councillors are a bunch of pussy ass whiners - widening will cause more traffic...really??? C'mon man - not widening will leave us with the ridiculous amount of traffic we have.
- To effectively address traffic congestion in the Williams Parkway corridor please remove the centre island and expand the underpass bridge close to Hurontario Rd. (Hwy 10) to alleviate the bottleneck.

Sincerely.

- People need a quick Williams Parkway for their commute. Any attempts to further increase the socio-economic gap in Brampton by promoting the privileged who are able-bodied and rich enough to live within cycling distance of where they need to go at the expense of those who live further away and need a car to have the quickest possible commute in order to maintain some sort of family life from further distances where they have been relegated in society is prejudice. Anything short of six regular traffic lanes, with added bus bays wherever feasible, is a war on the less fortunate who cannot stand to have longer commutes than what they have already.
- Need to focus on reducing traffic and repairing roads - so additional lanes are needed. Please ensure that disruption to traffic during rush hour during construction times are as low as possible. Speed must be monitored because there's a lot of reckless driving in the area. Best would be to have 6 general purpose lanes because there's a lot of single vehicle drivers using the road post-work who struggle with traffic. Also, please update the fencing and landscaping. Thanks!
- Separate car / transit to aid congestion. Crossing the entire city, either EW or NS needs to be facilitated. Get people to/from highways and other major arteries to enable work commutes and mall access. Bovaird is a disaster (effectively a tertiary road v.v. movement, too many lights driveways and slow speed - yes 60 is very different from 70). All it needs is speed bumps and our mimicry of Toronto will be complete. I want safe (reasonable, not bubblewrap), efficient and effective movement. Cars will exist for quite a while, no matter how much various social planners try to draw them out of existence. That said, I thank you and am extremely pleased to see the varied and realistic options presented. Keep it up!

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- Better transit with more frequent buses and SAFETY for people walking. better lighting at night. Emergency phones
- I can't believe that you are doing this survey AFTER the noise walls were installed and trees cut down. It appears that a decision has already been made since options 2-4 would not require these actions.
- Option 1 let's get this roads clean and enjoyable to drive and enjoy
- Road grossly over used. Needs to be widened and bus lanes added to reduce traffic stoppage. Wide bike lanes added to replace existing sidewalks
- The wall that was put up is ugly. It does not blend well with neighbour hood. I'm disgusted every time I drive on Williams. Should have been a light brown or more natural colour similar to other walls around the area.
- It appears as if this project has been properly studied and appropriate options developed. The only comment I have to make is rather minor and concerns aesthetics. For the median and kill strip, please do not use a light blue colour as shown on the sections. The money required for such a colour is rather wasteful - plain asphalt is adequate. On a similar note, blue railings on City bridges are also a waste of money and do not look good at all. Thank you.
- I have lived in Brampton for 24 years and the traffic congestion in the last few years has become unbearable. Although I would like to increase space for bike and walking paths there is an urgent need for the widening of streets and more lanes. I know many people who have chosen not to move to Brampton because of the traffic congestion. My friends who live in Mississauga, Oakville and Burlington always joke with me and say that you know you are in Brampton because there are at least 4 cars in every driveway. The city should complete a study on determining a way to limit the number of people living in one residence. When you have 8 to 10 people living at one residence there are 4 to 5 cars per household and those cars are all driving on Brampton streets. On a separate topic, I'm hopeful, but doubtful, that the city is going to address the issue on the 410 Northbound between Steeles and Hwy. 7 where at least 3 lanes end in that small amount of roadway and being in the right lane forces you off at either Clark or Hwy. 7. I have witnessed multiple accidents there and almost been in several myself since that section of the 410 development was completed. I'm hopeful that the final development hasn't been completed on that section of road because if it has then that to me is a prime example of poor planning. As long as it stays the way it is you will continue to have accidents. Also, there is always congestion in that area because of the design and no matter if I'm driving that stretch early morning, during rush hour, late at night or Saturdays or Sundays there is always congestion in that area on the 410 northbound. In fact I now see tow trucks constantly sitting on the side of the 410 because they are waiting for an accident to occur and know that this stretch has a very good chance of providing an opportunity for them. Thanks for listening and taking the time to read this and I'm hopeful construction on that section of road is not as of yet totally completed.
- Mandatory for bikes to have bells.
Bicycle yearly licensing fee to help with the cost of accommodating them. (16 +)

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- The justification for putting in more bike lanes like the one on Vodden is that Brampton is for people not cars. Who do you think is behind the wheel of those cars? People! People who are trying to get to their child's daycare center before closing time so that they do not have to pay exorbitant late fees. People who are trying to get home to get dinner on the table so they can help their child with their homework or go for a bike ride. I'm not opposed to bike lanes but I hope Brampton is not going to be developing transportation policies that are anti-car. Whenever we drive along Vodden or walk on Rutherford we invariably see bikes on the sidewalk. The last time I checked the sidewalks were for pedestrians, who are also people not bikes and E bikes.
- If there is major work being done and increasing it to 6 lanes then the exit to 410 south from the east must be redesigned as it's dangerous enough crossing 2 lanes with traffic hidden by a hill but what's it going to be like with the additional lanes.
- Option 1 should include green vehicle access similar to provincial HOT lanes
- This corridor has been studied with public consultation for over 15 yrs. through the endorsed Transportation Master Plan (TMP), and Environmental Assessment. The decision should not now be over turned and determined by a vote with little controls in place. Stick to the Official Plan, Transportation Master Plan, and the recommendation from the completed Environmental Assessment. The widening of Williams Parkway to 6 lanes is overdue, and construction should start ASAP.
- Population in Brampton has ballooned, and traffic has become unbearable. We NEED more ways to move more people NOW!
- Come on city, these options are horrible. Please come up with some better designs.
- Is Sandalwood next? Please use option 1 for Sandalwood too.
- Vodden street doesn't have access to 410
Lot of congestion from McLaughlin to 410 during peak hours. 1 lane blocked by transit especially at pick up stops. Dedicated Transit lane would help. Or Option 1 could be 6 lanes general use.!
- Option 1 is the only acceptable choice. It is the only option that allows for additional lanes of traffic (even if it's unreasonably set as a HOV lane). The other options offer no way of reducing the existing traffic congestion or reduce the travel time on transit. It doesn't matter if BT is not considering Williams Pkwy for Zum service, they are still running Rte 29 buses that are busy and therefore deserving of service improvements. The HOV lane will only have limited benefit as vehicles will still need to use that lane to make right turns but it's better than not adding any lanes at all like the other options (which don't provide any relief from traffic congestion). Not all commuters on Williams have the choice of riding transit as they have drive into other parts of the GTA and transit is just not a time sensitive or effective option.

OPTION 1

SIX LANES – 4 GENERAL PURPOSE LANE (GP) + 2 HIGH OCCUPANCY VEHICLE LANE (HOV)

- I think you should do a bicycle study on Vodden Street to see how many bicyclists actually use those new bike lanes that have taken up one lane from vehicular traffic. From my experience around Brampton streets, most people riding bicycles ride on the sidewalks even when there is a bike lane clearly marked on the roadway. Make a wider sidewalk which will accomodate both pedestrians and bicycles, similar to the lakefront in Toronto. One side for pedestrians and one side for cyclists.
- Make 6 general purpose lanes because hov lanes benefit very small percentage of travellers For example if you make two lanes hov means you reserve 33% road I don't think 33% travellers benefiting from this I think that % will be around 5
So city needs to be practical & make 6 general purpose lanes
- If this will help prevent traffic congestion and make it safer for all this will be great for our city and community.
- Williams Parkway is in terrible condition. Hurontario/Main Street to Kennedy Road is especially bad. It is causing damage to vehicle paint due to loose asphalt being kicked up and causing premature suspension wear from all the potholes. Not to mention the congestion.
- I'm concerned with expanding the road that people will drive faster. I regularly walk and drive along Williams with my young son. With all the reckless driving in the city recently, this could make it more dangerous for us and the rest of the citizens. I hope the speed limit does not increase!
- Please dont make a bike lane on the road itself.
Keep bikes on the sidewalk for the sake of everyone's safety (Pave sidewalk for bikes n walking).
- Avoid making bike lane beside car lanes.
Keep bikes on the sidewalk.
- The design of the noise walls chosen for Williams are unsightly. The pinkish and white ones along Bovaird/Castlemore are much more pleasing to the eye.
- Please plant as much greenery as possible, even with option 1. I've lived here for 20 years and I understand the need to build for the future, I just want the area to retain as much natural beauty as possible with that in mind.
- Is that the finished product of the noise wall? If so, whom ever approved or even suggested it should be fired. Maybe the most ghetto shit I've seen in this city in decades.
- Would much rather have a dedicated bike lane than a multi use path. They are much safer and easier to navigate as a cyclist because you don't need to try to dodge pedestrians, strollers, dogs, etc. The multi use paths are never actually wide enough to truly be multi use.
- Please add an advance left turn signal at Williams and Centre.

OPTION 1
SIX LANES – 4 GENERAL PURPOSE LANE (GP) + 2 HIGH OCCUPANCY VEHICLE LANE (HOV)

- You have already cut down the trees to expand the road. Stop wasting time and money and expand to 6 lanes. The cities road infrastructure can't handle the number of residents living in illegal basement apartments start enforcing bylaws for single family homes and give us the east/west major roadway that is long overdue.
- We need wider corridors going east and westbound. Put cycle lanes on less busy road like Vodden and Howden. Multiuse pathways allow for cyclists to still get around using a wider Williams Parkway. Why would we put off widening the road until it's well past due? In order to have the vision for Brampton be successful, room also has to be made for cars and the growth of that method of transportation that comes with a higher population.
- This issue has been studied and explained multiple times. I have resided along Williams for years, attending many townhalls and wall chats. This is yet more wasted money. I have also been waiting over a decade to ride the LRT down to work but that's not happening either because of a council that shut everything down and then retired. How convenient for them.
- Survey should have been done before work started. Cost division seems stacked to drive ppl to choose option 1- property taxes are already too high for what we get in Brampton. Reduce centre median for option 1 so that there is more space for pedestrians and cyclists. The road extension (And greening) should continue further west to James potter as there is a lot of traffic out there as well.
- Spend the Taxpayers Dollars Wisely
God blessing
- City should prioritize the most sustainable means of transportation for future population (and employment) growth. To me, that suggests dedicated HOV/Transit lanes and bike lanes are the way to go. If we prioritize cars, we'll end up like several spots in Toronto and elsewhere where a trip that should take 10 min in normal traffice and perhaps 25 in peak, instead ends up taking 1hr+ because everything is bottlenecked.

While it's not planned for right now (to my knowledge), future discussions with MTO should also discuss widening the 410/Williams Parkway bridge to allow dedicated hov/transit lanes so that it doesn't present a massive chokehold there (and it'll get pretty bad for sure with traffic coming on or off the 410).

Reduced greenery is a shame from option 1 but emissions savings I think outweigh what the plants would absorb over time in exchange from reduced drivers and reduced time spent in traffic burning gas/energy.

- Please do not change roads to have a bike lane, it causes more congestion and people do not even use the bike lanes. Slows traffic on roads that used to be two lanes, not a smart move.
- Williams Parkway is probably about the best road for commuting east-west to/from the 410. We need at least one artery with decent flow. Bike lanes also would be nice to have but one on Vodden street would obviate the need for one also on Williams.

OPTION 1

SIX LANES – 4 GENERAL PURPOSE LANE (GP) + 2 HIGH OCCUPANCY VEHICLE LANE (HOV)

- We need a wider east-west corridor. Will definitely miss the trees though.
- In any case, please with respect to bicycle lanes / pedestrian lanes , bicycles , scooters should always be required to yield to pedestrians. Many cyclists , scooter operators like to force pedestrian off the paths without slowing down or yielding.
I propose having a safety program to educate all users of these lanes or sidewalks . This way everyone can be safe.
- Option 1 is the best. But if unable to get approval for HOV lanes, option 2 with cut outs for bus stops and passenger drop offs and pickups would also work to keep traffic moving.
- More speeding And red light cameras across the city as its going to be a biggest challenge to be faced in future as well
- Major Intersections need turning lanes, and longer turning lanes. Frequently turning vehicles (busses included) currently queue into the through lane causing gridlock.
- Now do Sandalwood
- Could you guys get around to an all electric light rail, monorail, or street car solution for the major arteries like Steeles, queen, William's, bovaire, Sandalwood and Mayfield; & Mississauga, McLaughlin, 10, Kennedy, dixie, torbram and airport?
- I don't like the blue sound barrier
- Why does the only 6 lane option reduce the effectiveness of 2 lanes (making it only marginally more throughput than 4 lanes) by dedicating them to HOV and Transit, ensuring they will be underutilized as volumes increase? My 1st choice is 6 all purpose lanes with no slow moving vehicles (trucks, busses) in 4.
- Please encourage more and more Bramptonians to use transit or bikes or even walk to a nearby grocery store. There are way too many cars on the road causing pollution which in turn affects our lungs. I live on pertosa drive and when I spend time in my front yard doing any yard work for about 15 minutes or so it wrecks of gasoline. Also there are many bad drivers disobeying stop signs. I almost get hit many time while crossing streets.
- Left turn signals to avoid collisions
- Install Speed Cameras, keep speed limit at Maximum 60km/h.
Install smart Traffic lights to be coordinated during heavy traffic to minimize jams, especially at Hurontario and Kennedy.
- It is my understanding the detailed design is well underway or maybe even competed for Option 1. Therefore, please stop wasting time and money and get on with the reconstruction of William Parkway.

