



REPORT

Planning Design and Development Committee

Standing Committee of the Council of the Corporation of the City of Brampton

Date: September 28, 2004

Files: T00 MP

Subject: **Recommendation Report**
TRANSPORTATION & TRANSIT MASTER PLAN: FINAL REPORT

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OVERVIEW

- The Transportation & Transit Master Plan (TTMP) Draft Final Report, June 2004 was presented to PD&D Committee on June 21, 2004.
- Pursuant to Council direction, a Notice of Study Completion in accordance with the Municipal Class Environmental Assessment process was issued on July 7, 2004, initiating a 30-day period for public review and comment on the TTMP Draft Final Report.
- Having considered and responded to the comments received, the TTMP Study has now been completed and the Final Report, dated September 2004, is attached hereto as Appendix A.
- The Transportation & Transit Master Plan recommends a balanced road and transit strategy as the basis for transportation network improvements and supporting policies to accommodate and manage projected travel demands over the next 30 years.
- A series of comprehensive recommendations are intended to implement the recommended TTMP strategy and further refine the details and analysis. Specific recommendations are provided for key items such as roads, transit, policies and programs, monitoring and review, and funding.
- As the first step in developing a high-order transit network as part of a balanced transportation system for the City, the TTMP has recommended the implementation of Bus Rapid Transit (BRT) services in the Main Street and Queen Street corridors. Work on this initiative, called AcceleRide, was begun early in the TTMP Study.
- Additional recommendations direct staff to report back annually, in conjunction with the Growth Management Program, and to conduct a full review of the TTMP every 3 years.
- Staff seek direction to initiate the process for an Official Plan Amendment, including the requisite public meetings under the Planning Act, to incorporate the transportation and transit recommendations of the TTMP.
- Despite the aggressive implementation of the TTMP road network and transit strategy, levels of service across major east-west and north-south screenlines will continue to deteriorate, as a result of the high growth rates forecast for both Brampton and adjacent municipalities. The TTMP provides the best strategic and policy basis to minimize this impact and to effectively manage the evolving transportation network given financial and right-of-way constraints.
- The Region of Peel is requested to review its Development Charges by-law and Capital Works Program to bring them into conformity with the TTMP recommendations respecting the nature and timing of Regional road improvements, and to incorporate funding to accommodate high-order transit on Regional Roads.
- The recommendations of the TTMP will be provided to the Region of Peel as input to the Transportation Plan Consolidation being undertaken as part of the Regional Official Plan Strategic Update (ROPSU) exercise.
- The TTMP analysis and conclusions are the primary source for the road and transit components of the City's recently released Development Charges By-law.
- Staff has engaged the services of a transportation modelling consultant to set up an independent City of Brampton PM-based travel demand model. Currently, the City is still reliant on Region of Peel resources to undertake comprehensive transportation modelling exercises.
- It is recommended that Brampton continue to participate in the GTA Smart Commute Association, a TDM initiative which is receiving funding under the Federal Urban Transportation Showcase Program, and which complements the recommendations of the TTMP.

RECOMMENDATIONS

1. THAT the Report entitled “Transportation & Transit Master Plan Final Report”, dated September 21, 2004, be received;
2. THAT the Transportation & Transit Master Plan Final Report, September 2004, be adopted by Council as the City’s transportation strategy for addressing planning, budgeting and implementation activities to work towards a balanced transportation network;
3. THAT Council adopt the 2011, 2021 and 2031 TTMP road networks as shown in Figures 3.15, 3.16 and 3.17 of the TTMP Final Report, respectively;
4. THAT Council adopt the TTMP 2011 and 2021 Strategic Transit Framework as shown in figures 3.21 and 3.22, respectively;
5. THAT Council adopt the “Major Corridor Grid” (set out in Section 3.3.3 of the TTMP) as the City’s transit strategy and system concept;
6. THAT staff be directed to initiate the process for an Official Plan Amendment, including the requisite public meetings under the Planning Act, to incorporate the transportation and transit recommendations of the TTMP;
7. THAT staff be directed to implement the recommendations set out in the TTMP Final Report and report back to Council as necessary, including undertaking specific initiatives in the following key areas:

7.1 Roads

- (a) Continue implementation of the 10-Year Capital Works Program for road links and intersections, as modified per the TTMP recommendations, through the Capital Budgeting process;
- (b) Continue to work with the Region of Peel and the Ministry of Transportation to implement identified road network improvements on facilities under their jurisdiction that are within the City of Brampton or that have a direct impact on the City’s transportation capacity;
- (c) Initiate a comprehensive review of roadway design standards to incorporate the findings and recommendations of the TTMP Final Report by including consideration of bicycle lanes and transit priority measures, and other mechanisms to accommodate enhanced transportation capacity within road rights-of-way;
- (d) Protect for the link of Westcreek Boulevard to Biscayne Crescent across Highway 410, to provide a by-pass of Steeles Avenue;

- (e) Recognize, in accordance with the results of the Clark-Eastern Connection Study endorsed by Council on June 28, 2004 (PDD161-2004), that the Clark-Eastern connection between Rutherford Road and Hansen Road South will be pursued in the medium to long-term planning horizon, and further, that an extension of Clark-Eastern across the CNR tracks or west of Centre Street is not supported, and that the long term role and benefit of the Clark-Eastern connection and of associated improvements to the road grid between Kennedy Road and Centre Street be considered as part of the Central Area Plan Review and/or other specific studies;
- (f) Work with the Regions of Peel and York, the City of Vaughan, the Town of Caledon, and the Ministry of Transportation to initiate a process that could allow further decision-making around land use and road network issues in the Highway 50/Highway 27 corridor area while protecting technically feasible alternatives for the proposed Highway 427 extension.

7.2 Transit

- (a) Implement the TTMP transit recommendations through the City's Transit Capital budgeting process;
- (b) Prepare a detailed work program to complete the design and secure the approvals needed to implement AcceleRide high-frequency branded Bus Rapid Transit services in the Main Street and Queen Street corridors, in consultation with the Region of Peel;
- (c) Continue to pursue funding from senior levels of government for implementation and operating costs associated with AcceleRide and other transit initiatives;
- (d) Continue to work with Peel Region to protect for and implement transit priority measures on Regional roads;
- (e) Work with GO Transit, the City of Mississauga, and York Region on inter-regional transit service integration, including services and terminals;
- (f) Work with GO Transit to implement all-day service on the Georgetown GO rail line;
- (g) Introduce Brampton Transit service to the Mount Pleasant GO Station to coincide with the commencement of station operations in late 2004/early 2005;
- (h) Through the Central Area Plan Review and other evaluation opportunities, as appropriate, initiate detailed urban design, parking, and economic impact studies for the future development of the Four Corners and the provision of additional transit priority needed for improved bus service in downtown Brampton, including pursuing any opportunities for acquiring additional right-of-way.

7.3 Policies and Programs

- (a) Continue implementing the PathWays Master Plan;
- (b) Continue planning for improved pedestrian access from communities by expanding the City-wide sidewalk network, especially along transit routes;
- (c) Continue to work with the Region of Peel and other senior levels of government on Goods Movement initiatives, and to work towards developing a Goods Movement route network for the City of Brampton;
- (d) Support and investigate opportunities for developing and implementing Travel Demand Management (TDM) programs and strategies, including continued cooperation with the Region of Peel to implement a Travel Management Association through the GTA Smart Commute initiative;
- (e) Develop an Intelligent Transportation Systems (ITS) strategy for the City to evaluate, implement and monitor available and emerging technologies that can assist with the efficient operation of the City's transportation and transit system;
- (f) Support a high level of transit service by undertaking a joint study with the Region of Peel and the City of Mississauga to define a High Occupancy Vehicle (HOV)/Reserved Bus Lane (RBL) network that connects Brampton and Mississauga, and appropriate support programs and strategies;
- (g) Support a high level of transit service by developing a strategy to protect for a commuter parking lot network around the periphery of the City and at key intermodal nodes;
- (h) As part of the Central Area Review and other appropriate secondary plan reviews, update land use permissions and urban design guidelines for development along transit corridors, to encourage transit-supportive development;
- (i) Review and refine a transit-supportive development checklist – the “Connectivity Index” – to be used as an additional evaluation tool in the development application review process.

7.4 Monitoring and Review

- (a) Undertake ongoing monitoring of the transportation system (i.e. travel characteristics, traffic counts, capacity limitations, transit usage) to determine if shifts in road or transit capital or operating programs or other measures are needed to meet program objectives;
- (b) Continue to develop the City's transportation modelling capabilities by enhancing and refining the EMME/2 travel demand model developed for the TTMP, by investigating additional options for better monitoring traffic and transportation and developing projections of future demands

associated with growth forecasts, by pursuing opportunities to develop and refine micro-simulation capabilities in cooperation with other City departments, and by co-coordinating with the Region of Peel's transportation modelling program;

- (c) Co-ordinate transportation and land use planning through implementation and monitoring initiatives of both the TTMP and the Brampton Growth Management Program.

