

- **Was 6 lane general purpose widening considered for any options?**  
Widening the road to 6 general purpose lanes was not considered for any options as it does not align with the objectives of the Council endorsed Brampton 2040 Vision, which envisioned a move away from the single use vehicle. Four general purpose lanes with HOV lanes as noted in Option 1 encourages sustainable modes of transportation i.e. carpooling and transit.
- **Why does Option 1 have more DC funding than the other options?**  
The Development Charges (DC) By-Law approved by Council provides funding for growth related infrastructure, for example widening from 4 to 6 lanes, adding lanes, adding multi-use paths etc., but it does not fund construction projects that remove and replace existing infrastructure.
- **Do these options include accessible features for those with disabilities?**  
The design for all options includes the requirements for accessibility as per the Accessibility for Ontarians with Disabilities Act (AODA)
- **Why weren't on road bike lanes considered instead of multi-use path for any of the options?**  
Multi-use paths allow for increased safety for both pedestrian and cyclists from the live traffic on this arterial road where there is expected to be a high volume of traffic.
- **Will the speed of the road will be reduced?**  
This can be reviewed by traffic operations once an option has been chosen for road construction. A speed change would be subject to Council approval and based on technical studies. Narrower lane widths are proposed for Options 1 and 3 in order to reduce vehicle speed and to comply with the Vision Zero initiative endorsed by Council.
- **Was an option converting one lane each direction to HOV lanes considered?**  
No this option was not considered. Based on the current traffic reassessment modelling for 2041, the current 4 lanes would be over capacity. Converting one existing lane in each direction to HOV lane won't solve the capacity issue and traffic congestion.
- **Is Williams Parkway is a truck route?**  
Trucks are restricted from using Williams Parkway, however local deliveries by truck are allowed.
- **Does Option 2 consider trees on the median?**  
Option 2 does not consider trees on the median because of survivability issues due to exposure to road salts during winter snow plow and removal operations. It is also unsafe to maintain the trees in the median due to the proximity to live traffic, and trees placed there may impact the clear zone requirement from the applicable standards for road design.
- **Do any of the options considered bus bays to pull off the transit from through lanes?**  
Bus bays are not considered for any options as they are not supported by Transit and there is not sufficient space available in the existing right of way. Also it increases the crossing distance and signal timing for pedestrians and cyclists at intersections.
- **Why was cycle track is not considered instead of multi-use path on all options?**

A multi-use path is bi-directional and also provides capacity for pedestrians in the limited right of way space available.

- **Is there any HOV policy for Option 1?**

City's approved Official Plan outlines HOV provisions on major road network but there is no formal policy for HOV lane in terms of enforcement and bylaw. If Option 1 is approved by Council, a formal policy for HOV will have to be developed.

- **Are roundabouts considered for any options?**

Roundabouts were not considered for any of the options as they typically take large areas of property in the right of way that is not available.

- **Does Option 1 indicate trees are on private property?**

No trees are proposed on private property except school board property and Conservation lands subject to obtaining permissions.

- **Can the trees be in front of the multi-use path for separation between pedestrian/bikers and traffic?**

The trees in front of the multi-use path on all options would have a low survival rate due to exposure to road salts as well as impeding the winter snow plow and removal operations. Also, the placement of the trees is required to comply with clear zone requirement and sight lines at intersections as per applicable standards.

- **How is the sidewalk and bike path identified?**

A 3m wide multi-use path is a shared facility between pedestrian and cyclists. Pavement markings would be installed to identify cyclists and pedestrians entering and exiting the intersection from the multi-use path to controlled cross rides and cross walks as per applicable standards.

- **Was the public consulted?**

Public consultation on the widening of Williams Parkway was done as part of the Environmental Assessment in 2011. This project was also identified in several versions of the Transportation Master Plan (2004, 2009 and 2015). Extensive public consultation was done on the TMP prior to Council approval.

Public consultation is not done specifically on noise wall design, but the proposed design was included in the procurement report that was approved by Council in 2018.

In addition, 393 property owners were contacted by staff to obtain a Permission to Enter (PTE) for each property where the noise wall would be installed. The PTE was to allow the removal of any existing rear fences, grading and other items for the construction of the noise wall. Approximately 95% of property owners signed the PTE by the end of 2017.

Forestry staff was consulted during the tree removal stage to review the health of the trees and provide recommendations on which trees should remain. The City works hard to protect as many trees as possible as our city develops. Once the noise wall project is complete, the area

will be landscaped and new trees will be planted to help compensate for those that had to be removed.

On June 17, 2020 an online survey regarding preferred road construction options was made available to the public until August 1, 2020. The survey deadline was later extended to August 15, 2020 to allow for more feedback.