OPTION 1

SIX LANES – 4 GENERAL PURPOSE LANE (GP) + 2 HIGH OCCUPANCY VEHICLE LANE (HOV)

- Hello, thanks for asking community Views this is a busy road need car friendly to reduce traffic congestion and need public transit to assist passengers as well as to generate revenue from transit to city. Thank you.
- No
- Option 1 is preferred and should include photo radars along Williams Parkway to enforce speeding
- Traffic congestion create smog
Nobody rides bikes in winter, we are not densely populated like Toronto, empty bike lanes while cars stuck in traffic creating smog ... no way a family is taking bus, Williams pkwy is surrounded by single family homes... not apartments, 410 is a backed up going west
- After reviewing the "Council Workshop presentation" I notice that statistics and graphs presented to council are based on '6 general purpose lanes'.
- I dont think the HOV lanes are a good idea as they will only be taken advantage of by bad drivers who know there will be no patrolling. But I do agree with widening Williams to 6 lanes. I've lived on Williams for 13 years and the traffic is horrendous, especially at rush hour. 6 lanes would also help to put the buses in those extra lanes as they hold up traffic BADLY and have to stop at every stop. Cars tend to jet out dangerously and make crazy lanes changes from behind them as to not get stuck in the big line ups that form behind the buses.
- Either option will only be as efficient as the heavily flawed traffic lighting system which should be considered. You may add more lanes for vehicle traffic but if the traffic lighting system is not timed correctly and remains the same as it is currently the addition lanes will do very little or nothing at all. This is a City wide issue as there are many lights that change with not a soul around or, like most traffic lights, the pedestrian signal will count down for no reason. Speaking to that, if someone were to make a right hand turn and tip the scale, the light will now turn red for the following traffic for one vehicle to make one right hand turn.
- The wall itself looks ridiculous; the colours, the pattern, all of it. Whatever road option gets chosen, some serious thought needs to be put into how the area will be landscaped. Plant trees, bushes, tall grasses, vines, whatever. But plant something. Please.

Further, more attention needs to be paid to installations sites once the wall itself is put in place. The grass and surrounding areas were left completely trashed last fall. I understand it was a construction site, but let's have some city pride, shall we?

Thanks so much for your time and consideration.

- I believe option 1 is the best option as Williams Parkway is a major road and needs better flow. By adding a transit lane this will help keep traffic flowing by not having one lane stopped due to buses stopping for passengers. I do not think that keeping it at 4 lanes is acceptable as Brampton continues to grow and get busier. We need to ensure that with the growth of the city, the

OPTION 1

SIX LANES – 4 GENERAL PURPOSE LANE (GP) + 2 HIGH OCCUPANCY VEHICLE LANE (HOV)

infrastructure keeps up. Since the noise walls are already installed, but not completed, I do not see a reason why the roadway is not widened.

- Why was there no noise attenuation barrier installed west of Howden, to Lafrance Park?
- figure out ways to reduce congestion during construction
- Option 1 is good.
- Roads need to be smooth. Currently its not in good condition
- Stop removing live lanes for non utilized bike lanes. You are creating worse traffic with the poor planning. Also do you really think it's safe to have bike lanes with how people drive in this area?
- Please do something about the wall. That wall is not representative of our city. It looks ugly, for a lack of better word.
- 1 we have to think beyond cars
- The noise wall is not appealing at all - the design could have been more thought-out and made to look like it actually belongs, rather than sticking out like a sore thumb. It brings down the aesthetic look of the entire stretch of road.
- I like the idea of adding lanes. But may be more beneficial to add lanes to all public opposed to just HOV...

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- I assume option 1 is 6 million from development charges and 54 million from property taxes?
- Please choose either option 2 or 3. It is unnecessary to widen Williams Parkway to 6 lanes. There is lots of evidence that adding roadway capacity only encourages car trips and makes congestion worse. I support bus/HOV Lanes, but it makes no sense to provide bus lanes on what is not a zum/transit priority route - Coordinate with the region and Brampton transit to put bus/HOV Lanes on Bovaird or Queen before Williams. There is support for this among at least some staff at the region and Brampton transit. Don't use bus/HOV Lanes to greenwash an unsustainable and ultimately regressive asphalt nightmare. I would add that it sounds like the DC bylaw is off base if it is prioritizing road widening instead of improvements to livability and infrastructure that are actually necessary. Also, consider multi use path widths of more than 3 metres - design guidance recommends 4, or cycle tracks next to sidewalks. Six lane roads with nothing but asphalt create a miserable environment to live in, and I would prefer to live and raise my kids in a city that values livability, safety, and the environment ahead of traffic sewers for dangerous and polluting vehicles.
- The graphics on the new noise wall are particularly ugly and will not age well. I think it would have been better to simply go with a coloured and/or textured (e.g., stone) concrete.
- Has induced demand been considered in you analysis?
The vision that has been set out for Brampton and the change in transportation mode share ddesired does not seem aligned at all with the Option 1 recommendation. Also adding HOV lanes on a street without any planned ZUM service seems odd. I envision that they would be turned into regular lanes in some point in the future....
- We need to stop building wider roads and build more bike lanes and trails. I prefer Option 2 and 3 and would love to see our tax money go towards a more sustainable and green development project
- The walls you've put up are the ugliest things I've seen in my lifetime. Whoever designed those wanted to die and surely was facing some sort of internal crisis. These look like you bought them at a clearance sale, but I dont think any price could justify subjecting citizens to such an atrocious eyesore. Please fix them, they suck and I hate them.
- Please DO NOT increase car lanes! This Parkway is already a high-speed raceway for cars! It's noisy, dangerous and we truly don't need another "highway" bisecting the city! .
I would even support reducing the number of current lanes and installing protected bike lanes (with barriers), lowering the speed limit to 50k per hour and expanding the green boulevard space. Additional road space for buses to pull off the roadway and left and right turning lanes to be added where required
A multi use path on each side to encourage mobility scooters, skateboarders and rollerbladers while separating (with painted lines) walkers and runners.
Bring the city into 2020 with more focus on pedestrians and alternative "no-engine" transportation.

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- Williams Parkway is one of the most beautifully landscaped east/west roadways in the City of Brampton. The expansion to 6 lanes would be an affront to both Brampton's 2040 plan, and the underlying knowledge that traffic congestion relief would be temporary at best. We know this is true from Council's own admission of similar dynamics in Houston, Texas; proving road widening only encouraged significant use and subsequent post construction gridlock. We ourselves have witnessed this same point of reference with the recent widening of Highway 410.

Retrofitting 6 lane roadways onto existing 4 lane roadways will forever change the aesthetics of Brampton. You can either promote temporary fixes that will eventually succumb to the same pressures that exist today, or be a leader in municipal expansion that is the envy of all.

Lastly, I would like to suggest a positive take on the sound barriers that were erected on Williams Parkway that now seem to be considered wasteful spending. Although I personally don't like the artistic design, they have beautified an entire stretch of once dilapidated pressure treated fencing. As Brampton struggles with the replacement of mandatory sound attenuation walls on private property, maybe Williams Parkway could be the catalyst to have council acknowledge using city funds to assist in uplifting communities is worthwhile.

- I would like the bike and walk paths to be away from the cars. That way there is less chance of a collision.
- Please expand bike lanes, it's better for the environment, better for the people as they get regular exercise, better for the city as healthier population requires less public services, more foot and bike traffic to local restaurants and shops. All around good idea. Please implement. Please look at places such as Holland for safe bike design where bike lanes are protected from traffic via potted plants, grass or a medium that prevents them being on the same level.

Thanks.

- The centre median is very nice! It would look wonderful if trees are added there, and keeping it would increase safety as many people drive fast on that road. It would be important to consider the pedestrian sidewalk because many students walk those roads before and after school, so please keep those sidewalks wide and nice! :)
- Noise reduction wall does not work for the house along Williams Parkway. It will make it worse if 6 lanes are built.
- #4,5,6 = look identical to me, difference not clear
Why does option 1 get a lot more development funding than option 2 and 3?
I think some of the greenspace in between roads and footpaths should be removed, since they collect a lot of garbage that people throw.
- No thanks

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- The noise reduction fence should also be altered. Not only is it incomplete, it is an eye-sore, and should be at the very least be made an earth toned colour, rather than the blue and concrete that clash with the natural landscaping.
- walkers and bikes on the same surface on both sides of the street, east and west. no bus lanes, makes for slower traffic.
- Bike lanes should be a priority. Build the city for people, not just vehicles.
- First I thank you to do work nicely with so many options.
I live at Fletcher creek area and see very big opportunity at WILLIAMS PARKWAY. Other end at BOVIARID we got AMPLE FOOD MARKET and Mandarin Restaurant in plaza. This made our street very imp and contested for traffic. My suggestion both end u guys must keep INTERSECTION SIGNAL FASTER for fletcher creek to filter in WILLIMAS PKWAY as well as Bovaird Rd.
2. I am here since 2008 and see WILLIAMSPKWAY very imp to resurface and renovate soon with option 2 (MY VOTE)to get funding at ease and repair ease
3. Hope u don't sit long and start renovating immediately.
Thanks and best luck
- it makes no sense to expand to six lanes , traffic will only get worse , make it a must read for the planners and decision makers of this city to read jane jacobs book about planning a city.....
- I do NOT want to see a dedicated bike lane. We currently have one on Vodden and all it is doing is slowing down travel time, especially on garbage pickup days. We are stuck behind the trucks and sometimes cannot get around them which is quite upsetting. I also see people still travelling by bicycle on the sidewalks and not using the bike lanes. I've only seen over the first few months approximately five people using the bike lane at any time of day.
- I support Option 2.

I would also add: HOV lanes are a terrible idea. I have observed their implementation on the 410 and no one uses them. Traffic remains at a standstill during rush hours. If you do decide to add more lanes, please make them general purpose lanes - for CARS. HOV lanes, bicycle lanes, and other such features only slow down your citizens' commute, costing time, money, and productivity.
- An option to add more lanes for general car use should have been considered by the city as that is what the surveys in the presentation demonstrated would reduce congestion.
- Bike lane, separate from the traffic, would be ideal for commuting east-west.
Generally, the network of bike lanes across Brampton is the way for the future.
- Shame about the noise wall. Further investigation should have taken place prior to building it. Significant tax dollars could have been saved AND we wouldn't have to look at those eyesore colours every day. I do hope Council doesn't vote in option number 1 just so they can say the wall wasn't a mistake after all. Have integrity: admit mistakes, don't cover them up with more mistakes.

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- The sound barriers are the ugliest thing I've ever seen
- I wonder why this kind of survey was not provided for residents before the noise attenuation wall was built?
- NO Bike Lanes - the experimental lanes on Voddan Street, for example, take away from cars and is hardly used by cyclists.
PS New Sound Wall is super ugly!!
- Another option would be total 4 lanes but with the addition of a right turn lane/transit lane for passenger pickup/drop off
- I do not understand why we are being asked for input at this stage. The information provided indicates that the noise reduction wall would not be needed for any option other than Option 1 - the increase to 6 lanes. As the wall has already been built, and the cost incurred, it appears to me that the decision to go to 6 lanes has already been made without consulting the residents.

Has anyone considered that having 6 lanes (3 each way) between North Park and McLaughlin will only result in traffic choke points at either end when the 6 lanes merge back in to 4? We see this effect every day on the 410 where 5 lanes merge to 3 at the Clark exit and Queen St. exit. In normal (ie Non COVID times) the traffic crawls from Steeles north to Queen.

The intersection schematics show left turns but not right hand turns to the major intersecting roads. Are right hand turns permitted or will they have to be made by merging in to the HOV / Transit lane before the intersection?
(See above comment re: choke points)

Unless the proposed HOV / Transit lane is properly policed it will, in a very short time, become used as another general purpose lane.

Frankly I do not see much benefit to 6 lanes. Rather keep to 4 lanes perhaps wider. Keep the "Parkway" aspect.
Re-pave it needs it !

- Increase police presence to ensure those driving recklessly are caught!!! Too many in our neighbourhood and cops don't do a thing about it!!!!
- The wall is ugly and makes it look like a concrete jungle. Please change that.

The temporary bike lanes remain empty whenever I drive by.

- Williams should be a subdivision street rather than a mid city highway. Noise, air pollution, street racing, dangerous driving are all current issues on this street.
Queen Street has become a ridiculous multi lane speedway, dangerous to cross on foot and impossible to cycle on safely.
Brampton has the highest insurance rates in the country. It's time we took control.

