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Subject: **Status Report**

GO Ongoing Transportation Planning Initiatives: TTMP; AcceleRide; Mount Pleasant Station;
and Urban Transportation Showcase Program (UTSP)

Contacts: Henrik Zbogor, Policy Planner (874-2410)

Adrian Smith, Manager of Growth Management and Special Policy (874-2052)

OVERVIEW

- A number of complementary transportation planning initiatives are simultaneously underway in Brampton and are currently at a stage where it is appropriate to provide a status update to Planning Design and Development Committee and Council.
- This Report provides a status update on the Transportation and Transit Master Plan (TTMP), the AcceleRide bus rapid transit initiative, Mount Pleasant GO Station, and the City's participation in the Urban Transportation Showcase Program (UTSP) sponsored by Transport Canada.
- Phase 1 of the TTMP is complete and a number of initiatives outlined in the Short-Term Action Plan are underway.
- Unforeseen delays in developing and running the computerized transportation planning model required for the detailed TTMP analysis have extended the schedule. However, the preliminary model runs are now complete and the analysis by the consultant team is underway. Meetings of the Steering Committee, the Municipal Advisory Group are being scheduled for early October to review results of the analysis and to develop preferred alternatives for presentation to the public.
- Implementation of AcceleRide has been initiated through transit priority measures incorporated into several current construction projects along major transportation corridors. In addition, City staff is actively pursuing a number of potential funding sources and partners for AcceleRide.
- A longer range implementation plan to guide the AcceleRide initiative over the next several years is now under development.
- Staff continue to work with the Region of Peel and GO Transit to develop a Mount Pleasant Station concept that meets both the short-term needs of GO and the long-term vision of the City for a transit-oriented Smart Growth Community.
- The City has participated in a cooperative effort of GTA regional and local municipalities to submit an application for funding of a GTA travel demand management pilot project, called the Smart Commute Initiative, through the Urban Transportation Showcase Program (UTSP). A detailed application was submitted on May 16, 2003. Transport Canada is withholding announcement of the successful projects until after the pending provincial elections.

RECOMMENDATIONS:

1. THAT the Report entitled "Status Report: Ongoing Transportation Planning Initiatives: TTMP; AcceleRide; Mount Pleasant GO Station; and Urban Transportation Showcase Program", dated September 8, 2003 (files T00 MP and G65 SP), be received.

BACKGROUND

A number of complementary transportation planning initiatives are simultaneously underway in

Brampton and are currently at a stage where it is appropriate to provide a status update to Planning Design and Development Committee and Council.

The Transportation and Transit Master Plan (TTMP), the AcceleRide bus rapid transit initiative, the Mount Pleasant GO Station and the City's participation in the Urban Transportation Showcase Program (UTSP) are all ongoing activities that have seen various levels of progress over the last several months, since Council was last apprised of their status. While it is anticipated that recommendation reports on these items are forthcoming in the next few months, staff has decided that in the interests of efficiency it would be appropriate to summarize their progress to-date in a consolidated report.

CURRENT SITUATION

Transportation and Transit Master Plan (TTMP)

TTMP Project Summary

The consulting firms of Marshall Macklin Monaghan and ENTRA Consultants Inc were retained in fall 2002 to carry out and complete a Transportation and Transit Master Plan (TTMP) that will guide the management of Brampton's transportation system to the year 2031.

The TTMP is intended to provide a framework to ensure a coordinated and comprehensive approach in dealing with overall 1. THAT the Report entitled "Status Report: Ongoing Transportation Planning Initiatives: TTMP; AcceleRide; Mount Pleasant GO Station; and Urban Transportation Showcase Program", dated September 8, 2003 (files T00 MP and G65 SP), be received. transportation issues in Brampton, with particular attention devoted to optimizing the role of transit and providing a transportation model and related staff training that will enable the City to address transportation and growth consistently and on a continuing basis.

The overall TTMP Study consists of a "Two-Stage" approach. The information, analysis and recommendations that will culminate in a final Master Plan document comprise Stage 1 of the Study. The findings of the Stage 1 component will provide the basis and background for the transportation component of the City's Development Charges (DC) By-law Update in Stage 2. Accordingly, Stage 2 of the Study will provide the necessary transportation infrastructure timing and cost information for the purposes of DC By-law calculations.

