Policy Background Technical Report
Brampton Mobility Plan

Revised January 2025

Contents

1 Introduction

The City of Brampton is developing the Brampton Mobility Plan as an update to its 2015 Transportation Master Plan (2015TMP). To help inform the direction of the Brampton Mobility Plan study, a review of provincial, regional, and municipal policy context was undertaken. This policy background technical report documents existing policies relevant to the transportation system and the movement of people and goods in the City of Brampton.

2 Guiding Principles for Brampton Mobility Plan

The intent of the Brampton Mobility Plan is to reflect the planning goals of Brampton's 2040 Vision (see Section 5.1) and Brampton Plan (see **Section 5.2**) for a sustainable transportation system that emphasizes walking, cycling, and transit.

In February 2021, Council endorsed principles for rethinking Brampton's transportation planning directions for a more sustainable transportation plan. The guiding principles, were as follows:

1. Enhance mobility and travel options for people and goods
2. Advance multi-modal transportation equity
3. Integrate transportation and land use planning
4. Protect public health and safety
5. Improve environmental sustainability
6. Leverage technology
7. Emphasize community engagement and collaboration

3 Provincial Policy Context

Transportation-related policies in provincial plans are summarized in this section. Significant changes to the Provincial policy context have occurred during the course of the study process, most notably on October 20, 2024, with the issuance of a new Provincial Planning Statement, 2024 under section 3 of the Planning Act.

3.1 Provincial Policy Statement (2020)

A Provincial Planning Statement was issued in 2024 that replaces both the Provincial Policy Statement, 2020 and Growth Plan for the Greater Golden Horseshoe, 2019. However, the 2020 Provincial Policy Statement to inform study directions and is presented here for background information.

The Provincial Policy Statement provided overarching direction on land use planning, development, and the transportation system. Policies that directed Brampton to develop a sustainable long-term multi-modal transportation network included:

1.6.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner that prepares for the *impacts of a changing climate* while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
b) available to meet current and projected needs.

1.6.3 Before consideration is given to developing new *infrastructure* and *public service facilities*:

a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

1.6.8.2 *Major goods movement facilities and corridors* shall be protected for the long term.

3.2 Provincial Planning Statement (2024)

To streamline province-wide land use planning, the Provincial Planning Statement, 2024 (PPS 2024) replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The PPS 2024 represents the minimum standards to which planning in Brampton must adhere, remaining consistent with the policy directives outlined through the Statement. A significant focus of the PPS 2024 is set on connecting multi-modal methods of transportation to land use, namely optimizing infrastructure to increase the supply of housing aligned with the housing targets set forth by the Provincial government through Bill 23 (More Homes Built Faster Act, 2022).

Policies that direct Brampton to develop a sustainable long-term multi-modal transportation network include:

2.1.6 Planning authorities should support the achievement of *complete communities* by:

a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

2.4.2.1 Planning authorities shall delineate the boundaries of *major transit station area*s on *higher order transit* corridors through a new official plan or official plan amendment

adopted under section 26 of the *Planning Act*. The delineation shall define an area within an approximately 500 to 800- metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

2.4.2.2 Within *major* transit station areas on *higher order transit* corridors, planning authorities shall plan for a minimum density target of:

a) 200 residents and jobs combined per hectare for those that are served by subways;
b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.

2.4.2.3 Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:

a) planning for land uses and built form that supports the achievement of minimum density targets; and
b) supporting the *redevelopment* of surface parking lots within *major transit station areas*, including commuter parking lots, to be *transit-supportive* and promote *complete communities*.

2.4.2.4 For any particular *major transit station area*, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:

a) *development* is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or
b) there are a limited number of residents and jobs associated with the built form, but a *major trip generator* or feeder service will sustain high ridership at the station or stop.

2.4.2.5 Planning authorities may plan for *major transit station areas* that are not on *higher order transit* corridors by delineating boundaries and establishing minimum density targets.

2.4.2.6 All *major transit station areas* should be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where feasible:

a) connections to local and regional transit services to support *transit service integration*;
b) *infrastructure* that accommodates a range of mobility needs and supports *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
c) commuter pick-up/drop-off areas.

2.4.3 Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit* corridors, where appropriate.

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts of a changing climate* through approaches that:

a) support the achievement of compact, *transit-supportive*, and *complete communities*;

b) incorporate climate change considerations in planning for and the development of *infrastructure*, including stormwater management systems, and *public service facilities*;
d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality; and
e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the i*mpacts of a changing climate*.

3.1.1 *Infrastructure* and *public service facilities* shall be provided in an efficient manner while accommodating projected needs. Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they:
a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
b) leverage the capacity of development proponents, where appropriate; and
c) are available to meet current and projected needs.

3.2.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.

3.2.2 Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

3.2.3 As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.

3.3.2 *Major goods movement facilities* and *corridors* shall be protected for the long term.

3.3.3 Planning authorities shall not permit *development* in *planned* corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate *negative impacts* on and *adverse effects* from the corridor and transportation facilities.

3.3.4 The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.

3.3.5 The co-location of linear *infrastructure* should be promoted, where appropriate.

3.9.1 Healthy, active, and inclusive communities should be promoted by:
a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;

b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
c) providing opportunities for public access to shorelines; and
d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

6.2.1 A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:
d) *infrastructure, multimodal transportation systems, public service facilities* and *waste management systems*;

3.3 Growth Plan for the Greater Golden Horseshoe (2019)

As of October 20, 2024, the Growth Plan has been consolidated into the Provincial Planning Statement, 2024. However, the Growth Plan helped to inform Brampton Mobility Plan study directions and is presented here for background information.

Originally adopted in 2006, the 2019 Growth Plan for the Greater Golden Horseshoe (Growth Plan) set forth a framework for implementing the Government of Ontario's 2041 vision for building stronger, prosperous communities by better managing growth in the region. The Growth Plan identified Downtown Brampton as an Urban Growth Centre, connecting Brampton to other major centres across the region.

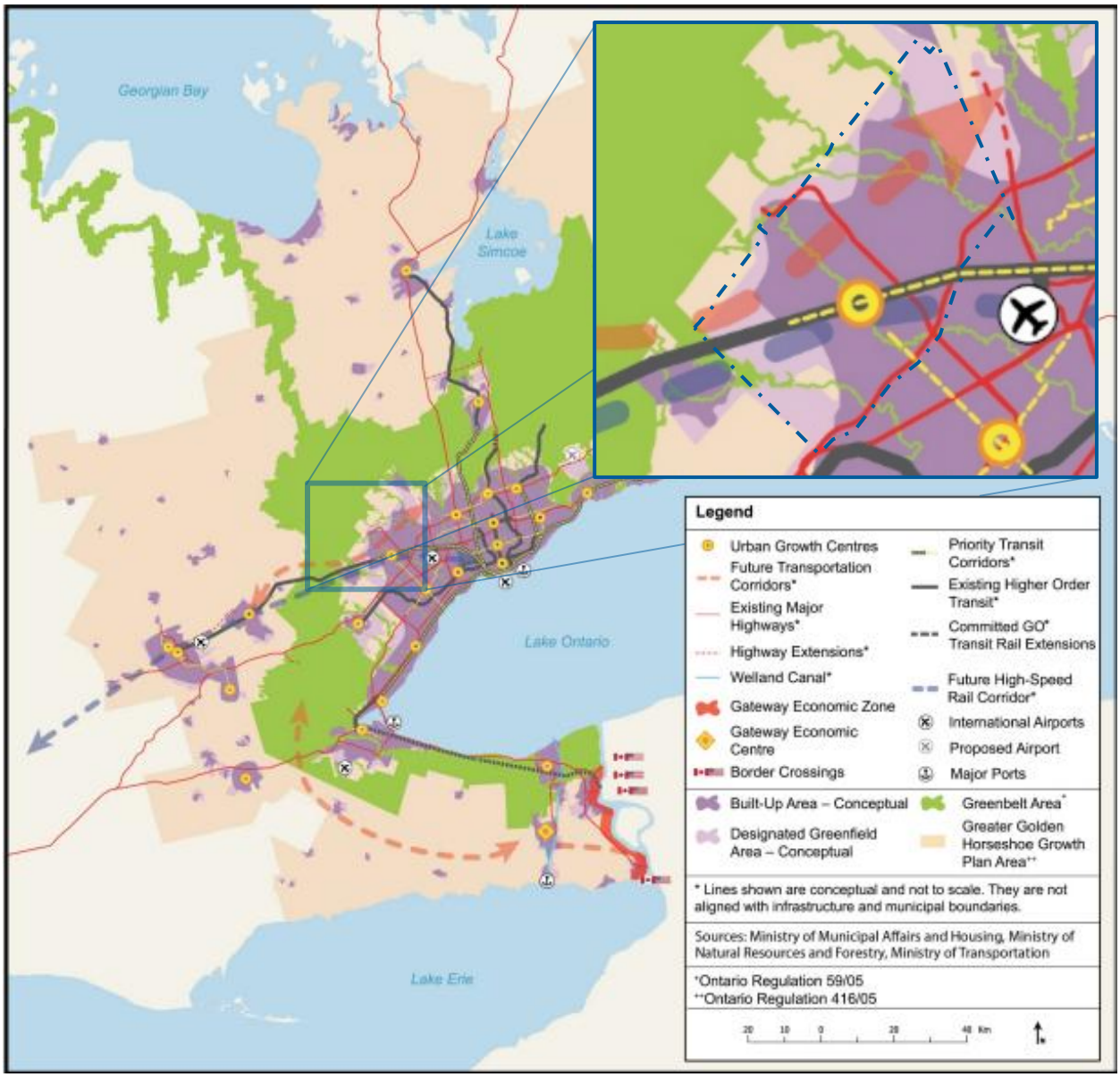
The Growth Plan envisioned an integrated transportation network that provides easy travel within and between urban centres where transit and active transportation are practical elements of the transportation system.

In addition, the Growth Plan directed that planning be prioritized for Major Transit Station Areas (MTSAs) on priority transit corridors, including zoning in a manner that implements the policies of the Growth Plan. The Growth Plan identified Hurontario Street-Main Street as a priority transit corridor in Brampton. MTSAs are identified by the City in the Brampton Plan and are outlined in **Section 5.2**. The Growth Plan set out the following MTSA minimum density targets for municipalities:

- 160 people and jobs per hectare for Light Rail Transit (LRT) stations
- 160 people and jobs per hectare for Bus Rapid Transit (BRT) stations
- 150 people and jobs per hectare for GO Train stations

The 2019 Growth Plan identified a conceptual future Transportation Corridor across Peel Region that connect Highway 427 to areas west of the GGH. The Ministry of Transportation (MTO) is undertaking the Environmental Assessment that will specifically define the need, location, and details of the GTA West Transportation Corridor, now referred to by the Province as the Highway 413 Transportation Corridor. The Growth Plan also showed a future High-Speed Rail Connection from Toronto to Kitchener and beyond.

Figure 3.1: Places to Grow Concept



Source: Schedule 2 Places to Grow Concept, Growth Plan for the Greater Golden Horseshoe, 2020 Office Consolidation.

