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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 background to the Growth Plan Conformity Official Plan Amendment
- 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

Brampton's Response to the Provincial Growth Plan

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Meet the TTMP Team:

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The TTMP update process is structured on the following principles:

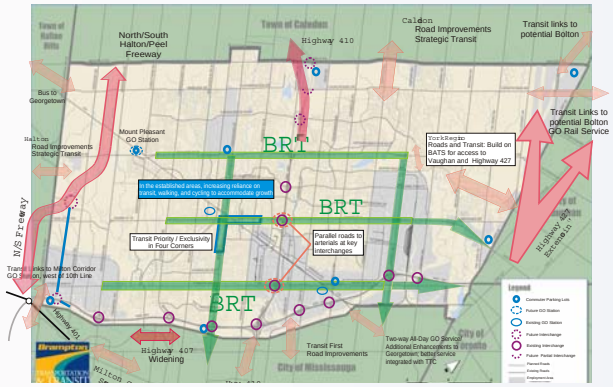
- Transportation Master Plan approach in accordance with the Environmental Assessment Act
- Comprehensive system-wide approach including economic, social, and environmental goals
- A sustainable transportation planning approach
- Engaging the public and stakeholders

Project Timeline

- Commenced in June 2008
- PIC # 1: Tuesday, September 23, 2008
- PIC # 2: Wednesday, February 4, 2009
- Final Report to Council by April 2009

Brampton's Response to the Provincial Growth Plan

We will update the TTMP while building on the vision of the original



The 2004 TTMP 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?

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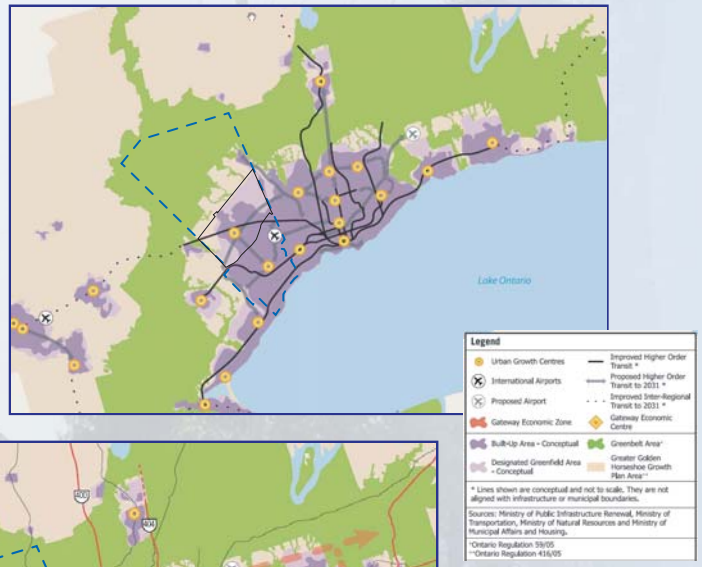
The TTMP will support the Provincial Growth Plan, "Places to Grow"

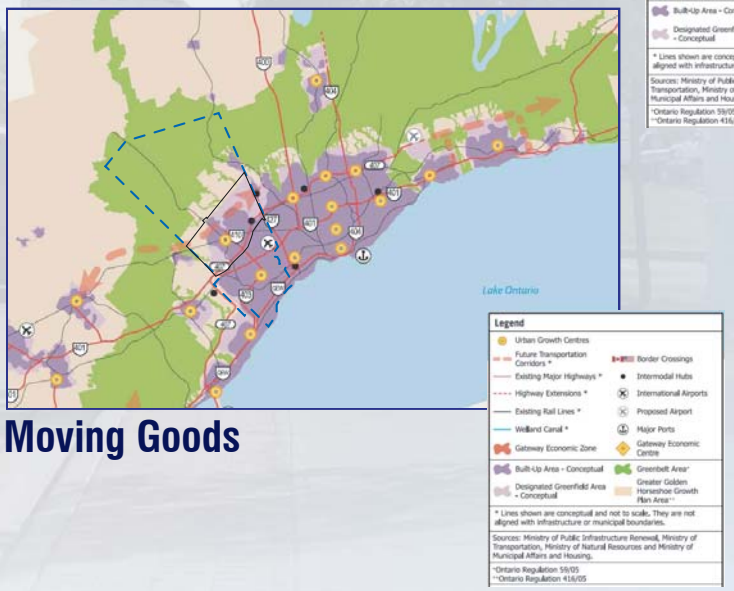
The TTMP policies promote an integrated and efficient transportation system to support a vibrant economy and high quality of life

- Support transit with:
  - Higher density land use
  - Compact urban form
- Key policies:
  - Public transit is the first priority for moving people
  - Provision of safe and comfortable pedestrian network
  - Increase modal share of transit
  - Optimize goods movement systems

Moving People - Transit



Moving Goods



Brampton's Response to the Provincial Growth Plan

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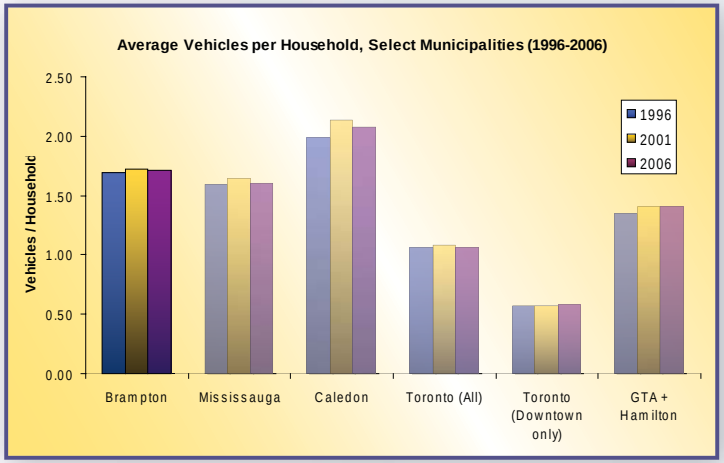
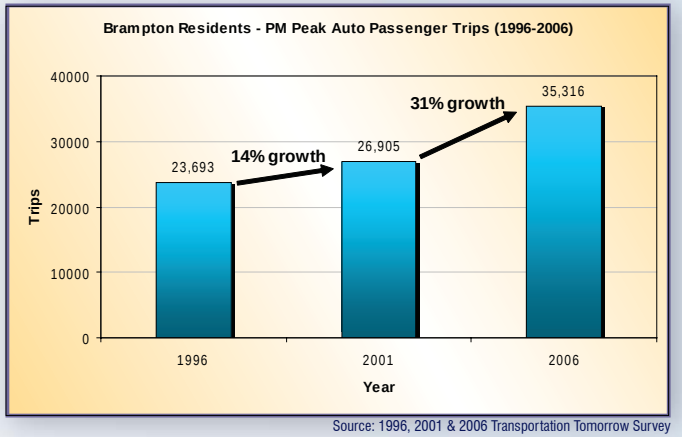
Facts and Statistics



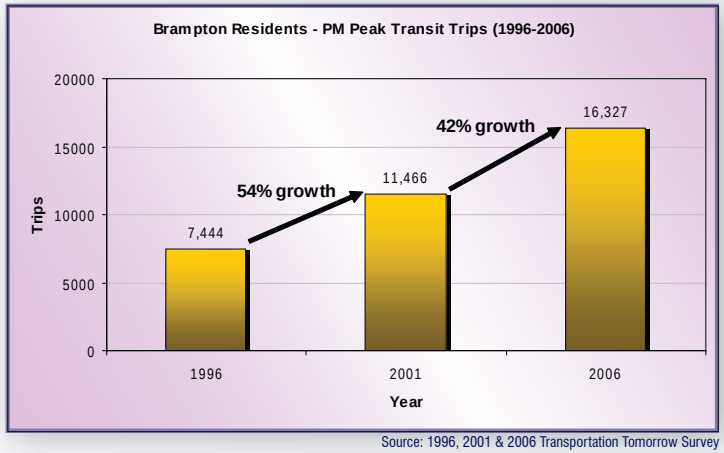
Source: 1996, 2001 & 2006 Transportation Tomorrow Survey

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



Source: 1996, 2001 & 2006 Transportation Tomorrow Survey

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



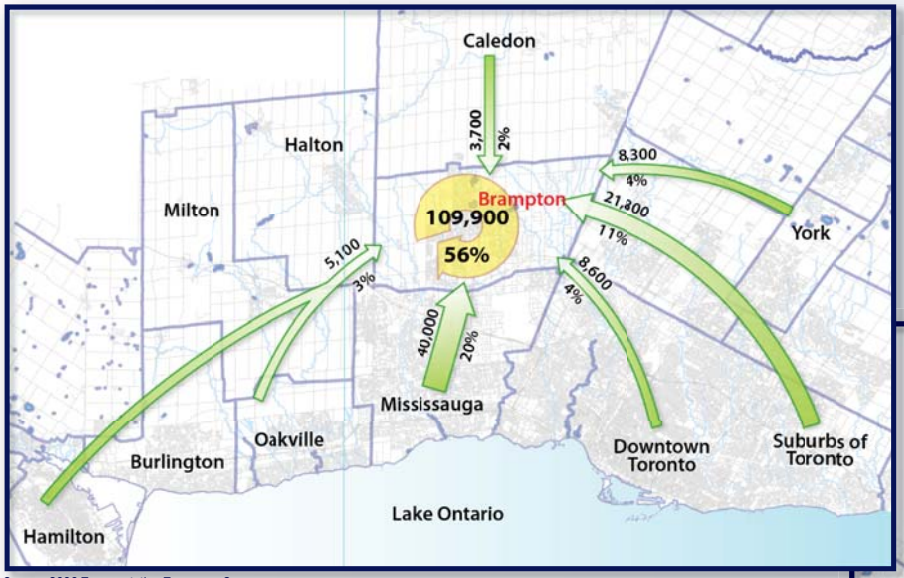
Source: 1996, 2001 & 2006 Transportation Tomorrow Survey

Usage of public transit and GO services is steadily increasing.

