

# “Putting the Brakes on Gridlock”

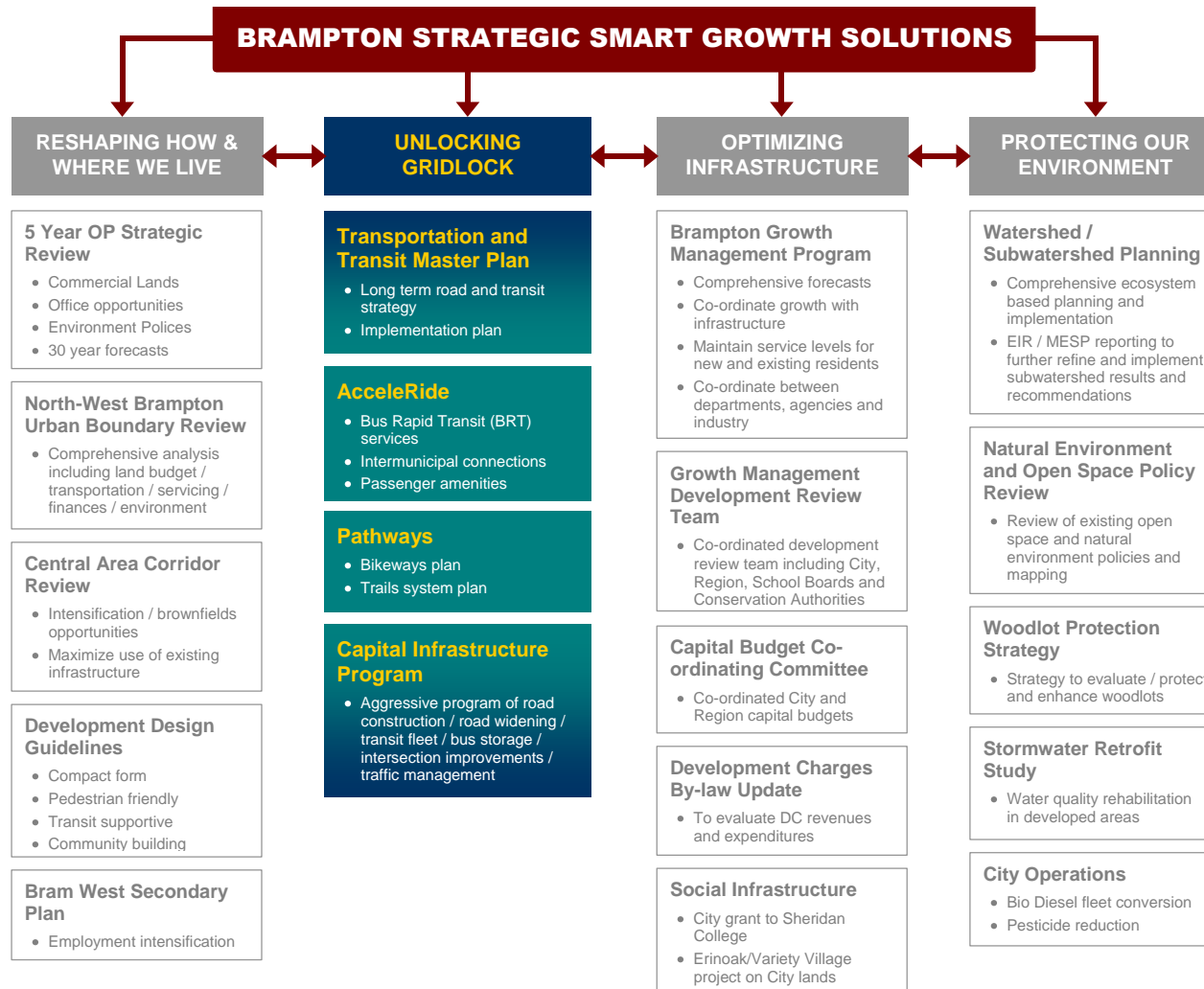
## Welcome!