3.4 Metrolinx 2041 Regional Transportation Plan (2018)

The Regional Transportation Plan (RTP), published by Metrolinx, is a region-wide plan to integrate multi-modal regional transportation systems throughout the Greater Toronto and Hamilton Area (GTHA). The RTP supports the province's Growth Plan for the Greater Golden Horseshoe and identifies transportation planning policies for the GTHA including the City of Brampton.

Rapid transit projects envisioned to 2041 in Brampton include Hurontario LRT North Extension, Brampton Queen Street BRT, and expansion of GO Rail service to 15-min Two-Way All-Day on the Kitchener Line. In addition, the establishment of Frequent Rapid Transit Network (FRTN) Priority Bus Routes were identified for routes such as Steeles Avenue West, Hurontario Street North, Mississauga Road, Dixie Road / Bramalea Road, Bovaird Drive / Castlemore Road, and Airport Road. The 2041 frequent rapid transit network as proposed in the Metrolinx 2041 RTP is shown in **Figure 3.2**.

3.5 Greater Golden Horseshoe Transportation Plan (2022)

The Greater Golden Horseshoe (GGH) Transportation Plan sets a Vision for Mobility in 2051 that includes infrastructure, service improvements and policies organized under four inter-related themes:

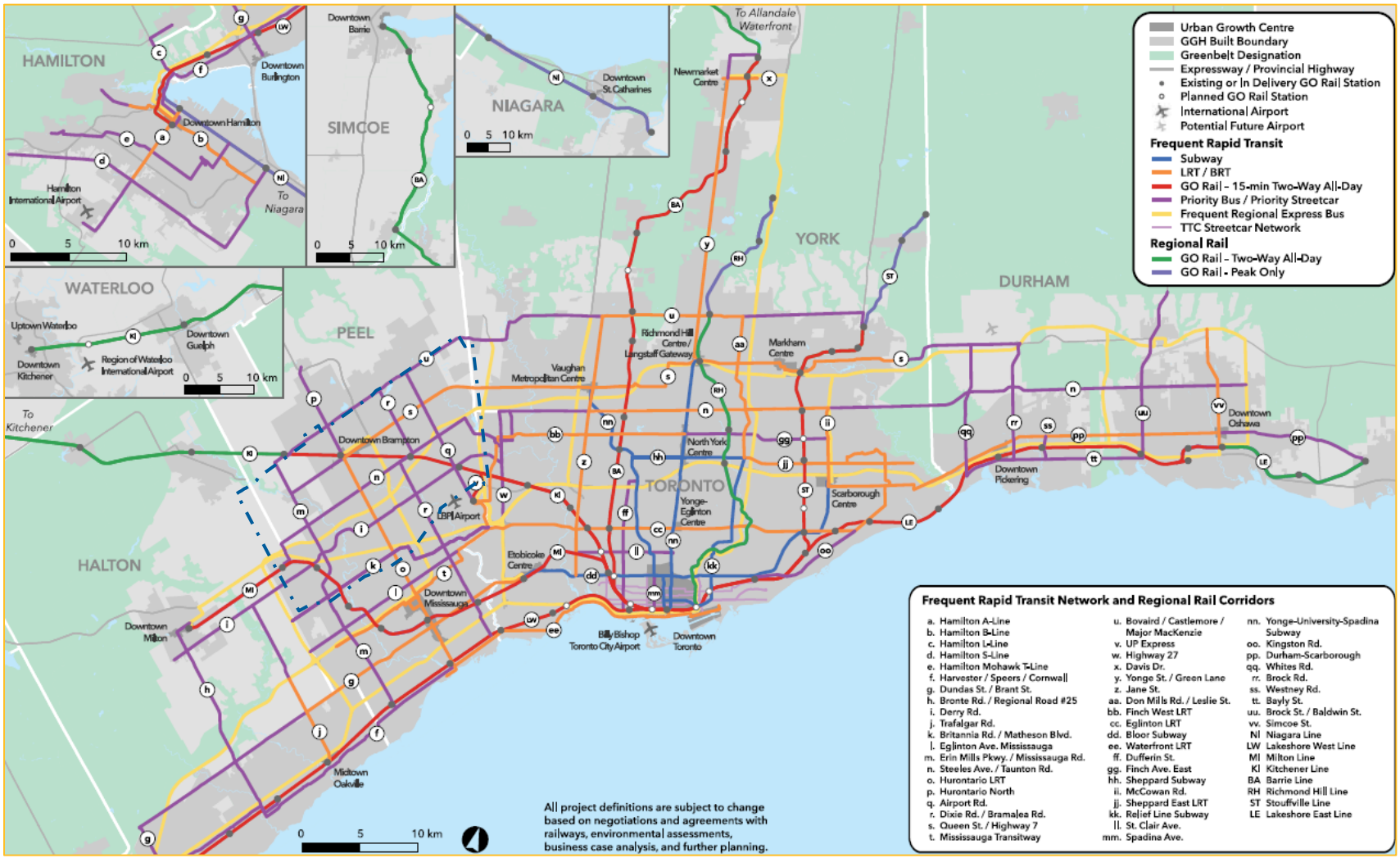
1. Fighting gridlock and improving road performance
2. Getting people moving on a connected transit system
3. Supporting a more sustainable and resilient region
4. Efficiently moving goods

The plan includes actions to fight congestion, to improve transit connectivity, to give users more mode choice, to keep goods moving, to be a safer and more inclusive transportation systems, to be future ready, and to connect beyond the GGH. Actions specifically outlined in the plan that impact the City of Brampton include:

- Building/extending the Hurontario Light Rail Transit to Downtown Brampton
- Advance preliminary design for future higher order transit corridors such as the Brampton-Queen/Highway 7 West RT Corridor

Maps of road and transit projects in and through the City of Brampton are shown in **Figure 3.3** and **Figure 3.4**.

Figure 3.2: 2041 Frequent Rapid Transit Network

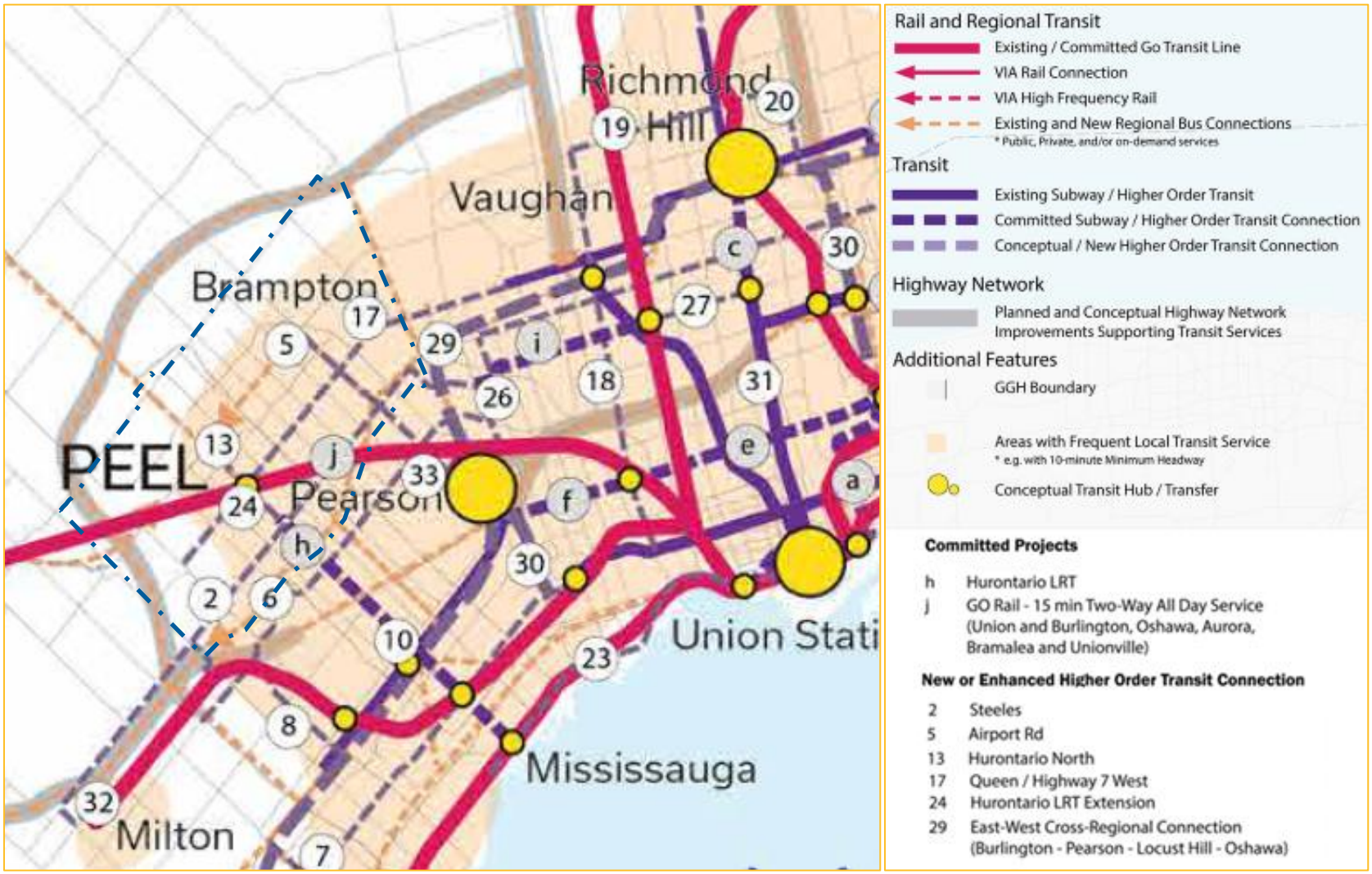


Source: Map 6, 2041 Regional Transportation Plan, Metrolinx

Figure 3.3: Current, Planned and Conceptual Future Road Infrastructure

Source: Excerpt from Map 4, Greater Golden Horseshoe Transportation Plan, Ontario Ministry of Transportation.

Figure 3.4: Current, Planned and Conceptual Future Transit Infrastructure and Services



Source: Excerpt from Map 5, Greater Golden Horseshoe Transportation Plan, Ontario Ministry of Transportation.

3.6 Accessibility for Ontarians with Disabilities Act (2005)

The Accessibility for Ontarians with Disabilities Act (AODA) sets out a process for developing and enforcing accessibility standards. Within the AODA, there is a transportation standard that requires transportation service providers to make features and equipment on transit routes and vehicles accessible to passengers with disabilities and a design of public spaces standard that applies to trails, paths of travel (e.g., sidewalks, walkways, trails), and parking.

