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Transportation and Transit Master Plan (TTMP) Sustainable Update

Summary of Information to be Presented at Public Information Centre #2

Preliminary Findings for Public Input

January 12, 2009

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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.

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TTMP Update process

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: January/February 2009
- Final Report to Council by April 2009

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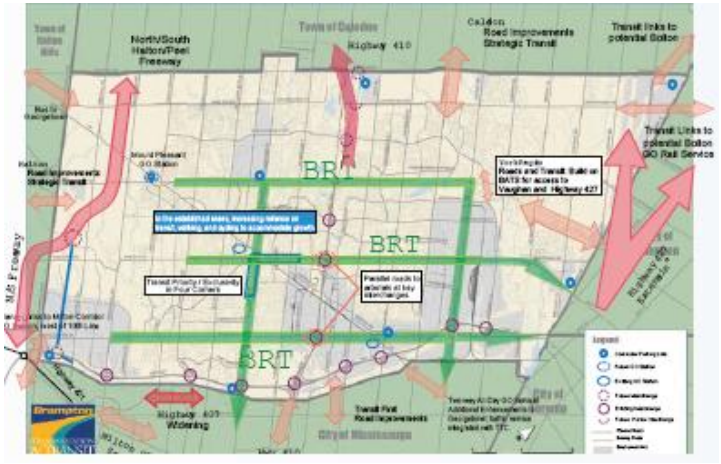
The 2004 TTMP



The Vision of 2004 TTMP 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 Growth Plan

- The TTMP policies promote an integrated and efficient transportation sytem to support a vibrant economy and high quality of life
- Support transit with:
  - Higher density land use
  - Efficient goods movement
  - 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

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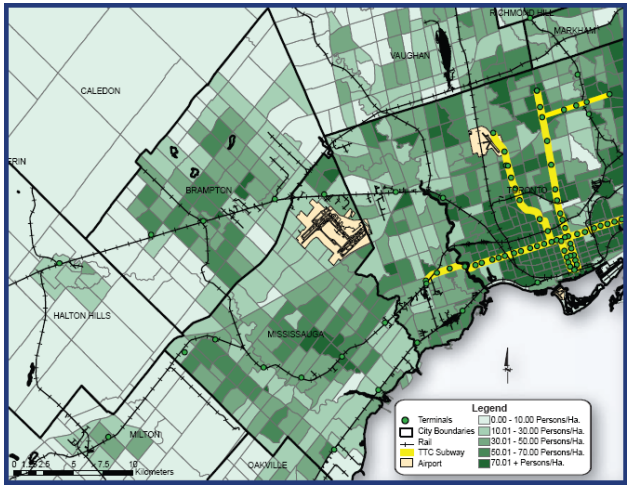
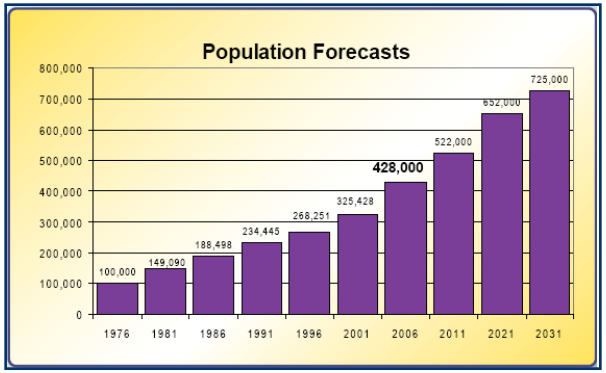
Facts and Statistics

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





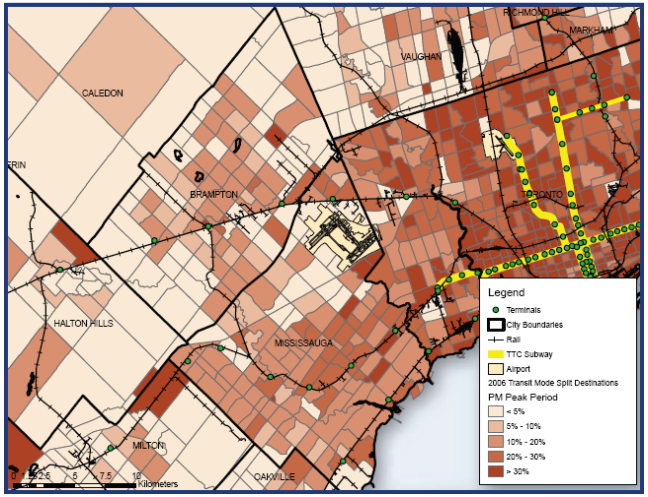
Brampton is one of the fastest growing communities in Canada.

...but Brampton's transit modal share (% transit trips) is generaly lower.

Do we need more transit investment?

Should we change our travel choices?

Perhaps both...



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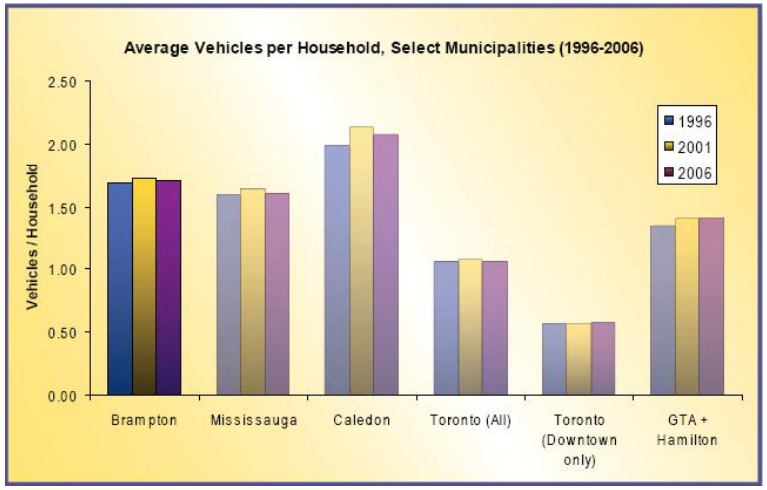
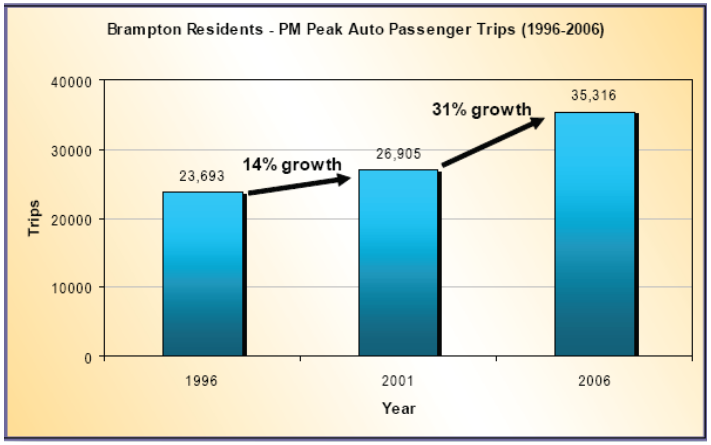
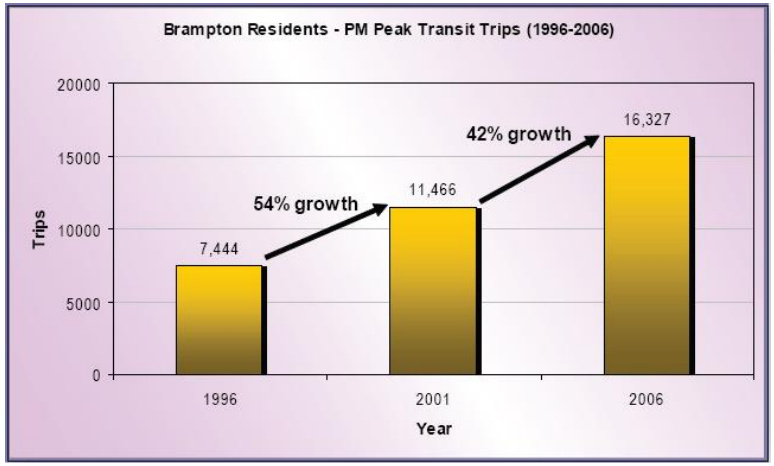
Facts and Statistics



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





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

Usage of public transit and GO services is steadily increasing.