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- Look outside the box for public transit and add something like the following concept which is in operation in various types of forms: <https://youtu.be/ZFNLOHPqnek> and <https://youtu.be/AXtAf1550Hg>
- There should be a mix of car-friendly roads (so that people who do have to drive aren't stuck in traffic all the time) and pedestrian-friendly spaces on the sides.
- The new attenuation wall is unsightly. Why wasn't this survey completed before the new walls were installed? It may be a waste of our hard earned tax dollars.
- The attenuation wall is unsightly. Prior to proceeding with installation and spending money it should have been identified through the completed survey based on residents choice if the wall was required. The streetscape looks less appealing now than prior to the wall being constructed.
- The new blue coloured sound walls are ugly and "cheapen" the look of the whole area. Bad colour choice. There are much more pleasing options available. Not much thought given to this choice. Probably hard to remove the graffiti on the rough textured surface. Think carefully about the street lighting. Brampton residential areas are very much "overlit". Certainly don't use the ugly black light standards with the mammoth bases I see on many new streets. The bases are wider than many front yards! Makes the city look old and out of date. The scale is all wrong.
- My comments are about the new noise walls. What was the City thinking? I'm sure they are effective and everything, but these are the ugliest noise walls around. Blue? Really? Why could you not go with a more neutral colour like the noise walls elsewhere in the City? The noise walls in the Vales of Castlemore are so much nicer. Why did the residents in the area of Williams Pkwy get the shitty looking noise walls? Not consistent.
- Why bike lanes on the road?
- HURRY UP ON THIS ! CANT WAIT !
- Why would we want slower traffic, are you the clowns who reduced the speed on Bovaird, leading to road rage and irrational driving? Good job!!!! Right now Williams is so ugly with those atrocious blue chipped panels, I'm disgusted with the whole lot of you. Pedestrian paths are barely used on that street. Why do we dedicated transit lanes, pull in lanes would be fine. Maybe road construction should have been given more consideration before you greedily accepted developers money and let all useable land become cookie cutter houses on zero property. This city is terribly mismanaged and the catch-up on Williams is proof of thst
- Put the bus/HOV lanes on the 4 lane road. Don't widen road to add transit, buses are more efficient than the single-occupancy cars than Bramptonians love to kill the planet with.
- With the growing volume of traffic on Williams Parkway, inetnt of easing congestion measures should include more number of lanes, with landscaping on eithe side.
- The noise wall is not aesthetically pleasing. Can a mural be painted on to it? It is out of place.

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- The noise wall selected is not the most attractive option.
- Please change the colour of the sound barrier wall. It cheapens the look and thus the price of housing and appeal to live here in Brampton. Baby blue does not belong in landscaping! You do not want the wall to hypothetically slap you in the face! It should blend in the background. You have reduced the look of the Parkway and made it look cheap. Please give it a more subtle colour...maybe just natural like the bottom or paint it a deep gray or any deep colour. Thank you
- Need more space for cars for less traffic conjunctions
- Remove the center median completely, not necessary, only more costly future repairs. Going to six lanes will create a funnel at North Park, when going east, just as the 410 northbound, what a joke, would like to meet the road planner on that one. Make more efficient use of the traffic signals to move traffic .
- Why did you build a noise reduction wall that may not be needed? You claim the wall is artistic, it is not, the sections were not put together in an appealing way. This would not have been tolerated in other neighborhoods, like castlemore, which got a beautiful wall. You are making this part of the city look cheap and run down, enforcing the class system that already exists in these neighborhoods. Do better!
- I was originally against Option 1 because of Issues 6 & 7. That said, if Issues 3-5 didn't exist I could have been won over. If there is no plan for the 410, Zum, or even a policy for HOV lanes then how do you expect it to reduce traffic by single-person vehicles? As it stands, Option 1 is a half-measure and can not win me over.
- Lower speed along Williams Pkway
- Keep trucks off. With Option 2, place walking path further from the road, closer to the fence.
- How can you possibly accommodate HOV lanes effectively when you have traffic lights? You cannot make vehicles cross the HOV lanes to turn left, in that case they are waiting to the right of the HOV lanes, backing up traffic. Has anybody seen what happens on the 410 HOV lanes?
- Spend the Taxpayers Dollars Wisely
God blessing
- ON VODDEN PAINT GREEN BIKE LANES NEXT TO THE CURB WITH SIGNS SAYING TO DRIVER TO GIVE RIGHT OF WAY TO CYCLIST; CARS COULD USE THE PORTION NOT IN USE BY BIKE!!
- Trees down boulevard trees down Sidewalk lanes just like down on Bramalea road by Williams pkwy The more tress and shrubs the better

OPTION 2
4 GENERAL PURPOSE LANES WITH MULTI-USE PATH BOTH SIDES

- The noise wall which was installed, without public input, is hideous. And it is completely unmatched to the noise wall that it meets at Kennedy Road. I am embarrassed to have guests to our community see it and disappointed that so much taxpayer money was wasted on selecting it. Not only is it ugly (it looks like a heart beat), but it is such poor quality that it is already falling apart. Noise walls should blend into the background and not be obtrusive. Very disappointed in this poor choice. Quite a statement since my favourite colour is blue. Also, the ground around the sidewalks was left messy and rutted last fall when work stopped. Not acceptable. Should have been tidied for winter and then the rains of spring. Contractor should be fined and not awarded future jobs in Brampton. I agree that this work needs to be done but it's execution has been a complete failure.
- Better traffic light timing and to have dedicated left turn signal. This will reduce accidents as the intersections are very difficult to see oncoming traffic when turning left
- Whatever you do, please DO NOT remove a lane of car traffic to accommodate bikes. Multiuse paths are the way to go. Just like on Bovaird, Sandalwood etc...
- Please repaint the noise walls, they look terrible.
- I have chosen option 2 with these modifications:
 - 1) There needs to be a pull off lane where busses can get out of traffic to pick up passengers.... the above option does not take this into consideration. Some of the bus stops wld need to be repositioned to allow for this I think.
 - 2) Going west there needs to be reconfiguration of the lane for those wanting to turn onto the 410 (it is not long enough) so they do not block traffic behind them..... esp bad at high traffic times.
 - 3) Some of the left turn lanes at other intersections are not long enough for cars to position themselves ... thus cars behind get 'stuck' and hold up traffic. (this cld be decided by a traffic flow check over a few days) so some of the median strip cld be used at this point.
- I support the idea of a dedicated transit lane, but a curbside HOV lane for cars will be a driver's nightmare. What an added stress to negotiate when it is legit to get into the HOV lane to make your right turn. Also I do not support the idea of narrower lanes to supposedly slow down traffic. It makes the roads feel more dangerous and treacherous -- especially when there are so many big vehicles on the roads (trucks, SUVs). There is no room for error. (And Brampton drivers are notoriously bad drivers.) The narrow lanes of Highway 7 through Vaughan around Highway 400 are horrendous. When I drive through that stretch of Highway 7, I always think to myself, what the heck were they thinking when they made these lanes so narrow? PLEASE do NOT do that. I don't want to feel MORE stressed while driving on Brampton roads. The lack of green space/landscaping and the proximity of the multi-use path to the 6 lane roadway of Option 1 does not look or feel like Brampton to me. Brampton's greenery and openness are among its best-loved features -- and are least preserved in Option 1. Progress at what cost?

OPTION 3
FOUR GENERAL PURPOSE LANES WITH REDUCED CENTRE MEDIAN AND MULTI-USE PATH ON BOTH SIDES

- Option 3 looks amazing and looks like good value for its cost.
- Vegetation between the multi-use path and concrete wall would be a MUST to make either option 2 or 3 palatable for cyclists and pedestrians, and not just feel like they're travelling between moving metal (vehicles) and concrete. It's also unfortunate the concrete wall has now removed the ability of residents backing onto Williams Pkwy to have easy access to bus stops on Williams Pkwy. City staff really needs to consider various stakeholders' perspectives (i.e. use customer segmentation and analysis) when evaluating options put forward by consultants. More trees between the road and multi-use path would greatly improve the active transit experience from current state.
- this approach should applied to
All rds in Brampton
- This survey should have been done before installation of noise reduction walls. I want to go for option 3 but in that case noise reduction walls are unnecessary. I'm concerned about pedestrian and cyclist safety as well.
- With bus stop merge in/out lanes and longer dedicated right and left turn lanes so traffic flowed smoothly in the 4 lanes.
- City of Brampton is for everyone, not just cars. Build walkways and bike paths and people will use them
- Make a separate bike path beside the sidewalk (on the wide grass area), with a line in the middle (indicating two-way path for cyclists). And widen sidewalks. Plant some pretty bushes, so we don't see the speeding cars.
- Would like to see more trees and plantings. I do not like to walk on streets without trees. Can the trees be closer to the cars? Other cities plant trees between cars and sidewalks.
- With living along Williams parkway during the pandemic I have seen less use of the road for vehicles and feel that if people were working from home or had employers that staggered their start times there is no need for widening of the roadway. As a pedestrian we do not need wider road ways. I have had too many close calls of being hit by turning cars. Before covid I also noticed the traffic was not congested when the kids were not in school. There is a huge number of cars driving their kids to school which is ridiculous. We have better protection for people using the roadway with walking and cycling there would be no need to widen the vehicle part of the roadway. I've lived here in Brampton for ten years now and I walk to work every day and during the winter pedestrian's are second class citizens. The roadway is clear but sidewalks are not until late in the day or the next day. This treatment pedestrians is horrible. If we get hit by a car, we are the ones to die. It's gotten so bad I've have been looking into a body camera for myself so at least I would have that as my last say after being hit by a car. This is why I have chosen option three.
- Lets move away from autocentric planning!

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- Hi. I am 10 years old. I would like more space so that I can ride my bike because right now I have to ride on the sidewalk on this street. I am sad that the trees have been cut down already and would like to see more trees. I think option 3 is the best option for the environment and future.
- Very disappointed with the bias shown in this survey. The drawing for Option #1 indicates trees which are on adjacent private property and the small strip of grass is not realistic.. The information on development charges may not be accurate. Option #1 is not aligned with 2040 Vision, declared Climate Emergency or ATMP.
- I love Brampton and I love cycling. We need more bike lanes, wider pedestrian walk ways and safety safety safety geared to all, pedestrians and cars. Drivers need to slow down along Williams. I think this will help with that too. We need to keep Brampton beautiful at the same time.
- Replace the existing intersections with round a bouts to keep traffic flowing and reduce carbon dioxide as cars will not be idling at traffic lights. There are many more benefits to round a bouts but I will not go into details.
- I believe that it is EXTREMELY important that we don't just keep making more lanes for cars. It is not sustainable at all. Thank you so so much for this.
- This is the perfect road to include some amazing bike lanes on. Thank you.
- I don't even drive, nor do I want to here. It's too dangerous, especially on the 6 lane roads where people drive too fast and aggressively.
- Option 3 is a good idea. I am a new driver and I also ride my bike. I am scared to ride in Brampton.
- We need to prioritize active transportation
- It's a tough call. I like the idea of the HOV lanes, too, but ultimately I would like to see something that is more accessible to everyone.
- Option 1 is only a way of sneaking in additional traffic lanes. It will not resolve the issue of congestion as with more lanes there will be more cars. Soon after it is completed congestion problem will appear again. It's been proven in many other municipalities. City councilors should have courage and vision for our future to decide what is the best for the residents to live in this City, not what seems to be good for the next two/three years to commute in this city. There is a way to fund Option 3 with the help of Provincial and Federal environmental improvement funds; also, city staff and the Council should seek the way to change Developmental Charges Act in order to fund Active Transportation facilities such as multi-use paths and bike lanes, not just mindlessly adding more lanes of motor vehicle traffic lanes as a sign of city "development". Option 3 gives everyone a safe and enjoyable way to commute, a chance to be in green space. Even if drivers are "stuck" in traffic (and they eventually will be even with Option 1), it is much nicer and healthier to

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be surrounded by greener environment than by asphalt and concrete desert. Outside of morning and evening peak hours Williams Parkway already is quite empty and "inviting" drivers to speed through it, with 6 lanes of traffic it will be even worse. I strongly appeal to all City Councillors to really seriously consider Option 3 as a way to provide safer and healthier future to all residents of Brampton.

- Have more traffic abuse enforcement. Brampton is known throughout Ontario for its bad drivers. Many streets are a drag strip for cars and bikes. Set up more photo radar and police staffed check points for dangerous drivers.
- We need to stop building wider roads and build more bike lanes and trails. I prefer Option 2 and 3 and would love to see our tax money go towards a more sustainable and green development project
- Option #1 (6 lanes, no trees) will ruin neighbourhoods and be a lost opportunity at forward thinking. Inducing traffic with extra lanes does not reduce congestion and we'll be left with an unappealing polluted, narrow concrete looking highway with bare walls littered in graffiti. The congestion issues at Williams are more related to intersection design than additional lanes. It is far too narrow and boxed in to encourage anyone to seriously embrace active use with 6 lanes of traffic. Multi-use path users would be pinned against the barrier in a collision and putting up concrete protection barriers as a solution will further undermine any appeal of its use. In the next 10 years, automated rideshare will put costs of car ownership into question which was non-existent at the time of the original planning. These designs of Williams are meant to go 30+ years as technology advances.

Williams Parkway gives access and intersects more schools, industrial lands of businesses, parks, trails and recreation centres than any other road in Brampton with slower speeds between 40-60km/h. We don't need extra lanes that encourage speeding cars during off-peak increasing danger in active areas. There is better value in building a well lit green multiuse pathway with buffer from cars and less noise/pollution that encourages residents to be active and builds out our cycling network that safely accommodates riders of all levels of experience.

Option #3 (4 lanes, 2 rows of trees, narrow median) Seems well worth the investment that aligns with Council's stance in fighting Climate Change. Cyclists and pedestrians should be given the maximum amount of shade, protection and minimal amount of pollution in their choice. The centre medians make crucial space unusable and the extra \$10M investment vs keeping the grass median is something everyone in the city can benefit from. Much of that existing median has trees that perished and cut down. Just because we have a noise wall doesn't mean we should continue a mistake. This is a way to correct it onto the right path that maximizes our commitment towards fighting climate change, healthy active transportation and The Brampton 2040 Vision.