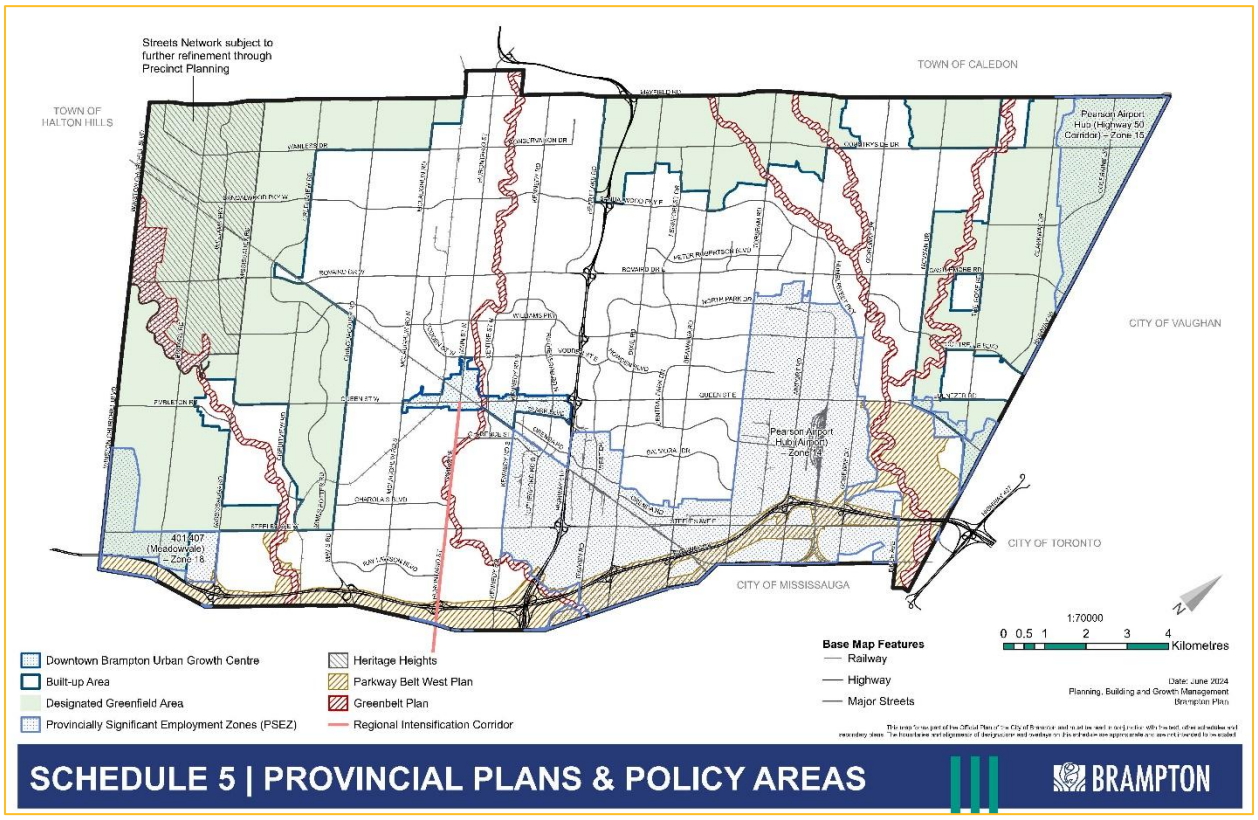
3.7 Other Provincial Plans

Other provincial plans that protect lands within Brampton are described below:

3.7.1 Greenbelt Plan (2017)

The Greenbelt Plan identifies where urbanization should not occur and provides permanent protection to the agricultural land base and natural heritage features. Lands in the Credit River valley in the western part of Brampton, as illustrated in **Figure 3.5**, are protected under the Greenbelt Plan.

Figure 3.5: Provincial Plans and Policy Areas



Source: Brampton Plan, Schedule 5

3.7.2 Parkway Belt West Plan (1978)

The Parkway Belt West Plan (PBWP) took effect in 1978 to reserve land for infrastructure, separate urban areas, and connecting open spaces in Halton, Peel, York, Hamilton, and Toronto. The area covered by the plan is divided into two general land use categories: Public Use Areas and Complimentary Use Areas.

Public Use Areas are or will be mainly used for infrastructure and open space. Complementary Use Areas are mainly for private uses that help preserve open spaces and encourage agricultural, recreational, and institutional land uses that do not require intense urbanization. Lands in the area between Highway 407 ETR and the municipal boundary are protected under the Parkway Belt West Plan and is illustrated in **Figure 3.5**.

3.7.3 Provincially Significant Employment Zones

Provincially significant employment zones are strategically located areas identified for providing stable, reliable employment across the region. These areas provide opportunities to improve coordination between land use planning, economic development, and infrastructure investments to support investment and job creation over the longer-term. Provincially significant employment zones in Brampton are identified in **Figure 3.5**, however, provincially significant employment zones were revoked in the PPS 2024. The Province is now seeking feedback on identifying areas that need to be protected for employment uses through a new approach. This identification process will be consistent with the amended definition of “employment areas” in the PPS 2024 and protect top-priority employment areas from being repurposed for non-employment uses.

4 Regional Policy Context

4.1 Region of Peel Official Plan (2022)

On April 28, 2022, Regional Council passed by-law 20-2022 to adopt the new Region of Peel Official Plan (OP), which was approved by the Province with modifications on November 4th, 2022. Areas of focus in the consultation for the Peel OP update included climate change, health and built environment, major transit station areas, and transportation.

Bill 185 (Cutting Red Tape to Build More Homes Act), which took effect as of July 1, 2024, removed planning authority and relevant responsibilities provided through the Planning Act from the Region of Peel and transferred this authority to local municipalities and the Province. The More Homes Built Faster Act states that, on July 1, 2024, the Region of Peel Official Plan becomes an Official Plan of the lower-tier municipality and that the Region of Peel Official Plan prevails in the event of a conflict with the lower tier municipal official plan (Planning Act Section 70.13 – Transition, upper-tier municipalities without planning responsibilities). As of July 1, 2024, the City of Brampton is responsible for all aspects of implementation of the Peel Official Plan until such a time that it is revoked and/or amended.

The Peel OP provides Regional Council with a long-term policy framework for decision-making by setting a regional context for detailed planning. The overarching theme of the Peel OP is sustainability and includes guiding policies for protecting the environment, managing resources, directing growth in all forms, and sets the basis for providing Regional services in an efficient and effective manner. To achieve the objectives of the Peel OP, the Region will work the local municipalities such as the City of Brampton to:

- Develop and monitor transportation demand management (TDM) strategies.
- Coordinate development of planned corridors and transportation infrastructure.
- Integrate, promote, and support comprehensive and continues active transportation networks between existing communities, new developments, intensifications areas, adjacent neighborhoods, and transit stations that are safe, attractive, and accessible for pedestrians and bicyclists.
- Encourage the local municipalities, in cooperation with the Region and having regard for the Provincial Guidelines for Transit-Supportive Land Uses, to plan for intra-regional transit connections. This includes:
  a) Promoting transit stations and terminals in urban nodes and corridors, as identified in this Plan and the local municipal official plans;
  b) Providing safe and efficient first and last mile connections to transit stations and stops;
  c) Improving inter-municipal and inter-regional transit connections, in coordination with appropriate municipalities; and
  d) supporting transit service integration within and across municipal boundaries.
- Establish a multi-modal transportation hub at Toronto Pearson International Airport.
- Plan for and protect Regional corridors and rights-of-way for transit.

- Plan and protect for the GTA West Transportation Corridor for transportation and transit facilities.
- Identify and implement road network improvements in the Highway 427 Extension area.
- Study the potential role of the Brampton-Caledon airport and develop policies to protect this role.
- Develop, maintain and implement a comprehensive, integrated and effective goods movement system that encourages the safe and efficient movement of goods by road, rail or air within and through the Region.
- Encourage the study and protection of a north-south transportation corridor and related Bram West Parkway facility in the Brampton and Halton Hills boundary area, until such time as the need for and long-term role of these major transportation facilities can be evaluated and approved through the completion of one or more Environmental Assessment studies.
- Establish mutual long-term transportation and transit implementation strategies and servicing infrastructure requirements respecting designated and proposed development in the vicinity of Regional Road 50 in Brampton and Vaughan.

4.1.1 Major Transit Station Area Focus Area – Policy Directions Report (2020)

Published in May 2020 by Peel Region as part of the Peel Official Plan and Municipal Comprehensive Review, this report gives background information and identifies MTSAs within Peel Region. The report also provides direction for the Region to conform to the plans and policies laid out by the Province, including transit-oriented development and transit priority corridors.

The City of Brampton completed general MTSA land use policies and schedules for the MTSAs with the adoption of the new Official Plan “Brampton Plan” in November 2023. The schedules identify appropriate land use designations for each one of the 14 “Primary” MTSAs.

A staff report on Brampton’s MTSA Study was approved by Brampton Council on April 17, 2024. Through the recommendations in this staff report, Brampton Plan provides direction to implement maximum building heights and densities for Brampton’s “Primary” MTSAs through future Secondary Plan and Zoning Amendments. City staff are currently working to prepare more detailed policies and urban design guidelines at the Secondary Plan level, and prepare Zoning By-law provisions for each one of the MTSAs.

4.2 Peel Region Long Range Transportation Plan (2019)

Peel Region’s Long Range Transportation Plan (LRTP) guides transportation planning and infrastructure needs in the Region and sets out the blueprint to accommodate anticipated growth to 2041 and to continue to make Peel Region an ideal place to thrive and foster a Community for Life. The LRTP serves as the basis for the Region’s Transportation Infrastructure

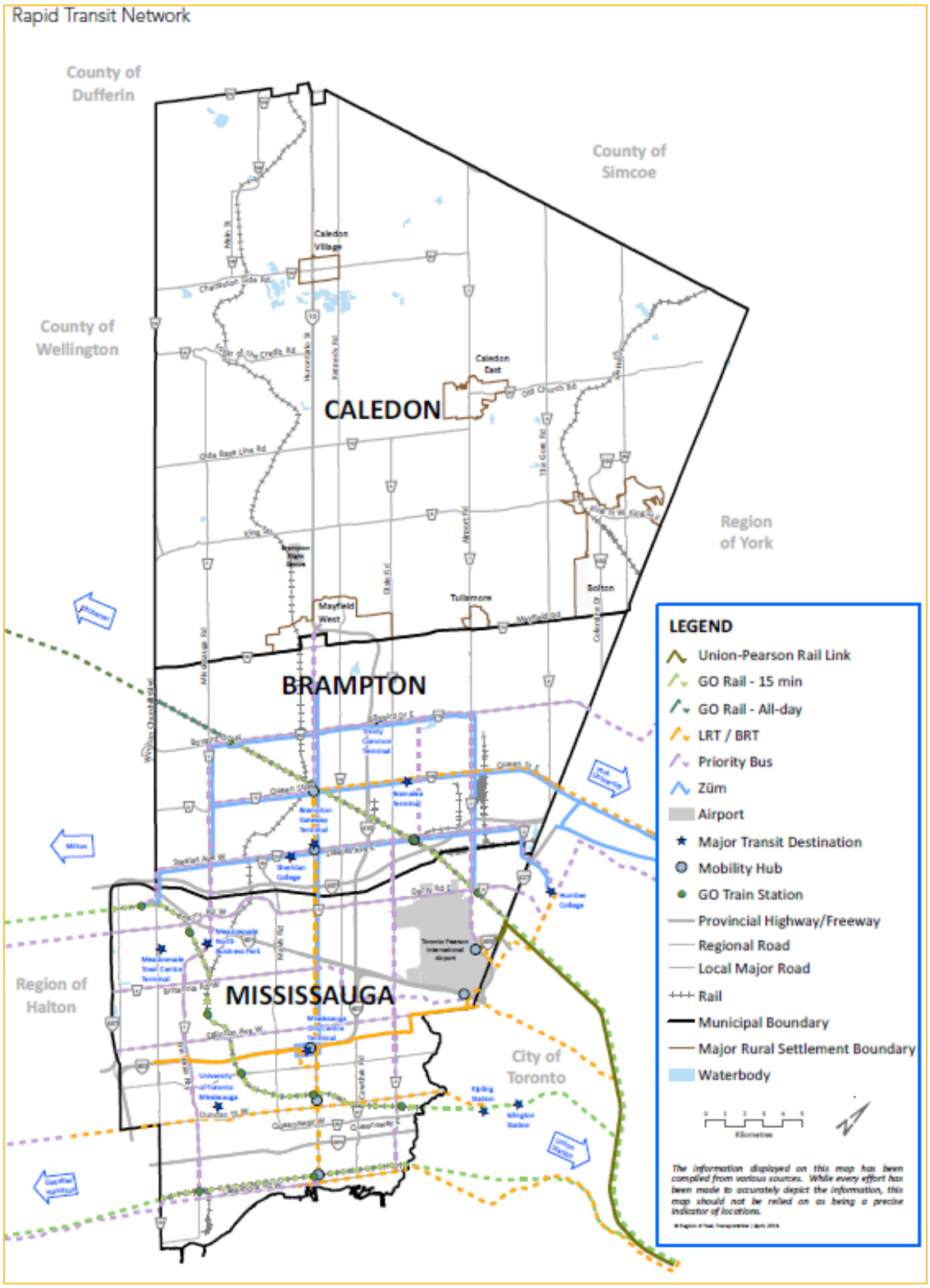
Programming, Transportation Capital Budget and 10-year Program, and the Development Charges capital program.