7.5 Funding

- (a) Continue to utilize the TTMP analysis and recommendations in support of the Council approved Development Charges By-laws, such that Development Charges revenue should fund a significant component of the necessary transportation infrastructure arising from increased demand due to growth, as permitted by the Development Charges Act;
 - (b) Explore alternative funding mechanisms such as funding partnerships, special levies, corporate sponsorships, and strategic budget allocations. In addition to DC revenue, it is recognized that property tax based and/or other funding will be necessary to fund growing transportation operating / maintenance expenses as well as some capital expenses associated with the roads program and significant portions of other elements such as transit, pathways, policies, and programs;
 - (c) Continue to actively encourage the Provincial and Federal levels of government to provide sufficient and sustainable funding for public transit infrastructure through such mechanisms as changes to the Development Charges Act, providing municipalities a component of tax revenues (e.g., gas tax), and providing other funding sources.
8. THAT staff be directed to report back annually, in conjunction with the City's Growth Management Program (Development Outlook Report), on an overall assessment of the City's transportation network, and that staff perform a comprehensive review of the TTMP every 3 years;
 9. THAT the Region of Peel be requested to review its Development Charges by-law as soon as possible to reflect the analysis and conclusions of the TTMP in regard to the nature and timing of Regional road improvements, and to incorporate funding for Regional Road improvements to accommodate high-order transit;
 10. THAT the Region of Peel be requested to fully implement the recommendations of the TTMP in the Peel Transportation Plan Consolidation being undertaken as part of the Regional Official Plan Strategic Update (ROPSU) exercise, in cooperation with City of Brampton staff;

11. THAT the Ministry of Transportation be urged to expedite the following provincial transportation corridor facilities, recognizing their prominent role in the TTMP transportation network:

- (a) The extension of Highway 410 to Highway 10 by the latest Peel/MTO agreement date of 2007, including an interim staged completion of the interchange at Mayfield Road as soon as possible;
- (b) The widening of Highway 410 south of Bovaird Drive to 8 lanes as soon as possible;
- (c) Initiation of the Environmental Assessment study for the East-West Corridor identified in MTO's "Central Ontario Strategic Transportation Directions" report and in the recently released "Places to Grow" plan, before corridor alignment and connection opportunities are displaced by expanding development in Peel and adjacent Regions;
- (d) Inclusion of the southern section of the Highway 427 extension as an integral component of the aforementioned East-West Corridor EA study, or addressing it as a separate EA study; and
- (e) Inclusion of the North-South Corridor facility in the vicinity of the Brampton/Halton Hills boundary as an integral component of the aforementioned East-West Corridor EA study, or addressing it as a separate EA study.

12. THAT copies of the report "Transportation & Transit Master Plan Final Report", be sent to the Regions of Halton, Peel, and York; the cities of Mississauga, Toronto, and Vaughan; the towns of Caledon and Halton Hills; the Ministry of Transportation; and GO Transit.

BACKGROUND

Pursuant to City Council direction, a Transportation & Transit Master Plan study was initiated in the summer of 2002 to establish the infrastructure and program needs and supporting policies for Brampton's transportation system to the year 2031.

The TTMP is part of a multi-faceted plan to manage the City's growth and development, and complements the Growth Management Program as well as the 2003 Strategic Plan, "Vision Brampton". Its main purpose is to present a long-term transportation vision and integrated road and transit network plan that will support growth in the City of Brampton to 2031, and provides the framework to ensure a coordinated and comprehensive approach for guiding future transportation decisions (including the development and refinement of the City's "in-house" transportation demand modelling/forecasting capabilities). The TTMP recommends an implementation strategy based on targets established for 10-year horizon intervals, to

2031, as well as a Short-Term Action Plan for the next five years, to address current needs and deficiencies and to begin work towards the long-term vision.

The TTMP will provide the basis for an update to the transportation plans, objectives and policies of the Official Plan. It will also feed into more specific and focused activities such as Development Charges By-law updates; City and Region annual capital budget processes and 10-year capital forecasts for roads and transit capital infrastructure; Environmental Assessment Studies for roads and transit infrastructure improvements; other traffic, transportation studies; and transit service plans.

CURRENT SITUATION

The TTMP (Draft) Final Report, June 2004, was presented to PD&D Committee on June 21st, outlining a comprehensive slate of recommendations for the City's transportation and transit network and supporting policies and programs.

Pursuant to Council direction, a Notice of Study Completion in accordance with the Municipal Class Environmental Assessment process was issued on July 7, 2004, initiating a 30-day period for public review and comment of the TTMP Draft Final Report. Copies of the Study and supporting materials were made available at all branches of the Brampton Public Library, and at the City and Region clerks offices. The TTMP Study and Appendices were also made available via the internet, on the TTMP Study page accessed from the City of Brampton website. A request for comments was also sent to each of the municipal agencies that participated on the TTMP Study Technical Advisory Committee.

In spite of the comprehensive public notification process, written comments were received from only two private citizens. Detailed comments were provided by the Regions of Peel and York, and the Town of Caledon. None of the comments received from these agencies infringed on the integrity of the TTMP findings and recommendations as considered by Council in June 2004. The attached Appendix B documents the foregoing submissions and corresponding responses from City staff and the TTMP consultant team. Caledon staff also brought forward a report to their Council on September 7, 2004. A copy of the Council resolution is attached as Appendix C. Comments from the City of Mississauga were resolved to their satisfaction prior to issuing the Draft Final Report and the Notice of Study Completion. Comments were also received from the development industry as part of the Development Charges Transportation Background Study review process. These comments have already been addressed, and were part of the Development Charges By-law report that was presented to Council on August 11, 2004. Although no further technical feedback was provided by the development industry in response to the City's answers, they have initiated an appeal of the Development Charges by-laws, including those pertaining to "Transit Services" and "Roads and Other Recoveries". Staff recommend that the City continue to utilize the TTMP analysis and recommendations in support of the Council approved Development Charges By-laws.

Key components and the recommendations of the TTMP Final Report are encapsulated in the staff recommendations at the beginning of this staff report. A detailed summary of TTMP implementation and recommendations are presented in Sections 4 and 5 of the TTMP Final Report.

The remainder of this report summarizes the key content of the TTMP Final Report and Recommendations.

TTMP FINAL REPORT

Master Planning Process

The TTMP study has followed the “master planning process” and meets the requirements of both the Ontario Environmental Assessment (EA) Act and the Ontario Planning Act. One of the prerequisites for meeting this requirement is a consultation program to involve the public. Throughout the course of the Study, information has been made available on the City’s website, and presented more formally via three public consultation sessions. These Public Information Centres provided substantive input to the TTMP, starting with the issues identification and evaluation phase of work at the beginning of the study (PIC #1, October 28, 2002), the development and confirmation of the balanced vision for a multi-modal approach to planning for the City’s future transportation needs (PIC #2, May 14, 2003), and fine-tuning of the preferred road and transit network strategy and draft recommendations (PIC #3, April 28, 2004). Two professionally facilitated focus group sessions were also conducted during the course of the study, to help with the development of transit elements in the TTMP strategy by gathering qualitative data.

As described earlier, a Notice of Study Completion was issued in July 2004, and provided a final opportunity for the public to comment on the Draft Final TTMP report and recommendations.

Throughout the TTMP Study process, input has also been provided through Steering Committee meetings, attended by senior staff and City councillors, and through Technical Advisory Committee meetings, attended by City staff and representatives from external agencies (MTO, Region of Peel, adjacent regional and area municipalities).

Balanced Transportation Vision

Public consultation confirmed the recommendation for a Balanced Road and Transit system as the preferred strategy underlying the City’s long-term transportation vision. The “balanced” approach maintains needed accessibility for commercial, transit and other essential vehicular trips, while providing enhanced transit accessibility for all residents and workers in Brampton, improved air quality, and a healthier, more active community.

Realistic Planning for Transit

The TTMP technical analysis has confirmed that the City’s future transportation needs cannot be accommodated by road improvements alone. A major increase in the percentage of travel by public transit is essential and will require significant service improvements to provide rapid transit into Mississauga and York Region, to link into the GTA transit network. In developing a transportation strategy, the TTMP has focused on realistically achievable goals for transit networks and loadings within the City, and transit “targets” are based on comparisons with similar, mature origin-destination linkages across the GTA.

