

Transportation & Transit Master Plan Update

Central Brampton Transportation Network Improvements

Presentation to

**Downtown & Queen Street Corridor
Advisory Committee**

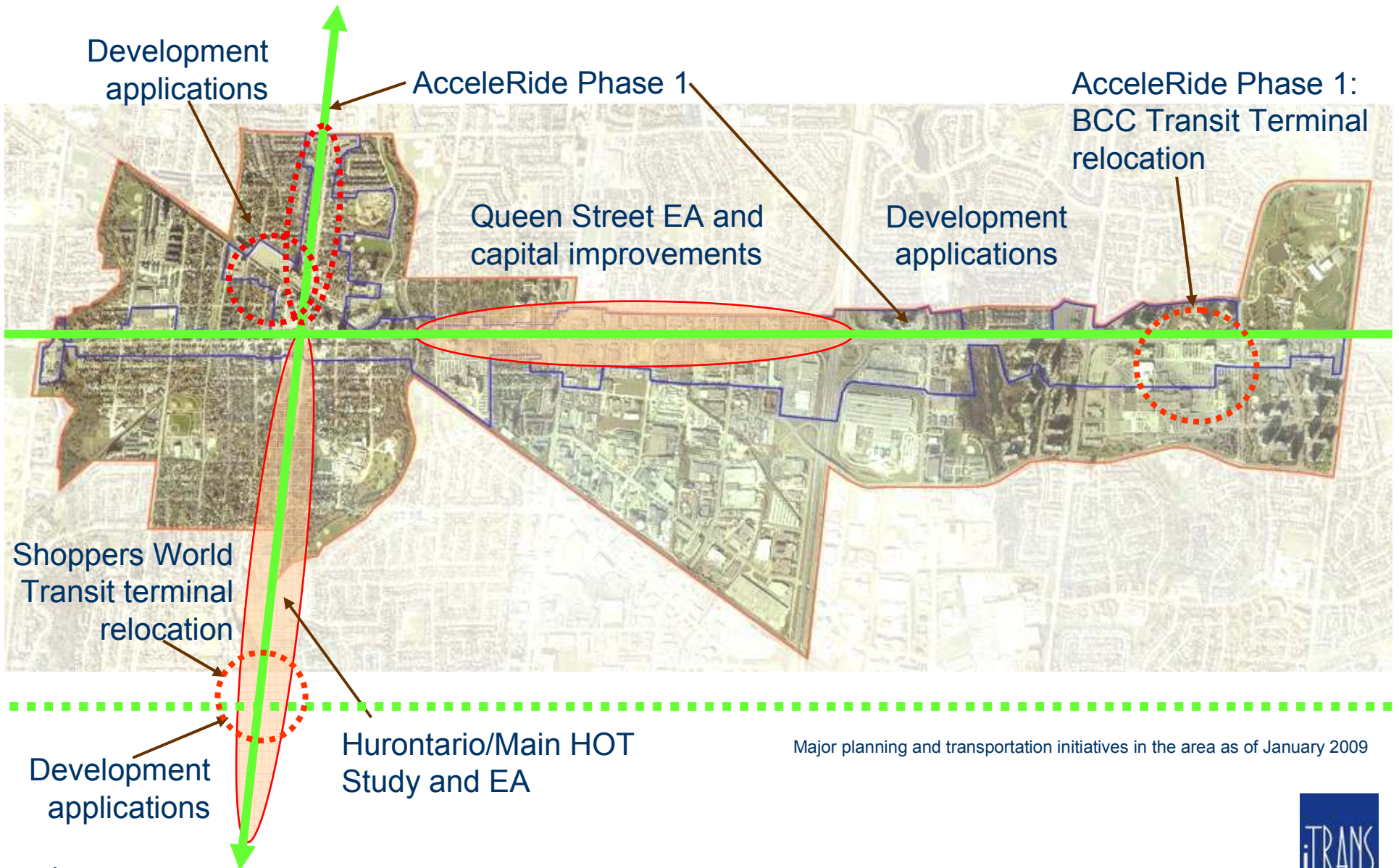
March 24, 2009

- **Planning Context**
 - Central Brampton Vision
 - TTMP
 - Transit
- **Central Brampton Roadway Improvements**
 - Clark-Eastern connection
 - John Street extension
 - Denison-Mill connection
 - Ken Whillans extension
 - Queen Street access management
- **Conclusions**

Planning Context

- A significant amount planning and visioning work has been carried out over the past decade to support the revitalization of Downtown Brampton and the Central Area, including Secondary Plan studies and the 2005 visioning exercise.
- More recently, the Provincial Growth Plan (Places to Grow) designated Downtown Brampton as an Urban Growth Centre (UGC)
- There are specific growth targets for the UGCs and on-going studies indicating that Downtown Brampton UGC needs to accommodate significant amount of growth (approx. 10,000 units + employment)
- UGC targeted growth requires supporting infrastructure including transit, roads, pathways, parks and open space, facilities, utilities
- The TTMP provides an overall transportation, transit, and active transportation strategy for the whole City.
- This presentation focused on network improvements to support Downtown and Central Area growth.