- More dedicated bike lanes!

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- This survey is super biased. Without additional information, it's impossible to understand what the tax ramifications are. By putting these numbers up, with the preamble the way that it's written it's clear staff are tooth and nail defending their position. The City should be advocating for what's right and balance all modes. This shouldn't be a huge public debate.
- Option 3 is vastly superior. I am strongly opposed to Option 1. Option 1 would create a hot, windy, noisy hellhole that no one would want to live near or walk or cycle next to.
- I found in reading the survey on its own, Option 1 was the obvious choice, but in reading further into the presentation there are quite a few issues with it - like no HOV policy, no plans for major transit route. I feel the survey has a bias towards the current Option 1 plan. Is the intent with this to use this survey as a check mark to say the public wants Option 1?
- Please do your best to increase car travel along Williams Parkway. This is a thruway street and come rush hour traffic can be blocked up to several kilometers around Highway 10 going in both directions and around the 410 exits. Now that it extends to Mississauga Road, even more cars use it to travel from the east to west end of Brampton. Thank you.
- There really needs to be option E. Remains 4 lanes, 2 of which would be for HOV and transit use. Then protected bike lanes and walking pathways along with safe places to cross. Sound barriers, trees & greenery as well. Widening the roadway for cars is not solving any problem it will just make it worse. Stick to your sustainable vision for the future Brampton. Do the right thing.
- The funding structure needs to change. Development charges funding should not be skewed towards promotion of use of cars. This discrepancy will definitely cause residents to vote based on financial cost versus actual needs and desire for a healthy and progressive communities. It begs the question what is the purpose of this survey?
- Adding an explanation of the short term and long term benefits, biological impact and cost, and writing the funding sources in layman's here for each option might be helpful to make this survey more accessible. More people will be able to understand the full cost of each option.
- Expanding lanes will only temporarily address traffic flow if development is not curtailed or changed to increase density instead of sprawl. Additionally, if people are not encouraged to employ alternate forms of transport ie. accessible, safe, aesthetically pleasing paths--they will not use them. Further, the environmental impacts, costs-both monetary and climate/environment impacts are significant in comparing each option. Additionally--what kind of community do we want to live in and leave for the next generation? A barren urban heat sink devoid of any life other than humans? Or something better--a living, greener city...why do things the same way when we can do better?

This space does not allow for the commentary to include all the data out there about the benefits of green, biodiverse, life sustaining cities for human health and well being--the research is widely available for the city to refer to. These costs must be factored into the long-term plan--not just a short sighted solution of "building more road will reduce traffic jams". Additionally--the traffic

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safety and road behaviour of drivers in Brampton is a significant problem-excessive speeds and careless, inattentive driving are the norm here. Adding more lanes will only increase the likelihood this will be treated like another highway.

- Please ensure that the multi-use path is wide enough to accommodate the # of pedestrians and cyclists estimated at the end of this projects life expectancy in 2050. The segregated shared pedestrian / bike lanes is much safer than having bike lanes next to car lanes and would be a better choice to help Peel Region accomplish Vision Zero road safety.
- Why did you select blue for the sound walls? Why not go with a more natural color to blend in?
- It seems as though residents should have been asked about their preference prior to the wall being put up if you are going to tell ya for some options it was a waste of our tax dollars. Our tax dollars really need to be used more efficiently.
- I am totally opposed to the HOV lanes. There is widespread abuse with single drivers and there is no apparent way to enforce the law. There is also a propensity for excessive speeding by many. An informal survey by myself indicates at least 60 percent of the vehicles using the lane are single driver vehicles especially during rush hours. Do you have a practical method to control the abuse effectively?
- The new Williams Parkway sound barrier wall is atrocious. Someone should be fired. Do whatever it takes to hide it. Do not turn Williams Parkway into another Kennedy Road. Promote cycling.
- You should explain who pays the development charges and when.
- Another option would be to have 2 general purpose lanes, and 2 HOV/transit lanes. We don't need more space for cars. We need more space for transit, cyclists and pedestrians. Dedicated, separated, bike lane would be good too (and much safer for cyclists).
- Thank you for the opportunity to "have a say."
- Bike lane please!!
- Williams Parkway is turning into a raceway. Cars coming west from the 410 are speeding at over 80 ks on many occasions. Noisy cars at night with loud exhaust systems are disturbing residents from sleeping. I would choose option 1 except I do not support HOV lanes. HOV lanes on a city street will create problems for both left and right turns depending upon whether the HOV lane is on the left or right. I see Brampton is planning the HOV lanes on the right for buses. An HOV lane will make it difficult for drivers to get in the right lane well ahead of time in order to make a turn. On the other hand in terms of pedestrian safety, option 1 is not the right way to go. The best way to avoid traffic problems is to stop building new houses because Brampton is only going to get much worse for traffic as new houses are built. Williams Parkway will always be a parking lot during rush hour. There is nothing Brampton can do to improve the traffic flow.

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- Is there any evidence that adding HOV lanes leads to a significant increase in multiple occupancy?
- I would have preferred option 4 with more trees, as this is the least expense to the tax payers! I also don't think that the noise wall is very pleasing to the eye, you could have had a more "greener" design. We have had many conversations with neighbors and people in the community who are all in the opinion that the unnecessary wall is a very disappointing finished product!.
- Brampton has been built for cars, not people. We need to make this city more walkable, bike-able, and enjoyable.
- I prefer the lighting over the sidewalks for pedestrian safety.
- It would be best to keep the same amount of lanes but make them slightly wider. The last thing we should have is more traffic on Williams Parkway - we don't want another Bovaird. More greenery and sidewalk/bike lanes. And please resurface it already, it's the same pavement from the early 80's!! Thank you for taking input.
- My preference is for option #3, but with street lights installed at far edges to accommodate future widening if necessary.

If option 1 is considered, we need to find a way to have more trees. Trees are important for many reasons. I feel the new noise wall is an eyesore without trees and/or shrubs. It is also a graffiti target - greenery reduces this risk because the wall becomes less prominent. I'm honestly surprised it hasn't been tagged already. Perhaps more space for trees could be claimed by only putting a multi-use path on one side of the road. As a cyclist I appreciate such paths, but I don't foresee enough bike and pedestrian traffic to merit two paths.

At present, I feel Williams Parkway usually moves well enough even during peak periods. If there are no plans for more buses on Williams Parkway, there would be little benefit to adding an HOV lane at this time. In fact, there is so much turning traffic that outer HOV lanes would need to be crossed regularly by single-occupant vehicles.

The road would benefit from intersection improvements at Highway 410. I'm not certain whether this could be realized with signalling adjustments or if a redesign is needed. The ramp to southbound 410 could be widened and/or divided so that drivers entering from eastbound and westbound Williams Parkway have confidence to merge on the ramp, instead of backing up in the Williams Parkway turning lanes.

Thank you for the opportunity to comment.

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- Riding my bike in the curb lane sharing the road with cars is getting too scary with the way traffic moves on the street these days. With distracted drivers and the speeds they travel I no longer feel safe sharing the road with cars. Building bike lanes or multi use paths into our streets is key for encouraging people to use their bikes as a mode of transportation. Please add more in the future and consider them in future planning as it will encourage people to use their bike for exercise and small trips to stores and commuting resulting in a healthier population and environment. Thank you

- I don't feel safe sharing the road with cars on my bike. I would use my bike more often if there were more bike lanes.

Please increase enforcement of speed limits and distracted and aggressive driving.

- Speed kills. Structural modifications reduce excessive speeding.
- Why have a multi use trail in option 1 if it is so ugly -- no landscaping, no trees or greenery -- that was what makes it enjoyable -- otherwise in the summer the sun is brutal as would be the heat ricocheting off the roads and now noise walls.
- 1. I think the 2041 projections have no validity since they seem to assume driving and commuting for work like 2019 - telework and self-driving cars could make even 2026 or 2031 unrecognizable from today.
2. The plan to put pedestrians and bicycles on the same path is fair to neither. Better to have separate bicycling infrastructure; however there may already be bicycling options on less busy streets - this should have been addressed in the deck.
- Keep the city true to it's name "flower city". Add good landscape.
- There are very few safe east-west routes for cycling and adding bike lanes would provide a safe option for using bikes more often.
- Additional turn lanes, and a lane for bus to enter near bus shelters would improve traffic flow during rush hour. Also adding the bus only lane near lights would help speed up transit times as well. Similar to what was done on Bovaird Drive.
- Highest perceived safety for pedestrians and cyclist should be the most important.
- North park is already super noisy, we should get stone walls too if Williams is made to have more vehicles. Already there is a lot of people using north park and it will be worse.
- Traffic enforcement is the most critical concern for Williams. Speeding is a big problem. Expanding to 6 lanes will add to the problem of speeders and street racers. Keep it at 4 lanes and provide either natural or other physical barrier to protect cyclists and pedestrians alike.

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- You could have put up signs earlier about your intention for Pedestrian friendly but without trees and shrubbery it is not friendly.
- In order to increase transit use, I'd like to see more dedicated bus lanes so that schedule and service isn't disrupted by local traffic. Would have liked to see an option for dedicated bus lanes.
- I picked the least expensive because we really don't need to spend money on changing the roads....We need to help the elderly, homelessness, local businesses... people!!
- We should be building streetscapes not highways in the inner city. Streets should be places for people not cars. Plan a city where people do not need to use their car so much to get to destinations.
- The noise wall is extremely ugly. Makes our neighbourhood look horrible. Plant vines or shrubs to hide it.
- Williams parkway used to be a wonderfully beautiful road to drive down. The walls that have been put in take away from the beauty of driving down that road. The new walls are an eye sore and should either be covered in vines, replaced, or taken down. I find these walls to be very unwelcoming to people coming into Brampton to visit or looking to move to Brampton. I hope you can find a more welcoming solution that benefits everyone in Brampton.
- The noise cancellation walls along Williams parkway are really really ugly. Please cover them or take them down they hurt my eyes. Every time I drive past them I can't help thinking how horrible they look.
- The speed is dangerous on Williams parkway when it is not congested. This would make the path dangerous for bikers, runners and walkers. My vote is above, but perhaps another option of more turn lanes and advanced signals for turning would be appropriate as an option. The wall is an eyesore. This should have been considered before the huge housing development(s) were added without having roads to deal with the traffic. As these changes are being made, imagine the nightmare of traffic when multiple lanes are closed. I live 2 houses in from Williams Parkway, speed, is currently a huge issue causing dangerous conditions for residents. I am not looking forward to remaining a resident of Brampton through the irresponsible development that continues and the infrastructure being a hindsight issue.
- The wall-it is a terrible eyesore, 6 lanes and that will drop the value of our properties. This is not acceptable
- The wall is a disaster. The speed on this road is far too dangerous to move to 3 lanes. "Rush hour" is the only time this road is congested - morning and afternoon. Try to control with reduced speed, turn lanes and better timing of the traffic control lights.
- Noise barriers design is very distracting.

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- The City should consider cycle track as an alternative to multi-use path. Multi-use paths are a compromise when ROW is limited. The removal of the median, plus the reallocation of space to the boulevard space outside of the roadway, creates an opportunity to accommodate cycle tracks.
- The sound barrier walls are an eyesore...someone perhaps thought “the blue” was a good representation of the sky. Not in my opinion. Why not the neural colours such as on Dixie? And the garbage left for months by construction.
- Really had a hard time with these options. I am strongly opposed to creating more capacity on this road or elsewhere to accommodate more vehicle traffic. The more road space we build in Brampton, the more traffic will emerge to fill it. This seems to be in conflict with the 2040 Vision and the urgent need to address the current climate emergency. Any actions that make it easier for individuals to continue to use private vehicles over active or public transit is a step in the wrong direction. I'm having a hard time understanding why option 3 is so much more expensive if it has the least amount of hard surface. It also concerns me that a vote for fewer lanes on Williams Pkwy could mean more lanes somewhere else. A better option might be to put \$38M into making transit and active transportation a viable (cheaper, faster, more convenient) way of getting around for vehicle owners. I would happily give up 1 of 2 cars in our family if it was.
- Thank you for providing us with this information and for caring to hear our opinions. I appreciate having the ability to vote on this. Thank you.
- It's unbelievable that you are seeking public consultation when you have already spent tax payer funding on a hideous noise wall and cut down mature trees. You are undoubtedly going to proceed with Option 1 and are just wasting more tax payers money on a perceived public consultation.
- Can we please paint the those grey trees on the noise wall green. It looks awful as the grey and blue.
- Please expedite this project. This corridor looks like a dump currently.
- No.
- Change median to be bidirectional. to suit the morning and evening rush hour. East bound in the morning and west bound in the evening. I don't know if it is still in place on Mount Pleasant Road, Toronto. Maybe an enquiry to the City of Toronto might offer you some idea as to whether it might work in Brampton.
- I hope our City Council is progressively inclined enough to support option # 3. Our local roads should be made to suit us and our needs, not the other way around.

