

Welcome

to the

Public Information Centre

for the

Brampton Transportation and Transit Master Plan (TTMP) Sustainable Update Study.

The study will:

- Update existing Transportation and Transit Master Plan Study (2004)
- Provide feedback and support to the Growth Management Program
- Provide input to the transportation components of the Brampton Official Plan
- Accommodate provincial and regional planning goals
- Recommend a transportation system in support of sustainable transportation principles
- Develop an integrated transportation network that will support Brampton's growth up to 2031
- Identify an optimal transportation system in the North West Brampton / Bram-West growth areas
- Identify construction timing for the transportation infrastructure necessary to support growth, for inclusion in the City's Roads Capital Budget
- Provide input to the City's Development Charges By-law update



Meet the TTMP Team:

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The TTMP update process is structured on the following principles:

- Transportation Master Plan approach in accordance with the Environmental Assessment Act
- Comprehensive system-wide approach including economic, social, and environmental goals
- A sustainable transportation planning approach
- Engaging the public and stakeholders
- Close coordination with the City's Growth Management Program and Official Plan review

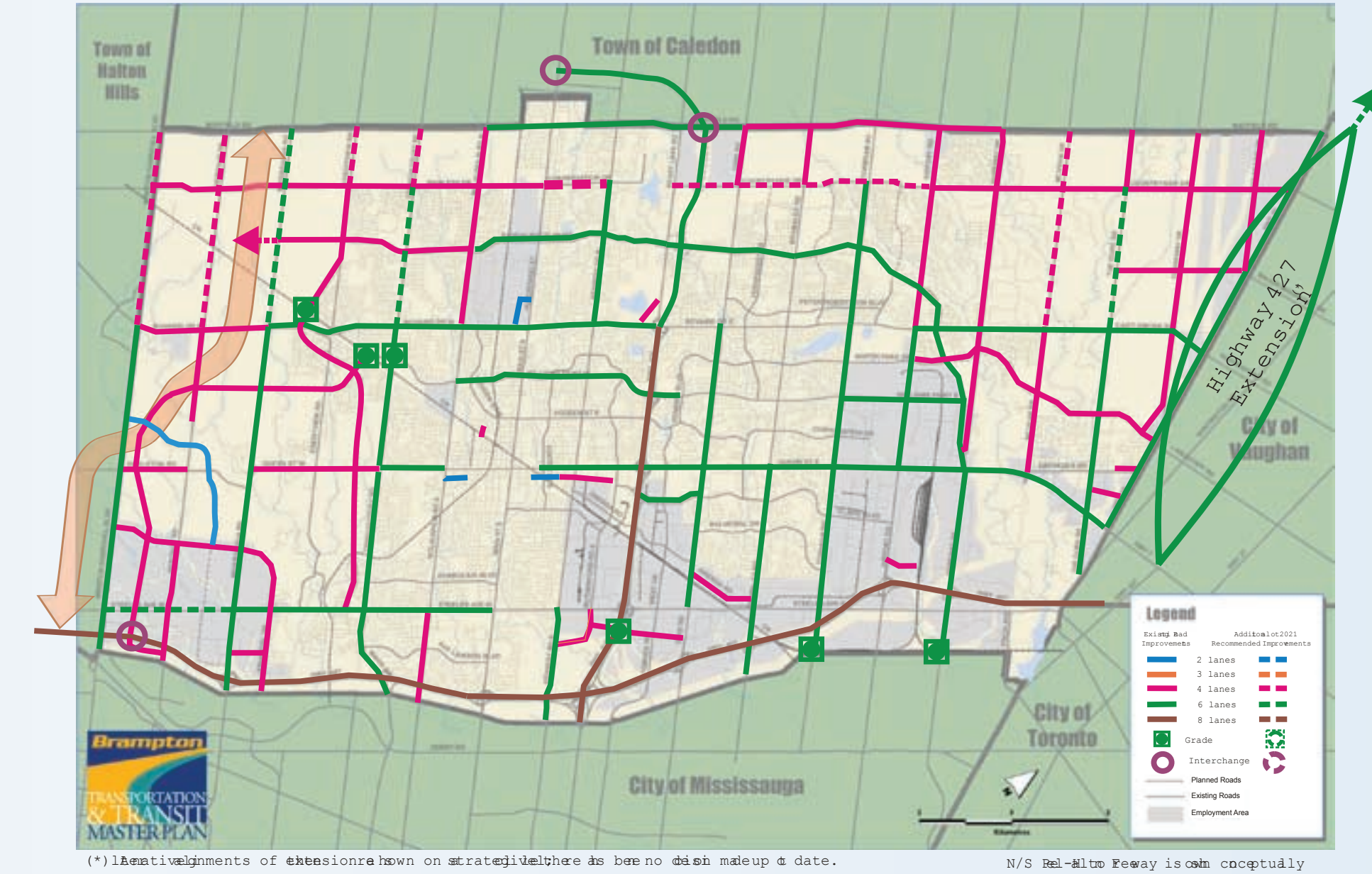
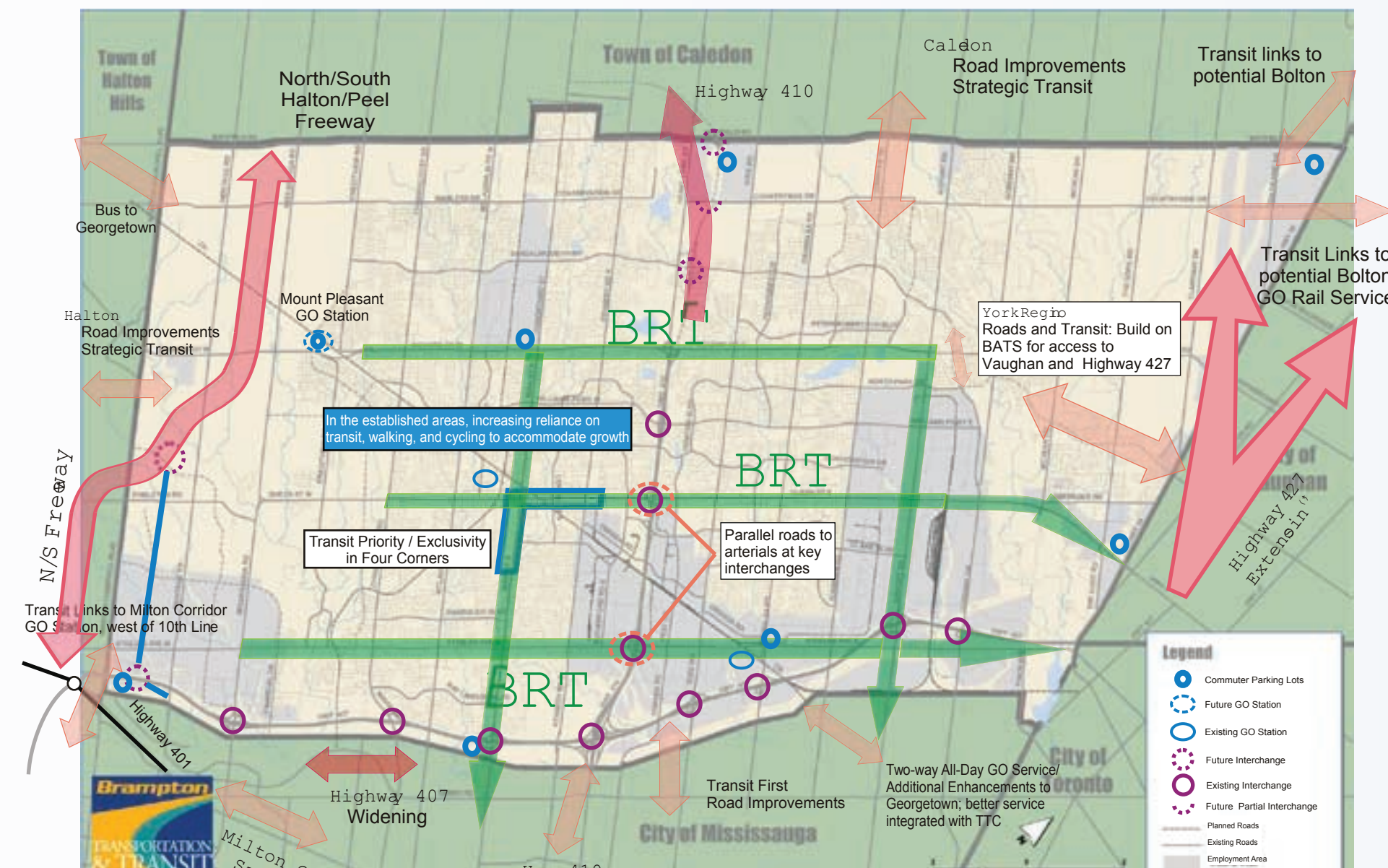
Project Timeline

- Commenced in June 2008
- PIC # 1 – Tuesday, September 23, 2008
- PIC # 2 – Thursday, November 13, 2008, Marriot Hotel at 90 Biscayne Crescent, Brampton (Tentative date and location)
- Final Report to Council by January 2009





We will update the TTMP while building on the vision established in the 2004 TTMP



The Vision includes:

- Integrated and balanced transportation system
- Enhanced transit accessibility for residents and workers in Brampton
- Improved air quality
- Healthy, active community

Is the Vision still sufficient to:

- Meet the City and Region's growth needs?
- Meet the requirements of the Provincial Places to Grow Act?
- Consider Active Transportation as a viable mode of travel?



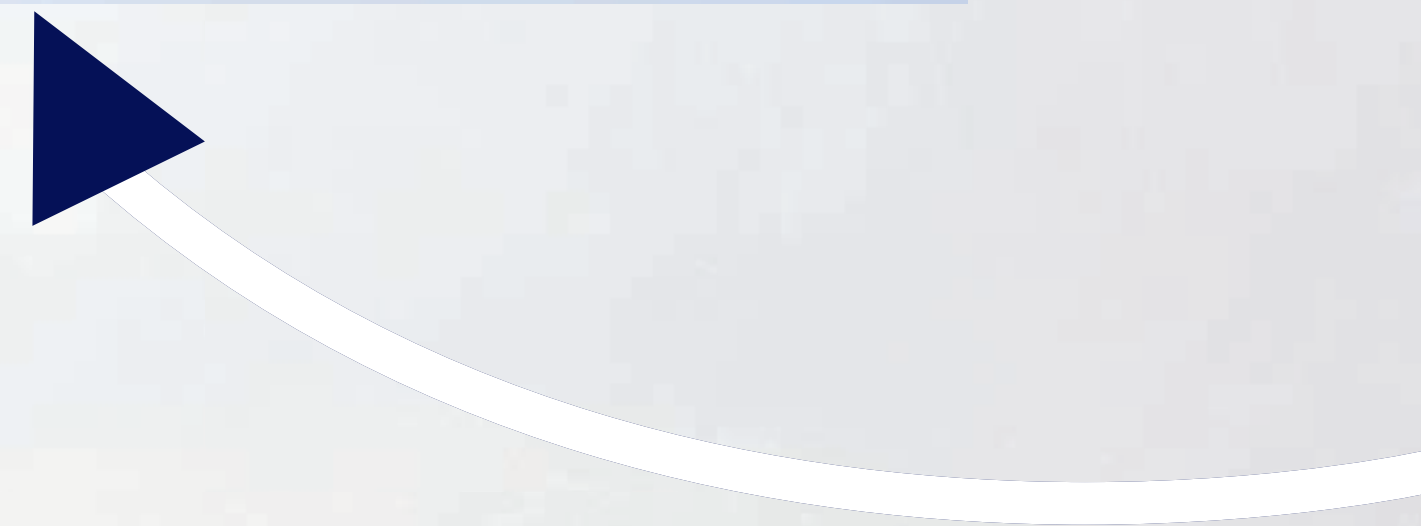


How is the TTMP linked to the Growth Plan?



TTMP will support Growth Plan goals in its four key areas:

-  Creating compact, vibrant and complete communities
-  Supporting a strong and competitive economy
-  Optimizing infrastructure to support growth
-  Protecting natural resources