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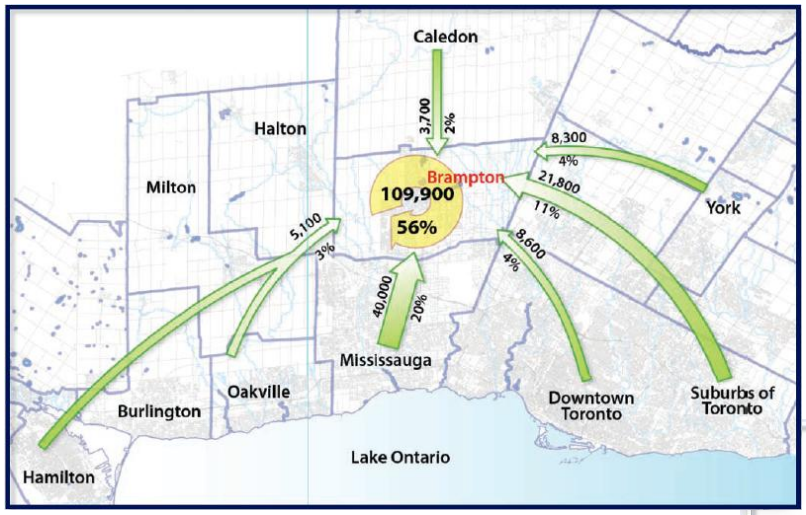
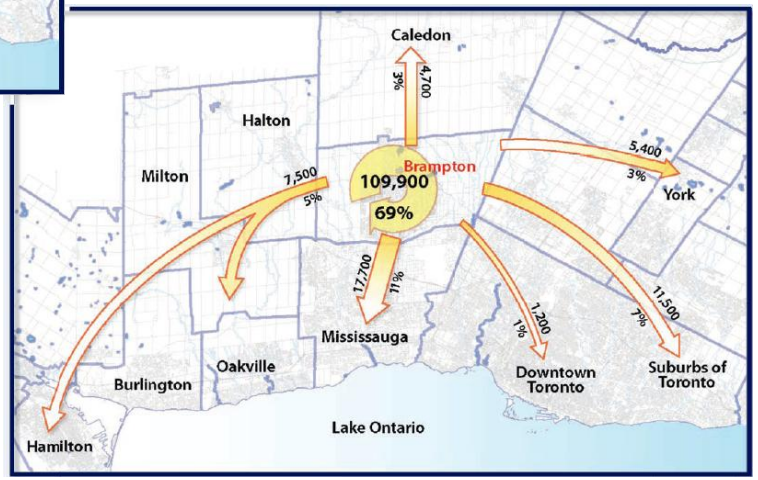
Where we travel



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

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



A similar pattern is seen in trips originating in Brampton.

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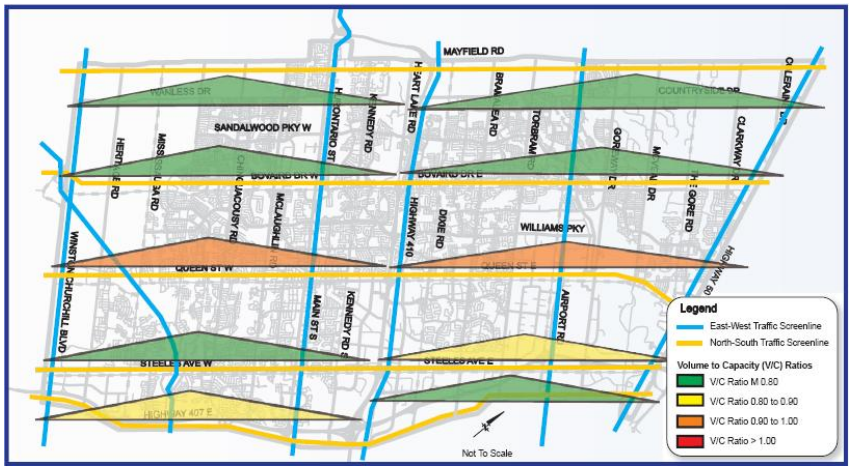
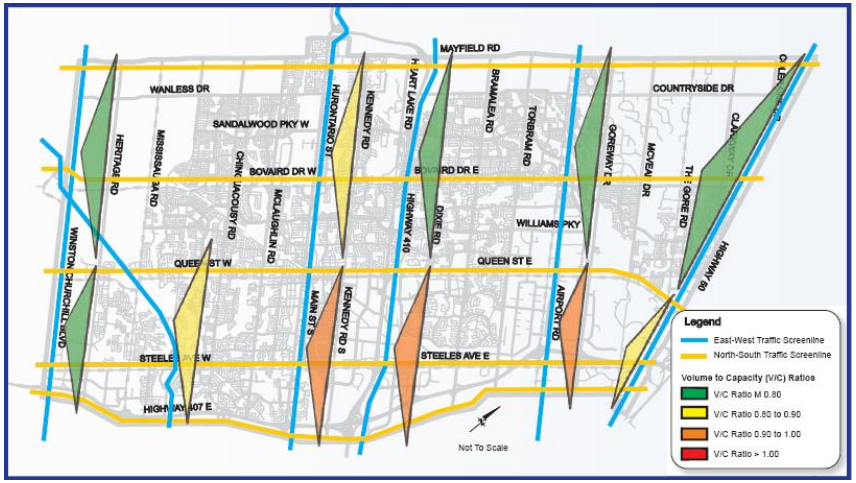
Brampton is becoming more congested



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



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

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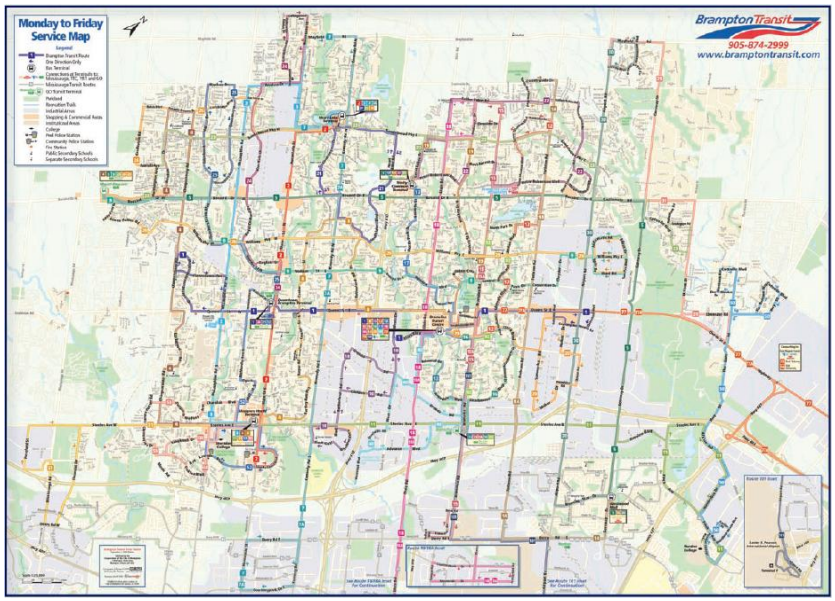
Brampton Transit today



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.

