

Engagement Summary

Brampton Mobility Plan

February 2026

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A. Introduction

The Brampton Mobility Plan (herein referred to as the “BMP”) is an update to the City of Brampton’s 2015 Transportation Master Plan. The BMP study consisted of four main phases, as follows:

- **Phase 1:** Background Review, Issues Identification, Analysis and Emerging Directions
- **Phase 2:** Vision, Policy, and Decision-Making Framework
- **Phase 3:** Multi-Modal Network Development and Evaluation with Project Identification and Prioritization
- **Phase 4:** Preferred Scenario, Recommendations + Implementation Action Planning

Engagement with stakeholders, Indigenous communities and the public were undertaken at various phases of the study and through various methods. Community engagement and collaboration is one of the council-endorsed guiding principles that direct the planning of the future transportation system.

This document provides a summary of the engagement that was undertaken over the course of the BMP study.

B. Notices

The City of Brampton’s communications team lead the public notification campaign. Notices and advertisements through various media, social media and in-person events were used to inform the public of the study and opportunities to provide input through public meetings.

The following is a summary of the public notice and advertisement campaign:

Notice	Date First Published
Notice of Commencement <ul style="list-style-type: none">• City of Brampton website• Brampton Guardian	December 1, 2022
Notice of Public Information #1 <ul style="list-style-type: none">• City of Brampton website• City of Brampton social media channels• Brampton Guardian articles	July 4, 2023
Notice of Public Information #2 <ul style="list-style-type: none">• City of Brampton website• City of Brampton social media channels• Brampton Guardian	September 8, 2024
Notice of Master Plan (Study Completion) <ul style="list-style-type: none">• City of Brampton website• City of Brampton social media channels• Brampton Guardian	October 2, 2025

Copies of the public notices are attached.



Notice of Study Commencement

The Study

The City of Brampton is launching a review of its Transportation Master Plan (2015). “On the Move: Brampton Mobility Plan”, will develop a long-term strategy to guide transportation actions, policies, and investments in Brampton over the next 30 years. The plan will recommend policies, infrastructure and programs needed to achieve Brampton’s vision of a transportation system that is a mosaic of safe, integrated transportation choices and new modes contributing to civic sustainability with an emphasis on walking, cycling, and transit.

The Guiding Principles for the Brampton Mobility Plan are:

- Enhance mobility and travel options for people and goods
- Advance equity within the transportation system
- Improve the environmental sustainability of the transportation system
- Protect and enhance public health and safety
- Leverage emerging transportation technologies
- Better integrate transportation and land use planning
- Engage and collaborate with the community

The Brampton Mobility Plan will be a living document that is reviewed periodically to reflect changes in municipal, regional, and provincial plans, and policies, updated growth forecasts, and best practices.

The Process

The study is being conducted in accordance with the Municipal Class Environmental Assessment process for Master Plans under the Environmental Assessment Act, and will satisfy Phases 1 (Identify Problem and Opportunity) and 2 (Identify and Evaluate Alternative Solutions) of the process.

Get Involved

Public and stakeholder input is essential to the success of the study. Visit the Brampton Mobility Plan website at www.brampton.ca/mobilityplan for more information about the study, to add your name to the study mailing list, and ongoing engagement opportunities to share your ideas about transportation in our growing City.

As the study progresses, public open houses and other engagement events will be held to share study updates and invite feedback. Everyone is encouraged to participate.

Contact Us

Please contact the study team below if you have any questions.

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Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on December 01, 2022.



Notice of Public Engagement – Virtual Public Meeting #1

The Study

The City of Brampton has launched “**On the Move: Brampton Mobility Plan**” to recommend policies, infrastructure and programs needed to achieve Brampton’s vision of a sustainable transportation system that is a mosaic of safe, integrated transportation choices and new modes with an emphasis on walking, cycling, and transit.

The **Guiding Principles** for the Brampton Mobility Plan are:

- Enhance mobility and travel options for people and goods
- Advance equity within the transportation system
- Improve the environmental sustainability of the transportation system
- Protect and enhance public health and safety
- Leverage emerging transportation technologies
- Better integrate transportation and land use planning
- Engage and collaborate with the community

The Process

The study is being conducted in accordance with the Municipal Class Environmental Assessment process for Master Plans under the Environmental Assessment Act and will satisfy Phases 1 (Identify Problem and Opportunity) and 2 (Identify and Evaluate Alternative Solutions) of the process.

The final deliverable will be a long-term strategy to guide transportation actions, policies, and investments in Brampton over the next 30 years.

Get Involved

Your input is important to this study. Our first public engagement sessions will be held this summer.

Kiosk at the Brampton Farmer’s Market

Come out and meet the project team at the Brampton Farmers’ Market on Saturday, July 8. Share your ideas on getting around in Brampton and tell us what works and what doesn’t.

Date: July 8 and 15, 2023

Location: Gage Park (45 Main Street S)

Time: 8:00 a.m. to 1:00 p.m.

Virtual Public Meeting and Presentation

Join us to learn more about the Mobility Plan and share your ideas about transportation in our growing city. Everyone is encouraged to participate.

Date: July 18, 2023

Time: 7:00 p.m.

To participate at the virtual meeting go to:
www.brampton.ca/mobilityplan

Online Survey

Tell us about how and why you travel and map your concerns in the online survey and mapping tool.

Date: July 7 to 31, 2023

Location: www.brampton.ca/mobilityplan

To find out more about the study, visit the study website at www.brampton.ca/mobilityplan.

Contact Us

Please contact the study team below if you have any questions.

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This notice first issued on July 4, 2023.

Notice of Public Information Centres

Published in Brampton Guardian, September 8 and 15, 2024

Brampton Mobility Plan – Public Meeting #2

The City of Brampton has launched **On the Move: Brampton Mobility Plan (BMP)**, a study to identify and recommend transportation policies, infrastructure, and programs to achieve Brampton's vision for a sustainable transportation future. The BMP will serve as the City's longterm strategy to guide transportation actions, policies, and investment over the next 30 years. The study is being conducted in accordance with the Master Plan process for Municipal Class Environmental Assessments under the Environmental Assessment Act and will satisfy Phase 1 (Identify Problem and Opportunity) and Phase 2 (Identify and Evaluate Alternative Solutions) of the master plan process.

The City is seeking your input on the evaluation of alternative solutions, the draft recommended mobility network, and proposed implementation and invites you to provide your feedback by visiting us at the locations listed below.

Learn more about the Brampton Mobility Plan by visiting the study website at www.brampton.ca/mobilityplan.

Kiosks at the Brampton Farmers' Market

Come out and meet the City's team at the Brampton Farmers' Market.

Location: Main Street South

Date: September 28, 2024 and October 5, 2024

Time: 8:00 a.m. to 1:00 p.m.

In-Person Public Open Houses

Drop by to learn more about the Brampton Mobility Plan and share your ideas about transportation in our growing city.

Shoppers World (Winners Court), 499 Main Street South

Date: Tuesday October 1, 2024

Time: 12:00 p.m. to 8:00 p.m.

Bramalea City Centre (Hudson's Bay Court), 25 Peel Centre Dr

Date: Thursday October 3, 2024

Time: 12:00 p.m. to 8:00 p.m.

Online Open House Materials and Survey

Date: September 30 to October 14, 2024

Website: www.brampton.ca/mobilityplan

Contact Us

Please contact the study team below if you have any questions.

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Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on September 8, 2024



Notice of Master Plan - Brampton Mobility Plan

The study

The City of Brampton has completed an update of its transportation master plan, the Brampton Mobility Plan (BMP). The BMP outlines transportation policies, infrastructure investments, and programs aimed at supporting the movement of people and goods within the city and establishes a long-term vision for Brampton's transportation network until the year 2051.

The process

The Brampton Mobility Plan was prepared in accordance with the Master Plan process (Approach #1) for Municipal Class Environmental Assessments under the Environmental Assessment Act. The study satisfies Phase 1 (Identify Problem and Opportunity) and Phase 2 (Identify and Evaluate Alternative Solutions) of the environmental assessment process. Two rounds of public and stakeholder consultation were held over the course of the plan development.

The Brampton Mobility Plan addresses need and justification at a broad level, documents the planning and decision-making process, and recommends infrastructure projects, policies, and programs. Infrastructure projects within the plan are anticipated to require further detailed studies and approvals prior to construction.

The Transportation Master Plan Report

The Brampton Mobility Plan report will be available on the City of Brampton's website for a 30-day public review at www.brampton.ca/mobilityplan until November 14, 2025, in accordance with the requirements of the Municipal Class EA process.

Your written comments on the plan can be directed to the study team below:

Richa Dave, MCIP, RPP

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Planning, Building and Growth Management
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T: 905-874-3491
E: mobilityplan@brampton.ca

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on October 2, 2025.

C. Technical Advisory Committees

Two technical advisory committees (TACs) were established for the BMP study. The first committee was made up of internal departments at the City of Brampton and the second committee was made up of external technical agencies that have an interest in the outcomes of the BMP study.

Internal Technical Advisory Committee

Representatives from the following departments participated in the Internal TAC:

- Brampton Transit
- Capital Works
- Corporate Asset Management
- Downtown Revitalization
- Economic Development
- Environmental Planning
- Equity Office
- Official Plan and Growth Management
- Parks
- Programs and Implementation
- Roads Maintenance, Operations and Fleet
- Traffic Planning
- Urban Design

Virtual meetings were held with the Internal TAC on the following dates:

- September 6, 2023
- September 11, 2024
- March 26, 2025

External Technical Advisory Committee

Representatives from the following agencies participated in the External TAC:

- Peel Region / Peel Public Health
- City of Toronto
- City of Mississauga / MiWay
- Town of Caledon
- City of Vaughan
- York Region / York Region Transit
- Halton Region
- Town of Halton Hills
- Town of Milton
- Credit Valley Conservation
- Toronto and Region Conservation Authority
- Ministry of Transportation
- Greater Toronto Airports Authority
- Metrolinx
- CN Rail

Virtual meetings were held with the External TAC on the following dates:

- September 11, 2023
- September 12, 2024
- March 27, 2025

C.1 Internal Technical Advisory Committee Minutes



Meeting Minutes

Project: Brampton Mobility Plan

Subject: Internal Technical Advisory Committee Meeting #1

Date: 1:00 PM. Wednesday, September 06, 2023

Location: Online

Division/Department	Attendee(s)
Transportation Planning	Nelson Cadete Fernanda Soares Brian Lakeman Rowaidah Chaudhry Tyron Nimalakumar Peter Maloney Claudia LaRota Linda Wu
Transit	Kumar Ranjan David Stowe Doug Rieger
Roads Maintenance, Operations & Fleet	Kevin Minaker
Traffic Planning	David Monaghan
Integrated City Planning	Henrik Zbogor Shannon Brooks Jeffrey Humble Vikram Hardatt
Public Works	Ghazanfar Mohammad
Parks	Jaskiran Bajwa
Environmental Planning	Pam Cooper
HDR (consultant team)	Suzette Shiu Peter Chen

Introduction

- HDR introduced the project and Nelson introduced the core project team, Suzette introduced the consulting project team.

Travel Context and Catalysts

- Suzette presented an update of the study, guiding principles, existing travel trends and issues that require a shift in planning direction.
- Henrik noted the development charges (DC) study that will begin in late 2023/early 2024 and questioned how the City will fund new transportation infrastructure to address trends/issues..
 - Suzette noted that there have been recent changes to the DC Act. As part of the first phase of the study, Hemson (subconsultant on BMP study) prepared a



municipal finance paper that is currently under City review, and funding of BMP improvements through DCs will be considered in the implementation planning.

- Henrik also asked how the study will consider emissions.
 - Brian responded that the Brampton Plan recognizes that transportation is the largest contributor to emissions, and the BMP will be part of the solution.
 - Henrik questioned whether we are aware of how much of the transportation emissions statistics on the slide (59%) can be attributed to personal cars versus trucking/freight.
 - Pam advised that this analysis can be investigated further by environmental planning.
- Henrik asked how the planned dissolution of Peel Region in 2025 will impact differing philosophies towards arterial corridors (e.g., Steeles Avenue). Since this plan looks beyond the dissolution timeframe, what kind of assumptions can be made if the City ends up owning these roads instead of the Region?
 - Suzette noted that the BMP will be looking at all roads, regardless of jurisdiction, from the perspective of transportation needs. There will need to be more discussion towards roads that are not the City's jurisdiction currently but could be in the future.
 - Brian noted that the BMP may not be so bold as to assume at this time that Regional roads will transferred to the City, but there may need to be an update after January 1, 2025.
 - Henrik noted that waiting for 2025 and allowing things to fall into place may not be the best, and planning is preferred.
 - Brian noted that the Region is still advancing with its initiatives (e.g., Mayfield Road Widening). The City can make their case for alternatives, but the Region is holding to their course in the meantime.
 - Kumar added that a lot of Regional roads in the City also form Metrolinx's Frequent Rapid Transit Network (FRTN), which could be a basis to push against widening as these corridors are intended to be longer-term and facilitate travel between cities. Discussion with the Region has been on reducing capacity (to convert lanes to transit) on roads such as Queen Street or Steeles Avenue having a negative impact. These questions will need to be answered through traffic study, which should take mode shifts into account.

Study Directions

- Suzette presented the study directions
- David identified (from the slide) that the Brampton Intermodal Hub is CN, not CP.
 - Suzette noted that the map is from a Region of Peel report.
- Brian noted that with the transfer of roads, the City will need to consider goods movement more and more. Truck parking issues also come up periodically and have been flagged to the Region.
- Brian noted that it is key for the BMP to build on the Brampton Plan, which builds on Vision 2040 to contribute to the overall built form and vision.



- Kumar noted several east-west and north-south corridors are being examined for transit:
 - The Bovaird corridor, which ties in with the airport and Heritage Heights community, is of huge interest.
 - Main Street and Hurontario are underway with 30% design completed for the HuLRT extension to Brampton GO.
 - Chinguacousy Road.
 - Mississauga Road.
 - Bramalea Road as a Zum corridor.
 - East Airport Road is of huge interest as it is a very active transit corridor and is near the airport, where the future transit hub at Pearson is planned.
- Brian agreed with the transit notes from Kumar, as the Brampton Plan says that transit should become the default choice and goes beyond just Metrolinx's FRTN corridors. There is a need to shift peoples' thinking towards sustainable modes and different travel choices.
- Pam noted that this Mobility Plan incorporates well with the Environmental Master Plan. Air is one of the major areas of the EMP, including sustainable fleets and other initiatives, and the BMP speaks well to lowering those emissions.
 - Brian built on this, noting that a paradigm shift towards moving people from moving vehicles is important so that mobility is the focus not minimizing travel times by car. Lowering emissions is one of many beneficial by-products of this approach.
- Shannon notes that from a City Planning perspective, items such as zoning by-law amendments (ZBLA) and pre-zoning strategic growth areas have significant synergy with the BMP. The City's growth management strategy will start soon, lots of great ties with BMP as well. Moving people is important and how they experience cities and make choices is very important.
 - Brian added that the best transportation plan is a good land use plan.
- Jeffrey questioned whether the project team can look at where the high active transportation (AT) trips are being made, as challenges on MTSA projects include pushback from developers on land use mix (i.e., pushing for more residential instead of employment). Being able to tell the active transportation story to Council can help the push for more mixed-use developments.
- Claudia noted that there is pushback from developers on smaller, walkable blocks. It is important to integrate AT as part of the work that City is doing and will be helpful for giving direction for site plans in MTSA's. Older industrial areas have future-planned midblock connections which may be seen as limiting developers' potential for development.
- Dave noted that with respect to road rights-of-way (ROWs) map, only collector and arterial roads are shown on the map in the downtown. Local roads are currently narrow and City needs to increase to 20 meter ROW but there is lots of pushback because the standards are not clearly identified. Clarification on minimum local road ROW widths would be helpful as sufficient ROW is needed to accommodate a complete street that balances needs for bike lanes, traffic, transit, pedestrians, and utilities. Can the BMP provide guidance on ROW issues?



Evaluation Criteria

- Suzette presented the draft considerations for the evaluation framework.
- Brian questioned whether these are the criteria that will be used to compare alternatives.
 - Suzette confirmed that the criteria will be used for the evaluation of alternatives.
- Nelson questioned whether the criteria are too broad, particularly when it comes to safety.
 - Suzette agreed and that the project team can pull out safety as its own criteria, particularly when it comes to complete streets.
- Nelson noted that one thing that the City is constantly dealing with is an improvement plan that is based on widening roads. It is difficult to show the bigger picture that widening roads will induce more demand rather than solve congestion. But transit doesn't currently have the capacity to meet all the demand and we're stuck with roads that remain congested. The resident sees this congestion and their answer is to add more capacity to the network.
- Nelson also noted a need to show implementation timelines and interim solutions, as higher transit mode shares will not be realized until more higher-order transit is built, which will take time. In the meantime, the transportation system is congested/at capacity.
 - Suzette agreed that there is a need for shorter-term solutions that maximize capacity/efficiency of the existing system.
- Brian identified that a metric on how well the network alternative contributes to the overall Brampton Plan vision may be beneficial.
- Shannon also noted that an innovation or 'smart city' criteria could be beneficial for evaluation. This may require new indicators and new types/sources of data.

Next Steps

- Suzette presented the next steps for the BMP.
- Henrik noted that as the DC work starts up, the BMP work should hopefully feed into the financing work, as the BMP would show infrastructure needs to support growth, including transit and AT improvements.
- Henrik questioned whether the project team will look to report back to Council on stakeholder and public engagement.
 - Fernanda noted that the public engagement report from HDR has been received but will discuss internally how results will be presented.



Meeting Minutes

Project: Brampton Mobility Plan

Subject: Internal Technical Advisory Committee Meeting #2 – Meeting Summary

Date: 9:30 AM. Wednesday, September 11, 2024

Location: Online (MS Teams)

Division/Department	Attendee(s)
Transportation Planning	Richa Dave (Project Manager) Brian Lakeman Fernanda Soares Linda Wu Tyron Nimalakumar Kumar Ranjan Rowaidah Chaudhry Sara Cullen (Transportation Planner) Nkechi Nwokoye (Transportation Planner) Ahmed Mohamed Brain Lakeman (Transportation Policy Planner)
Consultant Team	Jonathan Chai (HDR, Project Director) Alfred Cheng (HDR, Project Coordinator) Qing Su (HDR, Transportation Planner) Dennis Klar (Dillon Consulting, Transit) <i>Absent: Suzette Shiu (HDR, Project Manager)</i>
Transit	Doug Rieger (Director) Andrew Charles (Supervisor) Kumar Ranjan (Manager Higher Order Transit – EA) Compton Bobb Chris Lafleur
Roads Maintenance, Operations & Fleet	Franco Massacci, (Manager)
Traffic Planning	David Monaghan
Official Plan & Growth Management	Geoffrey Singer (Acting Manger) Vikram Hardatat
Economic Development	Andrea Williams (Sector Manager)
Corporate Asset Management	Ishita Bahal (Project Lead) Pankaj Sallh (Advisor) Amit Gupta (Manager)
Programs and Implementation	Jeffrey Humble (Manager Policy)
Capital Works	Bishnu Parajuli (Manager) Ghazanfar Mohammad
Downtown Revitalization	Shahinaz Eshesh (Principal Planner/Supervisor) Joe Lilly
Environmental Planning	Constance Tsang (Environmental Planner)
Parks	Jaskiran Bajwa
Urban Design	Alex Taranu David De Groot
City of Brampton	Ekpedeme Edem Joseph Lilly

Topic	Action
1 Introductions	
<p>J. Chai provided the land acknowledgement and outlined the meeting purpose. Consultant staff from HDR and Dillon introduced themselves.</p> <p>R. Dave introduced the City’s core project team of the Brampton Mobility Plan (BMP) and the overview of the study.</p> <p>Attendees were asked to input their roles and departments into the chat box.</p>	
2 Context	
<p>J. Chai provided an overview of the context of BMP. Key discussion items are noted:</p> <ul style="list-style-type: none">• G. Mohammad inquired about whether Peel Region agrees with the 36% mode share target for active and transit combined in 2051 for Brampton.<ul style="list-style-type: none">○ B. Lakeman explained that the target aligns well with Peel Region’s plan. The Region’s 2041 sustainable mode share target for Brampton is 51% (including passenger cars).• D. Monaghan inquired whether additional right-of-way (ROW) would be required for the implementation of complete streets based on the proposed networks especially on roads with high auto demands.<ul style="list-style-type: none">○ J. Chai mentioned that according to Brampton’s Complete Streets Guide, cost-effective and priority framework would be considered within a reasonable ROW.○ R. Dave noted that separate complete street corridor studies will be undertaken to examine whether additional ROW is required for the recommended complete street roadways.	
3 Alternative Scenarios and Evaluation Analysis	
<p>A. Cheng presented an overview of the alternatives and evaluation table. Key discussion items are noted:</p> <ul style="list-style-type: none">• G. Mohammod suggested changing the evaluation descriptions of “poor/acceptable/good/very good” to Harvey balls in the evaluation table.<ul style="list-style-type: none">○ A. Cheng / R. Dave mentioned that the PIC #2 materials have been modified to Harvey balls. The Harvey balls will be incorporated into the evaluation framework moving forward.• P. Sallh inquired on whether financial needs to sustain future assets are considered in the evaluation and pointed out the methodology used in the City’s 2022 Asset Management Plan.<ul style="list-style-type: none">○ A. Cheng noted that the financial feasibility and sustainability were qualitatively evaluated.	HDR



<i>Topic</i>	<i>Action</i>
<p>the MTSAs - in particular in the Central Areas/Queen/Hurontario/ Mount Pleasant Village.</p> <ul style="list-style-type: none"> ○ A. Cheng explained that the proposed mode share targets considered intensification such as the urban growth centers and infrastructure investments across the scenarios. Target AT mode shares currently include micromobility modes. ○ B. Lakeman further noted that the secondary plan could be an opportunity to propose a stronger AT target for downtown. ● C. Tsang asked whether this plan would speak to sidewalks/pedestrian environment. <ul style="list-style-type: none"> ○ A. Cheng / J. Chai explained that the sidewalk/pedestrian environment would follow the City’s Complete Streets Guidelines which the BMP is based on. ● P. Sallh inquired on whether a road need study was done as a part of mobility plan as in the 2015 TMP. <ul style="list-style-type: none"> ○ A. Cheng noted that the BMP used future modeling results to inform the needs and types of road construction. The BMP uses a people carrying approach instead of auto carrying approach to determine the road projects. 	

5 Discussion and Next Steps

<p>The following items were noted:</p> <ul style="list-style-type: none"> ● The slides, detailed evaluation table, and minutes will be circulated. ● The draft plan will be shared at the end of this year or early next year. Regular touch points will be provided in the process. ● R. Dave noted that the BMP’s implementation will include not only infrastructure solutions but also programming, advocacy and collaboration with other levels of governments. ● City staff are welcome to send any feedback and comments such as the program recommendations and studies that the BMP should propose. The deadline for feedback is October 18th, 2024. 	<p>City/HDR</p> <p>City/HDR</p> <p></p> <p>City</p>
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Meeting Minutes

Project: Brampton Mobility Plan

Subject: Internal Technical Advisory Committee Meeting #3 – Meeting Summary

Date: 2:30 PM. Wednesday, March 26, 2025

Location: Online (MS Teams)

Division/Department	Attendee(s)
Transportation Planning	Richa Dave (Project Manager) Brian Lakeman Fernanda Soares Linda Wu Tyron Nimalakumar Sara Cullen Rowaidah Chaudhry <i>Paul Brioux</i>
Transit	Chris Lafleur Navreet Cheema Compton Bobb Kumar Ranjan
Roads Maintenance, Operations & Fleet	Frank Massacci
Traffic Operations	Ghazi Ashrafi David Monaghan
Official Plan & Growth Management	Vikram Hardatt
Economic Development	Martin Bohl Manav Sidhu
Corporate Asset Management	Pankaj Sallh)
Capital Works	Heren Mistry Sunil Sharma Atakan Sevilen
Downtown Revitalization	Andria Oliveira Ramsen Yousif
Environmental Planning	Constance Tsang
Equity	Ekpedeme Edem Shanika Johnson
Parks	Ritika Nair
Integrated City Planning	Claudia LaRota Jeffrey Humble Geoffry Singer Vrinda Bhardwaj,
Finance / Budget Office	Mark Medeiros Sugar Perez
Security Systems	Scott Bagley
Urban Design	Han Liu
Consultant Team	Jonathan Chai (HDR, Project Director) Suzette Shiu (HDR, Project Manager) Alfred Cheng (HDR, Project Coordinator) Dennis Kar (Dillon)



Topic	Action
1 Introductions	
<p>R. Dave introduced the City’s core project team of the Brampton Mobility Plan (BMP) and the overview of the study.</p> <p>S. Shiu provided the land acknowledgement and outlined the meeting purpose. Consultant staff from HDR and Dillon introduced themselves.</p> <p>Attendees were asked to input their roles and departments into the chat box.</p>	
2 Study Update	
<p>S. Shiu provided the BMP progress to date, including the preferred scenario and noted the update to growth forecasts used for the study.</p>	
3 Refinements and Recommended Networks	
<p>S. Shiu presented the updated recommended 2051 networks and phasing to achieve the plan. The following items were discussed:</p> <ul style="list-style-type: none">• B. Lakeman: The phasing shown is approximate and there are opportunities for refinement through subsequent BMP and budget process updates.• S. Shiu / G. Mohammed: Multi-use paths (MUPs) are considered under “Shared Cycling Facilities” and “Recreational Trail” items on the recommended active transportation network. Higher-order transit corridors may also include MUPs.	
4 Achieving the Plan	
<p>A. Cheng and S. Shiu presented draft actions for the BMP under infrastructure, policy and programs, or advocacy and partnership subcategories. The following items were discussed:</p>	
Transit Actions	
<ul style="list-style-type: none">• D. DeGroot: Potential to advocate for Highway 407 Transitway stop near the CAA Centre City lands (northeast corner of Kennedy Road and Highway 407)?<ul style="list-style-type: none">○ B. Lakeman / R. Dave: City is currently looking at first phase of study for improved access. General language on partnership to improve mobility to this area will be included in BMP.• G. Mohammed: How was equity considered?<ul style="list-style-type: none">○ S. Shiu: Equity was presented in TAC #2 to determine priorities and phasing. Equity wording should be incorporated into the actions.	

Topic

Action

- A. Taranu: Transportation equity also ties to housing affordability.
- K. Ranjan / A. Tanaru: GO electrification or other regional improvements (such as rail spur connection to Pearson Airport) would be beneficial.
- C. LaRota: The term 'growth centres' is misleading. There are already several Growth Centres / Major Transit Station Areas (MTSAs) identified in the City's Official Plan (OP) / Brampton Plan. New areas identified should align with Brampton Plan.
 - S. Shiu / J. Chai: The term 'growth centre' refers to intensification in Brampton (such as along Steele Ave) and does not directly refer to Provincial 'Urban Growth Centres'. Additional action items can include input into future OPs or integrated land use and transportation studies.
- M. Bohl: There are planned employment opportunities near the Highway 50 / Coleraine Drive. Transportation improvements would support access to the area.
- A. Taranu: Are there opportunities for technology / artificial intelligence for on-demand transportation, including mini-electric buses?
 - S. Shiu: This can be considered as we revise the actions.

Active Transportation

- N. Cadete: Is there a future for Dutch-style infrastructure design in Brampton? The Canadian industry is also moving past OTM Book 18 and exploring opportunities for protected facilities.
 - S. Shiu: This can be considered as an action item and can expand on the infrastructure action item #2 (updates to Brampton's AT design standards). Future Active Transportation Master Plans can expand on this as well.
- D. DeGroot: The requirement for "barrier-free" pedestrian connections implies designs in Brampton do not currently comply, even though AODA regulates it. This should be carefully worded.

Travel Demand Management (TDM)

- B. Lakeman: An action to educate the public or provide a public campaign for a "paradigm shift" should be included.
- P. Sallh: Will there be a distinction between vehicle capacity and person-carrying capacity as input into TDM?
 - S. Shiu: The monitoring section provides more details and emphasizes people moving capacity rather than vehicular capacity.

Complete Streets (Roads)

- A. Cheng / R. Dave: All roads in Brampton should be Complete Streets. The City is developing a Multi-Modal Level of Service (MMLOS) framework to analyze and evaluate future transportation needs and will share this document.

Goods Movement

- B. Lakeman: City of Brampton will continue to have discussions with Peel Region on potentially taking over Peel's goods movement role as the legislative changes continue to evolve.
- M. Bohl: Transport companies want to keep corridors open. Access to markets (via highways) and truck parking are important components. A roundtable discussion with transport companies will be beneficial when developing a City-wide Goods Movement Strategy.
 - B. Lakeman: Certain road usages will need to be prioritized on certain streets. For example, Steeles Avenue will need to balance both trucks and transit.
 - N. Cadete: An action item on recommendations for urban goods movement should be added.

Climate Change

- K. Dokoska: All developments should be EV-ready as a part of the comprehensive zoning bylaw review. Wording on this action item should be reviewed. Maximizing green infrastructure should also be included.
- A. Taranu: Heat island effect also impacts transportation and ties into Complete Streets. Carbon emission mitigation through net zero efforts should be considered as well.

Road Safety

- N. Cadete: A tie-in to ongoing Vision Zero efforts should be included.

Funding

- B. Lakeman: Funding the preferred scenario will require innovative consideration of funding sources.
- A. Taranu: The Disaster Mitigation Funds can be used as a funding source; it was used to fund Riverwalk.
- R. Dave: Chinguacousy Züm was funded by the Housing Acceleration Fund and can be considered a funding source.
- A. Taranu: potential for partnerships, example of expansion at Mt Pleasant



Topic

Action

Monitoring

- R. Dave: Specific data sources and monitoring intervals will be included to ensure the BMP recommendations and resulting progress tracking remains active.

5 Next Steps

The following items were noted:

- The slides, draft report, MMLOS framework and minutes will be circulated.
- City staff are invited to send any feedback and comments to the project team..
- The final draft BMP report will be presented to Planning and Development Committee and aim for council endorsement by Q2 2025.

C.2 External Technical Advisory Minutes

Meeting Minutes

Project: Brampton Mobility Plan

Subject: External Technical Advisory Committee Meeting #1 – Meeting Summary

Meeting Date: Monday, September 11, 2023 at 10:00 a.m.

Location: Online (MS Teams)

Division/Department	Attendee(s)
City of Brampton Core Team	Nelson Cadete Fernanda Soares Vikram Hardatt Jonathan Phan
Peel Region	Tina Detaramani Afroz Hassan Kayle McMillen Yathartha Singh
City of Mississauga	James Pyo
Mississauga Transit (MiWay)	Graham Proctor
Town of Caledon	Imran Salem
City of Vaughan	Christopher Tam Alicia Jakaitis
York Region	Lauren Crawford
York Region Transit	Bhakti Rathod
Halton Region	Chris Fong
Town of Halton Hills	Ivan Drewnitski Roumen Kotev
Town of Milton	Younan Sian
Metrolinx	Ann Marie Chung
CN Rail	Katrina Phaneuf
Toronto Regional Conservation Authority (TRCA)	Emma Benko Suzanne Bevan.
Ministry of Transportation, Ontario (MTO)	Fazal Mabood
HDR (Consultant Team)	Suzette Shiu Alfred Chen

The meeting consisted of the following format:

- Study overview, guiding principles, and existing Brampton travel trends,
- Overview of Catalysts for Change, trends and issues that require shifts in transportation planning,
- Discussion with TAC on any other trends and issues that should be noted,
- Overview of study directions identified in the first phase for active transportation, transit, road, and goods movement,
- Discussion with TAC on how the BMP integrates with their division, department or municipality and potential key opportunities and challenges,
- Presentation of draft consideration for the development of an evaluation framework to evaluate alternative solutions,

- Discussion with TAC on any other key criteria that should be considered, and
- Next steps for the BMP.

Discussion Notes:

- Christopher (Vaughan) noted that there is a large employment zone bordering Vaughan and Brampton. Employers have noted that there is a need for better integration of transit across the Highway 50 border.
- Lauren (York) noted that the York Region TMP has been updated and that key connections for AT have been identified as part of the plan (for both on-street and off-street improvements).
- Imran (Caledon) noted that land near Bolton requires key connections to Brampton. Large employment/industrial components and associated trips to Brampton will need to be considered. Caledon is dependent on Brampton Transit, but also looking into initiating a transit strategy. This will require further coordination.
- James (Mississauga) questioned whether the impact of Highway 413 has been considered in the study.
 - Suzette informed that the modelling has not yet begun, but Highway 413 direction will be from the City.
 - Nelson noted that a community-friendly corridor is being sought after and that there is no official answer on Highway 413 from the City yet.
- Chris (Halton) added that there are no current comments, but that the deck will be circulated afterward.
- Graham (MiWay) notes that cross-border transit trips, especially near Brampton will require coordination with Peel Region (and its dissolution).
- Tina (Peel) noted that Peel is currently completing its own TMP, and that there are no major concerns with the materials presented.
- Bhakti (YRT) noted that there is an emphasis on hard infrastructure and that the transportation component can include softer elements such as transit equity. (e.g., transit fares, policy goals, etc.).
- Suzanne (TRCA) noted that there are often lots of conflicts in the TMP implementation stage, such as low impact developments (LIDs). Early discussion (with high-level policy language) will be helpful. References to sustainability, sizes of crossings, and cost for replacements will help with construction administration and coordination down the road.
- Mike (MTO) noted that there are no immediate comments from MTO.