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- I just wanted to point out that I think this survey is a total sham. Every person with common sense is aware that the final decision has already been made- maybe not officially on paper, but definitely a handshake agreement, which is just as final. Otherwise, removing trees and installing noise barriers would not have occurred. It's really shameful that public officials send out these surveys to make their constituents 'feel' like their input actually matters. I truly wonder if our counsellors and other elected officials lost their souls after they were elected or if they were being disingenuous when they knocked on my door to solicit my vote.
- Return 70km/h speed on Bovaird, we have Queen and Bovaird to connect the whole city we don't need another road like that.
- Since there is no city policy for HOV lanes, traffic enforcement on Williams Parkway is already insufficient, and the HOV lanes would not connect to the 410, it seems like poor planning to prioritize this design. The fact that the sound wall has already been erected before the plan is finalized demonstrates the backwardness of this approach.

I live two streets south of Williams Parkway at Main, I drive along it every day, and can hear the traffic from my backyard. Along the road, I see pedestrians crammed on the narrow sidewalk, forced to make dangerous crossings midblock because of the distance between intersections. There are park paths that end at the roadway, hundreds of metres from a crosswalk and then continue on the other side - how do you expect park users to cross? Pedestrians and cyclists are very exposed to the concrete landscape already, without breaks for seating or shade, a situation made noticeably worse by the removal of shade trees when the soundwall was installed. The limited landscaping that remains along the route is the only feature that makes the roadway feel like it belongs in a city that prioritizes communities over commuters.

I would recommend better public transit options along the route, but if Williams Parkway is not being considered as a future Zum and BRT route, than I strongly support improving the access and use of the corridor for cyclists and pedestrians. I'm choosing option 3 because the median is nice, but not useful. The landscaping costs should not be such a concern for a city calling itself the Flower City, especially because the costs of removing the corridor and creating a 6-lane highway through residential neighbourhoods are higher than simply not following through with this foolhardy plan. Besides, we'll need somewhere to put a million trees :) Safe active transportation options landscaped with carbon-capturing greenery will make Williams Parkway a vibrant and useful community corridor that supports the health of wellbeing of the community.

- Should have included 6 lanes for single use cars. Traffic on this road is always busy and could have really used the additional lanes. Not just for transit.

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- Change color of noise attenuation wall from the unpleasant blue to a neutral green/brown/grey. The current blue looks like unfinished construction insulation that is used underneath building siding. Or perhaps climbing vines could be planted along wall to tone down or buffer the blue. Also, police need to monitor and charge the tremendous amount of drivers that are literally flying down Williams at excessive speeds with total disrespect for life. These drivers obviously know there are no police overseeing this stretch of roadway. After Covid there are more people working from home,so the need to increase to 6 lanes has been diminished. You could even have a small lane in the boulevard for scooters or motorized bicycles. You will never get rid of vehicular traffic congestion by building more road lanes. There should also be a barrier or something separating Burton Park from Williams traffic....there will be a day that one of the speeders will lose control and cause carnage on a kid's baseball team.
- We need to promote and incentivize alternatives to single passenger car trips. Reducing the carnage done by automobiles needs to be addressed through traffic calming infrastructure and policies à la Vision Zero. More people will cycle if they feel safe so separated bike lanes are paramount. We need decision makers to be brave enough to make the right decisions with vision.
- If you can't just leave it as it is, then option 3 is best. Still would like to know what you guys were smoking when you went with that ugly and obnoxious blue noise wall, instead of the neutral tan wall that is along Kennedy Rd. No one even notices the tan wall, but the ugly blue wall says, "look at me, look at me, look at me" When my family visits me from out of town, they make fun of that ugly wall and I'm embarrassed. Those are my tax dollars at work, am not proud how they were spent. When you have to use the Brampton city streets to make a living, driving school bus, it's no fun running into construction and being thrown off schedule. I hope those are YOUR kids being made late for school because of all the construction delays. Only 4 more years to go, then retirement and no more dealing with your frustration construction. Hoo ray.
- There are many pathways for walking a biking going North-South in the city, but few (if any) that for East-West.
- Use Williams Parkway for your East-West Cycling Corridor and don't use Howden and Vodden, which will cause traffic gridlock.
- It is time to make bold decisions and turn 'alienating city of car corridors' into 'vibrant friendly neighborhoods' where people meet and interact, and commute or exercise surrounded by greenery. It is such an opportunity to improve the physical and mental health of the people in Brampton! Please seize this opportunity for us and our children! YES to OPTION #3. To improve safety for pedestrians and better bike flow, I propose to have exclusive bike lanes on one side, e.g. northern, of Williams Pkwy divided in the middle to accommodate bikes going in both direction, and the sidewalk for pedestrians on the other side, e.g. southern side.

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- With current Pandemic,- traffic has been reduced, people working from home, this could last a long time -change of work habits could result in generally less traffic. In my opinion we don't need extra lanes Good for pedestrians and cyclist. This is why I'm voting for Option #3.

As far as wall is concerned my house backing on to Williams Parkway, traffic is still very noisy - it may be due to wall is only on one side of the road --there is no wall on the other side due to it bordering on Major Oaks Park.

Thank you

- Is funny how things happen. I was talking to my wife on one of our nightly walks and I was saying to her I am not sure why they are trying to force a bike lane on Vodden when we could easily use all the space on Williams Parkways roadside for a bike lane. In the proposal I see a combination walk/run/bike lane but I think if you do it properly you should keep the bike lane separate from the walk/run lanes and this would be a true bike lane across the city without having to worry about people walking or running. Just a thought!!
- As a lifelong resident, I'm very concerned and disappointed at the direction the City has been going in, developing and paving their way from one decade to the next, with little thought or vision for our City. Have you really looked at our concrete sprawl? All of these disconnected spaces, and frankly ugly spaces, just throw up another building, subdivision or parking lot/plaza, what difference does it make? We should be greening our City, not adding more concrete, every space should be looked at carefully, more thoughtfully. There are too many cars, pollution and noise around here as it is, not to mention garbage (another issue that has been growing over the years, not diminishing). Our City needs to change perspective, that there is more to life than cars, that people move in various ways, and need safe multi-purpose paths for regular bikes, to walking, to scooters to wheelchairs, and need safe wider pathways to do so (with curbs at intersections that aren't set high but slope/curve downward, too many of our curbs aren't friendly to anyone walking with a cane, a stroller, or on wheelchair or scooter). Too many terrible drivers on our roads, and people on bicycles cannot be expected to be on the same road as cars and buses. These old style sidewalks, instead of ignoring them, should be widened and paved, again for various ways of moving about. It's not just Williams Parkway, it's all of our roadways. The City needs to look at street corners, apartment/condo areas, worn out old plazas, too many wasteland industrial/factory/warehouse spaces, and old parking lots, there is so much more we should be doing to green our City, to make it healthy. About half of the concrete area around the Bramalea City Centre could be re-done as a beautiful green space (would also help the residents in the apt/condo buildings and the Seniors in their residence within that space). School parks have a lot of empty space that could easily be greened, planted with proper Native trees, plants, shrubs and flowers, all bee, and bird friendly. People need jobs, these are green jobs. Without this vision, sooner rather than later, having a City that's basically paved over, to falling apart, with too much litter, too much concrete and over development, makes people want to move away. There are the usual reasons and bickering not to create and support a healthy living environment, but there are really no excuses. Greedy developers have gotten away with alot around Bramalea and Brampton for too long. Please consider not just today, but the future, for people and nature, for generations of healthy kids, and a genuine Green city where people can live and grow and be happy to live in and care about. Thank you,

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- speed control must be established. There is none now and is very dangerous.
- Seems to me that the decision is made to opt for option 1. Why was this not asked before the wall was put up? Seems like a waste of money a waste of time to survey now.
- I think bench seating and disposal bins along the path are also important. People are exercising and travelling using these paths, and it's important to ensure these paths meet the utility requirements of the people who are actually using the path - why are they using the path? what are they doing while using the path? what can be done to better facilitate those people and activities? I'm glad we are looking for other solutions than just increasing the road width. While road widening is important, much of our city has been expanded without taking in account aesthetics or use.
- Make it safer for people to walk, run and use recreational trails along the parkway, a lot of people are stunt driving, driving loudly along the road - enforce driving rules
- the noise walls are ugly. the rest of the plain walls along bovaire drive look so much better, these are ugly and cheap looking
- Option # 3 provides the Safest Corridor under the scenarios.

Please proceed with option # 3. Save lives and reduce accidents/ fatalities and create a comfortable realm for people walking or riding a bike. Option #3 is my vote!

- The blue noise barrier which has been built truly is the ugliest I've ever seen. Should have been earth tones to blend into the landscape. So many trees and scrubs were destroyed. Carelessly done by the City.
- Cycling infrastructure must be AAA = all ages and abilities. Also future proofing for e bikes needs to be considered. Pedestrian walkways and cycle tracks to be separated.
- Option 3
- protected intersections
- Hint: It's in the name. PARKway. Not a thruway or freeway. Design it to be safe for everyone who uses it. Pedestrians and bicycle riders are equally important and deserving of safety as people in cars.
- Spend the Taxpayers Dollars Wisely
God blessing

OPTION 3
FOUR GENERAL PURPOSE LANES WITH REDUCED CENTRE MEDIAN AND MULTI-USE PATH ON BOTH SIDES

- More than one transit improvement option should have been identified and proposed. While transit should certainly be improved along the Williams Parkway corridor, it should not be at the expense of the safety of active travellers (by reducing separation between active travel lanes and the proposed multi-use trail) and should not require constructing a highway-like roadway that will inevitably become as congested as before. I hope the City considers the safety of active travellers regardless of the option selected, such as constructing barriers should the 6-lane option be selected to better separate the multi-use trail from car lanes. Please also consider mid-block crossovers. Intersections are spaced too far apart in the City, forcing pedestrians to cross outside of controlled intersections and defined crossings. Brampton needs to start changing its transportation system to be more inclusive of the needs of all modes by moving away from its car-dependent past and continued bias towards car users.
- Driving cars is a habit, so if we can make it an enjoyable ride or bike along this corridor, it will help people change their habits. I'm excited to ride bikes in a safe way on city roads and we should all be encouraged to do so!
- I don't see a need for any centre median. We need less car congestion and wider shared walking and biking path. Currently buses slowing traffic during morning and afternoon school hours. Reducing driving lanes to make way for bicycles don't help heavy traffic times. The UGLY blue noise wall has to go!! A plain beige or grey wall would have been better!
- Yes. Thanks for making Williams Pkwy look cheap with the awful wall. Would have loved to have a survey before that terrible wall was constructed.
- Whatever the final choice is, Williams Parkway should not be less than 4 lanes. The current lane reductions on Howden, Vodden and Rutherford for bike lanes is ridiculous. If I actually saw people on bikes using them, I might feel differently, but there is very little cycle activity in Brampton; definitely not enough to justify losing lanes in already congested roads. The options for Williams Pkwy make sense with the plan for multi-use pathways
- Do not extend the noise wall any further than it already is. It's an eyesore. It's supposed to be a PARKway!
- Please do not extend the noise wall any further than it is currently. It is an eyesore and does not fit in with the look and feel of what Williams Parkway once was along that stretch. It would be a travesty to continue this destruction of green space.
- Absolutely bizarre to fall into sunk cost fallacy on noise wall. Not needing it isn't an issue. Tear that ugly thing down.
- Trees and flowers in centre median would also be nice. Preserve the trees we have now and add more trees. Please DO NOT cut down any more trees. Please DO NOT extend the wall east of Dixie.
- Please do not install a noise wall on this stretch of road. The trees and landscaping are part of what make this community unique and a desirable part of the city to live in.

OPTION 3
FOUR GENERAL PURPOSE LANES WITH REDUCED CENTRE MEDIAN AND MULTI-USE PATH ON BOTH SIDES

- Take Option 3, narrow the landscaping and make dedicated ~2 metres wide bike lanes on each side. Create a de facto bike highway. With e-bikes dropping in price, they are going to become much more common, and bikes going 30 km/h are too fast to mix with pedestrians, and too slow to be safe with cars on Williams Parkway. Dedicated ~2 metre lanes will allow Williams Parkway to become a very fast east west corridor for bikes.
- I vote for Option 3 with the following improvement recommendations:
 - replace ugly sound barriers (resembles heart rate monitor and puts blue/grey at un-natural ground level) with beige/brown or green colour barriers that would blend in better - keep same sound dampening type or leave as is but hide the ugly sound barriers by planting cedars or other greenery in front of all existing sound barriers.
 - Bus bays are used elsewhere in Brampton (e.g. Dixie), add them where reasonable on W.Pkwy to enhance traffic flow
 - install intelligent traffic light system which will improve traffic flow at intersections
 - reconsider putting lights in centre median like for Option 2 if tree growth in Option 3 would in time block lights on the side since the lights look like they would be directly above the trees

Additional comments supporting Option 3 (with above proposed changes):

- Option 3 would make the route more appealing to cyclists and pedestrians as well as more visually appealing in general (Option 1 looks like a wide paved wind tunnel with a heart rate monitor along the sides)
 - COVID has also shown that more people will continue working from home than prior to COVID thus reducing vehicular traffic (i.e. projections based on pre-COVID times are now likely overstating future traffic flows) thus the need for 3 lanes each way is now questionable
 - current urban design thinking has moved forward over the last 10-15 years from when this project began - a people friendly, appealing look is more desirable than simply paving over more land
 - extra lanes would encourage additional traffic over time thus re-creating the problem as well as adding to the summertime heat island effect from pavement radiant heat
 - Option 3 results in a significant net addition of trees helping air quality
- It's important at this time to encourage adaptation to greener ways and implement more shrubs and trees instead of taking them away.
 - we need more trees in Brampton
 - Keep the city beautiful, green, safe, and free from radiation. Get rid of the 5G cancer towers to shine as the true healthy city!

