AGENDA
10:00 a.m. – 12:00 p.m.

Location: Virtual Session Broadcast from Council Chambers, City Hall

<table>
<thead>
<tr>
<th>Mayor Patrick Brown</th>
<th>David Barrick, Chief Administrative Officer</th>
</tr>
</thead>
<tbody>
<tr>
<td>City and Regional Councillors</td>
<td>Senior Leadership Team and required staff</td>
</tr>
</tbody>
</table>

Purpose:

- To provide City Council with an update on the Williams Parkway Review – McLaughlin Road to North Park Drive.

10:00 a.m.  **Welcome and Introductory Remarks**
*Jayne Holmes, Director, Capital Works, Public Works*

10:05 a.m.  **Williams Parkway Review - McLaughlin Road to North Park Drive**
*Jayne Holmes, Director, Capital Works, Public Works*

12:00 p.m.  **Wrap-up and Adjournment**

*Session times may vary depending on Council discussion.*
*This virtual Council Workshop will be livestreamed and archived on the City’s website for future public access.*

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**City Council Workshop Rules**

Section 20 of Procedure By-law 160-2004, as amended, applies:

- A workshop can include open session and closed session business, in accordance with the Procedure By-law and The Municipal Act, 2001.
- Workshop notice is to be made available to the public. After Workshop notice is provided, no new matters can be added to an agenda. Quorum of Council is not required for a Workshop. Members of the public attending a Workshop are permitted to observe the public session. No decisions or directions to staff can be made at the Workshop. Any matter requiring a Council decision must be reported back to Committee or Council for consideration and approval.
- The City Clerk’s Office will prepare “minutes” from the Workshop in the form of meeting notes only. Public session “minutes” are available for public review if a request is received.
WELCOME
Williams Parkway Capacity Improvements Review (from McLaughlin Road to North Park Drive)
Council Workshop
Date: June 15, 2020
Agenda

• Why are we here?
• The motion
• Background information for Williams Parkway
  • Scope of work, schedule
  • What happened along the way
• Review of options
• Going forward…
Why are we here?

• Many influences on a road project (long timelines, many different points of view, different vision, changing legislation)
• Brampton is at a pivotal point in development
• We cannot keep doing things the same way
• Contrasting views on increasing people moving capacity vs. congestion
• Williams Parkway is the first of several previously identified 6 lane widening projects currently pending
Why are we here?

• Today’s presentation has been developed with input from staff from various City divisions, the Region of Peel, and the Ontario Ministry of Transportation

• We are here to discuss the issues, present options and then after getting public input, take your direction as a unified team for Williams Parkway
Key issues identified by the community

In 2019, a quarter of Brampton residents say the most important local problem facing Brampton today is public safety, crime, and policing. The second most important problem is traffic and congestion. Similarly in the focus groups, participants talked about traffic/congestion, crime/safety, and cost of living/taxes.

In 2015, residents said traffic on city streets (20%) was the most important problem facing Brampton. Only 2% in 2015 said crime was the most important problem facing Brampton.

*Note: Not directly comparable to 2019 due to differences in coding.

**Most Important Local Problem Facing Brampton (Top 10)**

- Public safety / crime / policing: 26%
- Traffic / traffic congestion: 16%
- Public transit: 6%
- Housing / cost of housing: 6%
- Auto insurance rates / cost of auto insurance: 4%
- Population growth / sustainable growth: 4%
- Jobs / more local jobs: 4%
- Road safety: 4%
- Healthcare / hospitals: 4%
- Cost of living: 4%
- Other: 14%
- Don't know / unsure: 5%
- Nothing: 3%
Council Motion – October 23, 2019

Minutes
Committee of Council

2. Staff review include a council workshop to solicit comments on options and opportunities for managing traffic congestion due to growth and for increasing and maximizing people-moving capacity in the Williams Parkway corridor, through travel demand management opportunities, improvements to active transportation (walking, cycling) and transit infrastructure and services, and operational interventions and improvements, in particular at intersections. The review should consider:
   - Impacts on the use of Development Charge funding
   - Consideration of current strategic documents (Growth Plan, Official Plan, Transportation Master Plan, impact on existing Environmental Assessments…)
   - Impacts on surrounding local streets for traffic
   - Impact on the Regional road network and goods movement
   - Green House Gas considerations
   - Work that is done in partnership with the Region, utilities…
   - A review of the current 6 lane road widening projects that are underway and ‘meantime’ strategies (current EA’s, land protection, utility relocation, design progression)
   - Strategy for a robust communication plan

Carried
Background

2004  The City’s Transit and Transportation Master Plan (TTMP) identifies Williams Parkway widening to 6 lanes between McLaughlin Road and North Park Drive for potential network capacity improvement.