Mayor Susan Fennell's

## Town Hall Meeting on Transportation

May 14, 2003

## The Transportation & Transit Master Plan is part of a multi-faceted plan to manage the City's development



## Brampton forms an Important Economic Corridor

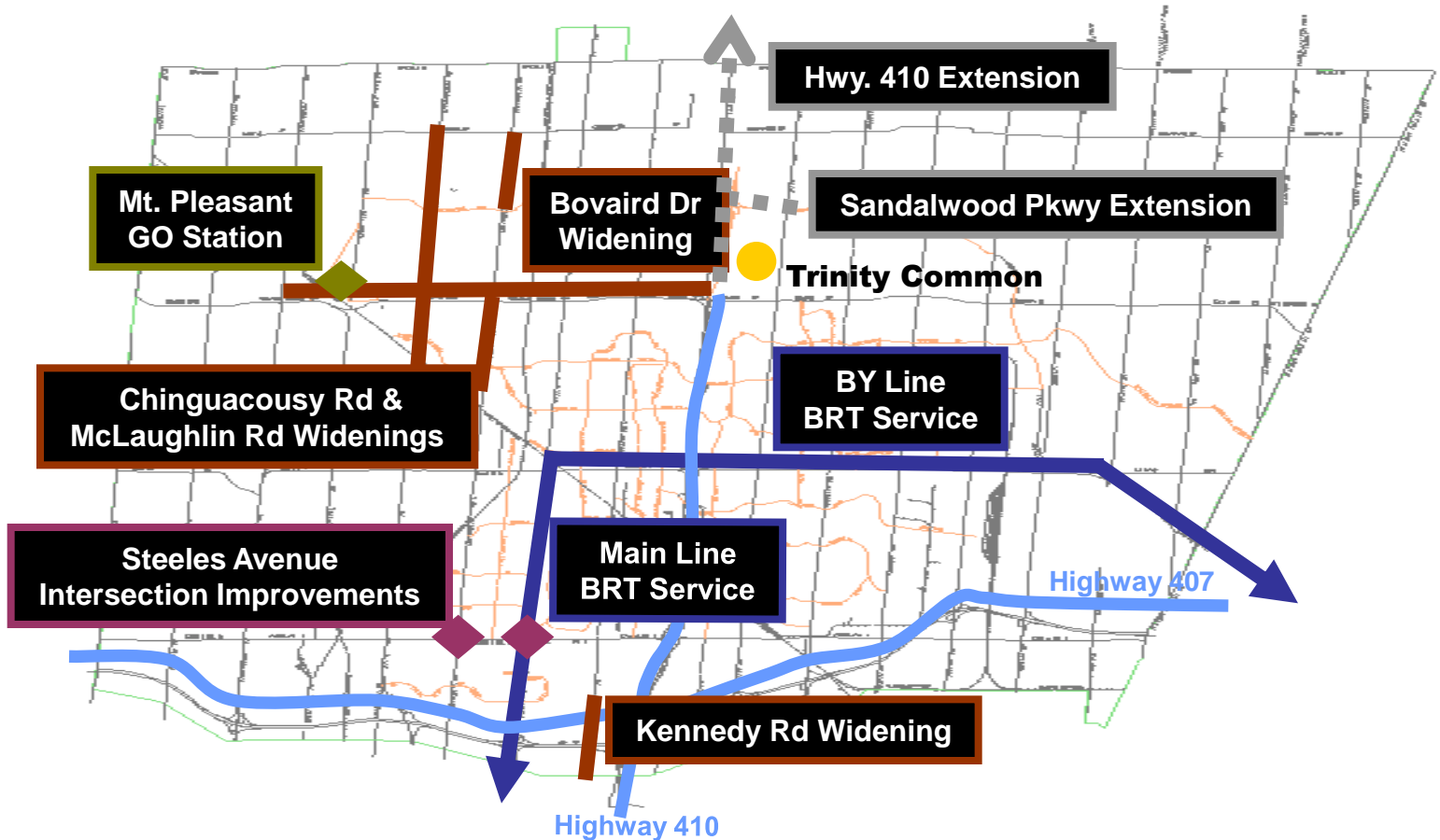


Economic prosperity is dependent on the efficient movement of goods. This map shows existing and proposed freight rail, air, marine, road and inter-modal facilities, as well as long term economic corridors, that require investment to 2035 and beyond. The Ministry of Transportation is undertaking a Goods Movement Strategy to further develop this work.