OPTION 3
FOUR GENERAL PURPOSE LANES WITH REDUCED CENTRE MEDIAN AND MULTI-USE PATH ON BOTH SIDES

- Option 3 is the best for both pedestrians and drivers safety. When there is slower traffic (possibly due to congestion) collisions have much less impact due to slow speeds. If motorists are stuck in traffic often and for long times, they may consider/experiment with other modes of transportation: cycling or public transit, instead of driving. Williams Parkway is almost empty for at least 20 hours out of 24 hours cycle, tempting drivers to speed dangerously or even drag racing. With 6 lanes of traffic, it will be even worse. Schools located along Williams Parkway will have even worse time securing student's safety around their crosswalks, there is already a few fatalities involving students on Williams Parkway, 6 lanes will make it worse.
- The speed is horrible on this street. Yes, very congested at rush hour(s) but when it's not it is being used as a race track. Plan ahead, city of Brampton-this is a disgrace. Also-get the pylons off Vorden street-there is no use for that lane reduction for bikes as there is a sidewalk and a path. Do better and actually investigate what will help long term residents of the community. This is lazy work but the city of Brampton.
- We need more bike paths, they're getting busier with the pandemic and it's good. Because there's less people driving, so less congestion and the parks are filled with people of all ages now, but most importantly people are exercising.
- This project needs to investigate induced demand, that leads to a proportional increase in traffic congestion when road lanes are expanded. The congestion on Williams Parkway is significant, but our resources would be better spent on improving our public transit services and discouraging the use of cars in general. Expanding the roadways puts a bandaid on a problem without diagnosing nor treating the core issue. This is a temporary simple fix for much more long term and complex problem.
- Stop expanding Brampton's Population and Sprawl and the need to widen roads would not be needed!!
I live and drive this stretch to the 410 every day, yes weekends too. The need for less of a median is required for more right turning lanes or bus stops/pullover is required. There is very few from McLaughlin Rd to the 410 eastbound and westbound. This will drastically help improve traffic flow, create wider sidewalks to encourage physical distancing. 2 lanes is plenty, HOV lanes if not policed will be for those that break the laws of the road.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- These lanes additions to Williams parkway will add traffic and change the community that I bought into. I definitely think the citizens should be more aware of these changes.
- Leave as is as long as some so called authority doesn't decide to take a couple of lanes for ghost bikes as has happened in various other areas..Vodden St.for example
- Option 4 at this point with pandemic going on, We don't know the fiscal health of our community, we don't want an increase in property tax. Brampton is one of the highest now, the council and mayor should work to lower the property to become sustainable in the future. Thank You
- Why the difference in development charges use. You are forcing people to pick what YOU want not necessarily what is best. This not a fair survey. No one wants to spend that much money of our taxes on one road at least I don't, I can't afford that. Suggest you come up with a more equitable survey. This is a fail. If you can use \$54 million for the first option, then you should be able to use a similar amount for the other options.
- Can we get bus bays at all the city transit stops to improve traffic flow.
- Williams parkway does not need to become a 6 lane highway. There are no new houses being built along this road. Replace the trees cut down in building the wall. Williams Parkway right now is a nice mix of roadway and open space. Lost of green space on both sides of the road and down the middle
- Considering that we already pay through the nose for property tax and we're in the middle of a pandemic with no security in terms of people financial situation, leave it the way it is
- Opening up the roadway increases speeding there is enough people speeding now .
- Williams Parkway and Howden/North Park is already to busy of an intersection for School Crossing Guards. If any more lanes are added it will be to dangerous for school children to cross as motorist DO NOT obey Crossing Guards STOP sign.
- As both a cyclist and walker the two do not blend well Too many cyclists drive too fast with no bell or consideration
- I would leave it as is. But we should create separate space for bus stops like Zum stop so traffic doesn't backup behind buses during pickup and dropff. Specifically between Bramlea Rd and Main st.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- All of these options still mean there's a bottle neck east of dixie road during rush hour times. This is an existing condition that will only be amplified if you add lanes to the west as more people will want to use William's to drive across brampton. I would say leave it as is, but at least option 1 removed the buses from the current issue of cutting down to one lane when ever they stop. At least if there was a pull off at every bus stop it wouldn't impede the two lanes.
- Just add 1 lane extra on both sides. So total 2 lanes to be added
- Right turn cutoffs at corners of lights into William parkway, e. G. At centre and William pakwy
- #4,5,6 = look identical to me, difference not clear
Why does option 1 get a lot more development funding than option 2 and 3?
I think some of the greenspace in between roads and footpaths should be removed, since they collect a lot of garbage that people throw.
- There are big truck on Williams and the noise is already crazy! Can't image the street racing that will be happening when there is 6 lanes!
- Should specify on this survey what is meant by HOV so people can vote with the needed knowledge - is it the same as the HOV rules on the 410?

Also, pre-COVID 19, I would travel by car on Williams Parkway daily, most frequently around 9am going eastbound between Rutherford and 410, turning on the 410 to go south. Occasionally at this time, and more often other days when I needed to leave earlier, I would experience a back-up about half-way between Rutherford and 410 from people waiting to turn right onto the 410. I think an extra lane will not resolve this problem, but instead I think an advance right turn signal could help so people don't have to stop and worry about westbound traffic turning in front of them (if they have an advance) and (never seen this happen in the entire 5 years I've been doing this route, but since there's a possibility I need to check every single time) buses coming from my left (or cars doing it illegally).

Occasionally when the 410 is bad I go straight and take Williams Parkway all the way to Goreway. I've never found traffic to be bad at the time I travel, the only thing I need to remember to do is get into the left lane so I can get around all the traffic waiting to turn onto the 410.

- The wall project is so late it makes me wonder if city council can get it done on time and on budget.
- Would like 3 lanes each way and pedestrian only on one side to accommodate! No bikes at all (people can use Vodden)
- Very poor choice of noise wall. It should be replaced with something that blends into the greenspace and does not stand out. Even the older style brown/taupe wall style would have been better. Williams Parkway should not be expanded since it cuts directly through a residential area. Increased traffic flow should be discouraged along this corridor.

OPTION 4

RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES (PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- Replace ugly blue noise wall
- There is no need for a highway going through a residential area - it is noisy enough thanks to the HWY 410. That wall is a shameful example of UGLY! I have not come across one person who actually likes it. I hate coming home and seeing it. Brampton deserves better. Our green space is quickly reducing but it is the only thing that makes this sprawling city still livable. Bovaird should be enough, especially with the current situation which may result in many working from home from now on. Let's think long term for once.
- Bovaird Drive and Queen Street are sufficient east/west traffic arteries. No need to increase traffic flow and noise through Williams Parkway since it is primarily a residential area. Noise wall should be sandblasted and refinished in a more appropriate colour that blends in with the greenspace and trees. The current design is a very, very poor choice.
- Williams Pkwy should not be expanded. Traffic flow should be concentrated along commercial arteries instead (Bovaird and Queen)
- Need to discourage increased traffic flow along Williams Pkwy. Use Bovaird and Queen instead. Very ugly blue/grey noise barrier must be changed/fixed.
- If the city is looking at expanding Williams Parkway to move people, then why is there a move to remove a 2 lanes on Vodden Street for pedestrians and cyclists? I have lived in Brampton for over 30 years and have NOT seen the justification for lane removals on Vodden. The lack of pedestrians and cyclists does not warrant this change.
In addition, I do not like the way the City is trying to tell/force/direct me on how I can move about my City. How I get around my City is my business and choice.
- Why don't you put in speed bumps to stop cars and motorcycles from racing from one end to the other end every Friday night Saturday night and Sunday night at 1 am in the morning!!
- Why were residents not consulted about taking away two lanes on Vodden st to turn them into bike lanes (which nobody uses)? This has created a traffic nightmare and a major safety hazard. Council is doing a horrible job in getting this city moving. Vodden is a major artery and you have reduced lanes? Nice to know you are more than happy to take my property tax money, but otherwise don't care about my opinion on where I live.
- The wall is uglier than sin. I am thankful I only have to drive past it and not have my yard adjacent to it. Some urban planner must have been on crack when they dreamt up that one. To say that there was a community consultation done regarding the wall in 2011 is purely insulting - a consult from 9 years ago is not acceptable for decisions made today. The last thing we need through central Brampton is another major artery. Queen Street and Bovaird are more than plenty. Williams should remain a 4 lane calmed road, particularly given all the schools from Dixie to Torbram.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- You should consider ranked voting for the options. My second choice would be option 2.

It's too bad the province didn't consult us on the Hwy 410 changes. It was better before the HOV lane was added. The northbound HOV lane is both underutilized and abused.

- Enforce no bikes on sidewalks.
- Where else can you spend money from development charges? Interesting impacts on property taxes: the most expensive and least expensive options have the least impact on property taxes?

As a senior, I am not a fan of clearing the municipality's sidewalk. Would prefer that some of the capital expenses for the road be redirected to sidewalk clearing equipment and some of the operating costs to directed to sidewalk clearing on all streets.

I am not a fan of the noise walls along Williams Parkway since the cost is directed at all taxpayers but the benefits are only to residents along the road. The residents purchased the properties along the road with full knowledge that there was a major collector? road behind their backyards. This will increase their property values at the expense of all taxpayers.

- blue/grey noise wall is very ugly. make it brown or grow something on it to hide it. big eyesore!
- Williams Pkwy cuts through a residential area of the city. Need to route traffic away from this area.
- The walls are hideous, a massive waste of beautiful municipal scenery, and the traffic in the area isn't even an issue to begin with.
- Please consider North Park Drive will have more traffic with options 1-3. Already it needs (along with Howden) noise barriers for the increase in general traffic but especially during construction on Bovaird or other major surrounding roadways, including Queen. With the lack of trees not replaced since the big freeze, (REPLACE OUR TREES every other area got trees recently) the noise is incredibly loud and getting louder with increased traffic every year.
- NO Bike Lanes - the experimental lanes on Voddan Street, for example, take away from cars and is hardly used by cyclists.
PS New Sound Wall is super ugly!!
- Unfair to existing residents for noise and safety.....Use Bovaird it links to 410 and 400 hwy's, lots of land and NO SCHOOLS. for safety. Already sidewalks etc..... with widening and extensions on Wms Pkwy, the neighbourhood will become unsafe, noisy, a SPEEDWAY and cause ghetto like conditions.
- not at this time
- 6 lanes of general purpose traffic is the preferred option

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- 6 lanes of general purpose traffic is preferred
- The City of Brampton ALWAYS installed very classy looking walls. The wall on Williams Parkway is the biggest eyesore in the whole City. If the intent was to give some semblance of planting, it has failed miserably. The colour is horrible. When has anyone seen that many grey trees in a row. If it was all the large tree pattern it would perhaps look a little bit more appealing. The way it is now , to phrase it mildly, is plain ugly. To make the appearance even worse there are sections where the eyesore joins the existing classy wall, not at a corner. As well, there are many areas that are crumbling and the colour has sunk into the product. Cannot imagine what an even bigger eyesore this will be a few years. The poor homeowners are left with the back of the wall on their property. A sight no one should have to look at. At least the classy walls are of a colour more pleasing to the eye. The current one is going to cause a devaluation of homeowner properties. Who would ever buy those homes with that wall in place.

The thought of expanding Williams Parkway to six lanes will bring disaster. There is currently far too much speeding and 6 lanes will only encourage more speeding, more changing of lanes and more accidents. A better solution would provide for more synchronizing of traffic lights to allow for a better flow of the traffic on the existing road. It will increase the noise levels, which frankly the wall did nothing to alleviate. The planning process in the City is becoming absurd. More and more building is being allowed without properly addressing the traffic situations prior to issuing building permits.

The best conclusion to Williams Parkway is to resurface the existing roadway. An even better appearance would be to use the remainder of the widening money to get rid of the wall and install one of the classy walls. The frame work is there to simply change them out. Those residence deserve that.