2006  The City’s Official Plan identifies Williams Parkway as minor Arterial and an important east-west connection.

2009  The City’s updated Transit and Transportation Master Plan (TTMP) continues to show widening of Williams Parkway to 6 lanes from McLaughlin Road to North Park Drive.

2011  Class Environmental Assessment recommends widening of Williams Parkway between McLaughlin Road and North Park Drive to 6 lanes.

2015  Updated Transportation Master Plan (TMP) includes previous conclusions regarding widening of Williams Parkway to 6 lanes by 2021.
Background

2018 Multi-modal transportation reassessment study completed. Recommends widening of Williams Pkwy to 6 lanes from McLaughlin Road to North Park Drive, with additional lanes to serve HOV/Transit.

2018 Council endorses 2018-2028 Roads Capital Program, that includes Williams Parkway widening between McLaughlin Road and North Park Drive.

2018 Council endorses *Living the Mosaic: Brampton’s 2040 Vision*, which includes reshaping Brampton’s approach to transportation planning, with priority on alternative transportation modes and vulnerable road users.

2019 Council passes a motion for staff to review options and opportunities to maximize people movement capacity on Williams Parkway corridor.
Williams Parkway Capacity Improvement project, 2008-2020

- **2008**: EA Study complete
- **2011**: Traffic reassessment
- **2012**: Detailed Design in progress
- **2013**: Council Workshop
- **2014**: Noise wall implementation
- **2015-2016**: Design changes to incorporate active transportation facilities (MUP and cross rides on both sides) and AODA requirements
- **2017-2018**: Design further to EA/traffic reassessment, to consider Brampton 2040 Vision, Complete Streets, Vision Zero.
Region of Peel Watermain works (Kennedy Rd to Dixie Rd)

Watermains to be Installed
- 900mm Sub-Transmission: 2.7 km
- 400mm Local Distribution: 600m
- 300mm Local Distribution: 1.2 km

Method of Installation
- 900mm Sub-Transmission: Trenchless = 585m +/- (8-32m depth)
- 400mm Local Distribution: Open Cut = 2.1 km +/- (2.6-4.0m depth)
- Combined Trench (900mm/400mm/300mm)

Anticipated Construction Timing
- Spring 2022 to Fall 2024

Construction Cost Estimate: $40.5 M
Region of Peel Watermain works (Kennedy Rd to McLaughlin Rd)

### Watermains to Be Installed

<table>
<thead>
<tr>
<th>Watermain Type</th>
<th>Method of Installation</th>
<th>Anticipated Construction Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>900mm Sub-Transmission: 3 km</td>
<td>Trenchless = 705m +/- (8 - 20m depth)</td>
<td>Summer 2024 to Fall 2026</td>
</tr>
<tr>
<td>300mm Local Distribution: 1.1 m</td>
<td>Open Cut = 2.3 km +/- (2.6 - 4m depth)</td>
<td>Construction Cost Estimate $45.3M</td>
</tr>
<tr>
<td>Combined Trench (900mm &amp; 300mm)</td>
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</table>

* Construction Cost Estimate $45.3M

**Notes:****
# Coordination with adjacent Peel projects

## Servicing & Growth

- The West Bram Watermain (900mm dia.) represents a major interconnection of the backbone of Peel’s water supply network to ensure service continuity to the City of Brampton.

## Coordination Issues

- Potential for general coordination with other future projects.
- Watermain constructed concurrently with the road widening project will mitigate construction impact to area.
- Local (small dia.) WM replacement could proceed in advance of the Williams Pkwy widening project.