Major Planning and Transportation initiatives



Major planning and transportation initiatives in the area as of January 2009

Central Brampton Vision

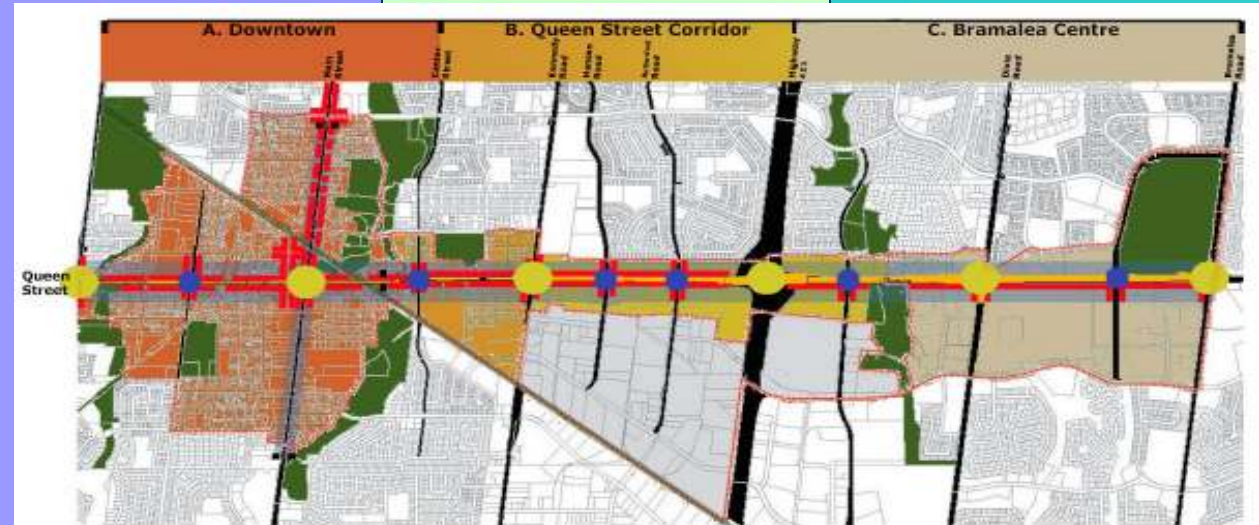
Role of the Central Area

- Centre of the City of Brampton, this area includes **significant civic, institutional, cultural and entertainment facilities** as well as important **commercial, employment and residential areas**
- **Important Regional node** at the intersection of major transportation routes
- **Major designated growth area** in the GTA as per the Places to Grow
- **Demonstration site** for provincial and municipal objectives including Flower City, liveable, sustainable and healthy development

- An established **Downtown Precinct** with distinct image and character based on its heritage

- The **Queen Corridor Precinct** transition from car-oriented to a mixed-use, transit-oriented, pedestrian environment

- **Bramalea City Centre Precinct** with significant potential to develop into an Urban Center Model



TTMP: Future transit network (by 2031)

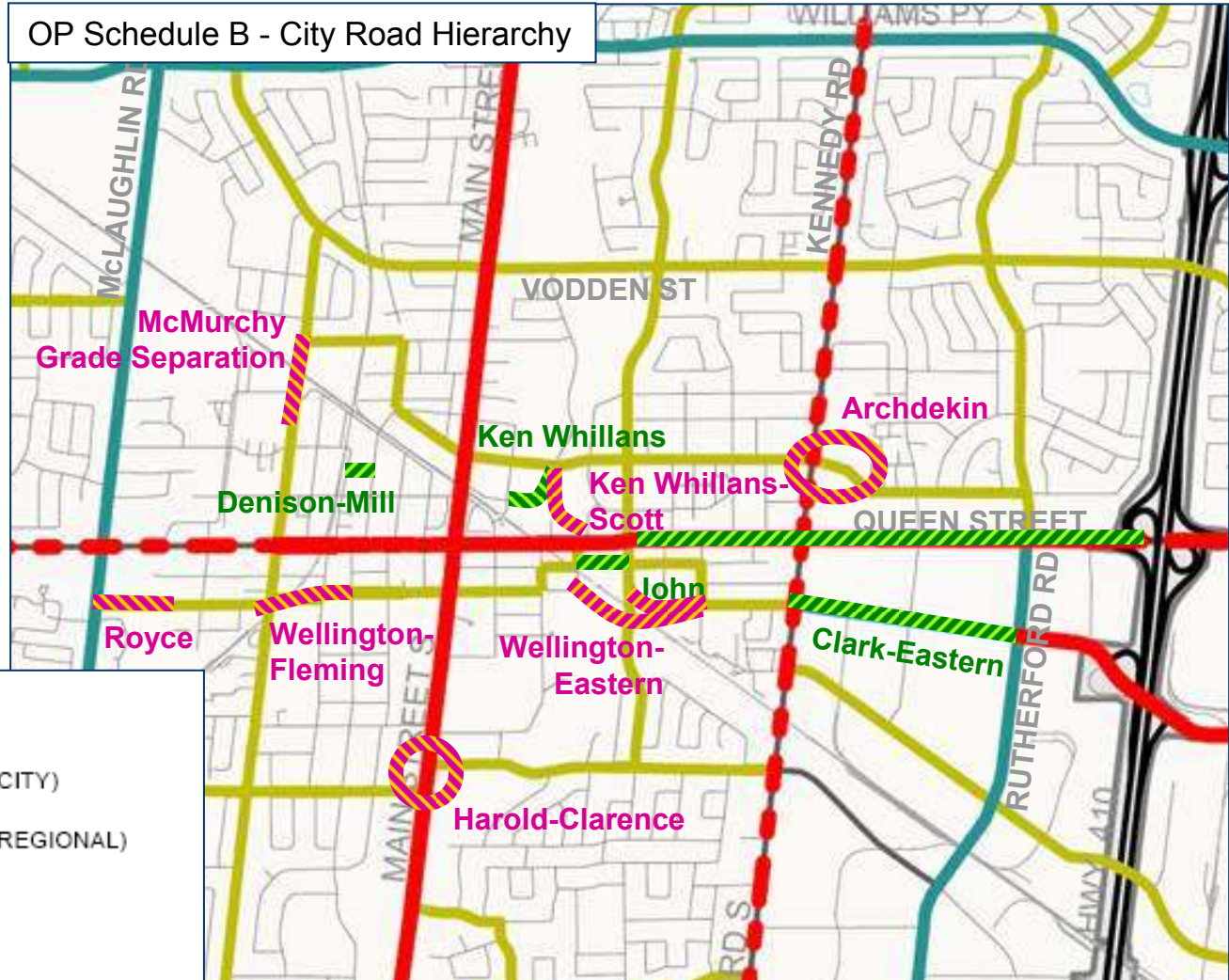
- Builds on 2004 TTMP “Balanced” approach
- Network of BRT corridors building on AcceleRide
- Vision for BRT system is to migrate from mixed traffic operations to dedicated running ways
- Evolution of Higher Order Transit on Queen and Main will be fundamental to the transportation strategy for the Downtown and Queen Street Corridor