The work plan for Stage 1 of the TTMP is divided into four phases:

Phase 1: Data Collection and Issues Identification

Phase 2: Travel Demand Modeling and Road Network Assessment

Phase 3: Comprehensive Transit Strategy

Phase 4: TTMP Recommendations/Implementation Plan

Work on Stage 2 of the project, (i.e., development charge input), is to commence prior to the completion of Stage 1 to meet the timelines for the Development Charges By-law Update.

TTMP Current Status

The TTMP Phase 1 Report entitled “Assessment of Existing Transportation System” was presented to Council in January 2003, including a review of the existing transportation system, results of initial consultation, a summary of needs and opportunities, and a short term action plan. Work on the short term action plan has been initiated with staff involved in a number of ongoing projects such as: AcceleRide, Mount Pleasant GO Station, review of Trinity Common access opportunities, Sandalwood Parkway extension, a commuter parking lot at Hurontario and Hwy 407, an arterial road extension of Hwy 427 to relieve congestion at Queen Street and Regional Road 50, numerous road widening projects etc.

Completion of the overall TTMP study which had been anticipated for September, 2003, has been delayed until fall 2003. Delays in developing and running the computerized transportation planning model required for the detailed analysis associated with the TTMP have extended the originally intended schedule by several months. The City and our TTMP consultants are currently reliant on outside agencies including the Region of Peel and the University of Toronto Data Management Group for providing model inputs. Availability of resources and data corruption problems have delayed this input.

However, the initial computer model runs are now complete and the analysis by the consultant team is well underway. In addition, the background work such as data gathering, initial public consultation, transit focus group sessions and refining opportunities and constraints has been completed.

A Steering Committee Meeting is being scheduled for early October to review modeling results and analysis and to develop preferred alternatives for the City’s transportation system. Upon developing preferred alternatives, the City has committed further public consultation prior to developing final TTMP recommendations.

AcceleRide Bus Rapid Transit Initiative

AcceleRide Project Summary

AcceleRide – the City’s rapid transit initiative – is one of the early recommendations arising from the first phase of the TTMP Study to respond to key transit/transportation needs and opportunities in Brampton and in the broader GTA. The AcceleRide initiative is designed to provide pragmatic, flexible and much needed transit capacity for the citizens of Brampton, and has the added advantage of providing direct linkages between York Region’s planned “Quick Start” service on Highway 7 and Mississauga’s City Centre/Hurontario transit corridor. In addition, there will also be a direct connection to a planned GO Transit commuter hub at Highway 407/Hurontario Street.

The short-term action plan for AcceleRide will introduce improved services on Queen Street

East and Main Street, and is the first step in the development of a bus rapid transit (BRT) system, branded as a separate service to encourage commuter usage. Beyond the primary Queen Street and Hurontario Street “spines”, the transit priority measures that characterize the AcceleRide initiative will also be applied to other major corridors as part of the implementation of a city-wide transit strategy being developed as part of the TTMP Study.

AcceleRide was endorsed by City Council as a strategic initiative on March 10, 2003 (PDD072-2003). Among the recommendations, staff was given direction to:

- Initiate the process to designate Queen Street and Hurontario Street as “Transit Priority Corridors” in the Official Plan;
- Approve the additional scope of work submitted by the TTMP project team to undertake detailed analysis in support of AcceleRide;
- Include AcceleRide as an enhancement to the City’s GTIP application and to seek funding opportunities;
- Report to Council with a detailed implementation and financial strategy for AcceleRide.

AcceleRide Current Status

Designation of Transit Priority Corridors

The process to designate Hurontario and Queen Street as “Transit Priority Corridors” has not yet been initiated. Given the current level of cooperation between the Region and the City, the immediate requirements for implementing transit priority on Queen Street (in tandem with the Region’s widening program) are being accommodated. Once the final recommendations of the TTMP have been adopted, staff will be in a better position to undertake a comprehensive review of transportation policies in the OP and propose amendments as required.