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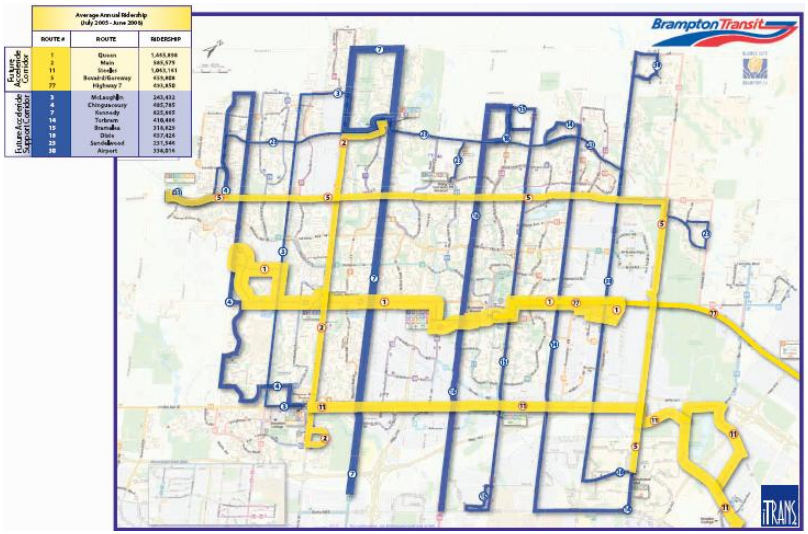
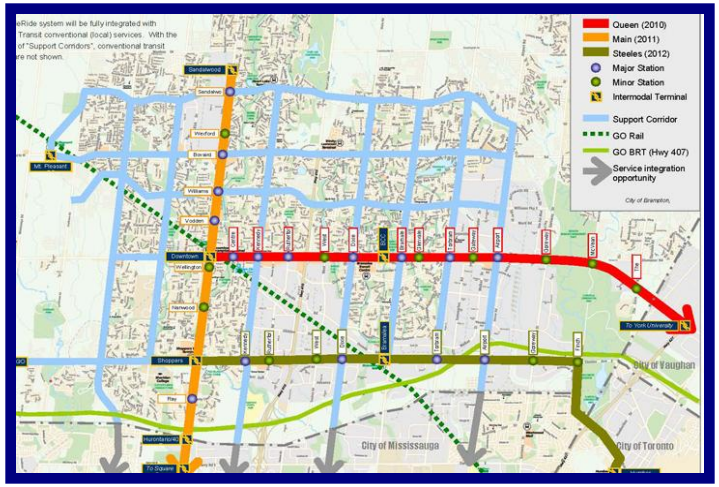
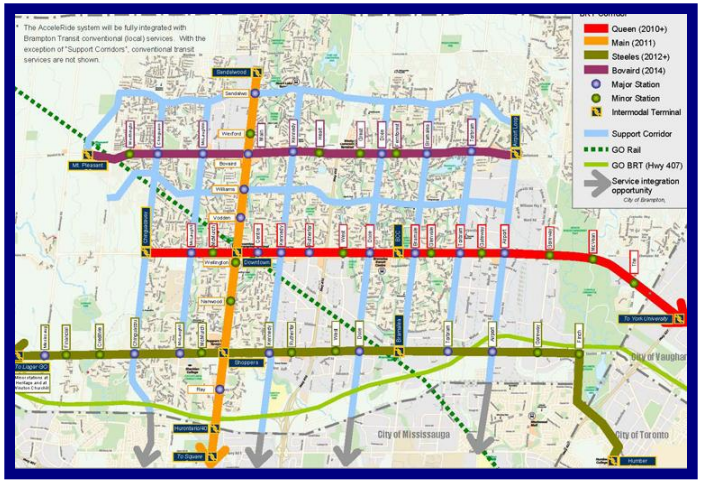
Transit ridership



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.





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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 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

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!

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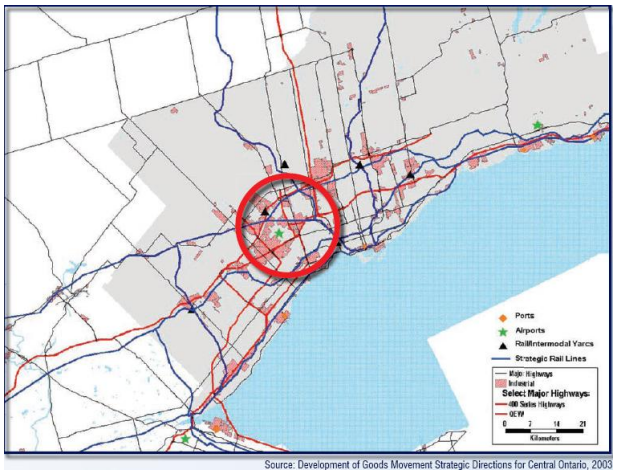
Brampton is a major employment centre

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.

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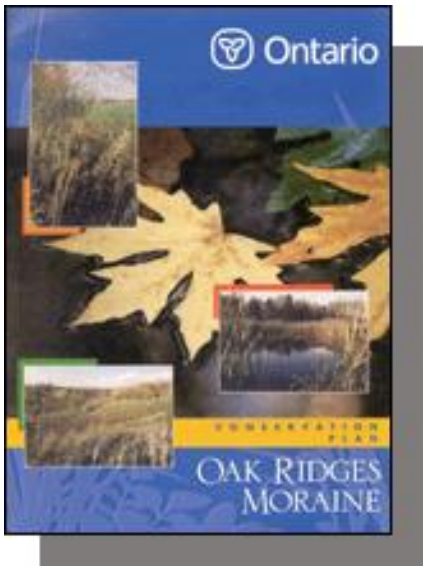
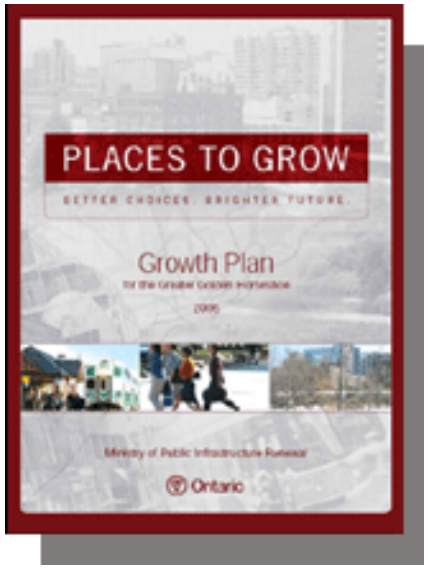
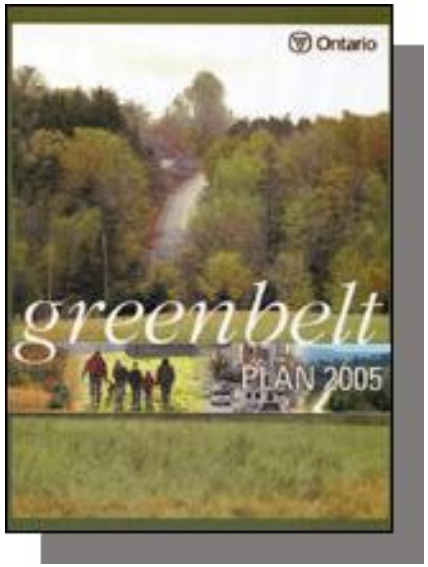
What has changed since the 2004 TTMP?







- **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**

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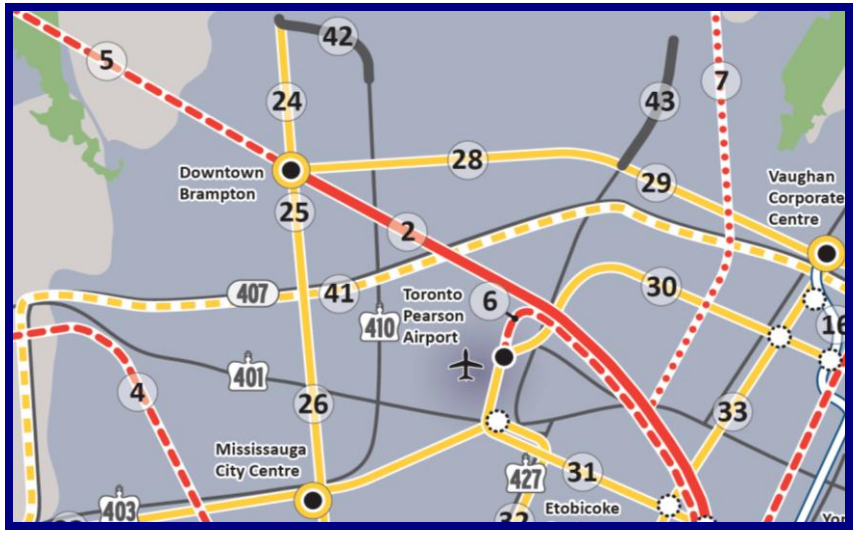
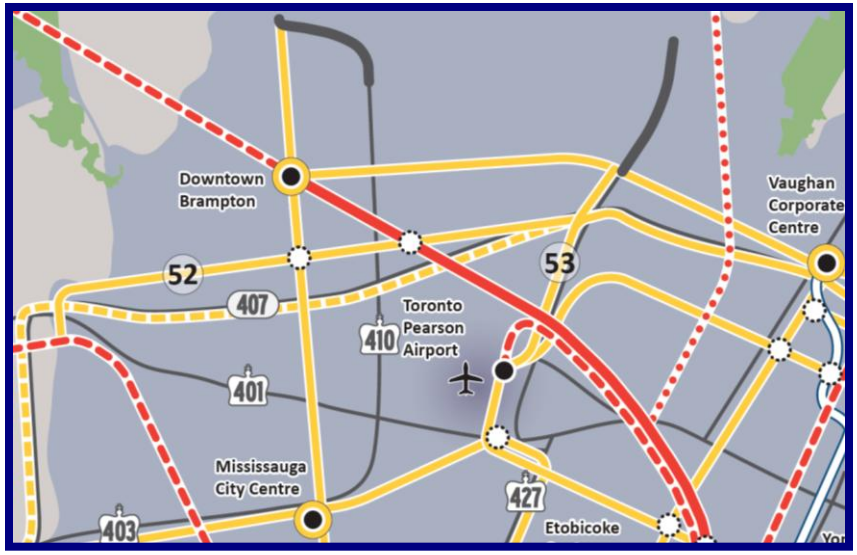
Metrolinx: 15 and 25 Year Plans





