

## 5. SUMMARY OF RECOMMENDATIONS

This Chapter provides a summary of the TTMP recommendations.

### 5.1 Short-term Action Plan

A short-term (i.e. five year) action plan has been identified in recognition of needs and opportunities. In defining the need for future improvements, the improvements currently programmed and/or identified by the City, the Region, the Province and 407ETR are taken into account. The discussion paper issued during the TTMP process is shown in **Appendix H**.

#### 5.1.1 Transit Program: AcceleRide and Other Initiatives

The City is currently completing a five-year transit service review, independent of the TTMP. That review is identifying short-term expansion plans, particularly in the west and north-west, to take advantage of the Mount Pleasant GO Station, and in the north-east. The focus of these new services is to begin establishing the recommended 2011 grid pattern and supporting network of neighbourhood routes.

#### AcceleRide

A significant component that emerged from the long-term plan development is the AcceleRide initiative – a precursor to higher order transit on key east-west and north-south corridors, to be implemented in the short-term. The concept includes high frequency branded services on Main Street from downtown to Mississauga (the Main Line) and on Queen Street from Brampton to York Region (the BY Line). These streets are proposed to be designated as transit priority corridors in the City's Official Plan.

The AcceleRide concept of high frequency corridor services, supported by a comprehensive network of corridor and neighbourhood services, frames the development of the 2011 and 2021 transit networks. In the short-term, Brampton Transit

staff are identifying initial route and service modifications within this framework, and routes will begin to evolve towards the longer term vision beginning today.

Actions recommended in the short-term for the AcceleRide project include:

- Continue to complete the design and approvals needed to implement transit priority and bus rapid transit in the Queen Street and Main Street corridors. This involves working with Peel Region staff to implement intersection and signal system modifications. It should also include a review with the Ministry of the Environment with respect to Environmental Assessment requirements, if the costs or impacts are anticipated to trigger an EA;
- Work with Peel Region to protect for and implement transit priority and supporting geometric changes in other potential BRT corridors such as Bovaird Drive and Steeles Avenue;
- Work with GO Transit, City of Mississauga and York Region staff on inter-regional integration issues, including services and terminals;
- Continue to pursue funding from more senior levels of government for implementation and operating costs associated with AcceleRide;
- Implement the first changes to traffic operations and on-street parking in the Four Corners, to provide the additional priority needed for improved bus service on Queen and Main Streets. This involves prohibiting parking on Queen and Main from 7 a.m. to 7 p.m., on weekdays. This should be implemented when the City opens its new approved structured parking facilities in the area;
- Implement service improvements on the BY Line and Main Line;
- Monitor the success of this program in the Four Corners, in terms of schedule reliability, passenger boardings and economic changes to the local businesses;

- Build on the successes of the Four Corners program to advance to the second stage of transit priority. This is expected to involve an improved traffic operations strategy within the Four Corners (i.e. at least extending between Nelson and Wellington Streets, and from George Street to Chapel Street), to enhance Brampton Transit service consistency and schedule adherence.

## **Other Transit Initiatives**

- Given the projected need for HOV and RBL lanes at the 2011 horizon, complete a study with the Region of Peel and City of Mississauga and other agency stakeholders as required, to define an HOV/RBL network that connects Brampton and Mississauga. This study should also define appropriate support programs and strategies;
- Work with GO Transit to implement service expansions on the Georgetown GO service (i.e. upgrade to all-day service to Georgetown Station);
- Enhance integration of Brampton Transit services with GO rail services, to minimize auto travel to GO stations;
- Introduce Brampton Transit service to Mount Pleasant GO Station when it opens, from adjacent neighbourhoods;
- Protect for the network of commuter parking lots around the periphery of the City, as identified in the Strategic Framework;
- Develop the commuter parking facilities at Hurontario Street / Highway 407, Highway 50 / Queen Street, and Highway 10 at the north end of the City, to facilitate higher occupancy vehicle trips; and
- Protect all rail corridors within the City for future use as either transit corridors or multi-use paths.