- Noise reduction wall is an eyesore. Secondly the wall only keeps out a small amount of noise and if you add more lanes/traffic, the noise level will be worse
- What can be done to the people who continues to speed along the roads in Brampton, not just Williams Parkway, but Queen Street, Steeles and Bovaird. They actually flashes their lights at you and honk their horns when you are already doing the speed limit. It is really getting out of hand and people are losing their lives and they don't care. Each person should be reminded either by mail or when they go to Service Ontario for any renewal, of the consequences of speeding, aggressive driving and intimidating other drivers.
- Fix the ugly noise wall please
- I don't see much traffic on Williams Parkway on anytime of the day. For most part road is functioning alright. Prudent use of our taxes at this time will be to leave it as it is. Repair the existing lanes and pathway.
- Less spending & maximized utilization given the current economic slow down would be a wise choice

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- I think option 4 is the best at this time. I think an additional 1 million should go towards planting of trees and landscaping. The noise walls are a complete eye sore. The sidewalk works best further from the road, should not be moved closer. Small children are at greater risk of injury or falling towards the road. The trees and greenery are what make travelling on Williams parkway so lovely. Why put so much towards Williams parkway when money could be spent in so many other ways. Brampton has a horrible reputation, violence is increasing, gun violence in particular. The amount of vehicle collisions is appalling. Why not put money towards solving or helping to mitigate these as well as other issues. With the exception of when the noise walls were being installed, Williams parkway is always my choice to move across Brampton. Why does it have to be made into another bovaire/ Queen street.
- Williams parkway looks terrible with the no wall. Loss of trees makes it look brutal. We do not need a six lane parkway
- My wife and I, as well as my neighbours are against the expansion of Williams Parkway to six lanes. The roadway has become a SPEEDWAY and now an eyesore (not exactly an environmentally friendly colour for the wall). The expansion of the road would endanger the lives of children and adults, further divide the neighbourhood and actually add to a traffic congestion. We are pleased that the city is reconsidering the expansion of Williams Parkway. There is no need to add more traffic to the neighbourhood when an alternative is available. Bovaird could easily be expanded to ease the east -west traffic congestion. The land is available, the sidewalks would not have to be replaced the noise level of the area would not be greatly impacted , neighbourhoods would not be changed and there are no schools along the roadway. Since the wall was built, people are starting to realize the negative impact the expansion of Williams Parkway will have on their neighbourhood. I suggest that the city place the issue on the next election ballot and have a forum to discuss the expansion of the roadway before any decision is made. Option 4 would allow the city to repair the sidewalks and roads along Williams Parkway and use other funds for an expansion of Bovaird to four lanes.
- Leave as is. Put a bike path beside the side walk. Plant more trees. HOV lanes only promote more cars. It's not an eco solution. Williams is a very pretty road With the old school wide median. Plant trees in the wide median.
- Would like to see longer left hand turn lanes at the major intersections with better advanced left turn signal metering. Also longer right hand turn off lanes/bus lane. The sidewalk in some areas is directly adjacent to fast moving traffic lanes. A paved bike path off the roadway would be a good idea. Some extra trees would be nice but don't see a need for shrubbery that requires maintenance, if it even survives the winter road salt.
- Road widening is very much needed in Brampton. I live in Brampton East (Ward 9&10). The Goreway Drive between Queens St (HWY7) all the way to Mayfield Rd. is single lane and too narrow. With the development of new houses through Mayfield Rd. and Countryside Dr. the traffic has increased a lot and so many collisions happening due to that. Most of the Caledon traffic pass this route. The city should think about this and improve this infrastructure before it becomes devastating.
Thanks.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- Why would you spend money and cause so much inconvenience by erecting a noise barrier, and then offer options, which do not require it?
- Williams Pkwy cuts through a residential area and should NOT be expanded.
- Fix or remove the ugly noise wall
- Need to limit, not encourage, traffic along Williams Parkway. Other arteries exist for east/west traffic (Bovaird, Queen, etc.).
- It's too early to determine the impact of new technologies (eg. self-driving vehicles, 5G car-to-car communications) or even the impact of COVID-19 (more people working from home, so HOV not used much??). Thus option 4 is a reasonably priced stopgap, until a long term approach can be determined.
- I live at the area of Williams Parkway & Rutherford Road North for 18 years.
Firstly, the wall makes little difference to noise since people upgrade to louder. Plus, it's a better path for raccoons.
Secondly, drivers are driving very fast leading to recklessness (recent accident on news). So, expanding it increases the chances of faster driving and more accidents. (P.S. Brampton is the highest in auto insurance)

If it's not broken, don't fix it. 🍷
- The noise wall is not aesthetically pleasing. Can a mural be painted on to it? It is out of place.
- The blue and concrete wall is a real eye sore. Terrible choice for sure
- No need to add lanes. Traffic will probably be less than now or not increase from current levels, due to more working from home (COVID-19 proved that it's viable), self driving cars (cars can be closer together, so more cars per km) and 5G vehicle-to-vehicle communications (enables more efficient use of the road). Life expectancy of #4 may actually be 10 or 20 years. Also, money won't be available due to long term costs of dealing with COVID-19, so we can't afford to spend it on non-essential items such as road widening or fancy aesthetics.
- If this will help prevent traffic congestion and make it safer for all this will be great for our city and community.
- The blue/grey noise wall is very unsightly. I needs to be replaced or resurfaced to blend in to the greenspace.
- I try to avoid Williams Parkway as much as possible now. The new colour choice for the walls is extremely distracting and would be better suited for the road leading up to a circus tent. I never thought I would be going out of my way to not use this street. Vodden is my new route for

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east/west traveling and then to Bovaird. Beyond grateful I am not a homeowner along that corridor.

- Overspeeding is a major problem. In particular overnight. Besides the safety aspect, it also creates loud noise. The noise retention wall should be completed as soon as possible.
- First, what were you guys smoking when you decided on a BLUE noise wall? Why not just carry on with the tan one that fits in and does not draw attention to? The BLUE wall is ugly and obnoxious, do not know one person who likes it. Second, what's with all the bike lanes? Traffic was bad enough with 2 lanes, now will be chaotic with just one because of bike lanes. I drive a school bus and have to try and stick to a time schedule, but you guys are making it extremely hard to do that, jamming us up by taking away lanes. And of course my route takes in Williams Pkwy so with all the future construction to it, more delays getting the kids to school. Last year was the worst in the 40 years I have lived in Brampton. I could not go ANYWHERE without being jammed up by construction. In 4 years can retire, can't wait, it's frustrating, all this damn construction holding me up getting the kids to school and home.
- Brampton's property tax rates are already too high. There need to be better ways of securing funding for these types of experimental projects. Also public transit should be the highest priority in this area.
- Need to fix the ugly noise wall. It is a disgrace.
- Queen St and Bovaird is already extremely busy, Williams Parkway is fine the way it is. Bicycle lanes will only cause more traffic and chaos.
- How are we paying for the noise walls and at what cost
- Limit further traffic along Williams Parkway and replace or resurface the ugly noise wall. It reflects very poorly on the City of Brampton and its residents who live along Williams Parkway.
- No transport trucks
- I have lived on Martindale Cres. for almost 40 years and have observed traffic along Williams Pkwy for all those years. I can honestly say that Williams Pkwy seldom is congested. Perhaps during rush hour it's a bit busier, but seldom is traffic backed up much. And I frequently drive along this road. Most of the area along Williams Pkwy is residential and if option 1 were to be chosen, that would essentially turn Williams Pkwy into a highway, including HOV lanes which will only further contribute to traffic congestion. And the cost to the City and the taxpayers is prohibitive for all options other than option 4. Following COVID 19, the City and taxpayers can ill afford the cost of widening Williams Pkwy, especially when traffic congestion is not a major issue. And currently, there are issues with countless vehicles speeding along Williams Pkwy especially in the evening and at night. This will only be exacerbated if the road is essentially turned into a highway by making it 6 lanes. It is time for Brampton to rethink how it does business and that does not include continually widening roads. The city needs to put more emphasis on quality of living of people.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- If you can't do option 4, then option 3 would be my next choice. The more lanes you have, the more traffic you will have. Look at Bovaird, it is busy all the time. So keep Williams Pkwy as is. Less lanes, less traffic. Not looking forward to the construction which means traffic jams and more traffic jams until it is complete. Enough construction.
- Current road conditions is very bad and needs complete resurfacing.
- I feel that the options for this road are a waste of money to taxpayers. It was understood that the additional lanes would be put in to alleviate the traffic congestion. The options you are giving will not help so you might as well leave it the way it is. The road is currently backed up from 410 to Dixie Rd every night and these options will just make people move to other East/West routes (Queen or Bovaird). You are looking into the future and projecting that many will not be driving anymore, they will carpool and use transit. Good Luck with that. It is not happening now, and I don't see it happening any time soon. I really hope that you review the comment and concerns of all the community that use these roads on a regular basis.
- No extra cost please
- Should this survey not have come out prior to noise wall if one of the options renders it unnecessary? Also who approved the design of the noise wall? It is clearly of poor quality (already damaged in places) and is unattractive. Should have gone with a neutral colour like the portion that already exists. This wall does not appear to be high enough quality to last for years.
- The newer Williams Parkway (West of Chinguacousy) is good!
- In Option 2 & 3, Can the trees be put between the road and the sidewalk instead?
- Add bike paths beside the sidewalks and clearly indicate that it is a bike path. Too many cyclists are using the sidewalks and expect pedestrians to move out of the way. Clearly indicate directions for cyclists. Markings on paths should show the path is for cyclists and there should be well lit signage. In fact this should be done all over the city. PSAs should also be done.
- HOV lanes are underutilized by people observing the law. Lots of people use HOV lanes illegally due to no enforcement. That just makes law abiding drivers mad. So I don't think HOV lanes are worth it. 410 is worse now than before it was "improved" with HOV lanes.

OPTION 4
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- This was an extremely hard choice without more information about how this area fits/aligns with other plans for the city. The reason I chose leave as is, is because it may be better to put more \$\$ into other projects when none of these choices are ideal. This ideal plan would include increased public transit, reduced reliance on cars and a an environment that encourages other transportation forms such as walking/biking with greenery. I see this as a huge win for our living conditions in general. I understand we have to make concessions, but I cannot choose when I do not have a bigger picture to consider. I don't want to limit our future choices or changes by making expensive changes when we do not gain enough of what is important.

If I had an additional choice I would pick more trees/shrubs/greenery, but I did not because I feel we need to address public/alternate to car transportation first. I chose slower speeds because it is safer and also discourages the overuse of cars over public transportation.

- Spend the Taxpayers Dollars Wisely
God blessing
- Why didn't you do this before and see what your city wanted before you take away more green space. The city needs trees, that is what brings people to the area. If they want concrete they move to Toronto.
- A six lane option that does not limit it to HOV/transit would have rounded out the options better and resulted in a better survey.
- For now it would be better if you repair the existing road and resurface the existing lanes.
- Except for option 1, none of the options do anything to combat congestion! I don't believe option 1 is feasible due to no city police on hov lanes, peel police is already stretched thin for resources and the hov lanes would simply be abused as Brampton does not have respectful drivers
- In any case, please with respect to bicycle lanes / pedestrian lanes , bicycles , scooters should always be required to yield to pedestrians. Many cyclists , scooter operators like to force pedestrian off the paths without slowing down or yielding.
I propose having a safety program to educate all users of these lanes or sidewalks . This way everyone can be safe.
- Replace or resurface the ugly noise wall please
- We pay enough taxes
- It's fine except needs repaving!
- Putting in HOV lanes is somewhat redundant because drivers do not respect the 2 + driver regulation. I have counted the number of drivers on the 410 who drive in the HOV lane, and the vast majority of cars have only one driver. By selecting option 4, I believe traffic will diverted, resulting in more options for bus route alternatives and less overall congestion.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- The cost vs. benefit of Option 1 is not attractive enough to vote for it. It seems to be the most attractive option but the cost to taxpayers, especially at this time, is a not a good thing.

As a result, our vote was cast for option 4. Note: It would have been good if option 4 included a list of issues generated by leaving things as they are..

- You so totally screwed up with this project and you have wasted our money and are about to waste even more of it! This survey should have come out before you even began the planning of it. Let alone started cutting down trees and blowing the money on those ugly noise abatement walls that are already falling apart. You have given us 4 choices of what to do with the parkway now. Big deal! Three of those choices stress that the walls were totally unnecessary which means that it was a waste of money, waste of time and destroyed the parkway and the trees we need to clean the air so we can breathe. Nice going, Guys! If you think that the populous will vote for number 1 because you have already blown the money on those walls forget it! Time to cut our losses. Lower the speed limit on the parkway, give us 3 lanes going east and 3 going west where feasible, clean up and replace the landscaping making it beautiful once again. Look into creating an overpass for the train tracks between Murray Street and McLaughlin if you want to cut down on the traffic congestion. Change the timing on the traffic lights. Failing that, I vote for number 4. Quit wasting our money and our time and think before you do something that impacts our environment and our bank accounts! Got it?
- I used to love the look of Williams Parkway with it's boulevard and mature trees. It was a beautiful part of Brampton. Now, it is such an eyesore. I hate coming home from work and seeing it every day. That wall is so bad. I wish it can be taken down and replaced with 40 YEAR OLD TREES that were unfortunately already cut down.
- We live close to Williams Parkway and the noise from the 410 is already unbearable. Imagine adding more traffic noise from another road!!! Plus, most people are now working from home and that may continue for a long time to come. Please stop this expansion and stop the noise.
- more lanes mean MORE traffic, we don't want that, leave as is.