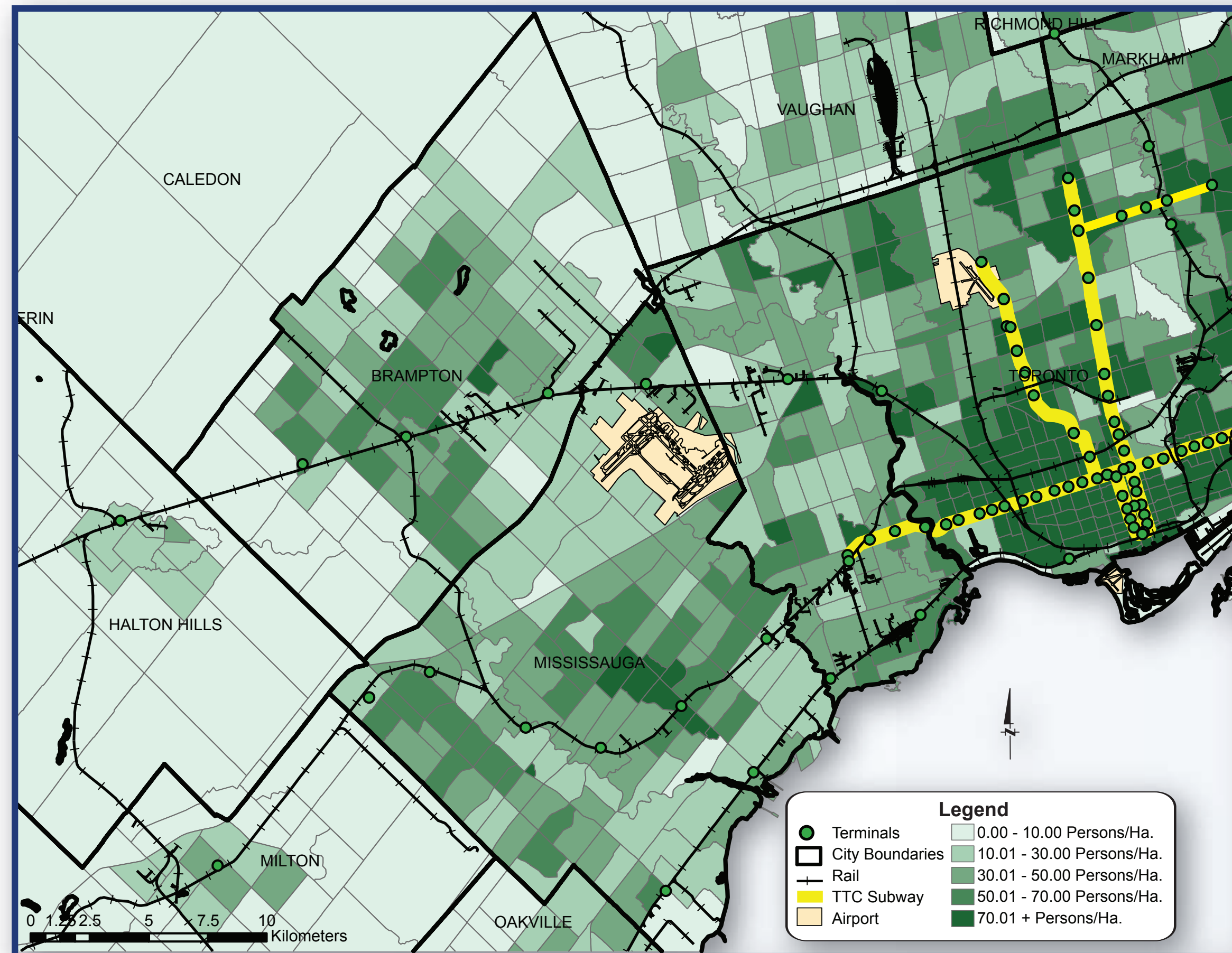


We are here right now

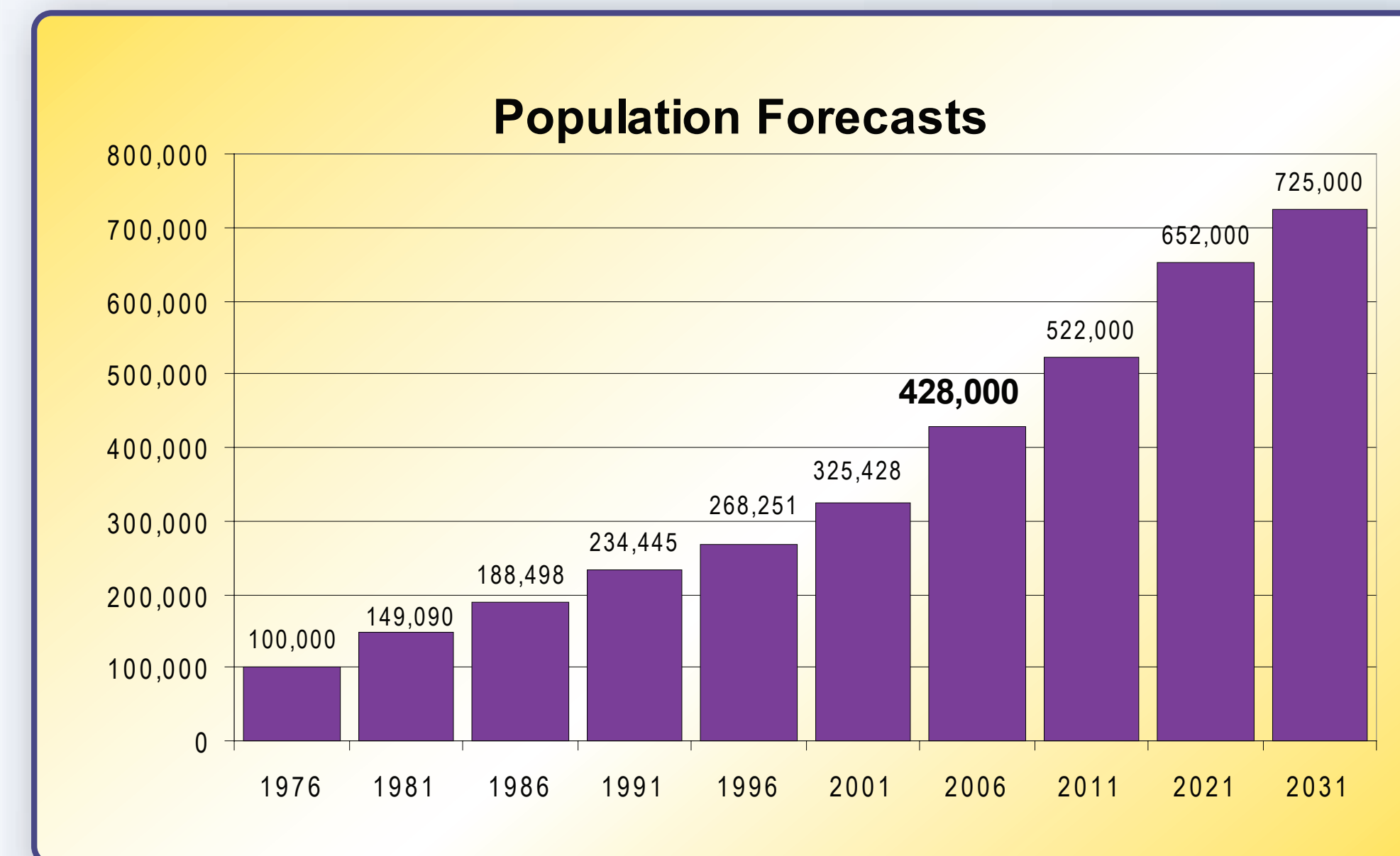




Population density in Brampton is comparable to parts of Toronto...



Source: 2006 Transportation Tomorrow Survey

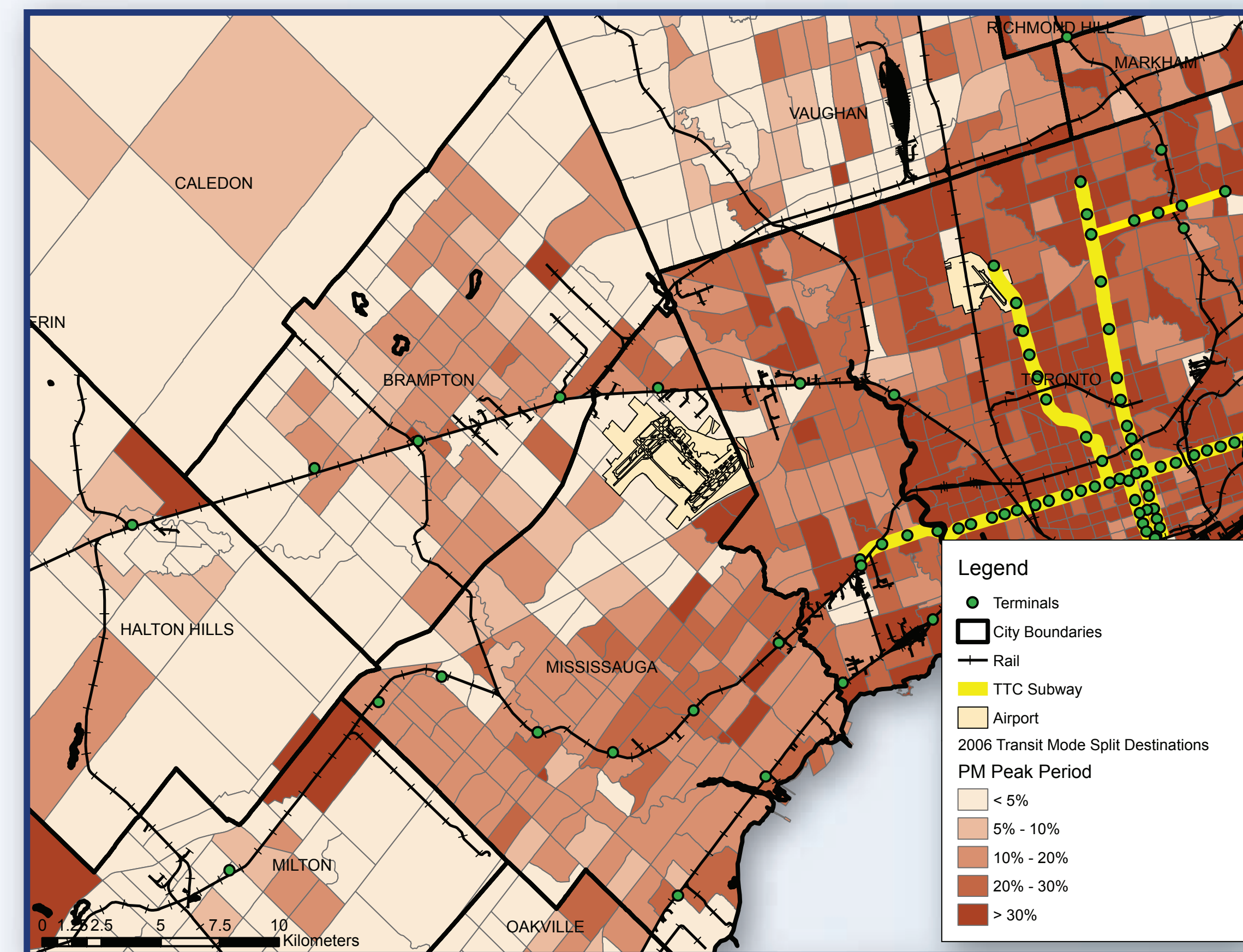


Source: Official Plan, 2006

Brampton is one of the fastest growing municipalities in Canada.

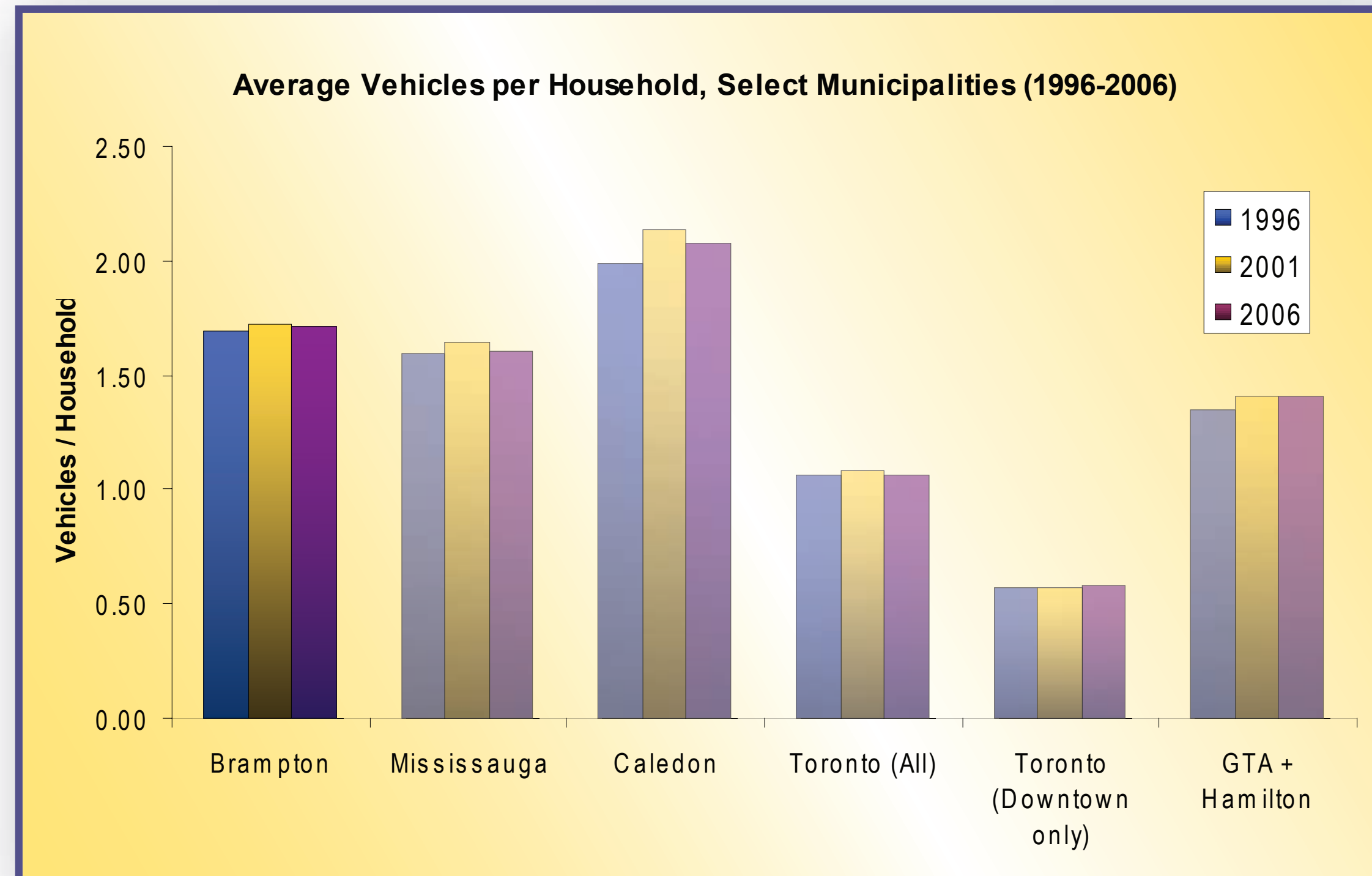
...but Brampton's transit mode share (% transit trips) is generally lower.

Do we need more **transit investment**?
Should we change our **travel choices**?
Perhaps both...