## 5.1.2 Roads

Short-term actions for the road network include:

- Continue implementation of the 10-Year Capital Works Program for road links and intersections, as modified (in terms of project timings) through the prioritization undertaken as part of the current Development Charge Update;
- Focus on increasing capacity across the Highway 410, Steeles Avenue, Brampton/Vaughan and Brampton/Halton Hills screenlines;
- Consider the Highway 410 extension as the highest priority road improvement. It is of course recognized that this improvement lies within the Province's jurisdiction, but Brampton should continue to work with the Province to advance its implementation, through joint initiatives where appropriate. Review opportunities to advance the timing of construction, through the application of tolls, public/private partnerships, or other alternative delivery mechanisms. Together with the Sandalwood Parkway extension, the completion of Highway 410 will provide a better distribution of traffic around Trinity Common and along Bovaird Drive;
- Make the western edge of the City (i.e. west of McLaughlin Road to Mississauga Road and beyond) a priority for road improvements. The City needs to move ahead with initiatives that can address north/south capacity constraints. An effective secondary arterial/collector network is being planned through the Secondary Plan process. Implementation of those links is important in provision of capacity relief to the existing arterials;
- Protect for the link of Westcreek Boulevard to Biscayne Crescent across Highway 410, to provide a bypass of Steeles Avenue in this location.

## 5.1.3 Policies and Programs

The City should move ahead with the supporting policies and programs identified above. Specific actions include:

- Review intersection signal systems to ensure that they support transit priority requirements;

- Implement use of the Transit Supportive Development Checklist in the development application review process;
- Undertake the urban design / parking / transit study needed for future development of the Four Corners;
- Work with the Region and other levels of government on the goods movement initiatives (i.e. formal data collection program, create working group, lobby upper tier government for assistance with needed initiatives);
- Develop an ITS strategy for the City;
- Work with the Province and Region to implement COMPASS on the freeway network;
- Develop a parking strategy for transit nodes within the City;
- Review and update zonings and urban design guidelines for development along transit corridors (Queen, Main and potentially others), to ensure that development supports transit;
- Implement Travel Demand Management programs for City staff (e.g. guaranteed ride home, preferential parking for HOVs, subsidized transit passes);
- Provide start-up support for a car-sharing initiative downtown. This program could also include bikes and motorcycles;
- Create and support Travel Management Associations for key areas of high commercial/industrial activity (e.g. Steeles Avenue/Highway 410, Airport Road/Queen Street);
- Develop and undertake a social marketing campaign for major employers and residents, to explain options and benefits of using alternatives to the private car;
- Continue implementing the PathWays Master Plan;

- Continue expanding the sidewalk network along transit routes and in communities. Continue planning for improved pedestrian access from communities to the arterial network;
- Begin monitoring program of the TTMP programs and results. Produce annual reports on progress;
- Develop and refine “in-house” modelling capabilities to test alternative growth scenarios; and
- Feed results of the annual TTMP monitoring and modelling back into the Growth Management Program, to assist in GMP implementation.

## 5.2 Horizon 2011

The “horizon 2011” improvements are those which recommended for implementation between the present day and 2011.

### 5.2.1 Transit

The 2011 transit network has been illustrated in Figure 3.20. The basic concept is one of a primarily grid-based network, supported by local community services. This includes the following groups of initiatives:

- Bus Rapid Transit service on Queen Street, extending into the Region of York and connecting to the York rapid transit network on Highway 7 (and hence to the TTC rapid transit network). The service will be interlined with York services. This service is recommended to operate in Reserved Bus Lanes, based on the proposed headway of less than five minutes;
- Bus Rapid Transit service on Main Street/Hurontario Street, extending into the City of Mississauga and connecting to the City Centre Transit Terminal at Square One. This route will be interlined with Mississauga Transit. This service is expected to operate in mixed traffic, due to the constraints on the road right-of-way. Transit priority signal systems will be the primary means of providing enhanced transit service;
- Grid transit services extending into Mississauga on numerous other corridors, including service to Pearson Airport and the Airport Corporate Centre;