## Cost & Timing

- Deferred projects will see increased construction costs.
- Deferral of all WM work will increase reliance on older infrastructure, potentially increasing repair and restoration costs.
- Capacity will depend on rate of development.
Rehabilitation of Williams Parkway bridge over Highway 410 (MTO)

Construction Start: Spring 2023  
Construction End: Fall 2024  
Estimated Cost for MTO: $4.0 Million

This work will be included in the City’s contract on behalf of MTO as long as construction starts prior to Spring 2023.
## Proposed Schedule

<table>
<thead>
<tr>
<th>Project Milestone Description</th>
<th>Construction Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 – Construction of Noise wall along Williams Parkway between Harridine Road and North Park Drive</td>
<td>Late 2018</td>
</tr>
<tr>
<td>Phase 2 – Implementation of Williams Parkway Improvement between Kennedy Road and North Park Drive</td>
<td>Spring 2022</td>
</tr>
<tr>
<td>Phase 3 – Implementation of Williams Parkway Improvement between Kennedy Road and McLaughlin Road</td>
<td>Spring 2024</td>
</tr>
</tbody>
</table>
Planning and Policy Context

Provincial Growth Plan (2019)

Region of Peel Official Plan with amendments (2018)


City of Brampton Official Plan OMB approved (2008)

City of Brampton updated Transportation Master Plan (2015)

Brampton Vision 2040 (2018)

City of Brampton Active Transportation Master Plan (2019)

Council approved vision zero for road safety (2019)

Complete Street context design study (in progress)

Community Energy and Emission Reduction Plan (in progress)
Brampton 2040 Vision

Living the Mosaic - Vision #4

Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

“The primary direction for transportation planning and management is providing travel choices as alternatives to the car and reclaiming road space for other activities.”

“People also want more safety in the transportation system ... No one wants even a single person sacrificed to the demands of fast mobility.”

“Priorities in the civic transportation agenda will be: first walking, then cycling, transit, goods movement, and then shared vehicles and private vehicles.”
Complete Streets for Brampton...

- Create and support a healthy, prosperous, and beautiful city.
- Provide safe, equitable and convenient travel for people of all ages and abilities and accommodate all users.
- Incorporate green infrastructure to enhance the city’s environmental quality.
- Recognize existing and planned land use contexts and apply to all street projects.
- Not all streets are the same (even within the same functional classification) and different priorities related to context will inform overall design.
### An Alternative Perspective: MMLOS

#### Pedestrian Level of Service (PLOS) Inputs

<table>
<thead>
<tr>
<th>SEGMENTS</th>
<th>SIGNALIZED INTERSECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk/Boulevard Width</td>
<td>Number of Lanes</td>
</tr>
<tr>
<td>Cub Lane Car Volume</td>
<td>Median Width</td>
</tr>
<tr>
<td>Auto Operating Speed</td>
<td>Conflicting Left Turn Control</td>
</tr>
<tr>
<td>On-Street Parking</td>
<td>Right Turn on Red</td>
</tr>
<tr>
<td>Effective Sidewalk Width</td>
<td>Leading Ped. Interval</td>
</tr>
<tr>
<td>Pedestrian Volume</td>
<td>Right Turn Channel</td>
</tr>
<tr>
<td></td>
<td>Corner Radius</td>
</tr>
<tr>
<td></td>
<td>Crosswalk Type</td>
</tr>
<tr>
<td></td>
<td>Intersection Cycle Length</td>
</tr>
<tr>
<td></td>
<td>Effective Walk Time</td>
</tr>
</tbody>
</table>

Pedestrian Level of Service (PLOS) Inputs
Demographic Trends

- Strong population and employment growth is forecast for Brampton, Peel Region and the GTHA between 2016 and 2041.

- Brampton’s population and employment are forecast to grow by approximately 45% and 70%, respectively, between 2016 and 2041.

- If the current travel choices and patterns of Brampton and Peel residents stay the same, the additional trips from this growth will put significant strain on the City and Regional transportation network.

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
<td>2041</td>
</tr>
<tr>
<td>City of Brampton</td>
<td>615,700</td>
<td>890,000</td>
</tr>
<tr>
<td>Region of Peel</td>
<td>1,433,100</td>
<td>1,970,000</td>
</tr>
<tr>
<td>GTHA</td>
<td>6,954,000</td>
<td>10,130,000</td>
</tr>
</tbody>
</table>

Sources: Region of Peel preliminary forecasts, Growth Plan for the Greater Golden Horseshoe, 2016 Census
Transportation Trends

GTHA

Average Commute Time (All Modes, Round Trip)
- 2006: 82 min
- 2041: 123 min

Cost of Traffic Congestion
- 2006: $6 Billion
- 2041: $20 Billion

Region of Peel

AM Peak Period Travel Demand into 2041 Horizon Year

Sources: Metrolinx Regional Transportation Plan, Region of Peel Long Range Transportation Plan
Trips by Mode of Travel

