

**MAYOR'S TOWN HALL MEETING
TRANSPORTATION AND TRANSIT MASTER PLAN**

**MAYOR'S TOWN HALL MEETING
TRANSPORTATION AND TRANSIT MASTER PLAN STUDY
MAY 14, 2003**

- Council Members Present:** Mayor S. Fennell
Regional Councillor G. Miles – Wards 7 and 11
City Councillor E. Moore - Ward 1
City Councillor D. Metzack – Ward 9
City Councillor J. Sprovieri – Ward 10
City Councillor S. Hames – Ward 11
- Staff Present:**
- Planning, Design and Development Department**
J. Corbett, Director of Planning and Land Development Services
A. Smith, Manager of Growth Management and Special Policy
H. Zbogar, Policy Planner
- Works and Transportation Department**
A.D. MacMillan, Commissioner of Works and Transportation
M. Parks, Manager of Traffic Engineering Services, Works and Transportation
P. Anderson, Manager of Engineering Services, Works and Transportation
- Legal Services**
C. Urquhart, Legislative Coordinator, Legal Services
S. Pacheco, Legislative Coordinator, Legal Services
- Others Present:** Mr. Jim Gough, Consultant Team Project Manager, Marshall Macklin Monaghan
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The meeting commenced at 7:12 p.m.

Mayor S. Fennell thanked and welcomed everyone for attending. She indicated that traffic congestion has been identified by the residents of Brampton as being the number one issue of concern, and that in response, the City is initiating a Transportation and Transit Master Plan Study (TTMP) to address current concerns and future needs.

She introduced the Council Members in attendance, stating that this is an issue of concern and importance to all members of Council, but that some Councillors could not be in attendance because they had other municipal business to attend to. She confirmed that Council's role at the meeting is to listen to what members of the public have to say and not to respond to, or debate, the issues at this time. She informed the public in attendance that their input is being sought to help Council identify and address the transportation and transit issues facing the City and to "help put the brakes on traffic gridlock".

Mayor Fennell introduced members of staff present. Mr. John Corbett, Director of Planning and Land Development Services, gave a slide presentation which included the following:

- The Transportation & Transit Master Plan is part of a multi-faceted plan to manage the City's development
 - Brampton Strategic Smart Growth Solutions
 - Reshaping How and Where We Live
 - Unlocking Gridlock
 - Optimizing Infrastructure
 - Protecting Our Environment
- Brampton forms an Important Economic Corridor
- Short-Term Action Plan
 - A plan to address critical transportation issues

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- We are taking action on the concerns you have raised
 - Highway 410 Extension
 - Widening of Bovaird Drive
 - Sandalwood Parkway Extension
 - Pleasant GO Station
 - Widening of Chinguacousy Road and McLaughlin Road
 - Intersection Improvements on Steeles Avenue
 - Widening of Kennedy Road
 - Main Line Bus Rapid Transit (BRT) Service
 - By Line Bus Rapid Transit (BRT) Service

- 10-year Capital Works Program Map (Preliminary March, 2003) Total Expenditures: \$431,201,000
- Principles For Road Network Development
 - Collector Roads
 - Planning for improved road connections through redevelopment
 - Planning Roads that work for alternate modes and a safe and involved community

- Bus Rapid Transit Program
- Proposed Rapid Transit Links to fit into the GTA Network
- Other Transit Elements of the Short Term Plan - include:
 - Better marketing of Brampton Transit and GO Transit services
 - Transit priority access at transit terminals
 - Express services linking key residential areas to GO and Brampton Transit terminals

- Short Term Action Plan – Policies - include:
 - Review parking policies in the Bramalea City Centre (on and off-street)
 - Encourage transit use and discourage long term parking on-street (needed for BRT services)
 - Support car-sharing programs

- Options: Long-term Strategic Direction for the Transportation System
 - Options for the Strategic Direction
 - Option 1: Auto Focus (Status Quo) - includes
 - Focus on continued expansion of road networks
 - Improvements on operation strategies to improve vehicular transportation
 - Option 2: Multi-modal Focus – includes
 - Balance investment in roads and transit, within and external to Brampton
 - Elements of Option 2: Multi-modal Focus - include
 - Increased GO Transit rail and bus service
 - Grid network of bus services throughout Brampton
 - Transit-focused intensification at terminals
 - Option 3: Transit Focus – includes
 - Focus investment on transit
 - Re-focus planning policies and allocations to support transit: grid of local road networks
 - Elements of Option 3: Multi-modal Focus - include
 - 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)

- Next Steps
 - The input received from the public will be factored into the development of the Master Plan
 - Preparation will include a draft road and transit network plans, draft policies for the transportation system and input to development Charges By-law update
 - Return to the public for input and review

Following his presentation, Mr. Corbett encouraged members of the public to fill out and submit the comment sheets provided with the handouts and passed the meeting back to the Mayor.