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

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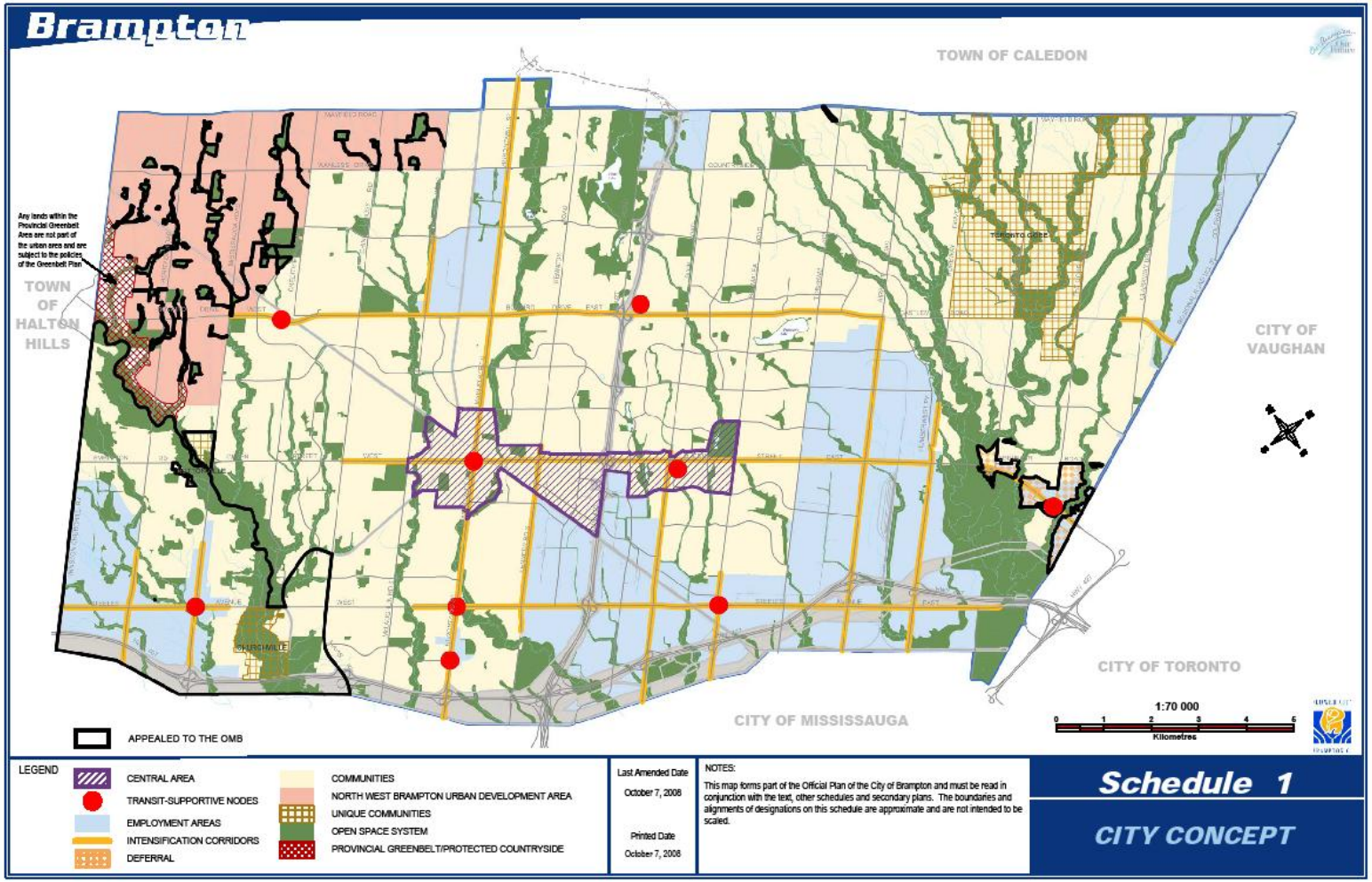
Brampton has a new City Concept



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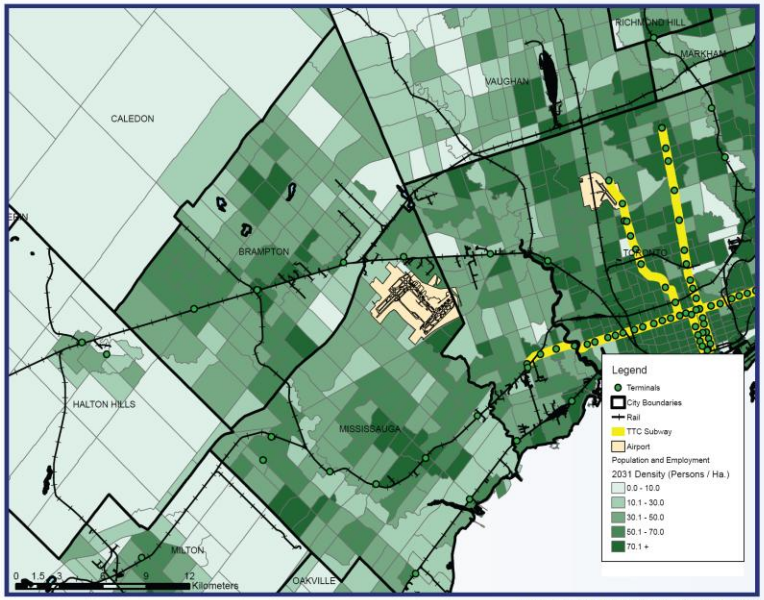
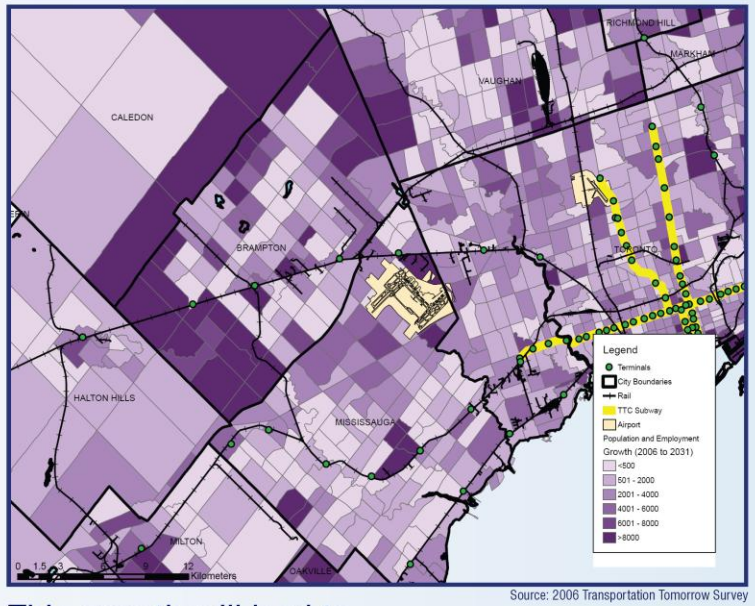
How much will Brampton grow?