Brampton's Response to the Provincial Growth Plan

Facts and Statistics (continued)

PM Peak Period Inbound

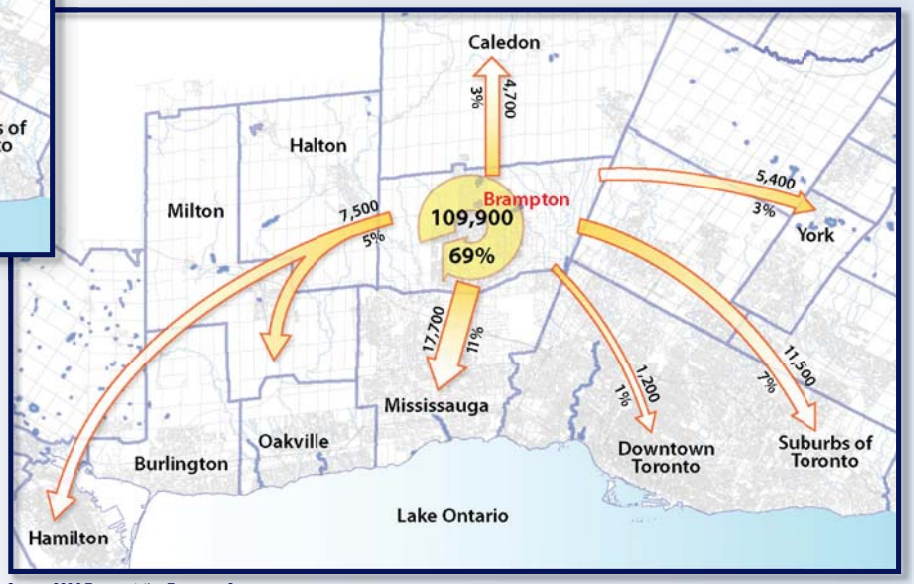


Source: 2006 Transportation Tomorrow Survey

56% of trips destined to Brampton in the PM also come from Brampton.

20% are coming home from Mississauga and 15% from Toronto.

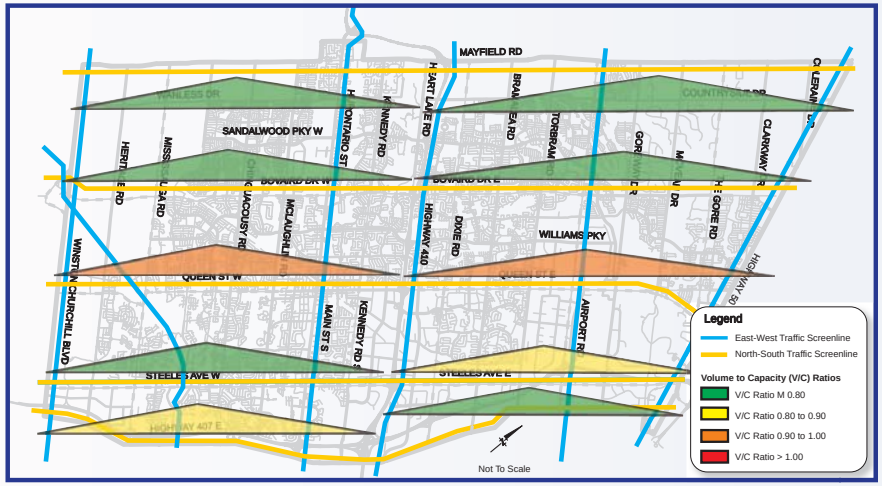
PM Peak Period Outbound



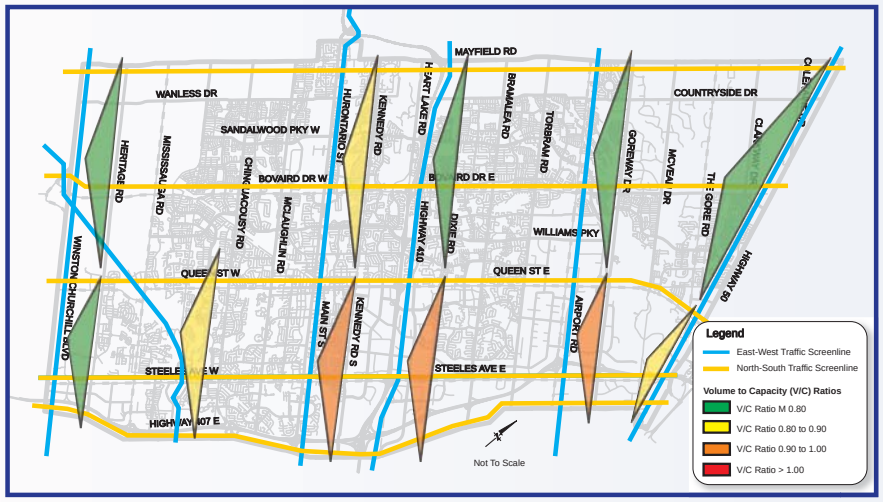
Source: 2006 Transportation Tomorrow Survey

A similar pattern is seen in trips originating in Brampton.

Facts and Statistics (continued)



Source: City of Brampton Travel Demand Forecasting Model

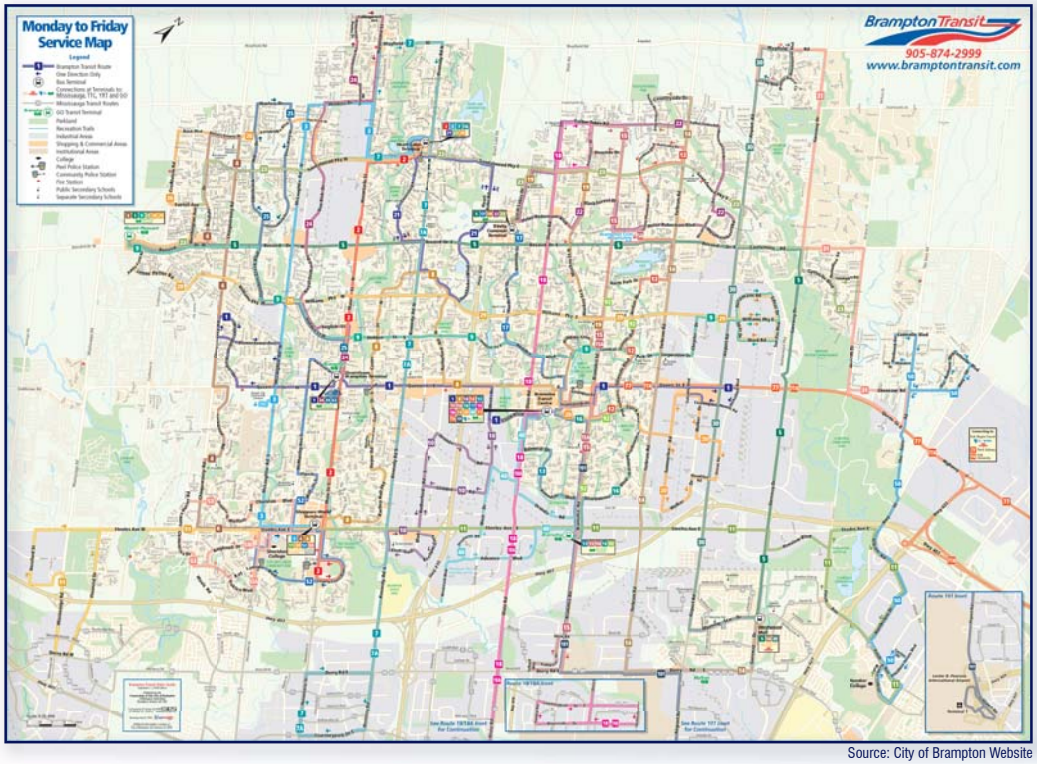


Source: City of Brampton Travel Demand Forecasting Model

In 2006, PM rush hour northbound traffic was approaching congestion north of Queen Street.

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

Transit Today – Conventional Services



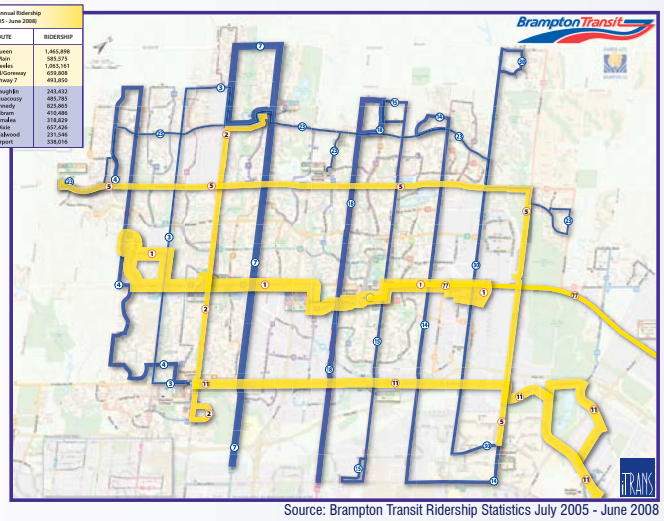
Source: City of Brampton Website

Brampton Transit operates 47 high-floor and 179 low floor buses on 36 fixed routes. Service frequencies during the peak periods range from 5 minutes on high volume routes to 30 minutes on local routes (some services are provided hourly).