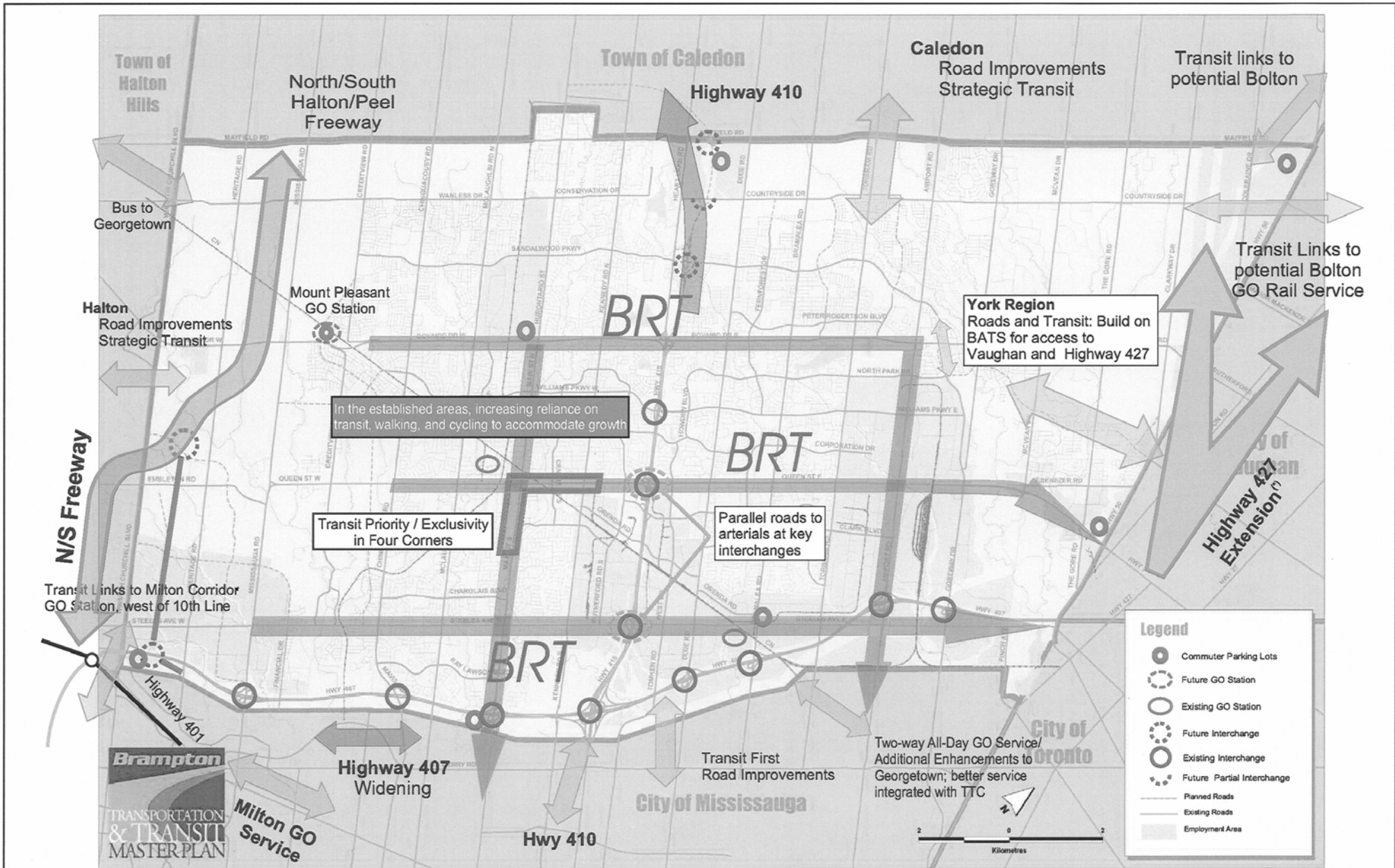
Strategic Framework

The TTMP Final Report itemizes and illustrates the proposed staging of short and long-term strategic framework elements being recommended to redress the balance between roads and transit (**Figure 1**). While continued expansion of the road system is necessary to accommodate new growth, address deficiencies, and facilitate reliable and accessible transit, the strategic framework emphasises greater investment in the transit network and infrastructure, recognizing the limits for road network expansion. A restructuring of the transit concept is also recommended, to support higher-order transit on key corridors of the transportation network, and to provide direct, effective connections to key destinations within and beyond Brampton.

Short-Term Strategic Elements

The following short-term strategic initiatives include priority road improvements and place a strong emphasis on transit. They are listed in terms of their expected delivery or their priority based on expectation of need:

- Mount Pleasant GO Station;
- Reconfiguration of the Brampton Transit network to provide more corridor-based services;
- Implementation of Bus Rapid Transit (BRT) service along Queen Street and Main Street, linking to York Region and Mississauga, respectively (i.e., the BY Line and Main Line of the AcceleRide program “first steps”);
- Extension of Highway 410;
- Improved connections to Mississauga destinations, including Pearson International Airport, and closer integration with Mississauga Transit;
- Improvement of road links to Halton Region;
- Introduction of transit links to the proposed GO Station on the Milton rail corridor, west of 10th Line;
- Highway 427 extension to Rutherford Road or beyond;
- Establishment of Improved transit connections to York Region (in conjunction with road improvements recommended in the York-Peel Boundary Area Transportation Study);



(*). Alternative alignments of the extension are shown on a strategic level; there has been no decision made up to date.

- Implementation of Bram West Parkway, from Embleton Road to Highway 407 (including a new interchange at Highway 407);
- Implementation of a network of commuter parking lots at gateways to the City;
- Introduction of express transit services on Highway 410 (together with widening);
- Provision of all-day GO Rail service on the Georgetown GO line;
- A bus service to Georgetown;
- Continued expansion of the arterial and collector road network.

Long-Term Strategic Elements

The longer-term strategy will build on the results of the short-term initiatives over the 10 to 20-year horizon, and will continue to balance transit and road-based mobility. Core strategic initiatives for the long-term include:

- Enhanced transit service in numerous priority corridors across the City, and continued reconfiguration to a grid-based overlay on community services;
- Expansion of the BRT network in other key corridors to enhance high-capacity grid services;
- Transit priority/exclusivity in the Four Corners;
- Increased reliance on transit, walking, and cycling for travel in the core established areas of Brampton;
- Introduction of a multi-modal transportation corridor in west Brampton;
- Express bus to Bolton, to provide an alternative to private vehicles for commuting;
- Bus links to stations, if a Bolton GO Rail service is implemented;
- Continued expansion of the arterial and collector road network.

Road Network and Staging Plans

On the basis that continued expansion and extension of the road network is essential to provide for new growth areas, intensification of development, and accommodation of high-capacity, reliable transit services, the TTMP study developed a 2031 transportation network, and modelled in detail the interim stages at the 2011 and 2021 horizons. The figures in the TTMP Report illustrate the evolution of the recommended transportation network, by showing cumulative road improvements for the three horizon years, with the current 10-Year Capital Plan as a starting point (Figures 3.12, 3.15, 3.16 and 3.17 in the TTMP Final Report).

Transit System

The key objective in the development of long-term plans for Brampton Transit was to provide a realistic and attractive alternative to the private automobile for trips within and beyond Brampton, based on the following key elements:

- Create strategic links to adjacent municipalities;

- Establish grid-based services on Brampton corridors to provide direct and effective access;
- Enhance the grid services with local feeder routes to ensure good local access.

The TTMP Report presents an evaluation of the current transit system, examines options for the system and makes a recommendation to develop a “Major Corridor Grid” service design, which includes a planned evolution to Bus Rapid Transit services on major corridors, and significantly enhanced transit service on Primary and Secondary corridors, supported by a network of community services. Key elements of the 2011 and 2021 system plans are shown in Figures 3.21 and 3.22 of the TTMP Final Report.

It should be noted that the TTMP does not address specific transit routing – rather, the transit system figures indicate levels of service (i.e., frequency) on the key streets on which transit operates.

Costs

Projected cost for implementing the TTMP recommended road network improvements to 2031 is approximately \$1.3 billion. Transit capital costs (vehicle and non-vehicle) to implement the TTMP transit recommendations to 2021 are approximately \$326 million.

The majority of the costs are in the earlier horizons (esp. the road costs over the next 10 years), which highlights dramatically the urgency in addressing Brampton’s growing transportation needs, and constitute the main component of the increase in the City’s proposed 2004 Development Charges By-law.

A more refined costing for road infrastructure improvements for the next 10 years has been developed through the Development Charges study, and is described in the 2004 Background Study.

Service Level Implications

It should be noted that implementation of the transportation (roads and transit) recommendations made by the TTMP will not result in an improvement of current service levels. In fact, despite the aggressive implementation of the road network and transit strategy reflected in the TTMP, residents and businesses in Brampton can expect deteriorating levels of service across major east-west and north-south screenlines. This is due to the high growth rates forecast for both Brampton and adjacent municipalities. The TTMP, however, provides the best strategic and policy basis to minimize this impact to the greatest extent possible, given financial and right-of-way constraints. The traditional method for interpreting and calculating development charges will allow for a partial recovery of the costs of construction, but there will be a shortfall for transit, and monies will have to be sought and secured elsewhere (and would not be sustainable through property taxes).

TTMP RECOMMENDATIONS

The key recommendations of the TTMP are encapsulated in the staff recommendations at the beginning of this covering report. A comprehensive listing of recommendations and action items can be found in Chapters 4 and 5 of the Final Report

Programming

Roads

The roads program for the TTMP horizon years is shown in figures 3.15 to 3.17 of the Final Report. A detailed summary of recommended actions and supporting policies and programs for road and transit improvements, organized according to the five, ten, twenty, and thirty year horizons are included in Chapter 5 of the Final Report. Annual priorities for the road improvements within the ten year horizon spans have also been defined.

The recommended road improvements will be used as the basis for preparing annual servicing and financing studies, and the annual Capital Budget.

Transit

Figures 3.21 and 3.22 in the TTMP Final Report present the transit plans for 2011 and 2021.

Achieving the goals of the TTMP will require a significant increase in Brampton Transit's bus fleet, a revised routing structure, and supporting infrastructure in the transportation network. This will require additional funding, including support from senior levels of government. Stable, sustained funding is required in the short-term to address immediate needs, including a staged program towards the longer term objectives.

Support of network and policy elements outside of transit's area of influence is also needed, and includes: roadway infrastructure enhancements on City and Regional roads; roadway connectivity in new developments to support the corridor grid network and support local feeder services; integration with inter-regional systems (service, schedules, fare structure, etc.); and supportive land use, travel demand management, and parking policies.

Cycling and Walking

The key priority here is the ongoing implementation of the PathWays Master Plan, with the implementation of on-street facilities pursued as part of the reconstruction and expansion of roads. Sidewalk expansion will be related to transit network enhancements and improved connectivity in new developments.

Policies and Programs

Recommended policies and programs are discussed in section 3.4 of the Final Report (detailed Policy Papers are included in the Final Report Appendices) and address Transportation Systems Management (TSM), Intelligent Transportation Systems

(ITS), Travel Demand Management (TDM), Bicycle and Pedestrian Access, and Goods Movement.

Development Review

A development review tool called the “Connectivity Index” has been developed through the TTMP. It is recommended that this index be refined and used by City staff to evaluate development applications with a view to supporting the implementation of the strategic direction of the TTMP. The index is intended to measure the connectivity of residential (as well as commercial and industrial) development proposals to existing/planned transit services, pedestrian, and bicycle facilities.

Monitoring and Growth Management

A monitoring and master plan review process in relation to objectives and targets is an essential element for the successful ongoing implementation of the transportation strategy. Monitoring of land use will be undertaken as part of the Growth Management Program. As a component layer of growth management, the transportation monitoring program will track changes in travel characteristics (trip generation rates, trip lengths, auto occupancy, road and transit system performance and utilization) to address vehicle demand at screenlines and key constraint areas. This monitoring will rely in large part on a comprehensive and regular traffic count program.