Central Brampton Road Improvements

TTMP Scope:

- Review previous studies and recommendations
- Update Costs
- Confirm Forecasts/Need
- Confirm Timing of Need
- Recommend changes to existing documents



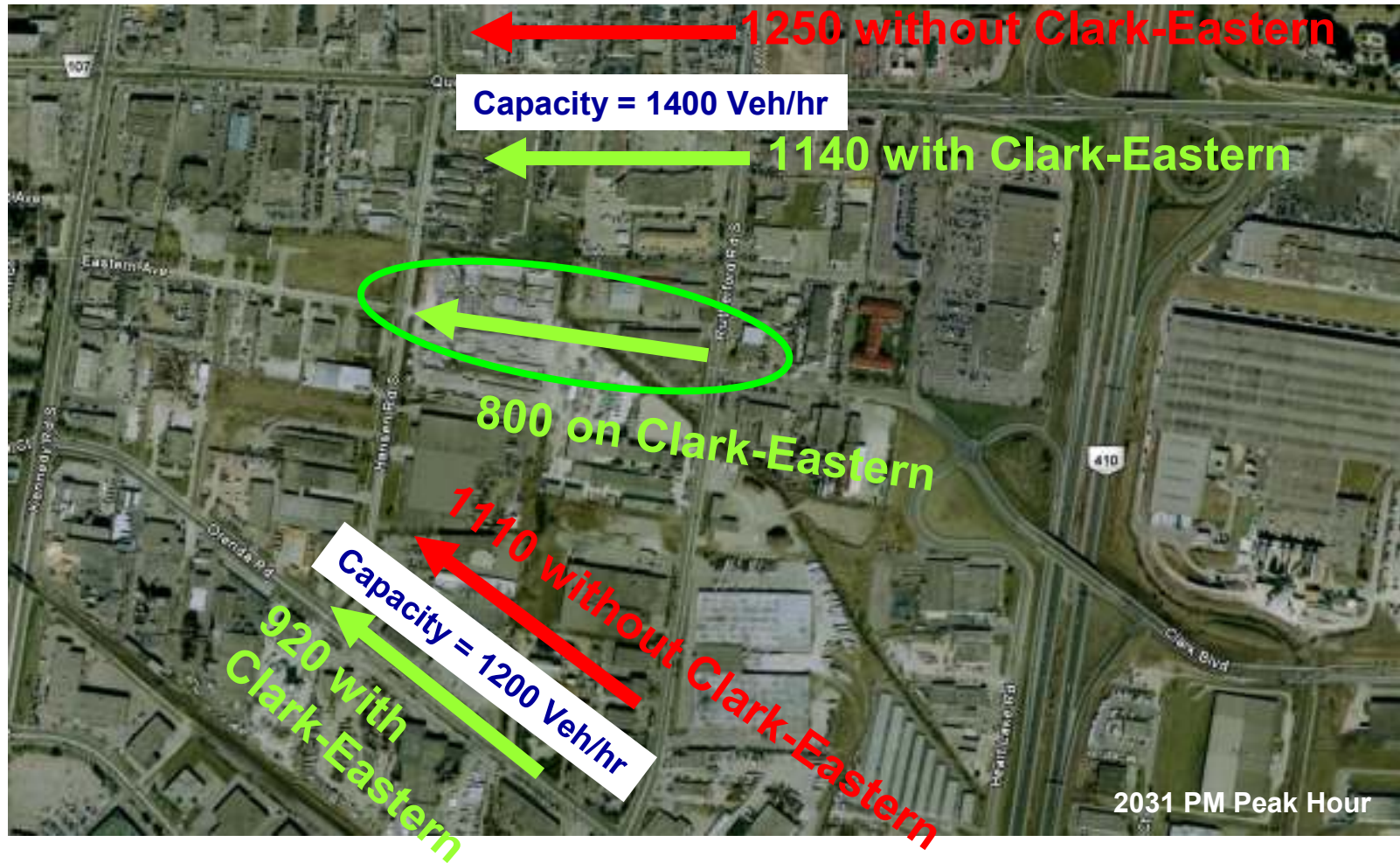
LEGEND	
	MAJOR ARTERIAL (CITY)
	MAJOR ARTERIAL (REGIONAL)
	COLLECTOR
	MINOR ARTERIAL
	IMPROVEMENT RECOMMENDED
	IMPROVEMENT NOT RECOMMENDED

Clark-Eastern connection is needed



- Clark Eastern Feasibility Study (2004) recommended 4-lane connection and widening of Eastern based on detailed forecasting and B/C analysis.
- Need for improvement also identified in 2004 TTMP and 2005 Brampton Central Area Plan Review, and confirmed in the current TTMP Update.
- Currently planned for 2018; however, the extension and widening may need to be advanced in conjunction with early implementation of the Vision for Queen Street.