Meeting Minutes

Project: Brampton Mobility Plan

Subject: External Technical Advisory Committee Meeting #2 – Meeting Summary

Date: 9:30 AM. Thursday, September 12, 2024

Location: Online (MS Teams)

Organization	Attendee(s)
City of Brampton Core Team	Nelson Cadete (Manager) Richa Dave (Project Manager) Brian Lakeman Fernanda Soares
HDR and Dillon (Consultant Team)	Jonathan Chai (HDR, Project Director) Alfred Cheng (HDR, Project Coordinator) Qing Su (HDR, Transportation Planner) Dennis Klar (Dillon Consulting, Transit) <i>Absent: Suzette Shiu (HDR, Project Manager)</i>
Region of Peel	Sean Nix (Transportation Operations) Kayle McMillen (Public Health) Matt Aymar (Public Health) Sebastian van Gilst (Public Health) Robbie Jay (Transportation Planning)
City of Toronto	Josh Bassett (City Planning, Transportation Planning)
City of Mississauga	James Pyo (Transportation Planning)
Town of Caledon	Kavleen Younan (Transportation Engineering)
City of Vaughan	Alicia Jakaitis (Transportation Planning and Research)
York Region	Tia Hong (Transportation Long-Term Planning) Rob Di Profio (Transportation Policy & Planning) Umaharan Sivarajah
Halton Region	Chris Fong (Infrastructure Planning & Policy)
Town of Halton Hills	Ivan Drewnitski (Transportation Planning)
The Greater Toronto Airports Authority (GTAA)	Numair Bari (Groundside Planning Manager) Blair Ostrom (Government Relations)
Metrolinx	Ken Golden (Service Planning)
Credit Valley Conservation (CVC)	Iftekhar Ahmad (Environmental Assessment, Watershed Management and Development Services Department)
Ministry of Transportation, Ontario (MTO)	Graham DeRose (Major Infrastructure and Projects)



Topic	Action
1 Introductions	
<p>J. Chai provided the land acknowledgement and outlined the meeting purpose. Consultant staff from HDR and Dillon introduced themselves.</p> <p>R. Dave introduced the City of Brampton’s core project team of the Brampton Mobility Plan (BMP) and the overview of the study.</p> <p>Attendees were asked to input their roles and departments into the chat box.</p>	
2 Context	
<p>J. Chai provided an overview of the context of BMP. Key discussions items are noted:</p> <ul style="list-style-type: none">• N. Bari inquired about whether the BMP considered Pearson Airport and the 7 Guiding Principles for the proposed mode share targets. He further mentioned potential inputs from the Long-term Investments in Facilities and Terminals (LIFT) program of Pearson Airport to the BMP.<ul style="list-style-type: none">○ J. Chai confirmed that Pearson Airport is considered a major destination with connectivity improvements in the proposed transit network. Mode share targets are based on the Brampton Plan and align with Peel Region’s sustainable targets.○ R. Dave noted the City core team will reach out to N. Bari (GTAA) for inputs from the LIFT program and she also mentioned other discussion topics such as employment and freight movement to and from the airport.• J. Bassett inquired about whether Highway 413 is considered in the mode share targets.<ul style="list-style-type: none">○ A. Cheng confirmed that Highway 413 is included as one of the background projects in all alternatives except the Do Nothing scenario.	City
3 Alternative Scenarios and Evaluation Analysis	
<p>A. Cheng presented an overview of the alternatives and evaluation table. Key discussion items are noted:</p> <ul style="list-style-type: none">• J. Pyo inquired about how the Multi-modal Level of Service (MMLOS) components are involved in the BMP.<ul style="list-style-type: none">○ A. Cheng mentioned that MMLOS is incorporated into Brampton’s Complete Streets Guidelines which the BMP is based on.○ R. Dave added that a MMLOS target/guidance for Brampton is developed in parallel with the BMP. It will be implemented as a recommended project in the BMP. The City core team will	City



Topic	Action
<p>reach out to J. Pyo (City of Mississauga) for potential engagement opportunities.</p> <ul style="list-style-type: none">• C. Fong asked for clarifications on the difference between Higher Order Transit (HOT) and Priority Bus/Züm.<ul style="list-style-type: none">○ A. Cheng explained that HOT is operated on dedicated lane, while Priority Bus/Züm is operated in mixed traffic with transit priority measures such as jump lanes and signal priority. HOT also has shorter headways (i.e. more frequency service).• J. Bassett inquired on whether the widenings for transit include a reduction of capacity on general traffic lanes.<ul style="list-style-type: none">○ A. Cheng explained that the corridors shown as widening for transit in the road maps would be four general traffic lanes plus two transit lanes. The existing road capacity would be preserved.○ R. Dave added that widenings or lane conversion for transit are subject to further study such as Transit Project Assessment Process (TPAP) and business case study.○ B. Lakeman noted that road diets may also be considered on non-major arterials to better support active transportation (AT) modes.• R. Jay noted the Peel Region's Strategic Goods Movement Network SGMN should be considered into the BMP's recommendations on Regional roads. The City/Consultant staff acknowledged this and mentioned that goods movement are incorporated into the BMP as one of the policy frameworks.• R. Jay inquired about whether the BMP will still be based on Peel Region's Scenario 2 growth forecast (pending endorsement) if the forecast changes. He also mentioned that the difference between the forecast would only impact the phasing of certain implementations due to the additional housing units requirements by 2031.<ul style="list-style-type: none">○ R. Dave / B. Lakeman confirmed that based on the timeframe, the BMP will be based on the Scenario 2 growth forecast. If necessary, sensitivity analysis will be conducted to inform the impacts of the new forecasts. The City and Peel Region will coordinate to ensure the ultimate network aligns with the updated forecast if available.• J. Bassett inquired on whether the policy is emphasized less than the model forecast.<ul style="list-style-type: none">○ R. Dave / A. Cheng confirmed that the model was used as a tool to inform policy. The solutions are based on the guiding principles and assessed by the multifaceted evaluation framework which considers city's priorities and policies. The	<p>City/HDR</p> <p>City</p>



Topic	Action
model is also used to inform the phasing priority of certain projects in the implementation stage of the study.	
4 Draft Preferred Network	
A. Cheng provided an overview of the draft preferred network for BMP. Several discussion items were noted:	
<ul style="list-style-type: none">B. Lakeman / A. Cheng confirmed that draft preferred transit network is based on the frequent rapid transit network identified in Metrolinx’s 2041 Regional Transportation Plan.B. Lakeman noted that lane conversion for transit is proposed and subject to further study depending on the transit type. It will be clarified in the map and documentation.	HDR
5 Discussion	
The following key items were discussed in this session:	
<ul style="list-style-type: none">B. Lakeman and R. Dave noted that the City would like to engage in projects from neighbouring municipalities that cross the municipal boundary to ensure consistency between different projects.J. Pyo mentioned the City of Mississauga’s draft Transit and Road Infrastructure Plan identified Dixie Road as a corridor with dedicated transit lanes. This aligns with the current BMP draft transit network.R. Dave noted that the BMP’s implementation plan will not only be on infrastructure solutions but also require programming, advocacy and collaboration with other levels of government. Additional comments from stakeholders on these items are welcomed.R. Profio noted the draft preferred AT network should align with York Region’s 2051 TMP (i.e. Map 1 2051 Regional Road Cycling Network and Map 2 2051 Regional Trail Network)	HDR
6 Next Steps	
A. Cheng presented the next steps of the study. The following key items were noted:	
<ul style="list-style-type: none">The slide deck and minutes will be circulated.External stakeholders are welcome to share any desired partnerships to the City core team as well as any feedback and comments by October 18th 2024.	City/HDR City



Memo

Date: 2024-10-30

To: Richa Dave, Project Manager, Brampton Mobility Plan

From: Nelson Oliveira, Director, Airport Planning, GTAA
Numair Bari, Manager, Groundside Systems Planning, GTAA

Subject: **GTAA comments on draft Brampton Mobility Plan directions**

Thank you for the opportunity to comment on emerging findings and early directions of the Brampton Mobility Plan. We appreciate the opportunity to collaborate with you on developing this important planning initiative. Following the Regional External Technical Advisory Committee Meeting on September 12, 2024 and materials shared with the Greater Toronto Airports Authority (GTAA), we are pleased to provide input to inform the Mobility Plan prioritization efforts.

We recognize that employee and passenger trips to and from Brampton represent a key segment of trips to Toronto Pearson and the broader Pearson Economic Zone (PEZ), the second largest employment area in Canada. Close collaboration with you is key to ensuring that collectively we deliver services and infrastructure that best support these trips in the context of a growing region.

Toronto Pearson continues to advance its planning and infrastructure development to support growing air passenger and worker volumes. Over the next several decades, the volume of annual passengers using Toronto Pearson is expected to double from 45M in 2023 to 65M in the early 2023's, supported by 50,000 airport workers which continues to grow. The GTAA recognizes the need to plan for and invest in supporting this growth and working with stakeholders to meet future travel needs in the region.

To proactively address this growth, Toronto Pearson has embarked on a large-scale capital investment program and a long-term infrastructure planning initiative:

- **Pearson LIFT** is a decade-long initiative that will transform Toronto Pearson into one of the most advanced, sustainable and passenger-friendly airports in the world. This program includes upgrades and revitalization to airport assets, a new interim passenger terminal, the expansion of existing terminal facilities to meet passenger growth, and the revitalization of the terminals with a focus on elevating the passenger experience and optimizing capacity (including groundside access).
- The **Vision Plan** is a strategic infrastructure and land use roadmap to support Toronto Pearson's development to 2050 that is currently underway. This plan will inform project and initiative prioritization for the airport as it seeks to move toward its long-term ultimate condition, considering its maximum capacity based on a balance of uses.

The comments below focus on general directions that the GTAA considers important for the Mobility Plan to consider, in response to the presentation shared at the September 12th meeting. We understand that this input is contributing to the development of the Mobility Plan. Noting that the development of your Plan will continue to evolve over the next few months, the GTAA would be pleased to provide a further review at later points in the process.

KEY THEMES AND FOCUS AREAS:

We highlight the following key themes and focus areas for your consideration as you work towards drafting the Mobility Plan.

1. Identifying Toronto Pearson as a key regional destination for Brampton residents and workers

Approximately 6% of passengers originate from Brampton, and 17% of airport workers destined to Toronto Pearson originate in Brampton. The number of passengers originating in Brampton is equivalent to 1.8M annual originating/destined pax in 2023.ⁱ Recent airport employment statistics also indicated Brampton is one of the fastest growing cities among major airport employee origins when compared to pre-pandemic statistics – the growth rate of airport employee origins in Brampton was approximately 9% when comparing 2019 and 2023 airport employment data.ⁱⁱ

We recommend that key maps in the Mobility Plan draw out the specific location of Toronto Pearson, including noting it on the legend, and identifying specific actions and implementation steps focused on strengthening transportation connections to Toronto Pearson as a major destination, workplace and location of business activity adjacent to the city.

2. Recognizing the PEZ, including Toronto Pearson, as an underserved employment area for sustainable mobility requiring multimodal service and infrastructure.

We recommended that the Mobility Plan identify improved mobility access to the PEZ, ensuring Brampton residents have superior access to high quality jobs within a reasonable commuting distance to support and enable critical warehousing, manufacturing and logistical employment sectors necessary to support Brampton and the broader region's economic growth in addition to protecting vital airport operating lands.

The PEZ requires a multimodal and coordinated approach and we recommend the Mobility Plan should highlight the need for first mile and last mile active transportation trips to integrate with public transit and higher order transit services. With the recent Airport Area Transit Study indicating 23% of work destined trips in the PEZ are located within Brampton, we recommend Brampton prioritize investments that directly serve the PEZ.

3. Advancing development of the planned rapid transit network to Toronto Pearson and the surrounding employment zone.

The GTAA is highly supportive of the emphasis that the scenarios place on “sustainable modes such as transit, walking and cycling, recognizing that road network expansions will only induce more vehicular demand on the road network.” Priority network investments include GO expansion and local service integration at all stations, Priority Bus plans included in the Metrolinx RTP, and the Province's Transportation Plan for the Greater Golden Horseshoe released in 2022, and new and enhanced services connecting directly to Toronto Pearson.

The Mobility Plan should acknowledge Priority Bus projects in and around Brampton that have been identified as high-priority by Metrolinx. In the 2020 report entitled “Advancing Transit Priorities: Frequent Rapid Transit Network Prioritization” Metrolinx identified the Airport Road project and the Highway 27 Priority Bus project (both in the airport area) as high priority.

In addition to clearly showing Toronto Pearson on the Mobility Plan network maps, we recommend that the preferred transit network maps clearly show all transit connections to Toronto Pearson and major workplaces in the PEZ.

4. Progressing policies and actions improve the integration of transit services between Brampton and Mississauga in the airport area.

Full integration of transit fares and services currently spanning multiple operators is needed to support Toronto Pearson and PEZ employees. The Mobility Plan should identify the need, and where appropriate, address the challenges of transit connectivity and service rationalization that are compounded by the barriers created by multiple agencies and jurisdictions.

5. Strengthening engagement between GTAA, the City of Brampton and Brampton Transit and Metrolinx on multi-modal transportation initiatives.

The Mobility Plan should address the importance of planning collaboratively with partners, including Toronto Pearson, adjacent municipalities and Metrolinx. The challenges of serving the transportation needs of the Toronto Pearson and PEZ workers and customers cannot be adequately addressed without an integrated approach focused on cross-border trips and markets.

Thank you for the opportunity to provide input on this exciting initiative. If you have any specific questions, please contact Numair Bari (Numair.Bari@gtaa.com). We look forward to continuing to be engaged as you move forward to complete and implement the plan.

ⁱ Source: 2024 Departing Groundside Passenger Survey.

ⁱⁱ Source: 2019-2023 RAIC Employment Data.

From: James Pyo <James.Pyo@mississauga.ca>
Sent: Thursday, October 17, 2024 11:52 AM
To: Cheng, Alfred
Cc: Dave, Richa
Subject: RE: Brampton Mobility Plan - External TAC #2

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Hi Alfred,

Thank you for giving us the opportunity to provide further comments.

The only comment that Mississauga has (in addition to those made at the latest TAC meeting) is that Mavis Road and Erin Mills Parkway / Mississauga Rd are now designated for dedicated transit lanes, as per TRIP's updated transit network.

Regards,

James Pyo, MCIP, RPP (he/him)

Transportation Planner
T 905-615-3200 ext.5749
james.pyo@mississauga.ca

[City of Mississauga](#) | Transportation & Works
Infrastructure Planning & Engineering Services



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From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Wednesday, November 6, 2024 11:53 AM
To: Shiu, Suzette
Subject: FW: Brampton Mobility Plan - External TAC #2 - TRCA Response to TAC #2 Presentation Materials

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From: Aliyah Khan <Aliyah.Khan@trca.ca>
Sent: 2024/11/05 11:11 AM
To: Dave, Richa <Richa.Dave@brampton.ca>
Cc: Alfred.Cheng@hdrinc.com; Shirin Varzgani <Shirin.Varzgani@trca.ca>
Subject: Re: Brampton Mobility Plan - External TAC #2 - TRCA Response to TAC #2 Presentation Materials

Hi Richa,

Thank you for circulating the TAC #2 materials for the Brampton Mobility Plan. Please find TRCA staff's comments below.

TRCA Trail Strategy for the Greater Toronto Region

1. In the [TRCA Trail Strategy for the Greater Toronto Region](#) (2019), TRCA identified numerous trail alignments within Brampton as trails of regional significance. As such, local trail and active transportation corridor connection opportunities should be planned and accommodated in any infrastructure project, in coordination with the Regional Municipality of Peel, TRCA and neighbouring municipalities and conservation authorities.
2. Draft Preferred Road and Complete Street Network (slide 36)
 - TRCA staff commends that Heart Lake Road between Mayfield Road and Sandalwood Parkway, along eastern edge of Heart Lake Conservation Park, is identified for Complete Street reconstruction. This will improve pedestrian and active transportation connectivity to Heart Lake Conservation Park along Heart Lake Road.
3. Draft Preferred Active Transportation Network (slide 37)
 - This is consistent with alignments of regional trail network presented in TRCA's [TRCA Trail Strategy for the Greater Toronto Region](#) (2019).
 - TRCA staff suggests adding Crossing of Major Barrier to Steeles Avenue/Highway 407 at West Humber River, west of Highway 427.
 - There should be a crossing at Steeles Avenue just west of Highway 427.
 - It should be noted that TRCA's Project Management Office (PMO) is working on a proposal to extend the West Humber multi-use trail from Queen Street to the City of Toronto border along the West Humber River. This project will determine the final alignment and design.
 - TRCA staff commend the crossing of Claireville Reservoir is identified as Crossing of Major Barrier.
 - TRCA staff prefer to show the connection under Steeles Avenue and Highway 407 to the east side of the reservoir. There is an opportunity to adjust the orientation of the barrier in this area so that it runs under Steeles Avenue.

Water Resources

4. TRCA staff look forward to reviewing the hydrotechnical studies (hydrologic, hydrogeologic, and hydraulic studies) that support the preferred alternative, once available.

Geotechnical

5. Where the proposed work will be located close to existing slopes, a geotechnical slope stability study will be required to determine the erosion hazard limit.
6. Where applicable, a geotechnical study will be required, containing all geotechnical design recommendations, to inform the design of all pertinent elements of the proposed works.
7. Where applicable, geotechnical recommendations will be required to inform the design of the crossings, and the design will need to be reviewed by a geotechnical engineer to ensure that they will not be at risk of erosion hazard and slope instability.
8. The construction methodology and sequencing will need to be developed and provided. All mitigative measures will need to be developed to ensure the surrounding areas/structures/infrastructures will be adequately protected and that the works will not aggravate the stability of the bank/slope.
9. The earth works and grading/site alterations will need to be developed and, where applicable, the grading strategy will need to be reviewed by a geotechnical engineer to ensure that the grading differentials will be addressed in a long-term stable manner.

General

10. Moving forward, please ensure to continue TRCA staff engagement in this Master Plan review.
11. For areas outside of TRCA jurisdiction, please consult with the appropriate Conservation Authorities.

General Information for the Trail Strategy for the Greater Toronto Region (2019):

- [Claireville Conservation Area Management Plan Update](#) (2012) included a regional trail plan, with a connection under Steeles and Hwy 407
- The alignment was fleshed out a little more in the [Claireville Conservation Area Land Management Implementation Plan](#) (2014)
- This was further reinforced in the [Trail Strategy for the Greater Toronto Region](#) (2019)

Should you have any questions, please let me know.

Thank you,

Aliyah Khan (she/her)

Planner

Infrastructure Planning and Permits | Development and Engineering Services

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From: Fong, Chris <Chris.Fong@halton.ca>
Sent: Friday, October 4, 2024 10:15 AM
To: Dave, Richa
Cc: Melissa.Green-Battiston; Larkin, Ann; Cheng, Alfred
Subject: FW: Brampton Mobility Plan - External TAC #2

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello Richa,

Thank you for the invitation to the Brampton Mobility Plan - External TAC #2 that was held on September 12, 2024.

Halton Region is undertaking an [Integrated Master Plan for water, wastewater and transportation](#). The outcome of this work will be a long-term integrated servicing strategy for Regional infrastructure to support growth to 2051.

In addition, Halton Region is also undertaking a Municipal Class Environmental Assessment Study for the [Norval West Bypass](#) from Guelph Street (Highway 7) to 10 Side Road (Regional Road 10), including 10 Side Road from Tenth Line to Winston Churchill Boulevard/Adamson Street (Regional Road 19), in the Town of Halton Hills. The need for the Norval West Bypass was identified in both the Halton-Peel Boundary Area Transportation Study (HPBATS) and the Region's 2011 Transportation Master Plan – The Road to Change (to 2031).

How is the City of Brampton considering HPBATS as part of the Brampton Mobility Plan? The purpose of HPBATS was to develop a roadway network to address the long-term transportation needs around the Halton-Peel Boundary area, including east-west travel. The City of Brampton was a study partner for HPBATS which recommended a transportation network with new road corridors and the widening of existing roadways to address travel demand in the area. Most recently through Brampton's Heritage Heights Secondary Plan, the following policy was included as it relates to HPBATS. In addition to the Secondary Plan, how is this being considered?

- 13.1.11 a) In order to ensure provisions for adequate transportation infrastructure are in place to support development in the Heritage Heights Secondary Plan Area, prior to the City of Brampton adopting Precinct Plans for Precincts 52-4 and 52-5, proponents of development shall demonstrate satisfaction of the transportation policies under the North West Brampton Urban Development Area section of the City of Brampton Official Plan.

b) Within Precincts 52-4 and 52-5 on Schedule 52-2, future study is required as identified by the Halton Peel Boundary Area Transportation Study Memorandum of Understanding (HPBATS MOU, 2012) to determine the extent of transportation network improvements that may be required to support east-west connections across municipal boundaries. This study will inform Precincts 52-4 and 52-5 and shall occur as part of the Precinct Planning process and may be undertaken by affected landowners. The Study shall be undertaken based on the terms identified in the HPBATS MOU and must be to the satisfaction of the City, in consultation with the Town of Halton Hills and Region of Halton.

c) Any development proposed within the East-West Connection Focus Area as shown on Schedule 52-6, in advance of adoption of the Precinct Plans for Precincts 52-4 and 52-5 must be reviewed by the City in consultation with the Town of Halton Hills and Halton Region. No development shall be approved by the City within Precincts 52-4 and 52-5, within the East-West Connection Focus Area as shown on Schedule 52-6, that may preclude the opportunity for the future east-west cross boundary transportation network improvements identified in the Study identified in Policy 13.1.11 b) above.

Thank you for the opportunity to provide comments. In addition we will add you to our Integrated Master Plan Study stakeholder contact list for future meetings and notifications.

Chris

Chris Fong, P. Eng.

Project Manager II - Mobility Planning

Infrastructure Planning & Policy

Public Works

Halton Region

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From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Thursday, September 12, 2024 3:26 PM
To: Cheng, Alfred; Shiu, Suzette
Cc: mobilityplan
Subject: FW: Brampton Mobility Plan - External TAC #2

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From: Di Profio, Robert <Robert.DiProfio@york.ca>
Sent: Thursday, September 12, 2024 12:28 PM
To: Dave, Richa <Richa.Dave@brampton.ca>
Cc: Hanlon, Mark <Mark.Hanlon@york.ca>; Hong, Tia <Tia.Hong@york.ca>
Subject: RE: Brampton Mobility Plan - External TAC #2

Hi Richa, I hope all's good...
It's been some time since we last interacted!

About this morning's Brampton Mobility Plan (BMP) TAC Meeting #2...

- First, I recall that Brian Lakeman (I believe) asked the meeting attendees... How are Brampton's neighbouring municipalities dealing with the matter of emerging technologies in their strategic plans?

In [York Region's Transportation Master Plan](#) (TMP), it is acknowledged that external factors with long-term impacts – such as disruptive new technologies – can tend to make plans subject to uncertainty.

In section A3.5 (p.15) of the TMP, it is recognized that the transportation landscape is quickly changing. It is noted that...

“As new technologies emerge and people choose different ways to travel, transportation planning is required to meet those needs. For example, if more travellers are expected to choose to walk or cycle to their destinations in the future, more walking and cycling paths will be required. The impacts of electric vehicle, e-scooter and e-bike uptake, as well as the continuation of working from home and online shopping trends, are not yet fully understood.”

Also, in section D2.2 (p.48-49), one of the TMP's guiding principles is the idea of being 'Future-ready' by stressing the need for *“transportation solutions and initiatives that are flexible and can be adapted to address changing needs, processes and technologies.”*

As such, considering the increasingly rapid pace of change and the disruption often associated with the advent of new technologies in transportation, the TMP explains that York Region will continue to be agile in monitoring such trends and adjusting transportation planning as needed.

- Second, I also recall that it was asked that attendees identify any of their own strategic plans that might have an implication on the development of Brampton's BMP and to ensure alignment.

I've already provided (see above) a link to York Region's TMP document for your reference; however I might also recommend that, if not already done, the BMP team review and consider the TMP's transportation network maps (in Appendix B) showing the recommended cycling, rapid transit and road networks depicting how all modes of travel are expected to evolve to support the Region's growth over the next 30 years.

For example, regarding the BMP's Draft Preferred AT Network, I suggest that the BMP team check that there is alignment with York Region's TMP – e.g., our recommended 2051 Regional Road Cycling Network (Map 1) and our recommended 2051 Regional Trail Network (Map 2).

Fyi, the TMP's other remaining network maps include the recommended 2051 Rapid Transit Network (Map 3) and 2051 Road Network (Map 4).

I hope this information is of assistance. Please reach out if there are any questions or concerns.

Thanks,
Rob

Our working hours may be different. Please don't feel obliged to respond outside of your scheduled working hours.

Rob Di Profio | Senior Transportation Policy & Planning Specialist (Transportation Planning and Research)
Infrastructure Asset Management (Transportation), Public Works Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
1-877-464-9675 x76067 | robert.diprofio@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



Meeting Minutes

Project: Brampton Mobility Plan

Subject: External Technical Advisory Committee Meeting #3 – Meeting Summary

Date: 2:00 PM. Thursday, March 27, 2025

Location: Online (MS Teams)

Division/Department	Attendee(s)
City of Brampton	Richa Dave (Project Manager) Nelson Cadete (Manager, Transportation Planning) Brian Lakeman (Transportation Planning) Fernanda Soares (Transportation Planning) Linda Wu (Transportation Planning) Tyron Nimalakumar (Transportation Planning) Kumar Ranjan (Transit) Sara Cullen (Transportation Planning) Rowaidah Chaudhry (Transportation Planning) <i>Paul Brioux</i>
Consultant Team	Jonathan Chai (HDR, Project Director) Suzette Shiu (HDR, Project Manager) Alfred Cheng (HDR, Project Coordinator) Dennis Karr (Dillon)
Peel Region	<i>Yathartha Singh (Principal Planner, Transportation Planning)</i> <i>Sean Nix (Manager, Transportation Operations)</i> <i>Lindsay Edwards (Manager, Transportation Planning)</i> <i>Sebastian van Gilst (Research & Policy Analyst, Peel Public Health)</i> <i>Taran Harwal (Health Promoter – School Health, Peel Public Health)</i> <i>Matt Aymar (Analyst, Peel Region – Public Health)</i> <i>Jaclyn Newman (School Health Team, Peel Public Health)</i>
Town of Caledon	<i>Kavleen Younan (Transportation Engineering)</i>
City of Mississauga / MiWay	<i>James Pyo</i> <i>Danny Xue (Acting Supervisor Transit Planning, MiWay)</i> <i>Mattewa Turco (Active Transportation)</i>
City of Toronto	Benjo Mathew
York Region	<i>Mark Hanlon (Program Manager, Transportation Planning and Research)</i> <i>Rob DiProfio (Transportation Policy and Planning)</i> <i>Umaharan Sivarajah</i>
City of Vaughan	<i>Alicia Jakaitis (Program Manager, Transportation Planning and Research)</i>
Halton Region	<i>Lina Elmorshedy (Project Manager)</i> <i>Chris Fong (Project Manager, Infrastructure Planning and Policy)</i> <i>Ann Larkin (Infrastructure Planning and Policy)</i>
Town of Halton Hills	<i>Ivan Drewnitski (Transportation Planning)</i> <i>Morteza Khashaypoor (Transportation Planning)</i>
Ministry of Transportation, Ontario (MTO)	<i>Scott Leone (Corridor Management Officer in Peel Region)</i> <i>Neave Constantine (Team Lead)</i> <i>John Manning (Manager for Strategy and Integration, Major Infrastructure (Highway 413))</i>
Metrolinx	<i>Amber Ghosh</i>



Division/Department	Attendee(s)
Credit Valley Conservation (CVC)	Iftekhhar Ahmad (Environmental Assessment)
TRCA	Colleen Bonner (Senior Planner Development Plan Review)
CNR	Katrina Phaneuf (Manager, Intermodal Development)
Sheridan College	Vicki Tran (Cycling and Sustainable Transportation Officer) Rachel Basa (Manager, Parking and Sustainable Transportation)
The Greater Toronto Airports Authority (GTAA)	Karen LeMoine (Manager GR & Stakeholder Relations) Numair Bari Steven Thomas

Topic *Action*

1 Introductions

R. Dave introduced the City’s core project team of the Brampton Mobility Plan (BMP) and the overview of the study.

S. Shiu provided the land acknowledgement and outlined the meeting purpose. Consultant staff from HDR and Dillon introduced themselves.

Attendees were asked to input their roles and departments into the chat box.

2 Study Update

S. Shiu provided the BMP progress to date, including the preferred scenario and noted the update to growth forecasts used for the study.

3 Refinements and Recommended Networks

S. Shiu presented the updated recommended 2051 networks and phasing to achieve the plan. The following items were discussed:

- A. Ghosh: Metrolinx’s 2051 Regional Transportation Plan is currently underway and will update the 2041 RTP.
- M. Hanlon: What are the current assumptions for Peel Region and Regional roads?
 - S. Shiu: The study is using assumptions from the Region’s 2019 Long Range Transportation Plan.
 - B. Lakeman: Within Brampton, there are currently working assumptions that Regional roads will be downloaded to City jurisdiction.
 - L. Edwards: The Peel Region’s Transportation Master Plan (TMP) is currently ongoing but delayed due to growth forecasts. Anticipated completion of the TMP is by next year; however, ownership and jurisdictional changes remain uncertain.

Topic

Action

- R. Dave: Road widenings and lane conversions will be required to accommodate transit lanes area. The BMP currently shows assumptions that will be subject to further studies.

4 Achieving the Plan

A. Cheng and S. Shiu presented draft actions for the BMP under infrastructure, policy and programs, or advocacy and partnership subcategories. The following items were discussed:

Transit Actions

- D. Xue: MiWay is exploring more integrated express routes between Mississauga and Brampton, similar to the previous 185 Dixie Express that used to be in-service. Other strong potential corridors include Chinguacousy Road / Mavis Road. Transit infrastructure and terminal space for busses will be required to support these operations.

Active Transportation

- V. Tran: How is priority for dedicated active transportation infrastructure being determined?
 - A. Cheng: Infrastructure is to be built based on the latest standards based on the needs of each road. Phasing will be further explored in the Active Transportation Master Plan update.
- V. Tran: Additional youth programs would also help youth navigate road conditions in Brampton. Additional partnerships to organizations including Sheridan College will also help reduce barriers to people cycling.
- J. Manning: MTO is considering the latest design standards to facilitate more comfortable active transportation crossings in the planning and design of Highway 413.
- M. Turco / F. Soares: City of Mississauga is completing their next 5-year Cycling Master Plan update which will include opportunities to integrate connections between Brampton and Mississauga.
- Y. Singh: The ongoing Peel TMP will include an update to active transportation / sustainable strategy.

Travel Demand Management (TDM)

- N. Bari: What are some current TDM advocacy partnership examples?
 - R. Dave: Brampton used to participate in the Region's SmartCommute initiative.
 - S. Nix: The current SmartCommute program is paused. Peel can support Brampton on a local TDM strategy.

Topic

Action

Complete Streets (Roads)

- A. Cheng / R. Dave: All roads in Brampton should be Complete Streets. The City is developing a Multi-Modal Level of Service (MMLOS) framework to analyze and evaluate future transportation needs.
 - R. Dave: Brampton Traffic Impact Study guidelines will be updated to include MMLOS analysis requirements.
- B. Lakeman: The Brampton Complete Streets Guide was developed building on the sustainable emphasis and mode share targets identified in Vision 2040 and Brampton Plan.
- V. Tran: Trees and green space are important considerations in Complete Streets as well.

Goods Movement

- B. Lakeman: City of Brampton will continue to have discussions with Peel Region on potentially taking over Peel's goods movement role as the legislative changes continue to evolve.
- K. Lemoine: Some ongoing initiatives and economic impact of Pearson Airports is available at the link (<https://www.economicrunway.ca/economic-impact>)
- B. Lakeman / N. Bari: The BMP identifies transit improvements to Pearson Airport on Airport Road. The need for this improvement is recognized at the Greater Toronto Airport Authority as well.

Climate Change

- V. Tran: A program for electric vehicle (EV) and e-bikes can be considered. New developments should accommodate e-mobility devices as well.
- S. Nix: Peel Region Climate Change Office is considering community campaigns. There may be joint opportunity between Peel Region and City of Brampton.
- M. Khashaypoor: Will there be guidelines regarding EV readiness in development applications
 - R. Dave: To be taken back, likely not a BMP action item.
- J. Massey-Singh: Brampton Board of Trade can connect City of Brampton to Brampton businesses considering fleet electrification.
- K. Younan: Town of Caledon has a Green Development Standards that has requirements for EV parking spaces. An introduction for Brampton staff to Town of Caledon Energy & Environmental Staff can be provided.

Road Safety

- B. Lakeman: City of Brampton will continue to work with Peel Region on road safety items
- S. Nix: Does City of Brampton have network screening tool for road safety?
 - R. Dave / B. Lakeman: There currently is not a tool. This can be added to work related to automated cameras as well.
- R. DiProffio: Given its popularity, are there opportunities to incorporate Automated Speed Enforcement (ASE) in Brampton?
 - R. Dave: Yes, the City of Brampton does currently have this program.
 - S. Nix: Peel is currently exploring using smart cameras for a future project. Peel also has a running red-light camera program and is potentially a new opportunity for the City as well.

Monitoring

- R. Dave: Specific data sources and monitoring intervals will be included to ensure the BMP recommendations and resulting progress tracking remains active.
- R. Dave: How are other organizations overcoming data gaps, considering Transportation Tomorrow Survey (TTS) only releases data every 5 years?
 - M. Hanlon: The Data Management Group (TTS group) at University of Toronto) is looking to create a map-based sample size tool to calculate mode split. Contact information can be shared. York Region is also expanding pedestrian/cyclist counters on Regional roads, and also introducing bike counters as part of the Turning Movement Count (TMC) collection process.
 - K. Younan: Town of Caledon is not currently pursuing any specific data collection methods.
 - M. Turco: City of Mississauga installs some user counts along trails but generally still rely on TTS.
- M. Turco: Equity is an important part of the Cycling Master Plan update. More information can be shared with City of Brampton offline.
- S. Nix: Peel Region is monitoring TDM upon development.



Topic

Action

5 Next Steps

The following items were noted:

- The slides, minutes and draft report will be circulated.
- Committee members are invited to send any feedback and comments to the project team..
- The final draft BMP report will be presented to Planning and Development Committee and aim for council endorsement by Q2 2025.

D. Engagement with Indigenous Communities

Engagement with Indigenous Communities was led by City of Brampton.

The following communities were notified:

- Haudenosaunee Development Institute
- Huron-Wendat Nation
- Mississaugas of the Credit First Nation
- Six Nations of the Grand River First Nation
- The Indigenous Network

August 16, 2024

Haudenosaunee Development Institute (By Email Only)
Engagement & Approvals
info@hdi.land

Dear Haudenosaunee Development Institute,

Re: City of Brampton Transportation Master Plan Update (Brampton Mobility Plan)

The City of Brampton is updating its Transportation Master Plan, called the “Brampton Mobility Plan (BMP)”. The BMP will develop a long-term city-wide strategy to guide transportation actions, policies, and investments in Brampton over the next 30 years. The study is being conducted in accordance with the Municipal Class Environmental Assessment process for Master Plans under the Environmental Assessment Act and will satisfy Phases 1 and 2 of the process.