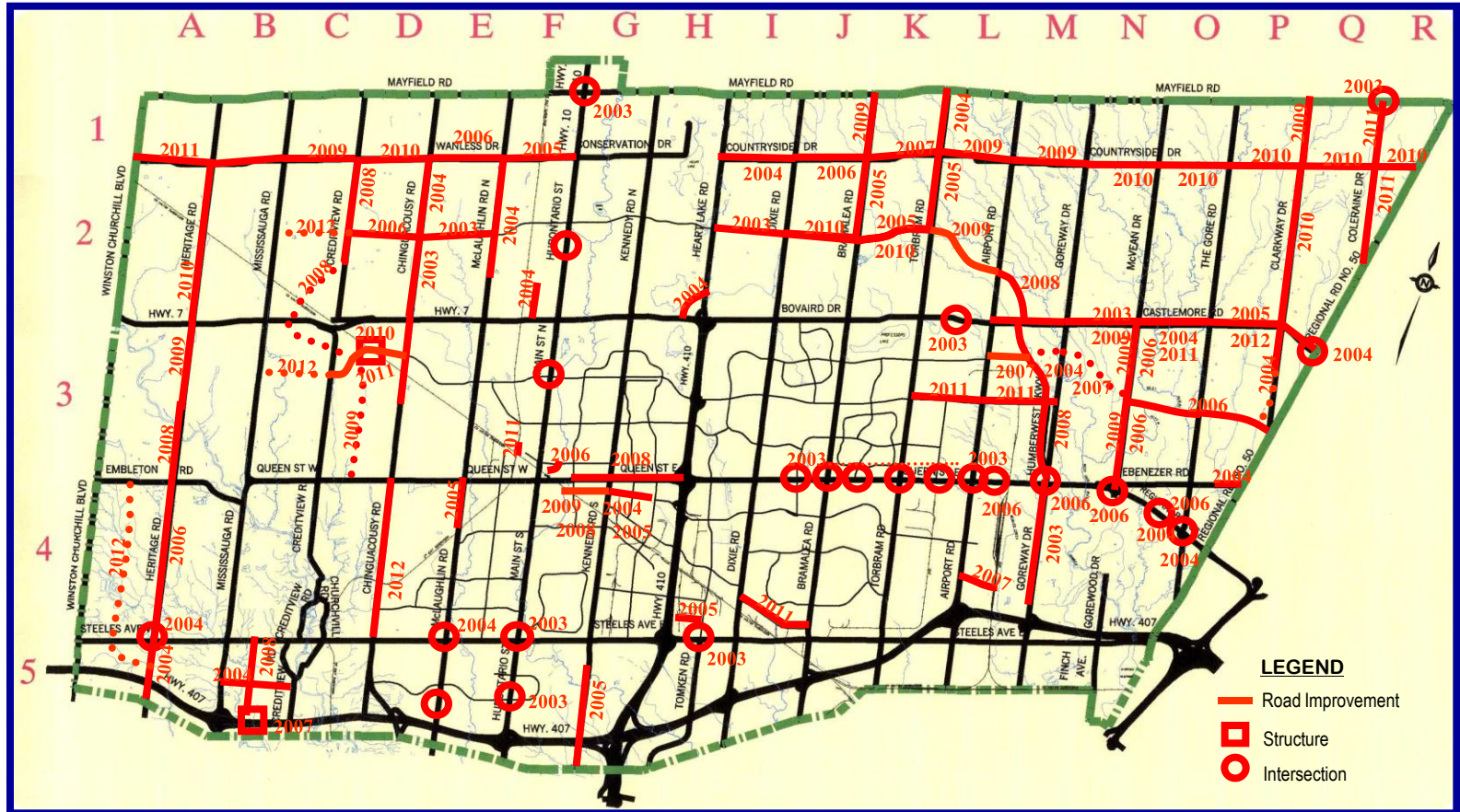
## SHORT-TERM ACTION PLAN

A plan to address critical transportation issues

We are taking action on the concerns you have raised...