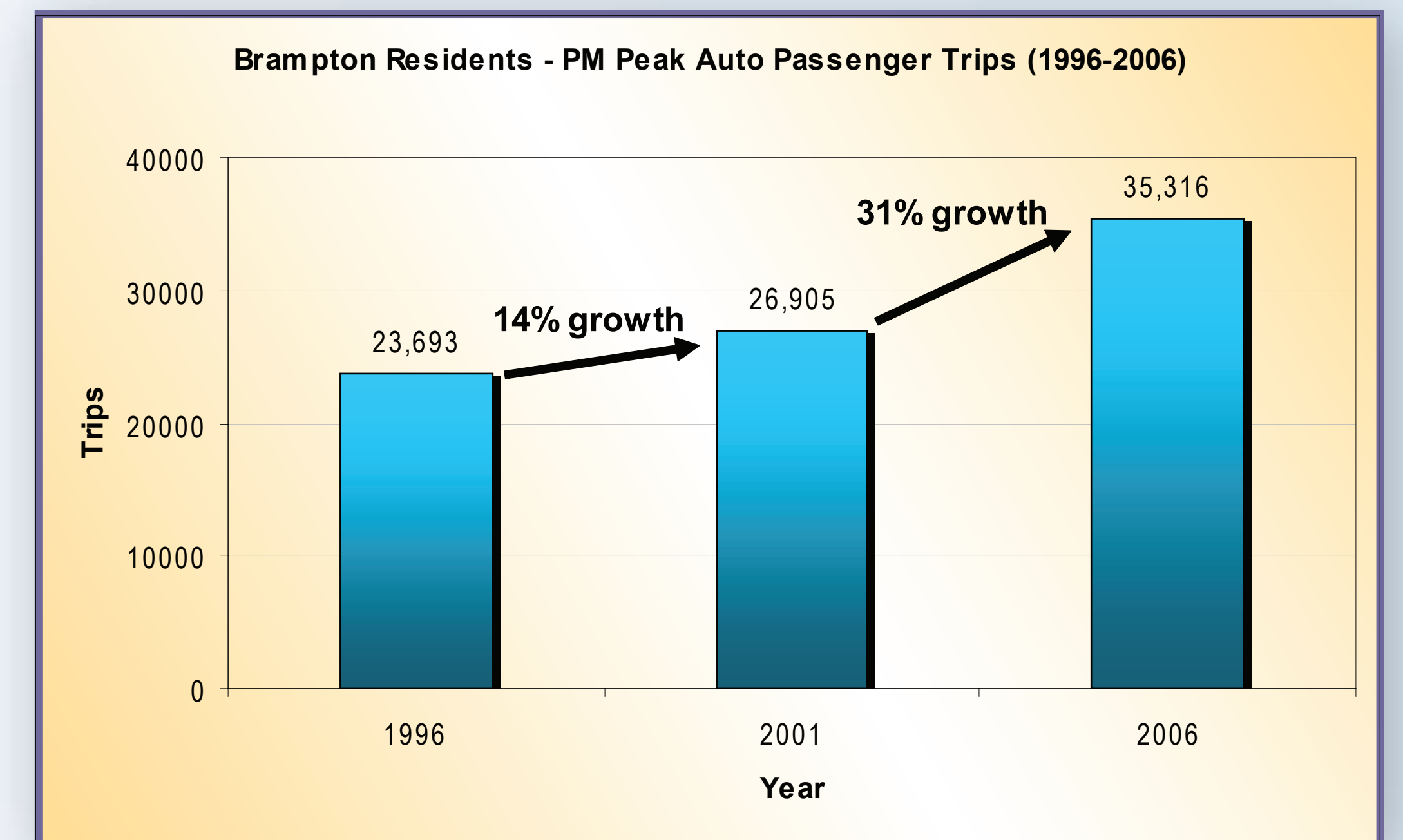
Source: 2006 Transportation Tomorrow Survey



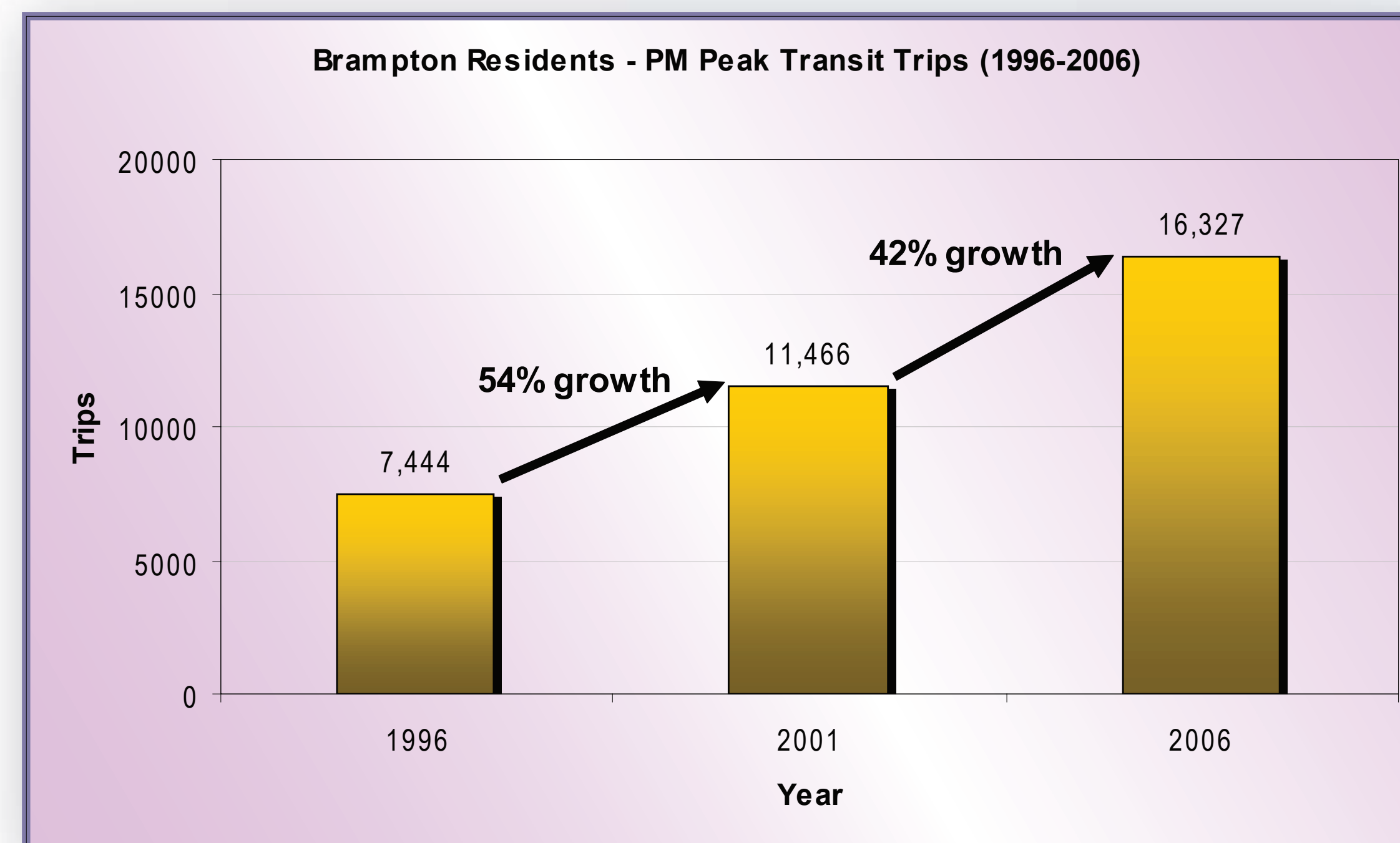


Source: 1996, 2001 & 2006 Transportation Tomorrow Survey

On average, Brampton residents own more cars than Mississauga and Toronto residents.



Source: 1996, 2001 & 2006 Transportation Tomorrow Survey

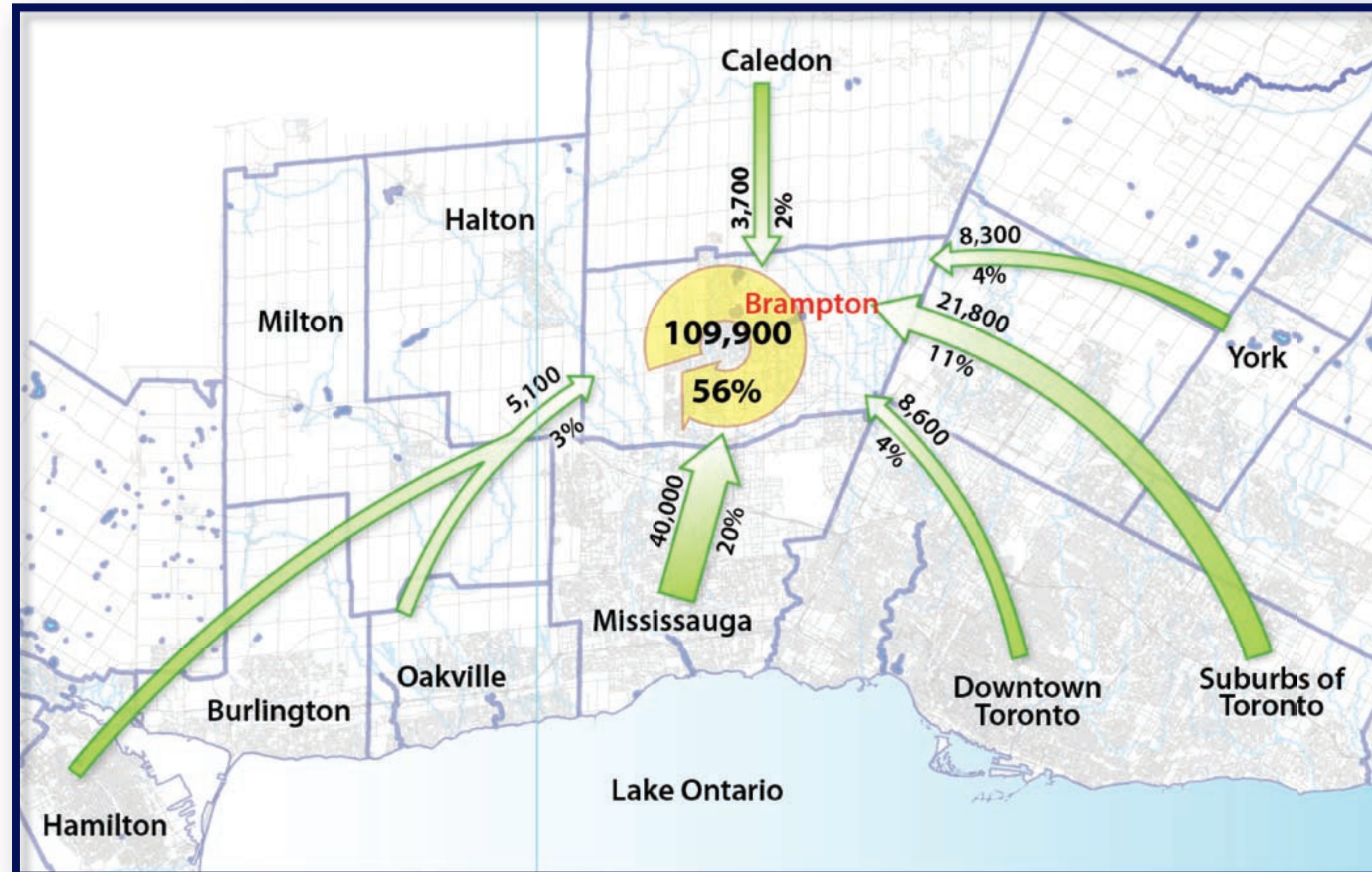


Source: 1996, 2001 & 2006 Transportation Tomorrow Survey

Usage of public transit and GO services is steadily increasing.

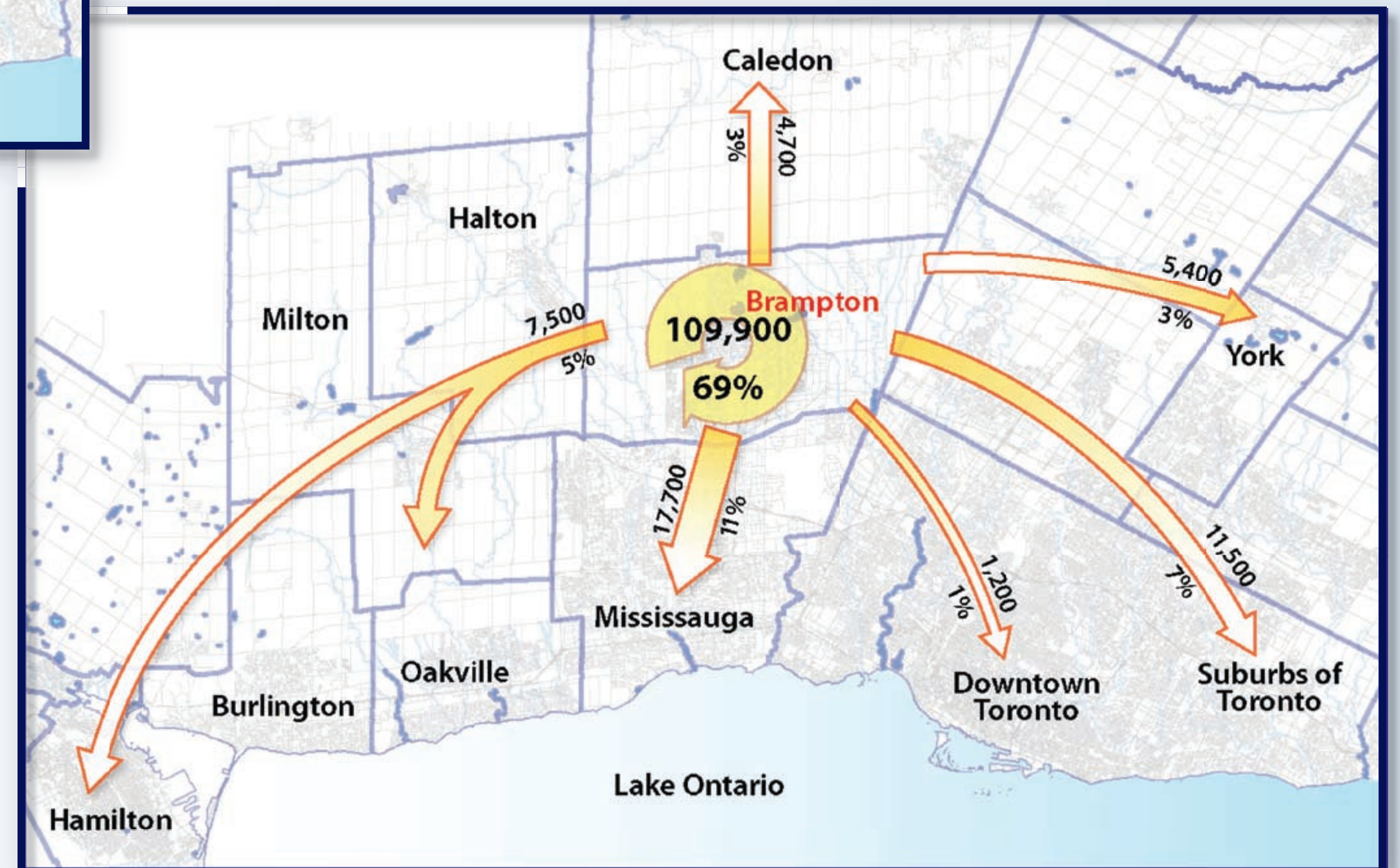
71% of travel is by single occupant vehicles, but carpooling is becoming more popular!





