

# Boviard Multi-Use Path 410-10 Update

# Island Removal

- Excellent functionality: easier movements, improved sightlines, crossrides, separation from pedestrians
- Crossrides change with pedestrian lights



# Islands Remain at Kennedy and 10

- Tight space
- Bad sightlines
- Mixing of pedestrians, e-bikes, e-scooters, bikes
- No crossrides



# Islands Remain at Kennedy and 10

- Won't separate pedestrians from other active modes like at Dixie



# General Comments - Pros and Cons

- MUP on both sides of the road with the exception of north side - Heart Lake to 410
- Most of old path has been replaced with new asphalt, but not all, and some large sidewalk sections left, or even replaced as sidewalk
- No crossride on north side at Heart Lake
- Elephant footprints will be painted at all driveways, and a centre yellow line will be painted at intersections

# Bovaird Future Projects

- West of Mississauga Road: 2027-2029
- No plans for Halton/Peel Regional connection in Sustainable Transportation Master Plan
- MUP currently ends at Creditview
- Fields cleared on north side of Bovaird for new housing from Creditview to almost Heritage Road

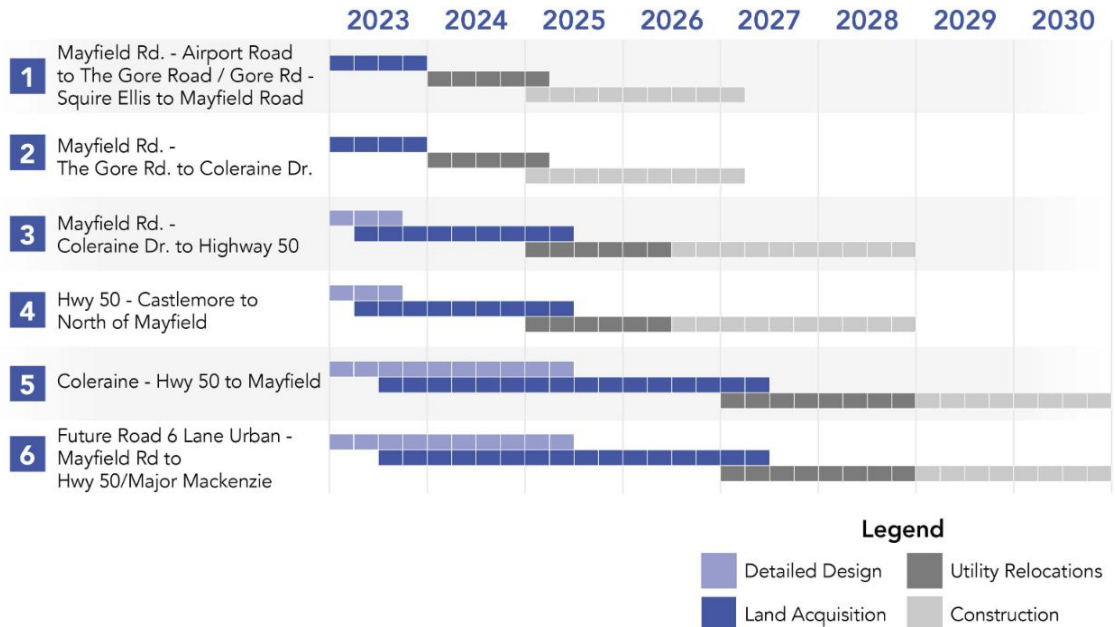
# Construction Timelines for Regional Roads

<https://peelregion.ca/construction/projects.asp>

- See this link for current timelines
- Potential for change with dissolution of Region?

# Construction Timelines for Regional Roads

## Working with You to deliver **Northeast Brampton**





# Next Steps

- We need to ensure that we are involved in the process early enough to achieve the outcome we wish to see
- This could be necessary at the land acquisition phase if we wish to ensure that intersections are large enough to separate modes, especially when islands remain, and have crossrides
- Possibly advocate for Protected Intersections as they do not require additional land
- Monitor and provide input during design phase
- Monitor construction - sometimes even when the design is correct, the details are missed in construction