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Mayor Fennell invited members of the public to present their views.

Mr. Anthony Bonney, 1 Lascelles Boulevard, Brampton expressed the following comments and concerns:

- Commends Council for AcceleRide initiative
- Need for north south transit improvement
- Sustainable development to minimize the impact on the environment
- A and B express routes have not been expanded since the late 1970s
- GO Trains are not connected to buses
- The use of cars to the GO Station would not reduce the impact on the environment
- Needs express buses in bright colors
- City should work with Go Transit with respect to parking spaces
- Proper bus shelters are required
- Advertisements that buses provide service to GO Train stations.

Mr. Gerald Russell, 19 Ladore Drive, Brampton, expressed the following comments:

- Believes that more people would use transit if monthly passes are available
- Questioned why the City does not provide monthly passes.

Mr. Alex MacMillan, Commissioner of Works and Transportation, advised that Brampton Transit provides weekly passes but individuals can purchase four weekly passes at one time and it would serve the same purpose.

Mr. Brian Johnston, 105 Lauraglen Crescent, Brampton expressed the following comments and concerns:

- Congratulated Council on an excellent Transit and Transportation Master Plan
- Difficult to make left hand turn at the intersection of Colonel Bertram Road and Mayfield Road as traffic lights do not allow enough time to make turn
- Request for traffic lights to be placed at Summer Valley Drive and Mayfield Road for the protection of children attending school in the Snelgrove area
- Believes that the Ontario Municipal Board (OMB) should not have the power to overturn any decisions made by Council
- Feels that a resolution should be brought forward to abolish the format of the Board.

City Councillor Sandra Hames, advised that Association of Municipalities of Ontario (AMO) is working with the province to recommend changes to the OMB.

Mr. Richard Poersch, 26 Parkview Place, Brampton, expressed the following concerns:

- Indicated that he has attended previous meetings and given input but has not seen any of his suggestions included in the plans
- GO Transit should be enhanced
- Would save on and wear and tear on roads and infrastructure and also protect the environment
- Suspended transit line
- Believes that the City has suburban roads that would accommodate rapid transit
- Should build on existing corridors
- Concerned about the noise impact of modified vehicles and the effect on the environment
- City should work with police to deal with this issue.

Ms. Margaret Vermeesch, 22 Beechwood Crescent, Brampton, expressed the following comments and concerns:

- Uses transit frequently
- Most times buses are less than half full once rush hour is over
- Suggests that Brampton can use Calgary's transit system where Transhelp size buses are used before and after rush hours
- The use of the smaller Transhelp size buses would reduce costs for Transit
- The number of large buses required would be reduced
- Beneficial to the taxpayers.

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Mr. George Saleem, 13 Thorson Gate, Brampton, expressed the following comments and concerns:

- Difficult for south bound traffic on Kennedy Road to make a left turn at Notre Dame Secondary School located at the corner of Notre Dame Avenue and Kennedy Road
- Additional services are required in buses such as security cameras for safety
- Use of cars would be reduced if subway system is connected to other cities.

Mr. Mark Ritchie, 23 Madison Street, Brampton, expressed the following comments and concerns:

- Works outside of Brampton
- Lack of transportation in Brampton for people who work in other cities
- Transportation system is required where people can be taken to their work place
- GO Trains stop at specific sites
- Stops are required where there are large companies
- GO Transit and AcceleRide program need to work together
- Without the convenience of transportation people will keep using their cars to get to work.

Mr. Henrik Zbogor, Policy Planner, provided some information on the Urban Transportation Showcase Program, a Federal Government initiative to assist with the funding of projects to demonstrate and evaluate ways of reducing greenhouse gas emissions from urban transportation. The City of Brampton is participating in a GTA -wide application to implement a program that pursues sustainable transportation in the GTA by managing transportation demand and promoting sustainable modes to reduce emissions and traffic congestion. These strategies include organized car-pooling and ride-sharing (esp. for large employers) to reduce the number of single-occupant vehicles on our roads.

Mr. George Williams, expressed comments and concerns which included the following:

- Brampton was one of the first cities to deliver passengers to Go Transit
- City has expanded but the four routes (ABC&D) remain the samesame
- Service is not available unless commuters live in the ABC& D subdivision
- Needs more open commutes
- Key is double tracking of GO Rail between Bramalea and Brampton
- Double tracking ends around the hospital and the YMCA
- People drive to work because they have no way to get home late at night
- Inconvenient to take the bus
- Questioned the cost of double tracking from the hospital to the YMCA
- Build double tracking system and Mount Pleasant Go station at the same time with money from sale of Brampton Hydro
- Views AcceleRide program as a “mad rush” on the City’s part to “get a piece of the \$3.2 billion dollars from the province”.