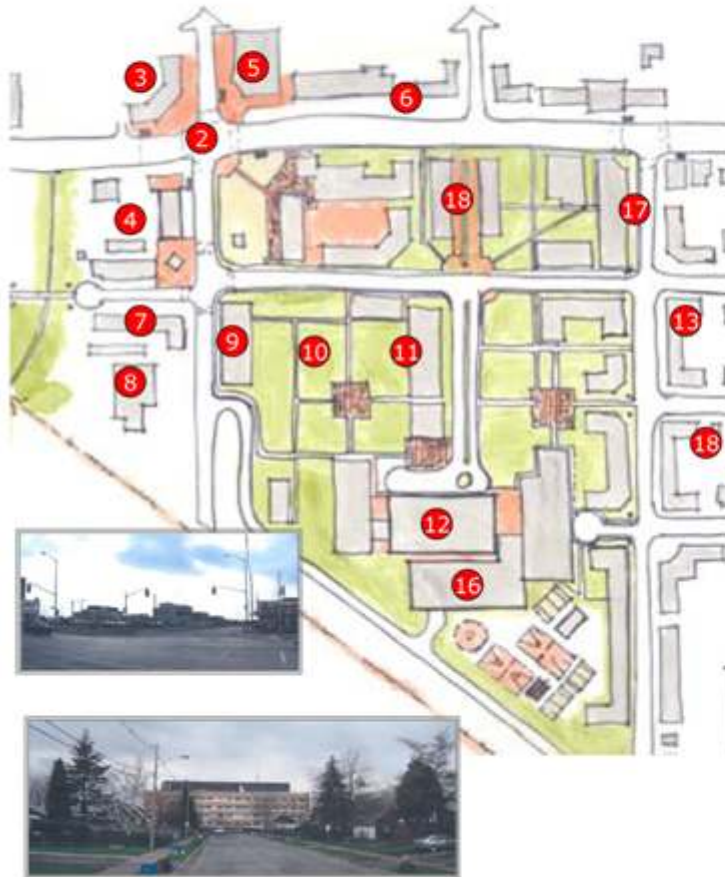
Clark-Eastern will reduce traffic on Queen St



Hospital Area Vision

6. HOSPITAL AREA

The Hospital area represents a major redevelopment opportunity envisioned in a campus form, pedestrian friendly environment based on health care, educational and complementary commercial and residential development and open space triggering the redevelopment of the outlying areas



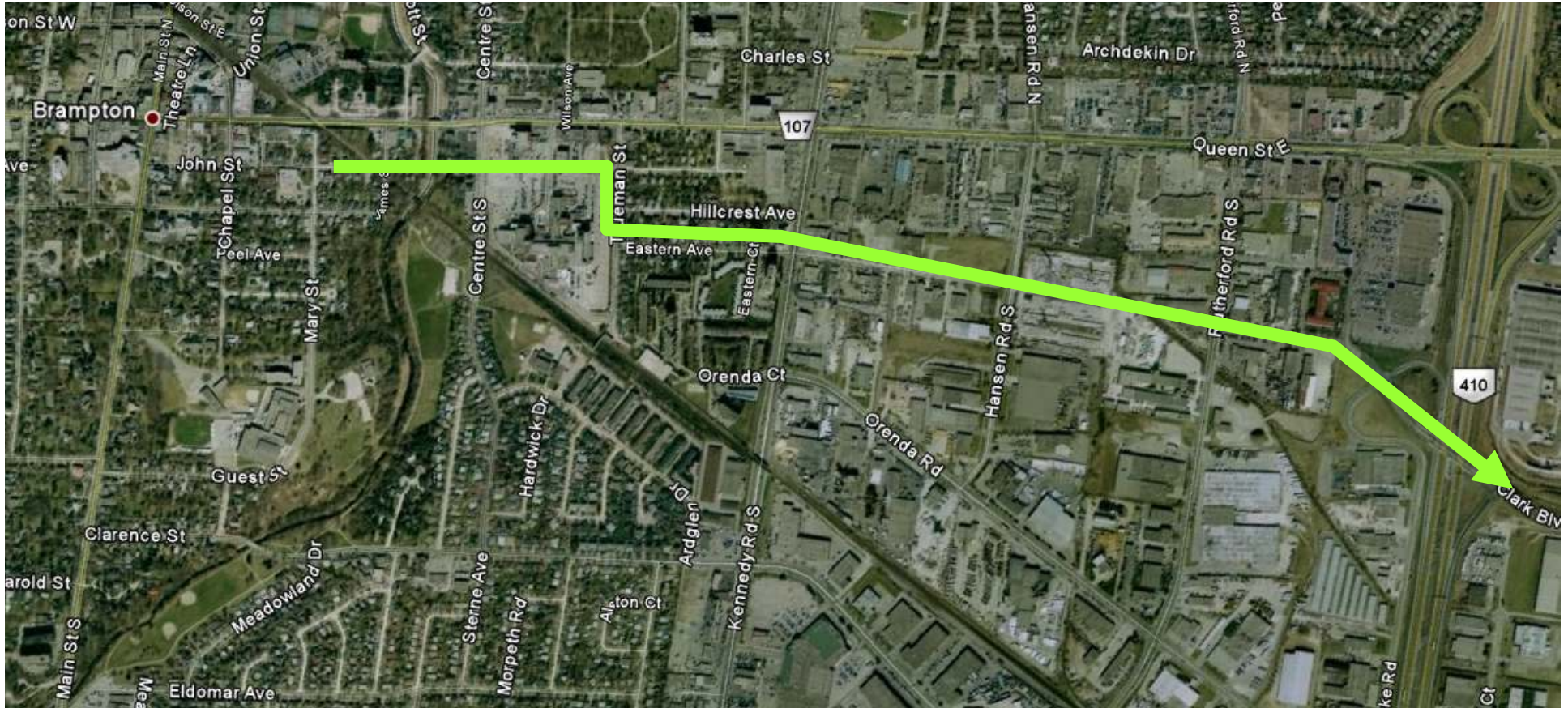
John Street / Wellington Street Options



John Street extension preferred over Wellington Street extension based on:

- provides a needed connection without encouraging through traffic
- more positive benefit-cost analysis,
- uncertainty regarding redevelopment of the hospital
- impact to heritage properties

Clark-Eastern-John Continuous Route



- The combination of the Clark-Eastern connection and the John Street extension will provide an alternative route for local traffic between Downtown Brampton and Hwy 410
- The John Street portion of the route will attract volumes typical of a collector road but no more because of the indirect alignment and hospital area constraints.