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.

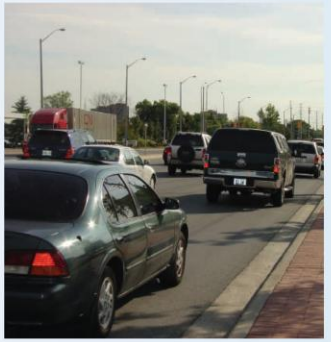


Source: 2006 Transportation Tomorrow Survey



Source: 2006 Transportation Tomorrow Survey

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



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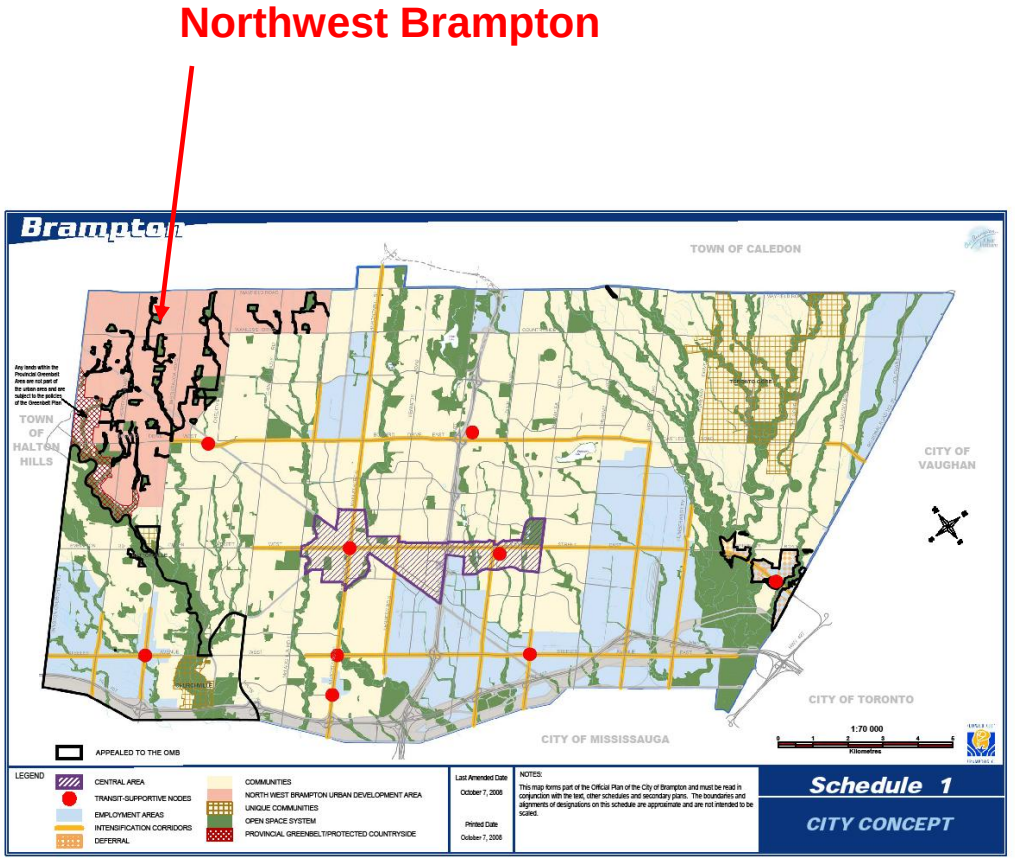
Northwest Brampton

North West Brampton was added to the urban boundary in 2006, and 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 size and shape of the corridor?

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



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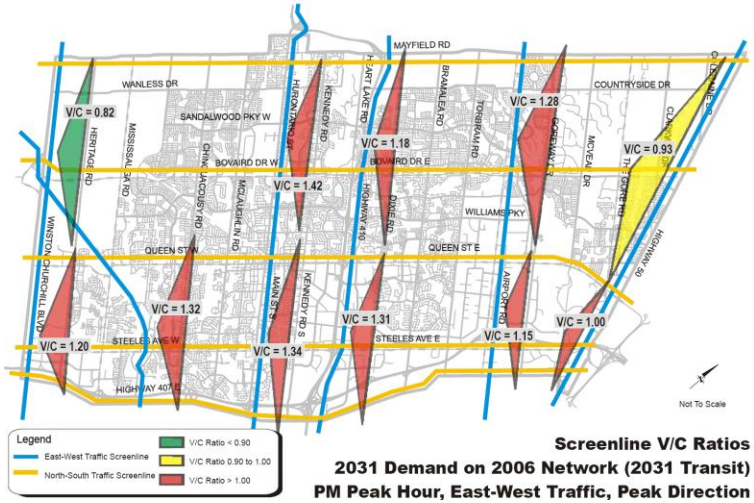
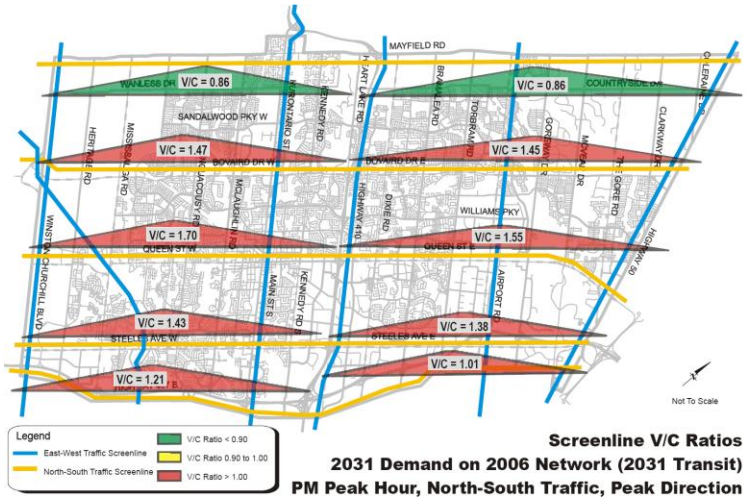
A transit-only strategy will not provide sufficient capacity



Screenline V/C Ratios
2031 Demand on 2006 Network (2031 Transit)
PM Peak Hour, East-West Traffic, Peak Direction



Screenline V/C Ratios
2031 Demand on 2006 Network (2031 Transit)
PM Peak Hour, North-South Traffic, Peak Direction

The study tested a transit-only strategy with no new road improvements.

Results:

- Roads will be significantly over capacity.

Conclusion:

- transit improvements alone will not provide sufficient capacity

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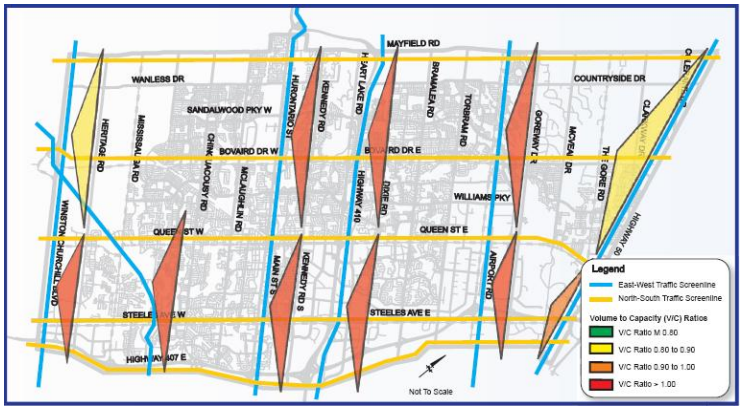
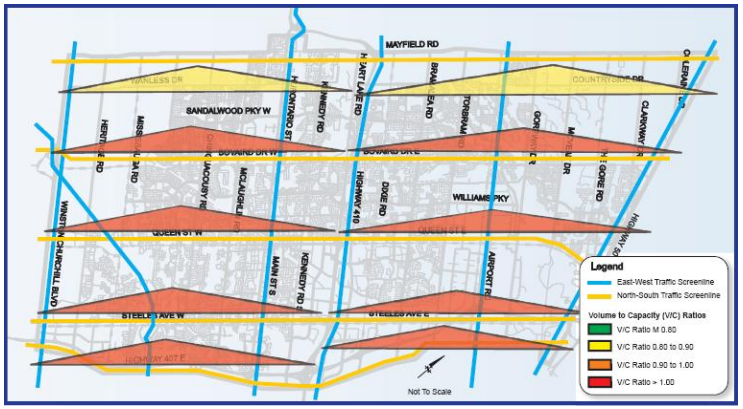
The 2004 TTMP road and transit strategy will not provide sufficient capacity either





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.