Brampton Transit utilizes seven terminals within the City of Brampton. The Bramalea Transit Centre Terminal is the largest of these facilities. New terminals may be needed in the future.

Transit Today – AcceleRide

Average Annual Ridership (July 2005 - June 2008)			
	ROUTE #	ROUTE	RIDERSHIP
Future AcceleRide Corridor	1	Queen	1,465,898
	2	Main	585,575
	11	Steeles	1,093,761
	5	Bovaird/Goreway	659,808
	77	Highway 7	493,850
Future AcceleRide Support Corridor	3	McLaughlin	243,432
	4	Chinguacousy	485,785
	7	Kennedy	825,865
	14	Torbram	410,486
	15	Brandon	318,829
	18	Dixie	657,426
	23	Sandalwood	231,546
	30	Airport	338,016



Source: Brampton Transit Ridership Statistics July 2005 - June 2008

AcceleRide Plan to 2021

Source: City of Brampton Website

AcceleRide is an initiative to introduce enhanced, uniquely branded BRT (bus rapid transit) services in the City's key arterial corridors. It is intended to significantly improve the reliability, speed, frequency and quality of transit service, and provide better connectivity within and beyond Brampton's boundaries.

Existing transit ridership levels on some of the City's major north-south and east-west 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 BRT service is planned for launch on Queen Street in 2010.

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Transit Today – GO services

The City of Brampton is currently served by the Georgetown GO Rail line and a network of GO Bus routes.

Three GO stations (Bramalea, Brampton, 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

GO Transit is currently undertaking a number of planning studies and construction projects in the Georgetown Rail Corridor, to augment track capacity for future two-way, all day rail service to Mt. Pleasant and beyond.

Finding parking at GO stations along the Georgetown GO Rail line is a challenge.

Brampton GO station parking lot is consistently congested at 105% utilization!

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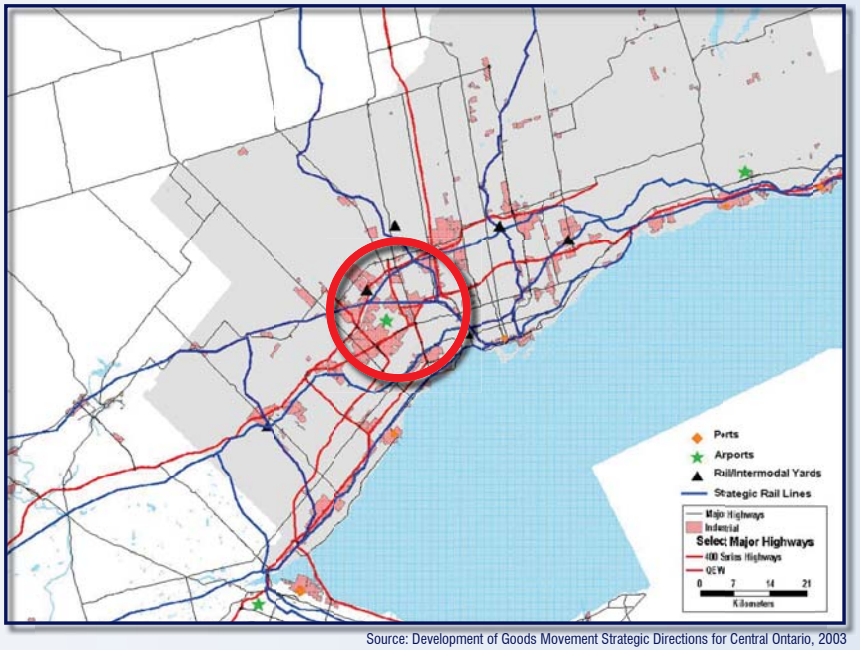
Brampton is a major employment centre

Brampton, together with neighbouring cities of Mississauga and Vaughan, is home to the largest employment centre in the GTA and is 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.

What has changed since the 2004 TTMP? - Provincial Plan & Policies

- **Growth Plan for the Greater Golden Horseshoe**
- **Places to Grow Act**
- **Greenbelt Plan**
- **Provincial Policy Statement**
- **Growth Plan conformity**
- **Municipal growth forecasts:**
  - Intensification in Brampton
  - Additional growth in Halton, York and Mississauga
- **Metrolinx and RTP**

What has changed since the 2004 TTMP? - Metrolinx RTP

Metrolinx Regional Transportation Plan (RTP) - 15 and 25 year plan for Regional Rapid Transit and Highway Improvements

PROJECTS

In Brampton

(2) GO Express Rail
(5) GO Regional Rail
(24 + 25) Main LRT/BRT
(28) Queen LRT/BRT
(41) 407 Transitway
(42) 410 Extension
Downtown Brampton Mobility Hub
(52) Steeles Ave LRT/BRT
Shopper's World Mobility Hub
Bramalea GO Mobility Hub

Around Brampton

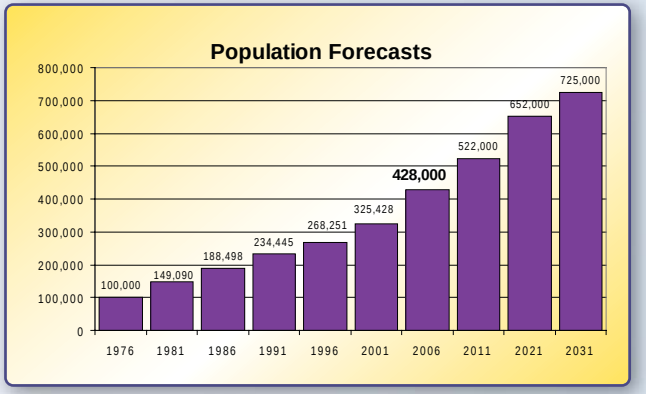
(7) GO Regional Rail
(26) Hurontario LRT/BRT
(29) Highway 7 LRT/BRT
(53) 427 N Transitway

15-year Plan

25-year Plan

What has changed since the 2004 TTMP?- Brampton OP, Land Use Forecasts and Intensification, North West Brampton

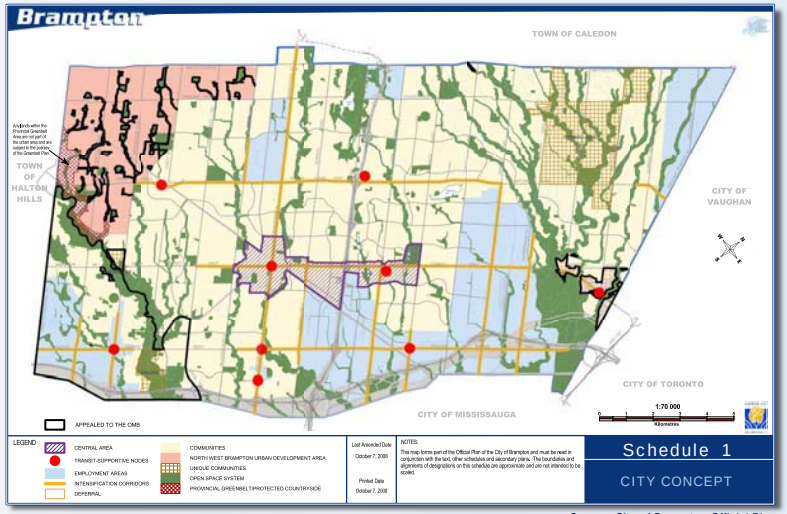
The City has updated its Official Plan and is actively engaged in developing Brampton's Response to the Provincial Growth Plan.



Source:Official Plan, 2006

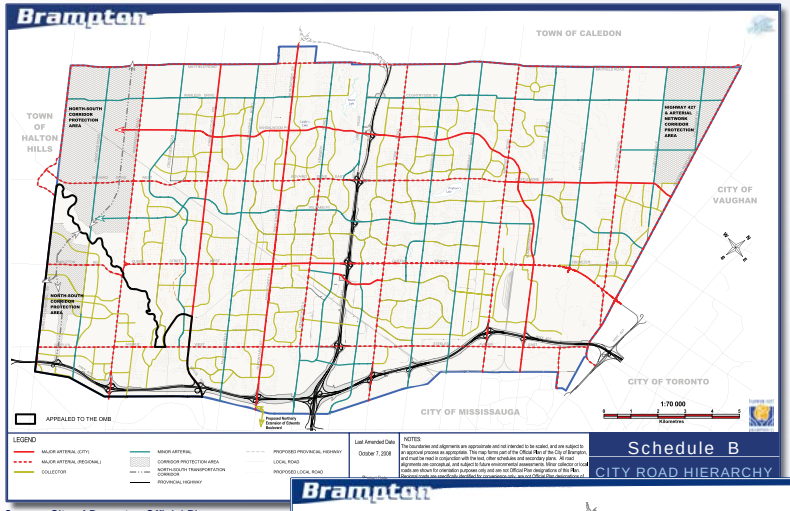
Brampton is expecting some of the largest population and employment growth in the GTA, specifically in North West, West and North East Brampton.