The 2019 LRTP recognizes the need to invest in sustainable and active travel options in responding to growth and traffic congestion. Not doing so would significantly impact the environment, the health of future generations, and the economy. A 50% sustainable mode share by 2041 is the target of the LRTP.

To achieve this sustainable mode share goal, the Region identified Regional road corridors that require improvements to pedestrian facilities and plans to establish cycling facilities on all Regional roads. The largest increase in mode share is envisioned for transit, which will need to be supported by investment in LRT/BRT, priority bus and more frequent/all day GO rail service as shown in the future rapid transit network in **Figure 4.1**.

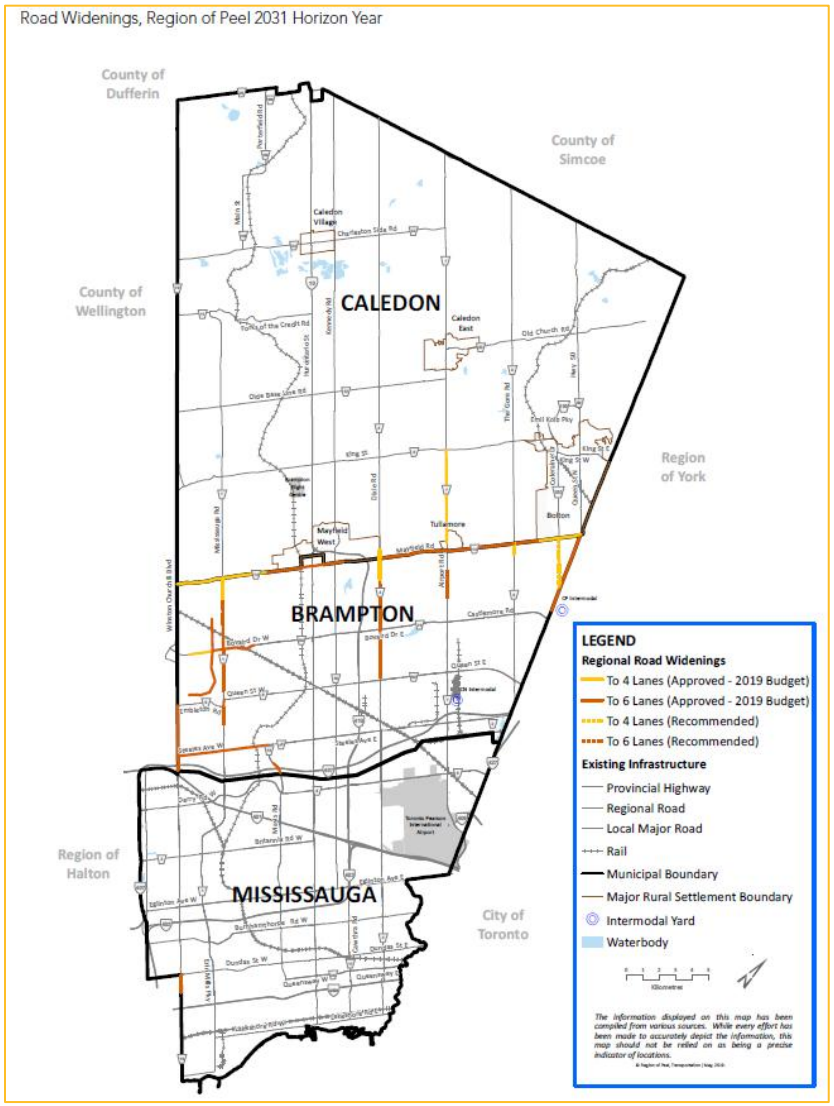
The LRTP will inform future Regional capital projects in the City of Brampton. The recommended road improvements include widenings (to 4 or to 6 lanes) to Bovaird Drive, Dixie Road, Highway 50, Mavis Road, Mayfield Road, Steeles Avenue, The Gore Road, and Coleraine Drive. Maps of proposed road widenings to 2031 and 2041 are shown in **Figure 4.2**.

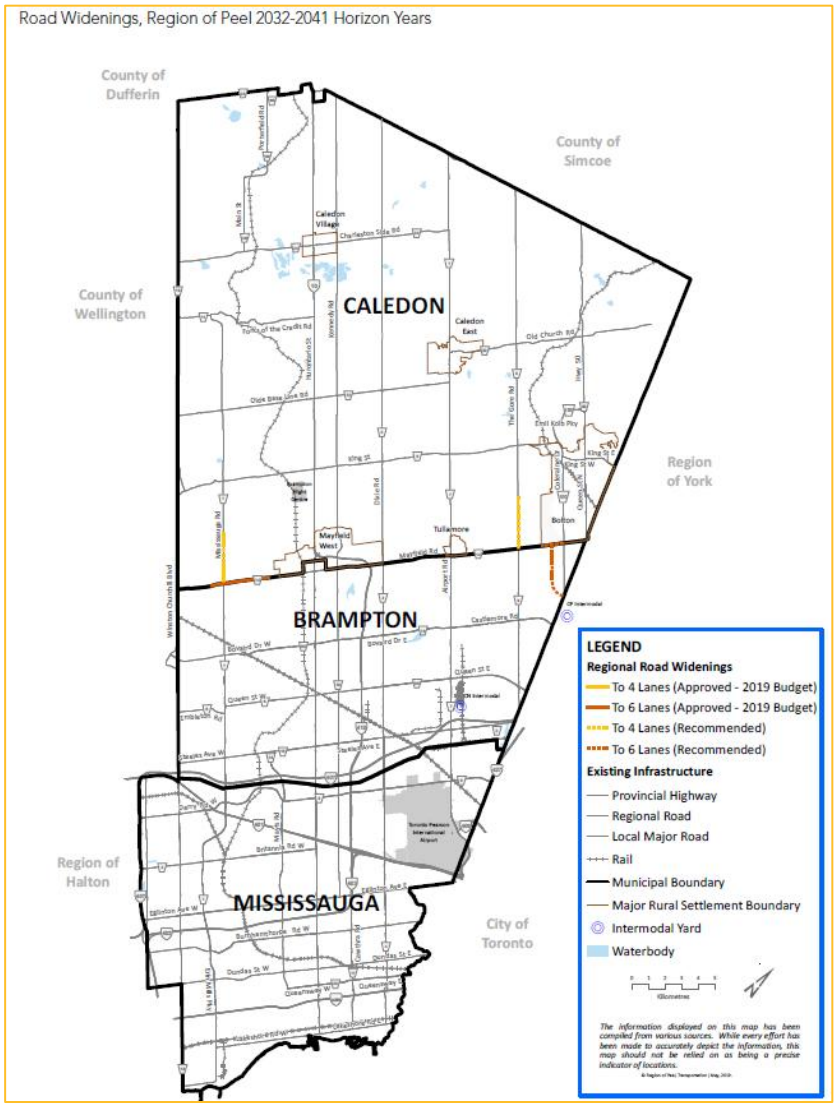
Figure 4.1: Future Rapid Transit Network



Source: Figure 3-7, Long Range Transportation Plan 2019, Peel Region

Figure 4.2: Road Widenings, by 2031 and by 2041





Source: Figure 6-13 and Figure 6-15, Long Range Transportation Plan 2019, Peel Region.

4.3 Peel Region Sustainable Transportation Strategy (2018)

The Sustainable Transportation Strategy (STS) is Peel Region's policy framework to make travelling in Peel more environmentally sustainable. Goals of the strategy include increasing the sustainable mode share – including transit, walking, cycling, carpooling and telework – from 37% currently to 50% by 2041.

The STS lays out the framework that prioritizes environmental, societal, and economic sustainability while accommodating growth and contributing to a Regional transportation system that is safe, convenient, efficient, multi-modal, well-integrated, and sustainable. Key strategies for addressing transportation needs include improving multimodal connections to transit, making Regional roads more supportive of active transportation and transit, and providing comfortable, continuous, year-round walking and cycling facilities.

4.4 Peel Region Goods Movement Long Term Plan (2019)

Peel Region is intersected by several major provincial highways, contains rail intermodal yards operated by Canadian National (CN) and Canadian Pacific (CP), and is home to Canada's largest airport by cargo volume. The GMLTP documents the Region's goods movement goals and provides a profile of the inter-modal goods movement network including roads, air, rail, marine, and pipeline.

The GMLTP discusses the importance of Toronto Pearson International Airport, CN Brampton Intermodal yard, and the network of designated truck routes in serving goods movement in Peel Region.