The plan is guided by the City’s 2040 Vision document which states that “In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes contributing to civic sustainability with an emphasis on walking, cycling, and transit” as well as the following 7 guiding principles:

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

City staff are currently in the process of evaluating a series of alternative network solutions and would be delighted to meet with the Haudenosaunee Development Institute to share our results and seek your input on the BMP prior to sharing the results with the general public in October 2024.

If you would like to meet to discuss the BMP or would like more information about the study, please contact me at richa.dave@brampton.ca or 905-874-3491 or visit our project website at www.brampton.ca/MobilityPlan.

Sincerely,



Richa Dave, Project Manager, Transportation Planning

Shiu, Suzette

From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Thursday, September 19, 2024 3:15 PM
To: info@hdi.land
Cc: Cadete, Nelson; Oad, Devin; Johnson, Shanika; Johnston, Rozella
Subject: RE: Brampton Mobility Plan - Engagement Opportunity
Attachments: Brampton Mobility Plan - Notice of Public Consultation.jpg

Good afternoon,

The City of Brampton is undertaking a series of public consultation sessions to seek feedback on the Brampton Mobility Plan (BMP). The BMP will serve as the City's long-term strategy to guide transportation actions, policies, and investment over the next 30 years. The study is being conducted in accordance with the Master Plan process for Municipal Class Environmental Assessments under the Environmental Assessment Act and will satisfy Phase 1 (Identify Problem and Opportunity) and Phase 2 (Identify and Evaluate Alternative Solutions) of the master plan process.

The City is currently seeking input on the evaluation of alternative solutions and the draft recommended mobility network and invites you to provide your feedback by visiting us at the locations listed below.

Kiosks at the Brampton Farmers' Market Come out and meet the City's team at the Brampton Farmers' Market.	Location: Main Street South Date: September 28, 2024 and October 5, 2024 Time: 8:00 a.m. to 1:00 p.m.
In-Person Public Open Houses Drop by to learn more about the Brampton Mobility Plan and share your ideas about transportation in our growing city.	Shoppers World (Winners Court), 499 Main Street South Date: Tuesday October 1, 2024 Time: 12:00 p.m. to 8:00 p.m. Bramalea City Centre (Hudson's Bay Court), 25 Peel Centre Dr Date: Thursday October 3, 2024 Time: 12:00 p.m. to 8:00 p.m.
Online Open House Materials and Survey	Date: September 30 to October 18, 2024 Website: www.brampton.ca/mobilityplan

Learn more about the Brampton Mobility Plan by visiting the study website at www.brampton.ca/mobilityplan.

If you have any questions about the study or would like to connect with the study team, please email mobilityplan@brampton.ca.

Kind Regards,

Richa Dave, MCIP, RPP (she/her)

Project Manager, Transportation Planning
City of Brampton
T: 905.874.3491
E: Richa.Dave@brampton.ca

August 16, 2024

Dominic Sainte-Marie (By Email Only)
Lands Management Advisor, Wendat Lands Management
Huron-Wendat Nation
Dominic.Sainte-Marie@wendake.ca

Dear Dominic Sainte-Marie,

Re: City of Brampton Transportation Master Plan Update (Brampton Mobility Plan)

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If you would like to meet to discuss the BMP or would like more information about the study, please contact me at richa.dave@brampton.ca or 905-874-3491 or visit our project website at www.brampton.ca/MobilityPlan.

Sincerely,



Richa Dave, Project Manager, Transportation Planning

Shiu, Suzette

From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Thursday, September 19, 2024 3:12 PM
To: benjamin.labbe@wendake.ca; consultations@wendake.ca
Cc: Cadete, Nelson; Oad, Devin; Johnson, Shanika; Johnston, Rozella
Subject: RE: Brampton Mobility Plan - Engagement Opportunity
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Kind Regards,

Richa Dave, MCIP, RPP (she/her)

Project Manager, Transportation Planning
City of Brampton
T: 905.874.3491
E: Richa.Dave@brampton.ca

August 16, 2024

Mark LaForme (By Email Only)
Director, Department of Consultation and Accommodation
Mississaugas of the Credit First Nation
Communications@mncfn.ca

Dear Mark LaForme,

Re: City of Brampton Transportation Master Plan Update (Brampton Mobility Plan)

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If you would like to meet to discuss the BMP or would like more information about the study, please contact me at richa.dave@brampton.ca or 905-874-3491 or visit our project website at www.brampton.ca/MobilityPlan.

Sincerely,



Richa Dave, Project Manager, Transportation Planning

Shiu, Suzette

From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Thursday, September 19, 2024 3:16 PM
To: Communications@mncfn.ca
Cc: Cadete, Nelson; Oad, Devin; Johnson, Shanika; Johnston, Rozella
Subject: RE: Brampton Mobility Plan - Engagement Opportunity
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Kind Regards,

Richa Dave, MCIP, RPP (she/her)

Project Manager, Transportation Planning
City of Brampton
T: 905.874.3491
E: Richa.Dave@brampton.ca

August 16, 2024

Dawn Russell (By Email Only)
Lands and Resources
Six Nations of the Grand River First Nation
dawnrussell@sixnations.ca

Dear Dawn Russell,

Re: City of Brampton Transportation Master Plan Update (Brampton Mobility Plan)

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Sincerely,



Richa Dave, Project Manager, Transportation Planning

Shiu, Suzette

From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Thursday, September 19, 2024 3:13 PM
To: dawnrussell@sixnations.ca
Cc: Cadete, Nelson; Oad, Devin; Johnson, Shanika; Johnston, Rozella
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Kind Regards,

Richa Dave, MCIP, RPP (she/her)

Project Manager, Transportation Planning
City of Brampton
T: 905.874.3491
E: Richa.Dave@brampton.ca

August 16, 2024

The Indigenous Network (By Email Only)
info@theindigenousnetwork.com

Dear The Indigenous Network,

Re: City of Brampton Transportation Master Plan Update (Brampton Mobility Plan)

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City staff are currently in the process of identifying alternative solutions and confirming evaluation criteria and are anticipating that we will be ready to share the draft results of our evaluation in Fall 2024.

City staff will contact you by email with a Notice of Public Consultation, however we would also welcome the opportunity to meet with The Indigenous Network to provide more information about the project or discuss any interests or questions you may have in advance. If you would like to meet to discuss the BMP or would like more information about the study, please contact me at richa.dave@brampton.ca or 905-874-3491 or visit our project website at www.brampton.ca/MobilityPlan.

Sincerely,



Richa Dave, Project Manager, Transportation Planning

Shiu, Suzette

From: Dave, Richa <Richa.Dave@brampton.ca>
Sent: Thursday, September 19, 2024 3:08 PM
To: info@theindigenousnetwork.com
Cc: Cadete, Nelson; Oad, Devin; Johnson, Shanika; Johnston, Rozella
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The City of Brampton is undertaking a series of public consultation sessions to seek feedback on the Brampton Mobility Plan (BMP). The BMP will serve as the City's long-term strategy to guide transportation actions, policies, and investment over the next 30 years. The study is being conducted in accordance with the Master Plan process for Municipal Class Environmental Assessments under the Environmental Assessment Act and will satisfy Phase 1 (Identify Problem and Opportunity) and Phase 2 (Identify and Evaluate Alternative Solutions) of the master plan process.

The City is currently seeking input on the evaluation of alternative solutions and the draft recommended mobility network and invites you to provide your feedback by visiting us at the locations listed below.

Kiosks at the Brampton Farmers' Market Come out and meet the City's team at the Brampton Farmers' Market.	Location: Main Street South Date: September 28, 2024 and October 5, 2024 Time: 8:00 a.m. to 1:00 p.m.
In-Person Public Open Houses Drop by to learn more about the Brampton Mobility Plan and share your ideas about transportation in our growing city.	Shoppers World (Winners Court), 499 Main Street South Date: Tuesday October 1, 2024 Time: 12:00 p.m. to 8:00 p.m. Bramalea City Centre (Hudson's Bay Court), 25 Peel Centre Dr Date: Thursday October 3, 2024 Time: 12:00 p.m. to 8:00 p.m.
Online Open House Materials and Survey	Date: September 30 to October 18, 2024 Website: www.brampton.ca/mobilityplan

Learn more about the Brampton Mobility Plan by visiting the study website at www.brampton.ca/mobilityplan.

If you have any questions about the study or would like to connect with the study team, please email mobilityplan@brampton.ca.

Kind Regards,

Richa Dave, MCIP, RPP (she/her)

Project Manager, Transportation Planning
City of Brampton
T: 905.874.3491
E: Richa.Dave@brampton.ca

E. Community Stakeholders

A meeting with community stakeholders was held on September 27, 2023. Minutes of the meeting are attached.

Subsequent engagement with community stakeholders were held through other channels. Some groups were invited to participate at Internal TAC meetings (e.g., Brampton Traffic Services), External TAC meetings (e.g. Peel Public Health), or public events and activities (e.g. AT Advisory Committees).

Meeting Minutes

Project: Brampton Mobility Plan

Subject: Community Stakeholders Meeting #1 – Meeting Summary

Meeting Date: Wednesday, September 27, 2023 at 10:00 a.m.

Location: Online (MS Teams)

Division/Department	Attendee(s)
City of Brampton Core Team	Nelson Cadete Fernanda Soares Vikram Hardatt
Peel Regional Police	Cst. Claudia D'Amico
Brampton Transit	David Stowe
Peel District School Board	Will Davies Kathy McDonald Zach Tessaro
Active Transportation Advisory Committee	Steve Laidlaw
Dufferin-Peel Catholic District School Board	Krystina Koops Janice Gordon
City of Brampton - Accessibility Advisory Committee	Kathia Johnson
Sheridan College	Pitsa Davey Vicki Tran
Peel Public Health	Matthew Aymar Shawnette Cronin
City of Brampton - Accessibility Coordinator	Sylvia Ingham Sabrina Cook
City of Brampton - Enforcement and By-Law Services	JeanPierre Maurice Nikolai Belynstev Roberta Van Beklom
Smart Freight Centre	Elkafi Hassini
Community Safety Advisory Committee / Brampton School Traffic Safety Council	Dominique Daramanin-Sturgeon
City of Brampton – Traffic Services	Violet Skirten
HDR (Consultant Team)	Suzette Shiu Alfred Cheng

The meeting consisted of the following format:

- Study overview, guiding principles, and existing Brampton travel trends,
- Overview of guiding principles of the study, and vision,
- Discussion with stakeholders on the vision, priorities and guiding principles,
- Overview of study directions identified in the first phase for active transportation, transit, road, and goods movement,

- Discussion with stakeholders on what works well and not well in the travel network in Brampton, ideas to improve mobility and travel choice, and how the BMP can address needs of their organizations,
- Overview of catalysts for change, factors requiring shifts in traditional transportation planning,
- Discussion with stakeholders on other trends/issues, and actions that the City of Brampton can take to prepare for change, and
- Next steps for the BMP.

Discussion Notes:

- Steve (Active Transportation Advisory Committee) proposed integrating options to shift away from typical auto modes.
- Vicki (Sheridan College) agreed and emphasized the need for more safe alternatives. Reported that people are exploring other modes for safer navigation.
- Kathy (Peel District School Board) suggested including the term "equitable" in the Brampton 2040 vision, emphasizing an educational component and partnerships for Brampton priorities.
- Sylvia (City of Brampton Accessibility Coordinator) added that in addition to equity, accessibility should also be mentioned in the vision statements.
- Steve (Active Transportation Advisory Committee) raised the question of how goals will align with partners like MX, highlighting an appetite for train services. He also pointed out the significant impact of snow clearing on mode choice.
- Fernanda and Vikram (City of Brampton Core Project Team) confirmed ongoing discussions with MX for alignment with BMP.
- Steve (Active Transportation Advisory Committee) emphasized the need for building infrastructure to enhance transit reliability.
- Kathy (Peel District School Board) emphasized the importance of greater connectivity to places like Mississauga, Toronto, and Halton, as well as advocating for free transit for students and reliable transit. She also suggested working with school boards to promote active transportation.
- Will (Peel District School Board) suggested tweaking bus schedules to align with school timings.

- Vicki (Sheridan College) stressed the importance of education, snow clearing, and ensuring accessible routes between municipalities, especially between Mississauga and Brampton and Sheridan campuses. She also mentioned concerns about congestion and safety during school sessions.
- Sylvia (City of Brampton Accessibility Coordinator) echoed the need for accessible routes between connections to cities/destinations when switching modes of transportation.
- Roberta (City of Brampton - Enforcement and By-Law Services) emphasized education on using various modes and highlighted restrictions on certain vehicles on sidewalks, such as e-bikes and motor-assisted modes.
- Steve (Active Transportation Advisory Committee) inquired about initiatives for carpooling.
- Suzette (HDR) mentioned the existence of smart commute and assured that BMP will explore various travel modes and policies.
- Pitsa (Sheridan College) emphasized the importance of understanding the psychology and barriers behind personal vehicle usage. He suggested tailoring solutions to address these specific barriers and demographics, such as tradespeople.
- Fernanda (City of Brampton Core Project Team) suggested conducting a travel survey specific to Brampton in addition to the regional TTS survey.
- Kathy (Peel District School Board) underscored the importance of safety, particularly observations from the school board, and the interconnectedness of education and safety. She mentioned the existing stigma around not using vehicles and the convenience factor associated with cars.
- Elkafi (Smart Freight Centre) discussed the forthcoming 2022 TTS and its potential impacts due to increased WFH and online shopping on freight. He highlighted the demand for transit add-on options for certain age groups and mentioned work on dedicated bus lanes in Peel Region and their potential impact on freight.
- Steve (Active Transportation Advisory Committee) mentioned that bike repair stations are in progress, and more people are using e-bikes for deliveries.
- Vicki (Sheridan College) emphasized the need for education for new drivers, specifically regarding the prohibition of cyclists on sidewalks. She noted that drivers are often unaware of these regulations.

F. Public Consultation Events and Activities

Phase 2 – First Round of Public Engagement

The public engagement was undertaken both virtually and in person for PIC #1.

Public engagement events and activities included:

- Brampton’s Farmer’s Market – in-person kiosk
- Online Public Meeting
- Virtual Open House – online materials and survey

A summary of the public engagement in Phase 2 is attached.

Phase 3 – Second Round of Public Engagement

The Phase 3 public engagement program included the following events and activities:

- Brampton’s Farmer’s Market – in-person kiosk
- Public Open Houses – two in-person events
- Virtual Open House – online materials and survey

A summary of the public engagement in Phase 3 is attached.

F.1 First Round of Public Engagement

Memo

Date: Tuesday, October 10, 2023

Project: Brampton Mobility Plan

To: Fernanda Soares, City of Brampton
Vikram Hardatt, City of Brampton

From: Peter Chen / Suzette Shiu, HDR

Subject: Brampton Mobility Plan – Public Information Centre #1 Summary – Final

1 Introduction

The City of Brampton is currently undertaking *On the Move* – Brampton Mobility Plan (herein referred to as the “BMP”), as an update to its 2015 Transportation Master Plan. The BMP study consists of four main phases, as follows:

- Phase 1: Background Review, Issues Identification, Analysis and Emerging Directions
- Phase 2: Vision, Policy, and Decision-Making Framework
- Phase 3: Multi-Modal Network Development and Evaluation with Project Identification and Prioritization
- Phase 4: Preferred Scenario, Recommendations + Implementation Action Planning

Public engagement was undertaken at the beginning of Phase 2 in July 2023 to inform the public of the plan and obtain initial feedback on the study’s guiding principles.

Community engagement and collaboration is one of the council-endorsed guiding principles that direct the planning of the future transportation system. This memo provides a summary of the engagement that was undertaken as part of Public Information Centre (PIC) #1.

2 Consultation Activities

The public engagement was undertaken both virtually and in person for PIC #1. This section describes the consultation activities that were undertaken to inform the public of the study and obtain feedback on findings and guiding principles.

2.1 Brampton Farmer's Market

July 8th and July 15th, 2023 (8:00 AM to 1:00 PM, Gage Park)

The project team had a booth at the Brampton Farmer's Market to reach out to the public on the upcoming PIC meeting and obtain feedback on residents' transportation issues and the study's guiding principles.

Two display boards were presented, one containing a map of the city along with guiding principles, the transportation vision, and contact information, and a second board that contained a graphic of different transportation modes and a QR code to access the survey. The project team engaged actively with the public, asking about concerns or existing transportation issues, and providing awareness of the ongoing survey and interactive map available on the study website, and the subsequent PIC meeting on July 18th.

Figure 1: Project Team Booth at 2023 Brampton Farmer's Market on July 8th



2.2 Live Meeting

July 18th, 2023 (7:00 p.m. to 9:00 p.m.)

A live online meeting was held on the evening of July 18th. The meeting consisted of two parts, a live presentation on the study purpose and initial findings, interspersed with interactive engagement moments to obtain feedback from the public. Members of the project team were present to respond to questions.

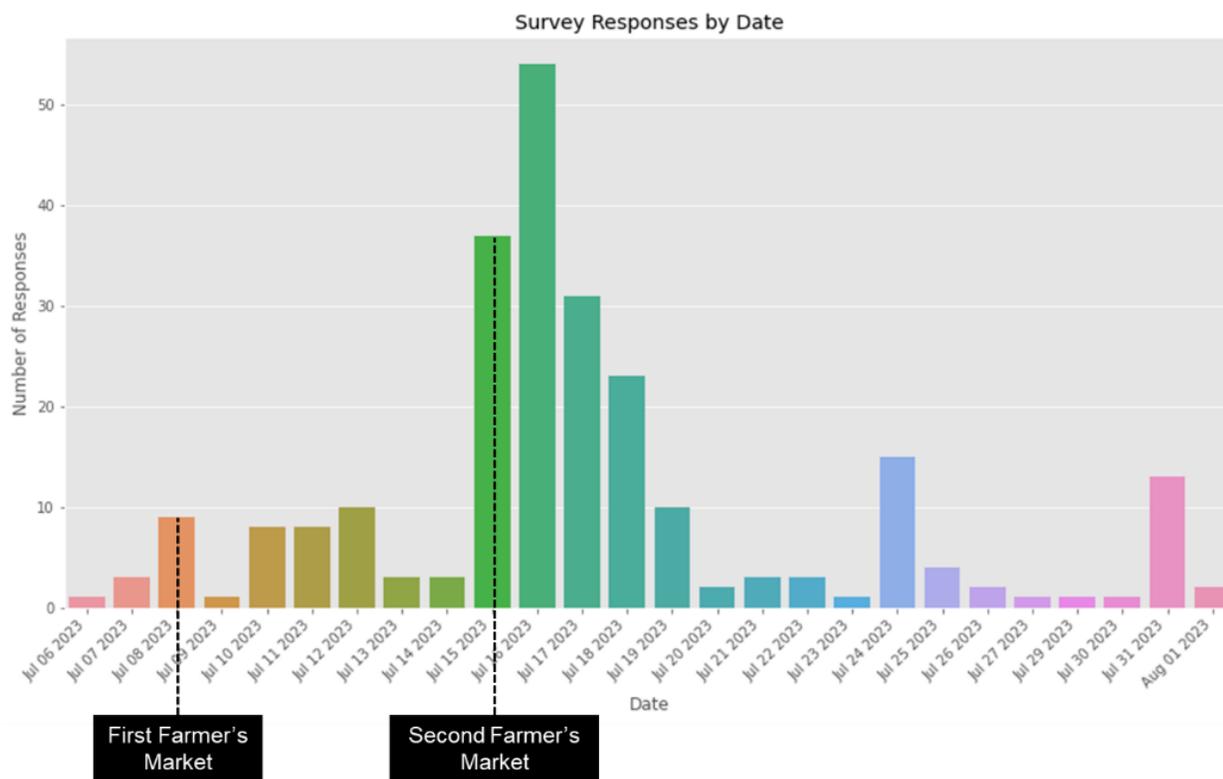
Following the meeting, a recording of the presentation was posted on the City’s project website and participants at the meeting were informed that they would be able to continue and provide feedback through the survey and comment map until the end of the month.

2.3 Online Survey and Comment Mapping

July 6th to August 1st, 2023

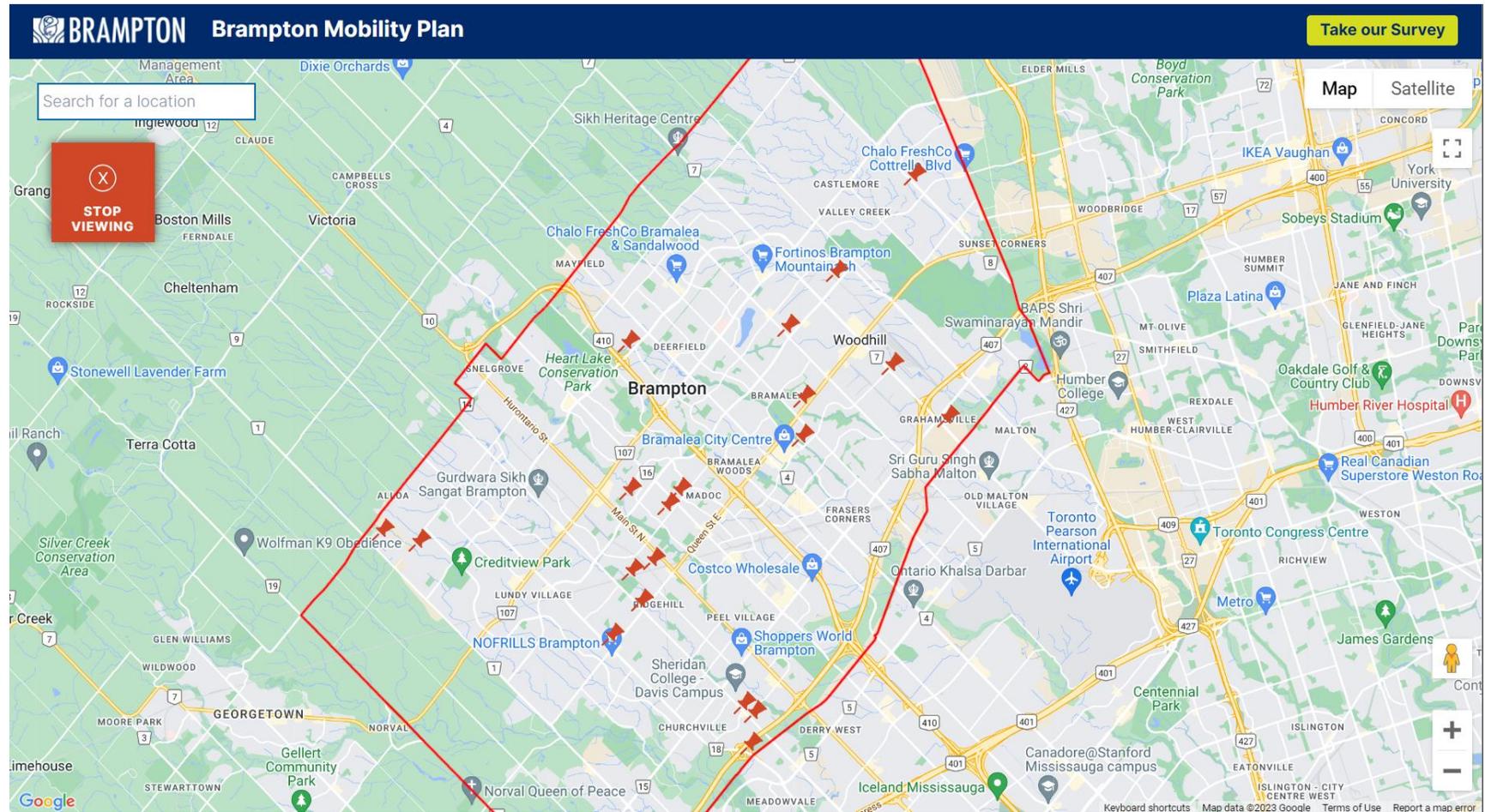
An online survey that sought information on travel trends, issues, new technologies, and demographics was posted on the project website from July 6th to August 1st, 2023. The survey received 249 responses over the 26-day period in which it was open. The project team drew attention to the survey at the farmer’s market events, and an uptick in survey responses following these events can be observed in **Figure 1**, below. Additional upticks were noted on July 24th and July 31st, which are likely linked to communications on the City’s social media channels.

Figure 2: Respondents to Online Survey, by date



In addition to the online survey, an interactive map where residents could leave their comments by placing a pin on the map was also available on the study website. A total of 57 pins were placed during the study period. **Figure 3** shows a view of the online mapping tool.

Figure 3: Online Interactive Mapping Tool



3 What We Heard

This section documents what we heard from the public at the various public engagement events, both in person and online between July 6th to August 1st, 2023.

3.1 Farmer’s Market Conversations

The project team received input on residents’ opinions on the existing transportation system. The following provides a summary of what was heard.

Table 1: What we heard at the Brampton Farmer's Market

Topic	What we heard at the Brampton Farmer’s Market
Transit	<ul style="list-style-type: none"> - Bus schedules need improvement, bunching and infrequent services. - Need more frequent service. - Buses and trains are “out of service” or cancelled. - Buses are too full and long lines to get on the bus. - Bus service (specifically route no. 9) has not been restored for weekend services, which makes it difficult to reach events. - The future LRT should be underground.
Cycling	<ul style="list-style-type: none"> - Cycling is enjoyable in the City but require maintenance on the road. - The cycling network is not connected, partial bike lanes make it difficult to get around. - The trails are pleasant, but on-road cycling needs to be separate
Driving and Roads	<ul style="list-style-type: none"> - Too much road construction going on. - Want to see expanded charging network for electric vehicles. - There is no parking at Bramalea GO station, and overflow parking
E-Scooters	<ul style="list-style-type: none"> - Finding e-scooters parked in driveways and in the middle of sidewalks. - Youth are using the e-scooters for driveways. - Too many e-scooters at Loafer’s Lake, difficult to find bike parking.

3.1 PIC Live Meeting Q&A Summary

Over 30 members of the public attended the PIC live meeting that was held on July 18th from 7:00 p.m. to 8:30 p.m. using the WebEx platform. The presentation included a study overview and timeline, context of the current transportation system including how people currently travel, catalysts for change, and how people can continue to be engaged in the study. The meeting included several opportunities for participants to share their feedback and ask questions including through the chat function, Q&A period, and interactive polling questions throughout the meeting. For a full transcript of the discussion, see Appendix A. For the results of the interactive polling questions, see Appendix B.

Comments and feedback discussed during the meeting, organized into key themes, are provided below.

Mobility Plan Study Details

Overall, there was support for the Brampton Mobility Plan's guiding principles that were shared. Participants wanted additional clarity around the scope of the Mobility Plan including the level of detail that would be included. This detail included the potential to set minimum thresholds to change the project scope, for example, a minimum ridership threshold to shift a transit route to rapid transit. Participants also inquired if there was a way to isolate travel data for downtown Toronto and the airport area to inform the plan, which were discussed as areas of particular interest for future data. Some wanted to know when new data from the most recent Transportation Tomorrow Survey (TTS) would be available, as the data presented was based on information from the 2016 TTS and Census. The topic of open data and publishing ridership data on the City website also arose in discussions.

Service Levels

Participants raised a suggestion to restore service levels to pre-pandemic levels to address capacity. The #9 bus was specifically recommended as a service that should be restored to previous service levels on weekends.

Population Growth

Participants questioned if the Mobility Plan would take into consideration that the population could exceed current growth projections. It was noted that this has happened previously with population projections for Brampton.

New Infrastructure

Some participants wanted to ensure that if there is a new cricket stadium and/or new recreation spaces, that there is a corresponding transportation plan to meet the demands associated with these uses. Participants also wanted to understand how infrastructure is planned to meet demand and growth. There was also a sentiment shared that development should only occur after necessary transportation infrastructure and safety measures are in place.

Network Improvements

There was a mix of opinions regarding bike lanes including a desire to add more bike lanes to improve safety for vulnerable road users, and the opposite sentiment suggesting removal of bike lanes due to lack of demand. Some participants expressed a desire for more bike parking and safe infrastructure to support multi-modal options. Some wanted to see improved connections for cyclists to key destinations and other parts of the region, and wayfinding. Participants also shared a desire for car

infrastructure to be considered in the Mobility Plan in addition to transit, bike and pedestrian networks.

Many participants had suggestions on how to improve mobility in Brampton. There was support for adding more bike lanes and building rapid transit. Specific suggestions included better connections with MiWay, GO Transit service to Kitchener on weekends, a bus to Kipling Mobility Hub, a connection to Vaughan along Major Mackenzie Drive, and a rapid bus link to the airport. Many expressed a desire for this new link to the airport to move forward.

New Technologies

Regarding new technologies, participants suggested that there should be public education to accompany the introduction of new transportation modes like e-scooters. Participants shared that e-scooter enforcement and education is important going forward. There was interest in bike and car share programs as a transportation option for residents, and many wanted to see them be affordable alternatives.

Participants suggested using cameras to detect vehicles and improve traffic flow. Others suggested that the advanced pedestrian walking signals (leading pedestrian intervals) being used in Toronto is an opportunity for Brampton to pursue.

Local Complaints

Several participants raised issues around specific complaints and how to get local concerns addressed. These questions included adjusting traffic light timing at specific intersections and complaints regarding specific e-scooters. The project team noted that operators share this data with them as well to inform future plans and policies.

Transit Fare Integration

There was a desire for an integrated transit pass between Brampton and MiWay as an initiative to consider for future plans.

Driver Education

Participants also inquired if any additional measures to educate new drivers on new modes and technologies were being considered in future plans.

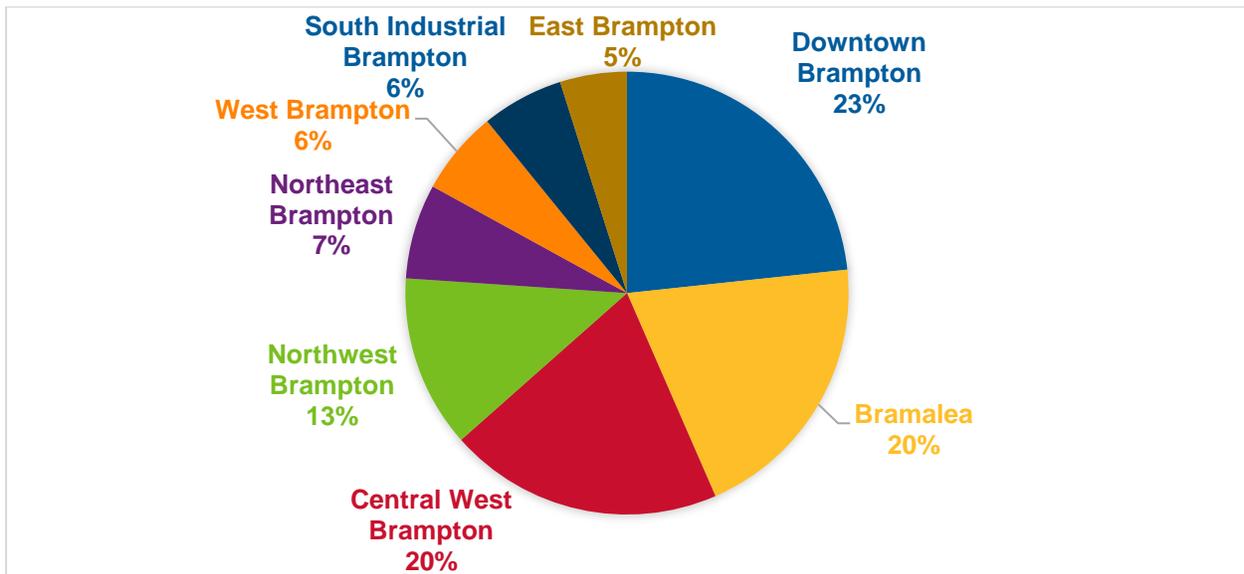
3.2 Online Survey Responses

This section provides a summary of responses to the online survey questions.

1 WHAT AREAS IN BRAMPTON DO YOU TRAVEL TO THE MOST?

Figure 4 presents the responses to this question. Downtown Brampton is the most frequented destination by respondents, followed by Bramalea/Central West Brampton, and Northwest Brampton. A map of the different areas in Brampton was included in the questionnaire and can be found in Appendix C.

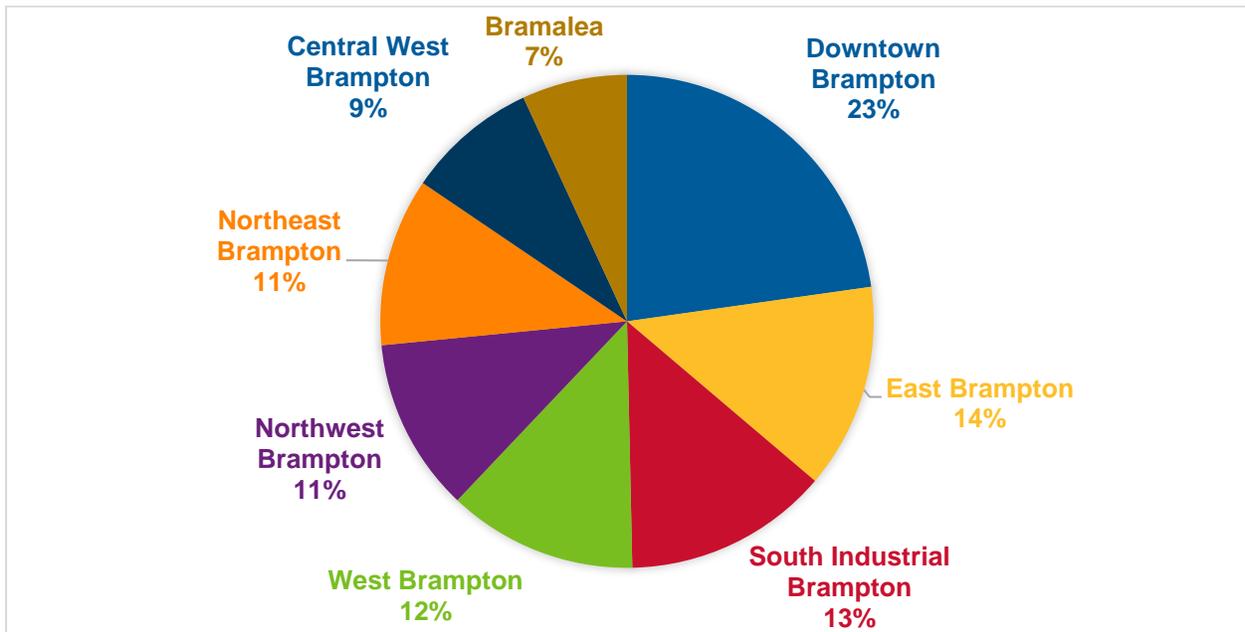
Figure 4: What areas in Brampton do you travel to the most?