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

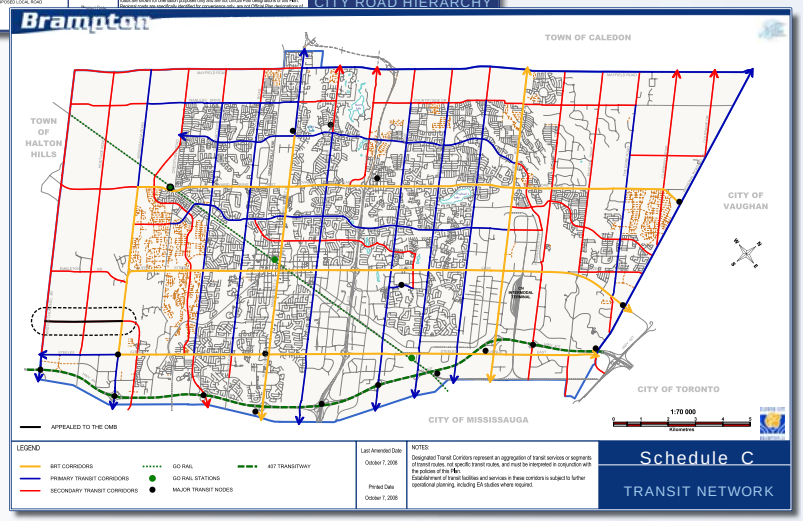


Source: City of Brampton Official Plan

City Concept, Road Classification and Transit Schedule



Source: City of Brampton Official Plan



Source: City of Brampton Official Plan

Brampton's 2006 Official Plan promotes a holistic approach to planning, to achieve a balance between the City's social, economic and environmental goals.

The Official Plan policies promote:

- A multi-modal transportation system that gives priority to transit, pedestrians and strengthens the efficient movement of goods
- An integrated approach to land use and transportation that reinforces system efficiency and minimizes impact on the natural environment

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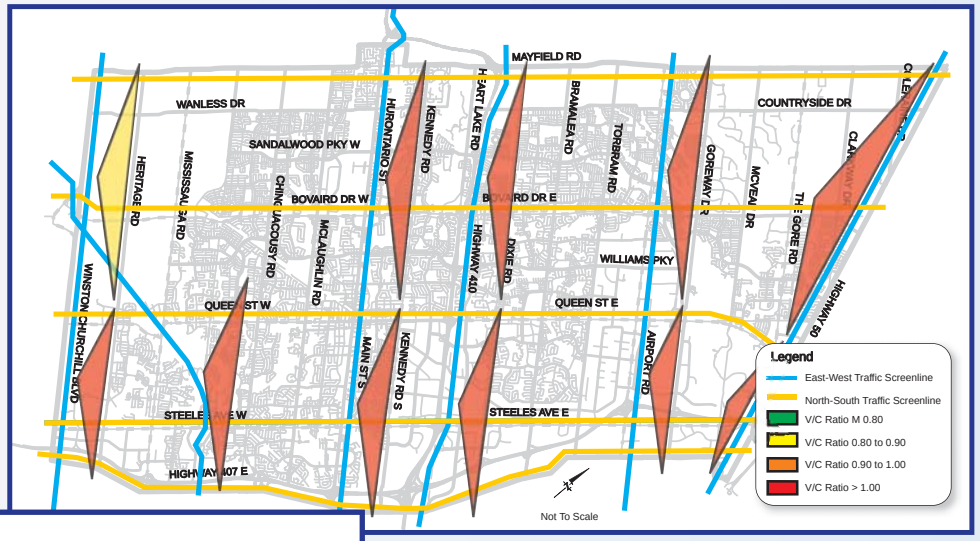
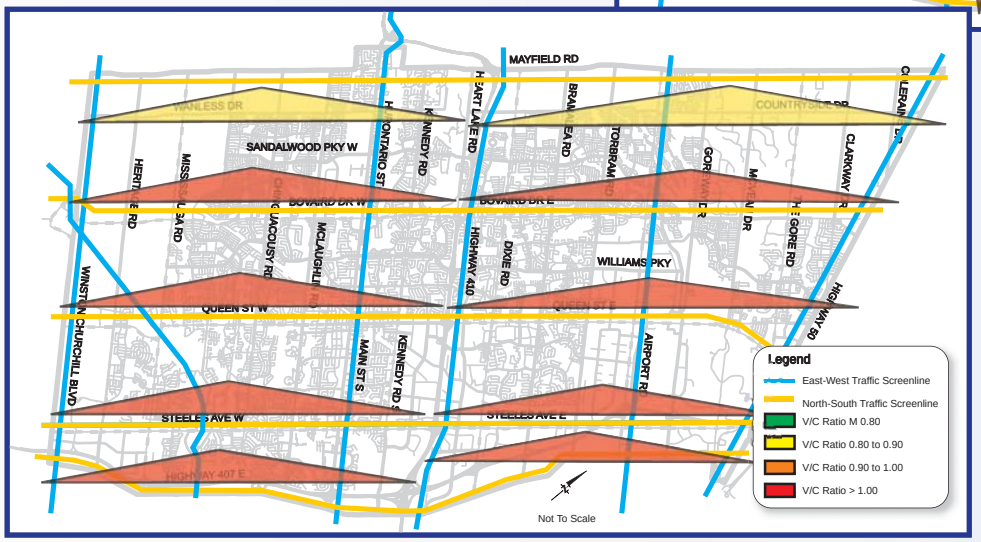
Future Transportation Alternatives

Alternative #	2031 Transit Improvements	2031 Road Improvements
1	No change from existing	No change from existing
2	Transit improvements recommended in 2004 TTMP	No change from existing
3	Transit improvements recommended in 2004 TTMP	Road improvements recommended in 2004 TTMP
4	Preliminary transit improvements recommended in the TTMP update	Preliminary road improvements recommended in the TTMP update

Alternative 1: Do Nothing

The study tested a **do nothing alternative** with no improvements beyond the existing transit and road network.





Results: By 2031, roads will be significantly over capacity.

Conclusion: Improvements to the transportation network are vital to keep the City of Brampton's people and goods moving.

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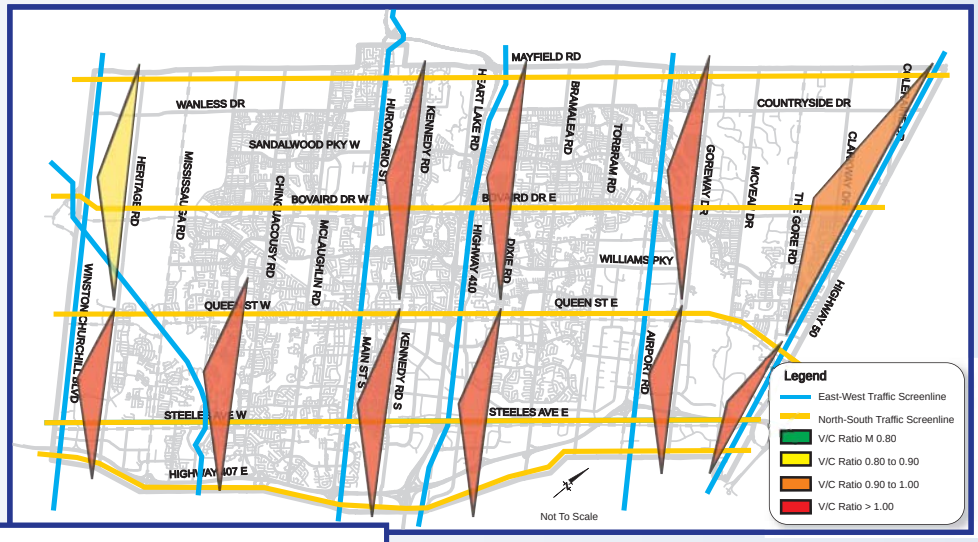
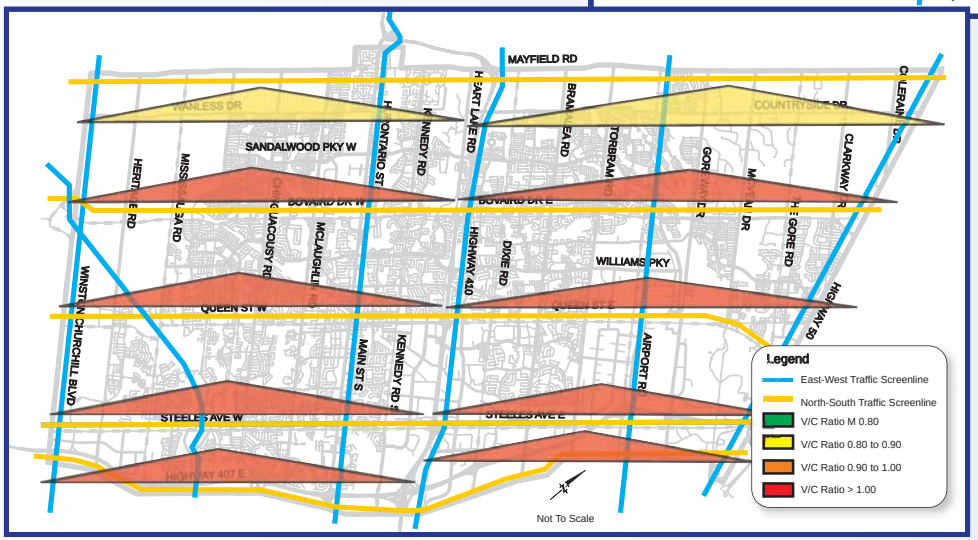
Alternative 2: Transit-only

The study tested a **transit-only alternative** with no new road improvements beyond the existing road network.