- Service on Steeles Avenue (and potentially on other roads north of Queen Street) extending into York Region;
- Implementation of a bus terminal and commuter parking facility at the interchange of Highway 407 at Hurontario Street, to be used by Brampton Transit, Mississauga Transit and GO Transit;
- Transit service links to Georgetown, Halton Hills and Caledon. GO Transit would be the logical operator of these inter-municipal services, though this is a decision which should be considered jointly by GO and the affected municipalities;
- Transit service links to Winston Churchill GO Station, if that station has been developed.

At this horizon, the BY Line and Main Line services are expected to require enhanced priority within the Four Corners area. This is recommended to involve transit-only lanes, with through traffic diverted to the extent possible to a system of ring roads. Options for the ring roads have been defined above.

It is also recommended that the City undertake a feasibility study of the bus tunnel along Queen Street and Main Street at this horizon, in order to protect for the portal locations if needed. By 2011, the City should have the experience with the AcceleRide services on Main and Queen needed to be able to move forward confidently with this analysis.

To support the transit service strategy, a strong policy framework of policies and programs is needed throughout the City. This is recommended to involve parking strategy changes, changes to land use form and density along the key transit routes and within transit nodes, and an enhanced pedestrian access system.

It should be noted that the Official Plan identifies a potential GO rail station in the vicinity of Rutherford Road. Given that the surrounding land use is industrial, and access is somewhat indirect, it is recommended that this designation be deleted.

## Actions for Transit Corridors

The service frequencies proposed for the various transit corridors have been defined also in terms of the degree of priority to be provided, from intersection priority to High Occupancy Vehicle Lanes to Reserved Bus Lanes. The degree of priority is as follows:

Peak Period Service Frequency	Corridor Type	Treatment
- > 10 minutes	Secondary	Bottleneck priority treatments
- 5-10 minutes	Primary	HOV
- 3-5 minutes	BRT	RBL
- < 3 minutes	BRT	Dedicated facility

Based on this table, complete Environmental Assessments and implement the preferred alternatives for the following corridors to achieve the 2011 transit levels of service:

- HOV corridors - Torbram Road, Dixie Road and Kennedy Road (all extending south from Bovaird Drive to the Mississauga boundary), and Steeles Avenue from Chinguacousy Road to the York boundary;
- RBL corridors – Queen Street and Main Street. Note that there may not be a requirement for EAs, depending on the specific costs and impacts.

## 5.2.2 Roads

Figure 3.13 illustrates the Brampton road network recommended for the 2011 horizon, in terms of the City and Regional roads and additional road initiatives recommended for implementation by the Province. The improvements include widenings on numerous corridors, as well as key new links. These include:

- Extension of Highway 410 to meet Highway 10 north of Brampton;
- Extension of Highway 427 to at least Rutherford Road;



- Development of the Bram West Arterial Road, together with a new interchange at Highway 407;
- Widening and completion of new roads in the west and east edges of the urbanized City, to accommodate new development areas;
- Completion of the Wellington/Royce connection (though this is subject to further review through the Central Area Review and the studies recommended to define the preferred detailed concept for the Four Corners); and
- Road/rail grade separations on the York Subdivision at Goreway Drive and Torbram Road, and on the Georgetown GO Rail corridor at Williams Parkway and Creditview Road.

## 5.3 Horizon 2021

### 5.3.1 Transit

The 2021 transit network has been illustrated in Figure 3.20. The framework will build on the 2011 concept. This includes the following groups of initiatives:

- Expansion of the Bus Rapid Transit service to Bovaird Drive (between Mount Pleasant GO Station and Airport Road) and Steeles Avenue (between Chinguacousy Road and the York boundary);
- Transit service upgrades extending into Mississauga on Airport Road and Bramalea Road;
- Expanded transit service links to Caledon. GO Transit would be the logical operator of these inter-municipal services, though this is a decision which should be considered jointly by GO and the affected municipalities;
- If GO Rail service is implemented on the Bolton corridor (east of the City), implementation of transit service links to the stations on that line east of Brampton;

- All-day two-way GO service on the Georgetown line and the Milton line.