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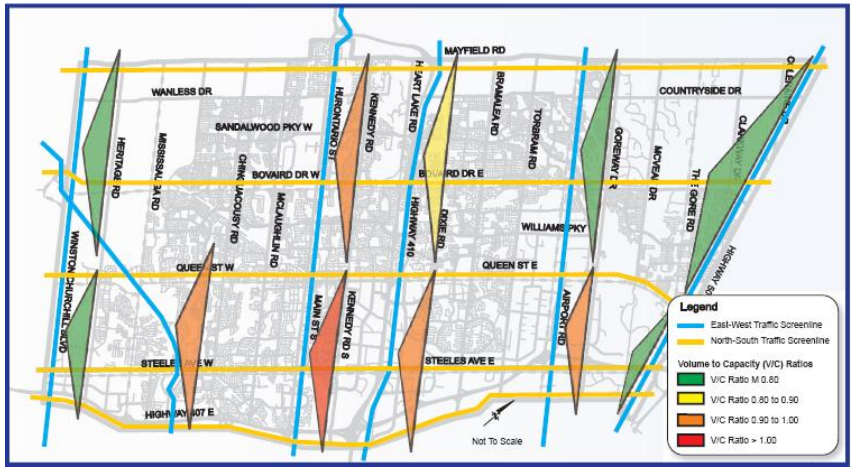
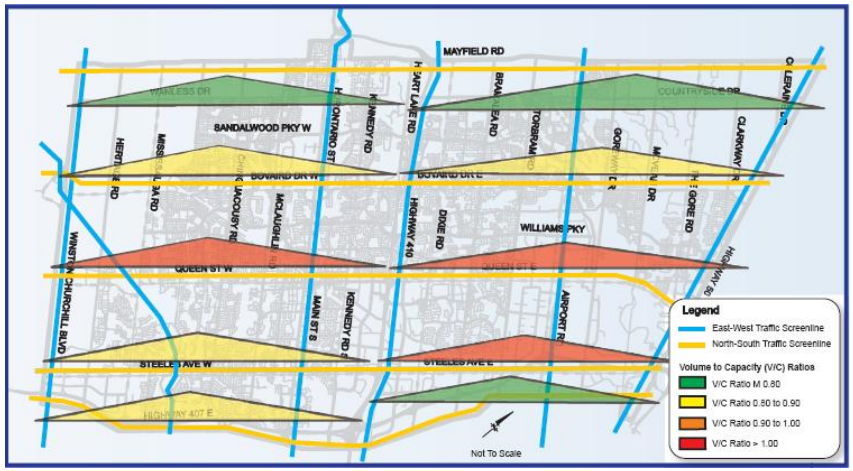
Additional transit and road network improvements will be required beyond the 2004 TTMP





Even with planned transit improvements and planned road improvements identified and committed by the Region of Peel and the City, by 2031 the transportation network in Brampton will face congestion.

By 2031, over half of the arterial and highway network will be at or approaching capacity (PM peak hour).

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2008 TTMP Transit Network Preliminary Findings

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Proposed hierarchy of transit services

Inter-regional transit

- GO Rail
- GO Bus

Urban transit

- LRT/BRT
- Primary Corridor
- Secondary Corridor
- Community Services

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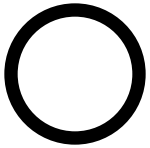
Hierarchy of Transit Nodes

Mobility Hubs
are identified by Metrolinx in the Regional Transportation Plan (RTP) and 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.

Future Mobility Hubs
are places of connectivity where different modes of transportation come together seamlessly, yet have not been identified in the Metrolinx RTP.

Major Transit Station Areas
are identified in the Growth Plan and are major activity centres with high and dense population/employment serviced by higher-order transit and conventional transit



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

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Criteria for identifying BRT corridors

- Support growth of Central Area and Downtown Brampton 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

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2031 Transit Network – Preliminary Findings

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Queen Street BRT

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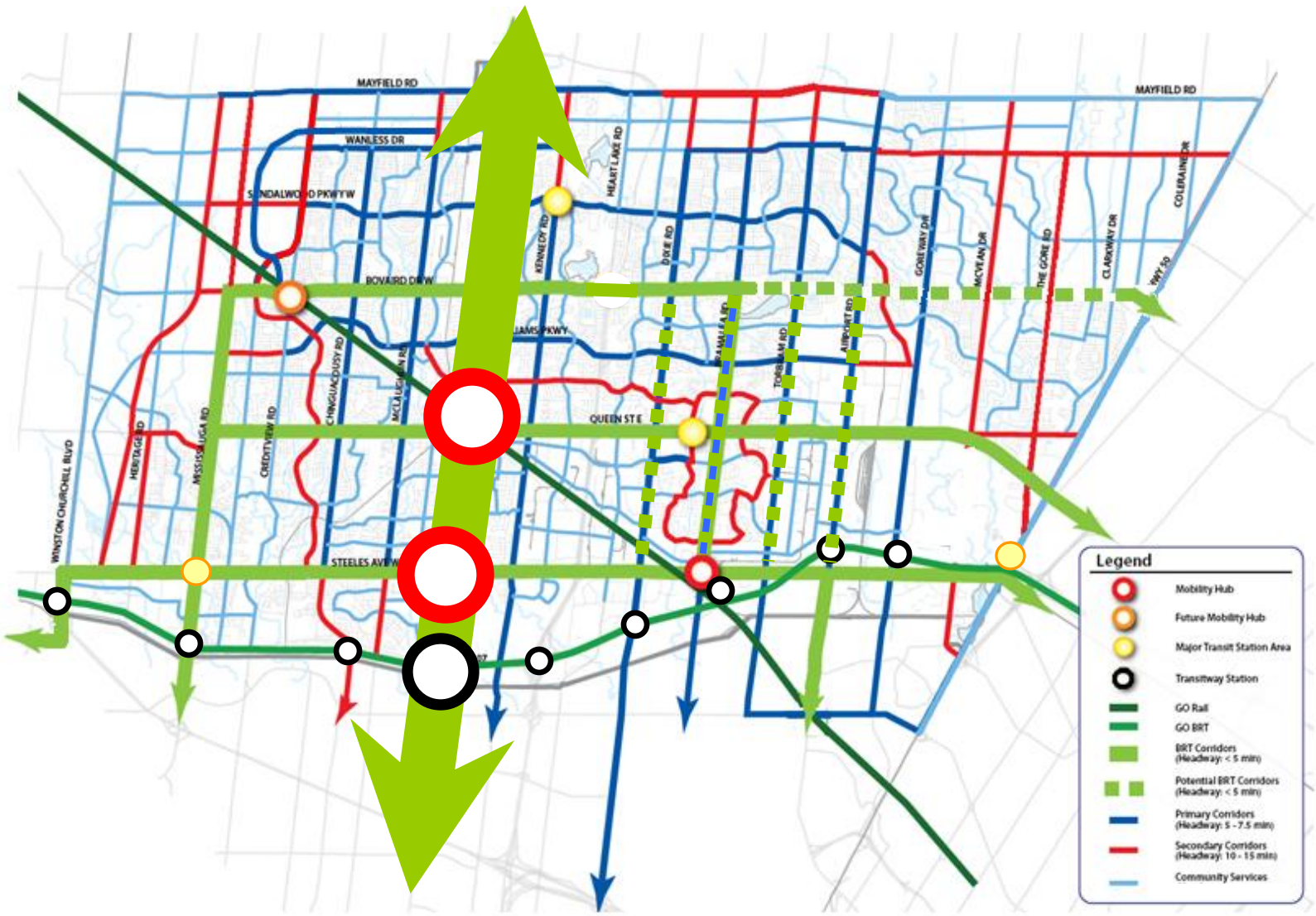
Main Street BRT