Source: 2006 Transportation Tomorrow Survey

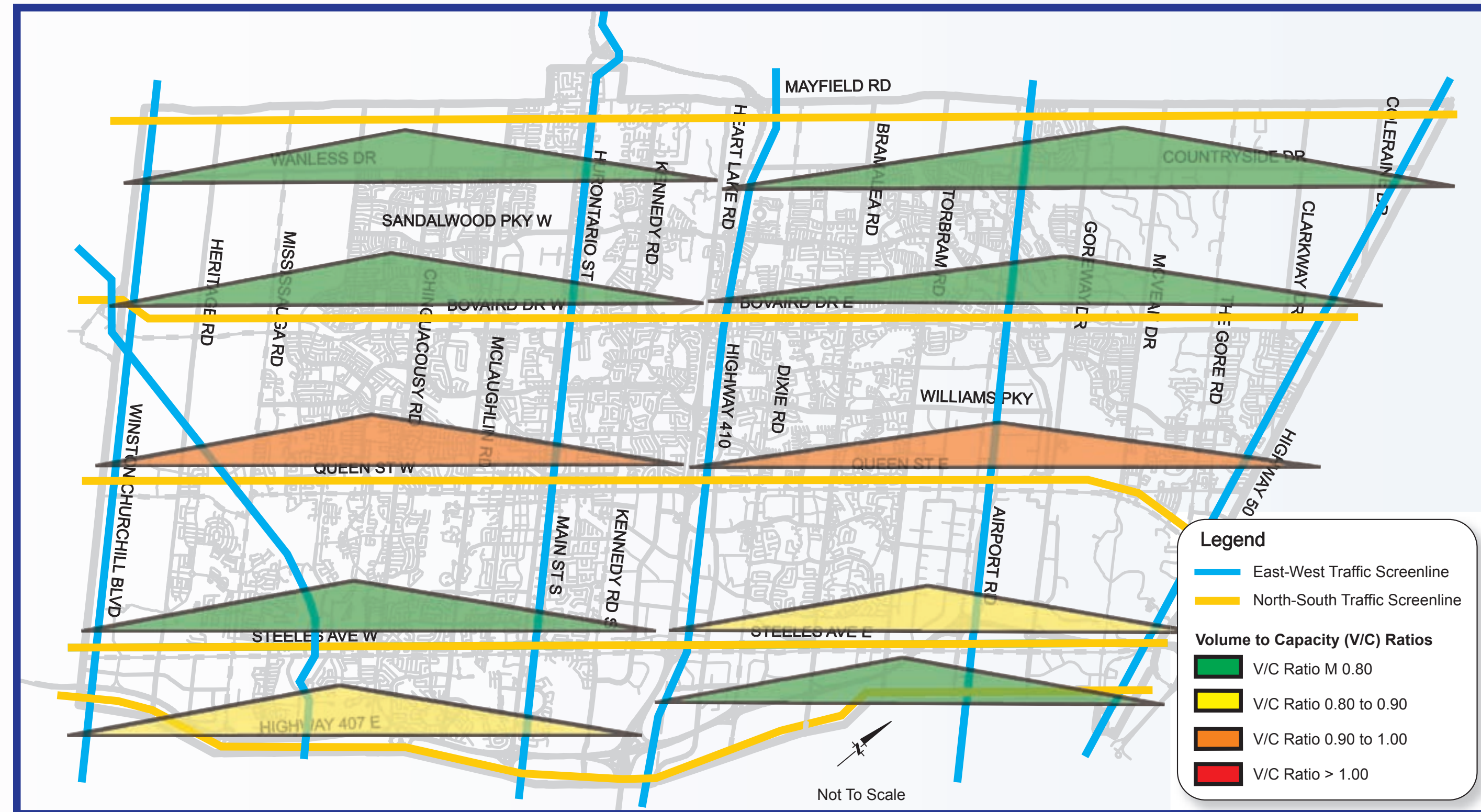
56% of trips destined to Brampton in the PM also come from Brampton. 20% are coming home from Mississauga and 15% from Toronto.



Source: 2006 Transportation Tomorrow Survey

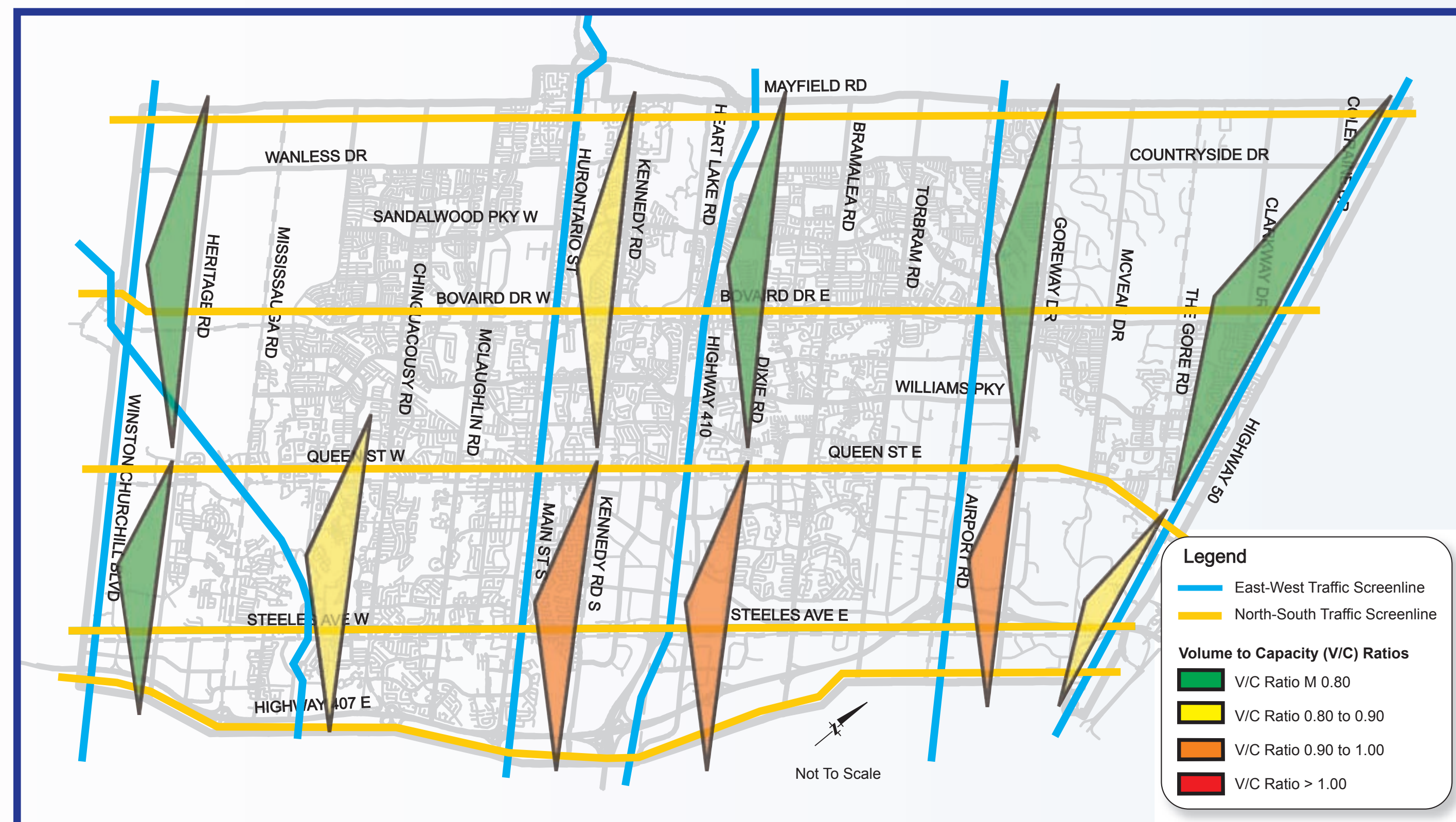
A similar pattern is seen in trips originating in Brampton.





Source: City of Brampton Travel Demand Forecasting Model

In 2006, PM rush hour northbound traffic was approaching congestion at Steeles Avenue and Queen Street.



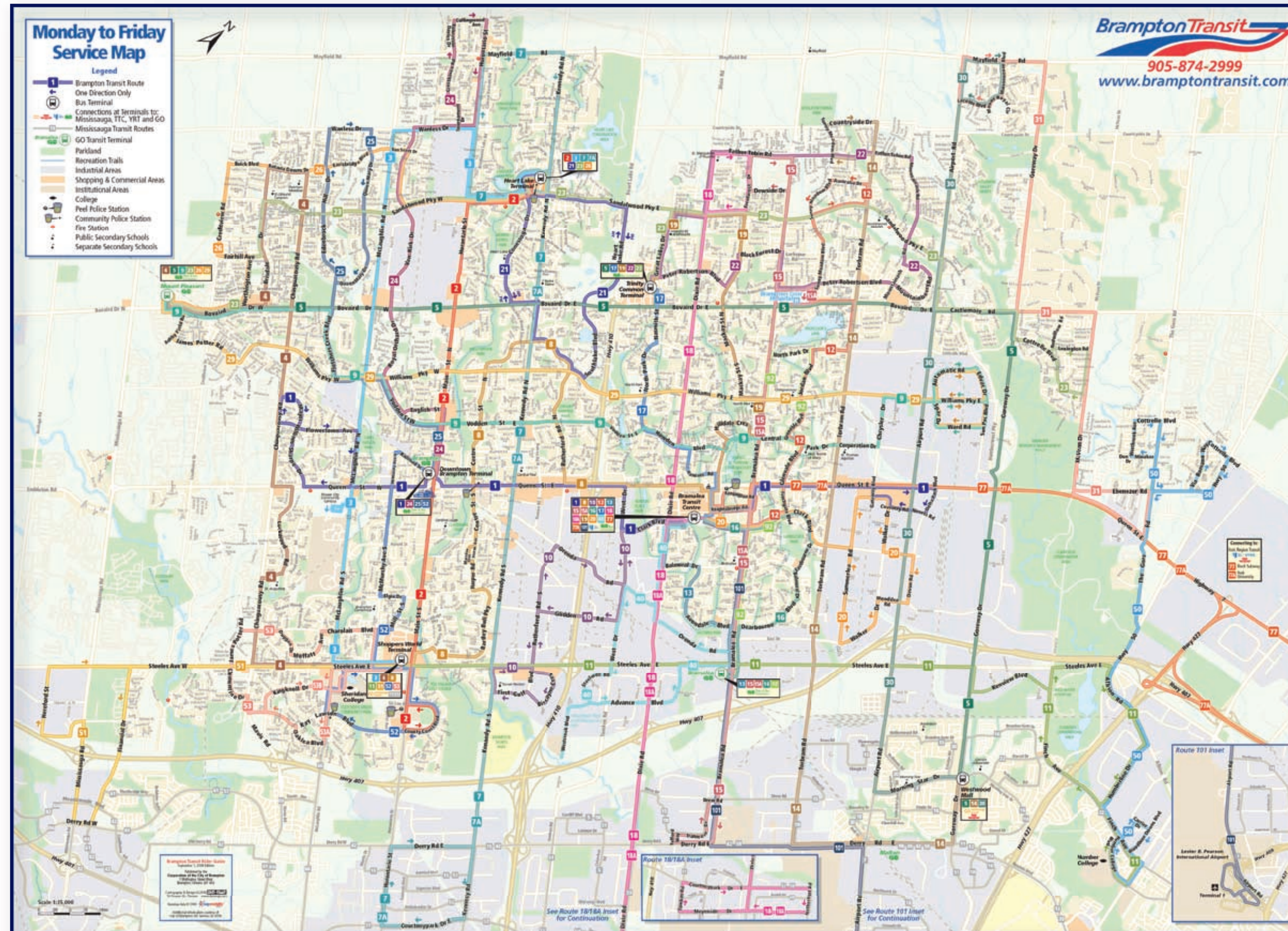
Source: City of Brampton Travel Demand Forecasting Model

2006 East-West traffic was similarly congested in the PM peak westbound direction south of Queen Street and approaching Main/Hurontario Street.





Study Objectives

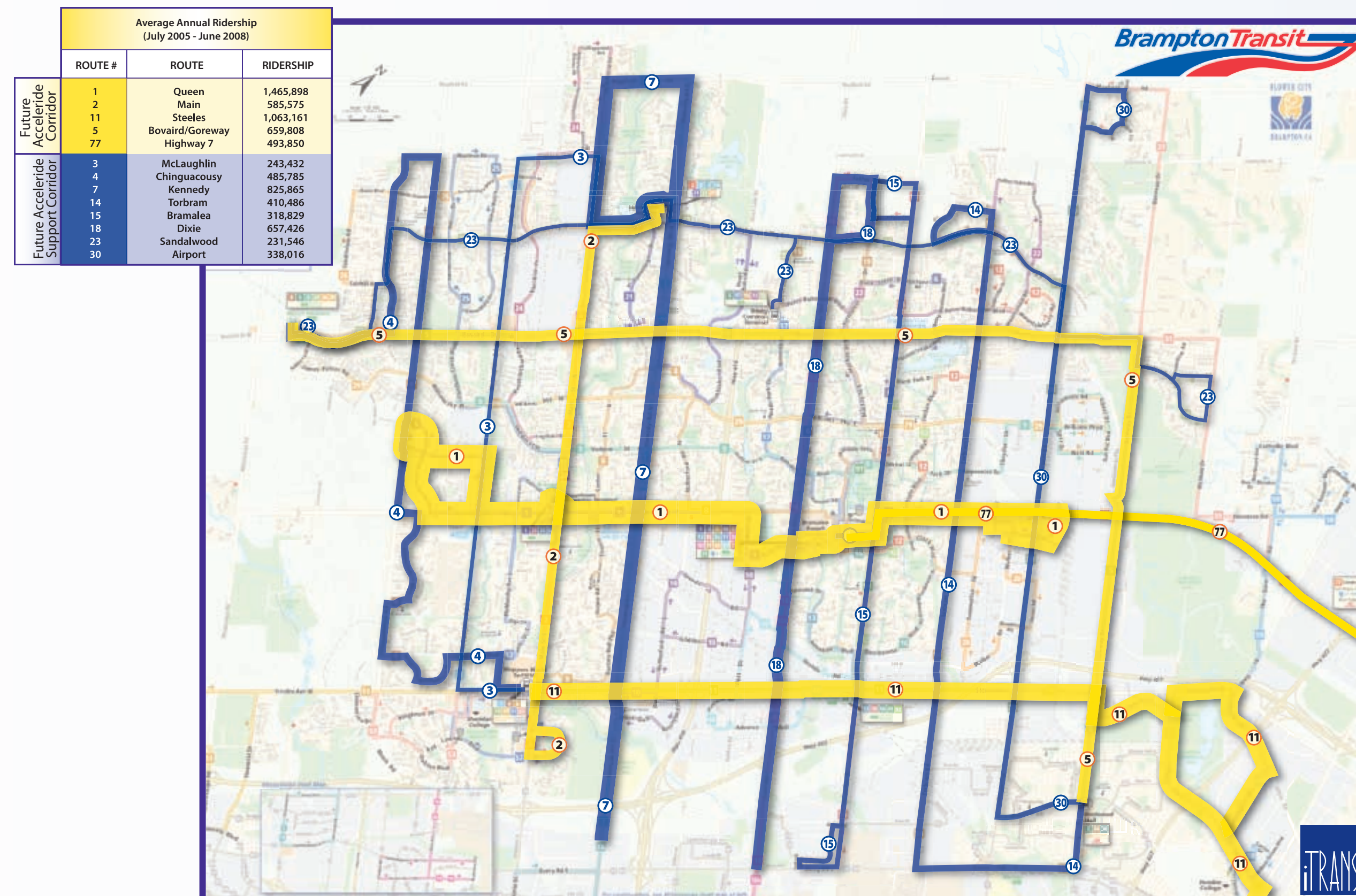


Source: City of Brampton Website

Brampton Transit operates 62 high-floor and 121 low floor buses on 37 fixed routes. Service frequencies during the peak periods range from 6 minutes on high volume routes to 20 minutes on local routes (some services are provided hourly).