## 10-year Capital Works Program Map (Preliminary Mar 03) Total Expenditures: \$431, 201,000



## Principles For Road Network Development

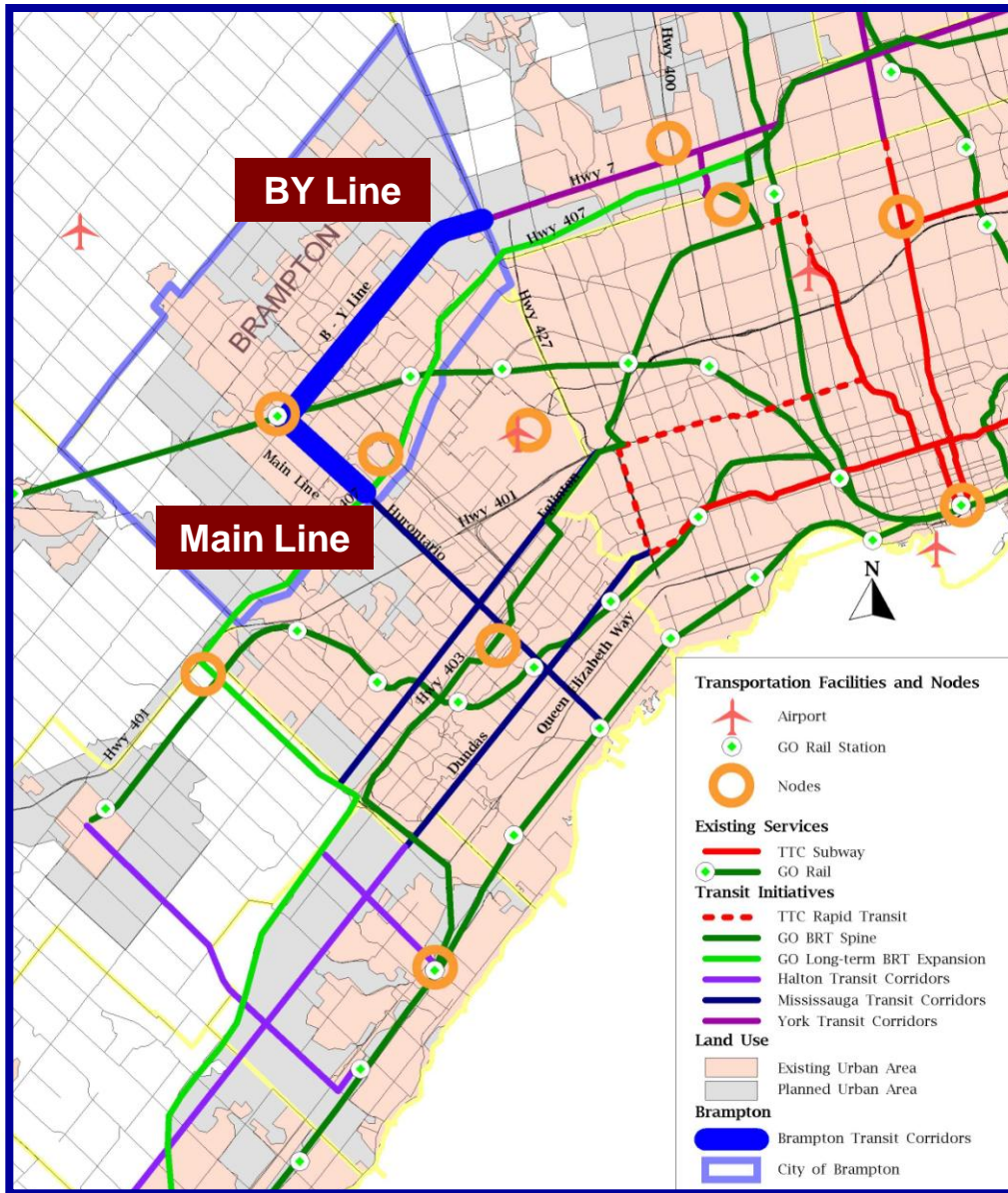
- **Collector Roads**
  - ❖ spacing of 500 to 1000 metres
  - ❖ crossing freeways
  - ❖ creating “bypasses” of key nodal intersections
  