Additional Scope of Work for BRT Program Development

The purpose of the additional scope of work submitted by the TTMP consultant team, and that was approved in March 2003, was to undertake the detailed works required to finalize the AcceleRide proposal for the Golden Horseshoe Transit Investment Partnerships (GTIP) application to the Province, to develop the BRT plan, and to begin marketing it to potential investment and operational partners. The tasks identified by this new scope went beyond the terms of reference for the TTMP, from which AcceleRide originated. The work program for the new scope included the following three components:

- Development of the transit priority concepts for Queen Street and Hurontario Street;
- Traffic operations analysis to meet the Region of Peel’s requirements; and
- Meeting with operational and potential investment partners.

The transit priority concepts were sufficiently developed to allow for a revised GTIP application to be submitted at the end of March 2003. Whereas a BRT plan (identification of intersections, transit pre-emption strategy) was formulated for both the Hurontario and Queen Street corridors, the primary focus over the past several months was on the implementation of transit priority

requirements into the design of the Queen Street widening, from West Drive to Airport Road, currently underway by the Region of Peel.

Since the design work for the first stage of the Queen Street widening had already been completed by the time the AcceleRide initiative was developed, it was important to ensure that appropriate design changes were incorporated into the contract drawings. This had the effect of substantial cost-savings (it would cost much more to retrofit intersections at a future date), it ensures that the geometric requirements to accommodate BRT will be in place along the entire stretch of Queen Street/RR 107 by 2006, and it demonstrates the City's commitment to prioritizing the role of transit in Brampton.

To this end, Council authorized an amendment to the 2003 Capital Budget to include \$2 million for AcceleRide (C263-2003). This amount represents a commitment to front-end the cost of the required Queen Street modifications to implement transit priority measures, and allowed the Region to meet their construction scheduling deadlines. Senior staff at the Region have agreed to consider the City's request to discuss funding responsibilities for this (and future) bus rapid transit initiatives on Regional Roads. The matter will be addressed by an Executive Group of the Capital Coordinating Committee.

The Region's engineering consultant is now revising the contract drawings for Queen Street, to include provisions for AcceleRide in the roadway cross-sections (at intersections). Region of Peel staff will be scheduling a meeting to review the final designs, which will also identify any additional property acquisitions and costs necessary for implementing AcceleRide.

The Region had also been presented with initial analysis documenting the operation of a transit pre-emption signal strategy along the corridor, however, this highly technical and complex matter must undergo further work to satisfy the requirements of both the Region's and the City's Traffic Operations staff. This work is expected to be undertaken over the next year as part of an expanded AcceleRide implementation program (discussed below). Although transit pre-emption is an important component of the whole AcceleRide package, its effective implementation is not compromised by the Queen Street widening project, and can be accomplished even after the widening has been completed. In the interim, the intersection design modifications alone will benefit transit operations.

The transit priority measures developed for the AcceleRide initiative are currently being incorporated in other road widening projects. Input is being provided to the detailed design of Queen Street, from Airport Road to Highway 50 and to the intersection of Hurontario Street and Steeles Avenue; and is being included in the Environmental Assessments now underway for the widening of Bovaird Drive and of Steeles Avenue (Chinguacousy Rd to Shoppers World).

Presentations to Potential Funding Partners

A concerted effort is being made to introduce the AcceleRide initiative to various levels of government, both to publicize the project and to seek partnerships/funding. To date, presentations have been made at the Provincial level to senior staff at the Ministries of Transportation and Municipal Affairs and Housing, and SuperBuild. While these presentations

have been very positively received and ensure that Brampton and AcceleRide remain on the provincial “radar”, decisions on the awarding of funds will likely not be entertained until after the provincial elections. Following the elections, staff will begin to arrange presentations to provincial ministers.

The AcceleRide initiative is by now familiar to staff at Peel Region and in adjacent Regions and local municipalities, particularly York Region and the City of Mississauga, with whom City staff have been engaged at a technical level to discuss coordination of complementary transit and transportation initiatives in the Queen Street/Highway 7 and Hurontario Street corridors. Further meetings are being scheduled to meet with senior administration in Halton, to present AcceleRide and to discuss opportunities for interregional cooperation; and with York Region, to move forward on issues of integrating with the York Rapid Transit “Quick Start” initiative.

Hurontario/407 Commuter Hub

The opportunity to develop a commuter lot/transit facility at Hurontario Street and Highway 407 arose out of discussions following a presentation of the AcceleRide initiative to GO Transit staff. GO indicated that there were provincial funds available that had already been set aside for a commuter lot facility/facilities serving the emerging GO BRT system, and developed as a multi-jurisdictional initiative. Preliminary discussions between Brampton, Mississauga, and GO staff have demonstrated the willingness of all the parties to participate and to further develop the concept.