Brampton Transit operates six terminals. Bramalea Transit Centre facilitates the most connections. New terminals may be needed in the future.



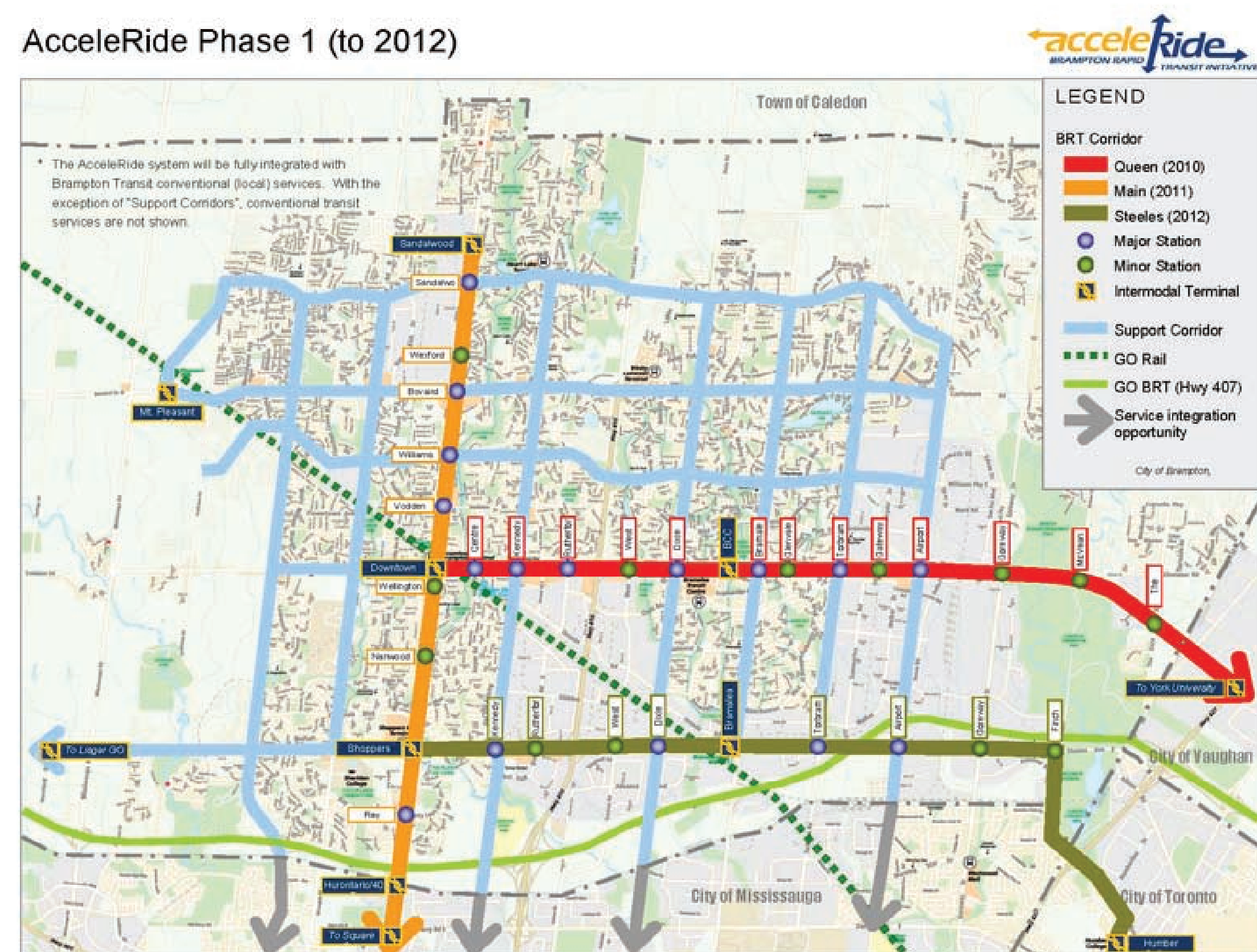


Source: Brampton Transit Ridership Statistics July 2005 - June 2008

Existing ridership levels on future AcceleRide corridors and support corridors are relatively high. Queen Street corridor attracts the highest number of transit riders.

Brampton Transit is strategically planning its future services. AcceleRide service evolution is linked directly to ridership demand.

AcceleRide Phase 1 (to 2012)



Source: City of Brampton Website

AcceleRide Phase 2 (to 2021)



Source: City of Brampton Website





The City of Brampton is currently served by the Georgetown GO Rail line and a network of GO Bus routes. Three GO stations (Bramalea GO, Brampton GO, and Mount Pleasant) serve as major transit hubs. The line carried 7,000 A.M. peak period passengers in 2006 and 7,100 in 2007.



Source: Google Earth



<http://gabus.natransit.com>
Photo (C) Felix Tse 2002

GO Transit is planning to augment track capacity for future enhanced all day, two-way rail service.

Finding parking spots along the Georgetown GO Rail line is a challenge. Brampton GO station parking lot is consistently congested at 105% utilization!





Travel Demand Management (TDM) initiatives help to control travel growth of single-occupancy vehicles and promote more efficient use of the transportation network.



Initiatives by Smart Commute Brampton-Caledon are being implemented today to encourage car pooling and telecommuting.

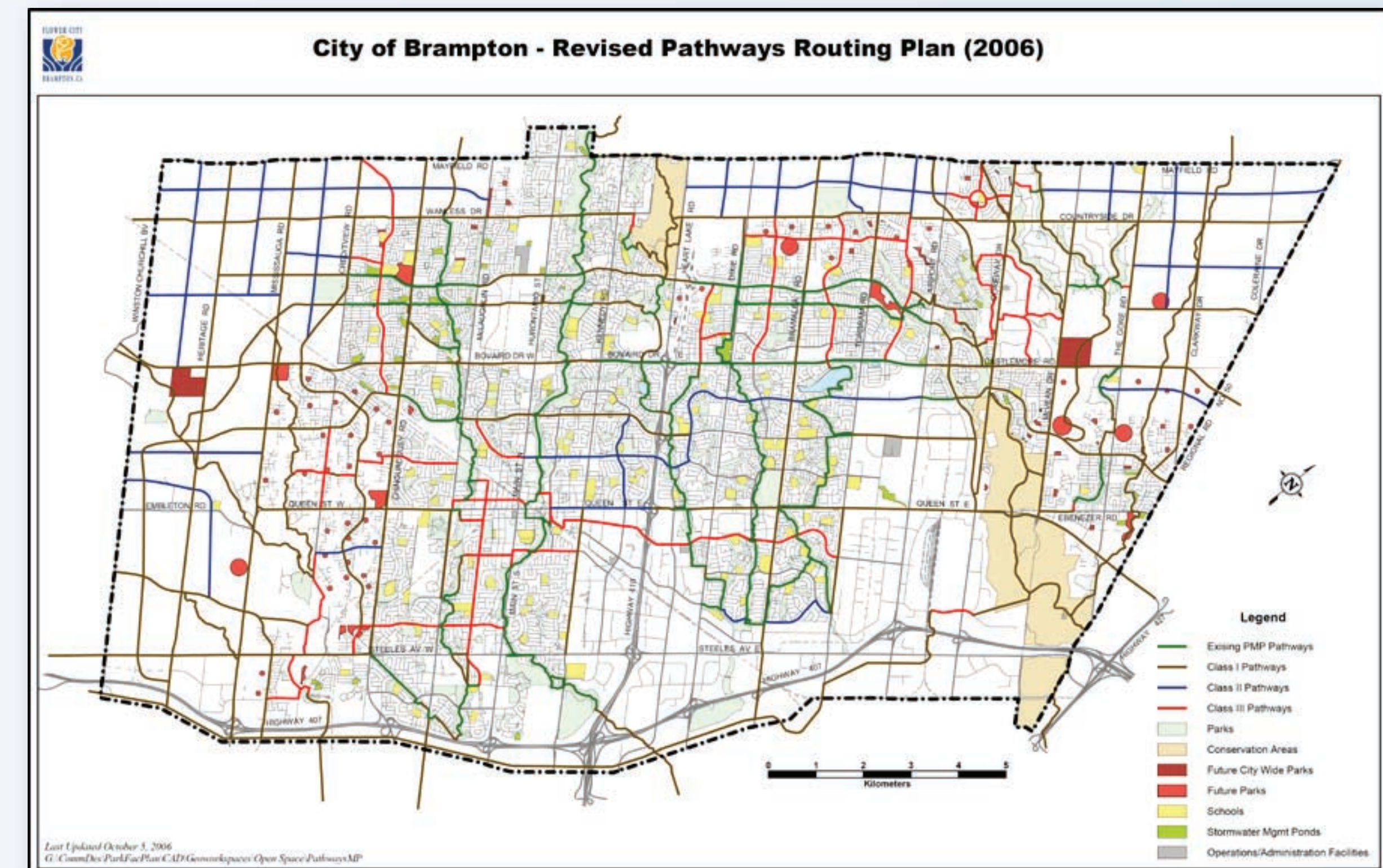
Active transportation modes, including walking and cycling, are key components to the transportation network.

The existing Brampton Pathways Routing Plan should be integrated with the overall vision of the transportation system.



The Pathways Plan Consists of:

- Multi Use Path - 510 km
- Boulevard – 211 km
- Valley Land - 168 km
- Bike Lane – 71 km
- Signed Route - 60 km

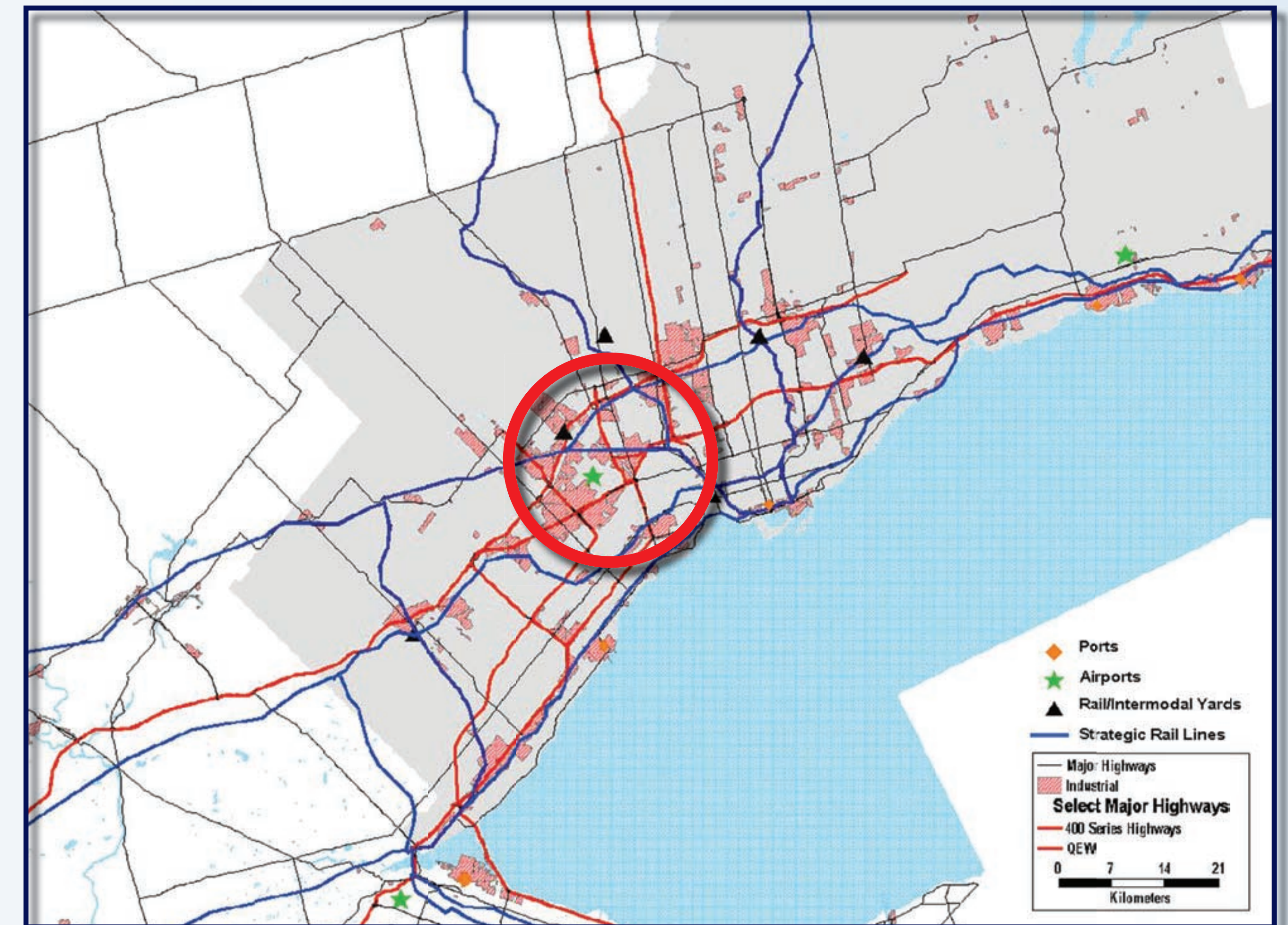


Source: City of Brampton Website





Brampton, together with neighbouring cities of Mississauga and Vaughan are home to the largest employment centre in the GTA and the economic heart of Ontario.