2 ARE THERE AREAS IN BRAMPTON THAT YOU AVOID? WHY DO YOU AVOID THESE AREAS?

Figure 5 presents areas in Brampton that respondents avoid travelling through. Respondents indicated that Downtown Brampton and South Industrial Brampton are most avoided. Traffic was most frequently listed as a reason for avoiding these areas. Other reasons included bike lanes, lack of transit access, and construction.

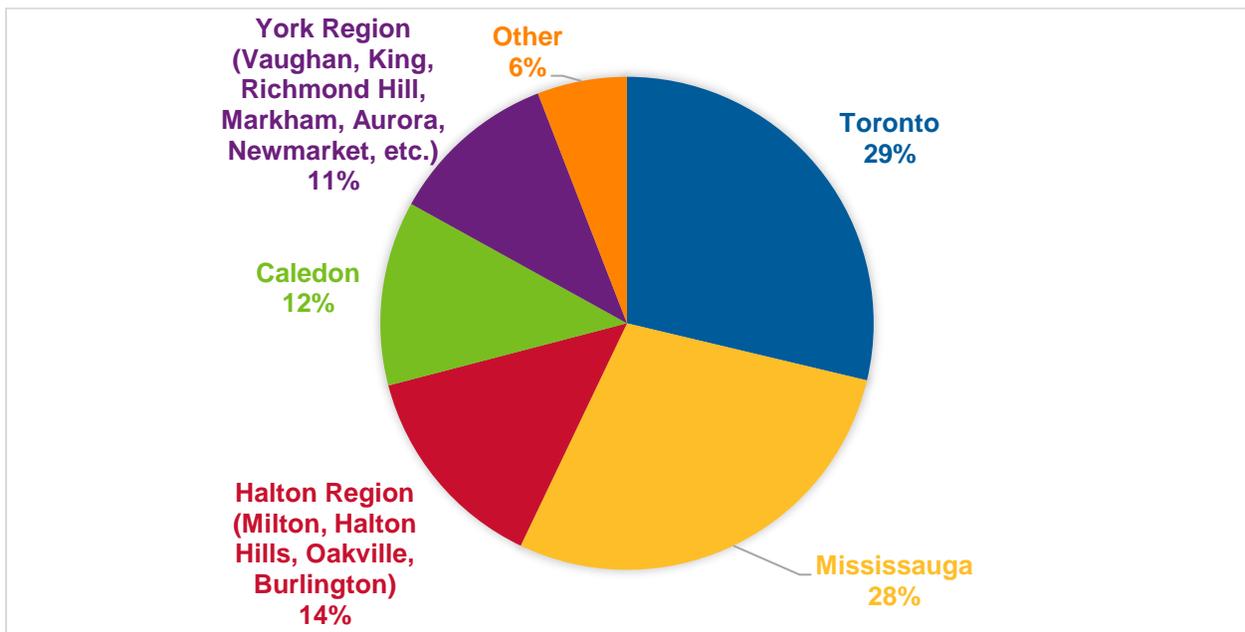
Figure 5: Are there areas in Brampton that you avoid?



3 WHICH COMMUNITIES OUTSIDE OF BRAMPTON DO YOU TRAVEL TO THE MOST?

Figure 6 shows the results of this question. Respondents mostly travelled to Toronto (29%), followed by Mississauga (28%) and Halton Region (14%).

Figure 6: Which communities outside of Brampton do you travel to the most?

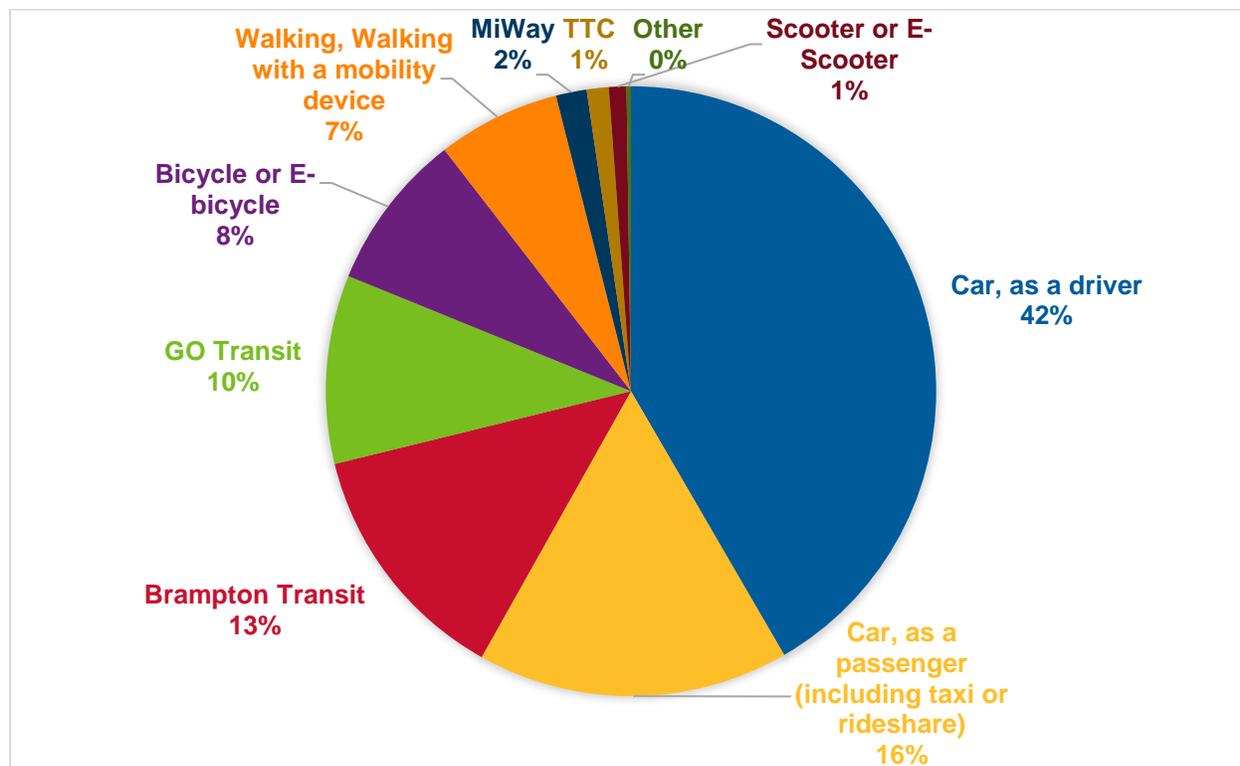


Halton Region appeared to be higher in respondents' destinations outside of Brampton, compared to TTS, as it outperforms both York Region and Caledon.

4 HOW DO YOU TRAVEL MOST OF THE TIME?

Figure 7 presents the modes by which respondents travelled most of the time.

Figure 7: How do you travel most of the time?



The highest response rate was for the car, where 42% of respondents travel primarily as a driver and 16% as a passenger, which accounts for 58% of all responses. Transit (including Brampton Transit, GO, MiWay and TTC) accounted for 26% of all responses, whereas active transportation (and “other” modes) accounted for 16% of all responses.

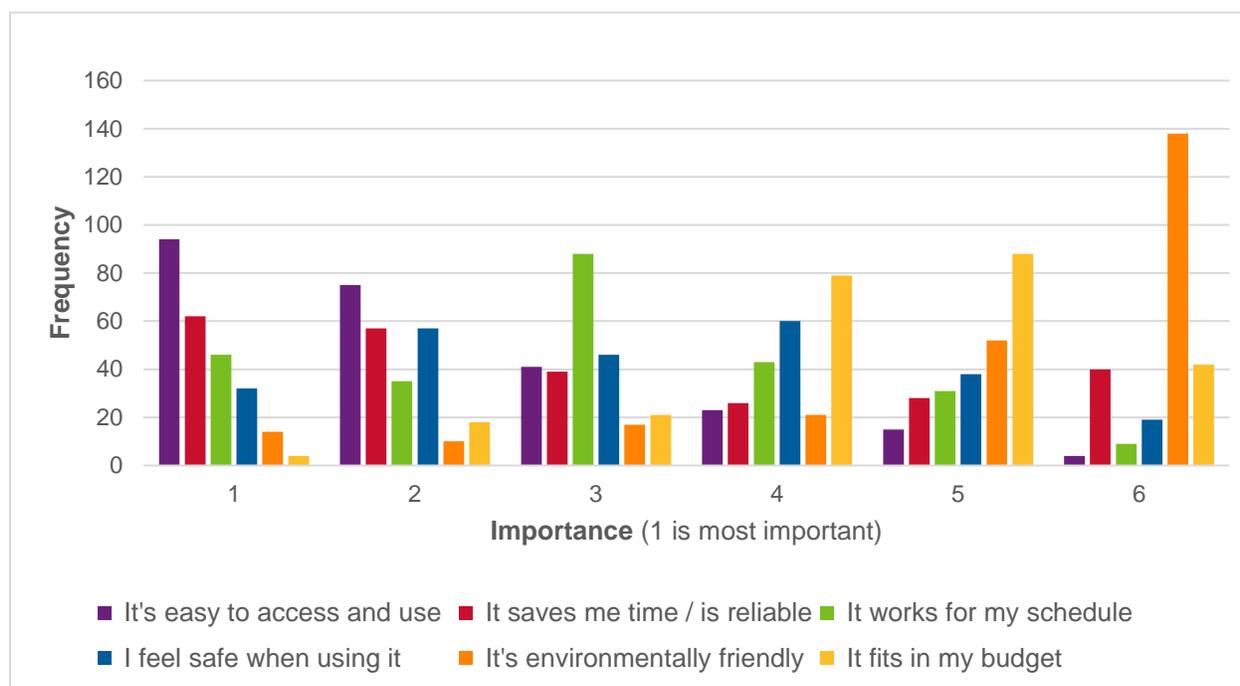
5 WHAT IS MOST IMPORTANT TO YOU WHEN CHOOSING HOW YOU TRAVEL?

For this question, six potential answers were made available to respondents:

1. It's easy to access and use,
2. It saves me time / is reliable,
3. It works for my schedule,
4. I feel safe when using it,
5. It's environmentally friendly, and
6. It fits in my budget.

These were provided as options that could be ranked from one to six, with one being the most important factor to them, and six being the least important factor. The responses are shown in **Figure 8**.

Figure 8: What is most important to you when choosing how you travel?



Bramptonians indicated that the most important factors were that travel was easy to access and use and that it saves them time / is reliable. These answers were ranked as the two most important factors, accounting for 38% and 25% of the first-ranking answers. This was followed by travel that works for their schedule (18%) and travel that is safe (13%). Fitting in the budget was rarely ranked as the most important factor for choosing travel, accounting for only 1%.

Of options that were ranked sixth (meaning least important to the respondent) 55% identified that being environmentally friendly was the least important when choosing travel. This was followed by fitting in the budget (17%) and saving time / being reliable (16%).

6 HOW HAS YOUR COMMUTE TO WORK OR SCHOOL CHANGED SINCE THE COVID-19 PANDEMIC?

Half (49%) of all respondents indicated that their commute had not changed since the COVID-19 pandemic. Twenty-nine percent (29%) indicated that they only travel to school or the office some of the time. Only four percent responded that they only work or take classes from home. This indicates that although the pandemic did have an impact on travel, only for a small percentage of respondents did it result in permanent or fully remote work/school.

7 HAS YOUR PRIMARY MODE OF TRANSPORTATION CHANGED SINCE THE COVID-19 PANDEMIC?

Similar to the previous question, 63% of respondents indicated that their primary mode of transportation had not changed because of the pandemic. For the remaining respondents, 16% indicated that they drive more often, 11% indicated that they took public transit more often and 10% used active transportation more often.

8 THINK ABOUT THE LAST TIME YOU TRAVELLED TO A DESTINATION IN BRAMPTON. WHY DID YOU MAKE THAT TRIP? WHAT WERE THE POSITIVE AND NEGATIVE ASPECTS OF THE TRIP?

The reasons why respondents travelled (trip purpose) included getting groceries, going to/from work, shopping, and visiting friends. Some of the comments on aspects of the trips include traffic, comments on public transit and bus frequency/delays, and comments on construction. Most notably, many respondents noted significant traffic and poor driving conditions.

9 BRAMPTON 2040 VISION DESCRIBED A VISION FOR BRAMPTON'S FUTURE TRANSPORTATION SYSTEM AS "A MOSAIC OF SAFE, INTEGRATED TRANSPORTATION CHOICES AND NEW MODES, CONTRIBUTING TO CIVIC SUSTAINABILITY, AND EMPHASIZING WALKING, CYCLING AND TRANSIT". DO YOU SUPPORT THIS VISION FOR BRAMPTON? WHY OR WHY NOT?

Forty-eight percent (48%) of respondents strongly agreed with the transportation vision, and twenty-one percent (21%) of respondents somewhat agreed. Twelve percent (12%) of respondents neither agreed nor disagreed, seven percent (7%) of respondents somewhat disagreed, and thirteen percent (13%) strongly disagreed.

Some of the reasons for the responses included:

- Walking, multi-use paths and active transportation are helpful to reach sustainable goals and increase health.
- There is a need to improve transit reliability.
- Proper bike lanes are needed to support cycling.
- Building roads to relieve congestion is not a good approach.
- The City should revolve around community transportation.
- Transit lacking compared to neighbouring cities.
- The City has been built around the car and changing older areas is infeasible.

10 DO YOU THINK THESE ARE SUITABLE GUIDING PRINCIPLES FOR THE BRAMPTON MOBILITY PLAN? PROVIDE ANY COMMENTS ON HOW THE GUIDING PRINCIPLES MAY BE IMPROVED.

The City's seven guiding principles for the Mobility Plan were presented for feedback from survey respondents. Forty-three percent (42%) of respondents indicated that they liked the guiding principles as is, and thirty-two percent (32%) indicated that they liked the guiding principles but would like to see some changes. Fourteen percent (14%) indicated that they did not like the guiding principles and that they should be revised, and eleven percent (11%) were unsure.

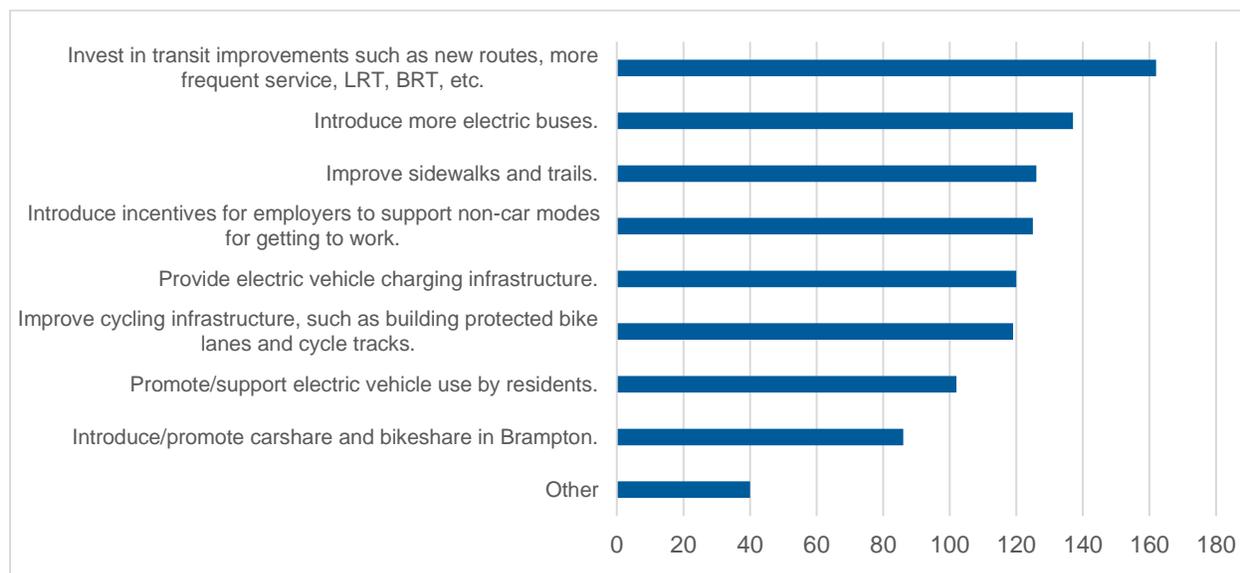
Comments received on the guiding principles included the following:

- Integrating employment with housing (i.e., working where you live),
- More plans for LRT, subway and increased public transport infrastructure to reduce reliance on the private car,
- Making travel economical, particularly bus rides,
- The principles are skewed against cars and as the City is not a walking/cycling town, it is a waste of resources,
- Adding bike sharing, and adding cycling infrastructure, including MUPs and separated bike lanes,
- To help with Vision Zero, improving driving culture and reducing truck traffic would help, many accidents come from poor driver education,
- Bike lanes take up too much room on the road and no one cycles, adding congestion.

11 IN BRAMPTON, ALMOST 60% OF COMMUNITY-WIDE GREENHOUSE GAS EMISSIONS ARE FROM TRANSPORTATION. WHAT CAN THE CITY OF BRAMPTON DO TO HELP REDUCE TRANSPORTATION EMISSIONS?

Respondents could select multiple responses for this question. **Figure 9** presents the responses chosen by participants.

Figure 9: What can the City of Brampton do to help reduce transportation emissions?



The most popular response was to invest in transit improvements (such as new routes, frequent service, LRT, BRT, etc.), followed by introducing electric buses and improving sidewalks and trails.

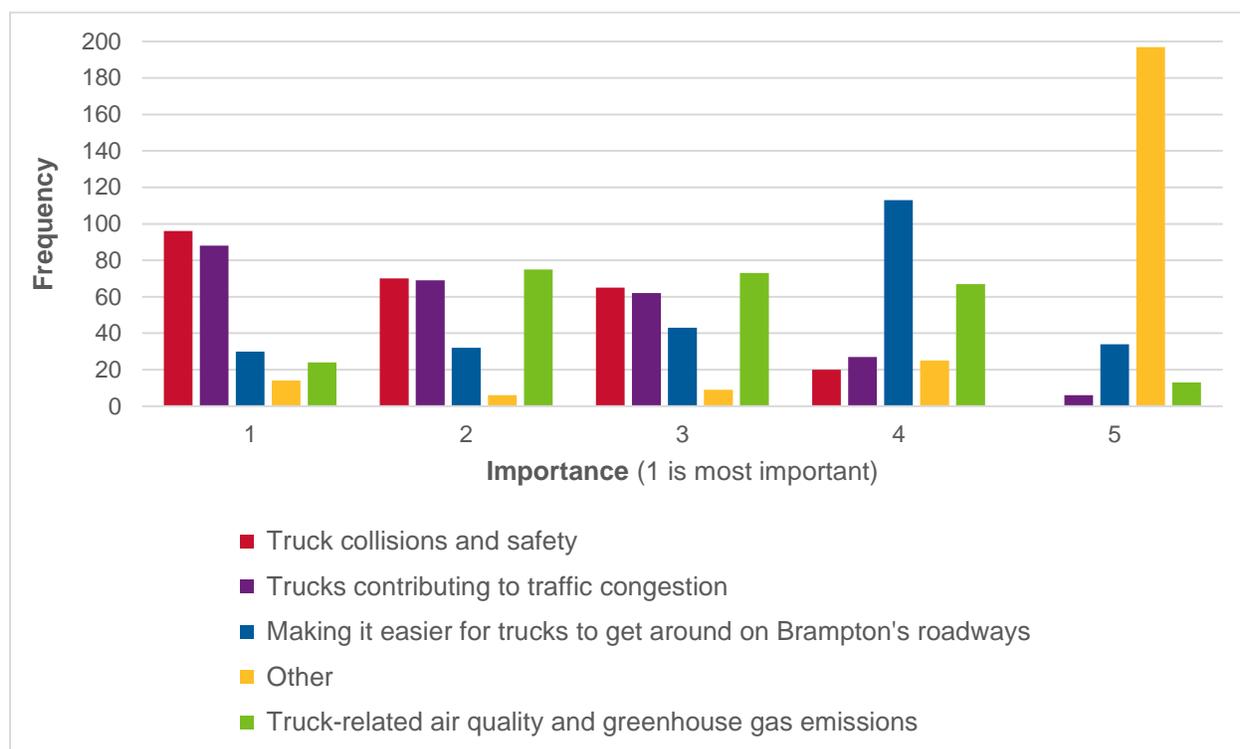
12 THE WAY WE TRAVEL CONTINUES TO CHANGE WITH NEW TECHNOLOGIES AND TRAVEL TRENDS. DO YOU SUPPORT EXPANDING TRAVEL OPTIONS IN BRAMPTON TO INCLUDE OPTIONS SUCH AS BIKE SHARE, CAR SHARE, E-SCOOTERS, AUTOMATED (SELF-DRIVING) SHUTTLES, AUTOMATED VEHICLES, ETC?

Forty percent (40%) of respondents strongly supported expanding travel options, and twenty-five (25%) of respondents somewhat supported expanding travel options. Nine (9%) and fourteen (14%) percent of respondents somewhat and strongly opposed expanding travel options, whereas twelve percent (12%) of respondents neither supported nor opposed these travel options.

13 THE MANUFACTURING AND LOGISTICS INDUSTRIES ARE CRITICAL TO BRAMPTON'S ECONOMY. HOWEVER, IT MEANS THAT THERE ARE OFTEN MANY LARGE TRUCKS ON THE ROAD NETWORK. WHAT ISSUES SHOULD THE CITY PRIORITIZE WHEN IT COMES TO MOVING GOODS IN BRAMPTON? RANK THE FOLLOWING BY IMPORTANCE TO YOU.

Figure 10 presents the responses received, by ranking, for this question. It should be noted that no respondent indicated that truck collisions and safety is their lowest ranking priority issue, which is reflected as there is no bar for that response in the fifth importance category.

Figure 10: What issues should the City prioritize when it comes to moving goods in Brampton?



Thirty-eight percent (38%) of respondents indicated that truck collisions and safety was the issue that the City should prioritize for goods movement, which was the top response. This was followed by trucks contributing to traffic congestion (35%) and making it easier for trucks to get around Brampton’s roadways (12%).

14 RESPONDENT DEMOGRAPHICS

Most survey respondents (95%) were Brampton residents. Other demographic statistics of respondents are as follows:

- 36% of respondents were employed (full-time), with 16% retired or not working. 6% of respondents were post-secondary students, and 2% were high-school or elementary school students. Only 2% of respondents were part-time workers, and the remainder (roughly 5%) either chose not to respond or chose “other” as their response.
- 43% of respondents were between the ages of 25 and 44, and 34% were between the ages of 45 and 64. Only 10% of respondents were between 16 and 24, and 8% were over 65, with the remainder of respondents (roughly 4%) choosing not to respond.
- For the minority group question, a total of 196 responses were received (out of the 249 survey completions). 40% of these respondents identified as persons of colour, 10% identified as having a disability, and 7.5

% identified as a member of the LGBTQIA2S+ community. 32% of respondents chose to not answer this question.

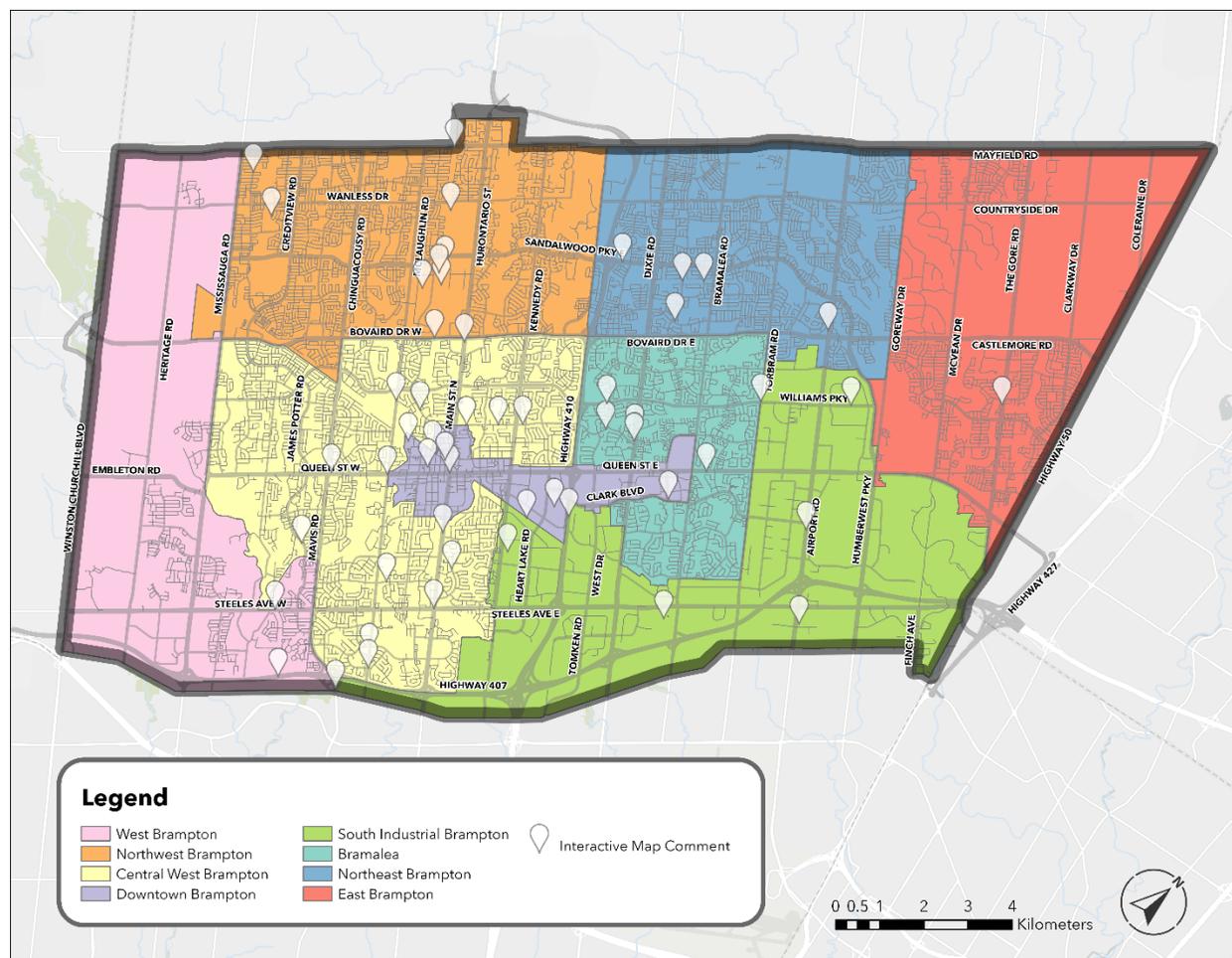
- For household income, 38% of respondents reported income exceeding \$100,000. Only 9% of respondents had income below \$45,000, and 21% were between \$45,000 and \$100,000. The remainder (32%) chose to not answer this question.
- 79% of respondents owned a car, and 21% did not.

It should be noted that demographic questions at the end of the survey were noted to respondents as being optional, and “Prefer not to answer” was provided as an option for many of the questions.

3.3 Interactive Mapping Responses

Over the period of July 7th to August 1st, a total of 57 pins were placed on the map. These are shown in **Figure 11**.

Figure 11: Interactive Map Comments



Respondents were able to select the topic under which the comment that they intended to put falls. These comments were location specific, but some apply to multiple locations within the City. Using this information, the comments are summarized below in **Table 2**.

Table 2: Interactive Map Comment Summary

Topic	Summary of Interactive Map Comments for Topic
Walking & Cycling	<ul style="list-style-type: none"> - Advance pedestrian signals are good. - E-scooters have been placed in inconvenient areas. - There should be pedestrian/cycle crossing on both sides of Central Park Drive, not just on the West side. - The City should enforce parking violations in bike lanes. - Vegetation around trails is rarely trimmed and is overgrown, which creates blind corners and hazards. - The MUP along Queen Street between Chinguacousy and McLaughlin does not connect to downtown Brampton, which is a loss. - Curb cut where cycling paths cross roads to make cycling more desirable. - Complete an MUP over the entirety of James Potter Road. - Extending urban shoulder would be ideal, and could allow people to connect into Downtown Brampton. - Want safe secure bike parking at GO stations and improved markings, path connections, free of poles and obstruction. - Want clear, visible wayfinding signage on major paths and high volume cycling/pedestrian routes. - Want to have bike valet.
Transit	<ul style="list-style-type: none"> - Need better and fast connectivity with neighbouring municipalities at an affordable price. - Route 1/561 is difficult to catch as the service isn't frequent or reliable. - Extend Zum 505 to the airport, as Zum should travel along Airport Road to the airport and run every day, at least until 1 am. - The HuLRT stop for Steeles should be moved to the north side of Steeles to avoid road crossings, which are unsafe for pedestrians. - Buses are crowded late at night as frequency is lacking. - Allow bus service to serve all of Bartley Bull without leaving out any sections. - Do not tunnel from Nanwood into downtown as it is expensive and may have impact on water. - Exclude personal vehicles from downtown. - Reinstate the OBRY into rail with trail to provide north-south options without needing buses or roads.
Driving	<ul style="list-style-type: none"> - Some speed bumps are unnecessary and create emissions because vehicles must slow down. - Bike lanes from Main Street to Chinguacousy are unnecessary and cause rush hour traffic. - Poor lane layout on Clark Avenue. The merge lane should end earlier to make it clear to motorists that it is temporary and the fourth lane at Queen Street should gracefully end.

Topic	Summary of Interactive Map Comments for Topic
	<ul style="list-style-type: none"> - Congestion has increased because of new bike lanes, which is dangerous for pedestrians. - Williams Parkway should have been extended per City plans as it is difficult to get onto the highway
Goods Movement	<ul style="list-style-type: none"> - Resurrect previous facilities and rail services to allow truck to rail and vice versa to reduce truck dependency. - Reinstate service on the OBRY and add a connector to CN back to allow increased freight potential and flexibility
Road Safety	<ul style="list-style-type: none"> - Drivers approach MUP without checking for cyclists and lacking signage or pavement markings to indicate that cycling infrastructure is present. - Mill Street and Railroad Street intersection is unsafe because it is difficult to navigate. - Large number of collisions at Howden Boulevard and Dixie Road.
Other	<ul style="list-style-type: none"> - Garbage bins at bus stops have been overflowing. - Add over/underpass as train crossing causes a 10–20-minute delay. - Need all-way stop signs for children crossing to the park.



Public Information Centre #1

Presentation and Q&A



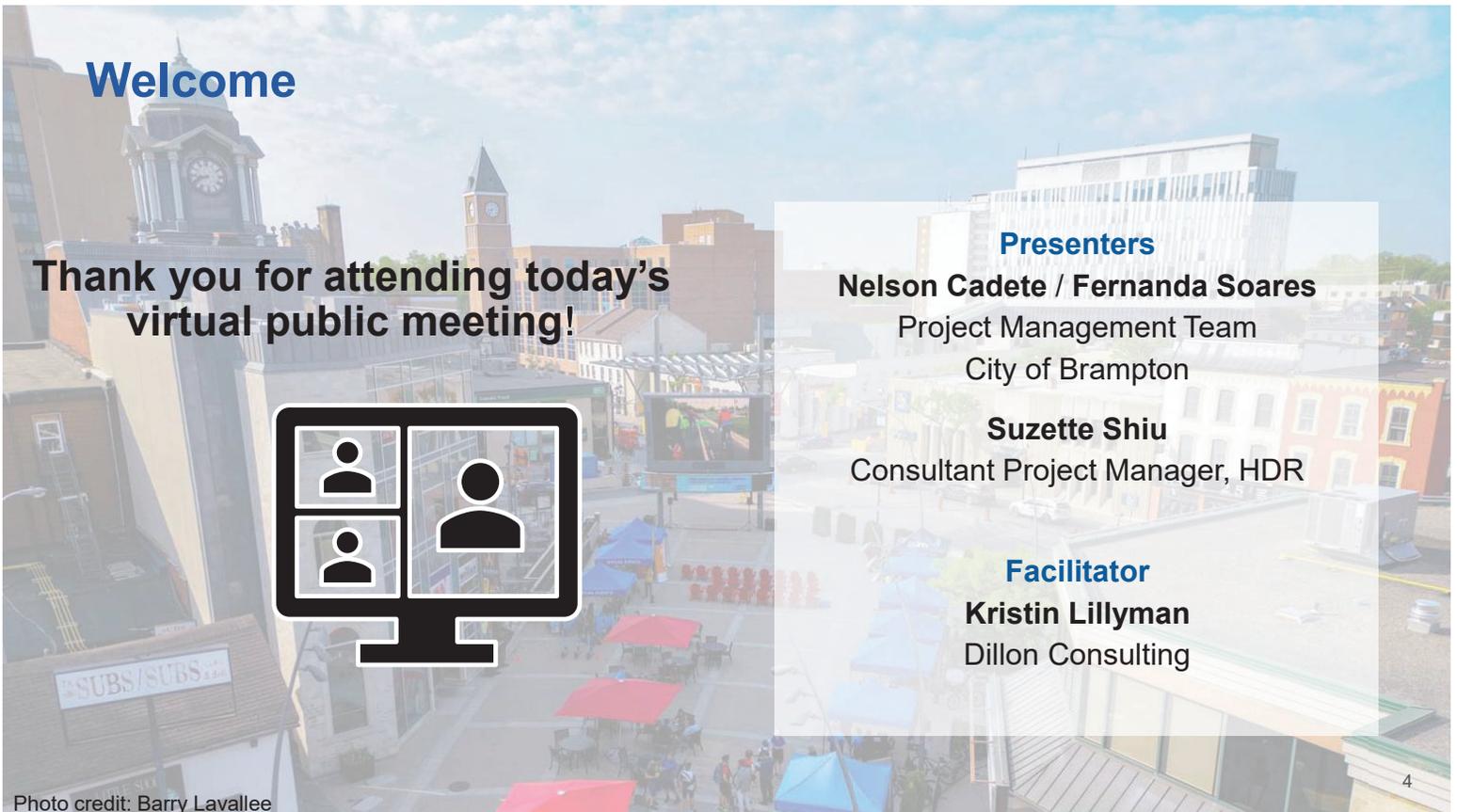
July 18, 2023

Land Acknowledgement

The City of Brampton recognizes and acknowledges that our work takes place on the Treaty Territory of the Mississauga's of the Credit First Nation, and before them, the traditional territory of the Haudenosaunee, Huron and Wendat. We also acknowledge the many First Nations, Metis, Inuit and other global Indigenous people that now call Brampton home. We are honoured to live, work on and enjoy this land.