In addition to annual updates in conjunction with the GMP Development Outlook reports, it is recommended that the TTMP be comprehensively reviewed and updated every three years to take into account changing trends in demographics, development, and travel patterns.

Alternative Delivery Mechanisms and Management of Costs

Given limitations on current revenue streams, provision of a dedicated, sustainable financing source is a prerequisite to ensure the long-term viability of the transportation system in Brampton and achieving a balanced road and transit vision. It is expected that other sources of funding beyond property taxes and development charges must be made available. A more detailed discussion of initiatives such as special levies, corporate sponsorships, funding partnerships, and strategic budget allocations is contained in Section 4.5 of the TTMP Final Report.

NEXT STEPS

The findings and recommendations of the TTMP have already begun to be implemented. As was indicated earlier, the AcceleRide initiative was recommended in the early stages of the TTMP work program, and is now proceeding on its own track. The study analysis and findings of the TTMP were a key input for the

transportation component of the 2004 Development Charges By-law. Furthermore, the results of the TTMP modelling exercise are now being used in several ongoing EA Studies and are being used to calibrate modelling exercises for the Northwest Brampton Expansion Area Transportation Study and the Mount Pleasant Community Transportation Study. Staff will also continue to work with the Region of Peel through the Capital Budget Coordinating Committee, to determine the appropriate scheduling of road improvement projects, and using the TTMP as one of the key inputs.

AcceleRide

Over the past year, the City has made a concerted effort to educate, inform, and generally raise awareness of this project with neighbouring municipalities (esp. York Region and the City of Mississauga), with senior staff in the provincial government, and with the GO Transit Board. While these presentations have been well-received and the feedback has been encouraging, the City will continue to pursue funding from senior levels of government for implementation and operating costs associated with AcceleRide and other transit initiatives.

The City will also continue to work closely with the Region of Peel on the widening of Queen Street East, which includes the construction of transit-only lanes at major intersections, as per the AcceleRide proposal. Consideration for similar BRT measures is also being included in other City and Regional road improvement projects.

Over the next few months, the AcceleRide initiative will move to a more comprehensive implementation phase. A work program to develop business, development, marketing, capital works, and operating plans will be shepherded by Brampton Transit, with the goal of realizing full AcceleRide BRT services in the Queen Street and Main Street corridors over the next five years.

Brampton Transportation Modelling Program

One of the goals of the TTMP Study had been to develop an in-house travel demand modelling capability to allow City staff to initiate and carry out travel forecasting exercises without having to rely so heavily on outside agencies. While a separate model has been developed for the TTMP Study, based on the Region of Peel's model, City staff still do not have full independence in carrying out modelling exercises. Given the proprietary nature of key elements in the Region's model, the City would still have to rely on Regional resources to complete certain modelling tasks. As evidenced by the TTMP Study, considerable effort was expended by Regional staff before the TTMP model was considered "validated" and could be confidently applied. While continued co-operation and information sharing with the Region is important, a fully independent City of Brampton model is needed for staff to be able to carry out future transportation monitoring and forecasting exercises confidently and effectively.

To establish this modelling autonomy, staff has hired Peter Dalton Consulting to custom implement the "GTA Simplified Model" as an internal planning tool for

Brampton, using the TTMP model as a reference. The GTA Simplified model is being used by Halton Region, the City of Mississauga, and other GTA municipalities. The model is expected to be fully operational by the middle of November 2004. City staff has also taken steps to set up an account with the Data Management Group (University of Toronto) to gain joint access to their computer system and EMME/2 travel demand model software license. This will enable the City to connect into a GTA wide modelling environment that is being continually updated. Existing 2004 capital and operating budget allocations have anticipated these expenses and sufficient funds are currently available to carry out this work.

Urban Transportation Showcase Program: GTA Smart Commute Initiative

In June 2001, Transport Canada announced the Urban Transportation Showcase Program (UTSP) as one of the elements of the Government of Canada's Action Plan 2000 on Climate Change. The program calls for the creation of community showcase programs to demonstrate and evaluate ways of reducing greenhouse gas emissions from transportation and to address other urban challenges, such as air quality, congestion, safety, and rising operating costs.

A collaborative effort of municipal staff across the GTA, including the City of Hamilton, to create a "Greater Toronto Area Transportation Demand Management (TDM) Program" was one of 15 submissions short-listed to advance to the second stage of the UTSP funding application process. A detailed proposal was developed and submitted as "the GTA Smart Commute Initiative" to Transport Canada in May 2003.

In November 2003, the GTA/Hamilton Smart Commute Initiative was announced as one of eight successful proposals. Transport Canada is providing one-third of eligible project costs – up to \$2.5 million of a \$7.7 million total project cost. This funding is available until March 31, 2007. The balance will be provided by participating municipalities and private sector partners. The municipal and private sector shares will be a mix of in-kind and direct financial contributions. Peel Region will be contributing an estimated \$240,000 between 2004 and 2007.

The primary objective of the Smart Commute Initiative (SCI) is to develop and implement an array of innovative strategies to manage the demand for automobile travel in the Greater Toronto and Hamilton areas to maximize the efficiency of transportation systems and minimize adverse effects on the environment. The SCI envisions the establishment of nine Transportation Management Associations (TMA) and the expansion of the existing Black Creek Regional TMA in northwest Toronto/Vaughan. The TMAs will be responsible for working with local businesses and/or residents to deliver TDM initiatives tailored to their particular needs. Two TMAs have been proposed for Peel Region. With over 140,000 employees and a post-secondary institution (i.e., Sheridan College), a TMA can be potentially established in Brampton.

A non-governmental organization called the Smart Commute Association (SCA) has been set up as the central coordinating body that will oversee the development and

implementation of TDM programs and services at the regional level and assist and support the establishment of TMAs to deliver TDM measures at a local level. The Smart Commute Association's mandate to oversee the implementation of TDM in the GTA will be established through a Memorandum of Understanding (MOU), and will give the SCA overall responsibility for establishing, directing and implementing the Smart Commute Initiative, including the allocation of resources.

An MOU which sets out the arrangements for implementation of the Smart Commute Initiative has been drafted by the SCA Steering Committee, comprising representatives of all of the municipalities contributing financially to the Smart Commute Association (Regions of Durham, Halton, Peel, York, Cities of Hamilton, Mississauga, and Toronto).

Whereas Brampton staff have been participating in this initiative at the invitation of the Region of Peel, and the City's support for the initiative has been endorsed by Brampton Council, staff understand that Brampton does not need to sign the MOU, and that it can continue to participate in the SCI in partnership with the Region of Peel.

The Region has also made it clear that Brampton's participation in the SCI would not require more than "in-kind" contributions related primarily to staff attendance at meetings and providing assistance in identifying local issues and potential stakeholders and employers who could be approached to participate as TDM partners. A similar approach is being taken by the other area municipal participants.

Contributing financially to the Smart Commute Association would not be of substantive benefit to Brampton at this time. While a financial commitment secures a spot on the Steering Committee, the monies contributed would be distributed to the initiative as a whole. At a governance level, staff are comfortable that Brampton's interests can be satisfactorily represented by the Region of Peel (City staff has been actively involved in the preparation of the "Peel Region Transportation Demand Management Study", as part of the Regional Official Plan Strategic Update (ROPSU), which also complements the findings of the TTMP). Furthermore, the Region's vote on the Steering Committee is subject to the input and agreement of the participating local municipalities (Brampton and Mississauga). Staff understand that the City of Mississauga will be making a direct financial contribution to the SCA, though the exact amount is not yet known, and will therefore sit on the Steering Committee. However, Mississauga will not have a separate vote.

The towns of Richmond Hill and Markham, in York Region, have already launched their new TMA, "Smart Commute 404-7", with one-third of the costs covered by the UTSP program. While both municipalities are participants in the SCI, neither is contributing financially or a signatory to the MOU. Similarly, Brampton's interests would be better served if funding commitments in the area of TDM were directed towards the development of a TMA or specific programs for Brampton, which would also qualify for one-third of the project costs to be paid through the UTSP Showcase program.

Given the emerging importance of TDM measures, it is recommended that Brampton staff continue to cooperate with the Region of Peel as a partner in the Smart Commute Initiative, and to investigate opportunities to implement a TMA and/or other TDM measures in Brampton. Continued endorsement of this broad initiative is complemented by the recommendations of the TTMP.

Capital Coordination: Region of Peel

The Region of Peel has also provided comments regarding timing discrepancies between the TTMP and Peel’s DC Road improvements.

The following TTMP road improvements up to **2011** are in addition to the Region’s 2004-2011 program:

<i>TTMP Recommendation, 2011 Road Network</i>		<i>Peel Schedule</i>
Mississauga Road	4 lanes, Bovaird Dr to Wanless Dr	2017
Bovaird Drive	4 lanes, Halton to Mississauga Rd	2016
Bovaird Drive	6 lanes, Mississauga Rd to Lake Louise Dr	2014
Mavis Road	6 lanes, Mississauga border to Steeles Ave	not scheduled
Mayfield Road	6 lanes, McLaughlin Rd to Heart Lake Rd	6 lanes not planned

The following TTMP road improvements up to **2021** are in addition to the Region’s 20012-2021 program:

<i>TTMP Recommendation, 2021 Road Network</i>		<i>Peel Schedule</i>
Winston Churchill Boulevard	6 lanes, Mississauga border to Bovaird Dr	2015, 2020 (4 lanes, Steeles to Halton Rd 10)
Mississauga Road	6 lanes from Steeles Ave to Bovaird Dr	Not planned
The Gore Road	6 lanes from Hwy 50 to Castlemore Rd	Hwy 50 to Queen St not in 20-yr plan

The Region of Peel is being requested to review its Development Charges by-law as soon as possible to bring it into conformity with the TTMP recommendations respecting the nature and timing of Regional road improvements. Brampton staff acknowledges that these discrepancies need to be further investigated by both the Region and the City through the continuing cooperation of the Capital Coordination Committee.