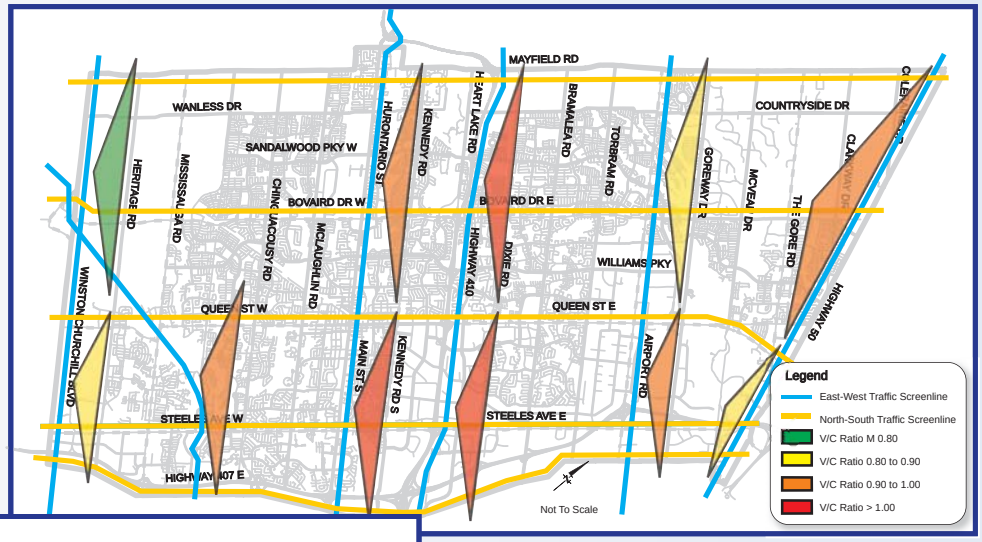


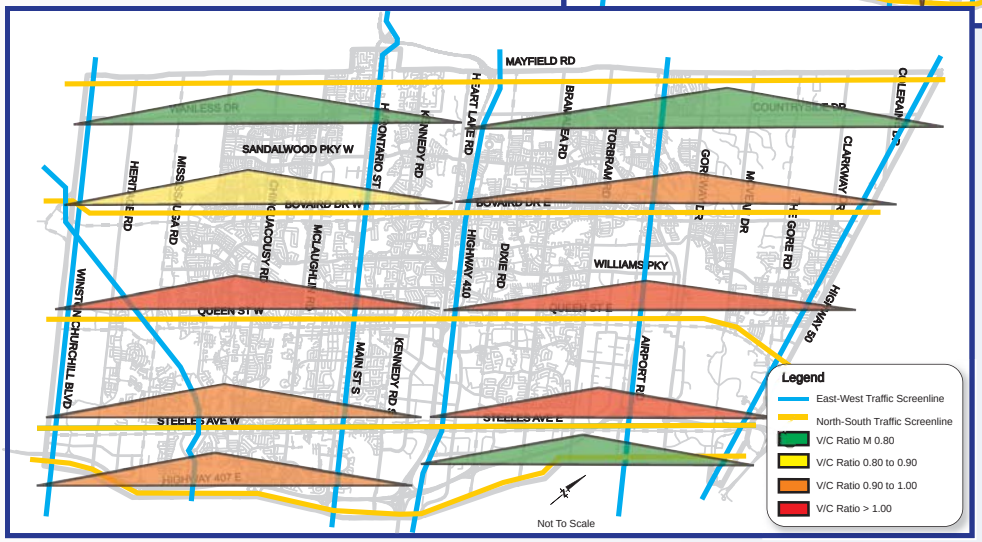
Results: By 2031, roads will be significantly over capacity.

Conclusion: Transit improvements alone will not provide sufficient road capacity to serve Brampton's needs.

Alternative 3: Currently Planned Transit and Road Network Improvements

The study tested a **currently planned alternative,** with transit and road network improvements as per the 2004 Brampton TTMP.



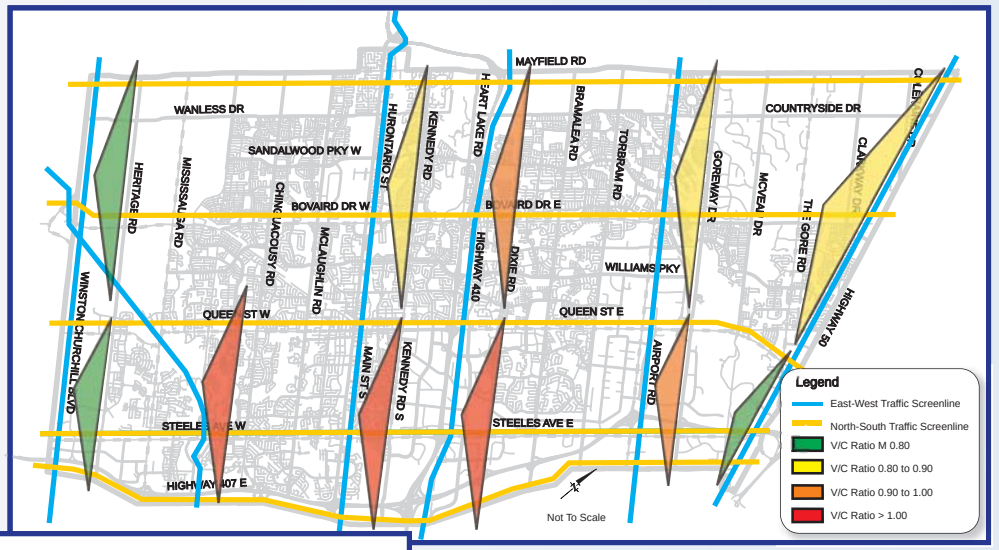


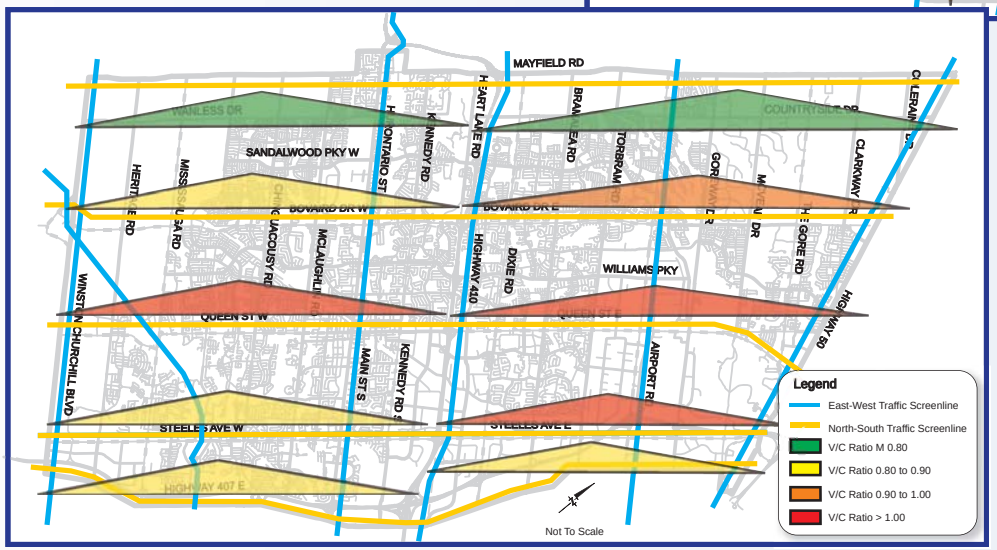
Results: Over half of the arterial and highway road network experiences significant congestion.

Conclusion: Additional transit and road network improvements will be required beyond the 2004 TTMP.

Alternative 4: TTMP Update Transit and Road Network Improvements

This **TTMP Update's alternative** goes beyond the 2004 TTMP's recommended transit and road network improvements.