- 1 Welcome and Introductions
- 2 Study Overview
- 3 Brampton Travel Context
- 4 Catalysts for Change
- 5 Q & A
- 6 Next Steps



Welcome

Thank you for attending today's virtual public meeting!

Presenters

Nelson Cadete / Fernanda Soares
Project Management Team
City of Brampton

Suzette Shiu
Consultant Project Manager, HDR

Facilitator

Kristin Lillyman
Dillon Consulting

Purpose of the Meeting



Share information on the Brampton Mobility Plan.



Provide an overview of the findings of the study to date and next steps.



Seek your input and ideas for transportation in Brampton and respond to questions.

How to Participate



Your microphone will be muted during the presentation.



Respond to the live [Slido](#) polls using your keyboard and/or mouse.



To ask questions during the Q&A session:

- a) Raise your hand and your microphone will be unmuted when it's your turn; **or**
- b) Type your question or comment in the chat box and send it to "all panelists".



Please note this meeting is being recorded.

Engagement Moment



7

Introductions



- **City of Brampton** team
 - **Nelson Cadete** – Manager, Transportation Planning
 - **Fernanda Soares** – Transportation Planner
 - **Vikram Hardatt** – Policy Planner
 - **Brian Lakeman** – Transportation Policy Planner
- **Consulting** team
 - HDR Corporation (Transportation Planning) – Suzette Shiu, Peter Chen
 - Dillon Consulting (Transportation Planning) – Kristin Lillyman
 - Alta Planning and Design (Active Transportation)
 - Hemson Consulting (Municipal Finance)

8



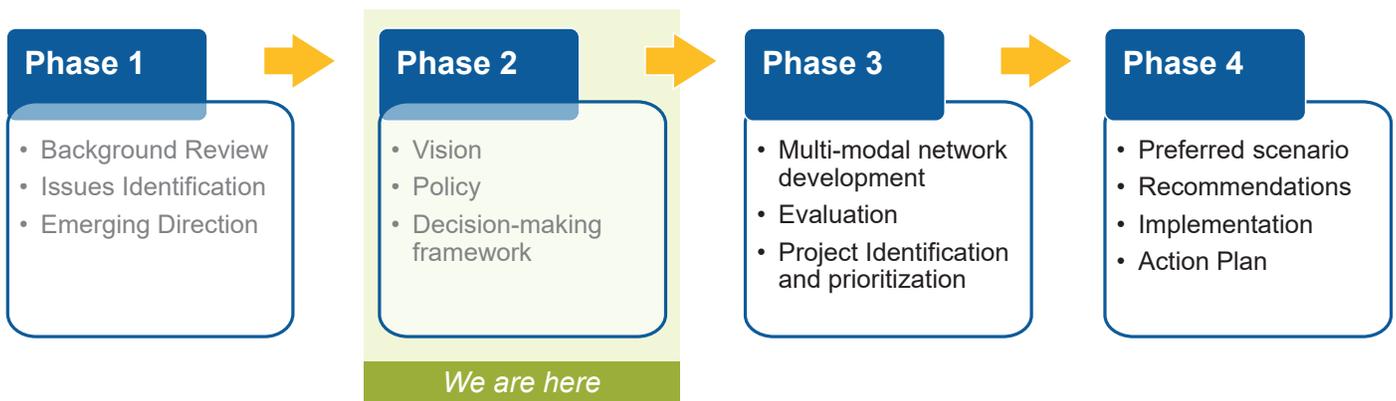
2

Study Overview

What is the Brampton Mobility Plan?



- The **Brampton Mobility Plan** (BMP) study is an update to the City’s 2015 Transportation Master Plan (2015 TMP).
- The **BMP** study consists of four main phases:



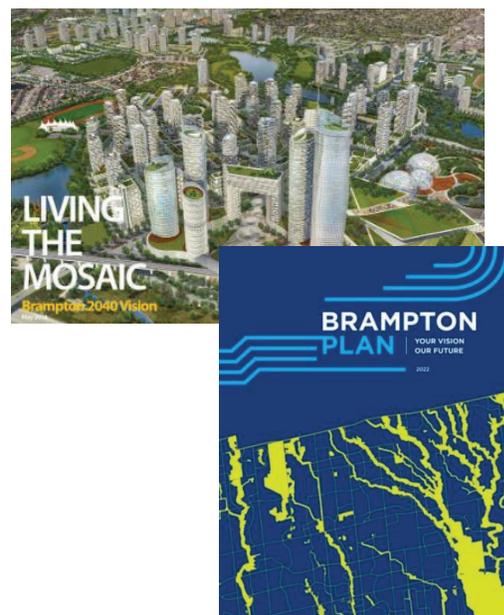
Why are we updating the plan?

- A transportation master plan is a living document that is meant to be reviewed on a regular basis.
- Since the completion of the 2015 plan, several strategic decisions have been endorsed by Brampton Council:

2018 — Completion and endorsement of **Brampton 2040 Vision: Living the Mosaic.**

2019 — Council declaration of a **climate emergency** and need for more sustainable mobility.

2022 — The **Brampton Plan** (draft) prioritizes connectivity, sustainability and complete streets.



BMP Guiding Principles

- 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

Engagement Moment



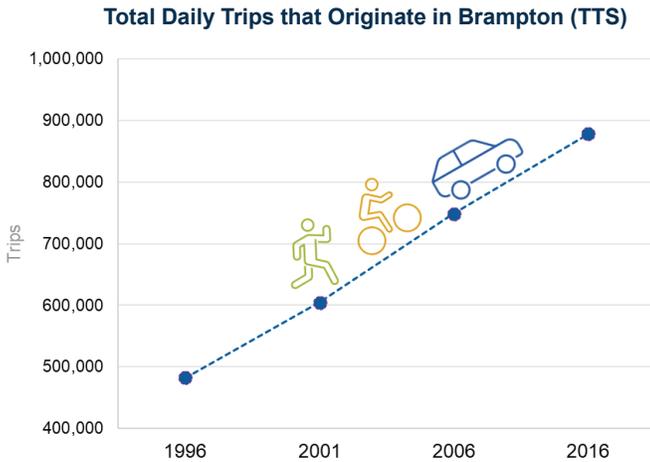
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Brampton Context

Travel in Brampton Today

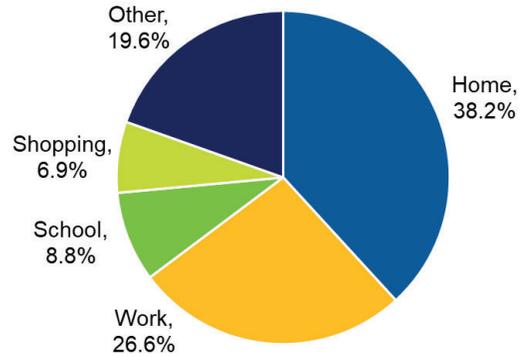
Why do Bramptonians travel?

- From 1996 to 2016, the number of trips made in Brampton has grown from 480,000 to 880,000 per day.



- The reasons why people travel in the last two decades have remained almost constant: going to work and returning home make up more than 60% of daily trips.

Purpose of Trips that Originate in Brampton (2016 TTS, Daily)

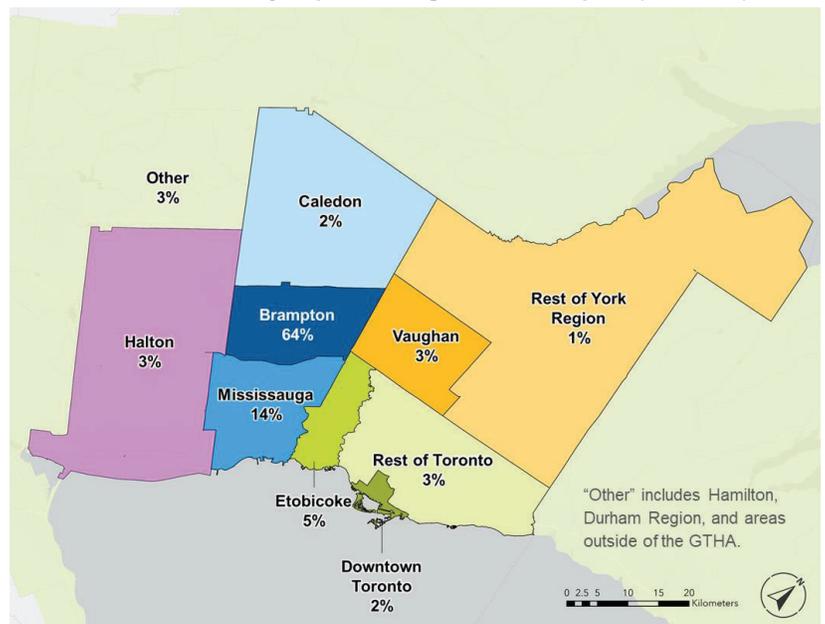


Travel in Brampton Today

Where do Bramptonians travel?

- 64% of daily trips made in Brampton stay in Brampton.
 - The next most popular destinations are Mississauga (14%) and Etobicoke (5%).

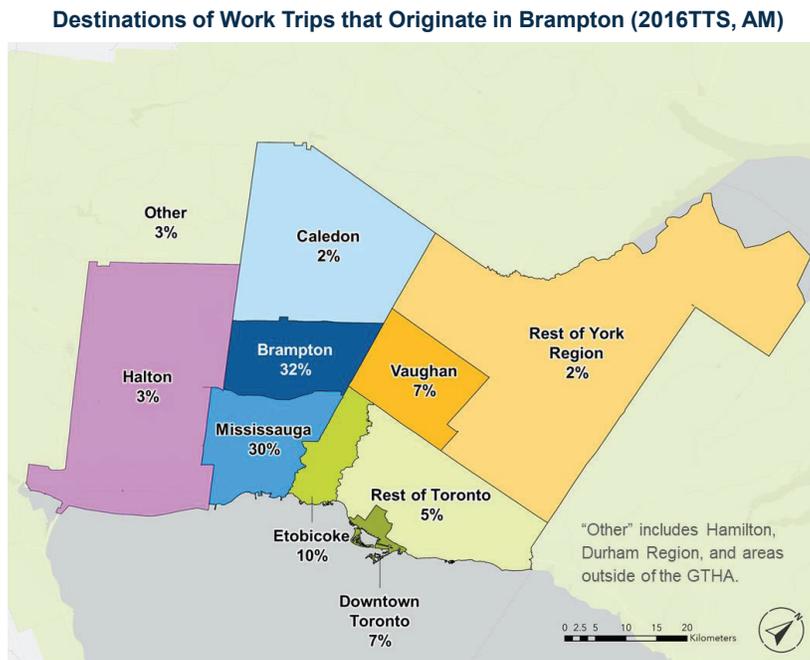
Destinations of Daily Trips that Originate in Brampton (2016 TTS)



Travel in Brampton Today

Where do Bramptonians work?

- 32% of work trips made in Brampton stay in Brampton.
 - The next most popular work locations are Mississauga (30%) and Etobicoke (10%).



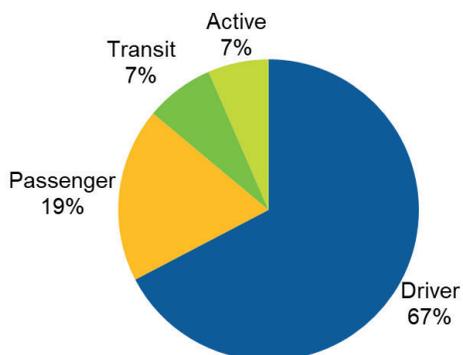
17

Travel in Brampton Today

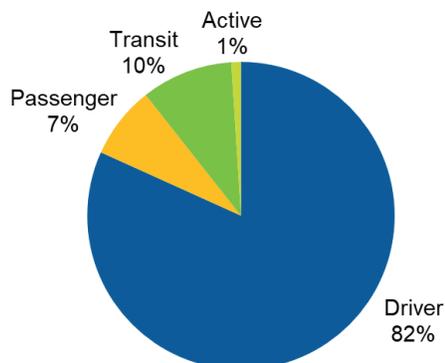
How do Bramptonians travel?

- Most trips made in Brampton are made by car.
 - 86% of **daily** trips are made by car (driver and passenger)
 - 89% of morning **work** trips are made by car (driver and passenger)

Mode Share of Daily Trips that Originate in Brampton (2016 TTS)



Mode share of Work Trips that Originate in Brampton (2016 TTS, AM)



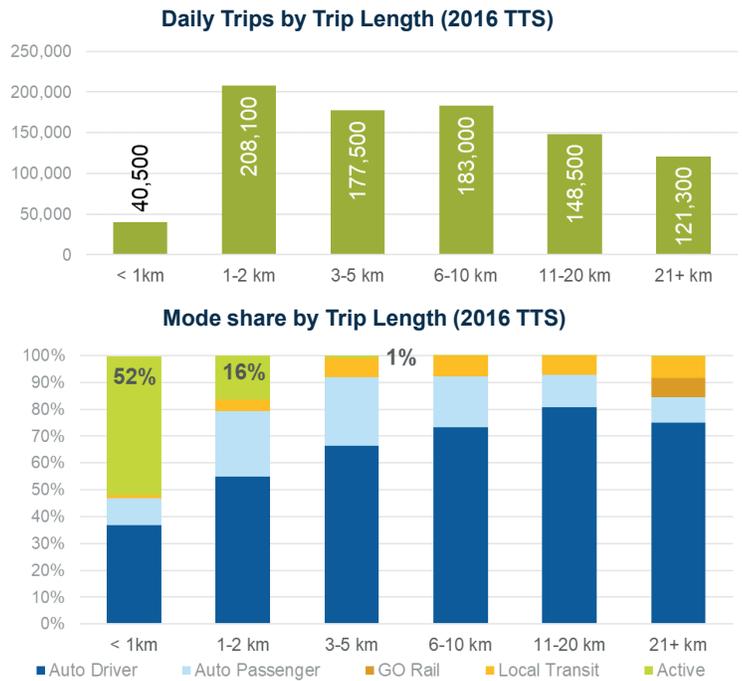
18

Travel in Brampton Today

How do Bramptonians travel?

- **48% (426,000)** of daily trips in Brampton are short trips less than 5 km.
- Of these short trips, only **13%** are made by active modes (walking, cycling).

 2 km = 20-25 min walk
5 km = 15-20 min cycle



Engagement Moment

Brampton Context Transit

- **Brampton Transit** serves over 30 million annual riders on 70 routes, including five Züm routes, three express routes and 17 school routes.
- **GO Transit** provides inter-regional transit by rail and by bus.
- **Hazel McCallion LRT** (under construction south of Steeles Ave) will connect downtown Brampton to Mississauga.
- **Queen Street-Hwy 7 BRT** (planning underway) will connect central Brampton to Vaughan.



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Brampton Context Active Transportation

- Brampton's active transportation network includes sidewalks, multi-use paths, boulevard bike paths, trails, signed urban shoulders, and dedicated bike lanes.
- The **Active Transportation Master Plan** recommended a network that addressed missing sidewalks and a connected system of cycling facilities.



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Brampton Context Road Network

- Roads in Brampton are under the jurisdiction of the province (400-series highways), Region of Peel (Regional roads) and City of Brampton.
- Brampton owns and operates approximately 1,700 km of roads.
 - City roads range from 2-lane local roads to 7-lane arterial roads.



Brampton Context Goods Movement

Brampton is a major centre for goods movement / freight transportation

- Proximity to Greater Toronto Area population and commerce centres and the US border
- Proximity to Pearson International Airport and CP intermodal rail yards
- Abundance of commercial land
- Over 12,000 businesses that are classified as “transportation and warehousing”



Engagement Moment



4

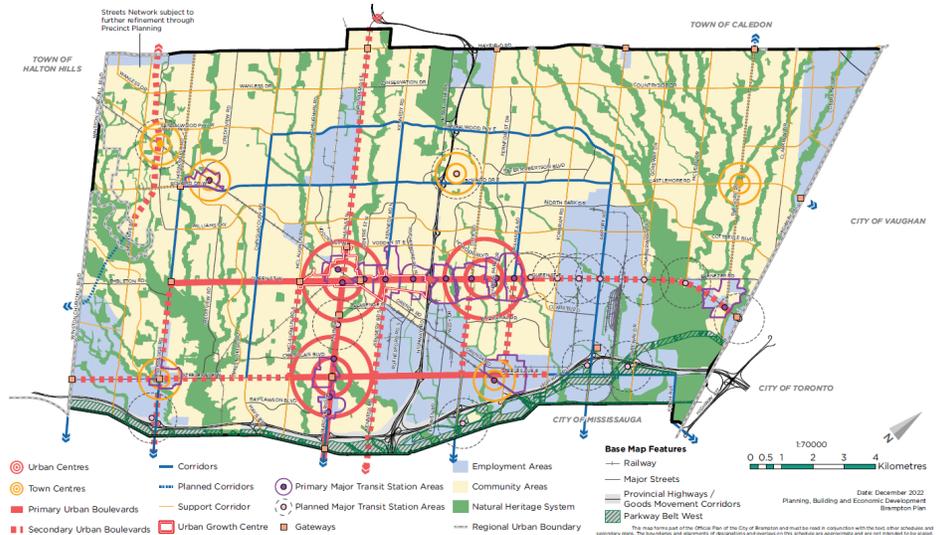
Catalysts for Change

Catalysts for Change Population Growth

Significant growth in population and jobs are anticipated in Brampton in the next decades.

The draft Brampton Plan identifies a City-Wide Growth Management Framework to guide how Brampton should evolve.

The focus of future growth and investment will be in the City's **Centres, Boulevards and Corridors**.



Catalysts for Change Climate Change

Council declared a climate emergency in 2019.

- 59% of Brampton’s greenhouse gas emissions is from the transportation sector.
- The City’s **Community Energy and Emissions Reduction Plan (CEERP)** was developed to reduce the community’s emissions by 80% by 2050.
- The City of Brampton is now in the process of developing its first **Climate Change Adaptation Plan** - a five-year vision for Brampton to become more climate-resilient.

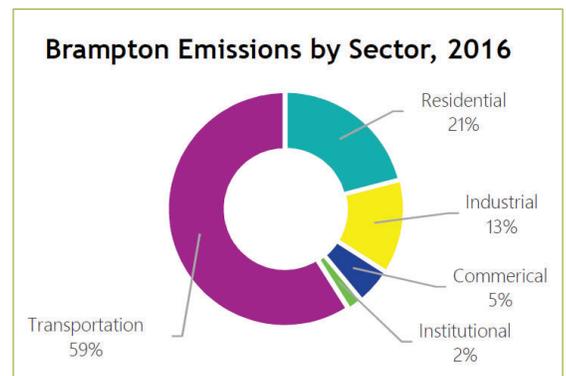


Photo credit: Ontario Forest Fires

Catalysts for Change

Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all.

Council passed a resolution in 2019 to adopt the Vision Zero road safety framework in how streets are designed and operated.

Current initiatives to improve safety for pedestrians, cyclists and motorists on Brampton's roadways, sidewalks and walkways include:

- Automated speed enforcement
- Traffic calming measures
- School safety programs
- Community safety zones



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Catalysts for Change

Emerging Technology

New mobility technologies are changing how we travel. These include:

- **Shared mobility** – car share, bike share, scooter share
- **Micro-mobility** – scooters, bicycles
- **Connected and Automated Vehicles** – self-driving vehicles
- **Electric vehicles** – personal vehicles, commercial fleet, transit fleet
- **Mobility-as-a-Service** – on-demand mobility service provided through an integrated platform



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Catalysts for Change

Transportation Equity

Brampton’s transportation system provides access to resources and opportunities such as employment, education, healthcare and other essential services. To enable access for everyone, Brampton’s mobility system must meet the needs of all community members.

Transportation Equity aims to provide:

- Better transit service and access for people without cars.
- More affordable transportation options for low-income households.
- Safer walking, rolling and biking solutions for vulnerable road users, including people with disabilities, seniors, and children.

Catalysts for Change

Transportation Equity

EQUALITY:
Everyone gets the same – regardless if it’s needed or right for them.



EQUITY:
Everyone gets what they need – understanding the barriers, circumstances, and conditions.



Engagement Moment



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Questions & Answers

Stay Involved!

- Find out more about the study and review today's presentation on the study website at www.brampton.ca/MobilityPlan.
- Until July 31, complete the **online survey** to tell us about how you travel today, the challenges to getting around the city, and your vision for mobility in Brampton's future.
- Send us an email with your comments or questions at mobilityplan@brampton.ca.

www.brampton.ca/MobilityPlan



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Next Steps

- Receive feedback from the public.
- Incorporate feedback into the next phases of the study.
- Continue next phases of the Brampton Mobility Plan study
 - Develop decision-making framework.
 - Develop multi-modal transportation network alternatives.
 - Evaluate alternatives and select Preferred Alternative.
 - Develop Implementation and Action Plan.



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Thank you!



Appendix A: Live Meeting Q&A

Dillon Consulting facilitated the live meeting and Question & Answer session. Questions received from the public and responses from the study team are summarized below.

Question (Q): Is there a way to isolate downtown Toronto and/or the airport area in the travel data shown to understand travel patterns to these important destinations?

Answer (A): Yes, we will split up Brampton travel data and look at these popular destinations and more congested areas at a more detailed level. The data was to provide an overview of where people are coming from and going to, but we will split the data up as we conduct further analysis.

Q: Current data shown was from the 2016 Transportation Tomorrow Survey (TTS). Will a future slide deck be created to show new, more current data from the new TTS?

A: The TTS was delayed due to Covid19. The new TTS is underway right now, but it does take time to compile and process the data before it becomes available. We will likely not be able to wait for the current data.

Q: If there was a new cricket stadium proposed somewhere in Brampton, would there be a Mobility Plan developed to support travel to/from the stadium?

A: If a new entertainment centre or a sporting centre were to be developed in Brampton, as a part of that development application there would have to be a multi-modal traffic impact study done. In addition to looking at cars, the study would look at buses and active transportation.

Q: Has there been education to accompany the introduction of new transportation modes, like e-scooters and bike lanes?

A: Yes, regarding the scooter pilot. We now have three operators permitted to work, so the operators are really responsible for operation and we try to engage and publicize the rules and regulations around the pilot project. For the general public, the scooters should be considered the same way a bike would, so drivers shouldn't cross into bike lanes. On our website you will be able to find more information regarding the rules for this mode of transportation.

Q: Does the City of Brampton use cameras for vehicle detection to improve traffic flow?

A: We have trialed at least one camera and we are doing a trial of sensor AI capabilities at another location as well. The aim is to take advantage of these cameras to optimize traffic.

Q: What level of detail will the Mobility Plan go into?

A: It is a higher level plan, because we are planning for the whole city over the next 2-3 decades. At the same time, we will be looking at the needs of individual corridors and integrating the active transportation network with the transit and road network. The plan will not go into specifics like signal length at intersections but overall, it will look at how to get around easier in Brampton. From a transit perspective, the Mobility Plan does outline the rapid transit framework and the supporting network. It will not get into the level of service frequency on individual routes as this will be done through Brampton Transit's annual and 5 year plans.

Q: The number 9 bus used to run on weekends, but has been discontinued during Covid19 and has not come back. Regarding service changes that happened during Covid19, are there any plans to restore service?

A: That is an issue we are going to have to raise with Brampton Transit. Service has been increasing since the pandemic and we believe that they do intend to get back to the pre-pandemic levels, but we will pass that question on to Brampton Transit.

Q: Regarding population projections for Brampton, populations have increased beyond the previous projections that were made. Will the Mobility Plan account for the possibility of significant population growth that may outpace projections?

A: There has been a lot of conversation about this, and the Brampton Plan has identified a target for 2051 with current initiatives to increase housing to accommodate growth. Growth is definitely a big issue which has had a lot of discussion to anticipate what may happen in the coming years. We will update the Mobility Plan roughly every 5 years with updated forecasts. If the forecasts do prove to be low, there will be updated forecasts reflected in the Mobility Plan. The forecasts are not set in stone and are able to be changed over time.

Q: Regarding newer areas in West Brampton and issues with traffic lights, can the City adjust traffic timing through suggestions by citizens?

A: If there is a delay or lengthy queues, 311 is probably the best way to streamline a concern to get directly to the person or the subject matter expert. Whether it's a 311 call or online application, reporting an intersection of concern will dispatch staff to study the location and make a recommendation based on their findings.

Q: What steps is the Mobility Plan going to take to ramp up capacity for adding transit service. For example, ridership growth with increasing capacity and service hours?

A: We've had some workshops with Brampton Transit to look at what routes may be at capacity or what routes may need extra buses. We are looking at doing additional work with Brampton Transit to make sure that the concerns of transit are addressed in this plan.

Q: Is there any update on the rapid bus link to the airport?

A: It is included in the Metrolinx Regional Transportation Plan as a high scoring, frequent rapid transit network project, but it has not yet advanced into their planning process. The City is advocating for the rapid link on our end, as it is a priority for us.

Q: Regarding scooter enforcement, how do people make complaints?

A: Complaints should go through 311. All data that is collected regarding the pilot program is shared with our team. We monitor the data that 311 operators collect. It's a way for us to evaluate the program at the end of the pilot. Complaints about right of way or sidewalk blocking for example, should be redirected to e-scooter operators as they have on the ground teams responsible for moving and relocating the scooters.

Q: Will there be a component of the plan that encourages open data and sharing data with the public, such as publishing the ridership numbers of bus routes on the City's website?

A: The project has a data focus when we do the implementation, monitoring and action plan. One of the recommendations is that we collect data so that we can monitor how effective the plan is. We can't speak on whether the City chooses to publish the data on open data. Transit data isn't currently on the open data portal to our knowledge but it is something we can raise with Brampton Transit for their consideration.

Q: Will the plan include thresholds on when to move projects forward? For example a minimum ridership threshold on when to go to a rapid transit route.

A: We could be looking at phasing and thresholds. The plan will come up with an ultimate plan for the longer term for Brampton. Then as part of implementation, we would look at phasing/prioritizing. The implementation plan will identify the transit routes, the road improvements, and the active transportation network that should be advanced. There will be different criteria and thresholds to help us prioritize and identify what projects should go first. The City does work with both Metrolinx and the other municipalities across the GTA to prioritize rapid transit projects. The criteria for that prioritization certainly includes our ridership and crowded buses. There are many important factors that go into prioritizing routes.

Q: Will there be pedestrian advanced walk signals introduced? Toronto has recently done this.

A: Yes. In our 2019 transportation management plan there is a recommendation on the use of leading pedestrian intervals in the city. We've had conversations with our traffic signals operations group so it's definitely something in our foreseeable future.

Q: Regarding the connection between land use planning and transportation, how is that coordinated and how is infrastructure planned to meet demand with new developments?

A: Every development application or land use plan requires consideration of the associated infrastructure that has to be in place before the development takes place. This is mostly done for large-scale development applications. There is always a connection between the infrastructure required and the development in the area, which

includes the transportation needs, but also other needs, like sewer and sanitary pipes. The Mobility Plan will support to the Brampton Plan, which is a shift to intensification in select parts of the city—away from the historic suburban type growth. Over time, the transportation system will adapt to support the growth downtown, uptown, and at major transit station areas.

A: Regarding a prior comment on fare integration with the Presto card, you can change between Brampton Transit and the MiWay service for free.

End of Q+A

Appendix B: Slido Live Polling Results

Brampton Mobility Plan

18 - 24 Jul 2023

Poll results

Table of contents

- What is your favourite summer activity?
 - Are you familiar with the Brampton Mobility Plan (BMP)?
 - Do you support the guiding principles of the Brampton Mobility Plan?
 - How do you typically travel in Brampton?
 - For your typical travel method indicated in the previous question, what works well?
 - For your typical travel method, what does not work well?
 - What are your ideas to improve mobility and travel choice in Brampton?
 - Based on the catalysts for change we have just shared, what actions should the City take to prepare for these changes?
 - Of the emerging technologies we shared, which do you think should be prioritized in Brampton?
 - Please share up to three words to represent your hopes for the Brampton Mobility Plan.
-

What is your favourite summer activity?

0 2 4

a. Camping in the great outdoors



b. Swimming in the lake



c. Picnic at the park



d. Going to the Beach



e. Outdoor Sports



f. Staying inside where it is air conditioned



Are you familiar with the Brampton Mobility Plan (BMP)?

0 2 3

a. Yes



b. No



c. Somewhat



Do you support the guiding principles of the Brampton Mobility Plan?

0 2 0

a. Strongly support



b. Support



c. Oppose



d. Strongly oppose



e. Unsure



How do you typically travel in Brampton?

0 2 1

a. Drive a car



b. Someone else drives me in a car



c. Take transit – Brampton Transit/Zum, GO Transit, or other transit



d. Ride a bike or scooter



e. Walk



f. With the use of a mobility device



For your typical travel method indicated in the previous question, what works well?

0 2 3

a. Cost effective / affordable



b. Convenient



c. Reliable



d. Safe

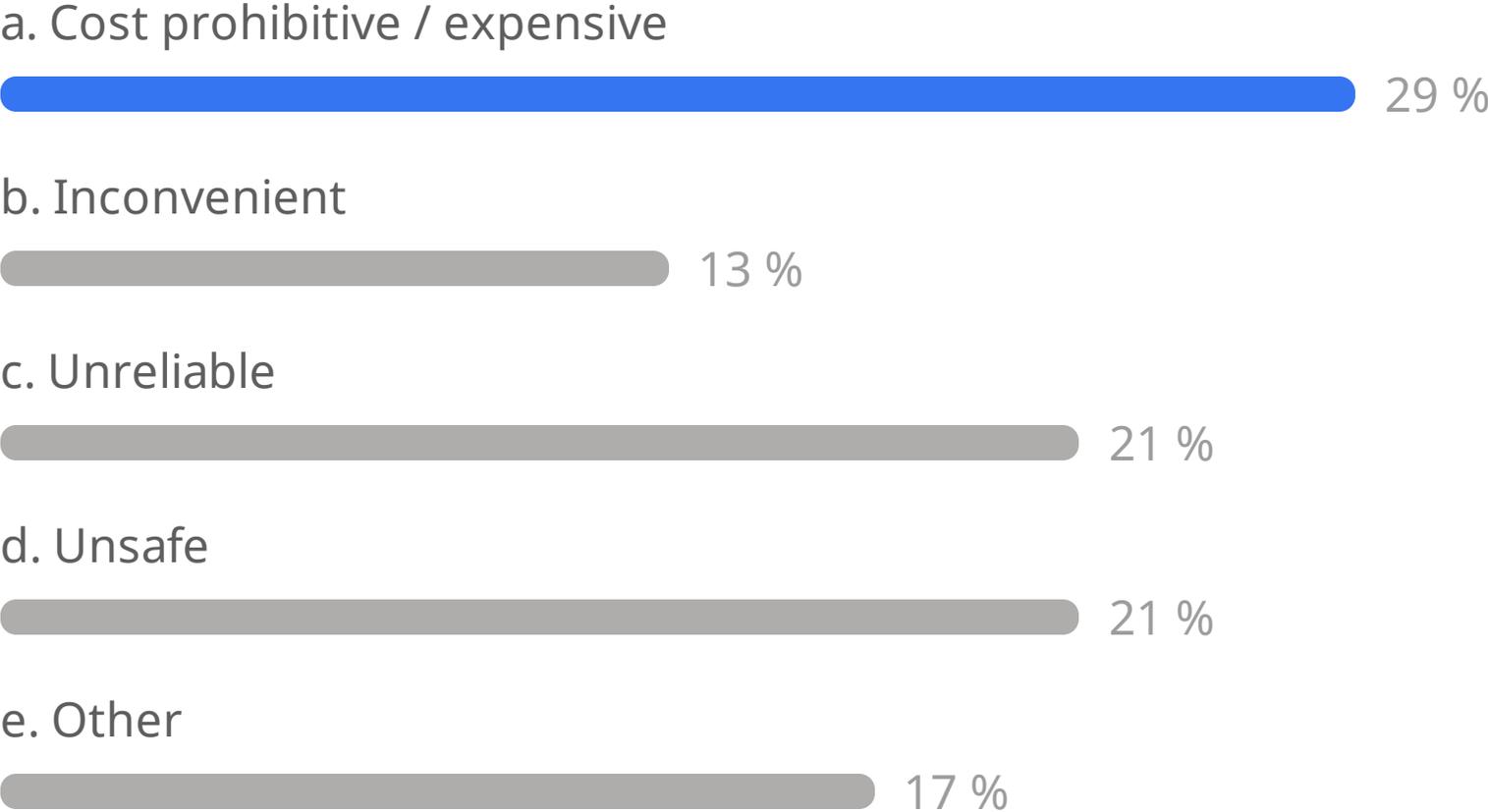


e. Other



For your typical travel method, what does not work well?

0 2 4



What are your ideas to improve mobility and travel choice in Brampton?

0 1 7

(1/4)

- Improve connection with Miway in Meadowvale Town Centre, most bus route currently end at Mississauga road that only serve one Miway bus route
- bus connection
- Another connection to Vaughan along Major Mackenzie Drive and Castlemore Rd
- I need to learn how to use the e scooters
- Enforce that transports trucks not using the fast lane (far left lane), ensure that sidewalks are not blocked by the new scooters that are on trial, the bike lanes are not being added to streets where sidewalks exist, put paved bike lanes on side of the curb where it is raised like on countryside
- Bikes should be allowed on sidewalks adjacent to high speed arterials
- Riverwalk Trail
- Get unsafe and unqualified drivers off the road, including predatory and fraudulent towing and physiotherapy institutions

What are your ideas to improve mobility and travel choice in Brampton?

(2/4)

0 1 7

- Direct bus to Kipling Mobility Hub
- Express routes from southwest Brampton to Bramalea GO using the 407
- Bike parking / more racks along trails and parks / schools
- Go train to Kitchener on weekends
- Zum to Airport
- Improve bus services and availability
- we should stop Narrowing the roads by giving room for bicycles. population has grown, so number of cars. side walks should be used for cycle.
- All day 2 way GO
- Improve Brampton transit by adding more routes or increase some of the routes already in use. example the # 9 bus on Vodden to run on Weekends
- focus on building, safe active transportation infrastructure to encourage multi modal transportation
- Better separate different modes of transportation to minimizes risk to all road users.