Respectfully submitted,

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Policy Planner

Adrian J. Smith, MCIP, RPP
Manager
Growth Management & Special Policy

Agreed:

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Associate Director
Planning Policy & Growth Management

Alex MacMillan, P.Eng.
Commissioner
Works & Transportation

Suzanne Bass
Director
Brampton Transit

APPENDIX A Brampton Transportation & Transit Master Plan: Final Report,
September 2004

APPENDIX B Comments received pursuant to Notice of Study Completion,
issued July 7, 2004

APPENDIX C Town of Caledon, Resolution W-369-2004, re: City of Brampton
Transportation & Transit master Plan, September 7, 2004

APPENDIX A

*Brampton Transportation & Transit Master Plan: Final Report,
September 2004*

APPENDIX B

*Comments received pursuant to Notice of Study Completion,
issued July 7, 2004*

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

COMMENT	RESPONSE
<p>Mr. N. Psiloyenis</p> <p>I strongly welcome the development of a BRT in Brampton, and I would like to see dedicated, grade separated bus only lanes on the Queen and Main street corridors as part of the initial development of the service. I would also like to see "upgraded" buses that make the ride more train like, with more comfortable seats, as well as more entry/exit doors. A fast and comfortable service would be able to compete with the automobile, and should be able to command fares similar to GO transit services, which would help the city recover the costs associated with running the AcceleRide service. Proper BRT shelters which actually protect people from wind, rain and snow would also be beneficial, but are not as important as fast, frequent service.</p> <p>The AcceleRide service is a great initiative for Brampton, and I hope that the city quickly develops it.</p>	<p>Acknowledged. The AcceleRide program is proposing all of the elements indicated, recognizing that an efficient service and comfortable facilities are essential if transit is to be a viable and attractive mode option. Given restricted rights-of-way on Hurontario and Queen, and Regional jurisdiction over the latter, exclusive bus lanes are not feasible in the immediate future. However, intersection improvements that include transit-only lanes are now being constructed as part of the Region's Queen Street widening.</p>
<p>Mr. A. T. VanderVaart</p> <p>When will bus services be extended to our 'Dayspring' Community of 200 Units on Goreway Drive and Yorkland Blvd. (around No. 9281) and to the Leidure World Caregiving centre at 9257 Goreway Drive?</p> <p>If it is not as yet in the plans, could you kindly advise us how we can apply (again) for such service.</p>	<p>Brampton Transit is currently reviewing all their routes and services and are planning significant changes in the spring of 2005. There may be the possibility that service will be introduced along Goreway Drive with the possible extension of the Route 5 service along Goreway Drive or the extension of the Route 50 Highway 50 service over to the area. Both of these possible service changes are not high on the priority list for 2005 and are most likely to be implemented in 2006.</p>
<p>Region of Peel</p>	
<p>1 The TTMP proposes major road and transit improvements totalling \$1.36 billion by 2031. The TTMP shows several road and transit improvements on Regional roads, but it is not clear if their costs are included in the total. What assumptions are made with regard to transit funding from senior levels of government? A more detailed cost breakdown should be provided in the report, outlining the assumptions, in particular, assumptions on funding sources.</p>	<p>Regional road costs are not included in that total cost. With respect to transit funding, it is assumed that senior levels of government will participate, ideally at a one-third/one-third/one-third split. Operating costs are not seen as an item requiring documentation in a Master Plan.</p>
<p>2 The Regional road components of the proposed TTMP networks (Figures 3.12 to 3.15) include the proposed Regional Road Network (RRN) and the proposed Regional Transit Network (RTN).</p>	<p>Acknowledged. It is expected that Region and City will continue to work together to address these issues.</p>

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

3.15) include several projects beyond Regional DC road improvements. The TTMP schedule would require advancement of several planned Regional road improvements as well as addition of new projects not currently in the Regional DC By-law (attached Table 1 in Appendix). These issues will need to be addressed through Region's capital planning and DC By-law process.

staff will continue to meet via the Capital Coordinating Committee to address such issues, as they have done in the past.

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

<p>3 The concept of a “Connectivity Index” to measure the connectivity to existing or planned transit services, pedestrian and bike facilities is applauded and could be a useful tool in promoting alternative modes of transportation. Consideration could be given to providing specific incentives to developers who achieve a “high” score on the index.</p>	<p>Acknowledged. The “Connectivity Index” concept is subject to further staff discussion.</p>
<p>4 Transit operating costs require careful consideration in the TTMP, because they are funded from taxes and, currently, no senior level government funding is available. Many decisions on capital improvements – costs, transit priority measures – depend on the planned level of transit service for justification.</p>	<p>No road operating costs are addressed, and therefore, it would not be equitable to require transit operating costs to be addressed.</p>
<p>5 The TTMP report should provide more details on transit service level improvements over the next 30 years and their effect on operating deficits.</p>	<p>Specific levels of service for each of the corridors and lower tier services were calculated provided throughout the network, based on slightly higher productivity levels than currently expected from a system of similar size, reflecting the impact of an overall balanced approach to the provision of services.</p> <p>Ridership was estimated using a similar approach. The technical work includes this level of detail, which is not appropriate for the final report. Further, as a master plan, no work was done on fare policies and levels, therefore, no information is available on projected operating deficits.</p>
<p>6 The TTMP report presents an assessment of the levels of service for years 2001 through 2031 for various screen lines. This assessment is based on Regional and Brampton’s 10-year capital plans. The assessment shows that all screen-lines will be highly congested by 2031, at least in the peak direction. In order to determine the effectiveness of the TTMP improvements in tackling the future transportation demand, the report should present results of analyses indicating the impact of the proposed TTMP improvements in reducing the congestion levels. Without such an assessment, there is no supporting evidence for the recommended plan.</p>	<p>Appendices E2 and E3 document the effect of the recommended improvements. The analysis shows that on many corridors, despite widenings to the maximum possible within the existing/designated right-of-way widths, volume will still exceed capacity. This supports the need for the transit improvement strategy. Summary figures showing levels of service with improvements in place have been added to the report (see Figures 3.13, 3.14).</p>
<p>7 The report should provide more commentary on the future (2011, 2021, 2031) transportation levels of service. The report presents them in a complex screen line map showing v/c ratios, but most readers will find this difficult to understand. How</p>	<p>Traffic and congestion are expected to get worse, and travel times will continue to increase, in spite of the proposed improvements. The TTMP is</p>

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

do the traffic and congestion levels compare with what residents are experiencing today? What would be the impact on travel times?	intended to provide a strategy to moderate the deteriorating levels of service as the City continues to grow and evolve from a semi-rural hinterland to a major urban centre.
8 There is also a need to develop a stronger case for the transit and TDM recommendations by showing that roads alone cannot address growth and travel demand.	This has already been demonstrated in the Phase 1 Progress Report (January 2003), and is comprehensively discussed in Section 2 and Section 3.2.1.1 of the Final Report.

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

9 The report should provide more information on how to encourage residents to use Public Transit (e.g. TDM initiative). The report could refer to the Region of Peel Travel Demand Management study.	The TTMP Report recommends an increased role for transit and for other TDM measures, and suggests some potential initiatives for implementation. More detailed work concerning issues of marketing and promoting transit in general and Brampton Transit in particular, is being done through separate detailed studies, and includes the AcceleRide BRT program. The Region of Peel Travel Demand Management Study is recognized as a valuable TDM resource, and will be cited accordingly in the TTMP Final Report (see p. [3]57).
10 The TTMP identifies transit related infrastructure improvements needed on the Regional roads - Queen Street and Bovaird Drive, however many issues with regard to funding responsibility, timing, staging, operational impacts, justification of the improvements, etc. still need to be addressed and studied.	Acknowledged.
11 The transit part of the plan is highly ambitious; the TTMP report does not provide sufficient details on how the ambitious targets such as 15% transit modal share (triple the current level) for internal and key corridors as well as 70% to 80% transit modal shares for GO rail corridors will be achieved and what it takes to achieve them. It should be noted that to achieve such a target, strong ongoing political commitment, money as well as many support policies and programs will be needed. Land use changes such as better population/employment balance, intensification and improved urban design are needed to achieve the proposed target.	The report and the policy papers address the land use and policy changes, and the strategic initiatives that are believed to be required to reach the transit modal split target. They address the technical items from the list noted at left, but the role of a technical document such as the TTMP is not to request political commitment. * See note re questions 10, 12, 33 and 37
12 The future transit shares discussed on page 55 are inconsistent. Considering that Queen Street and Main Street are among the proposed BRT corridors, they must achieve a lot higher than 15% modal split in order for the City to achieve an overall modal split of 15% for internal trips.	The values in Figure 3.1, which appear to indicate 15 percent on Queen and Main, are the modal split values from the major nodes to York Region and Mississauga. Actual transit modal splits in these corridors, including local trips and trips destined elsewhere will be over 30 percent. The report is revised accordingly (see p. [3]5).
13 The TTMP report should provide interim transit targets as well as sensitivity analysis on transit-modal splits.	* See note re questions 10, 12, 33 and 37

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

- 14 **Figure 3.1 ignores the Airport and the surrounding industrial area, which is the biggest employment node in Peel and second biggest employment node in the GTA. In addition, it is important for Brampton and Peel (indeed the whole of GTA) to ensure that the Airport becomes a key transit node in the future.**

The TTMP recognizes the importance of the Airport industrial area as an important employment node, and is reflected in Strategic Transit Framework, which proposes to strengthen transit links to the area. The text has been revised to indicate modal split targets for key OD pairs linked to the Airport area (see p. [3]5).