A commuter/transit interface at Hurontario/Hwy 407 will link the AcceleRide Main Line route to the interregional east-west GO BRT service, and to Mississauga Transit, and could potentially replace some of the functions currently assumed at the Shopper’s World transit terminal. While servicing/operational details are yet to be comprehensively developed, there is agreement by both Mississauga and Brampton transit staff that these matters can be satisfactorily addressed.

The facility is proposed to be located at the southwest corner of Hurontario Street and Highway 407 (in the Parkway Belt). Preliminary designs include transit priority measures on Hurontario Street to facilitate bus movements in and out of the facility, and some proposed modifications to the Highway 407 eastbound off-ramp.

Further meetings will be taking place with MTO technical staff to discuss the proposed deviations from their standard ramp configurations, as well as with GO and Mississauga to develop a memorandum of understanding to move forward on this project and to submit a proposal to the GO Board of Directors. Staff will report further with specific recommendations regarding this initiative once additional information is available.

Land Use Integration

Staff are currently undertaking a comprehensive review of the Queen Street corridor between McLaughlin Road and Bramalea Road through the Central Area Plan Review. The transit/land use relationship is one of the key focal points of the study and steps are now being taken to integrate AcceleRide transit priority measures with supportive land use strategies in the Central

Area.

AcceleRide Implementation Strategy

Staff and the City's transit consultant are now in the process of developing a longer range implementation strategy that will be required to:

- Coordinate all the essential planning components including the BRT system plan, corridor development plans, and coordination of links with York Region and the City of Mississauga;
- Establish a comprehensive business plan for budgeting purposes, development charges recoveries, funding and grant-mining activities, and developing potential public-private partnerships;
- Coordinate the associated capital works program (on a five year basis);
- Coordinate the deployment of the BRT operating plan and resource allocations;
- Establish an AcceleRide marketing program (community/business/industry/advocacy); and
- Establish the appropriate corporate management/governance strategy.

Staff will report back to Council in this regard once the program has been further advanced.

Mount Pleasant GO Station

Mt. Pleasant GO Station Project Summary

GO Transit has announced funding and initiated an Environmental Assessment process to construct Phase 1 of the Mount Pleasant GO Station at Bovaird Drive and Creditview Road with a target of initiating construction this Fall.

While City of Brampton staff strongly support timely development of this facility which will add a significant new transit infrastructure element to the City, there are concerns that the size and location of the GO Transit proposal constrains the effective layout of a station design that would allow for and complement local transit objectives and the longer-term strategic vision for the area. The City has identified an opportunity to plan a truly unique development with the Mount Pleasant GO Station as the centerpiece of a transit-oriented "Smart Growth" community.

In recognition of the tight timelines involved in achieving the target for constructing the Phase 1 Station, City staff carried out further urban design work to explore the opportunities for realizing a transit-oriented smart growth community centred on the Mount Pleasant GO Station. Design principles and opportunities were also developed by the City's urban design staff. In addition, Mattamy Homes, which owns lands adjacent the GO site (to the west and to the north) has prepared a Mount Pleasant GO Station Community Vision Submission which includes several concept options for the City's consideration. These were presented to Committee on August 11, 2003.

GO Transit has indicated they hope to proceed with a second PIC in September, complete

detailed design this fall, and initiate construction such that Phase 1 of the new station is complete before the end of 2004.

Mt. Pleasant GO Station Current Status

Staff met with representatives from the Region of Peel, GO Transit, Mattamy Homes, and their respective consultants on August 14, 2003, to discuss the comments that had been submitted to-date, and to arrive at an understanding of the immediate issues that needed to be addressed, with the intent of developing a Phase 1 Mount Pleasant GO Station concept plan that respects GO Transit's construction timelines and that maximizes the opportunity to realize the City's longer-term strategic vision.