What are your ideas to improve mobility and travel choice in Brampton?

(3/4)

0 1 7

- Increase service on routes that connects to GO stations
- Need Zum lines implemented faster, need lots of bus lanes and transit priority, more frequent buses due to capacity, some trails like in Bramalea need to be split into pedestrian paths and biking/scooters
- Way finding for AT routes Separated AT infrastructure
- Express route on Brampton Transit that uses Highway 410. (example: Brampton Gateway to Trinity Common)
- Prioritize Transit and Active Transportation
- Connecting cycling infrastructure between municipalities.
- I would love to see more frequent bus service on Brampton transit (5-10 min intervals), not just on Zum in peak hours. And dedicated bus lanes.
- More protected bike lanes connecting key destinations and neighbourhoods.
- Overnight transit service to industrial warehouses and facilities

What are your ideas to improve mobility and travel choice in Brampton? (4/4)

0 1 7

- Cycling and bike lanes
- Main LRT
- Add more bus lanes

Based on the catalysts for change we have just shared, what actions should the City take to prepare for these changes?

a. Add more bike lanes



b. Add more pedestrian facilities



c. Improve road infrastructure



d. Plan for future vehicles (Electric vehicles, automated vehicles)



e. Build rapid transit



f. Other



Of the emerging technologies we shared, which do you think should be prioritized in Brampton?

0 2 0

a. Shared Mobility (car share, bike share)



b. Micro-mobility (scooters, bicycles)



c. Connected and automated vehicles (self-driving vehicles)



d. Electric vehicles (personal vehicles, commercial fleet, transit fleet)



e. Mobility-as-a-service (on demand mobility service through an integrated platform)



f. Other



Please share up to three words to represent your hopes for the Brampton Mobility Plan.

020



Appendix C: Online Survey Questions

On the Move, Brampton Mobility Plan

Public Information Centre #1 – Online Survey

Disclaimer: *The information on this survey form is collected under authority of the Municipal Act SO 2001, c. 25. The information collected on this form will be used, and only used, to receive public feedback on the Brampton Mobility Plan. Questions about the collection of information should be directed to our Call Centre by dialing 3-1-1 (within Brampton city limits) or 905.874.2000 (outside city limits). Please review the City's Privacy Statement for more information.*

Thank you for your interest in **On the Move, the Brampton Mobility Plan!**

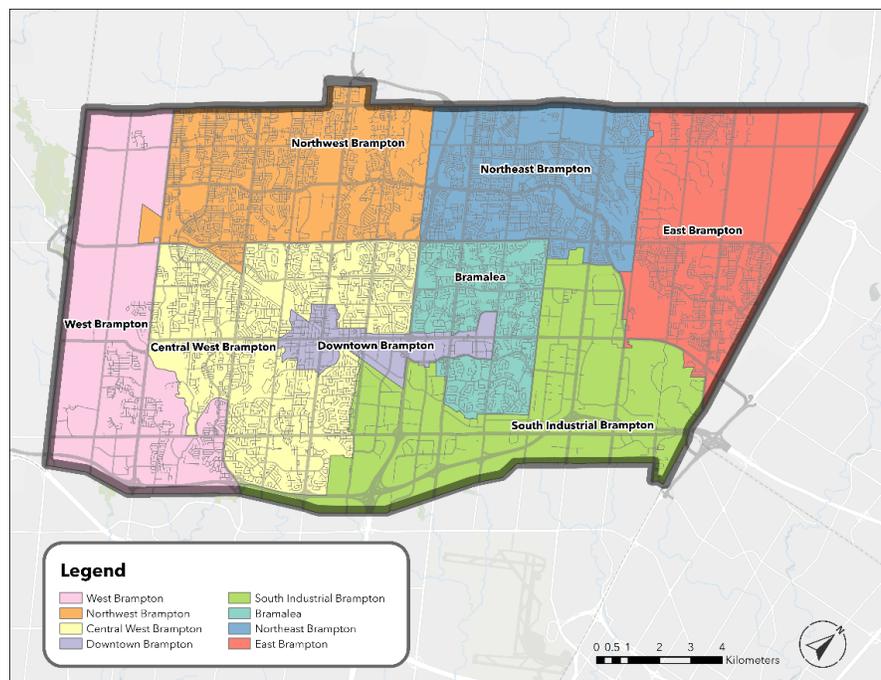
The Brampton Mobility Plan will develop a long-term strategy to guide decision-making for future transportation planning and investment in Brampton. Your input is essential to the success of the study.

1.1 TELL US ABOUT YOUR TRAVEL

1. What areas in Brampton do you travel to the most?

Please select your top 3. [Please see map for approximate areas.]

- Downtown Brampton
- Central West Brampton
- Bramalea
- Northwest Brampton
- Northeast Brampton
- East Brampton
- South Industrial Brampton
- West Brampton



2. a. Are there neighbourhoods in Brampton that you avoid? Please select all those that apply:

- Downtown Brampton
- Central West Brampton
- Bramalea
- Northwest Brampton
- Northeast Brampton
- East Brampton
- South Industrial Brampton
- West Brampton

b. Why do you avoid those areas? [e.g. hard to access by transit, too much traffic, lack of amenities and services, etc.]

[open text box]

3. Which communities outside of Brampton do you travel to the most?

- Mississauga
- Caledon
- York Region (Vaughan, King, Richmond Hill, Markham, Aurora, Newmarket, etc.)
- Halton Region (Milton, Halton Hills, Oakville, Burlington)
- Toronto
- Other: _____

4. How do you travel most of the time?

Please select your top 2:

- Car, as a driver
- Car, as a passenger (including taxi or rideshare)
- Brampton Transit
- GO Transit
- MiWay
- TTC
- Bicycle or E-bicycle
- Scooter or E-Scooter
- Walking, Walking with a mobility device
- Other

5. What is most important to you when choosing how you travel?

Please rank in the order of importance.

- It's easy to access and use
- I feel safe when using it
- It works for my schedule
- It fits in my budget
- It's environmentally friendly
- It saves me time / is reliable

6. How has your commute to work or school changed since the COVID-19 pandemic?

- My commute has not changed
- I only work or take classes from home
- I only travel to school or the office some of the time
- I do not commute.

7. Has your primary mode of transportation changed since the COVID-19 pandemic?

- My primary mode of transportation has not changed
- I take public transit more often
- I drive my car more often
- I walk or cycle more often

8. Think about the last time you travelled to a destination in Brampton.

a. Why did you make that trip? (e.g., shop for groceries, work, school, hobbies, entertainment, childcare, etc.)

[open comment box]

b. What were the positive and negative aspects of the trip? (For example, it was easy to take the bus there, there are nice pathways to walk along, there were traffic delays, or it was hard to find parking.)

[open comment box]

1.2 BRAMPTON'S TRANSPORTATION VISION

9. Brampton 2040 Vision described a vision for Brampton's future transportation system as "a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling and transit".

a. Do you support this vision for Brampton?

[Scale] Strongly agree, somewhat agree, neither agree nor disagree, somewhat disagree, strongly disagree

b. Why?

[open comment box]

10. The guiding principles for the Brampton Mobility Plan are listed below.

1. Enhance mobility and travel options for people and goods.
Consider long term needs for a seamless and integrated mobility network that supports sustainable travel options that connects people to places and move goods to market.
2. Advance multi-modal transportation equity.
Prioritize infrastructure decisions to 'complete' streets, balancing the needs of all road users, including pedestrians, cyclists, and transit riders of all ages and abilities.
3. Integrate transportation and land use planning.
Plan for mobility solutions that support compact, high density, mixed land use in strategic centres that are connected by transit and active transportation networks.
4. Protect public health and safety.
Embrace Vision Zero objectives to eliminate fatalities and serious injury from collisions and enhance attractiveness, liveability and well-being of the community.
5. Improve environmental sustainability.
Manage travel demand to reduce car travel and to increase sustainable transportation trips.
6. Leverage Technology.
Plan for the future of mobility and the impacts of new travel technologies.
7. Emphasize Community Engagement and Collaboration.
Engage citizens in addressing mobility issues to support the 2040 Vision.

a. Do you think these are suitable guiding principles for the Brampton Mobility Plan?

- I like the guiding principles as is
- I generally like the guiding principles, but would like to see some changes
- I don't like the guiding principles and they should be revised
- I don't know / I'm not sure

b. Please provide any comments on how the guiding principles may be improved.

[open comment box]

11. In Brampton, almost 60% of community-wide greenhouse gas emissions is from transportation. What can the City of Brampton do to help reduce transportation emissions?

Please select all that apply

- Invest in transit improvements such as new routes, more frequent service, LRT, BRT, etc.
- Improve sidewalks and trails.
- Improve cycling infrastructure, such as building protected bike lanes and cycle tracks.
- Introduce more electric buses.
- Promote/support electric vehicle use by residents.
- Provide electric vehicle charging infrastructure.
- Introduce/promote carshare and bikeshare in Brampton.
- Introduce incentives for employers to support non-car modes for getting to work. Examples incentives include employee transit passes, shower facilities or bike parking.
- Other: _____

12. The way we travel continues to change with new technologies and travel trends. Do you support expanding travel options in Brampton to include options such as bike share, car share, e-scooters, automated (self-driving) shuttles, automated vehicles, etc.

[scale] Strongly support, somewhat support, neither support nor oppose, somewhat oppose, strongly oppose.

Why or why not?

[open comment box]

13. The manufacturing and logistics industries are critical to Brampton's economy. However, it means that there are often many trucks on the road network. What is most important to you when it comes to moving goods in Brampton?

Please rank the following:

- Truck collisions and safety
- Truck-related air quality and greenhouse gas emissions
- Trucks contributing to traffic congestion
- Making it easier for trucks to get around on Brampton's roadways
- Other: _____

14. Is there anything else you want us to know as we develop the Brampton Mobility Plan?

[open text box]

1.3 TELL US ABOUT YOURSELF

An important part of the Brampton Mobility Plan is addressing transportation equity and providing a transportation system that works for everyone. The questions in this section will help us develop a plan to meet everyone's needs. **The questions in this section are optional.**

15. Do you live in Brampton?

- Yes
- No

16. Which of the following best describes you?

- High school or elementary school student
- Post-Secondary Student
- Part-Time and/or Shift Worker
- Employed (full-time)
- Retired/Not working
- Other
- Prefer not to answer

17. What is your age?

- Under 15 years
- 16-24 years
- 25-44 years
- 45-64 years
- 65+ years
- Prefer not to answer

18. Please select all categories that you identify with. Please select all that apply:

- Person of Colour
- First Nation and/or Metis and/or Inuit
- Person with a disability
- Member of the LGBTQIA2S+ community
- Recent immigrant to Canada (2018 or later)
- Non-English speaker
- Single Parent
- Prefer not to answer

19. How many people live in your household (including yourself)?

[open text box] or a scale

20. What is your total household income?

- Below \$45,000
- Between \$45,000 and \$100,000
- Over \$100,000
- Prefer not to answer

21. Do you own a car?

- Yes
- No

Thank you for your input.

To find out more about the study and sign-up for the study mailing list, please visit our study website at: www.brampton.ca/mobilityplan.

F.2 Second Round of Public Engagement

Phase 3 Public and Stakeholder Engagement Summary

Brampton Mobility Plan

Brampton, Ontario
January 8, 2025

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Appendices

Appendix A – TAC Meeting Minutes

Appendix B – Notices and Advertisements

Appendix C – Display Boards

Appendix D – Submitted Comment Forms

Appendix E – Survey Questionnaire and Submitted Survey Responses

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1 Introduction

The City of Brampton is currently undertaking ***On the Move – Brampton Mobility Plan*** (herein referred to as the “BMP”) as an update to the City’s 2015 Transportation Master Plan.

Community engagement and collaboration is an important aspect of developing this plan that will guide the future of transportation in Brampton. Two rounds of engagement are included in the study process – the Phase 2 engagement was held summer/fall of 2023 and Phase 3 engagement was held in fall 2024. At the Phase 2 engagement, the project team sought feedback on the guiding principles and transportation issues from the community and technical agencies. At the Phase 3 engagement, the alternative solutions and draft preferred solution were presented for public and stakeholder feedback.

The Phase 3 engagement program included the following activities:

- Meeting with the Internal Technical Advisory Committee
- Meeting with the External Technical Advisory Committee
- Preview Session with Brampton Councillors
- Engagement with Indigenous communities
- Engagement with members of the public
 - Brampton’s Farmer’s Market – in-person kiosk
 - Public Open Houses – two in-person events
 - Virtual Open House – online materials and survey

This memo provides a summary of the public and stakeholder engagement that was undertaken as part of Phase 3 of the BMP study.

2 Technical Advisory Committees

Two technical advisory committees (TACs) were established for the BMP study. The first committee is made up of internal departments at the City of Brampton and the second committee is made up of external technical agencies that may have an interest in the outcomes of the BMP study. Meetings with the TAC are described below.

2.1 Internal TAC

A virtual meeting was held with the Internal TAC on September 11, 2024. Representatives from the following departments participated in the meeting:

- Brampton Transit
- Capital Works
- Corporate Asset Management
- Downtown Revitalization
- Economic Development
- Environmental Planning
- Equity Office
- Official Plan and Growth Management
- Parks
- Programs and Implementation
- Roads Maintenance, Operations and Fleet
- Traffic Planning
- Urban Design

The Internal TAC meeting minutes are included in **Appendix A**.

2.2 External TAC

A virtual meeting was held with the Internal TAC on September 12, 2024. Representatives from the following agencies participated in the meeting:

- Peel Region
- City of Toronto
- City of Mississauga
- Town of Caledon
- City of Vaughan
- York Region
- Halton Region
- Town of Halton Hills
- Greater Toronto Airports Authority (GTAA)
- Metrolinx
- Credit Valley Conservation
- Ministry of Transportation

The External TAC meeting minutes are included in **Appendix A**.

Additional feedback from External TAC included comments provided by email from GTAA, City of Mississauga, Toronto Region Conservation Authority, Halton Region, and York Region. Copies of the correspondence are included in Appendix A.

3 Councillor Preview Session

In advance of sharing the engagement materials with members of the public, a drop-in Councillor Preview Session was held to provide members of Council an opportunity to preview public information centre display boards. An invitation was sent to all Brampton Councillors by Commissioner Ganesh (Planning, Building and Growth Management) to participate at the Councillor Preview Session on the afternoon of Monday, September 23, 2024, at City Hall.

Figure 3.1: Display for Councillor Preview Session



4 Indigenous Engagement

In August 2024, City of Brampton sent emails to five Indigenous community groups to provide an overview of the BMP study and an invitation to meet. In advance of the Phase 3 engagement, the City of Brampton sent additional emails in September 2024 to invite the Indigenous communities to participate in-person or online at one of the public engagement events, or to reach out to the study team directly with any questions, comments or concerns.

The following Indigenous groups were notified:

- Haudenosaunee Development Institute
- Huron-Wendat Nation
- Mississaugas of the Credit First Nation
- Six Nations of the Grand River First Nation
- The Indigenous Network

5 Public Notices and Advertisements

The City of Brampton’s communications team lead the public notification campaign. Notices and advertisements through various media, social media and in-person events were used to inform the public of the study and the upcoming public information centres.

The following is a summary of the public notice and advertisement campaign:

Notice / Advertisement	Dates
Brampton Guardian – Notice of Public Information Centre	September 8 and 14, 2024
Paid social media (Facebook, Instagram) ads	September 16 to October 18, 2024
TV tiles at Garden Square, Brampton Transit Terminals, and Brampton recreation centers	September 17 to October 5, 2024
Promotion on the Bike Brampton Blog	September 25, 2024
Promotion in the Brampton Grow Green Newsletter	October 2, 2024
Booth at Brampton Day celebration (partnered with Brampton Transit)	June 29, 2024
Presence at Brampton Transit Terminal	Customer Appreciation Week September 23 to 26, 2024
Verbal updates at the following committees: <ul style="list-style-type: none"> Active Transportation Advisory Committee Environment Advisory Committee School Traffic Safety Committee 	August 13, November 12, 2024 August 6, 2024 September 5, 2024

Copies of the notices and/or advertisements are included in **Appendix B**.

6 Public Consultation Events and Activities

The online and in-person public activities that were undertaken to inform the public of the study findings to date and present the draft preferred alternative are described in this section.

During the public consultation period, over 200 individuals were engaged at the in-person events, over 900 views of the study website were observed, and over 1,330 individuals clicked on the social media ads. Due to the nature of the in-person events, some individuals engaged with the materials on display but did not sign in nor complete a comment form and are therefore not included in the total above.

6.1 Kiosk at Brampton Farmer’s Market

Saturday, September 28, 2024, from 8:00 AM to 1:00 PM at Gage Park

Saturday, October 5, 2024, from (8:00 AM to 1:00 PM at Gage Park

The study team had a booth at the Brampton Farmer’s Market on two Saturdays to share information on the study and progress to date. A sub-set of the display materials for the Public Open Houses were set up at the kiosk for community members to review. Brampton staff engaged actively with the public. Members of the public had the opportunity to review the materials on display, ask questions to City staff, complete the survey (online or a printed copy), or take a postcard with details to access the study website and virtual on-demand open house material.

Figure 6.1: Kiosk at Farmer’s Market on Main Street South



At each of the Farmer’s Market events, the study team conversed with many members of the public and handed out postcards with information about the study with directions to access the study website and online survey. A total of 69 comment forms were collected, 28 at the September 28 market and 41 at the October 5 market, which is only a portion of the people that engaged with the study team or study materials.

6.2 In-Person Public Open Houses

Tuesday, October 1, 2024, from 12:00 p.m. to 8:00 p.m. at Shoppers World
Thursday, October 3, 2024, from 12:00 p.m. to 8:00 p.m. at Bramalea City Centre

There were two in-person Public Information Centre (PIC) events that were held on October 1 and 3, 2024. Each of the PIC events were held in an open house format, allowing members of the public to drop-in at any time and stay for any amount of time. The first event was held at Shoppers World Brampton and the second event was held at Bramalea City Centre. At each event, members of the public were able to view the display boards and network maps, share their comments, and ask questions directly to City Staff and the consultant team. Comment sheets and paper copies of the online survey were available. There were also markers and sticky notes available to mark up large-scale Draft Preferred network maps for each mode: active transportation, road, and transit. A copy of the display materials is included in **Appendix C**.

At Shoppers World, approximately 50 people held conversations with the study team and at Bramalea City Centre over 80 people held conversations with the team. At each Public Open House, additional members of the public browsed the materials briefly but did not actively participate.

Figure 6.2: Open House at Shoppers World



Figure 6.3: Open House at Bramalea City Centre



6.3 Virtual On-Demand Open House

September 26 to October 18, 2024

A virtual on-demand Open House was held on the study website at <https://brampton.ca/mobilityplan>. The virtual open house provided participants with the same opportunities to learn about the study, review the alternative solutions and draft preferred solution, and provide comments on an online survey form (see **Section 6.4.2**) as those who were able to participate at one of the in-person open houses.

During the Phase 3 engagement period from September 23 to October 18, there were 927 views of the study website.

As of November 18, there have been 4,182 views of the study website since its launch in August 2022.

6.4 What We Heard

This section documents what we heard from the public at the various public engagement events, both in person and online, between September 28 and October 18, 2024.

6.4.1 Conversations and Comment Forms

At each of the in-person events, the project team received feedback from residents on the information presented at the open house. Some members of the public used the comment forms to share their opinions, suggestions, and comments. Others had one-on-one conversations with the study team and those conversations were documented by the study team member on a comment form. **Table 1** provides a tally of the participants that signed in to the events and the comment forms received at each event.

Table 1: Comment Forms Collected by Event

Date	Event	Number of Attendees Signed In	Number of Comment Forms Submitted
September 28	Farmer's Market #1	n/a	28
October 1	Public Open House at Shoppers World Brampton	14	43
October 3	Public Open House at Bramalea City Centre	17	74
October 5	Farmer's Market #2	n/a	41
	Total	31	186

A summary of the main themes of the conversations and comments are presented below:

Transit

- General support for transit plan and dedicated transit lanes
- Request for longer transit service hours, e.g. into the late evening/night, having more service on weekends, more service in winter
- Many comments about routes/buses that are over-capacity where full buses would by-pass stops. Routes that were specifically mentioned include 29 Williams Parkway, 501 Züm Queen, 7 Kennedy, 18 Dixie South, 511/11 Steeles, Main, 17 Howden, 4/4A Chinguacousy, 6 James Potter; 30 Airport
- Requests to add Züm on:
 - all major corridors
 - Highway 50
 - Near TMU

- Requests to add Higher Order Transit on
 - Mayfield Road
 - N-S corridors between Bovaird Drive and Mayfield Road
 - McLaughlin Road
 - Dixie Road
- Requests for better connections to Vaughan, Mississauga, York University (501C route), Markham, post-secondary schools, hospital, Caledon
- Improve bus amenities – larger shelters, more shelters
- Cost/affordability – lower transit fares, discount transit fares (seniors, students, refugees, etc.)
- Dedicated underground train service / subway; elevated BRT
- Accommodating e-scooters and e-bikes on transit
- Improve health/sanitation on buses and customer service

Roads

- More traffic improvements needed, address congestion, widen/more lanes
- Improve connectivity in area of Cottrelle Boulevard, North Park Drive and Williams Parkway
- Improve road safety, enforce/manage speeding
- Located cycling facilities in boulevards, not on the roadway
- Improve driver education / behaviour, hold drivers accountable
- Other comments
 - Remove toll on 407; buy back 407
 - Snow removal / winter maintenance
 - Not widen roads beyond four lanes of car traffic
 - More traffic cameras
 - Congestion pricing
 - Not removing lanes for bikes
 - Trucks / goods movement

Active Transportation

- More safe cycling facilities, more sidewalks, e.g. sidewalks on Steeles Avenue
- Cycling facilities in boulevard (rather than on road)
- Safer pedestrian crossing opportunities – address speeding on roads
- Better trail connections
- Improve cycling education
- Need higher adoption of cycling and more use of bike facilities (not enough people using them)

Other Comments

- Preserve Brampton’s natural areas
- Ride-share plans
- Electric vehicles

Scanned copies of all comment forms are included in **Appendix D**.

6.4.2 Survey (Online and Paper Format)

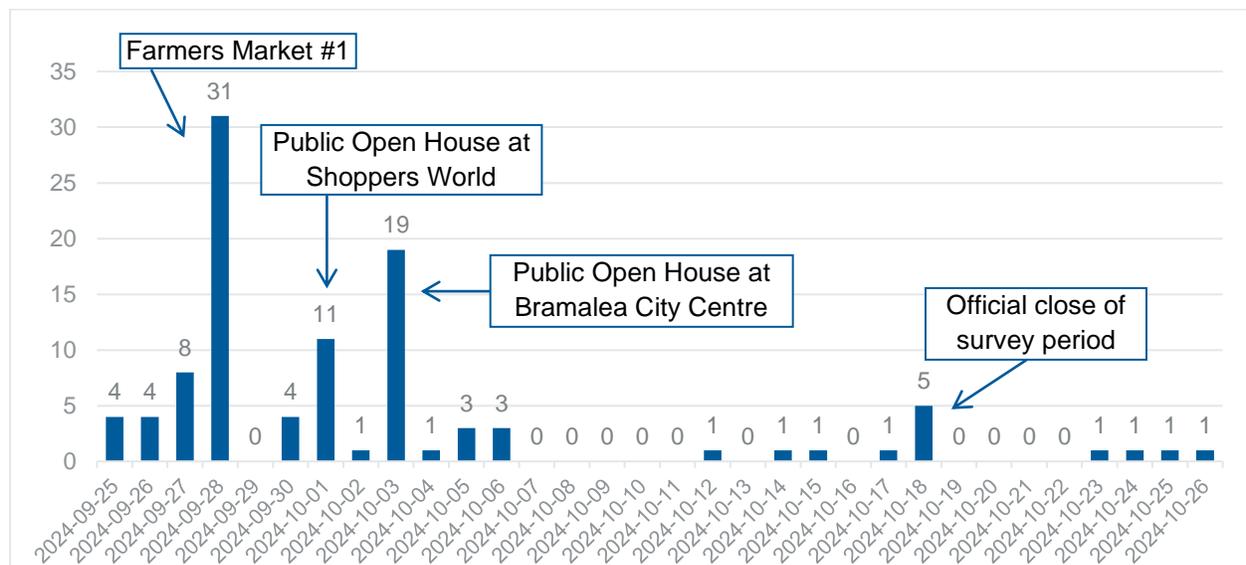
September 26 to October 18, 2024

A survey was used to collect feedback from the public at the in-person events and at the virtual open house on the City’s study website. The survey sought feedback on the draft preferred solution as presented in the engagement materials. The survey was open from September 26 to October 18, 2024 (responses that received after the official closing date were still accepted). A copy of the survey questionnaire is included in **Appendix E**.

The survey received a total of 102 responses over the survey period, including a few survey completions between October 19 to 26 (after the official October 18 closing date). The total responses included 44 paper submissions of the survey, collected at the Farmers Market and in-person Public Open House events, and 58 online survey submissions.

The number of surveys completed by date are show in **Figure 6.4**. The dates with the most survey responses were the dates of the in-person events.

Figure 6.4: Responses to Survey by date



Note: Includes surveys received online and in paper format.

This section provides a summary of responses to the survey. It is important to note that although there were 102 submitted surveys, both online and paper format, some respondents did not provide responses to all questions. Complete responses to the survey are include in **Appendix E**.

PLANNING FOR ALL AGES & ABILITIES (Display Board 5)

Question A: Do you think these are suitable guiding principles for the Brampton Mobility Plan?

The first question asked for the public’s opinion on the City’s council-approved Guiding Principles for the BMP study. **Table 2** summarizes the responses received.

Table 6.5: Responses to “Do you think these are suitable guiding principles for the Brampton Mobility Plan?”

	Responses	%
I like the guiding principles as is	50	57%
I generally like the guiding principles, but would like to see some changes	32	36%
I don’t like the guiding principles and they should be revised	2	2%
I don’t know / I’m not sure	4	5%
Total	88	100%

Overall, the respondents were supportive of the guiding principles that were used to direct the BMP study. Sixty percent of respondents liked the guiding principles and 3% generally liked the guiding principles but would like to see some changes. Only 2% of respondents did not like the guiding principles.

Question B: Please provide any comments on how the guiding principles may be improved.

While answering the first question, some of the respondents also had comments about the guiding principles and about transportation planning in general.

Some of the key themes in the comments were:

- Transit – ensuring frequent and fast service, using technology to track/share transit information
- Affordability – for the user and economic viability for Brampton
- Accessibility – services for people with disabilities

- Environment / sustainability – protecting the environment, reducing urban sprawl
- Safety – emphasizing safety in the plan, as well as in road design, transit facility design – to ensure that roads are safe for pedestrians, cyclists, transit users, and drivers.
- Multimodal transportation – facilitating walking, e-scooters and bikes
- Achievability – how the principles would actually be achieved or put into practice through the plan.

THE NEED TO SHIFT TO SUSTAINABLE MODES (Display Board 9)

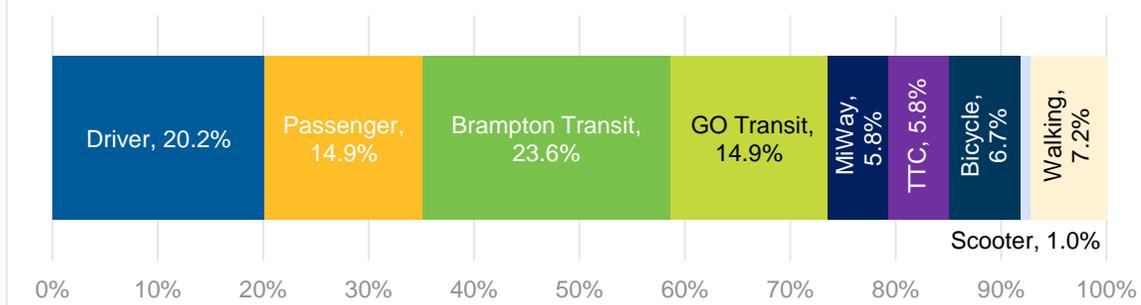
Question A: How do you travel most of the time? Pick your top two.

Table 2: shows that most respondents said that they either travel with Brampton Transit or travel by car (as the driver) most of the time. Other modes that were frequently selected include travelling in a car but as a passenger or as a transit passenger on other systems. Active modes such as walking and cycling made up 15% of the responses.

It is also noted that respondents were asked to pick their top two travel modes, but some selected more than two choices.

Table 2: Responses to “How do you travel most of the time?”

Travel Modes	Number of Responses	%
Car, as a driver	42	20%
Car, as a passenger (including taxi or rideshare)	31	15%
Brampton Transit	49	24%
GO Transit	31	15%
MiWay	12	6%
TTC	12	6%
Bicycle or E-bicycle	14	7%
Scooter or E-Scooter	2	1%
Walking, Walking with a mobility device	15	7%
Total	208	100%

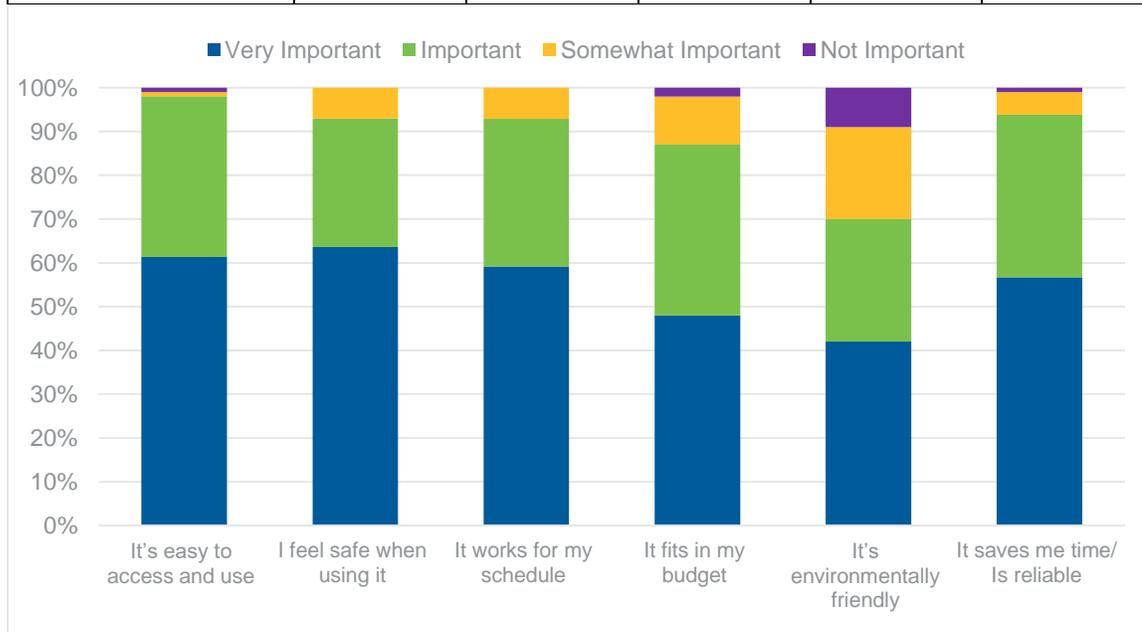


Question B: Rank the importance of each factor when choosing a travel mode

For this question, six factors for choosing travel modes were presented with four rankings of importance to select. **Table 3** shows the importance of each factor as rated by the survey respondents.

Table 3: Responses to “Rank the importance of each factor when choosing a travel mode”

Factor	Not Important	Somewhat Important	Important	Very Important	Total Responses
It's easy to access and use	1	1	37	62	101
I feel safe when using it	0	7	29	63	99
It works for my schedule	0	7	33	58	98
It fits in my budget	2	11	39	48	100
It's environmentally friendly	9	21	28	42	100
It saves me time/ Is reliable	1	5	36	55	97



Most respondents stated that all these factors were either important or very important to them. For five of the six factors, most respondents agreed that it was important or very important. For whether or not the mode is environmentally friendly, over 90% of respondents stated that was important to some degree; however, almost 10% stated that it was not important to their decision making.

Question C: For your typical travel method, what does not work well?

Table 4 summarizes the survey responses for challenges experienced by the respondent using their typical travel mode.

Table 4: Responses to “For your typical travel method, what does not work well?”

Challenges with Usual Travel Mode	Number of Responses	%
Cost prohibitive / expensive	47	30%
Inconvenient	33	21%
Unreliable	30	19%
Unsafe	28	18%
Other	18	12%
Total Responses	156	100%

The biggest challenge with travelling is cost – 30% stated that their usual travel mode was cost prohibitive / expensive.

Some of the comments/concerns received for this question include:

- Carelessness of some drivers and how they are not abiding by the law. This includes road rage, drivers using their cell phones, speeding, and other poor driver behaviours.
- Buses are too crowded making them not want to take public transit.
- Acknowledgement of environmental impacts of travel.
- Traffic congestion.
- Winter maintenance of the roads to clear snow and or ice.
- Gas prices.

DRAFT PREFERRED SOLUTION (Display Boards 17 and 18)

Question A: What do you like about the Preferred Solution?

Overall, majority of the respondents supported the preferred solution.

Respondents indicated that they liked that improvements were proposed for the transit network, including the addition of higher order transit and priority transit. Respondents were supportive of complete streets and wanted to see more active transportation and safer roads. They suggested that once more people leave their vehicles at home and take alternative travel methods (transit, walk, and bike), it will ease traffic congestion on major arterial roads.

Some of the respondents had other comments such as if the City was to reduce vehicle lanes, it will cause more traffic jams during daily rush hour, and how this

is not their preferred solution, which was also noted by a number of respondents on the next question.

Question B: Is there any part of the preferred solution that causes you concern?

The top concern from respondents on the preferred solution was that there was not enough transit. Respondents noted that more frequent buses was important, not just an expanded transit network. Additionally, some noted the lack of higher order transit on some corridors (e.g. Dixie Road, McLaughlin Road).

Taking away vehicle lanes to accommodate transit lanes or bike lanes was also a concern due to the potential for traffic congestion.

Another common concern was safety – mainly regarding driver behaviour and the lack of infrastructure for cyclists.

Question C: Is there anything that you think is missing from the Preferred Solution?

The respondents emphasized safer travel in Brampton, which was not highlighted in the preferred solution.

Another topic that they want to see more of in the preferred solution is more integration and connectivity in the transit system, both at a local level with transfers between routes and with adjacent municipalities and agencies. More transit was desired, and more service on weekends, evenings and late nights was requested.