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

<p>15 The assumptions made on Northwest Brampton regarding timing and the inverted “L” lands are unclear. The TTMP appears to assume that no part of North-west Brampton will be developed prior to 2021. This is inconsistent with recent discussions between Brampton and the Region on the inverted “L” lands.</p>	<p>The Mount Pleasant Community (i.e., “Inverted ‘L’ Lands”) is being addressed by a separate transportation and transit study that is now being initiated.</p>
<p>16 The report should include discussion on the road connectivity with adjoining municipalities.</p>	<p>The issue of connectivity has been dealt with through the analysis of the proposed network improvements. The proposed transit and road networks reflect the connections needed to Caledon. Also, Caledon’s current Master Plan would be a better vehicle for assessing that municipality’s needs.</p>
<p>17 Despite the study being confined to Brampton City limits as indicated in the section 3.2.4.7, the TTMP report should be consolidated/reviewed against the findings of the Caledon Transportation Study and any transportation studies in Halton, particularly along Winston Churchill Boulevard and the function of Highway 7.</p> <p>The impact of trips generated to and from Caledon should also be discussed in the report.</p>	<p>The TTMP is not a static document, and it will be subject to an annual monitoring program; there will be opportunity for comparison/consolidation/refinement vis-à-vis transportation studies in adjacent jurisdictions on an on-going basis.</p> <p>The impact of trips to and from Caledon has been addressed in terms of specific road improvements and strategic transit linkages.</p>
<p>18 Some of the proposed 6-lane widenings such as Mississauga Road and Winston Churchill Blvd exceed Region of Peel’s designated Right-of-way in the Region of Peel Official Plan. Additionally, these widening such as Winston Churchill Blvd will have an impact on Halton Region and Halton Hills Official Plans. These issues will be reviewed as part of Peel Region’s Transportation Plan Consolidation work.</p>	<p>Acknowledged.</p>
<p>19 There are constraints to constructing 6-lane road through Huttonville, Norval and Snelgrove. This report should consider options and/or alternative alignments such as by-passes. The maps showing road and transit improvements should indicate that all the improvements are subject to Environmental Assessments, which include examination of such alternatives.</p>	<p>A note indicating that road widenings are subject to an Environmental Assessment has been added to Figures 3.12, 3.15, 3.16 and 3.17.</p>
<p>20 The TTMP report seems to indicate that there is enough east/west capacity on Countryside Drive and Mayfield Road without widening the western portion of Mayfield Road to accommodate 2031 demand including North-west Brampton. This</p>	<p>A detailed assessment of traffic volumes in the corridor is being undertaken as part of the Countryside Drive EA Study which is underway. It</p>

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

contradicts the findings of Caledon Transportation Study and Region's internal work on North-west Brampton. This should be examined further.	is unclear how Northwest Brampton relates to Countryside Drive.
21 The report should provide Brampton's position on Provincial/GO road and transit plans e.g. East-west and North-south Corridors, Milton and Bolton service. For example, the North-south Corridor as shown (i.e. terminating at Mayfield) may not be implemented as a Provincial freeway. Province generally builds freeways to connect other freeways. Provincial staff has already indicated that North-south Corridor will only be considered as a Provincial facility if it is part of an East-west Corridor. GO Rail service improvements on the Milton line and a new GO rail service on Bolton line will be of benefit to Brampton residents.	An Individual EA for Bramwest Parkway and the North-South Corridor in west Brampton is now being initiated, with the active participation of MTO. The importance of the Milton and Bolton lines is acknowledged in the Final Report (section 3.2.2.2, Figure 3.2).

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

22	The section “Potential New East-west Highway North of Brampton” (section 3.2.4.5) states: “The east-west highway facility is not projected to be needed by 2031, based on study results, from a limited Brampton capacity perspective.” No results are presented in the report to support this statement.	This conclusion is based on the analysis of screenline and link volumes in the north section of the City of Brampton.
23	It will be useful to inform readers that about one-quarter of Greenhouse gas emission is generated from transportation. (Section 1.2.2 Sustainability, p. 4)	Report revised accordingly (see p. [1]3).
24	The report should be revised to say, “Promotion of sustainable modes of travel (transit, carpool, vanpool, walk and bicycle)” in the last bullet. (Section 1.2.2.2 pp. 7, 8)	Report revised accordingly (see p. [1]8).
25	The report cites statistics on Page 9 regarding health outcomes from air pollution for United States. The statistics are approximately 15 years old (1991 data), and there are more recent statistics available from US. It is suggested that report provides similar information on Canadian statistics, as they are easily available and widely reported.	While it is acknowledged that information on air pollution effects is widely available, we are not aware of any such specific transportation-related data. Given that trip-making has not changed significantly from 1991, it is believed that this data is still relevant as a sample of the effects of transportation-related air quality
26	Under (h) Manage Travel Demand, it is unclear whether the City will provide incentives to all employers or just to City employees. The report needs clarification regarding “Organizations in the City”? (Section 1.2.3.2, Seeking Solutions, p. 11).	The decision regarding provision of incentives will be at the discretion of the City. The text was intended primarily to advocate the promotion of travel demand management by the City.
27	Region of Peel Cordon Count Program should be included as source of information for travel trends (p. 16).	Report revised accordingly (see p. [2]1).
28	The Figure 2.1b shows potential high-occupancy vehicle lane or reserved bus lane on Regional roads such as Queen Street, Steeles Avenue and Bovaird Drive. The requirement of this lane should be supported by ridership projections and/or development of alternative arterial road corridors.	This figure is Schedule ‘C’, Mass Transit Network, from the City of Brampton Official Plan.
29	The sources of Figures 2.4 and 2.5 should be identified as 2001 TTS (pp. 23, 24).	Report revised accordingly (see pp. [2]8, [2]9).
30	Table 2.3 reports Brampton and Bramalea GO station data. The data reported is for the year 1999. However, the most recent data is available for 2003, 2002 and 2001 from GO Transit and it should be used in the report (p. 30).	Report revised accordingly (see p. [2]15).

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

31 The TTMP report should provide discussion on the use of connecting modes for GO Rail and Bus services. This discussion should show how local transit and sustainable modes such as carpool, walk and bike can be promoted (p. 30).	This is discussed in the Policy Papers for the various initiatives (see Appendices).
32 The Figure 2.8 should provide truck percentages on Highway 410 and Highway 407 to determine impact of freeway trucks traffic on Brampton and Regional roads.	The text makes it clear that highways are a major conduit for trucks. Brampton has no jurisdiction to affect truck travel on expressways, and so the benefit of adding this data to the analysis is unclear.

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

33 **Based on the TTMP, no part of North-West Brampton will be developed before 2021. In the section dealing with housing forecasts, there is no period where an annual average of 6,000 plus units is forecasted. Development at this level, and continuing for the remainder of the decade, is the justification for considering an accelerated timetable for North-West Brampton.**

In the housing forecast section of the TTMP (Table 2.7 on p. 38), there is no period where an annual average of 6,000 plus housing units is projected. The 30 year average unit production, 2001-2031 is 4433. Ten year averages are:

PERIOD	Forecast Avg. Annual Housing Production
2001-2011	4,980
2011-2021	4,660
2021-2031	3,660

If the scenario that 6000 plus housing units per year is still operative, the TTMP should provide an impact analysis of an earlier development of North-West Brampton. Further Region of Peel Public Works estimates that the earliest expansion of water and wastewater servicing is 2010.

The TTMP is based on currently approved population and employment forecasts, and the results have comprised the basis of the transportation-related DC calculations. The transportation impacts of revised growth numbers and alternative development scenarios for Northwest Brampton are being addressed through focused individual studies.

The TTMP will be subject to an annual review, and will be updated accordingly, should any of the development scenarios under consideration be developed into official forecasts.

34 **The report should either indicate the impact on the transportation system if the 15% transit modal share cannot be achieved or provide remedial measures/interim plans (pp. 42-43).**

* See note re questions 10, 12, 33 and 37

35 **Description of the process for forecasting the growth in auto trip-making in Brampton is very vague. The “modelling process” should be further explained (p. 42).**

The modelling process is discussed in detail in Appendix E

36 **Some of the truck corridors as shown in figure 2.16 seem to be in conflict with the truck restrictions identified in Figure 1b of the Goods Movement Policy Paper. For example, Chinguacousy Rd. is axle load restricted at all times. Hurontario south of Bovaird and Torbram between Queen and Steeles have heavy truck restrictions at all times. Dixie and Bramalea have heavy truck restrictions overnight. Are there any other truck corridors that should be identified, such as Mississauga Road? (p. 48).**

Chinguacousy will be removed from the figure, and it will be made clear that Hurontario is indicated only north of Bovaird. It should be noted that this Figure is based only on identification of industrial areas and truck volumes, and is not prescriptive. No other truck route issues arose through the analysis or consultation.

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

37 **Under section 3.2.1.2, please add 4th bullet – “New Go Rail Service to Bolton”. Bolton service will serve residents in East Brampton, who will be able to access one or two stations in Vaughan, close to Brampton/Vaughan boundary. It will also help reduce auto traffic in the Highway 50 corridor (p. 54).**

GO Rail service to Bolton is reflected in Figure 3.4: Balanced Strategy, Long-Term Strategic Framework Elements. To include it only in section 3.2.1.2 would imply that this was not necessarily an option to be considered under anything but the “Transit Dominated” strategy.