Work on the following issues continues:

- The location of the station platforms;
- Configuration of access to the site from Bovaird Drive;
- Configuration of an internal roadway system;
- How to incorporate the historic CPR station building into the site design;
- Acquisition of approximately 2.5 acres of land by GO Transit from Mattamy Homes to achieve a site that accommodate modifications to the Station that are sympathetic to the City's long-term vision, but that does not constrain GO Transit's Phase 1 construction and operation timelines;
- Defining a land use strategy for the area between the GO Station and the future re-aligned Creditview Road;
- Clarifying the transportation and transit servicing requirements to effectively integrate the "Mount Pleasant Smart Growth Community" with the GO Station and the broader North West Brampton area.

GO Transit is preparing supplementary technical studies on site access and circulation. Mattamy Homes has committed to providing a revised GO Station/Smart Growth Community design. Once these have been received, staff will review and respond accordingly.

Urban Transportation Showcase Program (UTSP)

UTSP Project Summary

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 two-stage, nation-wide competitive process to select four or more Canadian cities to showcase their strategies for dealing with these urban challenges is underway. UTSP will contribute \$35 million towards showcase costs, with a limit of \$10 million for any given showcase. The UTSP contributions will account for one-third of eligible showcase costs, with showcase applicants

making up the remaining two-thirds. Implementation of the successful showcases is to be completed by March 2006.

Rather than being a single pilot project, a showcase program must include several measures that are coordinated within a transportation and land use planning framework, and could include: transportation services, infrastructure investments, demand management initiatives, land use strategies, pricing strategies, public outreach, and advanced technologies.

A collaborative effort of municipal staff across the GTA, including the City of Hamilton, to create a "Greater Toronto Area Travel Demand Management (TDM) Program" was one of 15 submissions short-listed to advance to the second stage of the UTSP funding application process. The short-listed applicants were eligible for up to \$30,000 from Transport Canada to develop and submit a more detailed proposal of their projects by May 16, 2003. The submissions would then be evaluated by the Urban Transportation Showcase Committee, with 4 or more projects then selected to be part of the \$35 million Program.

Staff prepared a report in April 2003, to inform Council of the UTSP and seek endorsement of and continued participation in the application process. Pursuant to recommendation PDD141-2003, approved by Council on April 28, 2003, staff was directed to report back when key components and costs of the GTA Travel Demand Management Program were available.

UTSP Current Status

A working group led by the City of Toronto and comprising staff from GTA regional and local municipalities, and non-governmental organizations (NGOs) prepared a detailed application which was re-branded as the Smart Commute Initiative and submitted to Transport Canada for their consideration.

The Smart Commute Initiative would create a public-private partnership in the GTA to manage the demand for transportation through innovative strategies that would create more travel choices, offer incentives for shared forms of travel and reduce auto dependency. An NGO called the Smart Commute Association is being proposed to oversee TDM delivery at the regional scale and assist and support the establishment of Transportation Management Associations (TMA) to deliver TDM measures at a local level.

The Smart Commute Initiative envisions the establishment of nine TMAs 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.

With over 140,000 employees and a post-secondary institution (i.e., Sheridan College), a TMA can be potentially established in Brampton. This TMA comprises one of two identified for Peel Region in the detailed application.

The Smart Commute Initiative aims to reduce peak period automobile travel by encouraging

commuters to use sustainable modes of transportation, and includes following key tasks:

- Organize a non-profit organization (Smart Commute Association)
- Organize TDM/TMA Forum
- Develop and prepare TDM/TMA assistance/educational/marketing materials
- Develop and coordinate GTA-wide ride matching services
- Develop and coordinate GTA-wide car sharing services
- Develop and coordinate GTA-wide vanpooling services
- Work with stakeholders to develop, form and operate a network of TMAs across the GTA.

The Smart Commute Initiative will cost approximately \$8 million over a three-year period. UTSP would provide up to one-third of the funding, with the balance 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. While project commitments are contingent upon the UTSP funding being awarded, Peel Region's share of the costs is estimated to be \$252,000 spread over three years (2004-2006). At this point, it is expected that Brampton's share would be provided by "in-kind" contributions associated with staff participation in undertaking key tasks.

Respectfully submitted,

Henrik Zbogar, M.Sc.Pl.
Policy Planner

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

Agreed:

John Corbett, MCIP, RPP
Director
Planning & Land Development Services

Bill Winterhalt, P.Eng, MCIP, RPP
Associate Director
Planning Policy & Growth Management