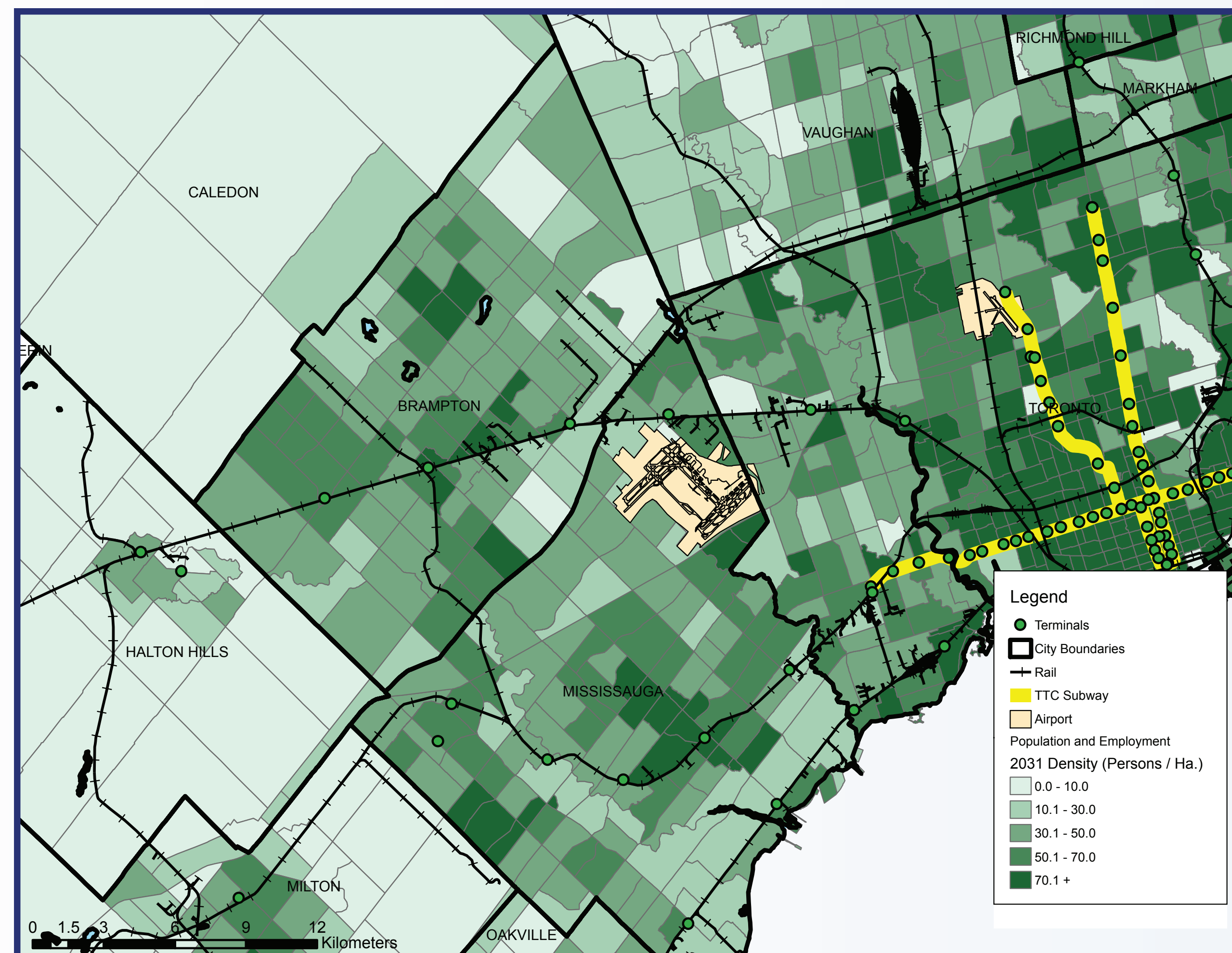
Source: Development of Goods Movement Strategic Directions for Central Ontario, 2003

Pearson International Airport and the airport area, CN Intermodal and other major employment centres in Hwy 401/407 and Hwy 410 corridors need good vehicular access.

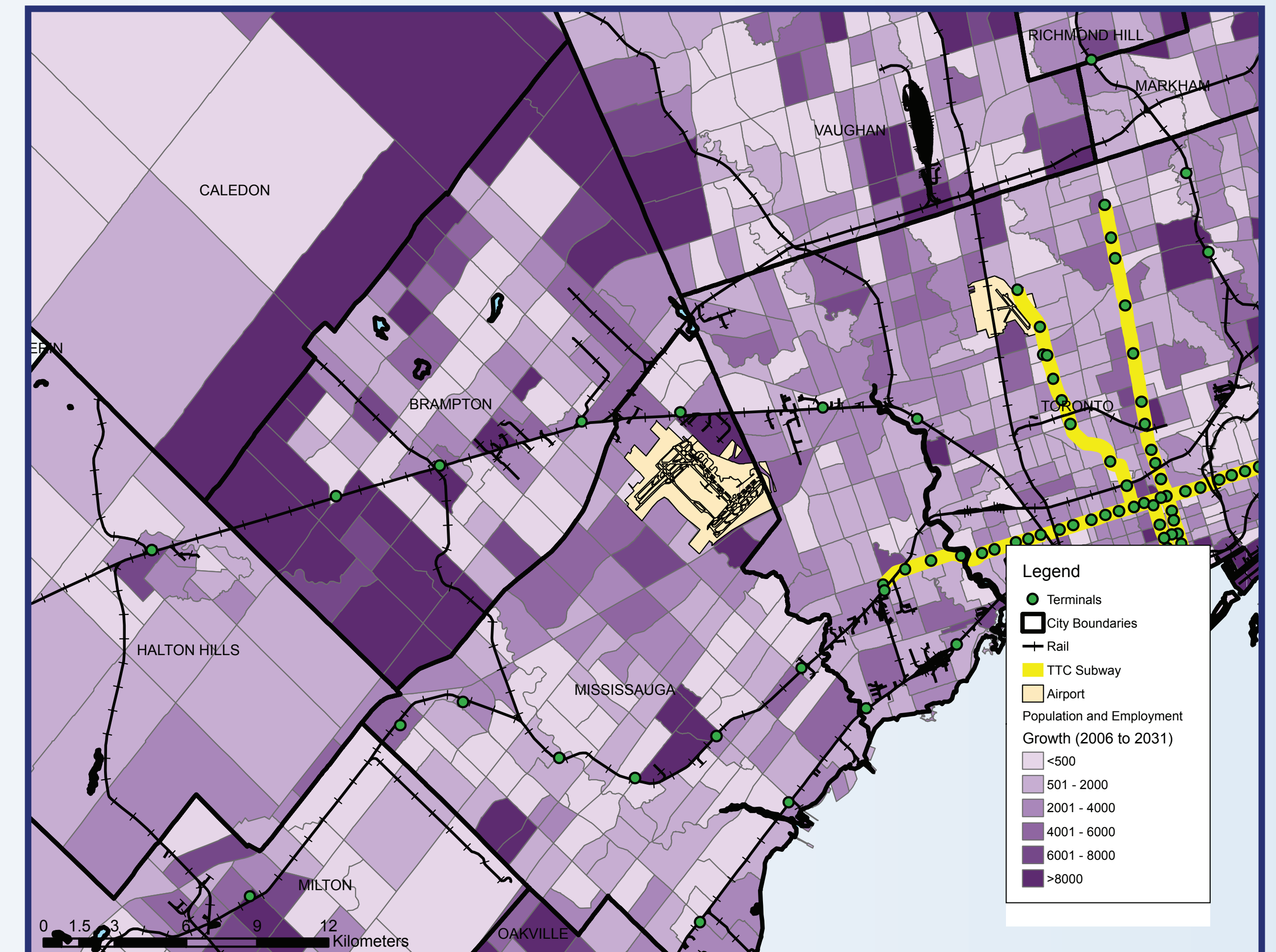


Brampton is expecting some of the largest population and employment growth in the GTA, specifically in North West, West and North East Brampton.

Over 300,000 more people and 150,000 more jobs are expected by 2031.

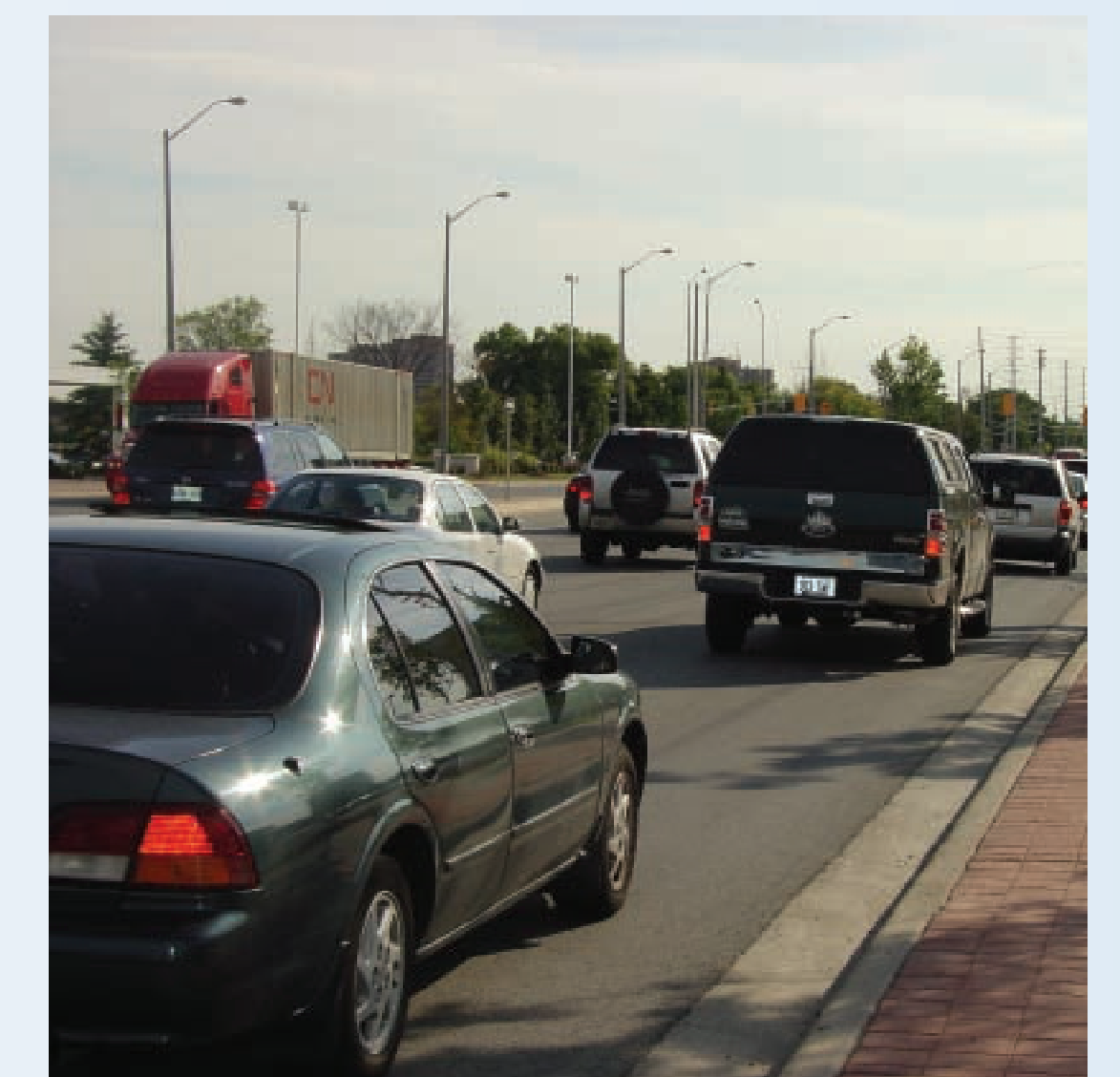


Source: 2006 Transportation Tomorrow Survey



Source: 2006 Transportation Tomorrow Survey

This growth will lead to increased density in the City and more pressure on the transportation system.