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

38 What will be the projected transit modal share for 2011 and 2021 if 15% is for 2031? (p. 55).	The description on Page 55 is intended for monitoring purposes, as modal splits do not represent targets. Further, the 15 percent internal referenced on Page 55 is for 2021, not 2031. Page 55 only indicates that these values are 'future'.
	The modal split values are based on calculation of individual zone pairs, and too much attention on a single value is not useful to the overall evaluation of the performance of the network.
	* See note re questions 10, 12, 33 and 37
39 It is suggested to change wording on Georgetown GO line by adding “two-way” after “All-day”. Also add “Better service integration with TTC” after “Georgetown”. Better integration with TTC will help Go rail serve Brampton residents destined to locations in Toronto outside downtown core. Similar wording is also applicable to Milton GO Service (p. 57, Figure 3.2).	Report revised accordingly (see Figure 3.2).
40 Under Transit, 5th sub-bullet, add “two-way” after “All-day”. All-day, two way service on Milton line and new service on Bolton line. Under highway linkages, add expressway bus service on Highway 410 and 427 corridors (p. 58).	Report revised accordingly (see p. [3]7).
41 Under Long-term Elements of the Strategic Network, add a bullet – “Express bus service on Highway 407 transitway and along highways 427, 410 and North-south corridors” (p. 61).	Report revised accordingly (see p. [3]13).
42 Consider adding expressway bus service in Highway 410, Highway 427 and North-south corridors, well-integrated with the local transit network (Figure 3.4, p. 62).	The study concludes that transit should be a priority on the municipal road network, to maximize passenger access. The highway bus services, while potentially worthwhile, are not seen as ranking as highly in strategic importance.
43 Under section 3.2.3.1, change “97 land use zones” to “97 transportation zones” (p. 63).	Report revised accordingly (see p. [3]13).
44 Section 3.2.3.3 presents a number of road network plans without very clearly indicating how they were arrived at. There seems to be very little technical support in moving from the v/c ratios as presented in Figure 3.10 to the road networks	The recommended road networks were developed based on an assessment of screenline needs and opportunities (documented in Appendix E),

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

presented in Figures 3.13, 3.14 and 3.15 (p. 71).	individual link requirements, right-of-way widths and concepts of network connectivity. Discussion of the proposals on a link-by-link basis would not be possible, given the number of improvements.
45 Figure 3.12: Queen Street – McLaughlin Road to Chinguacousy Road should only be 4 lanes.	Report revised accordingly.

TTMP Draft Final Report: Summary of Comments

(received pursuant to TTMP Notice of Study Completion issued July 7, 2004)

46 Should HWY 403 Transit Way be considered as an opportunity? (Corridors, p. 70)	It is acknowledged that Hwy 403 is an opportunity, and a component of a GTA-wide transit service. However, Hwy 403 is well beyond the TTMP Study Area, and was therefore not singled out for discussion.
47 The TTMP illustrations indicate that Airport Road, from Queen Street to Castlemore Road should be widened to 6 lanes. Currently it is a 6-lane road and should be indicated as such.	Figure 3.15: 2011 Road Network has been corrected. Airport Road is correctly shown as a 6-lane facility on Figure 3.11: Brampton Major Road Network 2003
48 Figure 3.14 is recommending widening of Mississauga Road from Steeles Avenue to Bovaird to 6 lanes. The Region has completed the ESR for Mississauga Road widening from Steeles to Queen Street and determined that because of the environmental constraints (the Credit River, wetlands, trees) within the Huttonville area this section of the road cannot be widened in the future beyond the proposed 4 lanes. The additional NS capacity, if required in the future, should be provided through the new development.	The TTMP has determined the need for additional lanes in this area at a screenline basis. As with any of the other recommended road network improvements, detailed requirements will be evaluated through more focused area-specific studies, including EAs, in co-operation with Region of Peel staff.
49 The report should read “2021” instead of 20021 (p. 79).	Report revised accordingly (see p. [3]30).
50 The definition of Bus Rapid Transit (BRT) should be provided. The service frequency should be specified during the peak hours/periods. (Section 3.3.2, Options for the Transit System, p. 84)	The BRT definition is provided on pages [3]41-42. The service frequencies are defined in the Transit Strategy figures (see figures 3.21 and 3.22).
51 The report should clarify whether transit service frequencies are peak period services or all day service (p. 95).	These are peak period frequencies; noted in the report.
52 The report states “...intersection modification requirements in the Queen Street reconstruction project from West Drive to Airport Road, identifies longer term protection requirements in other potential corridors such as Bovaird Drive and Steeles Avenue..” If this is the case, then the AcceleRide project for Bovaird Drive should be identified as long-term project. (p. 101).	BRT service on Bovaird Drive is already identified as a long-term project, as per Figure 3.20: 2021 Strategic Transit Framework.
53 “Operational improvements such as the use of signal pre-emption for transit and emergency vehicles, and high-occupancy vehicle (HOV) lanes”. The Region has some concerns with this statement as the present practice is for fire pre-emption only as agreed to by both Brampton traffic staff and Regional traffic staff. If pre-emption is provided to all as indicated then the signal progression on roads would be eliminated	This is a discussion of TSM measures, and does not recommend signal pre-emption for transit in Brampton. BRT in Brampton is proposed as a combination of queue-jump lanes, HOV/RBL, and transit signal priority (TSP) as opposed to signal

TTMP Draft Final Report: Summary of Comments

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since every time the signals are pre-empted the signal timings are, in essence, knocked of line and it takes 3-4 signal cycles to get back into a co-ordinated mode. The report should indicate that any pre-emption implementation plan should be supported by the necessary studies to measure the overall impact on traffic progression and capacities overall. (p. 102)

pre-emption. Detailed operational studies to assess impacts of TSP on signal progression and traffic operations will be conducted as part of the AcceleRide BRT implementation plan. The report has been revised to make this clearer.

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54 “Consolidation of all traffic signals under the control of one agency is desirable, for effective coordination of signal operations..”. There are two distinct jurisdictional demands, one local, and one inter/intra Regional. The existing Region/City signal operation of the road network is working well today and will work very efficiently in the future. The Region does not see any benefit to “one agency control” as mentioned on p. 104.	Comment acknowledged. Staff recognize that the City and Region are already cooperating in this area. Should an opportunity arise in the future to pursue a higher level of operational consolidation, this would be subject to further investigation and discussion between Region and City staff.
55 Further clarification is needed regarding incentives to employers who implement TDM? The report should provide discussion on subsidized transit passes to employees (p. 106) The report should clarify if the model is used to determine and evaluate impacts of TDM measures i.e. change in auto occupancy rate (p. 106).	These incentives would be defined by the City following a more detailed review. The model has not been used to assess the impacts of TDM. It is not clear how a model would be used in that way. (A TDM assumption could be built into the model as an input, but it is not clear how effects of TDM would be a model output.)
56 The statement “Carpools can be supported by providing transit vouchers for employers who must miss their ride home due to scheduling conflicts” is confusing. The report should clarify that the guaranteed ride home program will provide taxi vouchers or free car rental to carpool participants and transit riders? (Section 3.4.2.2 , p. 106)	Report revised accordingly (see p. [3]57).
57 The paragraph on car sharing is unclear. Car sharing is one service amongst all the TDM programs. Car Sharing means easy, cost-effective access to a car without needing to own one. We can control your transportation costs by using a car only when it is the most effective means of transportation or in those cases when public transit doesn't take we need to go. Car Sharing increases your mobility options without causing pollution (Section 3.4.2.2, p. 107).	Report revised accordingly (see p. [3]58).
58 Car sharing is part of TDM. The report should also mention that the City of Brampton is participating in the GTA & Hamilton Smart Commute Initiative (p. 107).	This was already noted in the report (see p. [3]58).
59 Please note that TMA is a <i>Transportation Management Association</i> and not Travel Management Association (p. 107)	Report revised accordingly (see p. [3]58).
60 The trial period of one year for setting up a Travel Management Association is very short. The trial period should be at least 3 years before one can evaluate the effectiveness of TMA program. (p. 107).	Report revised accordingly (see p. [3]58).

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61 “Priority lanes for commercial trucks is an interesting suggestion, however it needs to be examined to determine both feasibility and desirability. (p. 116)	Noted. This is one of a number of opportunities for supporting/improving goods movement across the GTA as outlined by the former GTSB. Staff have already recommended that the City continue to work with the Region to address goods movement issues.
62 The report needs to define transit-supportive densities (p. 121).	Report revised accordingly (see p. [3]72).

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63	TDM should be part of the initiatives Section 4.1 The Implementation Process (p. 125).	Report revised accordingly (see p. [4]1).
64	Countryside Drive from Heart Lake Road to Airport Road widening is not required according to deficiency analysis results of the EMME/2 model until after 2021. The second sentence should be revised to state that “no interchange with proposed Hwy 410 extension is planned for now or in the future” (p. 126).	The TTMP acknowledges this, with the proviso that there are factors in addition to screenline volumes that could justify the need for a widening. This is the role of the EA Study process. MTO designs for Hwy 410 protect for a future partial interchange here.
65	Under section 4.4 Monitoring and Growth Management, the report should mention that the City of Brampton will coordinate with Peel Region to collect data through Cordon Count (e.g. auto occupancy) and Transportation Tomorrow Survey (e.g. transit modal share) p. 136.	Report revised accordingly (see p. [4]12).
66	The report should justify the target dates for BRT implementation by measuring the impacts of proposed plans. It seems the plan is very aggressive without any “interim solutions”. A more detailed BRT implementation plan needs to be developed to examine the need, justification, operational impacts, costs, staging, etc (p. 128).	Acknowledged. This work will be done as a separate exercise under the AcceleRide BRT implementation work program.
67	Under section 5.1.1 Other Transit Initiatives, the first bullet should include MTO as a critical partner. It is important to coordinate planning and implementation with the Province and surrounding municipalities (p. 145).	Report revised accordingly, to indicate that other agencies could also be involved (see p. [5]3).
68	“Review intersection signal systems to ensure that they support transit priority requirements”. Generally speaking, all computerized signal systems are capable of pre-emption. The real concern here is when it is implemented. What threshold is going to be used as justification to implement (needs to be justified through studies) and not just assume implementation without measuring the impact. (p. 146)	Signal pre-emption for transit service is not being proposed at this time. Detailed analysis to provide justification for TSP and to assess its impact on traffic operations will be undertaken as part of the AcceleRide implementation work program.