John Street Extension offloads Queen Street



John Street Extension also provides:

- Additional local access to Downtown
- Network flexibility
- Additional emergency access route
- Additional capacity to accommodate intensification

- **John Street provides a much needed alternative to Queen Street and provides additional east-west capacity across Etobicoke Creek**

John Street Extension

Prefer John Street be extended on existing alignment across Etobicoke Creek and CN

Queen Street

Etobicoke Creek

Centre Street

John Street



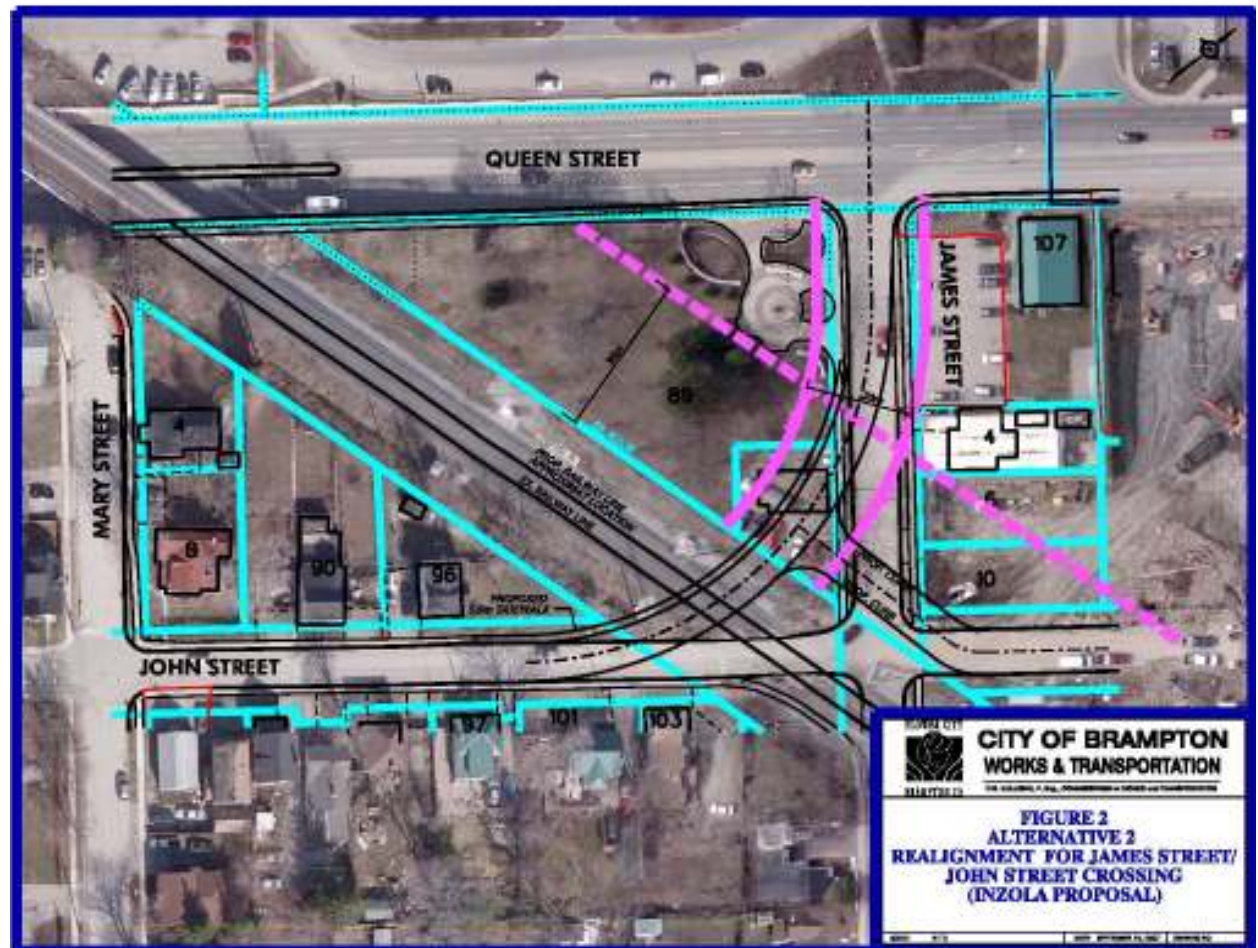
John Street Feasibility Study confirmed signals are feasible at Centre

John Street Feasibility Study confirmed that existing John Street alignment can function with the twinned track



John Street Extension Issues: James/GO Transit

- John St. is a viable alternative to Queen for local traffic destined to redevelopment areas east of Main Street
- James realignment does not preclude John extension but geometry is substandard
- A second access is also beneficial for emergency access, to provide additional neighbourhood linkage
- Rail crossing angle is safe – opportunities available to enhance crossing for pedestrians/cyclists



Denison Avenue to Mill Street connection

Pros:

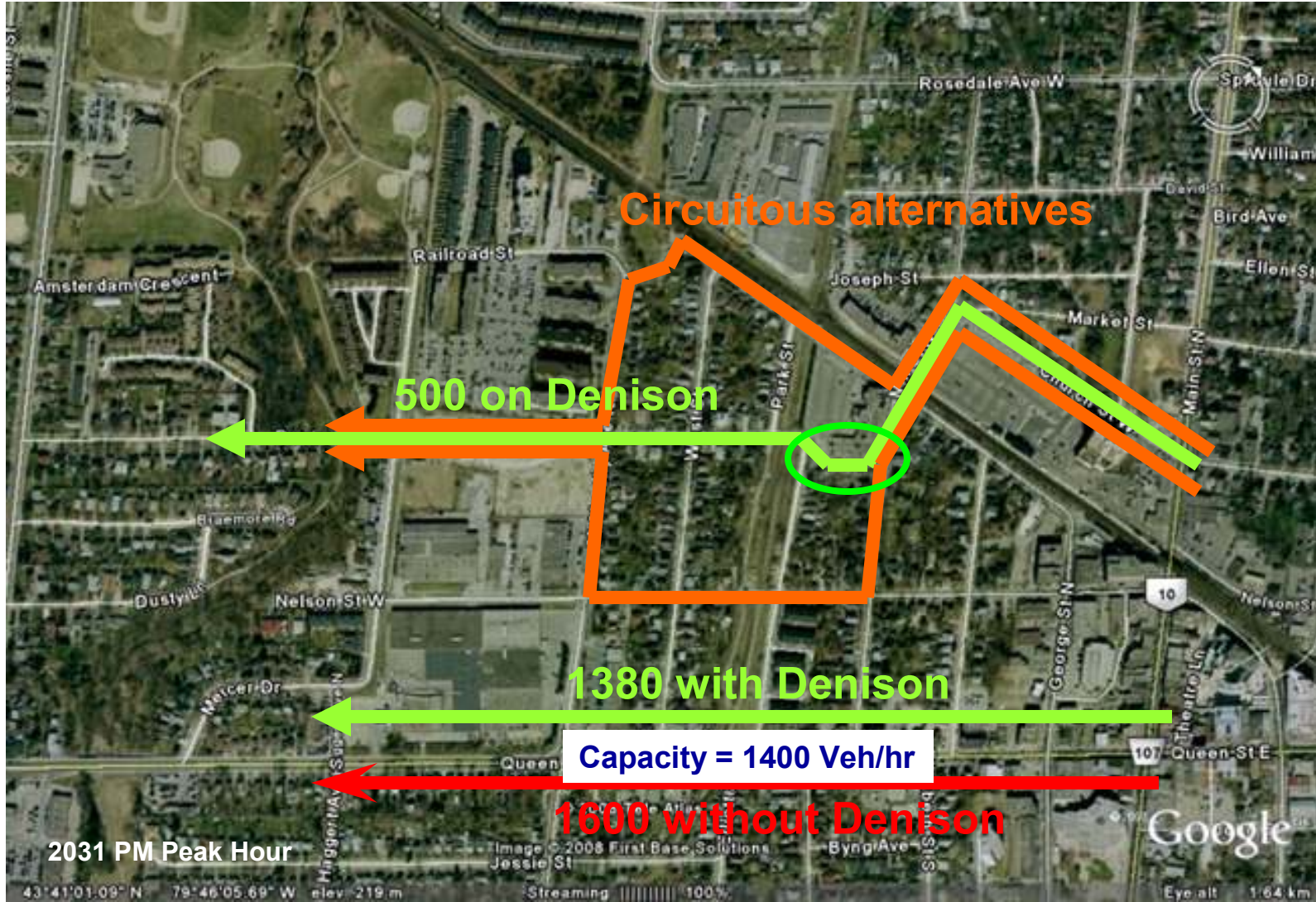
- Continuous link for Denison and Church
- Railroad Street is a less direct connection
- Connection will draw some traffic away from Queen, Railroad, Nelson, McMurchy
- Opportunity to request portion of ROW protection due to application to redevelop site



Cons:

- Property acquisition costs
- Railroad Street exists as an alternative
- Approx \$1M for construction cost

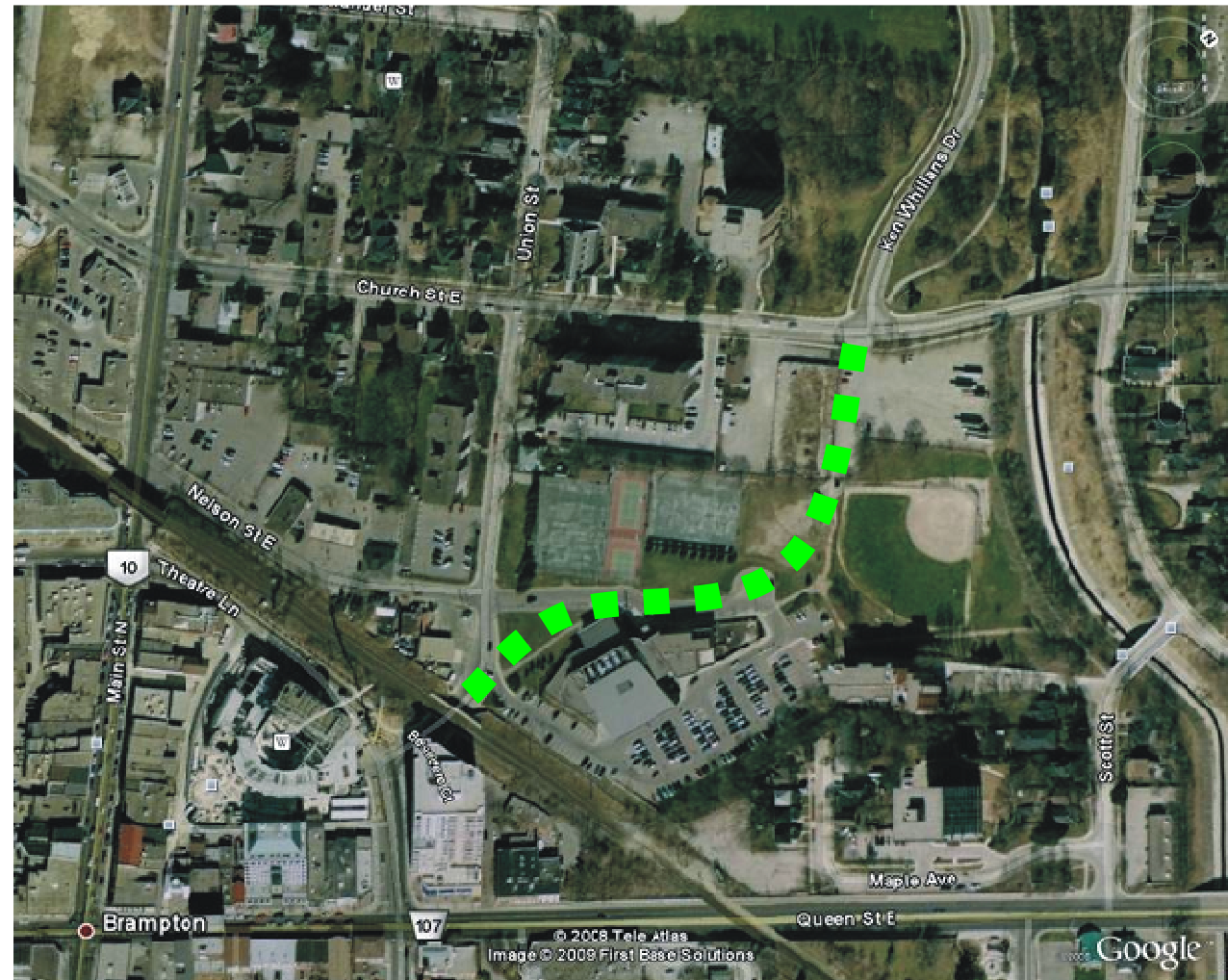
Denison Avenue to Mill Street connection