Respondents also wanted to see more about the costs of implementing the proposed plan and information on future studies required for implementation.

IMPLEMENTATION (Display Board 19)

Question: What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?

A wide range of suggestions were provided in the survey responses. Common themes were:

- Highway 407 – several respondents noted that more trucks and public transit buses (both regional and local) should use Highway 407 to reduce local congestion.
- Cycling infrastructure / cycling education – prioritizing protected bike infrastructure and education on how to bike within the city.

- Car share / bike share programs - implementing programs in Brampton.
- Transit fares – annual bus passes, discounted fare programs, student pass programs with post-secondary schools, more integration with other transit agencies.
- Enforcement – more enforcement of traffic violations, speeding.
- Rail – protecting Orangeville-Brampton Railway (OBRY) for future use.

OTHER COMMENTS

Question: Please provide any other comments you have for Brampton’s future transportation system.

The online version of the survey included a final question where respondents could provide any other comments. In-person respondents had the opportunity to provide any additional comments through the comment form or conversation with a study team member.

Common themes were:

- Adding more buses to existing routes - some respondents mentioned that the buses right now are very crowded. A respondent noted: “Need a lot more bus service, it is very overcrowded, I won’t take the bus because it is too crowded and I don’t like being passed by full buses.”
- Upgrading the transportation network – to create better communities in the future in Brampton. As one of the respondents put it: “Ultimately, the transportation network should support creating great places - places with lots of people walking, shopping, and having fun. Any roads where this is impeded should be redesigned.”
- More consideration for using rail – moving more goods by rail rather than trucks to reduce congestion on the roads. One of the respondents said: “Need more consideration for using rail assets not just for GO trains but to shift and encourage freight away from trucks to rail as reducing the amount and distance of road freight trips will help to curb traffic issues on our streets and highways along with emissions reductions.”
- Safety – improving safety on roads for everyone, including drivers, pedestrians and cyclists.

6.4.3 Emails from Members of the Public

The project team received 10 emails from four members of the public during the public consultation period (September 27 to October 4, 2024). The emailed comments are documented in **Appendix F**.

7 Next Steps

The feedback and input from the Internal TAC, External TAC and members of the public will inform the refinements to the preferred solution. The draft preferred networks will be reviewed through the lens of the comments received. The proposed improvements will be refined to address comments regarding transit service (higher order versus priority transit on various corridors), additional connections to the active transportation network, and changes to the road network where right-of-way limitations may exist and where road widening is not needed

Appendix A – TAC Meeting Minutes

See Section 2 of Engagement Summary

Appendix B – Notices and Advertisements

Notice of Public Information Centres

Published in Brampton Guardian, September 8 and 15, 2024

Brampton Mobility Plan – Public Meeting #2

The City of Brampton has launched **On the Move: Brampton Mobility Plan (BMP)**, a study to identify and recommend transportation policies, infrastructure, and programs to achieve Brampton's vision for a sustainable transportation future. The BMP will serve as the City's longterm strategy to guide transportation actions, policies, and investment over the next 30 years. The study is being conducted in accordance with the Master Plan process for Municipal Class Environmental Assessments under the Environmental Assessment Act and will satisfy Phase 1 (Identify Problem and Opportunity) and Phase 2 (Identify and Evaluate Alternative Solutions) of the master plan process.

The City is seeking your input on the evaluation of alternative solutions, the draft recommended mobility network, and proposed implementation and invites you to provide your feedback by visiting us at the locations listed below.

Learn more about the Brampton Mobility Plan by visiting the study website at www.brampton.ca/mobilityplan.

Kiosks at the Brampton Farmers' Market

Come out and meet the City's team at the Brampton Farmers' Market.

Location: Main Street South

Date: September 28, 2024 and October 5, 2024

Time: 8:00 a.m. to 1:00 p.m.

In-Person Public Open Houses

Drop by to learn more about the Brampton Mobility Plan and share your ideas about transportation in our growing city.

Shoppers World (Winners Court), 499 Main Street South

Date: Tuesday October 1, 2024

Time: 12:00 p.m. to 8:00 p.m.

Bramalea City Centre (Hudson's Bay Court), 25 Peel Centre Dr

Date: Thursday October 3, 2024

Time: 12:00 p.m. to 8:00 p.m.

Online Open House Materials and Survey

Date: September 30 to October 14, 2024

Website: www.brampton.ca/mobilityplan

Contact Us

Please contact the study team below if you have any questions.

Richa Dave, MCIP, RPP

Project Manager

City of Brampton

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Brampton, ON L6Y 4R2

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E: suzette.shiu@hdrinc.com

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

This notice first issued on September 8, 2024

Ads for Public Information Centres



**BRAMPTON
MOBILITY
PLAN ON THE
MOVE**

HAVE YOUR SAY! Learn about the Brampton Mobility Plan and share your ideas about transportation in our city.

brampton.ca/mobilityplan

BRAMPTON

Brampton Farmers' Market
Saturday, September 28 and Saturday, October 5
8 am to 1:00 pm
Main Street South & Ken Whillans Square

Shoppers World (Winners Court)
Tuesday, October 1
12 pm to 8 pm
499 Main Street South

Bramalea City Centre (Hudson's Bay Court)
Thursday, October 3
12 pm to 8 pm
25 Peel Centre Drive

The graphic features a dark blue background with green and white text. On the right side, there is a stylized illustration of a city skyline with a bus, a person on a bicycle, and a person walking, all in white and green tones.

Advertised events on City of Brampton's Event Page

<https://www.brampton.ca/EN/Arts-Culture-Tourism/Festivals-and-Events/Calendar>

Sep 28	Brampton Mobility Plan Public Meeting: Brampton Farmers' Market Sep 28, 2024 8:00 AM - 1:00 PM ● Residents Events	The City of Brampton is updating its Transportation Master plan and wants to hear from you! If you're interested in helping shape the future of Brampton's transportation network or simply want to learn more about the study, join us at our kiosk at the Brampton's Farmers Market. You'll be able to ask questions, make suggestions, and score some transportation related giveaways.
Oct 01	Brampton Mobility Plan Public Meeting: Shoppers World (Winners Court) Oct 01, 2024 12:00 PM - 8:00 PM ● Residents Events	The City of Brampton is updating its Transportation Master plan and wants to hear from you! If you're interested in helping shape the future of Brampton's transportation network or simply want to learn more about the study, join us at Winners Court in Shoppers World. You'll be able to ask questions, make suggestions, and score some transportation related giveaways!
Oct 03	Brampton Mobility Plan Public Meeting: Bramalea City Centre (Hudson's Bay Court) Oct 03, 2024 12:00 PM - 8:00 PM ● Residents Events	The City of Brampton is updating its Transportation Master plan and wants to hear from you! If you're interested in helping shape the future of Brampton's transportation network or simply want to learn more about the study, join us at Hudson's Bay Court in Bramalea City Centre. You'll be able to ask questions, make suggestions, and score some transportation related giveaways!
Oct 05	Brampton Mobility Plan Public Meeting: Brampton Farmers' Market Oct 05, 2024 7:00 AM - 2:00 PM ● Residents Events	The City of Brampton is updating its Transportation Master plan and wants to hear from you! If you're interested in helping shape the future of Brampton's transportation network or simply want to learn more about the study, join us at our kiosk at the Brampton's Farmers Market. You'll be able to ask questions, make suggestions, and score some transportation related giveaways.

Excerpt from Brampton Grow Green Network Fall 2024 Update

Email newsletter sent October 2, 2024.

Tell us your thoughts on Brampton's future transportation network!

Brampton is "on the move", drafting its Brampton Mobility Plan! This plan will shape how the city creates roads, transit, bike lanes and sidewalks until 2051.

Visit www.Brampton.ca/MobilityPlan, or email mobilityplan@brampton.ca to provide feedback on the plan and how you think we should get people moving.





BikeBrampton

[About BikeBrampton](#) [Events](#) [Blog Posts](#) [Resources](#) [Bike Hub](#)



Have Your Say on Brampton's Mobility Plan

Sep 25, 2024 — by David Laing in Action Requests, Brampton Cycling

The City of Brampton is updating the current 2015 Transportation Master Plan. The revised **Mobility Plan** will guide City investment in transportation infrastructure over the coming years. The Plan will move the City towards the

2040 Vision to be **“a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability , and emphasizing walking, cycling, and transit.”**

Did You Know?

- Transportation trips in Brampton nearly doubled from 1996 to 2015 from 480,000 to 880,000,
- Travel to and from work represents 64.8% of all travel trips in the City,
- 78% of Brampton’s transportation trips end in either Brampton or Mississauga. Only 22% travel outside of Peel Region!
 - For work only trips 62% end in either Brampton or Mississauga while only 38% travel to areas outside of Peel Region.
- Currently 86% of travel trips are made by personal vehicle, (car, SUV, pick-up, etc), while only 14% use walking, cycling or transit.
- 48% (426,000) of these trips are short trips of less than 5 kilometers. Only 13% of these short trips are made by active modes.
 - Only 1% of trips between 3 and 5 kilometers are made by active modes.
 - A 5km bike ride takes less than 20 minutes.
 - Shifting even a portion of these short trips to active modes could take about 100,000 cars off the roads in Brampton each day. Imagine what that would do for pollution and traffic congestion!

Source: 2016 Transportation Tomorrow Survey

To help encourage more active travel, the Mobility Plan will be based on seven guiding principles endorsed by Council in 2021:

- **Enhance mobility and travel options for people and goods,**
 - Sustainable, seamless & integrated mobility network that connects people to places and moves goods to market,
- **Advance multi-modal transportation equity,**
 - Prioritize infrastructure decisions to ‘complete streets’, balancing the needs of all road users including pedestrians, cyclists, transit riders, of all ages and abilities,
- **Integrate transportation and land-use planning,**
 - Mobility solutions that support compact, high density , mixed land use in strategic centres connected by transit and active transportation networks,
- **Protect public health & safety,**
 - Embrace Vision Zero objectives to eliminate collision fatalities and serious injuries,
 - Enhance attractiveness, livability and well-being of the community,
- **Improve environmental sustainability ,**
 - Manage travel demand to reduce car travel and increase sustainable transportation trips,
- **Leverage technology,**

- Plan for the future of mobility and the impacts of new travel technologies,
- **Emphasize Community Engagement & Collaboration,**
 - Engage citizens in addressing mobility issues to support the 2040 Vision.

Find out more and have your say

Farmers Market

Come out and meet the City's team at the Brampton Farmers' Market.
Location: Main Street South either September 28th or October 5th, 2024
8:00am to 1:00pm.

In-Person Public Open Houses

Drop by to learn more about the Brampton Mobility Plan and share your ideas about transportation in our growing city.

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Date: Tuesday October 1, 2024
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E: suzette.shiu@hdrinc.com

Comments

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Help Shape #Brampton's Future Transportation Plan. 🚗🚲

...See more

brampton.ca/mobilityplan

brampton.ca/mobilityplan
Brampton Mobility Plan
Brampton Mobility Plan

[Learn more](#)

👍❤️👍 37 36 comments 7 shares

👍 Like 💬 Comment ➦ Share

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Help Shape #Brampton's Future Transportation Plan. 🚗🚲

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👍💬👍

citybrampton Help Shape #Brampton's Future Transportation Plan. 🚗🚲 ... more

Appendix C - Display Boards

Brampton Mobility Plan

Public Information Centre #2

Welcome and thank you for your participation in the public open house! Your input is important to this study.

We are seeking your feedback on the preliminary preferred 2051 transportation network to address Brampton's future growth and transportation needs.

Land Acknowledgement

The City of Brampton is located on the traditional territories of the Mississaugas of the Credit, Haudenosaunee, and Wendat Nations who have called this land home since time immemorial. We acknowledge the agreements made in Treaty 19 – the Ajetance Purchase of 1818 – and are committed to our ongoing role in reconciliation through meaningful action rooted in truth, justice, and respect. We are grateful to the original caretakers of this land who have ensured we are able to work, play, and live in Brampton now and in the future.

How to Participate

Please review the display boards to find out more about the study. We also invite you to respond to the questions on the display boards and to provide your comments on the printed large-scale network maps.

Your feedback can also be provided through the study website at www.Brampton.ca/mobilityplan or by email to the study team at mobilityplan@brampton.ca.



Scan here to access the online survey

The commenting period is open until October 18, 2024.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

What is the Brampton Mobility Plan?

The **Brampton Mobility Plan** study is an update to the City's previous 2015 Transportation Master Plan (2015 TMP) – a long-term infrastructure plan that informs transportation investment to support future growth.

A Transportation Master Plan is a living document that is meant to be reviewed on a regular basis. Since the completion of the 2015 plan, several strategic decisions have been endorsed by Brampton Council:

2018

Completion and endorsement of ***Brampton 2040 Vision: Living the Mosaic***.

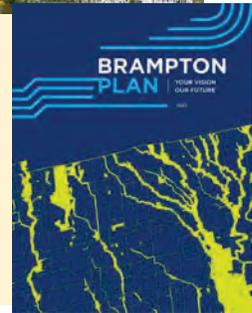


2019

Council declaration of a **climate emergency** and need for more sustainable mobility.

2023

Adoption of ***Brampton Plan***, which prioritizes connectivity, sustainability and complete streets.



Brampton Plan

Brampton Plan is the City of Brampton's Official Plan. It is an overarching plan that helps manage how and where Brampton grows and develops.

As Brampton transitions from a car-oriented suburb to an urban city over the next 30 years, the Brampton Plan prescribes a greater emphasis on the use of sustainable modes of transportation to move people and goods within and through the city.



Find out more about Brampton Plan on the City's website.

Adopting a Policy Based Approach

The **Brampton Plan** provides the policy framework for the Brampton Mobility Plan and lays out the policy direction for Brampton's City's Structure and transportation network:

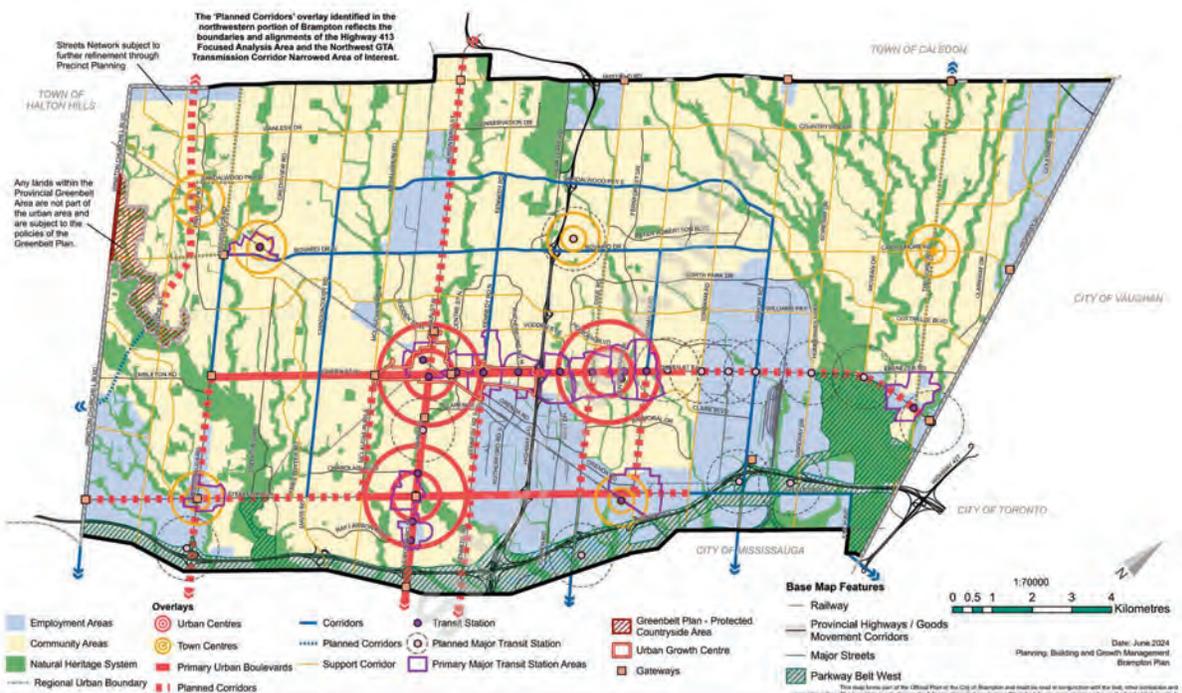
Brampton will be a city where residents do not need to travel long distances to undertake their daily needs, supporting the creation of **15-minute neighbourhoods**.

Brampton's Street Network will be planned as **complete streets**.

The focus of future growth and investment will be in the City's **Centres, Boulevards** and **Corridors**.

Safe and efficient movement of goods and services within and through Brampton is essential for sustainable and economic growth.

Brampton will investigate alternative design options to six-lane road widenings to **increase the person-throughput of a street**, rather than focus on vehicle capacity, such as dedicated transit lanes or transit priority measures, enhanced active transportation facilities, and exploring ways to increase the efficiency of signals with intelligent transportation systems



Planning for All Ages & Abilities

The Brampton Mobility Plan's **Guiding Principles** are:

- 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

These principles are designed to support a city that is **safe** and **equitable**, where everyone can get where they need to go. They are intended for a city that will see significant population and employment growth and that prioritizes the use of sustainable modes to move people and goods within and through Brampton.



Do you think these are suitable guiding principles to inform the Brampton Mobility Plan?

Please respond using the online or paper survey form.



Scan here to access the online survey

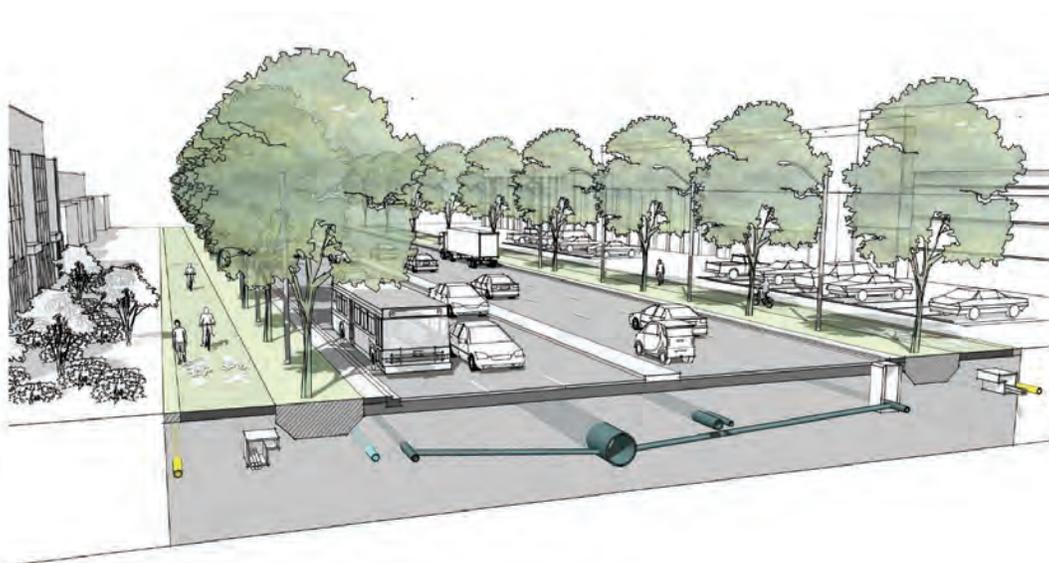
Planning for Complete Streets

The *Brampton Plan* prescribes that **all streets in Brampton will be planned as complete streets**.

Complete Streets provide safe conditions for people of **all ages and abilities**, regardless of how someone is travelling. This includes motorists, motorcyclists, bicyclists, pedestrians, individuals with disabilities, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

Each Complete Street is unique and street design depends on many factors, including the role of the roadway in the larger transportation network, land uses, and the unique qualities of place.

Complete Streets also include trees and other urban design features to make a street feel like a place and a great address, rather than just a conduit for movement. Other supporting elements include lighting, crossings, traffic signals, utilities, and drainage infrastructure.



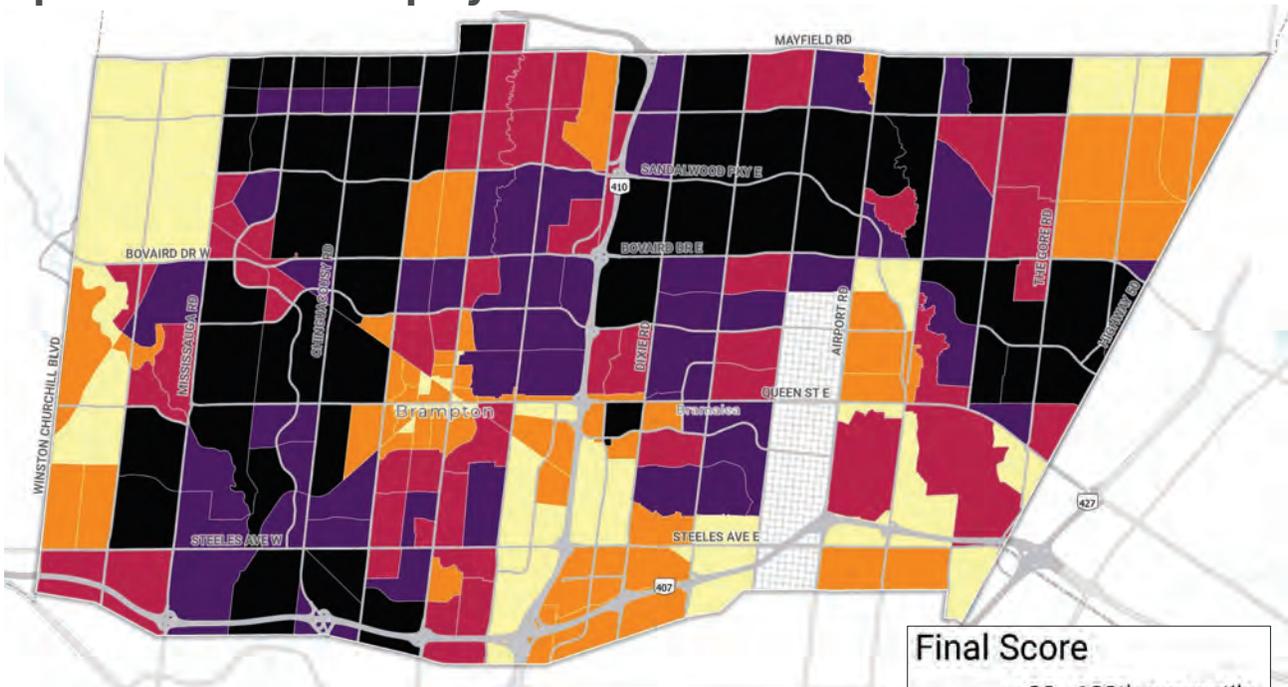
Enhancing Transportation Equity

Brampton’s transportation system provides access to resources and opportunities such as employment, education, healthcare and other essential services. To enable access for everyone, Brampton’s mobility system must meet the needs of all community members.

Transportation Equity aims to provide:

- Better transit service and access for people without cars.
- More affordable transportation options for low-income households.
- Safer walking, rolling and biking solutions for vulnerable road users, including people with disabilities, seniors, and children.

Spatial Access and Equity Needs



The map presents total score for access and equity needs, which considers equity, spatial access, and population. A higher score indicates higher equity-priority population and poor spatial access. A higher score also indicates higher priority for transportation investment.

Anticipated Future Growth & Travel Demand

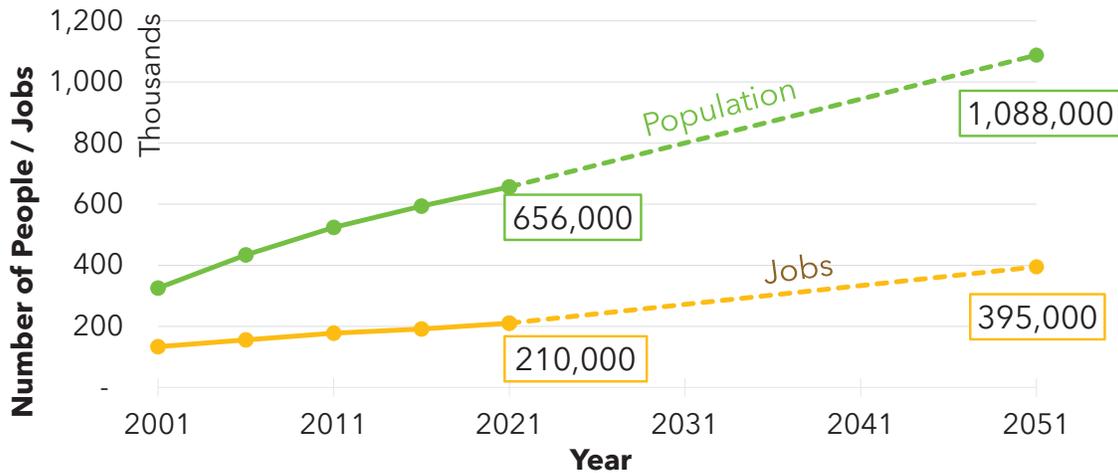
By 2051, Brampton is expected to grow by:



430,000 people*
(+66%)

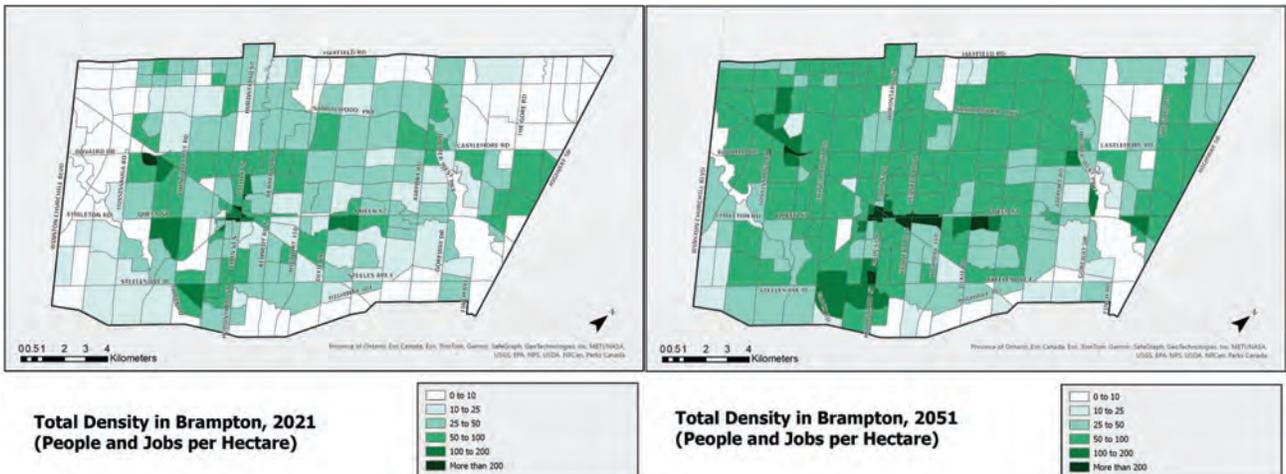


200,000 jobs*
(+88%)



As a result of this growth, future travel demand is expected to grow by **185,000 trips (+62%) by all modes** in the morning peak period.

Development density will increase across Brampton. The highest levels of growth is directed to designated growth areas in Urban and Town Centres, as well as in new development areas.



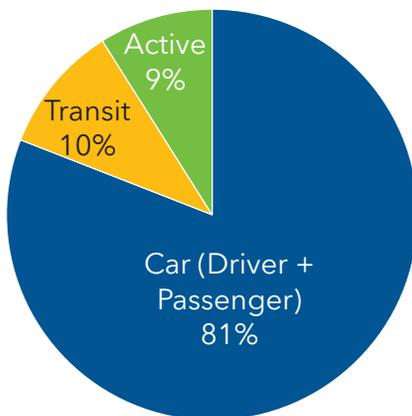
*2051 population and employment forecasts from Peel Region's Scenario 2 Growth Forecasts (pending endorsement from Regional Council).

The Need to Shift to Sustainable Modes

Today, most trips in Brampton are made by car. If current trends continue, by 2051 an additional **150,000 car trips** will be added to the road network in the morning peak period.

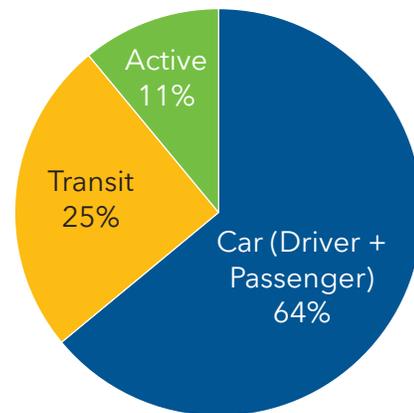
However, if we shift to sustainable modes and achieve the mode share targets of Brampton Plan, **we can reduce this number by nearly 70,000 car trips** in the morning peak period.

Existing Mode Share



Source: 2016 TTS, Morning Peak Period

Brampton Plan Mode Share Targets



Source: Brampton Plan



How do you travel most of the time?
 What is most important to you when choosing a travel mode?
 For your typical travel method, what does not work well?

Please respond using the online or paper survey form.



Scan here to access the online survey

Mobility Solutions

Transit

Higher order transit refers to frequent, fast and reliable transit that travel mainly in dedicated transit lanes or rights-of-way. Examples include Light Rail Transit (LRT), Bus Rapid Transit (BRT), or grade-separated corridors such as a subway.

Züm and other priority bus routes apply transit priority measures such as queue jump lanes or signal priority to reduce delays and improve reliability for transit at intersections.



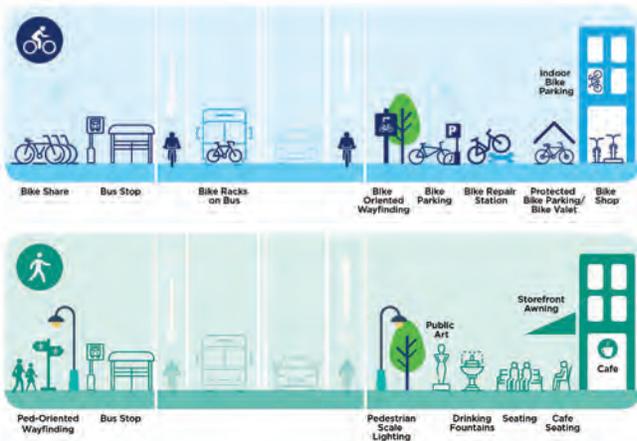
Road

Road improvements include building new roads or widening existing roads to improve connectivity or provide access to new development areas. Traffic system management helps optimize the existing road network.



Complete Street

Complete streets balance competing demands for right-of-way space to safely accommodate all road users regardless of how they travel.





Mobility Solutions (continued)

Active Transportation

Active Transportation refers to active travel modes including walking, cycling and other self-propelled mobility options. A connected and safe walking and cycling network would provide residents and visitors in Brampton a viable mode for both recreational and utilitarian traveling.



New and Emerging Mobility Technologies

New mobility technologies are changing how we travel. Emerging mobility technologies that leverage digital communication platforms and big data can offer sustainable and efficient travel options.

Elements such as shared mobility (carshare, bikeshare), micro-mobility (scooters/e-scooters, bikes/e-bikes), electric vehicles, etc., should be considered in the future scenarios.



Alternative Scenarios

Four alternative network solutions were developed to represent future mobility options in Brampton.

1. Do Nothing - this scenario provides a baseline for comparison. It represents future 2051 travel demand on the existing transportation network.

2. Business as Usual - this scenario reflects the transportation network recommended in the 2015 TMP Update, focusing on vehicular mobility.

3. Brampton Plan - this scenario represents the City's new official plan that recognizes the limited opportunities to expand the road network and places more emphasis on sustainable modes such as transit, walking and cycling.

4. Bold Moves - this ambitious scenario represents significant investment in higher order transit (LRT, BRT), complete streets, active transportation, and emerging mobility technologies.

Alternative Scenarios: Business as Usual

The “**Business as Usual**” scenario reflects the transit, active transportation and road networks from the **2015 Transportation Master Plan**.

Although the transit network was ambitious, it also included significant road expansions, relying heavily on widening roads to six-lanes to accommodate future travel demand.



Figure 26
Recommended Transit Network Needs to 2041



Figure 27
Existing, Proposed and Candidate Cycling Network



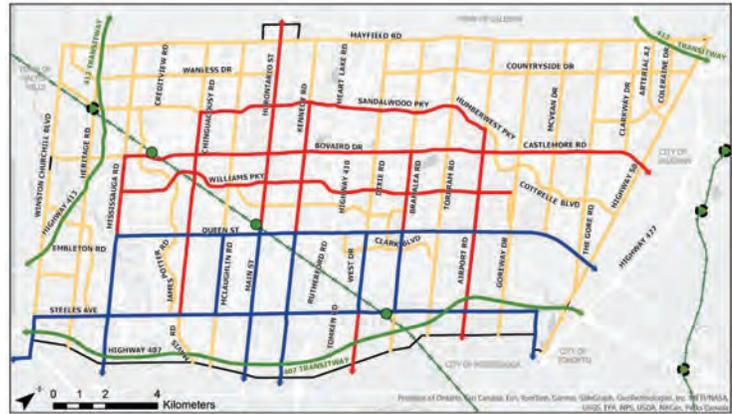
Figure 18
Recommended City Road Network Needs to 2041

Alternative Scenarios: Brampton Plan

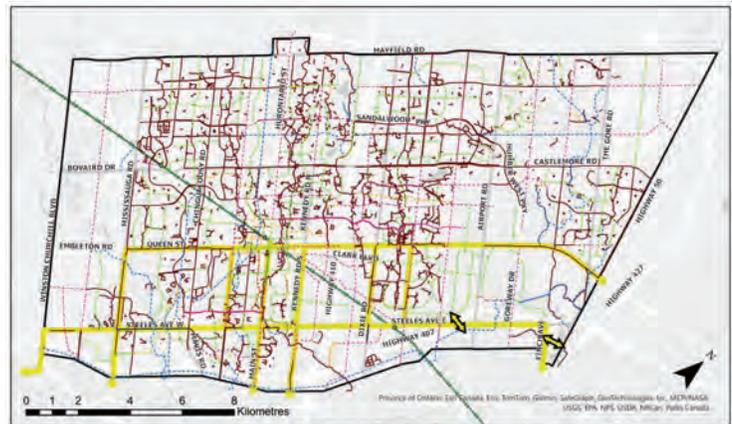
The “**Brampton Plan**” scenario shifts in focus to sustainable modes and **Complete Streets** to improve person-carrying capacity including dedicated transit lanes and enhanced pedestrian and cycling facilities.

