

SUMMARY OF QUESTIONNAIRE AND INTERACTIVE BOARDS RESPONSES BRAMPTON TRANSPORTATION AND TRANSIT MASTER PLAN PUBLIC CONSULTATION MEETING May 14, 2003

Three interactive boards were provided in the meeting. Attendees were provided post-it notes so they could write their comments and post them on the appropriate spaces of the boards. The context of the boards is listed as follows:

- Options for the Strategic Direction: The three strategic options were outlined, with spaces besides the illustration for post-it note responses.
- Brampton Transit: A transit map was presented. The public was asked to provide input on individual routes, as well as general comments on transit in Brampton.
- Goods Movement: A figure of major industrial areas and roads with high truck traffic was presented. The public was asked to provide input on individual issues, as well as general comments on goods movement.

There were numerous post-it notes responses, two questionnaire responses and one letter response. The numbers in parenthesis indicate the number of individuals expressing the given response; otherwise, it should be assumed that one individual provided the comment. The inputs are summarized as follows:

Options for the Strategic Direction

Option 1 – Auto Focus

50% (10) of those that responded to the survey favoured option 1. The opinions pertaining to option 1 are as follows:

- People are unlikely to give-up their driving habits, making road construction and improvement the necessary course of action. (3)
- There is a need for an East-West expressway along the North-End of the city (North of Mayfield Road). (2)
- The existing Highway 410 should be widened. (2)
- Too many parking limits are already in place; these create road rage and discourage downtown tourism and employment. (2)
- Parking, even though limited, should still be obtainable when needed within the city.
- There is a need for a North-South freeway along the west-end of the city.
- Mayfield Road should be widened.
- Road Development should be focused around major areas of growth (i.e. the North-End of the city).
- Housing developments should be halted until roadways are sufficiently expanded to accommodate the existing demand.
- Discouraging the use of automobiles would require a long-term education process for an issue that needs to be immediately rectified.
- Enhanced enforcement of parking and jaywalking By-laws to avoid “grid-lock”.

Option 2 – Multi-Modal Focus

15% (3) of those that responded to the survey favoured option 2, with comments as follows:

- Sub-division roads should be widened.
- Enforce roadside parking by-laws and mark areas for “Parking” via “Smart Card” upon the construction of subdivisions.
- Transit links to Mississauga are desirable.

Option 3 – Transit Focus

35% (7) of those that responded to the survey preferred option 3, with comments as follows:

- The only way to promote public transit is to limit the convenience of driving.
- Planning of subdivisions around transit would desirably shorten walks to bus stops.
- Should focus on developing a Brampton-Orangeville light rail system, along with a suspended light transit system on Queen and Main Streets.

Brampton Transit

The following suggestions for improvement to Brampton Transit were put forth:

- Have the buses run more closely to the schedule. (3)
- Have arrival/departure times posted at all bus stops. (3)
- Synchronized lights on major arterials (Highway 7, Sandalwood Parkway and Williams Parkway). (2)
- Express bus service on Highway 410.
- Direct links are needed to neighbouring towns/cities (Hamilton, Oakville, and Burlington) without having to go to Toronto.
- Conduct a study to assess the demand for Brampton-York Region trips.
- Follow York Region’s example and create regional transit.
- Create prime parking spots at GO Stations for late riders who take trains after 10 a.m.
- Create Bicycle lanes to GO Station.
- Bicycle parking in GO Stations.
- Better care taken in selling passes (i.e. making sure they are issued for the right week).
- Sell tickets on Sundays.
- Move bus stops closer to intersections so that walking distances between connections are minimized (so as to avoid missed connector buses).
- AcceleRide vision: do not run BT to Square One. Mississauga Transit services Main Street/Highway 10 effectively and should not be replaced with Brampton Transit.
- Amalgamate Brampton Transit with Mississauga Transit – they know how to run public transit.
- Let Mississauga Transit operate from Brampton City Centre and York Transit; extend to Shoppers World. Also GO Train from Brampton City Centre to Union

- Every morning on the 1A and 1B routes, off-duty bus drivers hitch a ride on the bus and block the front door. They keep talking to the drivers on duty.
- Timing to connect with other buses must be improved (e.g. GO bus to Georgetown)
- Additional links to Mississauga, such as Meadowville Town Centre
- Greater partnership with Mississauga Transit
- 21 passenger shuttles for low density community shuttle routes, express services
- Poor connection from Bramalea to Mississauga
- Locate downtown Brampton node at GO Station at Nelson Street and Main Street with connection at AcceleRide

Route Specific Requests

- Shelters needed at Highway 10 and Mayfield Road.
- Transit for students from Brampton to Sheridan College.
- Connect Brampton and Toronto Bus-lines at Steeles Ave. (currently TTC Bus 60 ends at Highway 400).
- Now that one lane does not go through at southbound Heartland at Sandalwood Parkway, the queue time is 3 or 4 cycles.
- Bus shelter at Richvale and Sandalwood Parkway.
- In the area of North Park Drive and Airport Road, there is a lot of residential land, but a “stretch” that isn’t covered by public transit.
- Kennedy Street South to Bovaird Drive East should have two left turn lanes during peak hours.
- The buses to Heart Lake should run more frequently.
- Increase hours of operation of route #10 to accommodate industrial workers leaving mid-day.
- Route #11 runs 4 buses from 6:00 to 6:20 a.m. that are virtually empty. The 6:20 bus poses a safety hazard, with upwards of 80 riders daily.
- Make Malton GO Station accessible by bus to NorthEast Brampton (Castelmore/Springdale area). (2)
- Change route #7 going north on Kennedy Road to Sandalwood Parkway East to Richvale, then to Kennedy, to Heart Lake Town Centre and then to Snelgrove.
- Make route #30 go to Malton GO Station, on the way to Westwood Mall and take Morning Star Drive on the way back to Brampton (make a loop)

Goods Movement

- Trucks must be restricted to designated lanes. (2)
- Trucks could be restricted to travelling only at night. (19:00 to 4:00)
- Highly synchronized light signals on traffic routes (so as to avoid disruptive slow truck accelerations).
- Lower tolls to encourage greater use by trucks on such roads.