- **Planning for improved road connections through redevelopment**
  - ❖ improve traffic distribution
  - ❖ improve pedestrian and transit access
  
- **Planning Roads that work for alternate modes and a safe and involved community**
  - ❖ alternative access and frontage designs
  - ❖ “eyes on the street”

## Bus Rapid Transit Program

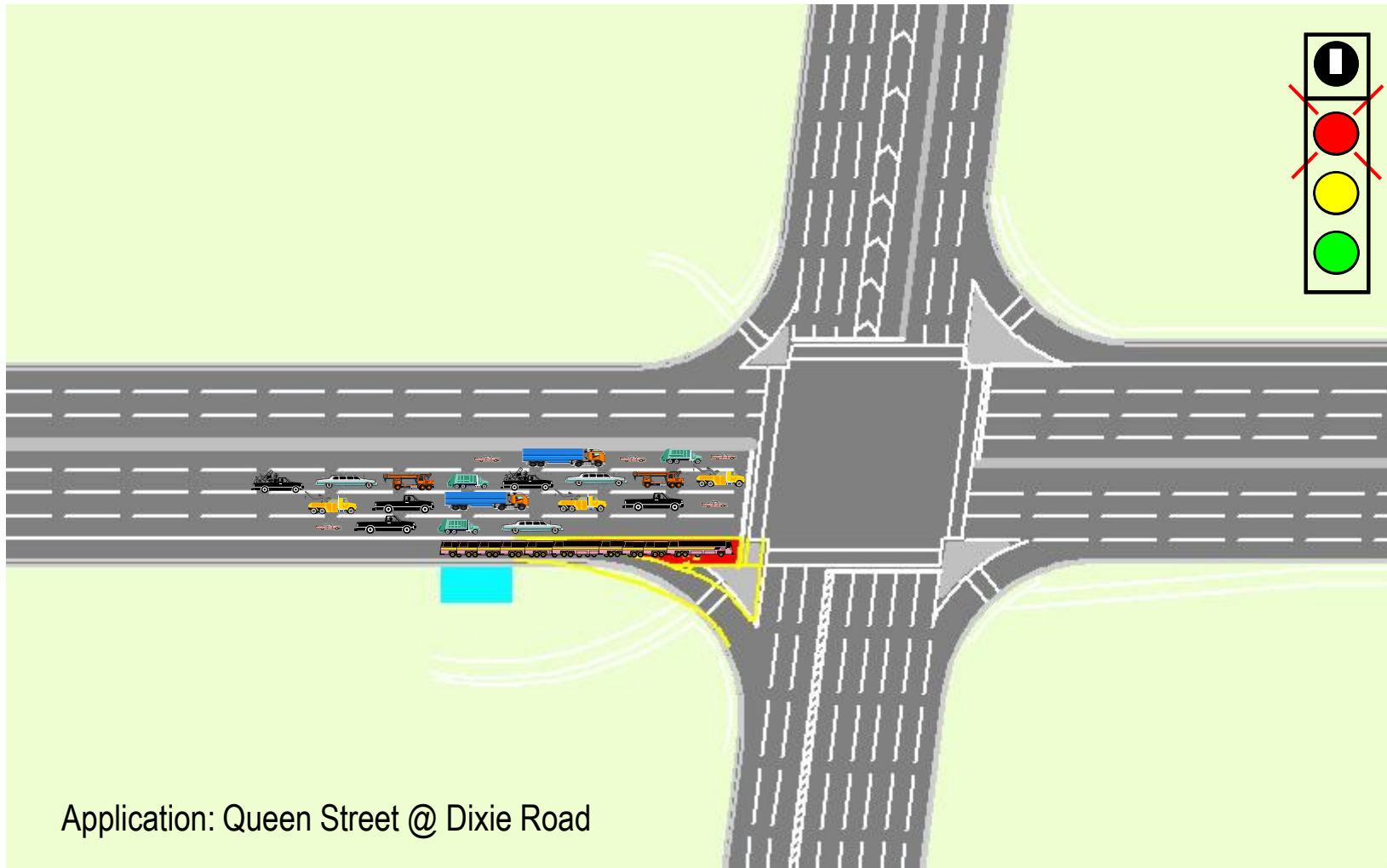
- The City is moving ahead with a progressive initiative to give transit an advantage in key travel corridors
- Seeking partnerships with the Province and Federal governments to fund significant transit enhancements
- The following slides illustrate how transit priority can give buses a travel time advantage