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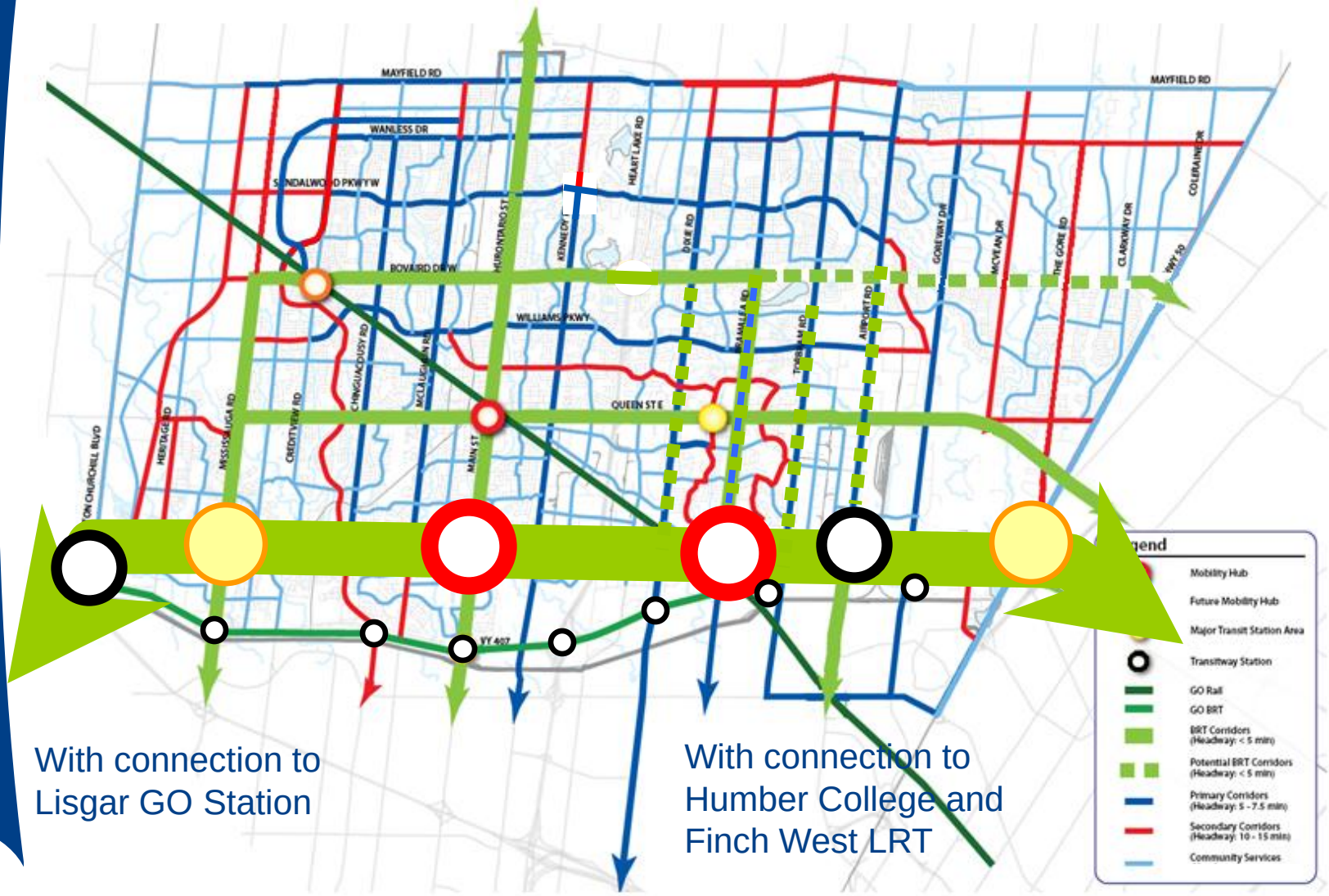
Steeles BRT



With connection to Lisgar GO Station

With connection to Humber College and Finch West LRT

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Steeles BRT connection to Lisgar GO

	Via Steeles, WCB, Argentia	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**	

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Bovaird BRT

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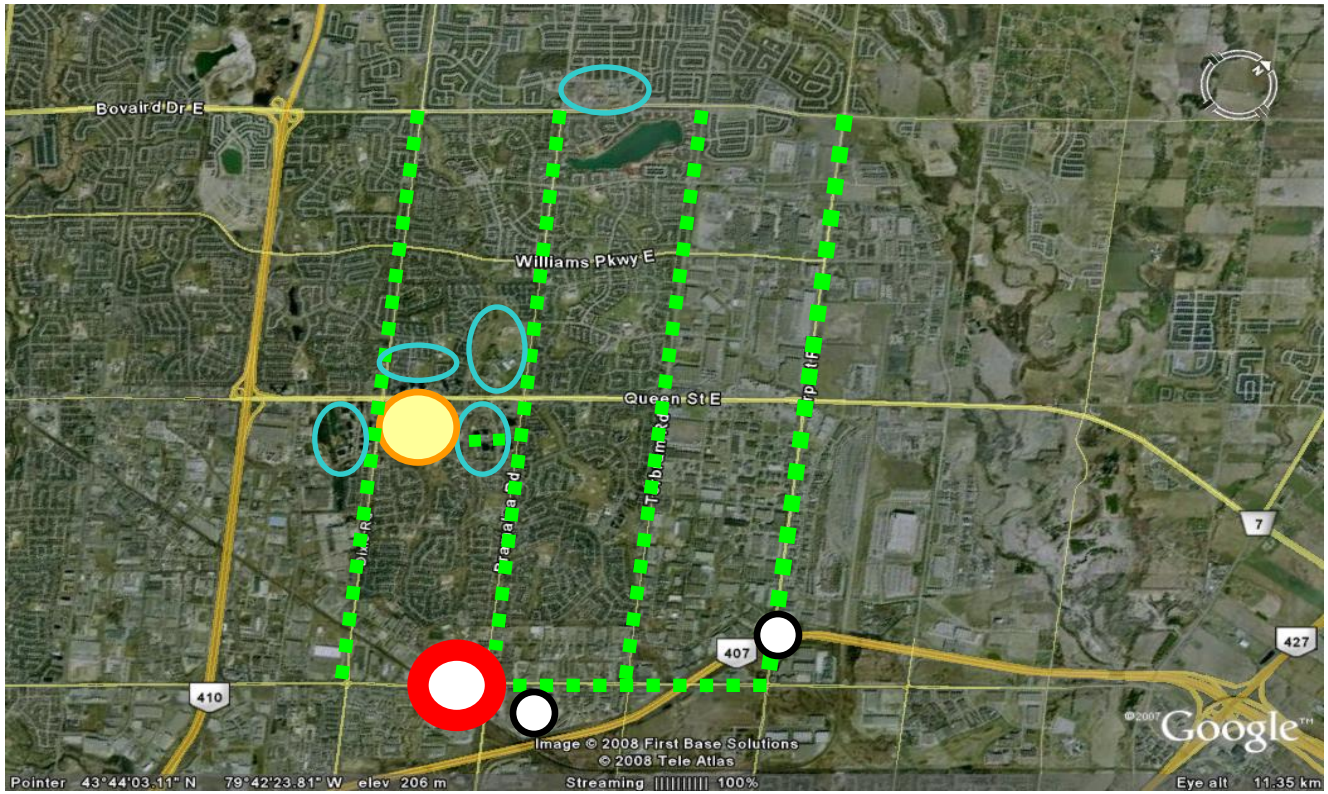
Bramalea-Airport Corridor Alternatives



	Dixie	Bramalea	Torbram	Airport
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
Other		Hospital		

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Potential for Dixie Road, Bramalea Road, Torbram Road or Airport Road BRT

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Mississauga Road BRT

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2008 TTMP Road Network Preliminary Findings