Brampton Mode Share by Number of Trips (PM peak period)

Sources: Transportation Tomorrow Survey, Peel Sustainable Transportation Strategy
Brampton’s residents and business spend approximately $990M on gasoline and diesel annually.
Community Energy & Emissions Reduction Plan

2040 Targets:

- Increase trips by bus and GO Train
  - Increase share of passenger kilometers travelled (PKT) by Brampton and GO Transit systems by 20%
- Increase sustainable transportation trips to 50% of all trips (transit, walking, cycling, carpooling)
- Reduce average trip length
  - Reduce average trip length by 7.5% for light-duty vehicles from 2016 levels
- Increase trips by walking and cycling
  - Increase share of passenger kilometers travelled walking and cycling to 10%
Ways To Reduce GHG Impact
Traffic Impacts on Regional Roads

• Region of Peel’s Transportation Model (used in the Long Range Transportation Plan) assumes Williams Parkway is to increase capacity to six general purpose lanes between McLaughlin Rd and North Park Drive by 2041.

• If the capacity increase does not occur, traffic will be diverted to the surrounding road network by 2041:
  • Preliminary analysis show up to 25% of the diverted traffic will utilize Bovaird Drive which is forecasted to be at or over capacity.
  • Detailed analysis required to better understand congestion impacts to the road network (including Bovaird Drive and Queen Street).

• Other considerations:
  • Factors such as arrival of connected and autonomous vehicles
  • Plans for Bus Rapid Transit (BRT) on key East-West arterials such as Queen Street and Steeles Avenue.
2041 Road Improvement Projects
2041 Capacity Analysis:
Williams Parkway @ 4 General Purpose Lanes
2041 Capacity Analysis: Williams Parkway @ 6 General Purpose Lanes
Williams Parkway: Total Travel Time Comparison

Total Travel Time, Per Vehicle
[McLaughlin - North Park / Howden]
Use Of Development Charges Funding

- **DC Act** dictates what you can collect for and how you can use the reserve funds
  - Roads DCs can only fund capital projects that add capacity to the vehicular transportation network, required as a result of new growth

- **DCs intended to fund first round of construction**
  - If multi-use path replaces sidewalks on Williams Parkway, then staff would need to examine what cost share could be DC funded

- **Permit issuance has been decreasing since the high growth era of the 1990s and early 2000s**
  - DC funds are not unlimited; need to plan out growth projects to ensure adequate DC funding
Historical Residential Permits Issued (New Builds)

Average annual permits: 4,400
Options under consideration

Four options:
1. Six lanes with HOV/Transit opportunities (4 general purpose lanes + 2 HOV/Transit)
2. Four general purpose lanes
3. Four general purpose lanes with reduced centre median
4. Resurfacing of existing pavement only

Not considered – added lane for single occupancy vehicles/general use

All options include:
• Boulevard multi-use path on both sides
• Cross-rides (cycle crossing) at intersections
• Signal optimization
• Reduced lane widths (to moderate motor vehicle speed)
• As much streetscaping as geometrically possible
• Widening of existing or adding new structures to include for MUP for option 1-3
Option 1 @ midblock: Six lanes (4 GP + 2 HOV)

**OPPORTUNITIES**
1. Less traffic congestion and infiltration to road network
2. Encourages move to multiple occupancy with HOV lanes to connect to highway and carpool lot
3. Promotes more efficient Transit service.
4. Aligns with EA and current traffic reassessment work
5. Provides the most people moving capacity
6. Allows for traffic capacity during nearby construction projects and future road diets

**ISSUES**
1. Highest capital cost
2. Limited opportunities for landscaping along large areas of the corridor
3. HOV lanes do not extend to Williams Parkway on 410 at this time
4. No City policy regarding HOV lanes
5. Transit is not considering this corridor as a future Zum or BRT route
6. Reduced perceived safety for pedestrians and cyclists
7. Less aesthetic public realm with less street trees, more hard surfaces, wide road width
Highway 410 Improvements (MTO)  
Queen Street to Countryside Drive

Project to include extension of HOV Lanes

Anticipated EA Study Start:  
TBD. Contingent on funding

Anticipated Completion:  
TBD

Current Construction Status: This project is currently not funded for construction and is listed as “Planning for the Future”. 
Option 1 – Six lanes (4 GP + 2 HOV) Rendering

VIEW EAST OF MURRAY STREET AND WEST OF MAIN STREET, LOOKING EAST
Option 1 – Six lanes (4 GP + 2 HOV) Landscape Plan