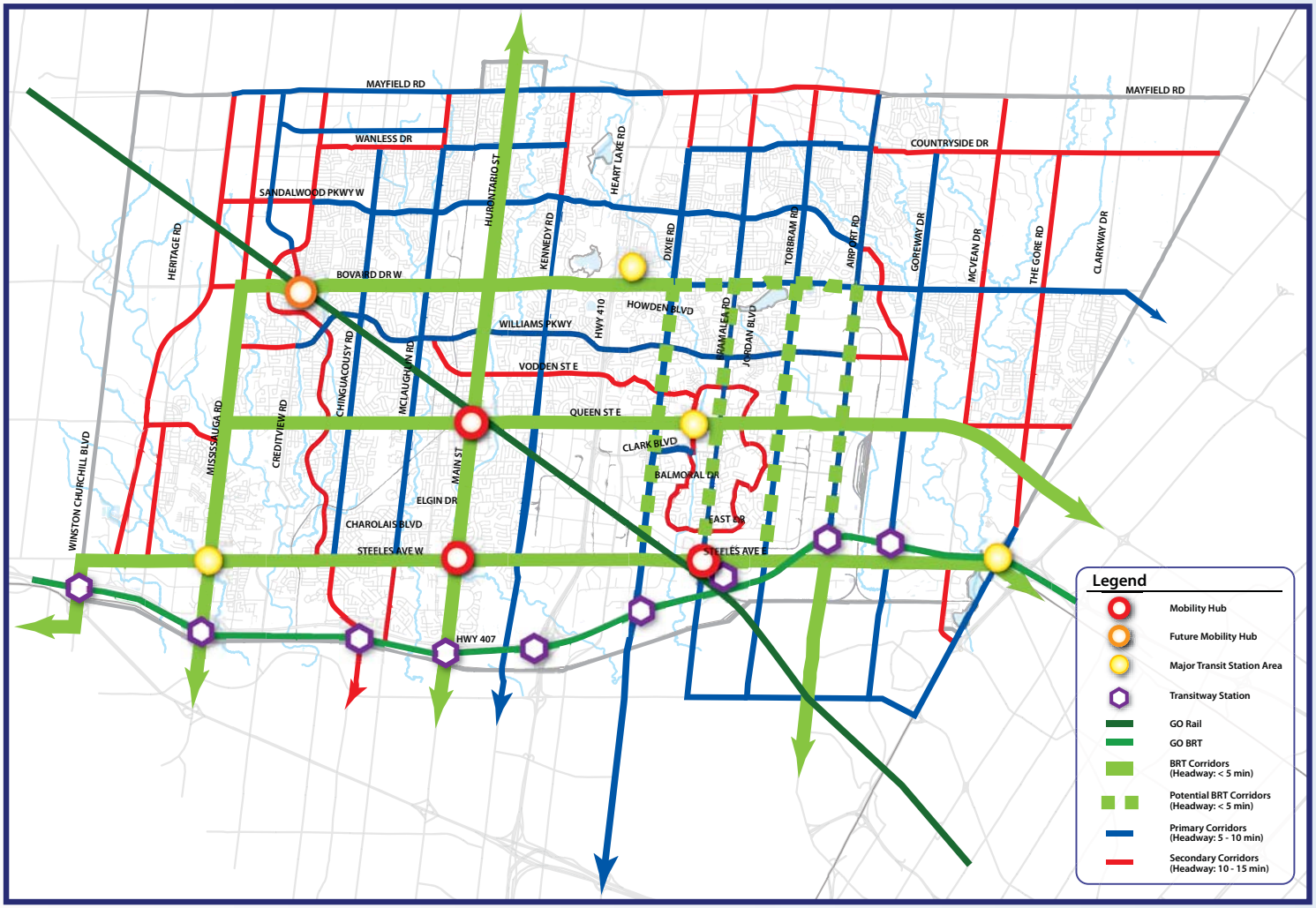




Results: Less than 50% of the arterial and highway road network experiences congestion.

Conclusion: The preliminary TTMP Update's recommended transit and road network builds upon the current plans.

2031 Transit Network – Preliminary Findings



Note: Community / local services are laid under the corridor network, and are implemented based on demand.

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Hierarchy of Transit Nodes

Major Transit Station Area: Are identified in the Growth Plan as the area including and around any existing or planned higher order transit station within a settlement area, or a major bus depot in an urban core.

Mobility Hub: Major transit station areas identified in the Metrolinx RTP that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity where different modes of transportation — from walking to high-speed rail — come together seamlessly and where there is an attractive, intensive concentration of employment, living, shopping and recreation around a major transit station.

Future Mobility Hub: Major transit station areas that are being planned as Mobility Hubs by the City, but that have not yet been designated as such in the Metrolinx RTP.

407 Transitway Station: Are identified by MTO and are transit nodes that connect to the 407 Transitway.

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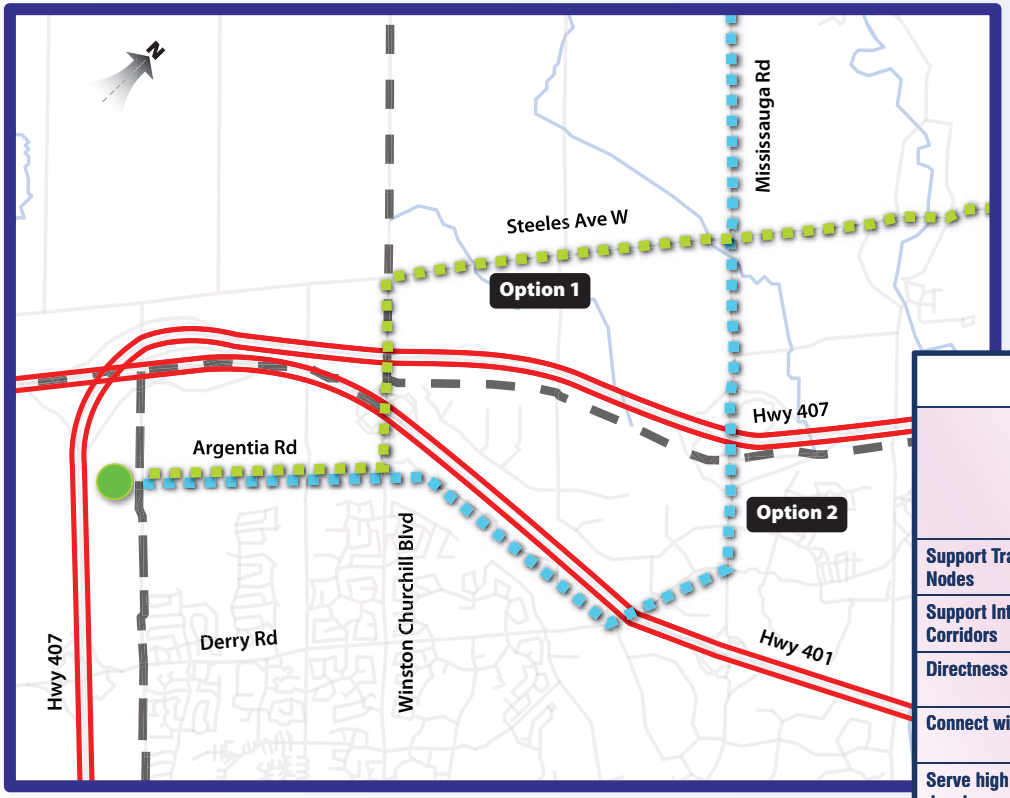
BRT corridors will...

- Support Growth of Central Area and Downtown Brampton Urban Growth Centre (UGC)
- Support Transit Supportive Nodes
- Support Intensification Corridors
- Connect with Key Mobility Hubs
- Connect with UGCs Outside Brampton
- Connect with Urban Rapid Transit in Mississauga and York
- Connect with GO
- Support Ridership demand

Steeles BRT connection to Lisgar GO



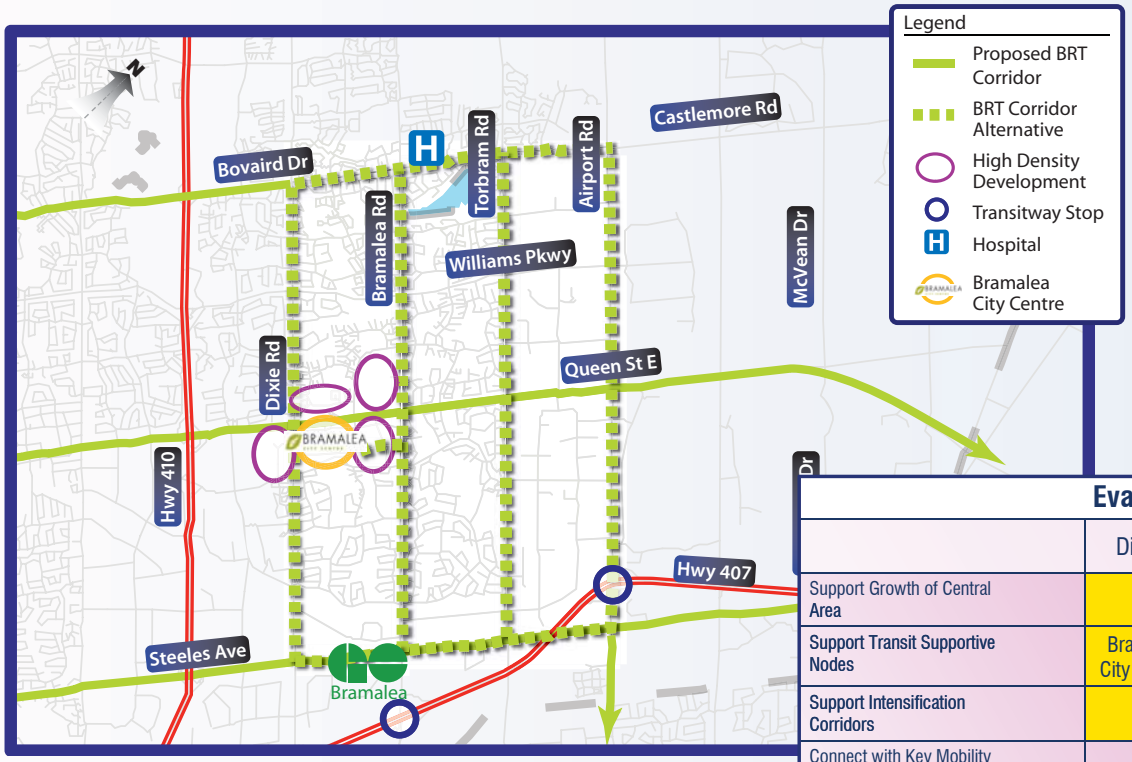
There are two options for connecting AcceleRide with Lisgar GO Station.

Preferred connection to Lisgar GO Station is via Steeles and WCB.