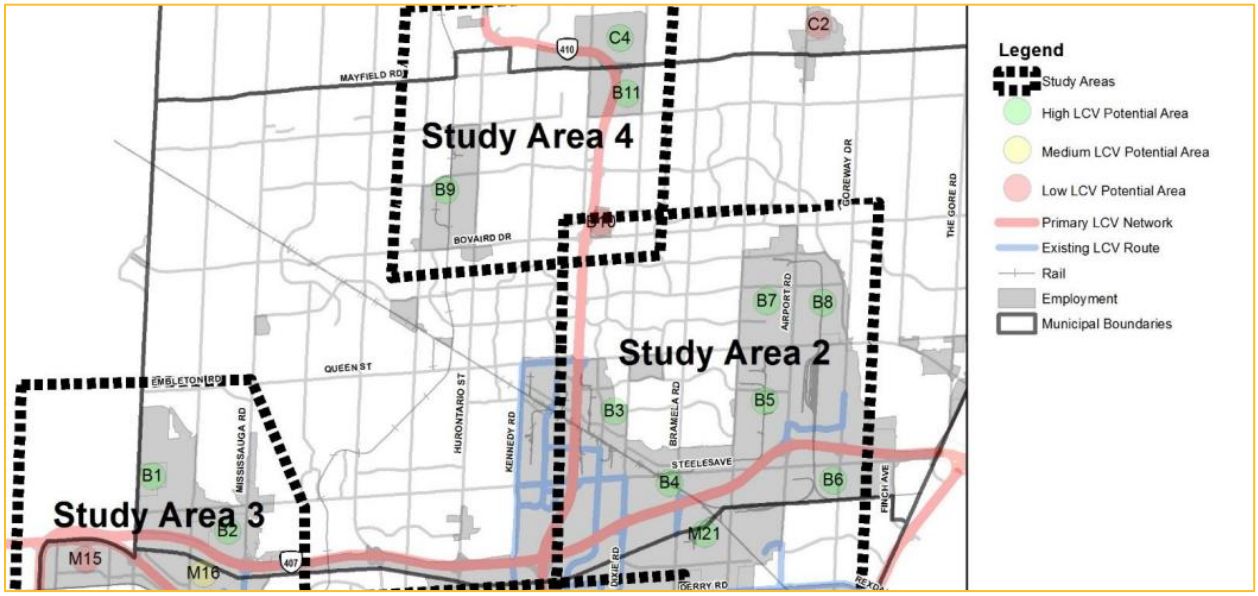
Many regional roads are part of the Strategic Goods Movement Network and serve the airport, intermodal yard, or major employment lands. However, some of these corridors are also adjacent to residential neighbourhoods. This can cause conflict due to increased demand on the roadways and with the impact of heavy vehicles near residential areas, parks, and schools.

4.5 Peel Region Long Combination Vehicle Usage Study (2019)

The Long Combination Vehicle (LCV) Usage Study is a report outlining the analysis and subsequent actions that can be taken to expand and encourage the use of long combination vehicles in Peel. In Ontario, long combination vehicles (LCVs) consist of a tractor pulling two trailers up to 40 m in length. Trips within Peel account for 26% of all LVC trips operating within Ontario; in total 5% originate or are destined for the City of Brampton. LCVs are restricted to specific highways and roads. The Study recommends that LCV routes and facilities should be compatible with surrounding land uses. Efforts should be made to avoid locating LCV parking facilities next to residential areas due to noise and light pollution. Instead, truck parking capacity should be expanded by using land around freeway off-ramps and other strategic locations.

Areas with high LCV potential are identified below in **Figure 4.3.** The primary LCV network in Brampton is along Highway 410 and Highway 407 with LCV routes on Kennedy Road, Rutherford Road, West Drive/Tomken Road, Dixie Road, Bramalea Road and Steeles Avenue. Most areas of high LCV potential are located in the eastern industrial areas of Brampton.

Figure 4.3: LCV Route Expansion Areas



Source: Long Combination Vehicle Usage Study Peel Region, 2019

4.6 Region Road Characterization Study (2013)

The Road Characterization Study (RCS) examines the objectives, needs, and intended functions of arterial roads owned by the Region to prioritize the competing demands for arterial road function. The study characterizes roads based on functionality and adjacent land use while accounting for intensification and future development. In Brampton, the Regional roads have been mainly characterized as Suburban Connectors with some Urban Main Streets and Commercial Connectors. In the Airport Employment area, the Regional roads are characterized as Industrial Connectors. The intended functions of Regional roads will be considered in the Brampton Mobility Plan study.

4.7 Peel Region Active Transportation Implementation Plan (2018)

The Active Transportation Implementation Plan (ATIP) provides a roadmap for active transportation programming to support the Peel Region's Sustainable Transportation Strategy. The AITP recommends that local municipalities enhance policies guiding the development approvals process to support sustainable travel modes through site design and infrastructure, and through post-occupancy Travel Demand Management (TDM) programs. The AITP also recommends that local municipalities support an annual program to prioritize and implement "first and last mile" access at transit hubs.

In addition, the AITP identifies cycling corridors to be upgraded in the short term, between 2018 and 2022. Cycling corridors proposed for upgrade included Bovaird Drive, Castlemore Road, Queen Street East, Queen Street West, and Dixie Road.

4.8 Peel Region Vision Zero Road Safety Strategic Plan (2018)

This plan sets out the vision, goals, objectives, and actions to create safer roads in Peel Region based on the concept of Vision Zero, which holds that no loss of life as a result of motor vehicle collision is acceptable.

In 2019, the City of Brampton Council passed a resolution to adopt the Vision Zero road safety framework.

5 Municipal Policy Context

5.1 Brampton 2040 Vision: Living the Mosaic

The Brampton 2040 Vision is an aspirational document to guide a transformation of Brampton over the next quarter century that has been shaped with the input of more than 13,000 residents. The Vision is about the environment, transportation, jobs, recreation, health, social issues, and arts and culture. Seven aspirational vision statements together build the overall promise that Brampton residents will "live the mosaic". Vision 4, which relates to transportation, is:

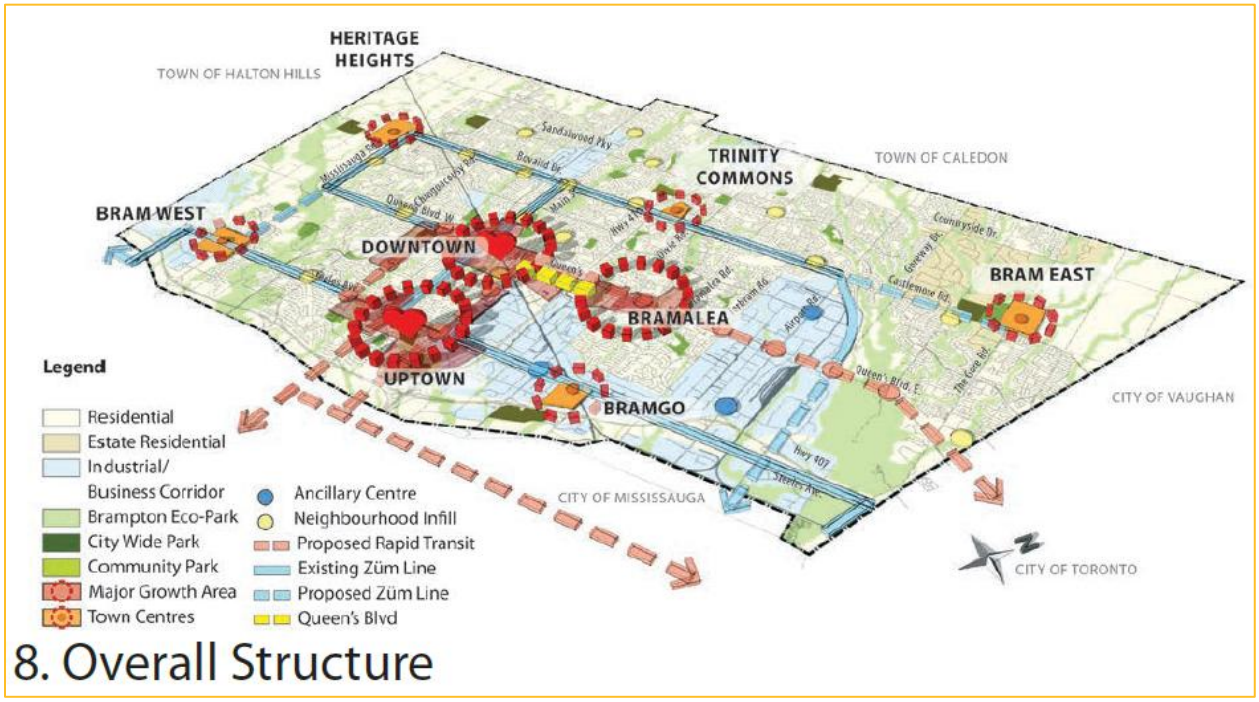
> In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

Implementation of the 2040 Vision must be guided by public engagement, collaboration with provide interests and senior governments, design excellence, new technology, and Brampton's distinct identify.

In creating this Vision, there are 10 transformations to Brampton that will occur as a result. One specifically related to transportation is "Everything connected" – transit network and new core loop, walking and cycling networks, virtual networks, and new travel technologies exploited.

The 2040 Vision identified a green framework of natural heritage areas and parks, diversified centres including the Downtown, a new Uptown, and five Town Centres, connected by transit. Rapid transit is envisioned along Queen's Boulevard (Queen Street) as well as a new 'Figure-8 Loop' rapid transit line that links the Downtown and Uptown cores. The overall city structure is illustrated in **Figure 5.1**.

Figure 5.1: Brampton 2040 City Structure



Source: Brampton 2040 Vision, page 9.

5.2 Brampton Plan, 2023

Brampton Plan is the City's new Official Plan that will guide growth to 2051. Peel Region issued a notice of approval with modifications for Brampton Plan on May 16, 2024, with the Plan taking effect on June 6, 2024 except for section subject to appeal.

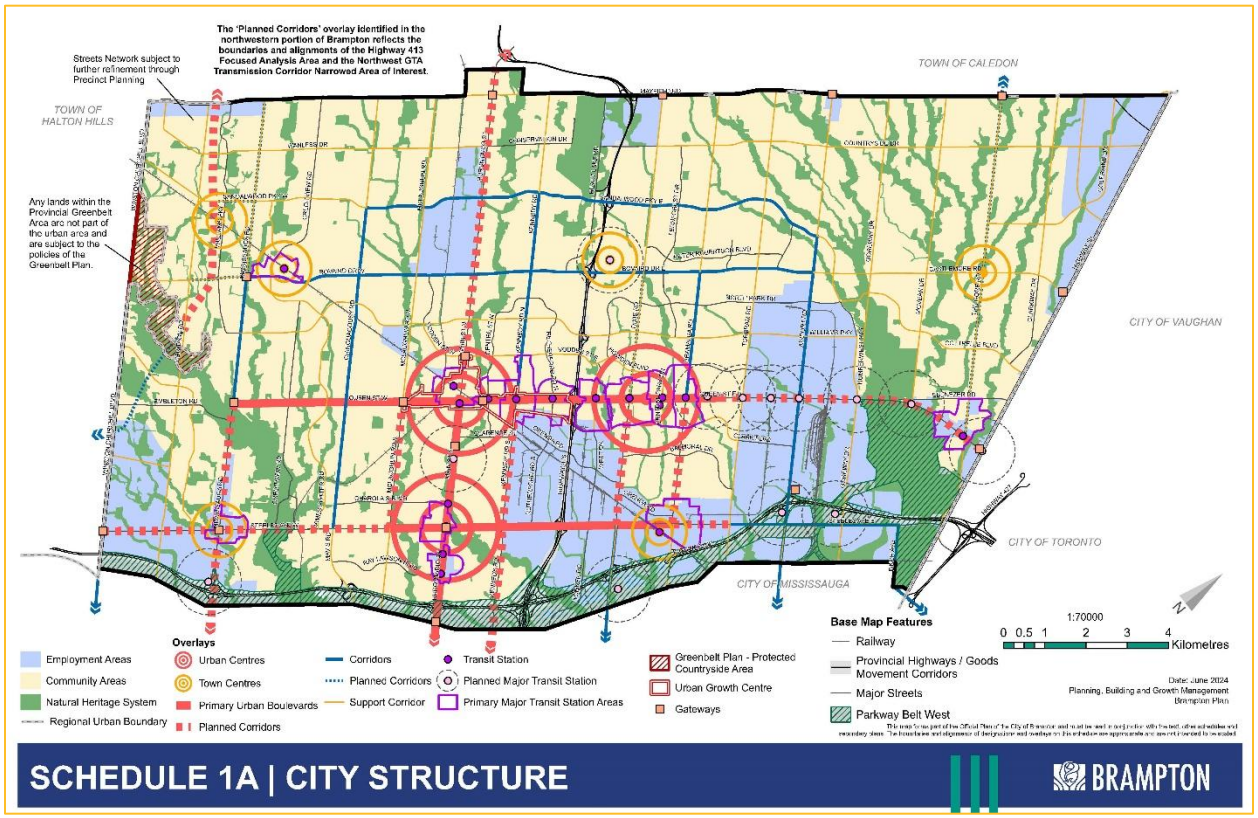
Brampton Plan is premised on the connectivity of land use and transportation, built around the creation of 15-minute neighbourhoods. Brampton's new City Structure, identified on Schedule 1A and shown in **Figure 5.2**, shows the relationship between areas of intensification, denoted as Urban and Town Centres, Urban Boulevards and Corridors, and major transportation networks.