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* Re/ Peel Region comments 10, 12, 33 and 37

Transit modal splits were used as inputs to the planning process by developing estimates of transit travel for individual zone pairs. As described in the report, these were then used to develop estimates of auto travel for each zone pair. The individual assignments of modal splits are based on existing values, projections of increased service levels and expected ridership. Their development was an iterative process that involved refinements based on estimating the levels of service required to accommodate the ridership projected from each pair, and a smoothing of the overall results, reflecting the way transit services are actually provided in the network. Service level calculations also considered the levels of service required to attract, as well as accommodate required ridership, on a zone-pair basis.

The summary values presented are not modal split targets. They are useful monitoring benchmarks to gauge the success in achieving the desired balance in the overall network, and to identify future planning directions. However, careful monitoring of each service, as outlined in the TTMP

Implementation plan currently being developed with Brampton Transit, is the most useful tool in maximizing overall ridership and optimizing effective service on an annual basis, with appropriate adjustments.

This monitoring must also include assessments of levels of service, ridership, travel time and intersection and link capacities.

It is important to stress that the goal of the transit service is not to achieve a target modal split, but to maximize ridership, and achieve the ridership levels necessary to ensure the effective operation of specific links and intersections.

Town of Caledon

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| 1 | Supports the TTMP recommendations for the Province to expeditiously complete the construction of Highway 410 from Bovaird Drive to Highway 10, and to approve the proposed Highway 427 extension EA, and the early construction of the Highway 427 extension from Highway 7 to north of Highway 9. | Acknowledged. |
| 2 | Concerned with a new north-south freeway link in northwest Brampton with its implication for the development of a potential east-west transportation corridor in Caledon, particularly since the Province has not yet initiated an East-West corridor Needs Assessment. | The City of Brampton is in the early stages of initiating a full Individual EA Study for Bramwest Parkway and the North-South Transportation Corridor. As a first step, a EA Terms of Reference exercise is being initiated, and will invite the participation of all municipalities and agencies that may be affected by this project, including the Town of Caledon. It is also expected that the Province will be a key participant in this project. |

Region of York

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| 1 | The modal split target of 15% for intra-city trips is optimistic, but should be maintained since it is achievable. However, to assist in achieving this target, a TDM association or parking authority should be established to administer parking fees at workplaces and at public parking areas in the downtown core. | Acknowledged. |
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2 There is an overall decline in vehicle occupancy in the Brampton area. An emphasis should immediately be placed on offering alternative travel choices such as well-served public transit, carpooling, cycling or walking using the Smart Commute Association of Black Creek experience as a model.	Acknowledged. The TTMP recommends further investigation of TDM measures, and the City is cooperating with the Region in this regard, and as a participant in the UTSP Smart Commute Initiative.
3 A comparison between the York Model and the TTMP model showed notable differences in existing and forecast traffic volumes at highway locations across the York-Peel boundary, especially at Highway 407.	Acknowledged. Recognizing the differences in the modelling approaches, Brampton staff will be continuing with an in-house modelling program to further refine the model. This exercise will include consultation with our municipal neighbours to address cross-boundary traffic projections.
4 The Queen Street BRT Line (AcceleRide) should be introduced at the same time as York Region's Quick Start Program, to provide a meaningful link between the City of Brampton and York Region.	The City and York Region have met, and will continue to meet on this matter.
5 The extension of Highway 427 should be accelerated to alleviate the congestion and improve the capacity of Highway 50, north of Steeles Avenue. Since most of the traffic using this extension is anticipated to be from Brampton, an alignment within Brampton should be reconsidered in light of the road jogs that occur at the York-Peel boundary, which limit cross-boundary road capacity.	Acknowledged. A Brampton alignment of the 427 extension has not been dismissed from consideration. However, a preferred alignment will have to be determined through the provincial EA Study process.

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<p>6 East-west roads that terminate at Highway 50 should be extended immediately to facilitate smooth cross-border travel between York Region and Peel Region.</p>	<p>The York-Peel Boundary Area Transportation Study (BATS) has addressed the short-and long-term transportation network issues in this area. Further work is anticipated to carry forward with specific initiatives.</p>
<p>7 (b) Calm Traffic: Raised crosswalks (speed humps) are not beneficial for roads that accommodate transit service. Raised crosswalks have a negative impact on operations, cause delays, and can lend to passenger discomfort. Humps, bumps and tables can break the air bellows on buses. Must still allow drainage cuts which can be a stumbling hazard for seniors at x-walks. (1.2.3.2 Seeking Solutions)</p>	<p>The reference to traffic calming is made specifically with regard to “neighbourhood streets”, which do not usually carry transit vehicles.</p>
<p>8 It is important that Transit improvements be a key element of TDM programs. Other measures, such as carpooling, incentives/subsidies, alternative work hours, etc., should be investigated. (2.6.4 Demand Management)</p>	<p>The TTMP study recognizes the importance of transit as a TDM component, and recommends pursuing other TDM measures, as noted in the comments.</p>
<p>9 The first and third paragraphs are identical. One of them should be removed. Expand on how this option is to be developed. (3.2.2 The Preferred Option: Balancing Roads and Transit)</p>	<p>Report revised accordingly (see p. [3]5).</p>
<p>10 Another transit improvement that would help the modal split is providing local transit routes to function as feeders (i.e., “GO Shuttle”) servicing GO Transit stations to meet all GO train and bus times. (3.2.2.1 Transit Mode Share)</p>	<p>This is an element of the proposed TTMP transit strategy. Additional text has been added to the Final report to make this more clear.</p>
<p>11 The BRT system in Brampton (AcceleRide BY Line) should be linked to the future YRTP service. (3.2.2.2 Strategic Framework: Short-Term Elements of the Strategic Framework)</p>	<p>Brampton and York Region/YRTP staff have already been meeting in this regard, and will continue to do so as the AcceleRide initiative progresses.</p>
<p>12 Improve transit connections to York Region. In the near future, York Region Transit could service Humber College directly. Brampton Transit route(s) that service Humber College should connect to those future YRT service(s). (3.2.2.2 Strategic Framework...)</p>	<p>Transit service review is underway</p>
<p>13 The 407 ETR could be utilized for Express services to connect to TTC subway stations and York University. YRT use of Hwy 407 has been very positive. (3.2.2.2</p>	<p>Acknowledged.</p>

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Strategic Framework...)

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| 14 | To be transit-supportive, the continued expansion of arterial and collector roads should form a grid network of continuous roads ideally 10km long. (3.2.2.2 Strategic Framework...) | TTMP Strategic Plan makes recommendation for evolution of transit services to a grid-based system. |
| 15 | To be transit-supportive, a community requires a mix of land uses including higher density housing, business and commercial development. Mixed use, institutional use, and higher densities are encouraged along key arterial/collector roads where public transit will operate. (3.2.3.1 Analysis Methodology: Land Use) | Acknowledged in the TTMP. |
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16	Plan for transit at 1 km intervals. (3.2.3.1 Analysis Methodology: Land Use)	Brampton Transit service plan is currently under review.
17	Transit-supportive site planning locates buildings close to the street, with the main entrances oriented to the street and parking located away from the street. Pedestrian access (sidewalks) should be on both sides of all roads with transit, with convenient connections to main entrances and streets. (3.2.3.1 Analysis Methodology: Land Use)	Acknowledged.
18	To be transit-supportive, the continued expansion of arterial and collector roads should form a grid-network. It is critical to ensure that the street network provides opportunities to maximize the operation of public transit and therefore provide links to existing surrounding communities/development. Development should be phased from existing communities in a connecting manner. This will assist the implementation of public transit routing and minimize operating costs. (3.2.3.3 The Road Network Plan)	The TTMP strategic transit framework recommends this strategy.
19	Roads should be designed to accommodate transit vehicles to the satisfaction of the area municipality and York Region Transit. The minimum lane width for transit vehicles is 3.5m. The minimum curb radius for transit vehicles is 15m. Narrow roads may require larger corner radii to ensure that long vehicles do not encroach on opposing lanes when turning. These standards are according to the Canadian Transit Handbook and the Ontario Urban Transit Association. (3.2.3.3 The Road Network Plan)	City and Region road standards conform to this design.
20	Sidewalks should be in place on both sides of streets where public transit operates. (3.2.3.3 The Road Network Plan)	Acknowledged
21	It is extremely important that transit improvements (HOV and RBL) be incorporated into road improvement designs. (3.3 The Transit System)	Acknowledged.

APPENDIX C

*Town of Caledon Council Resolution W-369-2004
re: City of Brampton Transportation & Transit master Plan,
September 7, 2004*



W-369 -2004

Date: September 7, 2004

Moved by:

Allen P. J.

Seconded by:

Carl Lyons

BE IT RESOLVED THAT Council for The Corporation of the Town of Caledon adopt Planning and Development/Policy Report 2004-67 re: City of Brampton Transportation and Transit Master Plan;

AND THAT Council supports the City of Brampton's Transportation and Transit Master Plan recommendations for the Province to expeditiously:

- complete the planned construction of the Highway 410 extension from Bovaird Drive to Highway 10;
- proceed to approve the proposed Highway 427 extension environmental assessment, and then the early construction of the Highway 427 extension from Highway 7 to north of Highway 9;

AND THAT Council expresses concern with a new north-south freeway link in northwest Brampton with it's implication for the development of a potential provincial east-west transportation corridor in Caledon; particularly given that the Province has not yet initiated an East-West corridor Needs Assessment;

AND FURTHER THAT Council direct staff to forward a copy of Planning and Development Report 2004-67 to the City of Brampton, Region of Peel and the Ministry of Transportation for their information.



Mayor:

Marega Morrison

<input checked="" type="checkbox"/> Carried	<input type="checkbox"/> Lost
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