Evaluation of Options

	Option 1 Via Steeles, WCB, Argentia Via Steeles, WCB, Argentia	Option 2 Via Mississauga Road, Derry, and Argentia
Support Transit Supportive Nodes	Yes	Yes
Support Intensification Corridors	Steeles (2.8 km)	Mississauga Rd (1.2 km)
Directness of Route	Direct (6.4 km)	Indirect (8.4 km)
Connect with GO	Yes	Yes
Serve high density development	No	No
Connect with rapid transit outside Brampton	No	Mississauga Road / Elgin Mills rapid transit
OVERALL	Preferred	

Brampton East BRT Corridor Alternatives

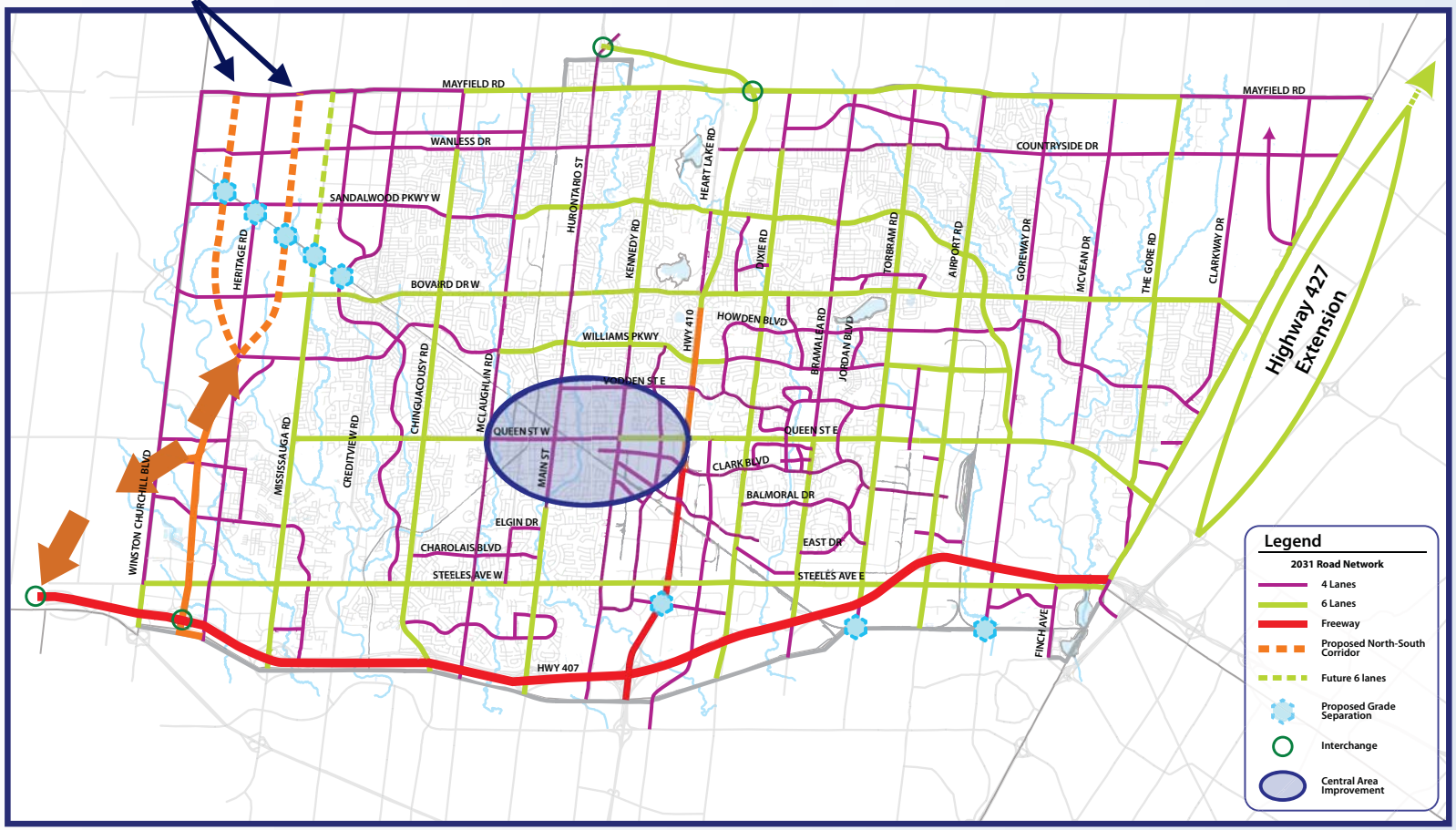


Evaluation of Options

	Dixie Rd	Bramalea Rd	Torbram Rd	Airport Rd
Support Growth of Central Area	Yes	Yes	No	No
Support Transit Supportive Nodes	Bramalea City Centre	Bramalea GO	No	No
Support Intensification Corridors	Yes	Partially	No	Yes
Connect with Key Mobility Hubs	No	Yes	No	No
Connect with GO	No	Yes	No	Yes
Serve High Density Development	Yes	Yes	No	No
Construction Feasibility	Yes	No	Yes	Yes
Connects to Major Employment Centres	Yes	No	Yes	Yes
Other		Hospital		

2031 Road Network – Preliminary Findings

Illustration Only:
Exact alignment to be determined through future EA



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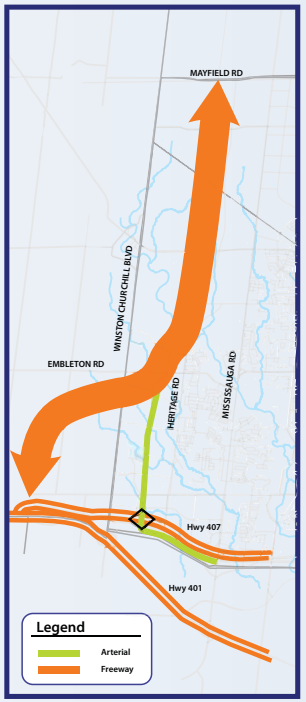
West Brampton Network Options

In coordination with the Halton-Peel Boundary Area Transportation Study (a joint study with the City of Brampton, Peel Region, Halton Region, Town of Halton Hills, and Town of Caledon), three network options are being considered in west Brampton:

- Brampton "Super Arterial" 8-lane option
- Brampton Freeway option
- Halton-Peel Freeway option

Super Arterial

Brampton Freeway



Halton-Peel Freeway

Brampton's Response to the Provincial Growth Plan

West Brampton Network Options - Findings

- Protect for Brampton Super Arterial in Bram West area and protect for Freeway Right-Of-Way north of Embleton, across the Credit River to Mayfield
- Protect for connection in Brampton to Halton-Peel Freeway in Halton
- Protect for connection to future GTA West corridor and GTA freeway network
- Protect for goods movement corridor
- Ongoing coordination will continue with the Halton-Peel Boundary Area Transportation Study
- Brampton Freeway option is not preferred
  - No direct connection to Highway 401
  - Impact on Bram West Secondary Plan Area

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Central Brampton

The following previously identified transportation connections are being evaluated in more detail, and will be addressed in the preparation of the final report:

- Clark-Eastern connection
- John Street extension
- Wellington Street extension
- Denison to Mill Street connection
- Ken Whillans Drive extension
- Access management and driveway consolidation on Queen Street

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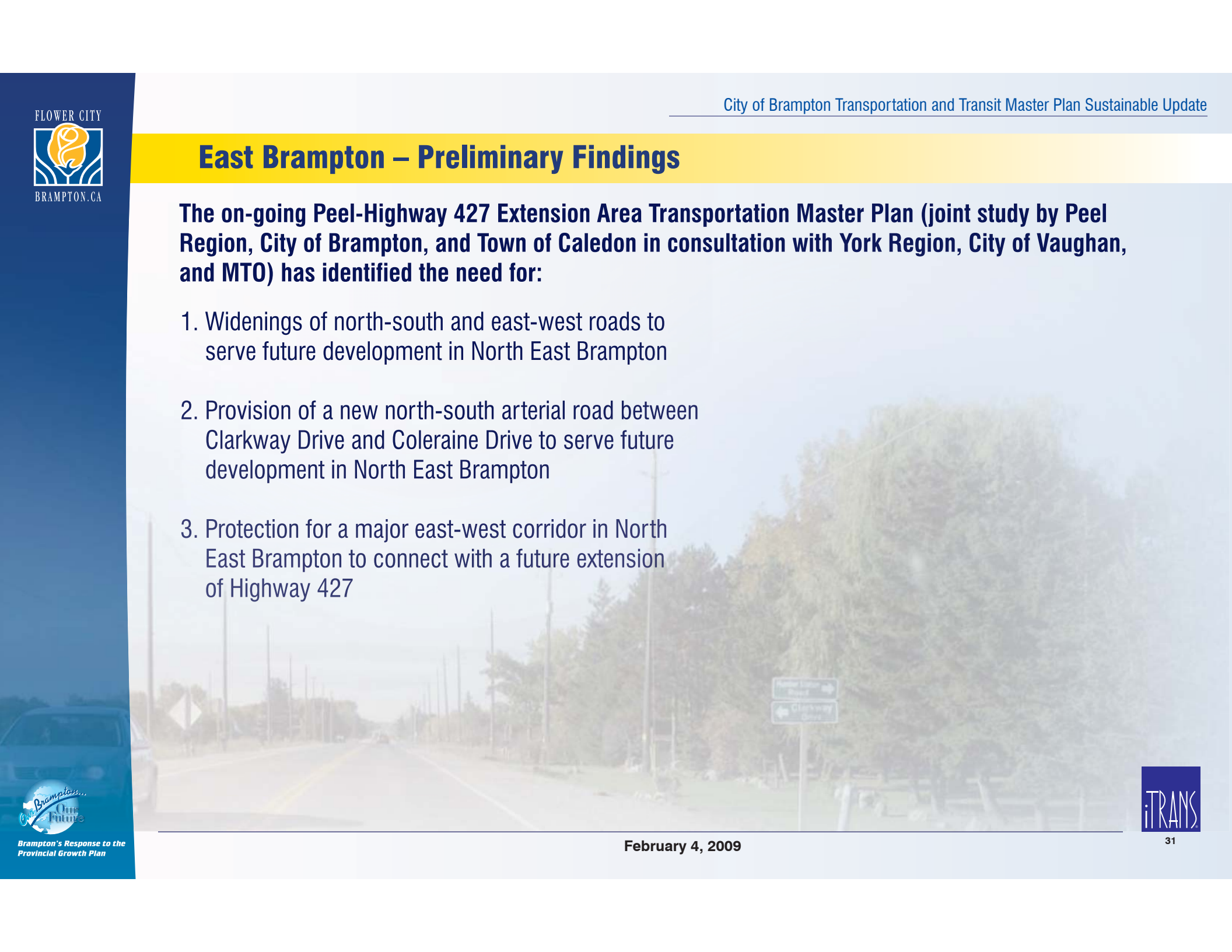
East Brampton – Preliminary Findings