# Proposed Rapid Transit Links to fit into the GTA Network

Brampton

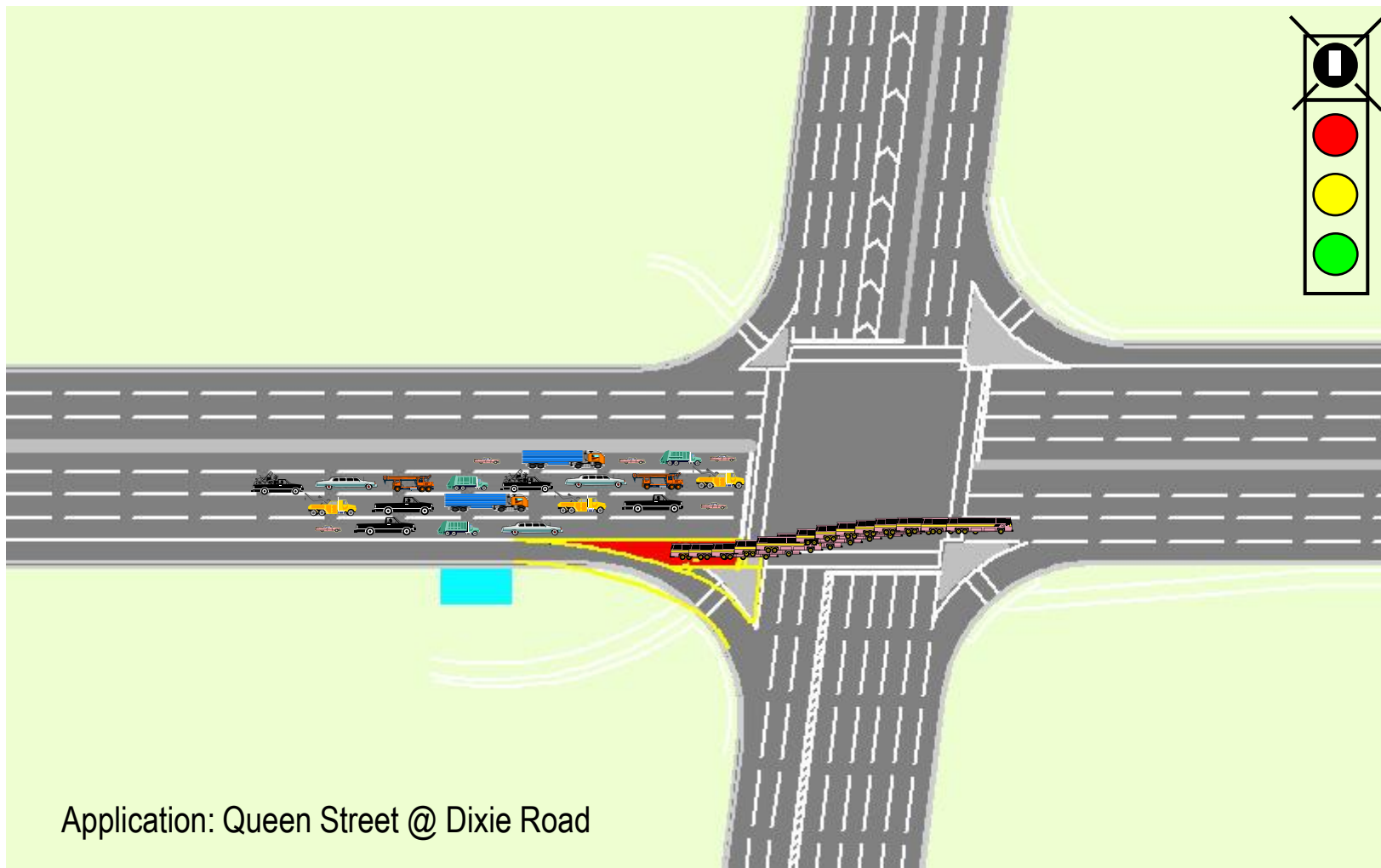


## Bus Rapid Transit (BRT)



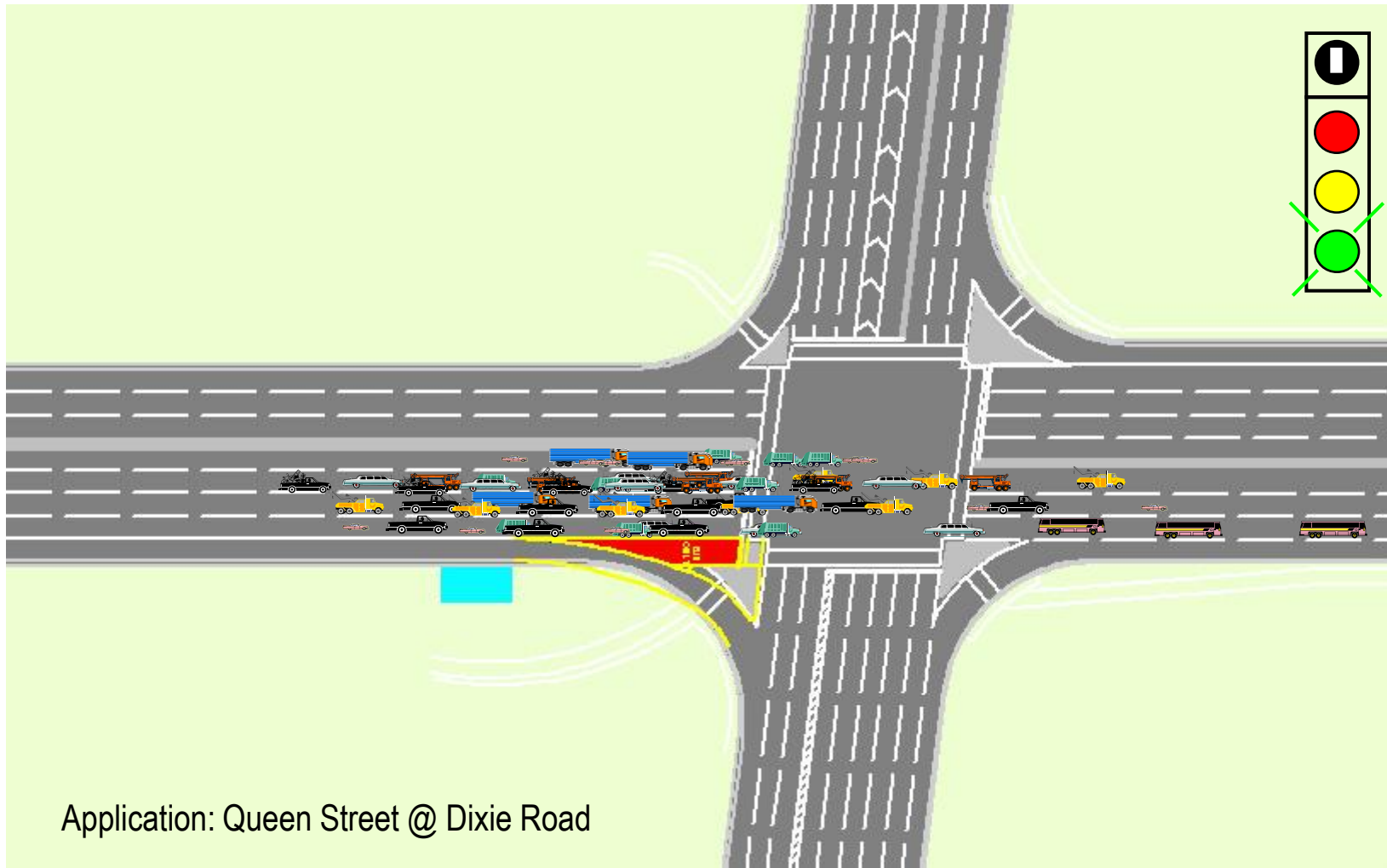
Application: Queen Street @ Dixie Road

## Bus Rapid Transit (BRT)



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Application: Queen Street @ Dixie Road

## Other Transit Elements of the Short Term Plan

- Better marketing of Brampton Transit and GO Transit services
- Enhanced GO Service and commuter parking lots
- Transit priority access at transit terminals
- Improved inter-regional transit
- Express services linking key residential areas to GO and Brampton Transit terminals
- Improved service connections and integration with Mississauga Transit

## Short Term Action Plan - Policies

- Review parking policies in the City Centre (on and off-street)
- Encourage transit use and discourage long term parking on-street (needed for BRT services)
- Implement City's Pathways Master Plan
- Travel Demand Management (TDM) program for City staff
- Travel Management Associations (TMA) in areas of high commercial/industrial activity
- Support car-sharing programs

## OPTIONS FOR THE STRATEGIC TRANSPORTATION DIRECTION

A Long-term Vision for Transportation

## Options for the Strategic Direction

- The Study is being conducted as a Master Plan under Class EA process
- Must define alternatives that represent real choices