OPTION 4

RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES (PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- You guys have made a total screw up of this project. You forced us to accept this white elephant, (Blue Elephant) and now you come to us saying what do you guys want, after pissing away millions. Here we go again, funding is going to come from real estate taxes. This is now a race track, where cars are doing up to 130 km/hr or more. How much more are you going to load down to an aging population who are finding it hard to pay for the mess you guys have created so far. The blue wall did nothing to reduce the noise level for the people that live under this hideous wall. Some years ago we complained to the Peel Police about the speed and noise from this speedway. Peel Police came to see us regarding this complaint, and the officer that came told us that the force was unable to do anything about this very serious problem. Before I tell you what he said, you have to shake your head to make room for the stupid and irresponsible answer. In his opinion to our request for a speed radar or other devices, his reply was as follows;
THE PEEL POLICE FORCE CAN NOT PUT UP RADAR DEVICES BECAUSE SOME OF THE MORE PROMINENT BRAMPTONIANS WOULD COMPLAIN. I guess my wife and I are not included in this high society, we are only lower-class paying almost \$ 5000 a year and we have to keep our mouth shut. Crime is going up and we are wasting money on beautification when most elderly citizens are afraid of enjoying our green spaces. I hold no hope out, that this council will do the right thing and stop spending money unnecessarily. The city is broke, the province is broke and the country is broke and importantly the people that have to pay for these idiotic schemes are also broke or broken.
- The speed that is happening along our roads is extremely concerning. As 22 year resident of the M section, I feel sometimes in my back yard I'm in the Molson Indy, it's unbelievable. I also think the wall that has been erected along Williams Parkway is nothing but an eyesore and we are the laughing stock of other communities because of it. I recognize a wall may have been needed because of noise and safety, but, why oh why do we need an eyesore like that. We should keep uniformity throughout the city, with the grey color. I would love to know the increased cost of this because of this color, or was it on sale ??
- 1) Noise barriers that have been erected are hideous. They do not blend into the landscape and make the area look ghetto. I am not against the noise barriers but something that blended into the landscape would have been better. 2) There are already two major east / west roads that run parallel to Williams Parkway (Queen and Bovaird). There is no reason to build another major roadway to encourage speeding. I am one street over from Bovaird and can confirm that the speeding is non stop! 3) Factor in the amount of schools and residential homes that are along Williams Parkway and there is no justifiable reason to make it a 6 lane road. Absolutely NOT!
- Consider adding 410 entry from east side. That will save a lot of time for many in peak hours.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- I'd like to know where all this information of intent was back when initial discussions commenced on the proposed changes. This should have been brought to the forefront and have public input prior to spending any money and awarding contracts. When I inquired about the construction that started and what was the final goal. The reply given was that this widening of Williams prkwy was finalized in 2004 and the public was informed back then . I've lived here since 2000 and never seen any notices or heard of such in any news forum, or the local guardian. We now have this questionnaire distributed to the local residents that are primarily impacted but decisions made decade ago. I hope this project stops immediately and a initiative is made to return the natural looking appearance with greenery is put in place in front of the awful looking wall that has already been erected. Lobby queens park for better public transportation infrastructure project and improve current public transportation. The traffic should be slowed down on William's prkwy to 50 km/h from end to end . The vehicles are racing through this road daily with extremely loud modified exhaust systems that cause the ridiculous noise disturbances. Council should bring out a by-law on such vehicle modifications to be banned. A study is needed. If the traffic from the western developments sites and northern development sites need to access highways to flow in and out if the city, then have the developers pay for the infrastructure needed prior to building thousands of homes and relying on existing roads to be the method of moving the additional requirements. Not unload the burden onto the city and impose the costs onto the tax base of the citizens.
I am disappointed with the council of the past and current , this isn't how you serve the citizens that pay your salary and look for the interest of all.
- I do not like the other proposed ideas enough to vote. I feel that we are only voting to say that either traffic or pedestrians are most important. I would suggest a configuration that keeps pedestrians safe while minimizing the everyday jam and dangerous driving created by those who get stuck behind the bus. Interview a few people who use or walk Williams Parkway daily.
- if only 1 option required the noise wall, then why go ahead with the wall construction when the option that requires it hasn't been selected yet?
- Please leave as is, more lanes would mean more traffic, higher speeds like on Bovaird. We in the neighbourhood like it like it is.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- Unfortunately we are now stuck with the ugly wall. Plant trees and make it more beautiful. Dozens of trees were removed by North Park - plant them back to cover the ugly wall. Do not make road wider - it will only encourage MORE traffic. Widening road would make it seem like I am living next to a highway. Lots of noise and inconsiderate people who throw garbage out car windows leaving garbage everywhere. Lots of speeding, if you make it wider this will only increase speeding. We already have a hard time getting out of our street, making it wider will make it impossible. We already have accidents and cars taking out road signs, if road is widened it will create more accidents. Residents bought homes in my area and have been living here for over 20 years. It is not appreciated that the city will be forcing us to move as a result of more traffic and louder road noise. Even with less traffic during covid times, the wall DOES NOT help with traffic noise. It is just the same. Making roads wider will only have more vehicles come to Williams Parkway. There are signs saying to trucks, however there are many, many, many trucks that speed along Williams Parkway to get onto the 410. There are 4 schools and 1 recreation centre between North Park and Bramalea Rd - the speeding traffic and trucks are dangerous!!! Countless times we see vehicles and trucks speeding - doing at LEAST 80km and honking their horns at vehicles that are doing speed limit. PLEASE DO NOT WIDEN WILLIAMS PARKWAY - RESIDENTS DO NOT WANT IT - SAFETY ISSUE AND NOISE ISSUE!!!! Thank you.
- The wall is hideous and doesn't work - it's still noisy. Plant trees. Tall weeds line the front of the walls making it look even uglier. Widening roads only makes more people with cars come to Williams Parkway making traffic terrible. There is a speeding issue on Williams Parkway and widening it only makes it into a highway with cars speeding even more than they are now. Residents have purchased homes at a very high price and do not want to live off of a highway. Please be considerate of residents!!!!
- The sky blue wall is absolutely ridiculous to look at and has made our neighborhood a laughing stock and the butt of jokes. Everyone I ask says the same. Not one positive remark or comment.
- We don't need more lanes but fix potholes
- Thank you.
- Having made Voddan virtually impossible as a safe east-west route through the city, changing Williams to more lanes would result in far more traffic and transport trucks (and they do use it, despite signs not to) and it would become just another highway, where the cars ignore the posted speed limits, as they do on all local roads. Please leave us Williams for getting from one side of the town to the other safely. It will be busy enough with all the traffic leaving Voddan because it is now impossible due to bike lanes. Brampton is a suburb designed for people to drive everywhere to shop or do anything, and by making it harder to get around you make it more dangerous.
- 6 lanes will not work! I see more speeding and racing if more lanes are added! We have the worst drivers in Brampton!!

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- no one want to live off a highway of six lanes. Please take into consideration the residents who have purchased homes off of Williams Pkwy. Cars already speed and there is a high rates of car accidents. The wall is hideous.
- Williams Parkway is already too busy, too noisy and drivers ignore the speed limits especially around the high schools and middle school. The wall is an eye sore. This is supposed to be a parkway, where are the trees?
- Extra lanes only invites more traffic by more vehicles coming onto Williams Parkway. No wall and no more lanes.
- Living off of Williams Pkwy is incredibly noisy. Making it into a six lane street will make it more so. The wall does not help with the noise at all. We cannot exit from our street onto Williams as is. Making it six lanes will make it impossible. This is not what residents want.
- Too many accidents and speeding as is on Williams. Turn it into 6 lanes and there will only be more traffic, accidents, speeding and noise. How is the city going to compensate residents who live off of Williams Parkway? The unwanted wall does not help at all.
- How is the city going to control speeding and street racing on a six lane street? Cars are easily doing 80 km right now.
- The city needs to make Williams Parkway safer for not only bikes and walkers, but also drivers using the street. Right now people speed and tail gate making it very frightening and unsafe. If the city turns it into six lanes it will only become worse promoting more speeding and tailgating and more dangerous for us drivers who follow the rules and speed limit.
- I hate walls of any kind, it blocks the view of trees and bushes and flowers. Our grandchildren are entitled to breath fresh air and live healthy lives. Brampton is a killing field on the roads, most drivers fail to obey the speed limits posted and there are rarely consequences. We need more policing to keep us save.
- At this time I personally think we should leave it. Covid19 has consumed more money than anyone has. The other options will put up property taxes too much and people are already struggling financially. Also, I am not sure who picked the blue/grey city landscape walls but they look awful. Brampton has put up wall all over and never have i seen such ghetto looking walls. Plain brown , white or even solid grey would have looked nicer. So many people i know have said that they look ghetto. We want to improve the neighborhood not make it look worse. Maybe it should be postponed until people recover from the financial hardship of covid19. It would be nice to have our streets redesigned but not at this current moment in time.
- Repair or paint ugly noise wall

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- Reasons that #4 is best: COVID has been / is expensive. We can't afford to burden taxpayers any more. Too early to know the impact of increased work-at-home and self driving cars. Maybe more lanes aren't needed. Other technologies (eg. smarter stop lights) could improve traffic density and flow, at a lower cost. \$5M over 15 years is better than \$60M/30 or \$27M/30 or \$38M/30.
- Too much noise and speeding already. Having 6 lanes is not going to solve any problems. This is not fair to people who live along these streets. Also the walls that were put up are hideous! Whoever thought of that design should be fired. At the very least they should have been plain white or grey not that terrible pattern.
- Seriously fire the person who designed and chose that wall. Waste of money. 60 million dollar plans so what, people can leave 10 minutes later for work? Meanwhile we have an out of control homeless population in brampton, people living with addictions are clogging up our emergency departments with repeat visits due to LACK OF AVAILABLE CARE. You people are worried about the wrong things. Wasting money left right and centre. Disgusting.
- Do not expand Williams Pkwy as it will increase traffic flow. Replace/resurface the ugly noise wall.
- The noise reduction walls were not the best colour choice. A more neutral colour would have been more appealing rather than the baby blue that was chosen.
- Have some respect for residents who have purchased very expensive homes and do not want to live off a 6 lane street. It is very noisy even with the ugly wall, too much traffic, lots of accidents and too much speeding. This is a safety issue for not only drivers but also pedestrians. Do not increase lanes.
- increasing lanes is not the answer!!!! More lanes brings more vehicles, more traffic, more noise, more accidents.
- Please take into consideration residents concerns with making it into a 6 lane HIGHWAY. There is way too much traffic as it is right now. More lanes will make it even worse. It will not help
- Living off of Williams Parkway is already very noisy with tons of traffic. Making it more lanes means more cars which will make it worse. We pay taxes and our voices should be heard. We do not want more lanes and more traffic outside our doors. Do not expand Williams Pkwy.
- Leave it alone. We don't want more lanes and more traffic and more noise. Already there are many large trucks on Williams Pkwy even though there are signs for no trucks. Focus on that and the speeding going on.
- do not expand extra lanes. very noisy and too many cars.
- It is already a very busy street. Making it wider means more cars. Foolish idea. There are already so many accidents, noise, cars. People throw garbage out their car windows. Do we really want more of that? We pay high taxes in the area and we should have a say that we do not want this.

OPTION 4
RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES
(PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- Really ugly wall that doesn't work.
- NO ONE WANTS MORE LANES. ITS BAD ENOUGH ALREADY, DON'T MAKE IT WORSE.
- Why is the city intent on making things worse? Leave it alone. We don't want it.
- Need to do something about the ugly noise wall. Need to limit traffic along Williams Parkway since it cuts through a residential area.
- Quit spending so much money - go cheapest option
- Please for the love of god take down the hideously ugly eyesore blue and grey walls!!! They look ridiculous and they cheapen the whole area. Paint them beige, or forest green, or something that blends in. Or plant lots of trees and greenery to hide them. And if the decision ends up being to just resurface the existing road, are the walls then not a complete waste of taxpayer money? Talk about putting the cart before the horse!!! And I don't know of anyone who likes the look of the walls - so the supposed "experts" hired by the City really took us for a bunch of suckers! What a colossal waste of money!! Shame on whoever suggested them and whoever agreed to pay them! Are they "a friend" of someone? Is that what happened? Disgusting! Anyone who has lived in Brampton - or more directly relevant, Bramalea - for any length of time appreciates the wide green spaces alongside the streets, the beautiful trees (natural noise dampeners, by the way!), the green belts and flower gardens. That's what distinguishes our town from Mississauga's concrete landscape. These fences are ruining our town! Please stop. Please paint them a neutral colour. There are noise dampening walls all over Brampton - why can't you stick with the same inoffensive walls that are up elsewhere? What an unmitigated disaster!! Shame on the decision-makers - epic fail!
- Get rid of the hideous wall! Plant trees! BE Brampton! We are a garden city. Green. Not ugly grey and blue! I can maybe tolerate the grey, but the blue is horrible!! Terrible choice by the City!
- Road widening is not compatible with Brampton's 2040 Vision or Brampton's declared Climate Emergency. Staff and Council need to vote for the option that best fits into the 2040/Climate Emergency framework which would be option 4. It is unlikely to be the popular option with the driving public, but continuing with the status quo - catering to drivers - is not leading, and will not advance the 2040 Vision or address the Climate Emergency.
- If you widen the road, more cars will use it, meaning more traffic in the area. Leave as is to reduce the amount of traffic. Bovaird is 3 lanes and it is always jam packed.

OPTION 4

RESURFACING EXISTING 4 LANE GENERAL PURPOSE WITH NO MULTI-USE PATH ON BOTH SIDES (PARTIAL DEPTH 90MM PAVEMENT RECONSTRUCTION)

- We who live in the area like it just the way it is. We don't want a busy 6 lane road along Williams Pkwy, we like it just 4 lanes, 2 going West, 2 going East. Bovaird is busy enough, but if you jam up Williams Pkwy with construction, Bovaird will be a zoo, and what other road goes East and West across the area? I drive school bus and my route takes me along Williams Pkwy as I deliver kids to the Williams Pkwy School, so you will just add frustration and stress to me if you jam up traffic with construction. I retired from my full time job and started driving school bus part time, not for stress and frustration but for something to do and make a little bit of money. Construction has been my biggest headache as a school bus driver, last year 2019/2020, the worst I have ever seen in Brampton. No matter which route I tried to take, I ran into construction. And now you tell me you are going to be doing construction on Williams Pkwy. Just great, more stress and frustration. I know you guys don't care, but I sure as hell do. Wait another 3 years, then I'll retire and won't give a crap about your damn construction.