Tree Count: 280

Tree Count: 93
Option 1 – Six lanes (4 GP + 2 HOV) Landscape Plan
Option 2 (Four GP lanes) @ midblock:

**OPPORTUNITIES**
1. More opportunities for landscaping along the corridor with shrubs and trees
2. Least initial capital cost for construction
3. More pleasing aesthetic public realm with less street trees, less hard surfaces
4. More perceived safety for pedestrians and cyclists
5. Does not change current road cross section
6. Less utility relocation costs

**ISSUES**
1. Increase traffic on balance of road network
2. Slower transit service and fewer opportunities to encourage mode shift away from single occupancy vehicle
3. Does not align with EA or traffic reassessment work
4. Noise wall would not have been required
5. Increased costs for landscape maintenance for shrubs
6. Redesign required, delay to construction start

DC Funding = $6 Million  
Tax Funding = $21 Million
Option 2 (Four GP lanes) Rendering

VIEW EAST OF MURRAY STREET AND WEST OF MAIN STREET, LOOKING EAST
Option 2 (Four GP lanes) Landscape Plan
Option 2 (Four GP lanes) Landscape Plan
Option 3 (Four GP Lanes & Reduced Centre Median) @ mid-block

**OPPORTUNITIES**

1. The most opportunities for landscaping along the corridor with shrubs and double staggered trees
2. Moderate initial capital cost for construction
3. Results in the most aesthetic public realm with more street trees, less hard surfaces
4. The highest perceived safety for pedestrians and cyclists
5. The least amount of pavement width

**ISSUES**

1. Increase traffic on balance of road network
2. Slower transit service and fewer opportunity to encourage mode shift away from single occupancy vehicle
3. Does not align with EA or traffic reassessment work
4. Noise wall would not have been required
5. Complete redesign; delay to construction start
6. Increased costs for landscape maintenance
Option 3 (Four GP Lanes & Reduced Centre Median) Rendering

VIEW EAST OF MURRAY STREET AND WEST OF MAIN STREET, LOOKING EAST
Option 3 (Four GP Lanes & Reduced Centre Median)
Landscape Plan
Option 3 (Four GP Lanes & Reduced Centre Median)
Landscape Plan
## Preliminary Cost Estimates and Life expectancy

<table>
<thead>
<tr>
<th>Options</th>
<th>DC Funding (Million)</th>
<th>Tax Funding (Million)</th>
<th>Total Cost (Million)</th>
<th>Recovery From Region (Million)</th>
<th>End Of Life Cycle (Years)</th>
<th>Maintenance Life Cycle / Estimated Current Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Option 1 – Six lanes (4 GP + 2 HOV/Transit)</strong></td>
<td>$54</td>
<td>$6</td>
<td>$60</td>
<td>$1.5</td>
<td>30</td>
<td>Resurfacing every 15 years / $6 million</td>
</tr>
<tr>
<td><strong>Option 2 – Four GP lanes</strong></td>
<td>$6</td>
<td>$21</td>
<td>$27</td>
<td>$1.5</td>
<td>30</td>
<td>Resurfacing every 15 years / $5 million</td>
</tr>
<tr>
<td><strong>Option 3 – Four GP Lanes with reduced centre median</strong></td>
<td>$6</td>
<td>$32</td>
<td>$38</td>
<td>$1.5</td>
<td>30</td>
<td>Resurfacing every 15 years / $5 million</td>
</tr>
<tr>
<td><strong>Option 4 – Partial depth 90mm pavement reconstruction (resurfacing)</strong></td>
<td>$0</td>
<td>$5</td>
<td>$5</td>
<td>$0</td>
<td>15</td>
<td>Full depth reconstruction end of life cycle / $15 million</td>
</tr>
</tbody>
</table>
Cost Estimate and Status of Ongoing Capital Projects

West Leg:
East of Mississauga Rd. – East of North Park Dr.