North West Brampton Transportation Issues

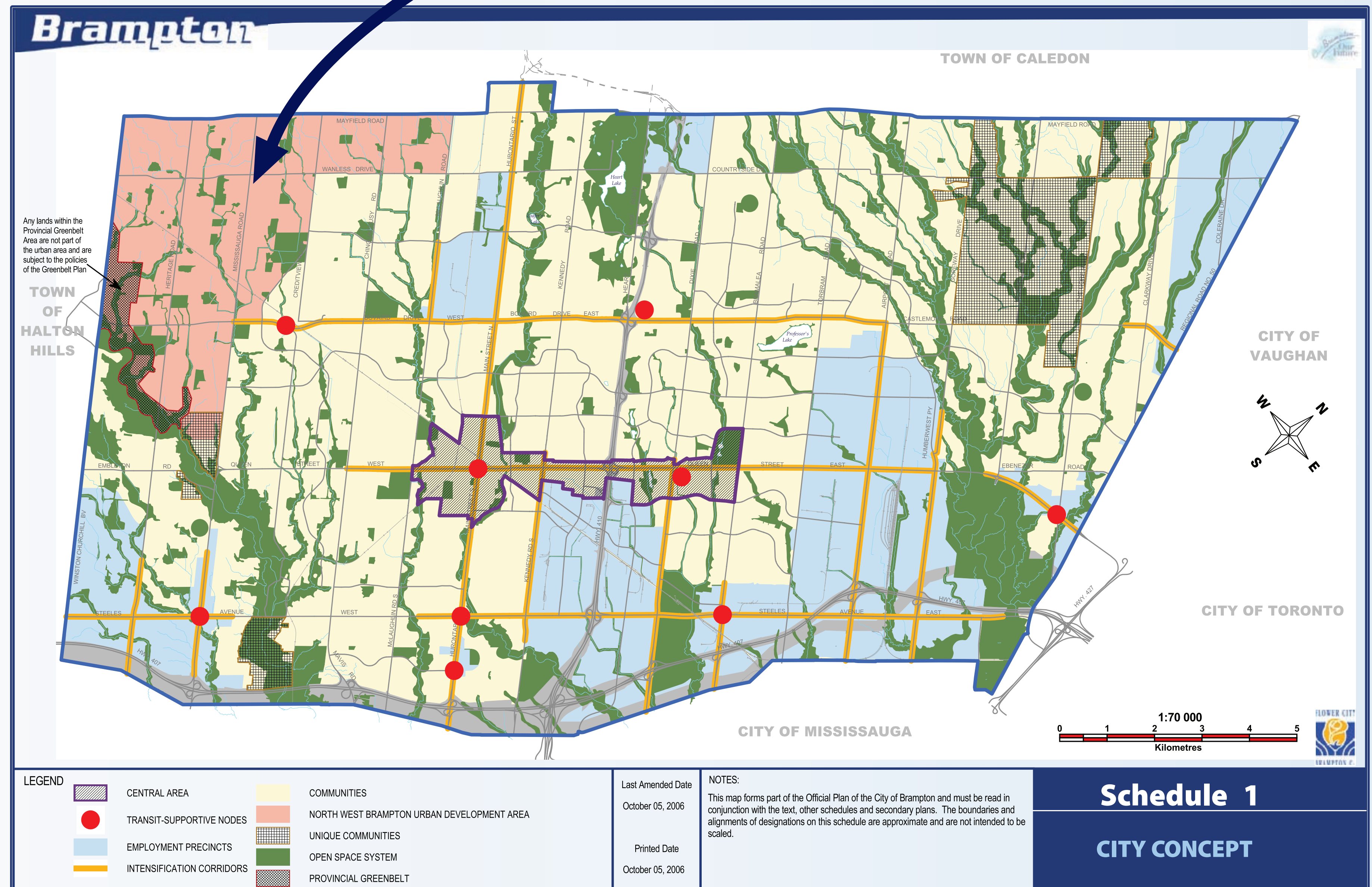
North West Brampton is one of the major development areas in Brampton and the Region of Peel.

What road network and transit services will be needed to support this new growth?

Do we need a new North-South high order corridor? And if “Yes”, what will be the shape and size of the corridor?

How do we avoid disruptions to our natural heritage and existing communities?

NW Brampton Area



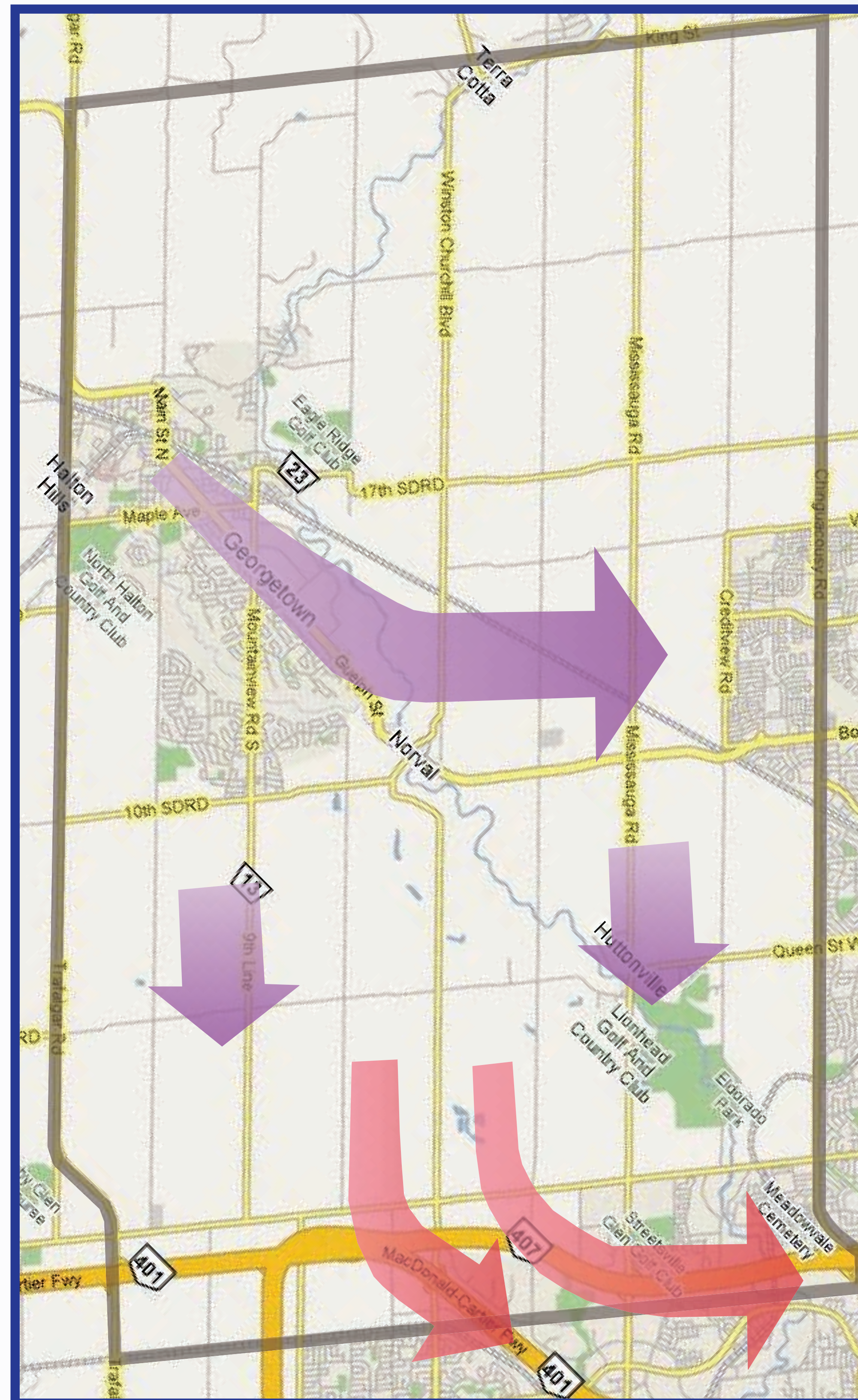
Schedule 1
CITY CONCEPT

Source: City of Brampton Official Plan





Halton-Peel Boundary Transportation Issues



Source: Halton-Peel Boundary Area Transportation Study, iTRANS

We need to account for and accommodate cross-boundary demand and the need for more East-West capacity.

We need to provide roads and capacity for inter-regional truck traffic.

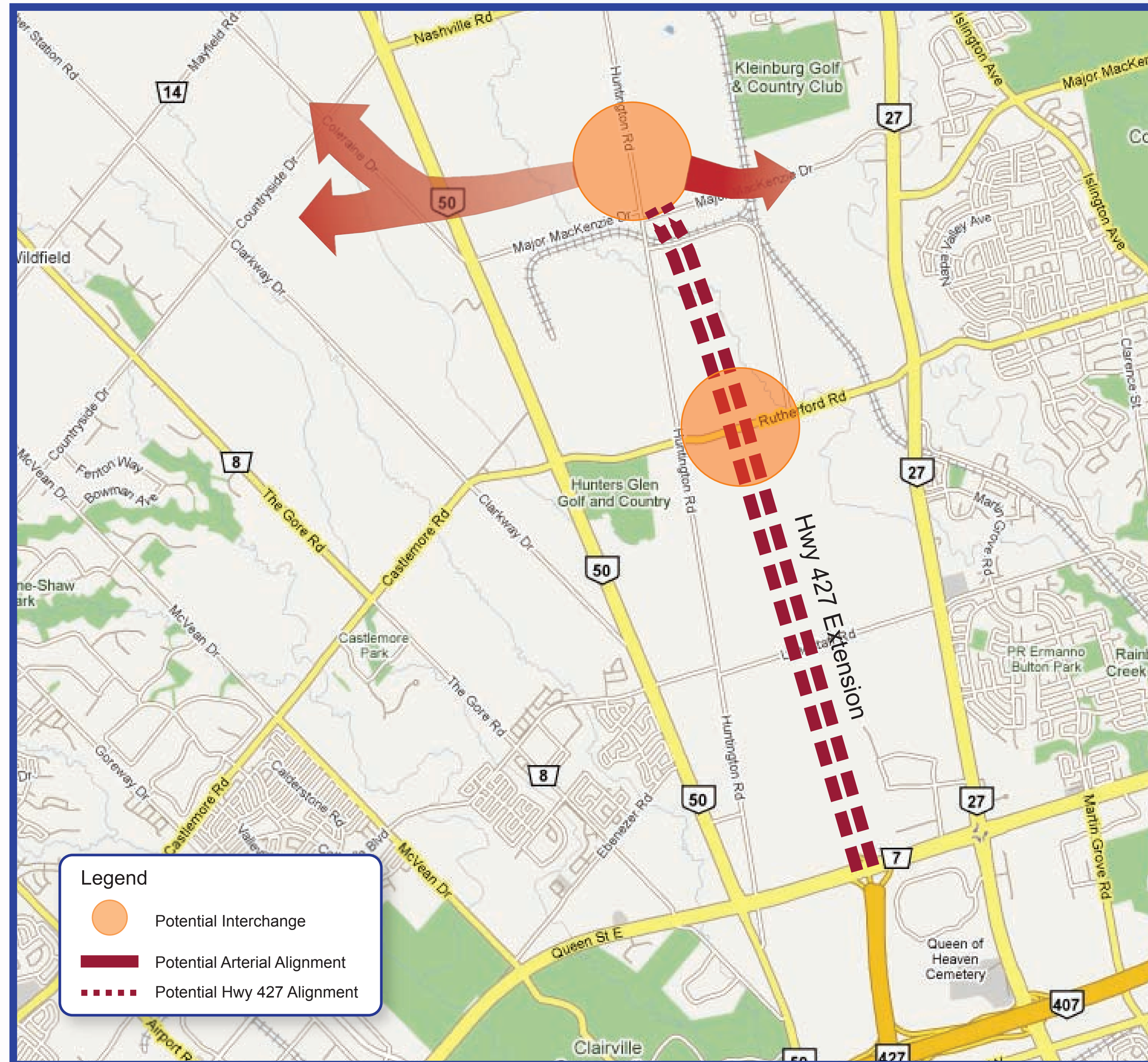
The proposed Norval Bypass EA and North-South capacity deficiencies in Halton Hills affect Brampton.

Is there a need for more connections to Hwy 401 and Hwy 407?





York-Peel Boundary Transportation Issues



Source: Peel-York Boundary Area Transportation Study, iTRANS

Peel-Highway 427 Extension Area Transportation Master Plan project is currently being undertaken.

Need to identify long-term transportation network in support of Brampton and Vaughan's plans.

Need to identify the best ways to connect the Highway 427 extension to the municipal road network.

Will serve future transportation demand in the Southern York-Peel boundary area.



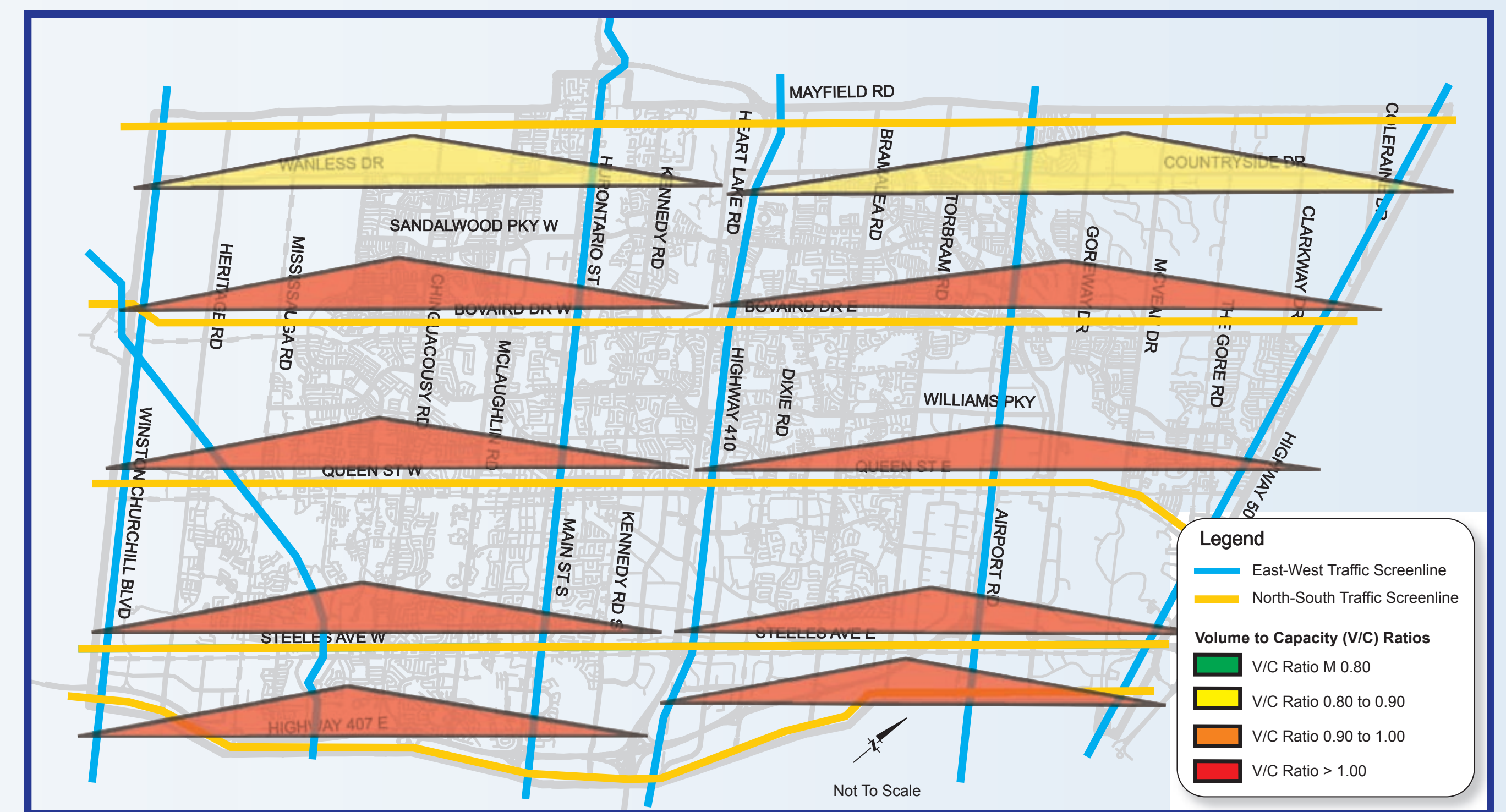


Currently planned transit improvements with no road improvements will not meet 2031 transportation needs. With no additional measures, the transportation network in the City of Brampton will break down.