Ms. Molly McGuckin, 52 Sutter Avenue, Brampton, expressed comments and concerns which included the following:

- Lives in the Heart Lake Road area
- Thinks TTMP is impressive
- Reducing the use of car for work would be difficult for people
- Double left hand turn at Sandalwood Parkway and Heart lake Road. .has increased traffic because of development
- Believes that Sandalwood Parkway East will become very busy
- Questioned whether or not a traffic study was done.

Mr. Alex MacMillan, Commissioner of Works and Transportation, agreed that Sandalwood Parkway East will become very busy but advised that Heart Lake will also be available. He advised that there would not be an entrance and exit ramp from Hwy 410 to Sandalwood Parkway if Hwy 410 stops at Sandalwood Parkway. These ramps would only be installed once 410 is extended at least to Mayfield Road. Design of Sandalwood Parkway is for an arterial road.

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Mr. Kiran Chhiba, 76 Allenhead Crescent, Brampton, expressed comments and concerns which included the following:

- Concerned with the City's approach to Smart Growth and sustainable growth
- Road widening issues encourage people to use their cars
- Transit should be used by people on a daily basis to get every where
- Believes that about 80% of the morning commute is done by car
- Need for massive infrastructure
- City should implement a street car line
- Believes that intensification along Queen Street is beneficial to City economically
- Moved downtown Toronto because he could not commute from Brampton
- Much of the transportation problems facing the City has to do with GO Services not extending to where it should.

Ms Luci Caron, 10 Bannington Crescent, Brampton, expressed concerns regarding the following:

- Key factor in GO Train delays caused because of only one track is available for use
- Freight trains are given priority on the track
- Impact of GO Train delays on commuters work and home life
- Have seen some improvement, but more needs to be done
- GO Train needs to communicate with CN Rail about delays
- Parking downtown Brampton for commuters is also a problem
- Proposed second GO Train station is good news but until then temporary solution is needed
- Improvements to Sandalwood Parkway and Heart Lake Road area are required to ease traffic congestion.

Mr. Michael Rodgers, 100 Mill Street South, Brampton, expressed comments and concerns which included the following:

- Advocates Option 1 in the TTMP hand-out: Auto Focus (Status Quo)
- Challenges staff and Council to show a public transit system that makes money and gets people to work quicker than a car
- Feels that people are encouraged to move to Brampton but infrastructure is not provided
- Rejuvenation of downtown is needed – more stop signs are required, the speed limit should be reduced
- Neighbourhood and quality of life should be protected
- Believes that the City's track record for road expansion is not good
- Roads should be expanded before subdivision is built, not after
- Many people work outside Brampton- effort should be made to bring employers to Brampton
- Needs to look at a longer-term solution for traffic congestion.

Mr. James Dixon, Mayfield Road and Highway 10 area, Brampton, expressed the following comments and concerns:

- Improvements to transit should start on Clarke Boulevard where more bus shelters are needed
- Was sold a wrong bus pass and encountered problems when he tried to get the correct one
- Questioned why passes are sold in advance.

Mr. Kenth Coggon, 92 Archdekin Drive, Brampton, expressed concerns regarding the following:

- Who is responsible for Queen Street development between West Drive and Highway 410
- Questioned what the specific plans are for West Drive
- Major bottleneck between West Drive and Highway 410 exit
- Regional road starts at Bramrose Plaza easterly to Regional Road 50 and from Mcmurphy Ave. westerly to Mississauga Road. – what plans does City have

Mr. Alex MacMillan, Commissioner of Works and Transportation, advised that the Region has plans for the Regional piece of the road from West Drive to Airport Road starting in 2003 and the City's portion is in the 10 year program for 2008.

The following individuals expressed their views via comment sheet at the end of the meeting:

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Mr. Don Fitzsimons, 55 Frederick Street, Brampton.

- Would like road noise reduced from vehicles such as trucks, school buses, and cars with loud mufflers

Ms. T. Ironside, 84 Elizabeth Street South, Brampton

- Someone should be designated to ensure speakers at meetings use the microphone properly.

Ms. Helen Prislinger, 71 Ridgehill Drive, Brampton

- With respect to AcceleRide – questioned whether the impact of buses blocking the right turn lanes have been checked
- Walks whenever possible
- A roof or shelter is needed for the bus stops and location of stops needs to be looked at
- More transit information should be available to the public with respect to purchasing tickets, schedules, etc.
- Buses should be kept professional looking and users should be made to feel safe.

Mayor Fennell thanked everyone for their attendance and participation.

The meeting ended at 9:00 p.m.