The City Structure (Schedule 1A) is supported by the Mobility Framework (Schedules 3A to 3C). It embodies the Brampton Plan vision and represents where the City will focus future investments to support Centres, Boulevards, and Corridors, and an expanded Transit Network.

- Centres are those areas of Brampton where the highest concentration of growth and mix of uses is planned to occur. They connect residential and non-residential opportunities and enhance the ability for more residents to live, work, and play locally. Connections between Centres are supported through the higher order transit or priority bus.
- Boulevards are vibrant and prominent streets in the city. They provide for a mix of uses and intensity of built form served by higher order transit, while also providing critical connections to the rest of the city and region.

- Corridors represent key current and planned Priority Bus (Züm) linkages that provide connections within and across Brampton and the broader region. These areas will provide for a mix of uses and transit supportive forms and densities

Figure 5.2: City Structure



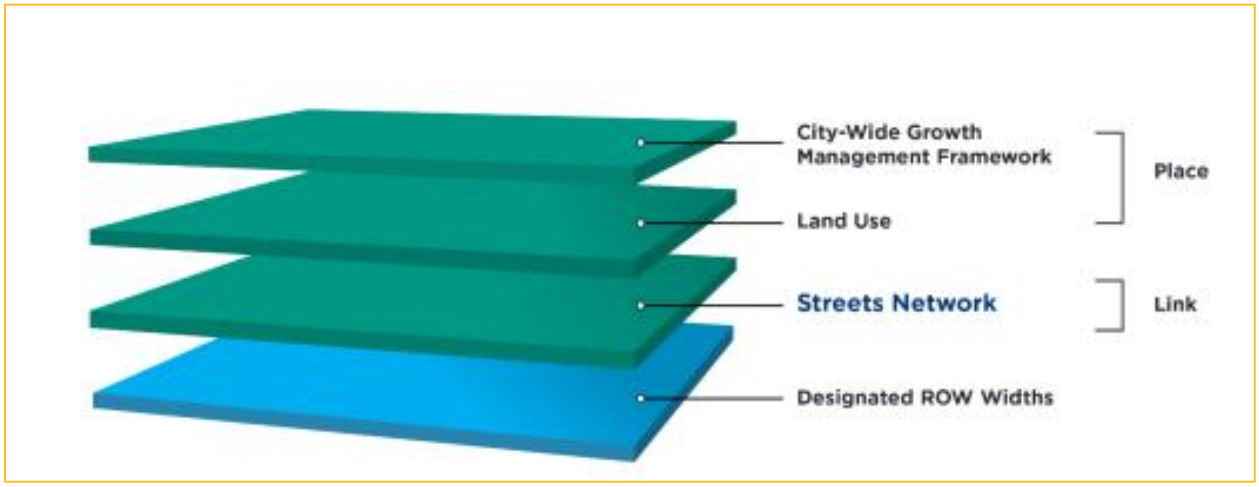
Source: Brampton Plan, Schedule 1A,

The Brampton Plan identifies three mobility and connectivity priorities, explored through section 3.4:

1. Increasing connectivity,
2. Sustainable mobility, and
3. Complete streets.

To increase **connectivity**, Brampton Plan outlines the role and function of the City's street typologies within the City's road network. The street typologies introduced in Brampton Plan seek to reconcile that streets are not just roads for the efficient movement of people and goods, but also contribute to a vibrant city life and unique experiences. The street typologies equally consider land use, built form, intensity of users and destinations as essential inputs to design context sensitive streets. The result is a range of street types that will support the wide range of uses and users that occupy Brampton streets today and in the future.

Figure 5.3: Brampton Street Types are Informed by Link, Place and Right of Way



Source: Brampton Plan, page 3-88.

Road typologies and the planned road network are outlined in Schedule 3C of the Plan and planned rights-of-way are shown in Schedule 4. The Brampton Mobility Plan will implement the transportation policies of Brampton Plan in more detail. Brampton Plan encourages interconnectivity between regional rail and bus, rapid transit (including higher order transit and frequent transit), and local transit. The transit network is shown in Schedule 3B of the Brampton Plan.

Brampton Plan sets out policies which support and remove barriers to more sustainable modes of travel throughout the city and ensure that people have access to a variety of different travel options to take them from where they are to where they need to go. Brampton Plan directs the City to prioritize **sustainable mobility**, through implementing new and continuous active transportation infrastructure, providing convenient transit, TDM strategies, parking policies, and emerging technologies. The planned active transportation network is illustrated in Schedule 3A of Brampton Plan. TDM strategies identified in Brampton Plan include developing a transportation demand management program, ridesharing facilities, transit plan incentives, cycling incentives, provision of shuttles, and walking programs. Sustainable parking policies outlined in Brampton Plan focus on promoting non-automobile modes of transportation to reduce parking needs and minimizing the total land area in the city dedicated to surface parking, aligned with the City's new Parking Plan. Brampton Plan directs the Brampton Mobility Plan to consider the challenges and opportunities and prepare the street network to accommodate micromobility and emerging technologies such as automated vehicles, shared mobility (scooters and bikes), and electric vehicles.

The third priority is to plan, design, construct and maintain complete streets. Brampton Plan envisions a future where streets have been designed, and function, as complete streets. Complete streets balance the many competing demands for space and safely accommodate all users while improving the functionality of the transportation network, as well as sustainability and resiliency of the City's street network.

Brampton Plan identifies MTSAs as part of the City's strategy to accommodate intensification, encourage transit-oriented development, and support the City's transit network.

MTSAs are classified into one of two categories in Brampton: •

1. Major Transit Station Area – areas that have a delineated boundary and have existing or planned transit-supportive built forms and are protected in accordance with subsection 16(16) of the Planning Act. Such MTSAs are further identified as Primary or Secondary in the Region of Peel Official Plan. Primary MTSAs can meet or exceed the minimum transit-supportive density targets prescribed by the Province, and are identified on Schedule 1B and listed in Table 3 of Brampton Plan. Secondary MTSAs may require an alternative minimum density target. The Brampton Plan does not currently have any Secondary MTSAs.
2. Planned Major Transit Station Area – areas that are intended to become either a Primary or Secondary MTSAs and will be further delineated through planning studies, or when infrastructure planning and investment, or changes in land use unlock potential. Planned Major Transit Station Areas shall only be delineated as a Primary or Secondary MTSA through an amendment to the Official Plan.

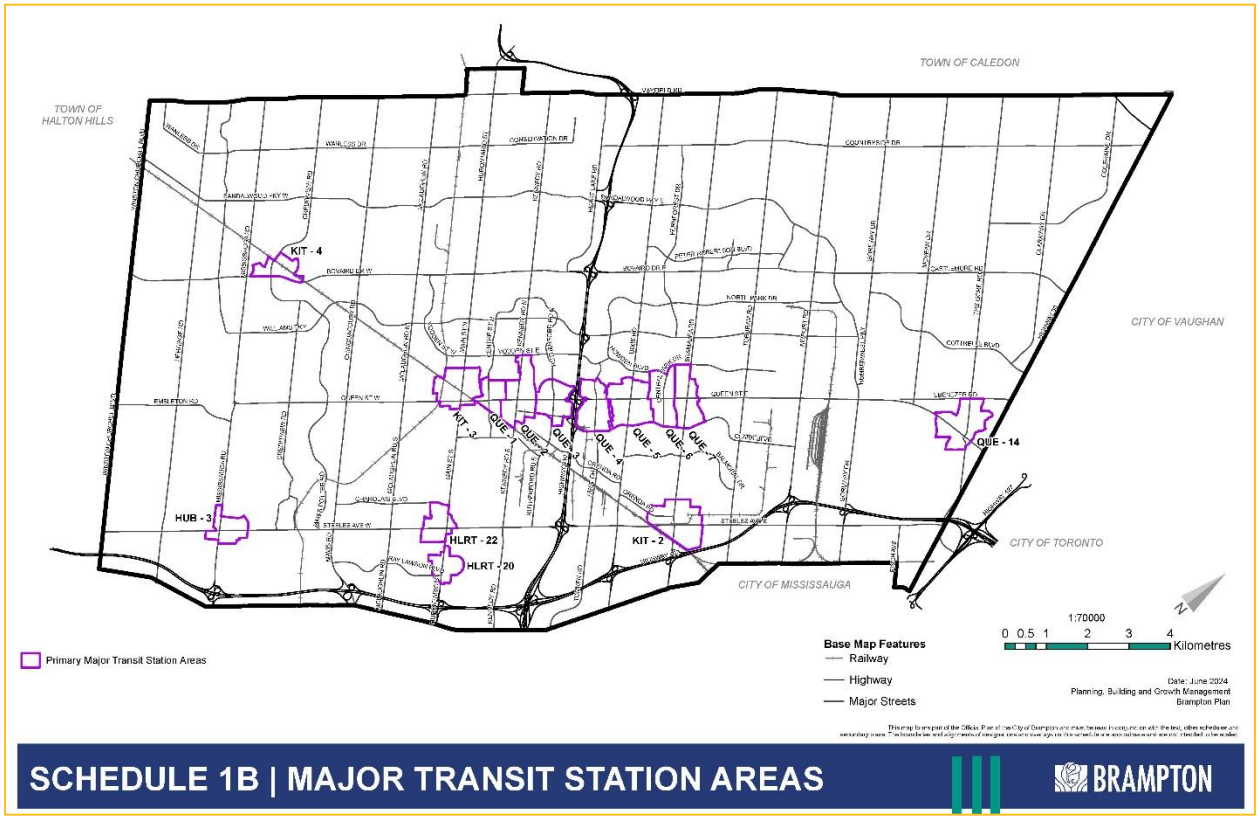
A list of the City's Primary MTSAs and minimum density target are reflected in Table 3 of Brampton Plan and shown in **Figure 5.4**. A map of the Primary MTSAs is shown in **Figure 5.5**. The Mobility Network within Major Transit Station Areas is intended to be designed to support and integrate active transportation, local transit services and intermunicipal/inter-regional higher order transit services that will achieve safe and convenient multimodal access for pedestrians and cyclists to stations and the surrounding area.

