

Nelson,

Please see the Stakeholder Workshop Summary below, for review and consideration. The summary captures the significant comments that were received during the stakeholder workshop. Additionally, please find the recording of the stakeholder workshop at the following WeTransfer link, for the City's use: <https://we.tl/t-mWDXkfmKt8>

Key Takeaways / Considerations

1. Preference for an on-road cycling facility along Howden Boulevard

Members of the Cycling Advisory Committee noted a preference for an on-road cycling facility along Howden Boulevard, where an in-boulevard MUP is currently proposed. The proposed identification of an MUP as the preferred facility type was viewed as a compromised cycling facility by several stakeholders, as the proposed design maintains all existing vehicle travel lanes.

WSP has identified an MUP along one side of Howden Boulevard as the preferred facility for this corridor based on traffic analysis that identified intersection capacity constraints in a road-diet scenario based on pre-covid traffic count data. Intersection capacity would be reduced below an acceptable level of service at the Howden/Williams Parkway, Howden/Vodden, and Howden/Dixie intersections, based on existing traffic volumes. The traffic analysis was based on a road-diet scenario and existing traffic volumes and did not include a growth rate, which is typically applied to account for population growth and a general increase in the number of overall trips by all modes of transportation. Given Howden Boulevard is used by the local community as well as people connecting to Hwy. 410 via Williams Parkway, Howden Boulevard and Dixie Ave, and the Region of Peel is planning to widen Dixie to six lanes, it is likely that traffic volumes will increase along Howden over time as the city grows. By providing a facility within the boulevard that accommodates bi-directional cycling movements and introduces continuous and connected cycling infrastructure that caters to users of all ages and abilities, the proposed MUP represents a tangible solution that achieves the objective of redesigning Howden Boulevard to be more of a complete street, while still recognizing the operational demands by all travel modes.

2. Opposition to transitioning between on-road and off-road facilities

Members of the Cycling Advisory Committee voiced their concerns with the required transitions that would need to occur between the on-road facility and the in-boulevard MUP. It was suggested that experienced cyclists who are on-road (travelling westbound along Howden Boulevard) would remain on-road west of Hanover Road and not transition to the MUP, resulting in drivers being frustrated with cyclists who remained on-road despite having an in-boulevard facility. Additional travel time required to complete a two-stage crossing was also identified as a deterrent to transitioning from the on-road facility to the MUP.

Regardless of whether an MUP or separated bike lanes are provided, cyclists have the legal right to travel in any motor vehicle lane. As part of the 30% design submission for the Howden Boulevard MUP, WSP has identified a design solution that would provide a seamless and user-friendly two-stage cycling crossing at Howden/Hanover. This design concept includes a crossroad treatment to accommodate cyclists travelling through both legs of the intersection, as well as bicycle signals and cyclist detection. Further, a paved surface will be added within the daylight

triangle of the southeast corner of the intersection to provide cyclists with additional space to aligning them with the second stage of the intersection crossing. Recognizing that transitions between facility types can result in a bit more delay for a cyclist in an otherwise comfortable cycling facility (i.e.: MUP), the transition has been designed to be as comfortable and intuitive to cyclists of all ages and abilities.

3. Desire for conventional bicycle boxes to accommodate left-turning cyclists at intersections

A few members of the Cycling Advisory Committee expressed a desire to see conventional bike boxes incorporated in the design of the east-west cycling corridor. At present, WSP is exploring locations where two-stage queue boxes can be accommodated, such as Vodden/Rutherford. The two-stage queue box treatment would include a right-turn restriction during red signal phases, to protect left-turning cyclists. As part of the detailed design process currently underway, locations will also be identified for left-turn design treatments, including the provision for conventional left-turn bike boxes.

4. Desire for cyclist prioritization at intersection

Several stakeholders requested that priority be given to cyclists at signalized intersections. WSP has recommended a number of design treatments to prioritize cyclists at signalized intersections, including advanced stop bars to improve cyclist visibility and, where possible, leading pedestrian/cyclist intervals be applied along the east-west cycling corridor (where existing signal infrastructure permits this). City staff have identified in previous discussions that the east-west corridor is partially equipped with the necessary technology to accommodate leading pedestrian/cyclist intervals, which would further serve to prioritize cyclist movements along the study area.

Please let us know if you have any questions.

Sincerely

Dave

J. David McLaughlin, BA, MES, MCIP, RPP
National Active Transportation Practice Manager
& Senior Project Manager
Planning and Advisory, Transportation

T +1 905-882-7306

E Dave.McLaughlin@wsp.com



100 Commerce Valley Drive West
Thornhill, Ontario L3T 0A1 Canada

wsp.com