

SUMMARY OF QUESTIONNAIRE AND INTERACTIVE BOARDS RESPONSES BRAMPTON TRANSPORTATION AND TRANSIT MASTER PLAN PUBLIC CONSULTATION MEETING April 28, 2004

A questionnaire was made available to PIC attendees, seeking comments on the road and transit plans, policies and programs, and other issues.

One interactive board showing a comprehensive road map of the City of Brampton was also used at the PIC. Attendees were provided with “post-it” notes to write their down their comments, ideas and concerns related to the TTMP road & transit recommendations, and post them directly on the board.

Two questionnaire responses, one letter response, and several “post-it” note responses were submitted for consideration by the TTMP project team. The public comments are summarized below (numbers in parenthesis following a comment indicate more than one respondent, otherwise, it is assumed that one individual provided the comment).

Road Plans

1. While the residents need improved north-south arterial roads through central Brampton quickly (improved Highway 410 and Peel-Halton West Parkway); the plan to provide this western link should be done faster. (SERDAR – CAN WE INDICATE WHICH WESTERN LINK IS BEING REFERRED TO HERE?)
2. Is the City planning to acquire additional right-of-way at the intersections?
3. They make good sense

Transit Plans

1. A north-south rail link from the Town of Caledon/Snelgrove on the former CP line is very necessary. It would transfer GO passengers at the main station on the CN line and provide a rapid rail transit link to Streetsville and connection to Toronto. The road bed already exists so would be much cheaper to implement than buying land and build expanded roads and highways (2)
2. Would the city consider an overhead suspended train on the Queen and Main Street corridors?
3. Transit plan seems to be ambitious. Will the BRT plan work? The transit modal split is decreasing; the plan for transit seems unrealistic
4. There is no fare integration with the City of Mississauga and GO Transit
5. Transit plan should examine alternative modes other than the bus, i.e. rail

6. No comment
7. Introduce transit service along Steeles Avenue West to Winston Churchill Boulevard and south to Meadowvale town centre to provide better short-term east-west connections, e.g. Oakville-Brampton
8. Double CN/GO tracks through Brampton from Kennedy Road to Brampton station

Policies and Programs

1. More rapid transit than what is proposed would make the removal of buildings costly for multi-lane roads in central core
2. Policies and programs are good, but more effort needs to be done to reduce travel time
3. Priorities should be given to solving existing traffic problems, e.g. Highway 50 / Highway 7 intersection. Being flexible on the projects in the new development areas would make easier to adjust in order to keep pace with the high growth

Other issues

1. Advanced left turn signals should be in service for all day at major intersections to avoid dangerous turns and incident. This also will improve traffic flow
2. Fogal Road is very important in the short-term to relieve the congestion at the Highway 50 / Highway 7 corner. It should be built as soon as possible (2005)
3. Development in the south end of the BramEast Secondary Plan is inderway. Therefore, Clarkway Drive should be four lanes between Cottrelle Parkway and Castlemore Road within the 2011 timeframe.