A more continuous route makes Denison a viable alternative to Queen Street

Ken Whillans Extension

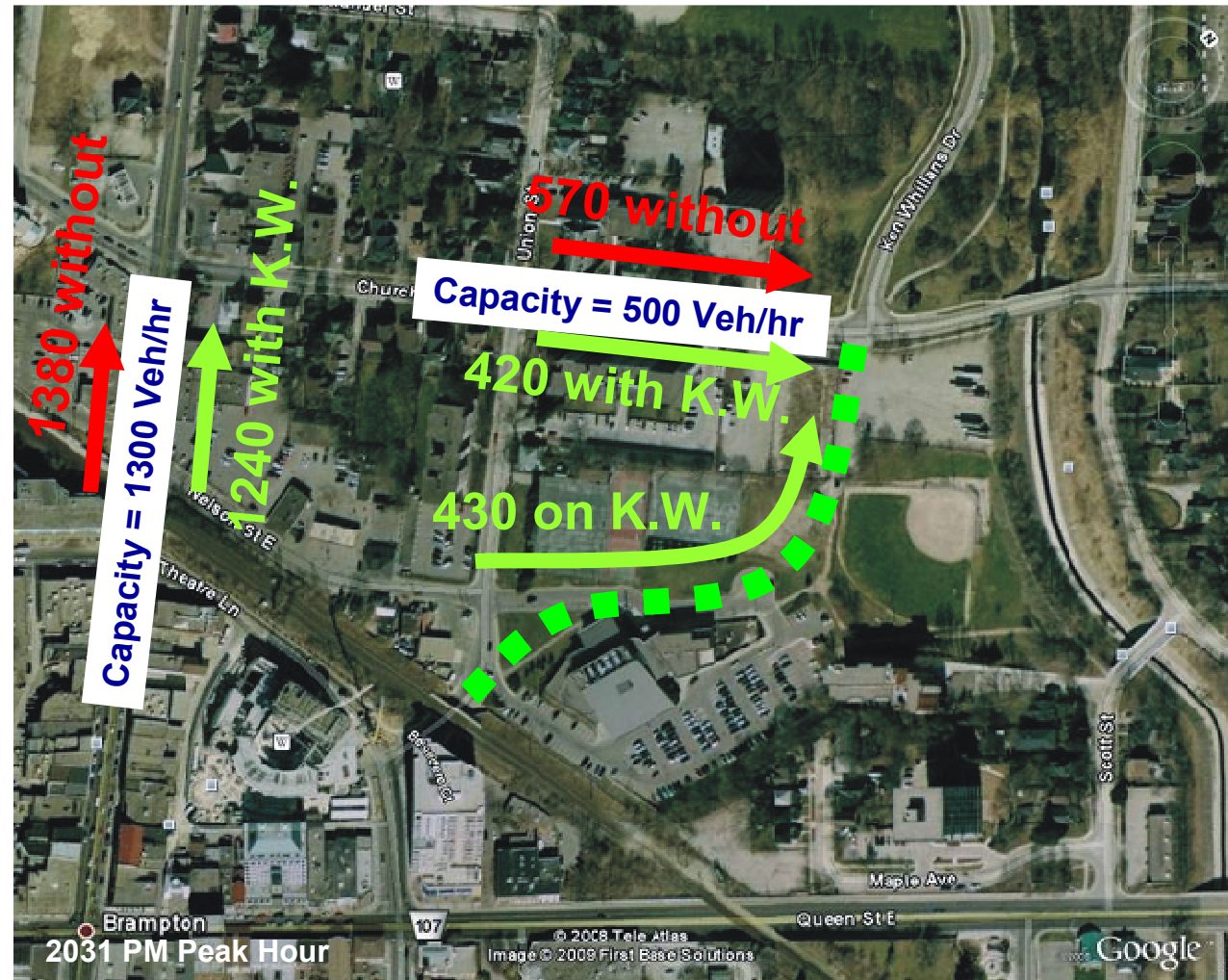
- The EA study for Ken Whillans Drive Extension from Church to Union / Nelson is ongoing. PIC#1 has been completed.
- EA study identified an integrated road and drainage solution to address study area issues.
- Issues: (BDDC, TRCA)
 - Drainage
 - Roselea Park