2031 Do-Nothing, PM Peak Hour Peak Direction Traffic



Source: City of Brampton, Travel Demand Forecasting Model



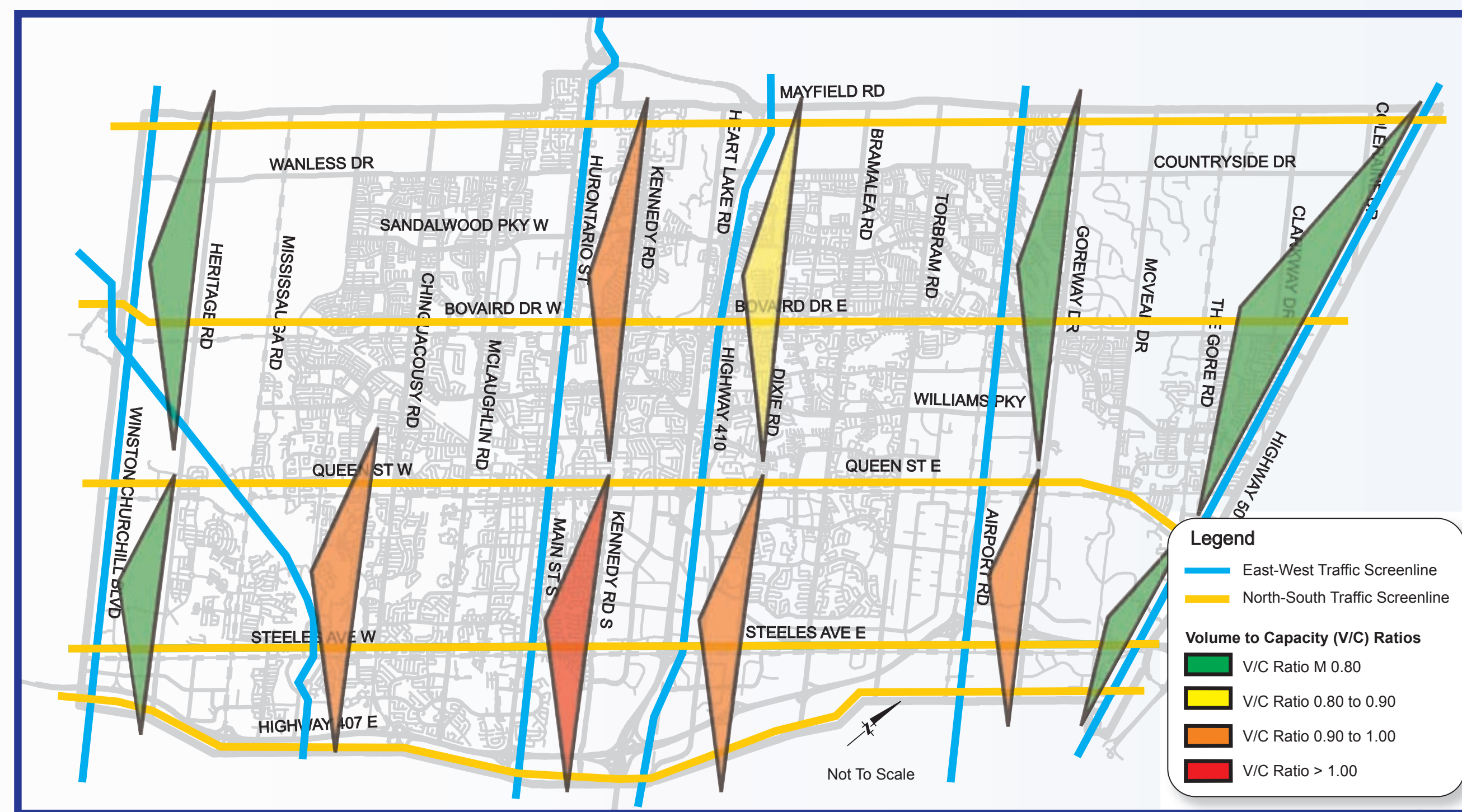
Source: City of Brampton, Travel Demand Forecasting Model



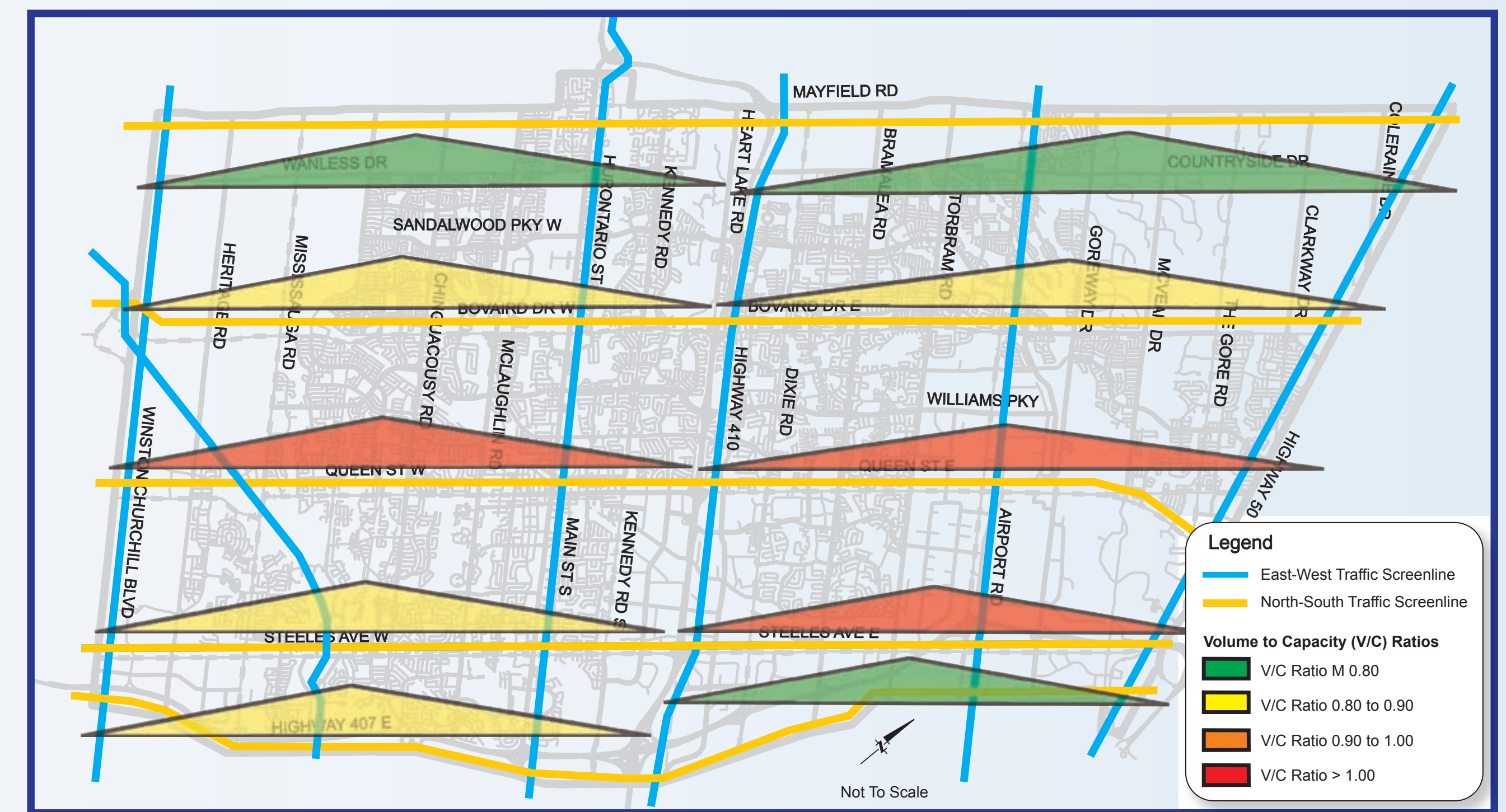


Even with planned transit improvements and planned road improvements identified and committed to by the Region of Peel and the City, by 2031 the transportation network in Brampton will face significant congestion. By 2031, over half of the arterial and highway network will be at or approaching capacity (PM peak hour).

2031 Planned Improvements, PM Peak Hour Peak Direction Traffic



Source: City of Brampton, Travel Demand Forecasting Model



Source: City of Brampton, Travel Demand Forecasting Model





Alternative Transportation Strategies Could Consist of the Following Elements:

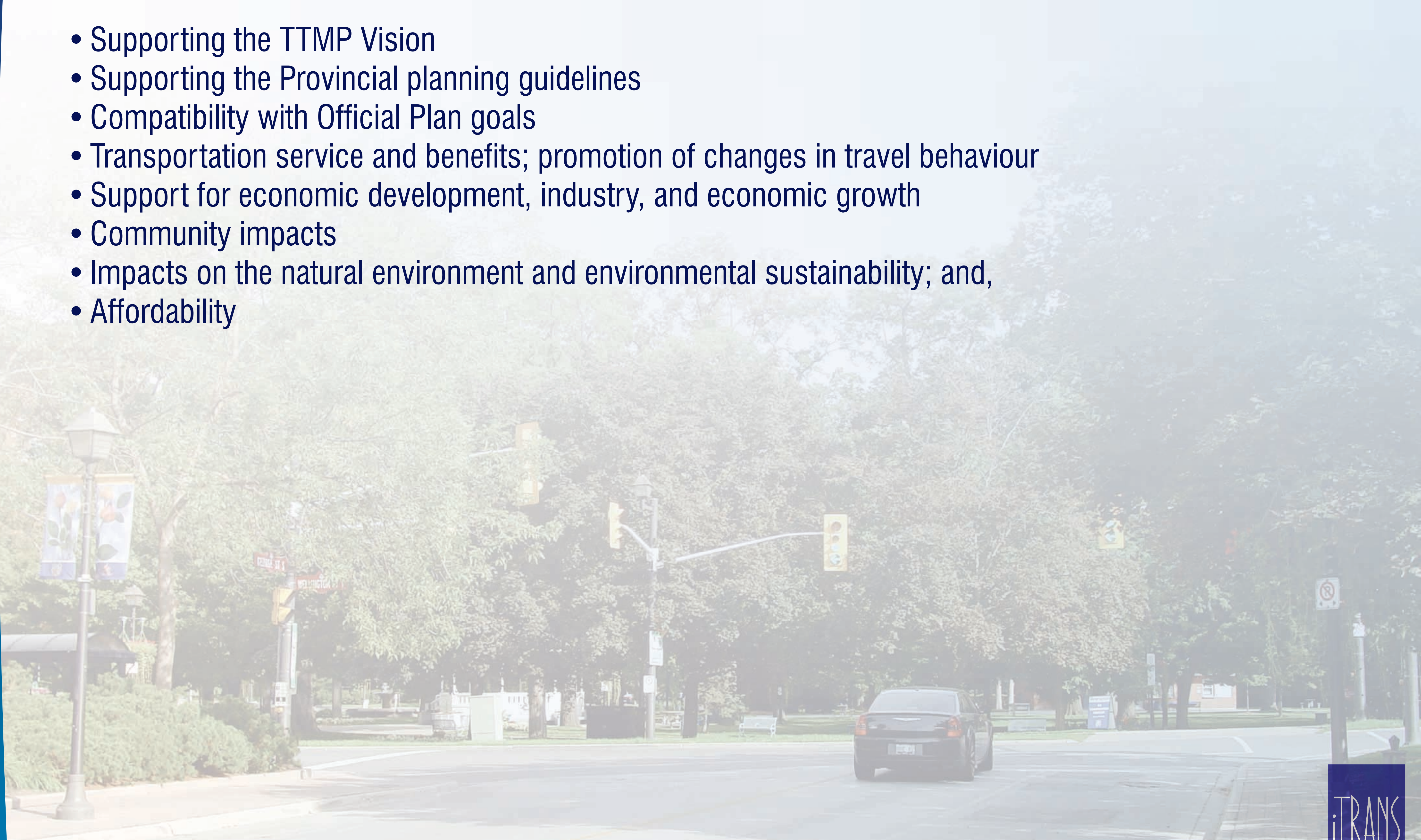
- Maximizing the efficiency of existing infrastructure (i.e., signal coordination, traffic management, incident management, etc.), also known as Transportation System Management (TSM)
- Alternative road & transit network improvements within North West Brampton / Bram-West context
- Higher public transportation usage through improvements to surface transit, transit priority measures, parking policies, and transit-supportive land use planning
- Travel Demand Management (TDM) to increase the current share of non-auto modes and decrease single occupancy vehicle (SOV) use
- Effective use of alternative road and operational treatments and transit level of service to maximize modal split
- Road network improvements – widenings and reconstruction of existing roads
- High Occupancy Vehicle (HOV) lanes or Reserved Bus Lanes (RBL) on future widenings of regional arterials – The TTMP provides an opportunity to revisit and detail the “transit priority” network in the City
- Transit priority measures on arterials involving transit / HOV lanes and other transit priority measures
- New road network connections including a North-South Freeway
- Provincial highway network improvements plus new interchanges
- Develop an air quality improvement strategy





The Evaluation of Alternative Transportation Strategies will Consider:

- Supporting the TTMP Vision
- Supporting the Provincial planning guidelines
- Compatibility with Official Plan goals
- Transportation service and benefits; promotion of changes in travel behaviour
- Support for economic development, industry, and economic growth
- Community impacts
- Impacts on the natural environment and environmental sustainability; and,
- Affordability





Next Steps

Technical analyses

Public Information Centre # 2 – Thursday, November 13, 2008, Marriot Hotel at 90 Biscayne Crescent, Brampton (Tentative date and location)

Final Report – January 2009

Your comments are important. They will be reviewed as part of the Study. Please indicate your interest to remain involved with the Study by submitting your completed Questionnaire / Comment Sheet or by contacting either of the following Project Team Members:

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Thank You!
September 23, 2008