The on-going Peel-Highway 427 Extension Area Transportation Master Plan (joint study by Peel Region, City of Brampton, and Town of Caledon in consultation with York Region, City of Vaughan, and MTO) has identified the need for:

1. Widenings of north-south and east-west roads to serve future development in North East Brampton

2. Provision of a new north-south arterial road between Clarkway Drive and Coleraine Drive to serve future development in North East Brampton

3. Protection for a major east-west corridor in North East Brampton to connect with a future extension of Highway 427



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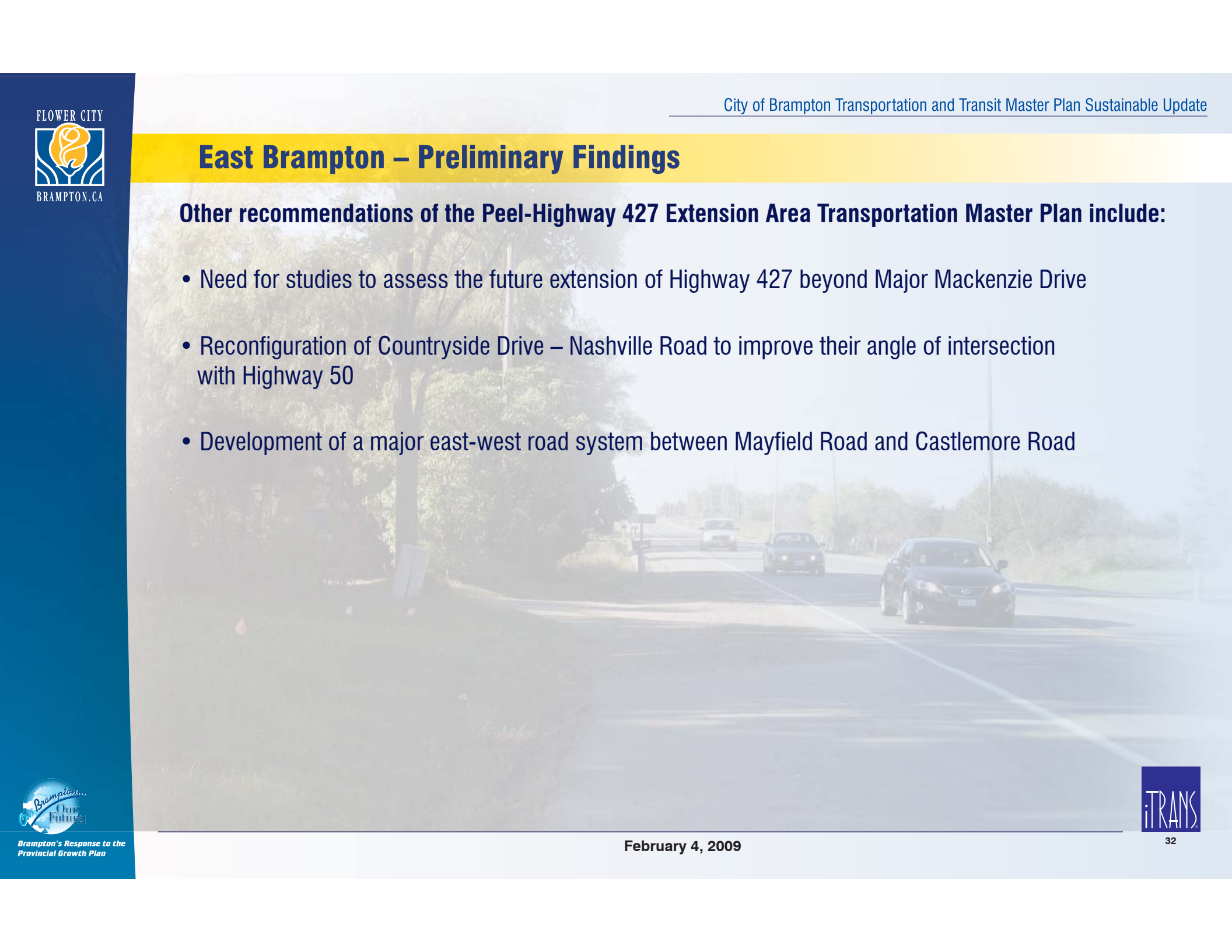
East Brampton – Preliminary Findings

Other recommendations of the Peel-Highway 427 Extension Area Transportation Master Plan include:

- Need for studies to assess the future extension of Highway 427 beyond Major Mackenzie Drive
- Reconfiguration of Countryside Drive – Nashville Road to improve their angle of intersection with Highway 50
- Development of a major east-west road system between Mayfield Road and Castlemore Road



Network performance in 2031

Performance measures	Alternative 1: Do Nothing	Alternative 2: Transit Only	Alternative 3: Currently Planned	Alternative 4: TTMP Update
% network congested (by lane km)	46%	42%	12%	6%
Total travel time (vehicle hours, PM peak hour)	59,700	52,050	30,900	26,900
Vehicle-kilometers travelled (PM peak hour)	1,270,500	1,209,200	1,269,800	1,193,600
Annual GHG (tonnes)	572,900	533,700	429,100	383,400
Annual hours of congestion	59,738,000	49,739,000	17,310,000	12,877,000

TDM and Active Transportation

Travel Demand Management (TDM) and Active Transportation are key components of the overall transportation strategies for Brampton.

TDM

The City shall support and implement policies identified in the Official Plan in which the objectives are to:

- Encourage personal mobility and travel choices that reduce overall transportation resource demands
- Optimize people moving capability using Reserve Bus Lanes or High Occupancy Vehicle (HOV) lanes where appropriate

The City should also continue to provide support to Smart Commute Brampton-Caledon to:

- Encourage carpooling and telecommuting
- Propagate flexible work hours and compressed work week
- Introduce Emergency Ride Home program
- Encourage cycling and walking to work and school

Launched in June 2006, Smart Commute Brampton-Caledon was developed to tackle congestion and reduce air pollution by educating, advocating, and promoting sustainable transportation options to employers and employees in the Brampton-Caledon area. It is a partnership between private and public organizations, with support from The Brampton Board of Trade.

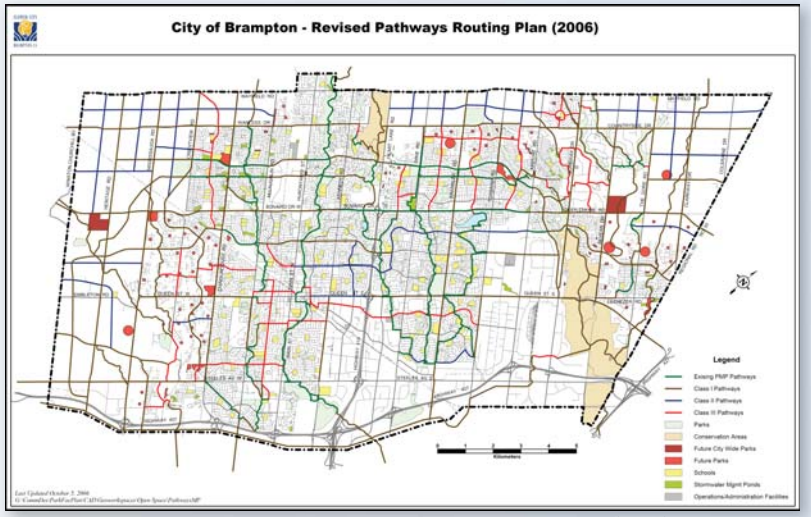
TDM and Active Transportation (continued)

Active Transportation

The City shall continue to support and implement Official Plan policies to meet the following objectives:

- Provide a city-wide pathway system
- Promote bicycle use beyond recreational trips, ie. work, shopping, entertainment
- Encourage walking as healthy and environmentally friendly, such that it is the preferred travel mode for short trips
- Ensure safe movement of pedestrians, especially those with disabilities, throughout the city
- To develop a beautiful and informative trails system that promotes the Brampton Flower City concept

The Revised Pathways Routing Plan developed in 2006 enhances the Official Plan's Vision.



Source: City of Brampton Website

Goods Movement

The Official Plan has identified a number of goods movement policies to meet the following objectives:

- Facilitate safe and efficient movement of goods within the city and between neighbouring municipalities
- Obtain data needed to track goods movement activity, co-operating with the Ministry of Transportation, Region of Peel, and industry stakeholders
- To channel through movements of heavy truck traffic away from neighbourhoods and commercial areas
- To provide adequate and direct access to all truck generating land uses
- To encourage truck generating land uses to locate in proximity to Provincial Highways and major arterials

Further to the Official Plan objectives, the City shall:

- Undertake rationalization of truck routes in Brampton to provide for seamless connectivity to the Regional and provincial goods movement network.
- Provide high-order goods movement corridor in west Brampton to support existing and future employment areas in Bram West and North West Brampton.
- Provide high-order goods movement corridor linked to aggregate extraction areas in Halton Hills and to the future GTA West corridor.

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Next Steps

- Revise findings based on comments received from the public and other stakeholders
- Prepare Draft TTMP Update Report
- Complete DC analysis
- Report back to Council in April 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!