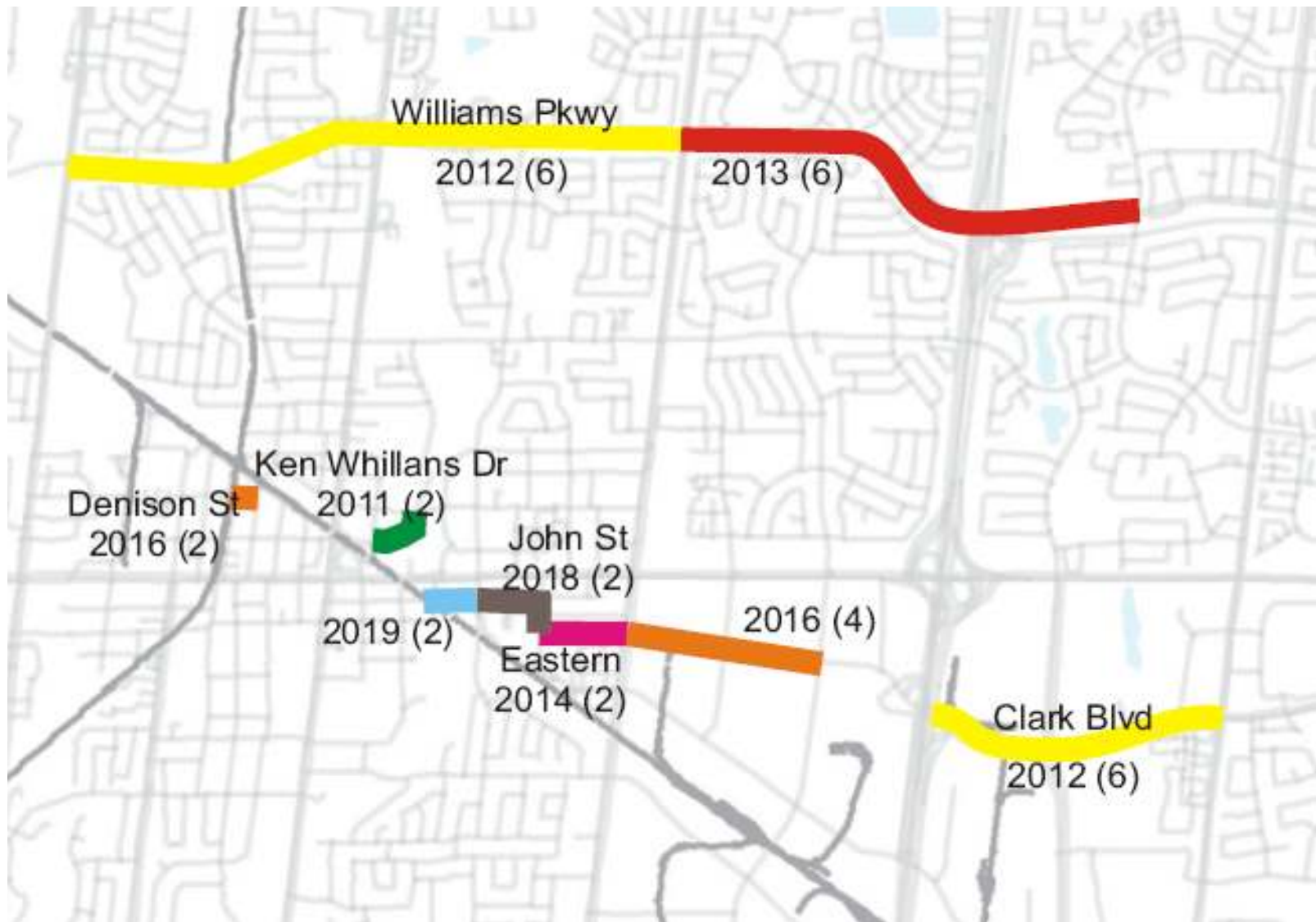
Ken Whillans Extension

Ken Whillans Extension will:

- Alleviate congestion of Main Street and Church Street
- Complete missing link in the downtown road network
- Provide additional capacity and quicker access to Downtown from neighbourhood north of Church and east of Main Street
- Help to improve pathway connections



2009 TTMP Draft Recommendations



Conclusions

The TTMP Update Study confirms that the following transportation improvements be carried forward in the Central Area:

- Coordinating the construction of the Clark-Eastern connection with the implementation of AcceleRide and general purpose lane reductions on Queen Street
- Include the John Street extension in the DC/Capital Plan and construct the extension between James and Centre Streets after the implementation of the Clark-Eastern connection
- Include the Denison-Mill connection in the DC/Capital Plan and construct when redevelopment of the Dominion Skate property is undertaken by the private sector
- Construct Ken Whillans Extension between Church and Union Streets and associated drainage improvements

These four improvements will:

- Accommodate and support redevelopment and intensification of the Downtown Core
- Improve local access between Downtown Core and adjacent neighbourhoods currently constrained by lack of north-south and east-west capacity
- Alleviate traffic congestion and assist in achieving the vision for Queen Street
- Alleviate traffic congestion on Main Street and Queen Street, improving the level of service for AcceleRide
- Provide network flexibility and continuity
- Accommodate new linkages for pedestrians, cyclists, and possibly transit

Conclusions

- **Redevelopment of the area is complex and requires an inter-disciplinary, comprehensive approach with transportation and access as key factors for success**
- **Proposed road improvements take in consideration the vision for development and the considerable growth targeted for Downtown and Central Area**
- **Further detailed work needs to be undertaken to coordinate roads with transit, active transportation, utilities and other infrastructure, update policies and develop urban standards (eg., Hurontario HOT Study).**
- **The process of moving from an auto-dominated downtown to a revitalized, vibrant core oriented to pedestrians/transit will take time. Need to capitalize on short-term and medium-term opportunities to make changes and to implement elements that contribute to the long-term vision.**
- **The implementation requires vision, commitment and innovation – the City will ensure the coordination of various initiatives and report back to the committee and Council**

Questions