The BY Line and Main Line services are expected to require further priority enhancements within the Four Corners area. This may involve extensions to the transit-only lanes, or it may involve development of the bus tunnel. That decision must rest on the outcomes of the steps to this horizon, and the TTMP monitoring program results.

The transit-supportive policy framework is also recommended for regular updates and enhancements between 2011 and 2021, as modal shares change in the City.

### **Actions for Transit Corridors**

Based on the levels of transit priority defined for 2021, complete Environmental Assessments and implement the preferred alternatives for the following corridors to achieve the 2021 transit levels of service:

- HOV corridors:
  - Wanless Drive from Creditview Road to Main Street;
  - Sandalwood Parkway from Creditview Road to Airport Road;
  - Williams Parkway from Creditview Road to Airport Road;
  - Chinguacousy Road from Wanless Drive to Steeles Avenue;
  - McLaughlin Road from Wanless Drive to Steeles Avenue;
  - Bramalea Road from Countryside Drive to Steeles Avenue;
  - Airport Road from Countryside Drive to Steeles Avenue;
- RBL corridors – Bovaird Drive and Steeles Avenue.

### **5.3.2 Roads**

Figure 3.14 illustrates the Brampton road network recommended for the 2011 horizon, in terms of the City and Regional roads, and provincial highways.

The improvements include widenings and new links. These include:

- Extension of Highway 427 to beyond Major Mackenzie Drive;
- Continued widenings and completion of new roads in the west and east edges of the urbanized City, to accommodate new development areas;
- Construction of the Halton/Peel north/south freeway to Bovaird Drive or beyond;
- Completion of the major elements in the Bram West area. This includes a crossing of the Credit River north of Embleton Road – it should be noted that this crossing would be part of the Halton/Peel north/south freeway if this link is constructed;
- Connection of Westcreek Boulevard to Biscayne Crescent across Highway 410.

## 5.4 Horizon 2031

### 5.4.1 Transit

The transit network for 2031 is expected to be a more service intensive network building on the framework developed with the 2011 and 2021 networks. In this horizon, some of the BRT corridors could likely see the evolution to an LRT based vehicle technology. As the transit service framework is implemented in the five and ten year time horizons, further work will be required to identify the specifics of the vehicle technology (LRT or BRT), running way infrastructure (transitway and bus tunnel in Four Corners), and downtown terminal expansion/location.

### 5.4.2 Roads

Figure 3.15 shows the road network recommended for completion by 2031. As such, it represents the ultimate build-out of the network within the study timeframe. The improvements recommended for implementation between 2021 and 2031 include:

- Continued widenings and completion of new roads in the northwest and northeast edges of the urbanized City, to accommodate new development areas;
- Extension of the Halton/Peel north/south freeway to Mayfield Road or beyond.

## APPENDIX A – Public Consultation Records

## APPENDIX B – Existing Traffic Data and Volume/Capacity Calculations

## APPENDIX C – “Options For The Strategic Transportation Direction” Discussion Paper

## APPENDIX D – Land Use Data



## APPENDIX E – EMME/2 Model Forecasts: Horizon Years Link Volumes & V/C Calculations

### Modelling Methodology

## **APPENDIX F – Study For Transportation For Persons With Disabilities Recommended Plan & Implementation Strategy Report**

## **APPENDIX G – Policy Papers**

**#1 Pedestrian & Cycling**

**#2 Transportation System Management (TSM) & Intelligent Transportation System (ITS)**

**#3 Goods Movement and The Economy**

## APPENDIX H – Short-Term Action Plan Discussion Paper