East Leg:
East of North Park Dr. – Humberwest Parkway
2018-2028 Capital Program
## Active Six Lane Road Improvement Projects

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>WARD</th>
<th>STATUS</th>
<th>ESTIMATED COST*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bramwest Parkway from Steeles Avenue to Financial Drive</td>
<td>4 &amp; 6</td>
<td>EA Complete</td>
<td>$50M</td>
</tr>
<tr>
<td>Sandalwood Parkway from Dixie Road to Airport Road</td>
<td>9 &amp; 10</td>
<td>EA Complete</td>
<td>$58M</td>
</tr>
<tr>
<td>Clark Boulevard from 500m East of Dixie Road to Rutherford Road</td>
<td>3 &amp; 7</td>
<td>EA Complete</td>
<td>$20M</td>
</tr>
<tr>
<td>Williams Parkway from Torbram Road to Humberwest Parkway</td>
<td>8</td>
<td>EA Complete</td>
<td>$32M</td>
</tr>
<tr>
<td>Humberwest Parkway from Castlemore Road to Williams Parkway</td>
<td>8 &amp; 10</td>
<td>EA Complete</td>
<td>$17M</td>
</tr>
<tr>
<td>Sandalwood Parkway from McLaughlin Road to Heart Lake Road</td>
<td>2 &amp; 6</td>
<td>EA in Progress</td>
<td>$66M</td>
</tr>
<tr>
<td>Torbram Road from Queen Street to Bovaird Drive</td>
<td>8, 9 &amp; 10</td>
<td>EA in Progress</td>
<td>$38M</td>
</tr>
<tr>
<td>Bramalea Road from South City limit to Queen Street</td>
<td>7 &amp; 8</td>
<td>EA in Progress</td>
<td>$67M</td>
</tr>
<tr>
<td>Castlemore Road from McVean Drive to Highway 50</td>
<td>8 &amp; 10</td>
<td>Design not started</td>
<td>$51M</td>
</tr>
<tr>
<td>Torbram Road from Queen Street to South City limit</td>
<td>7 &amp; 8</td>
<td>Detailed design in progress</td>
<td>$49M</td>
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<tr>
<td>Williams Parkway from McLaughlin Road to North Park Drive</td>
<td>1, 5 &amp; 7</td>
<td>Detailed design in progress</td>
<td>$60M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$508M</strong></td>
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<tr>
<td><strong>Humberwest Parkway from Williams to Exchange</strong></td>
<td>8</td>
<td>Construction in progress</td>
<td>$10M</td>
</tr>
<tr>
<td><strong>Castlemore Road from Goreway to McVean</strong></td>
<td>8 &amp; 10</td>
<td>Construction in progress</td>
<td>$15M</td>
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<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$25M</strong></td>
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*Road improvements required for growth are DC eligible*
# Planned Six Lane Road Improvement Projects

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>WARD</th>
<th>STATUS</th>
<th>ESTIMATED COST*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Williams Parkway from North Park Drive to Torbram Road</td>
<td>7 &amp; 8</td>
<td>EA not started</td>
<td>$37M</td>
</tr>
<tr>
<td>Bramalea Road from Queen Street to Bovaird Drive</td>
<td>7, 8 &amp; 9</td>
<td>EA not started</td>
<td>$27M</td>
</tr>
<tr>
<td>Chinguacousy Road from Bovaird Drive to Wanless Drive</td>
<td>5 &amp; 6</td>
<td>EA not started</td>
<td>$34M</td>
</tr>
<tr>
<td>McLaughlin Road from Queen Street to Steeles Avenue</td>
<td>1, 3, 4 &amp; 5</td>
<td>EA not started</td>
<td>$30M</td>
</tr>
<tr>
<td>Torbram Road from Bovaird Drive to Mayfield Road</td>
<td>8, 9 &amp; 10</td>
<td>EA not started</td>
<td>$60M</td>
</tr>
<tr>
<td>Ebenezer Road from Queen Street to Highway 50</td>
<td>8 &amp; 10</td>
<td>EA not started</td>
<td>$30M</td>
</tr>
<tr>
<td>Humberwest Parkway from Airport Road to Castlemore Road</td>
<td>8 &amp; 10</td>
<td>EA not started</td>
<td>$13M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$231M</strong></td>
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</table>

*Road improvements required for growth are DC eligible*
Recommendation

• PWE Recommendation is Option #1
• Allows for maximum people moving capacity
• Encourages behavioral change to other modes of transportation aligning with approved vision documents
• Allows for use of DC funds vs tax
• No consensus on this recommendation amongst staff
Go Forward Plan

- Public consultation through the website to solicit comments.
- Outreach through social media, postcards to residents along corridor, signage along corridor.
- Bring back report to Council in September 2020 for direction on moving forward.
- Develop framework with staff and Region on how future 6 lane road widening’s will be developed for council approval.
Thank You