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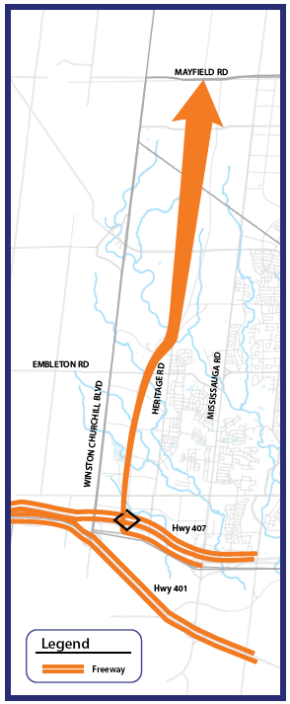
West Brampton network options

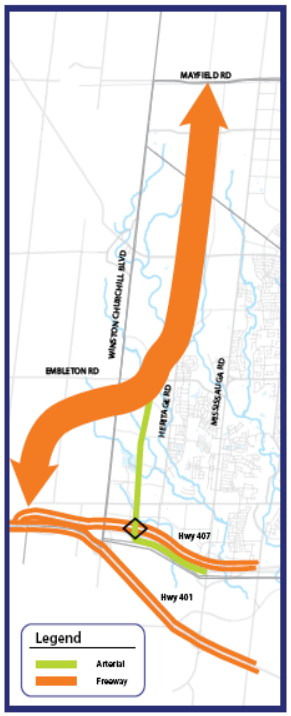
In coordination with the Halton-Peel Boundary Area Transportation Study (a joint study with the City of Brampton, Peel Region, Halton Region, Town of Halton Hills, and Town of Caledon), three network options are being considered in west Brampton:

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

Super Arterial



Brampton Freeway



Halton-Peel Freeway

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West Brampton network options - findings

- **Brampton Freeway option is not preferred**
  - No direct connection to 401
  - Impact on Bram West Secondary Plan Area
- **Protect for Brampton Super Arterial in Bram West area and Freeway to the north (across the Credit River and north of the Credit River to Mayfield)**
- **Protect for connection in Brampton to Halton-Peel Freeway in Halton**
- **Ongoing coordination will continue with the Halton-Peel Boundary Area Transportation Study**

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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 Willians Drive extension

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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 Northeast Brampton
2. Provision of a new north-south arterial road between Clarkway Drive and Coleraine Drive to serve future development in Northeast Brampton
3. Protection for a major east-west corridor in Northeast 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 extention of Highway 427 beyond Major Mackenzie Drive
- Reconfiguration of the alignment of Countryside Drive – Nashville Road to improve their angle of intersection with Higway 50
- Development of a major east-west road system including roads south of Cadetta Road, south of Countryside Drive and south of Mayfield Road

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Network performance in 2031

Performance measures	Do-nothing (2006 Transit)	Do-nothing (2031 Transit)	2004 TTMP	2009 TTMP Preliminary Findings
% 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

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Summary of Preliminary Findings

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2031 Transit Network – Preliminary Findings

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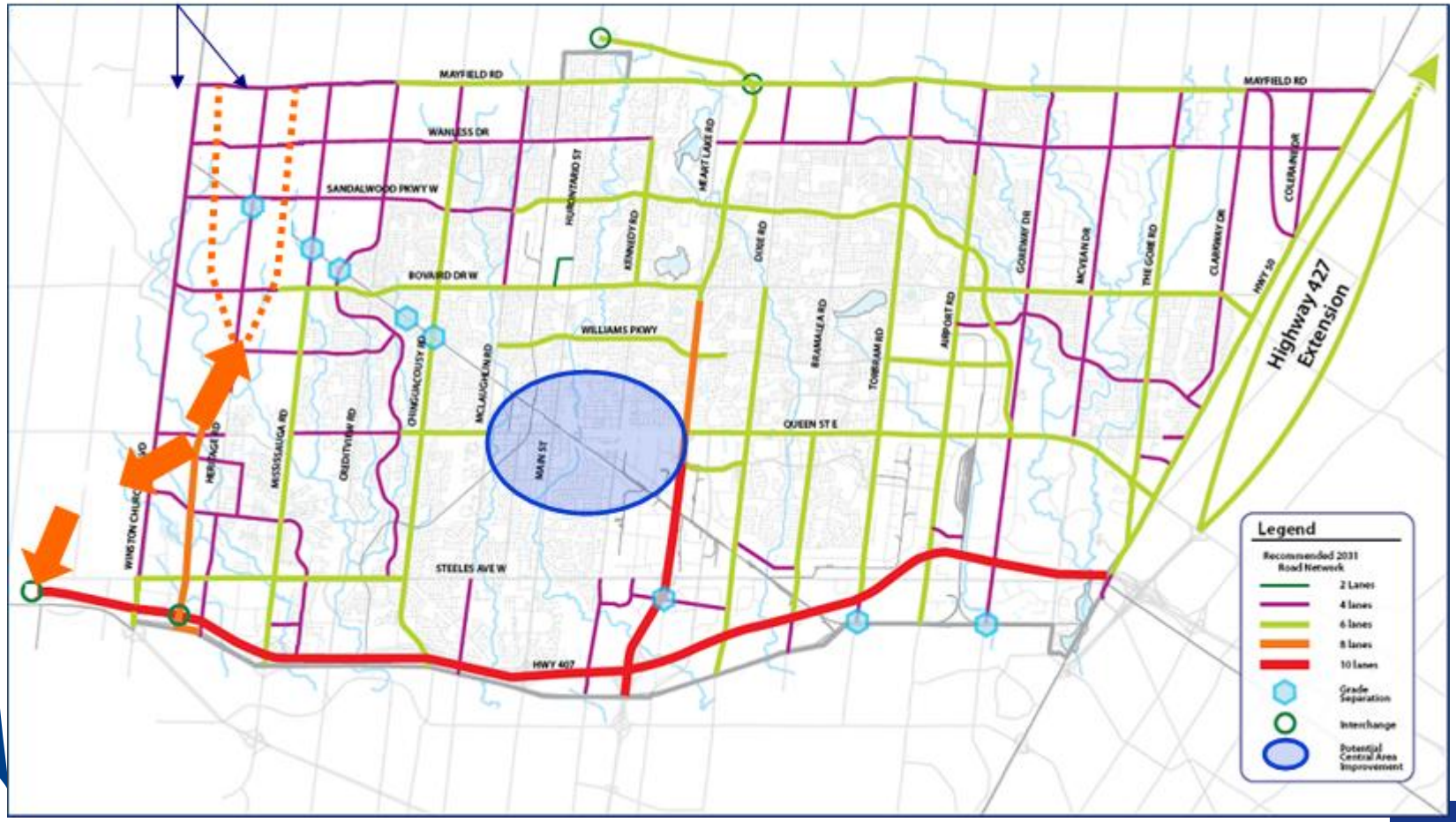
2031 Road Network – Preliminary Findings

Illustration only: exact alignment to be determined through future EA



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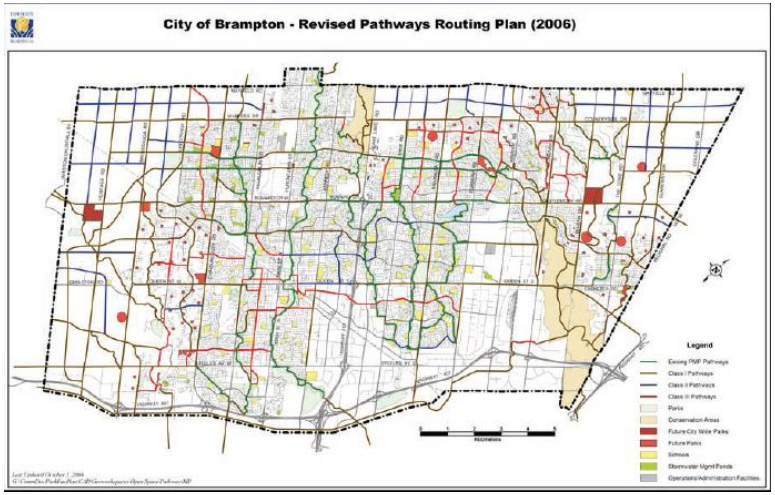
TDM and Active Transportation

- 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 is 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

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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 March 2009

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