- Elements:
  - ❖ Roads
  - ❖ Transit
  - ❖ High Occupancy Vehicles
  - ❖ Cyclist and pedestrian facilities
  - ❖ Operational strategies
  - ❖ Land use

## Option 1: Auto Focus (Status Quo)

- Focus on continued expansion of road networks
- Auto-focused development
- Dispersed land use
- Improvements would focus on operational strategies to improve vehicular transportation (e.g. ITS)
- Key elements:
  - ❖ Freeway improvements
  - ❖ Grid network of 4-6 lane arterials
  - ❖ Status quo re: collector and local road networks, transit service expansions



## Option 2: Multi-modal Focus

- Balance investment in roads and transit, within and external to Brampton
- Increase transit orientation of development: nodes and corridors as focus of higher-density development
- Implement supporting policies and programs: TDM, transit priority



## Elements of Option 2: Multi-modal Focus

- Currently planned freeway expansions, taking HOV/RBL into consideration
- Grid of 4-lane arterial and collector roads to support transit service
- Increased GO Transit rail and bus service
- Strong grid of transit links to Mississauga
- Grid network of bus services throughout Brampton
- Enhanced transit priority at terminals
- Supporting policies and programs
- Transit focus in subdivision and land use planning
- Transit-focused intensification at terminals

## Option 3: Transit Focus

- Focus investment on transit
- Decrease proportional investment in roads
- Implement Travel Demand Management policies
- Re-focus planning policies and allocations to support transit: grid of local road networks, mixed-use areas with smaller parcels
- Support transit-oriented development through Development Charges



## Elements of Option 3: Transit Focus

Elements listed under Option 2 above, plus:

- Grid of reserved transit lanes throughout the City
- Future planning of subdivisions based primarily on transit/walking accessibility
- Land use allocations strongly re-focused to foster transit use (mixed-use corridors and nodes)
- Auto disincentive policies (e.g. limits on parking supply, restrictions on development of parking and location of parking)

## Next Steps

- **The input received from you tonight will be factored into the development of the Master Plan**
  
- **We will prepare:**
  - ❖ Draft road and transit network plans
  - ❖ Draft policies for the transportation system
  - ❖ An implementation plan
  - ❖ Input to Development Charges By-law update
  
- **And then return to you for your input and review**
  - ❖ Public information centre tentatively set for June of this year

**Thank you for attending!**

The success of the study depends on your participation.

Please fill in the questionnaire to help us address your needs. Give us your input on the Short Term Plan and the Options for the Strategic Direction.