Figure 5.4: Summary of Primary MTSAs in Brampton

Major Transit Station Area (Schedule 1B)	Higher-Order Transit Boulevard	Minimum Density Target (Persons and Jobs Per Hectare)	Additional Brampton Plan Planning Context (Schedule 1A)	Status
Ray Lawson County Court HLRT-20	Hurontario LRT	160	Urban Centre (Uptown)	In delivery
Gateway Terminal Charolais HLRT-22	Hurontario LRT	160	Urban Centre (Uptown)	In delivery
Brampton GO Queen at Wellington KIT-3	Kitchener GO Hurontario LRT	200	Urban Centre (Downtown)	Existing
Bramalea GO KIT-2	Kitchener GO	150	Town Centre (Bramalea GO)	Existing
Mount Pleasant GO KIT-4	Kitchener GO	150	Designated Greenfield Area	Existing
Centre Street QUE-1	Queen St. BRT	160	Urban Centre (Downtown)	Unfunded
Kennedy QUE-2	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Rutherford QUE-3	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Laurelcrest QUE-4	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Dixie QUE-5	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
Central Park (Bramalea Terminal) QUE-6	Queen St. BRT	160	Urban Centre (Bramalea)	Unfunded
Bramalea QUE-7	Queen St. BRT	160	Primary Urban Boulevard	Unfunded
The Gore QUE-14	Queen St. BRT	160	Secondary Urban Boulevard	Unfunded
Mississauga Road HUB-3	Steeles Ave. BRT (Future)	160	Designated Greenfield Area Secondary Urban Boulevard	Unfunded

Source: Brampton Plan, Table 3.

Figure 5.5: Map of Primary MTSAs in Brampton



Source: Brampton Plan, Schedule 1B.

5.3 Climate Change Adaptation Plan(Ongoing)

In 2019, the Brampton City Council declared a climate emergency and committed to reducing greenhouse gas emissions generated in the city by 80% by 2050.

In late 2022, the City of Brampton began developing its first Climate Change Adaptation Plan. The City released a draft of Climate Ready Brampton, A Climate Change Adaptation Plan for the City of Brampton in January 2025 that outlines a framework, actions, and implementation strategy to prepare for future climate change impacts, be well-equipped to handle these changes, and develop the resilience to bounce back from adverse climate impacts.

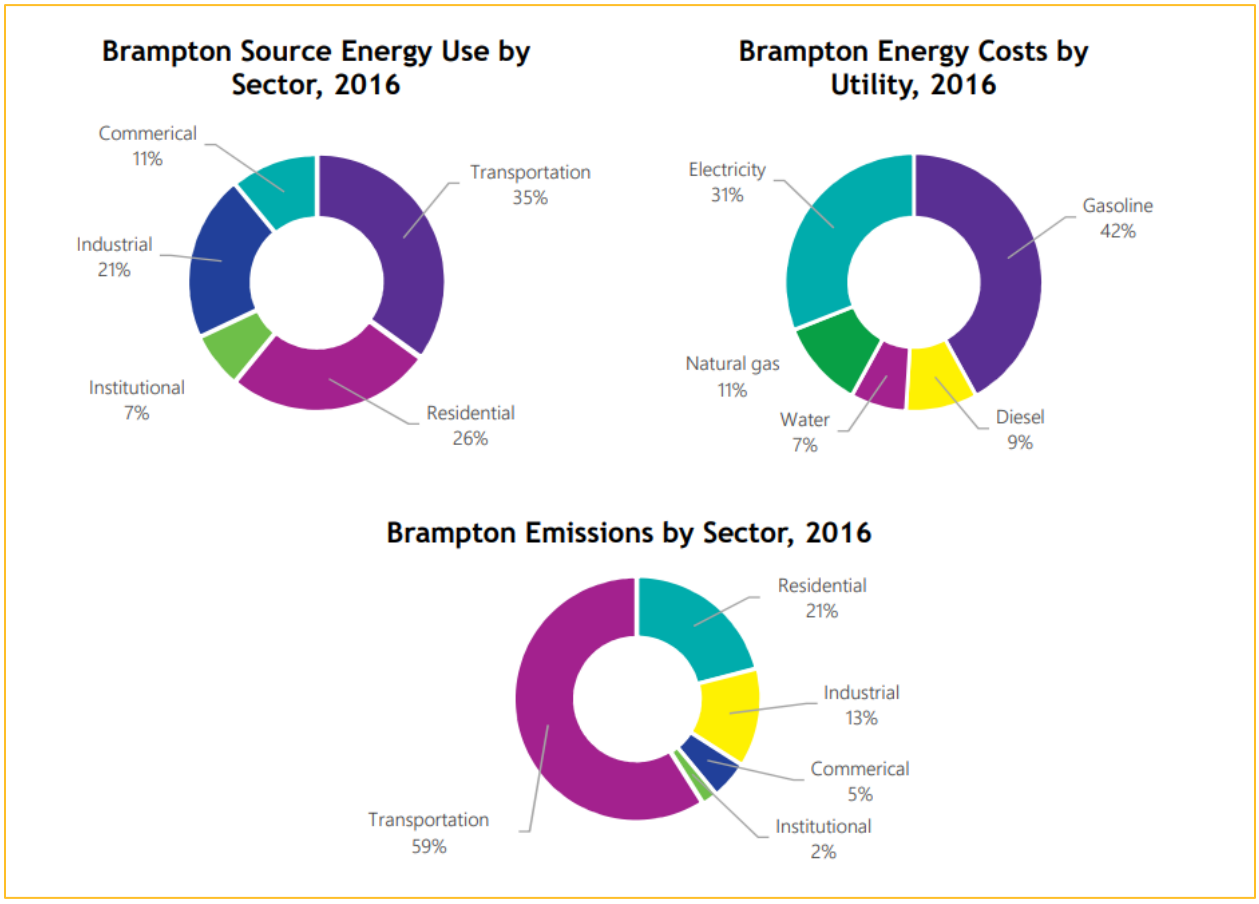
5.4 Community Energy and Emissions Reduction Plan (2019)

In response to the climate emergency, Brampton developed a Community Energy and Emissions Reduction Plan (CEERP) to set out targets for energy and greenhouse gas emission reductions, while improving economic prosperity for the City's residents, businesses, and institutions. The CEERP identified a vision statement: Brampton's energy future is clean, sustainable, and resilient and supports the Brampton 2040 Vision.

Transportation is a major consumer of energy and a major contributor to greenhouse gas emissions. Brampton's CEERP reports that in 2016 transportation consumes 35% of the energy in Brampton and is the source of 59% of greenhouse gas emissions as shown in **Figure 5.6**. To achieve Brampton's emissions vision, significant changes in the transportation system must start now.

One of the seven strategic directions is Transportation Efficiency. This includes reducing average distance travelled (trip length), increasing the proportion of trips made by walking and cycling, increasing the proportion of trips made by Brampton Transit or GO Transit, increasing the use of electric vehicles, and improving the efficiency vehicles (gas/diesel/electric).

Figure 5.6: Energy Use, Costs, and Emission in the City of Brampton



Source: Page 3, Community Energy and Emissions Reduction Plan

For Brampton, increased investment in sustainable transportation infrastructure is key to keeping pace with the modern energy and transportation shift and meeting the 2040 Vision goals. This includes investment in the expansion and upgrade of electric vehicle infrastructure, increased transit investment between and within Urban and Town Centres, and widespread complete streets and active transportation networks.

The CEERP identifies the need to include quantifiable emission targets and using passenger-kilometres travelled by mode to link transportation emissions, energy usage, and efficiency in transportation planning.

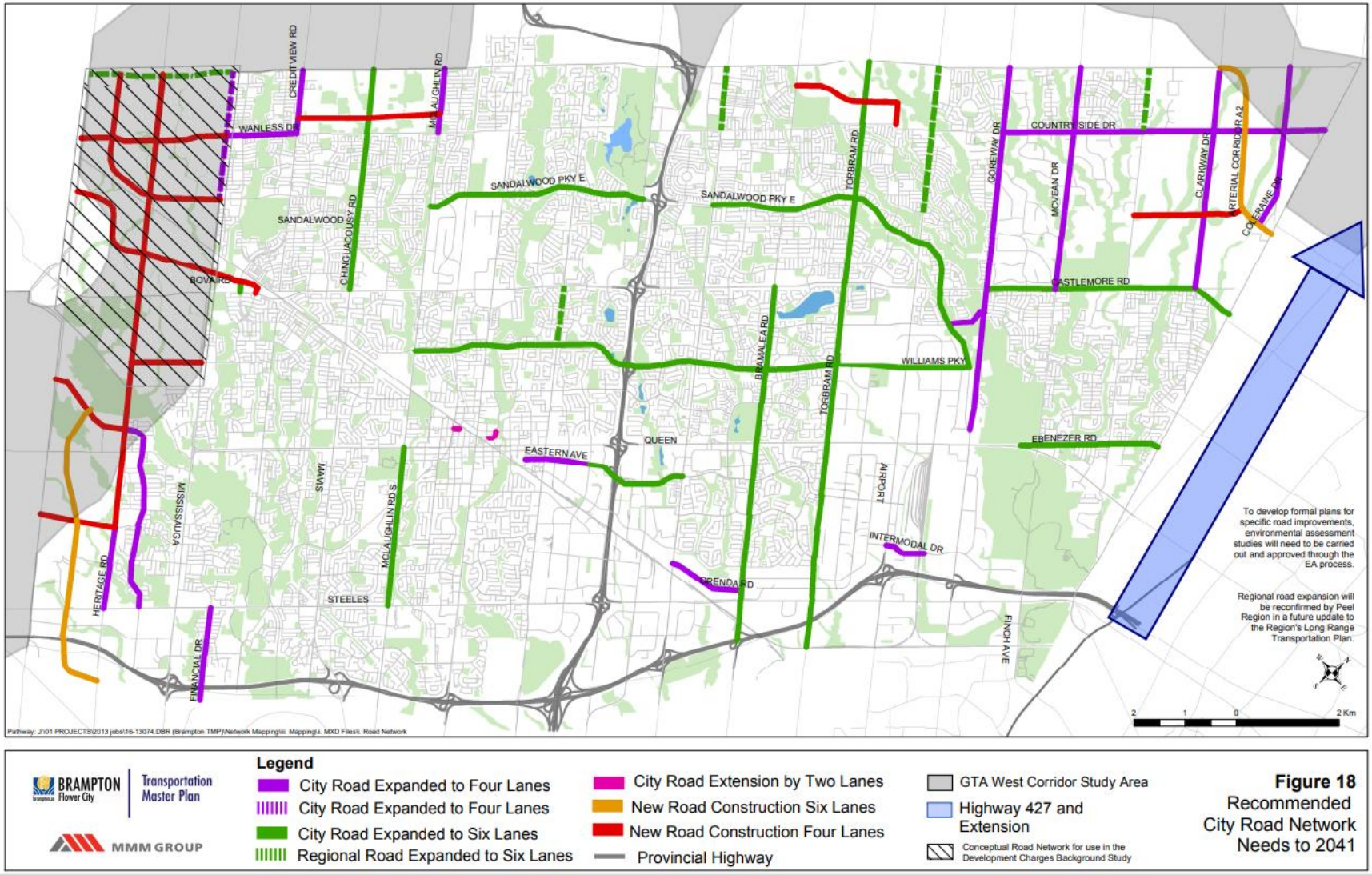
The Brampton Mobility Plan will be a significant step towards achieving the goals and targets of the CEERP.

5.5 Transportation Master Plan Update (2015)

The 2015 Transportation Master Plan Update (TMPU) addressed transportation challenges and provided strategic solutions to help facilitate population and employment growth that was anticipated to 2041. The TMPU developed an updated future road network (**Figure 5.7**), a future transit network and new transit recommendations (**Figure 5.8**), an updated cycling network (**Figure 5.9**) and active transportation policies, goods movement recommendations, and transportation demand management programs (TDM).

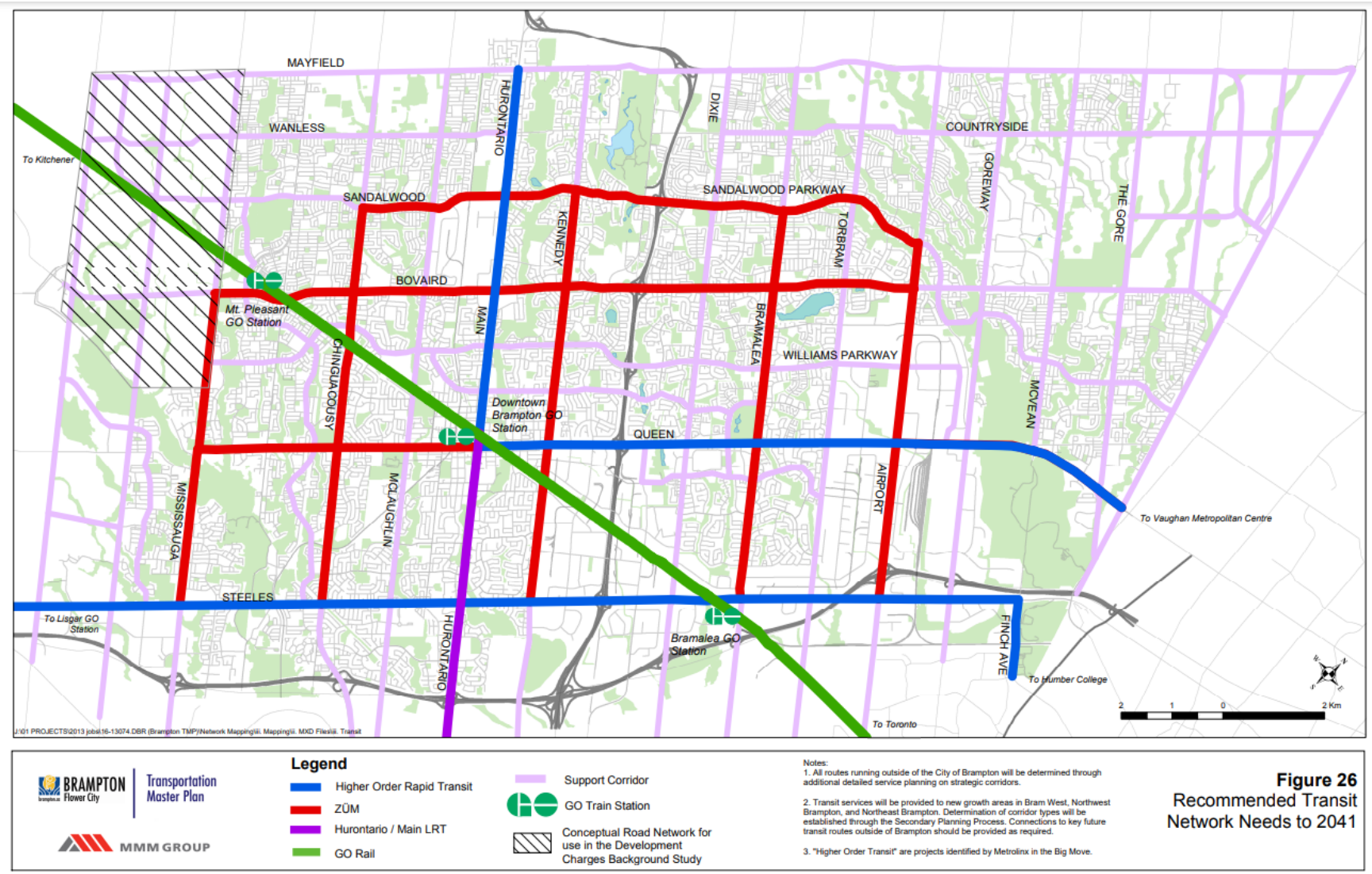
A separate background paper was prepared as part of the Brampton Mobility Plan study to identify the status and progress of recommendations from the 2015 TMPU and the changes in the transportation context in the nine years since the plan was updated that is driving the need for the Brampton Mobility Plan study. Changes include the Brampton 2040 Vision, the development of the Brampton Complete Streets Guide, and Brampton Plan.

Figure 5.7: Recommended City Road Network Needs to 2041



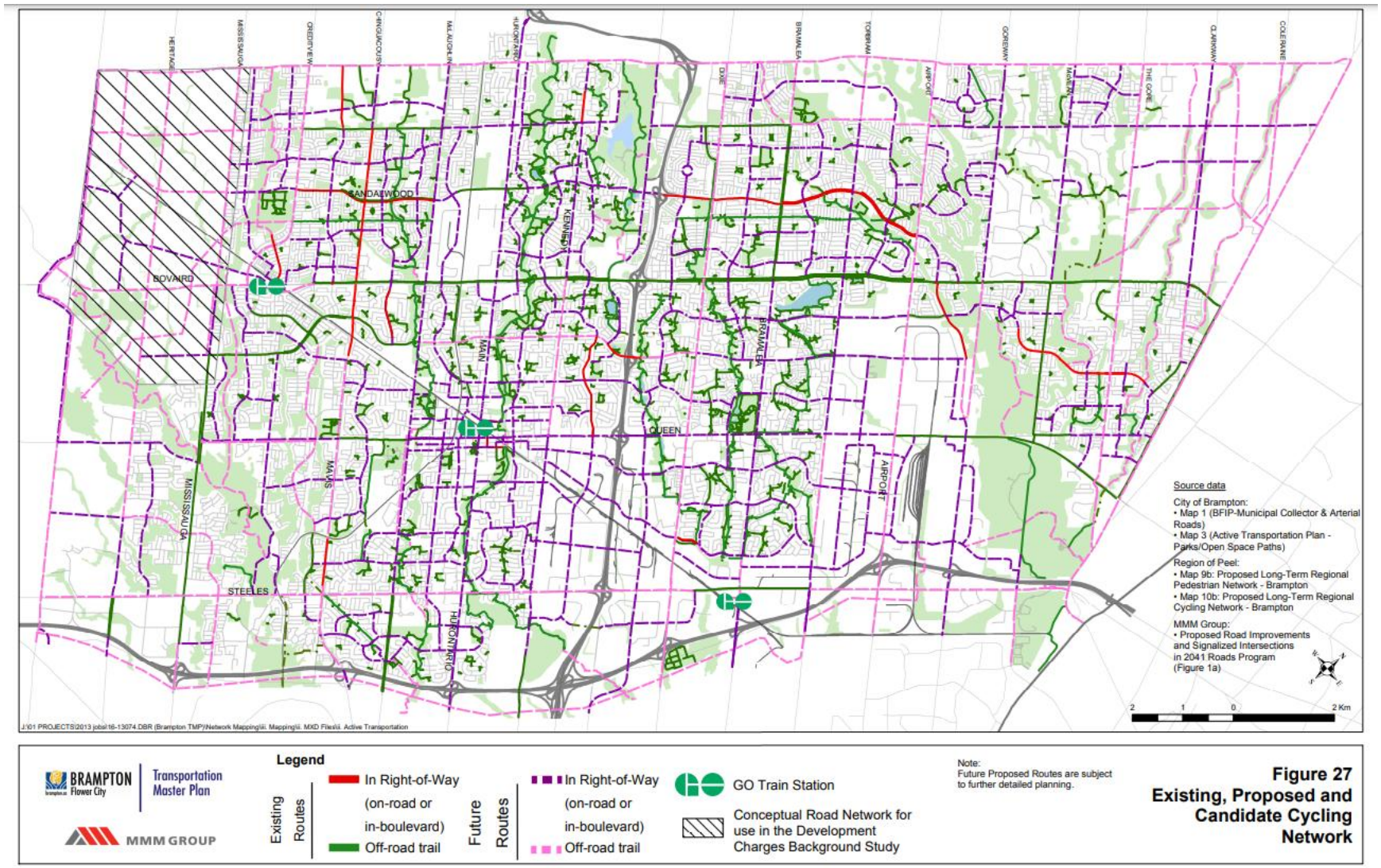
Source: Transportation Master Plan Update (2015)

Figure 5.8: Recommended Transit Network Needs to 2041



Source: Transportation Master Plan Update (2015)

Figure 5.9: Existing, Proposed and Candidate Cycling Network



Source: Transportation Master Plan Update (2015)

5.6 City of Brampton Active Transportation Plan (2019)

The City of Brampton Active Transportation Master Plan (ATMP) provides the network plan, policies, and programs to support Brampton's 2040 Vision for a mosaic of safe, integrated transportation choices and new modes, contributions to civic sustainability, and emphasizing walking, cycling, and transit. The ATMP focuses on the implementation strategy for building a connected cycling and pedestrian network across Brampton (and connecting to neighbouring municipalities) to enable safer, more convenient travel by non-motorized modes, and to encourage cycling as a viable means of transportation for both recreational and utilitarian purposes for the general public.

A separate background paper was prepared as part of the Brampton Mobility Plan study to document the gaps and opportunities for active transportation in Brampton.

5.7 Complete Streets Guide (2021 Draft)

The City of Brampton has developed a Complete Streets Guide to provide guidance on designing, building, and maintaining roads that safely and comfortably accommodate all users. The Guide identifies key directives under the categories of safety, link, place, greening, and life cycle and maintenance when making Complete Streets decisions. The Guide also provides examples of roadway cross-sections and street elements to inform the best approach of achieving Complete Streets and supporting the City's goal of achieving a multimodal transportation system. A multimodal analysis and evaluation framework was developed to provide guidance on applying an MMLOS (Multi-Modal Level of Service) approach to the City's transportation planning studies, which is a philosophical shift from moving vehicles to moving people.

A separate background paper was prepared as part of the Brampton Mobility Plan study to review the Complete Streets Guide.