It assumes any *future* four to six lane road widenings identified in the 2015 Transportation Master Plan will be four lane Complete Streets.

Lane conversions or widenings to accommodate dedicated transit lanes are subject to further study.



**Transit Network
Brampton Plan Scenario**



**Active Transportation Network
Brampton Plan Scenario**



**Road Network
Brampton Plan Scenario**

Alternative Scenarios: Bold Moves

The **"Bold Moves"** scenario is more ambitious in supporting growth through sustainable travel modes.

The higher order transit network is expanded to serve most areas of Brampton.

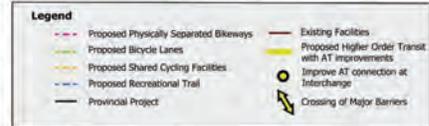
The active transportation network includes additional connectivity across barriers such as Highway 410, Highway 407, railway lines, and major arterial roads.

Four lane widenings and new roads continue to be recommended and are constructed as **Complete Streets** that support all modes.

Lane conversions or widenings to accommodate dedicated transit lanes are subject to further study.



**Transit Network
Bold Moves Scenario**



**Active Transportation Network
Bold Moves Scenario**



**Road Network
Bold Moves Scenario**

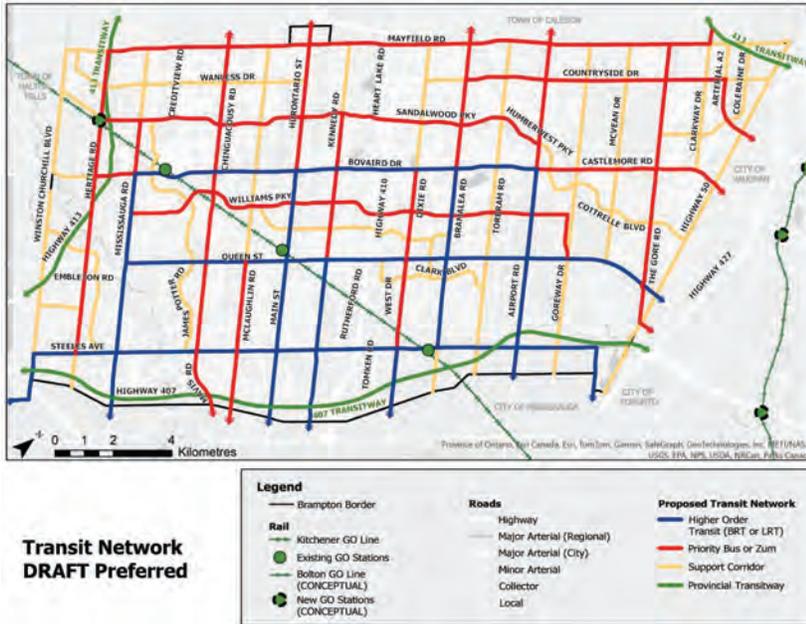
Evaluation of Alternatives

Guiding Principle	Goal	Do Nothing	Business as Usual	Brampton Plan	Bold Moves
1. Enhance mobility and travel options for people and goods	Reduce use of single occupant vehicles	○	○	◐	●
	Increase travel choices	○	◐	◐	●
	Increase connectivity	○	◐	◐	●
	Support economic development / productivity	○	◐	◐	◐
	Increase efficiency of existing infrastructure	○	◐	◐	◐
	Financial feasibility / sustainability	●	◐	◐	◐
2. Integrate transportation and land use planning	Transportation network supports planned land use	○	◐	◐	◐
3. Advance multi-modal transportation equity	Improve access to opportunities and community amenities	○	◐	◐	●
	Improve mobility for households and individuals without access to a private vehicle	○	◐	◐	●
4. Protect public health and safety	Prioritize vulnerable road users	○	◐	●	●
	Promote active living	○	◐	◐	●
5. Improve environmental sustainability	Reduce GHG emissions and improve air quality	○	○	◐	◐
	Reduce traffic noise / vibrations	○	◐	◐	◐
	Mitigate impacts to environmental features	◐	○	●	◐
6. Leverage technology	Optimize existing road network capacity	○	◐	◐	◐
	Create a future-ready system	○	○	◐	◐
Recommendation		Not Recommended		Carry Forward	



The **preferred alternative** is a **combination** of the **Brampton Plan** alternative and some elements of the **Bold Moves** alternative.

Draft Preferred Solution



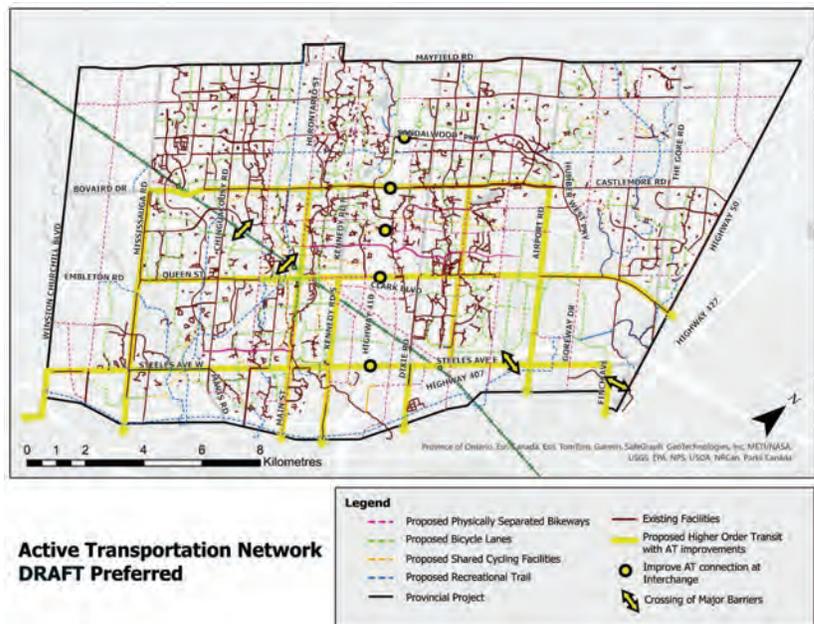
Transit Network DRAFT Preferred

Expands upon the **transit** network in the Brampton Plan, plus:

- Adds new higher order transit on Bovaird Drive, Airport Road
- Extends higher order transit on Main Street, Mississauga Road, Bramalea Road
- Removal of higher order transit on McLaughlin Road, Dixie Road

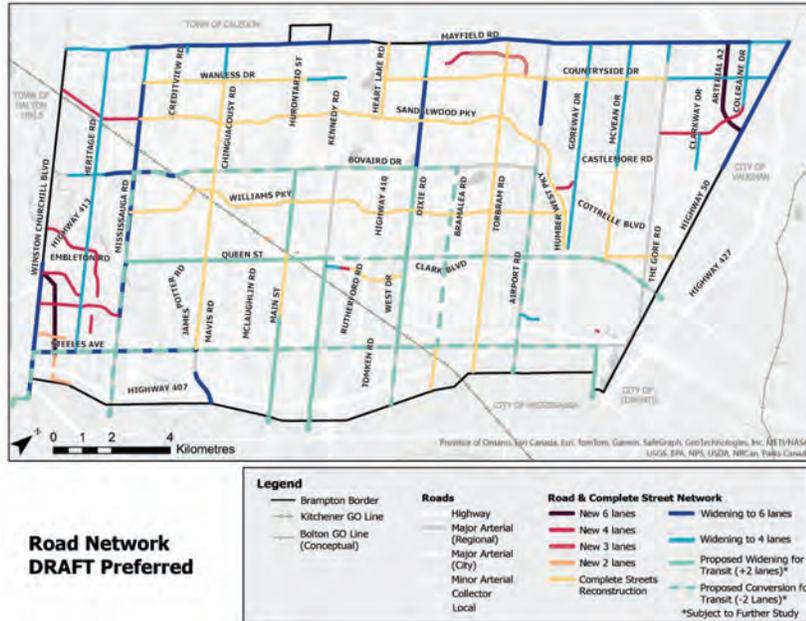
Expands upon the **active transportation** network in Brampton Plan, plus:

- Enhanced connectivity across freeway interchanges
- Additional connections across major barriers



Active Transportation Network DRAFT Preferred

Draft Preferred Solution



The **road and complete street** network supports the transit and active network:

- New roads provide access in new development areas
- Road widenings or lane conversions to support higher order transit network are to be confirmed through future corridor specific studies.



What do you like about the Preferred Solution?
 Is there any part of the Preferred Solution that causes you concern?
 Is there anything that you think is missing from the Preferred Solution?

Please respond using the online or paper survey form.



Scan here to access the online survey



Business as Usual



There are limited opportunities to expand the road network. More emphasis needs to be placed on mode priority and person capacity.

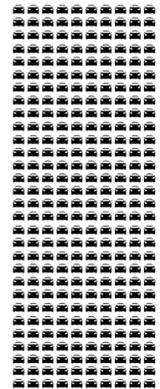
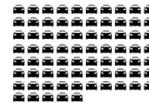
1 person per car
(typical single occupant vehicle)



50-75 people per
Brampton Transit Bus



250 to 300+ passengers per
Light Rail Transit vehicle



The transportation network outlined in the 2015 transportation master plan focuses on vehicular mobility and will not be able to support the 2051 travel demand needs.

Draft Preferred Solution

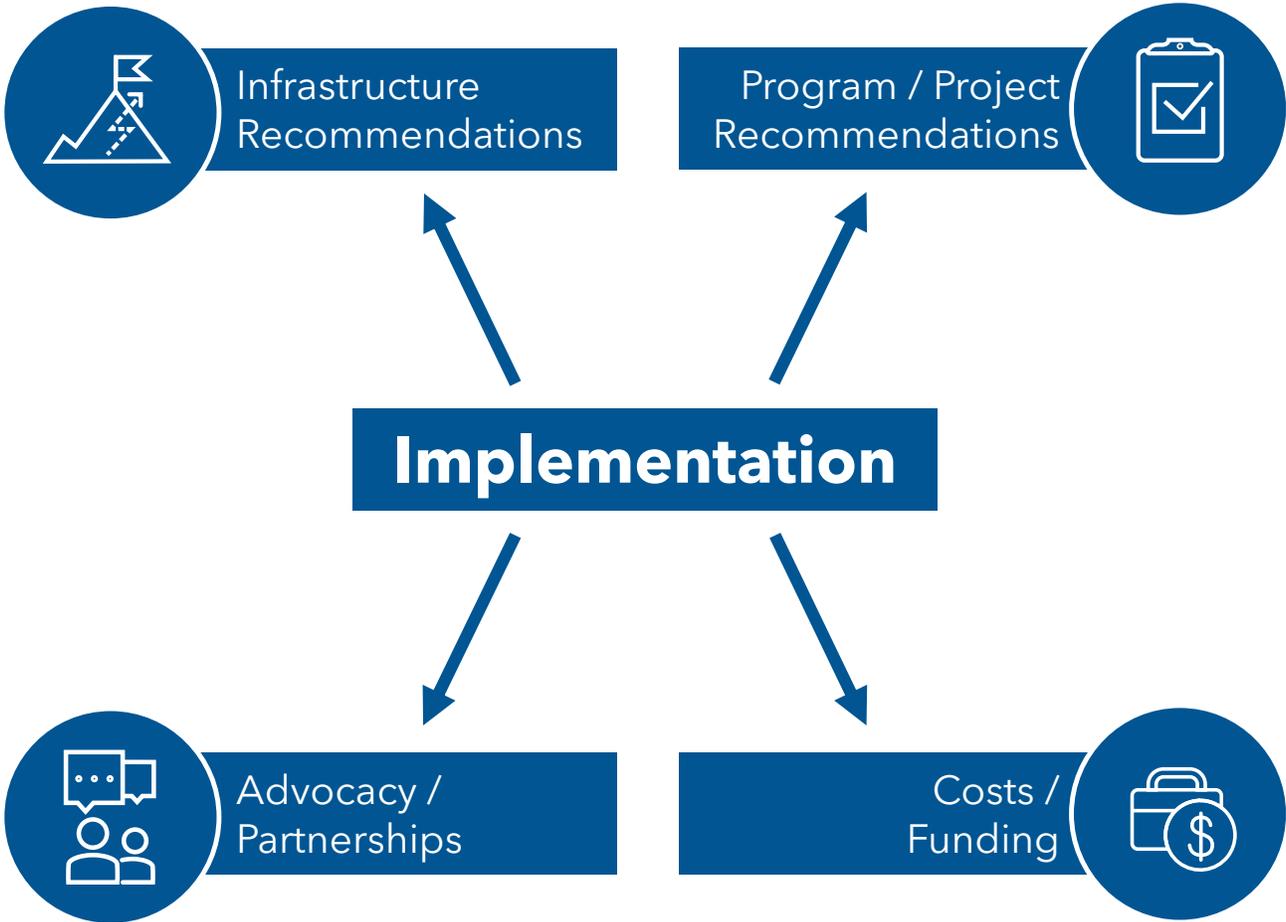
Source: City of Brampton Complete Street Guide



Source: City of Brampton Website

The draft preferred solution expands upon the **active transportation** and **transit** network in Brampton Plan, focusing improvements on people moving capacity while recognizing the need for vehicular mobility.

Implementation



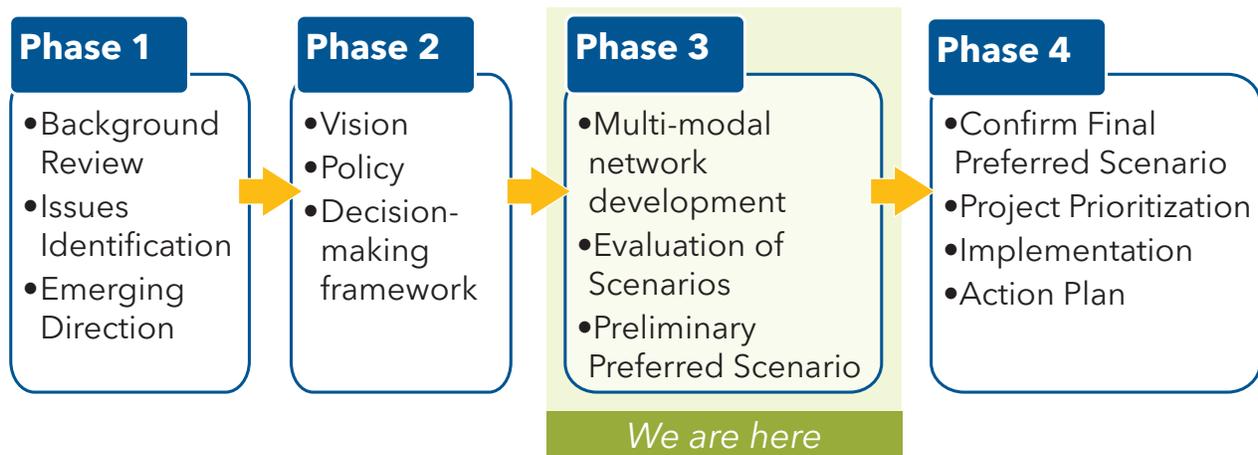
What type of programs, partnerships, or advocacy positions would you like to see from the City of Brampton to improve transportation?
Please respond using the online or paper survey form.



Scan here to access the online survey

Next Steps

- Confirm the Final Preferred Scenario based on feedback from the public and stakeholders
- Develop an Implementation and Action Plan



We want to hear from you!

For more information, visit us at www.Brampton.ca/mobilityplan

Share your comments through the study webpage, or send an email to the study team:

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Appendix D – Submitted Comment Forms

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Event	#	Comment
FM-Sep28	1	1. GO bus monthly pass
FM-Sep28	2	1. Improve homeless people on bus. They are causing problems.
FM-Sep28	3	1. Please consider interlining Route 17 with Route 13 to give through service from north of Queene Street for residents of the N section to and from Bramalea GO station. I believe this would not cost anything. Thank you!
FM-Sep28	4	1. Dixie South 18 - If you could work for 7 AM to 10 AM and 4 PM - 6 PM, route for this location, it would be great. 2. For more details, check every transit camera. Overload / Overcrowded.
FM-Sep28	5	1. How will the veterans pass fit in with all the transit improvements and higher order transit (LRT)?
FM-Sep28	6	1. Stop placement - stops are too close together and should be placed further away to improve efficiency (fuel lost everytime a bus starts / stops). 2. have more maintenance for buses.
FM-Sep28	7	1. E-scooter and e-bikes on transit (LRT).
FM-Sep28	8	1. Price of transit / affordability. Residents no being able to afford to use network. 2. Priority for edlderly, difficult to share space with others.
FM-Sep28	9	1. Need a Zum bus on Kennedy, Route 7 + Dixie Road. 2. Secondary fare collection spot on bus to encourage whole bus to be full.
FM-Sep28	10	1. Refugee discount. In Toronto, the price of transit for refugees is half of the normal fare. I moved to Brampton from Toronto and was told I have to pay \$40 monthly to get the discount. I cannot afford this. Brampton should have discounted fare for refugees.
FM-Sep28	11	1. Four Seasons Circle 2. 4/4A Fairhill between Worthington and Creditview - no stops. Difficult for seniors. 3. Bus stop placement - be convenient.
FM-Sep28	12	1. I would counsel against anything more than four lanes of car traffic in any cases. Lane increases do nothing to improve traffic. In any of the 6-lane areas that would probably indicated you need dedicated transit.
FM-Sep28	13	1. Bicycle accepted sign - Beaty and John Street 2. Bike path from Steeles up McLaughlin from Steeles to Queen. 3. Need more education for cyclists.
FM-Sep28	14	1. Make transit shleters more comfortable. 2. More seats on the buses.
FM-Sep28	15	1. 501C to York University got rid of it because of one fare program. 45 min longer.
FM-Sep28	16	1. Reliable road. 2. Better transit. 3. Safe travelling 4. Multiple transportation options 5. Uncrowded transti servcie in rush hour. 6. Better connectivty to GTHA. 7. Cost effective transti to remove car from road.
FM-Sep28	17	1. Get cyclists off road. 2. Narrow road to reduce speeds. 3. Don't put bus stops in cycle lanes. 4. Safety improvements. 5. Market cycling and transti as fun and not just for low income. 6. Educate cyclists. 7. Permanent downtown market.
FM-Sep28	18	1. I would like dedicated bus lanes on Queen Street for better connectivity to Markham (Hwy 7). I currently commute by car but would love to take transit if the commute time would be comparable to the car. 2. Dedicated bus lanes on Steeles would also alleviate traffic congestion and also allow first responder to use the lanes to get to emergencies faster.
FM-Sep28	19	1. As a public transit user, need more bus routes, alternative way & not have it being so car-focused. 2. More buses on Steeles & Main 3. And easier to travel across Brampton without just 1 bus on most places.
FM-Sep28	20	1. Higher order transit on McLaughlin. - McLaughlin / Steeles - Plaza will be mixed housing
FM-Sep28	21	1. #7 bus route, especially after lunch left on side of road forced to walk - not enough buses. 2. Bike + bus 3. Mayor should be aware and ride bus during rush hour.
FM-Sep28	22	1. Great presentation to accommodate future population growth in Brampton. Current plan includes widening of roads & add more lanes for overall traffic & LRT however dedicated underground train service will be ideal & fast which also help not occupaying the lane on surface. 2. All in all great vision for future traffic & development of Brampton downtown.
FM-Sep28	23	1. Flexible --> easy to implement and revert - paint on roads. 2. Not for LRT - kind of permanent infrastructure.
FM-Sep28	24	1. Wants us to connect him with enviromental planning

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Event	#	Comment
FM-Sep28	25	<ol style="list-style-type: none"> 1. YRT wants HOT on Castlemore to Hwy 50. 2. Reflect Heritage Heights transit network. 3. Section 40 of cash in leior of parking use for bike share 4. Extend Zum McLaughlin to Mayfield. 5. Bikeshare system recommendation. 6. Zum Kennedy shoul extedn to Mayfield north to support Southfields. 7. Williams Parkway shoudl be an east-west AT route.
FM-Sep28	26	<ol style="list-style-type: none"> 1. Sundays there is less frequency of buses but almost the same amount of people so buses fill up really qucik and then skip stations, and the next bus is all full. So that is a big problem especially on the 501, is always full, expecially at night. The 505 is ususally ok. These are the only ones I take so I can comment only on these. Thank you.
FM-Sep28	27	<ol style="list-style-type: none"> 1. More reliable transit. 2. Updated schedule.
FM-Sep28	28	<ol style="list-style-type: none"> 1. LRT @ McLaughlin could be planned due to spacing/government property. 2. Main St ROW width isn't ideal for LRT, how can we make this work?

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Event	#	Comment
SW-Oct01	1	<ol style="list-style-type: none"> 1. Brampton isn't as liveable now as it was back 40 years ago. 2. Thinks Vodden was bad, parking hard to get along road, danger in winter and cyclists are untrained. They should stick to sidewalks and trails. 3. Williams should've been widened, waste of 10 mil. 4. Speed bumps should not be in residential neighbourhoods - causes emissions. roads should be widened, roads aren't even loud.
SW-Oct01	2	<ol style="list-style-type: none"> 1. Request for more buses and frequency. 2. Specifically the #6 route (James Potter) should be on the same frequency as #1 (Queen) or #511 + 11 (Steeles. 3. Relies on transit exclusively. 4. Better connections to Mississauga Transit service is needed.
SW-Oct01	3	<ol style="list-style-type: none"> 1. Need for driver training to address the aggressive driving habits 2. Observation - Buses and transit stops are over capacity. - More frequent service in needed and longer buses (increase capacity) - Better amenities are needed at the stop to accommodate wait times of infrequent service.
SW-Oct01	4	<ol style="list-style-type: none"> 1. Pedestrian infrastructure on Steeles. 2. More reliable transit. 3. Buses are too full.
SW-Oct01	5	<ol style="list-style-type: none"> 1. Hamilton, Toronto -905 to 905 connection 2. GO Buses so people don't have to wait for next bus 3. Connection times need to be better. 4. Supports plan and expansion of transit.
SW-Oct01	6	<ol style="list-style-type: none"> 1. Fix boards on the City website (can't zoom in). 2. Brampton Transit should extend to Caledon.
SW-Oct01	7	<ol style="list-style-type: none"> 1. Need more cycling education to ensure people are stopping properly. 2. Cars are crazy but so are bikes. 3. Need more regulation of bike speeds and new technology. 4. Need more bike traffic signal head 5. More traffic cameras in neighbourhoods to dissuade bad driving
SW-Oct01	8	<ol style="list-style-type: none"> 1. suggestion for congestion pricing - car-free downtown 2. Need for better enforcement and compliance
SW-Oct01	9	<ol style="list-style-type: none"> 1. I am senior citizen and hoping that I have to move to the nearby town. But in this plan I have not seen any plan for buses to the nearby towns where people may go and come from. This will also help to move the rush of Brampton. Moreover the old people may get some relief. There are so many people like me who want to shift the nearby towns. Please take care. I shall be thankful.
SW-Oct01	10	<ol style="list-style-type: none"> 1. Comments focus on transit customer service: <ul style="list-style-type: none"> - rude drivers - courtesies/disability seats of the bus disregarded 2. #511 over capacity
SW-Oct01	11	<ol style="list-style-type: none"> 1. It's good to expand transportation network in Brampton. 2. For cycling tracks if could clean the blockage at the e__ of city. Thanks!
SW-Oct01	12	<ol style="list-style-type: none"> 1. Ppl shouldn't have to go far to get to where they want to go. 2. Better ride-share plans. 3. If buses are reasonably reached and aren't full, wheelchair accessible. 4. 2051 city should be more diverse.
SW-Oct01	13	<ol style="list-style-type: none"> 1. I understand whole concept, as currently using transit and can tell the service is excellent and in future the population will increase and these changes are really helpful for the new upcoming generation of Brampton.
SW-Oct01	14	<ol style="list-style-type: none"> 1. It's a very good initiative for everyone. Its easier to travel on public transit then taking your own car. It saves time of traffic (as there would be separate lanes for buses) and cost. Even kids can take benefit as its safe way to travel.
SW-Oct01	15	<ol style="list-style-type: none"> 1. Red lane - dedicated bus only. 2. Dedicated lane for cyclist.
SW-Oct01	16	<ol style="list-style-type: none"> 1. More weekend service 2. Shorter wait times 3. Route 501 on weekends 4. More off-peak hour routes.
SW-Oct01	17	<ol style="list-style-type: none"> 1. Hurontario LRT extended 2. Bus routes need to increase 3. Increased connectivity

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Event	#	Comment
SW-Oct01	18	<ol style="list-style-type: none"> 1. More bus routes 2. Increased bus frequency 3. Increasing buses reduces GHS 4. Increased EV capabilities 5. Increase bus options for students, specifically in Heartland area 6. Seamless transportation 7. Plan should not impeded current driving conditions.
SW-Oct01	19	<ol style="list-style-type: none"> 1. Trucks going through residential areas where they're not allowed. 2. Expand safe cycling infrastructure 3. Re-education people on driving safety 4. Install red light cameras
SW-Oct01	20	<ol style="list-style-type: none"> 1. Five or six high schools on Williams Parkway. #29 West is full of students, not enough buses, wait 2 or 3 buses. 2. #502 - good service! 6 min frequency.
SW-Oct01	21	<ol style="list-style-type: none"> 1. Charolais bike lanes aren't doing it's job, no use and delaying traffic. 2. Bus shelter are insufficient, more @ Shoppers World, significant shelters for winter months needed. 3. More integration with other cities.
SW-Oct01	22	<ol style="list-style-type: none"> 1. Cycling infrastructure in boulevard. 2. Safety in regards to speed of buses - make sure its controlled. 3. Safety related to micromobility --> separated facility for them. 4. Suggestion: have a picture of a proposed idea & let the public comment to it with their pros/cons.
SW-Oct01	23	<ol style="list-style-type: none"> 1. Residential areas Main/Hurontario needs more AT intensity.
SW-Oct01	24	<ol style="list-style-type: none"> 1. Brampton Transit is unreliable; improve transit reliability and make sure it comes on time even if it is infrequent. 2. Not enough people using bike lanes. 3. Transit customer service can be improved. Transit operators are not always helpful.
SW-Oct01	25	<ol style="list-style-type: none"> 1. 15 minu freq. are bad for buses, want 3 min freq. 2. TTC in Scarb & North York is much.
SW-Oct01	26	<ol style="list-style-type: none"> 1. Increase buses during weekends. 2. Less wait times.
SW-Oct01	27	<ol style="list-style-type: none"> 1. Connection between Brampton & Toronto, similar to connection between Mississauga & Brampton (bus routes)
SW-Oct01	28	<ol style="list-style-type: none"> 1. Happy that Brampton Transit is expectin on providing better service. 2. I would hope in the future they provide LRT service connection Brampton / Mississauga. 3. Needs more buses exp rush hour. <p>Thank you.</p>
SW-Oct01	29	<ol style="list-style-type: none"> 1. No to proposed towers at Queen and Mississauga and Elbern Markell and Queen. Poor fit with the neighbourhood. And <ul style="list-style-type: none"> - Links Lane and Queen Street - Creditview and Queen Street 2. Focus growth where it best fits. 3. Limit highrises to growth areas.
SW-Oct01	30	<ol style="list-style-type: none"> 1. Idea of multi-modal options is nice, construction time is too long. 2. If transit was cost effective and reliable, would definitely take compared to vehicle.
SW-Oct01	31	<ol style="list-style-type: none"> 1. For Bike Riding, if we can make the walkways little broader for bike ride, not to taking small two lane roads to make them one just to make bike lane in not good idea. At few plances, city has that but resutlin in more congestion or traffic on that road. 2. City should add 1 foot to the walkway to add bike lane. <p>Thanks.</p>
SW-Oct01	32	<ol style="list-style-type: none"> 1. More frequent transit. 2. Winter impact transit services.
SW-Oct01	33	<ol style="list-style-type: none"> 1. Lots of cars. 2. Driver education. 3. Rapid transti - bring to high traffic lcoations, more bus stands. 3. Frequency shoul be based on public demand. 4. More convient connections.
SW-Oct01	34	<ol style="list-style-type: none"> 1. Williams Parkway bus route is very inconsistent, bus routes in general unreliable. 2. Increase bus routes. 3. Drop prices for non-presto users. 4. Option for 1-day passes.
SW-Oct01	35	<ol style="list-style-type: none"> 1. Some bus drivers are really rude, because they come late and they check the time on the transfer and they say pay or get off. Once one bus driver took my transfer and ripped it and said to me this is not valid no more. So I said you grabbed it and scratched my hand, you could tell me nicely, not grabbed it.
SW-Oct01	36	<ol style="list-style-type: none"> 1. Transit isn't on time & unreliable, and bus queuing.

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Event	#	Comment
SW-Oct01	37	<ol style="list-style-type: none"> 1. Want transit lane like on Highway 7. 2. More transit everywhere / frequent service. 3. Dedicated transit lane. 4. Concern: transit delays due to traffic (no dedicated lane) 5. Concern: weekend / night service (lack of)
SW-Oct01	38	<ol style="list-style-type: none"> 1. Plans take too long to implement. 2. Transit is too inconvenient. 3. Too much reliance on vehicles. 4. Seniors bus to flower city. More investment in infrastructure for seniors and new parents. 5. Behavioural change is needed to move away from conventional transportation modes. 6. No LRT for downtown Brampton because of space constraints.
SW-Oct01	39	<ol style="list-style-type: none"> 1. Too much aggressive traffic / speeding on Williams & Main.
SW-Oct01	40	<ol style="list-style-type: none"> 1. For example where I live the bus fare I pay to commute to Sheridan College taking 1 bus that fare is too much for a short trip. 2. Some drivers approaching bus stop drive fast.
SW-Oct01	41	<ol style="list-style-type: none"> 1. Bring back the direct 103 bus to Port Credit --> lacking through buses to Mississauga reduces connectivity.
SW-Oct01	42	<ol style="list-style-type: none"> 1. More Züm lanes. 2. Brampton has gotten very good at building Züm lanes. Züm is cost effective. 3. Why not more Züm on: McLaughlin north to Mayfield, Torbram. 4. More connections to Caledon (Caledon south growth area) 5. Transit connections to (future) stadium. 6. York Region --> BRT on Rutherford Road 7. Queen Street - widening through downtown? 8. AT on Bovaird at 410 --> priority 9. Trains through parks (in Bramalea) - high ped and high cycle volumes; unsafe 10. AT connection at Orenda/Steeles to GO station (goat path) 11. Carshare - could be psychological barrier for people to give up car if they think they need a car once or twice a month. 12. Bikeshare - start at busy pockets of city (based on scooter share) 13. Mill Street - connection for AT; closure at rail 14. transit signal priority - more aggressive
SW-Oct01	43	<ol style="list-style-type: none"> 1. Intracity transit. Commuting person from Brampton to Vaughan: transit through GO is very expensive, but there is no other option. 2. Have cheaper fare for Brampton Transit. It gets expensive to commute every day, especially if you have to connect with GO. 3. More reliable transit as well as multiple transit options with better network in case there is an issue with certain routes. 4. Want transit only lanes for more reliability.

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Event	#	Comment
BC-Oct03	1	1. Likes the idea for more buses
BC-Oct03	2	1. Very bright idea of the AT maps Draft Preferred
BC-Oct03	3	1. LRT connection would be key -> connection between Vaughan, Toronto, Brampton 2. Key connection to Toronto is what he wants
BC-Oct03	4	1. New jobs from construction should go to city residents
BC-Oct03	5	1. Traffic Primary Concern 2. Highway 50 to Mississauga Road 3. A lot of congestion 4. Wants to see traffic improvements
BC-Oct03	6	1. Cottrelle & Nexus Rd/ Ebenezer Rd crossing street and people are speeding & running lights 2. Dangerous for pedestrians with speeding, crossing stop bar 3. More police enforcement & better licensing, reduce noise pollution 4. School traffic safety
BC-Oct03	7	1. Wants more lanes 2. Country Side to Williams Osler Hospital
BC-Oct03	8	1. Getting the subway connected from Toronto to Brampton 2. Dixie & Tobram - Add bike lanes OFF the road 3. Line the bike lanes as driver because its safer for him and the cyclists 4. Wants sidewalks cleaned in winter
BC-Oct03	9	1. More education for drivers 2. No Illegal turns 3. Focus on safety 4. Pick up garbage at bus stops 5. Build 6. Queen, Steele, Dixie, Bovaird 7. Supports Preferred Solution 8. Want 410 extension to 413
BC-Oct03	10	1. It is good idea to mobilize people about some problem which face daily 2. _ to travel in local bus daily 3. There are so many problem about _ in bus. Some time bus full not stop _ _ _ 4. People suffered some late to their work, their school and colleges 5. Only suggestion to improve bus service 6. Their so many problem in here to discuss any time
BC-Oct03	11	1. we de-congestion too much traffic 2. Reduce traffic 3. More roads
BC-Oct03	12	1. Works around the GTA, relies heavily on transit 2. Have two presto tap machines on the bus
BC-Oct03	13	1. More sidewalks for people to be safe
BC-Oct03	14	1. Importance of preserving Brampton's natural conservation areas, as Brampton sprawls & plans for public transit
BC-Oct03	15	1. Providing more student buses
BC-Oct03	16	1. Traffic too much 2. Loud Noise 3. Drivers not stopping at signs 4. Overall likes the preferred drafted plan
BC-Oct03	17	1. Buses Mayfield
BC-Oct03	18	1. Human behaviour needs to improve 2. Add principle of being kind/ courteous on the roads
BC-Oct03	19	1. People should not park in bike lanes 2. More enforcement
BC-Oct03	20	1. Support Zum on Chinguacousy 2. More bus service on winter and weekends 3. People work on weekend also
BC-Oct03	21	1. Let emergency vehicles use dedicated transit lanes 2. If Brampton brings electric buses put generator at charging stations 3. Levy for anything coming into Peel and money should go to up keep & incinerator and upkeep & new dump 4. Pedestrian tunnels include tunnels for excess water - 3 in Brampton, hwy 50 by Humber river, downtown Brampton 5. Mavis/ Ray Lawson 6. More cameras in Bramalea areas due to traffic congestion 7. Spot checks from MTO. Every 20th person from Service Ontario should do a make up driving test
BC-Oct03	22	1. Updates to the technology that shows if the buses will be arriving on time -> Google Maps
BC-Oct03	23	1. Sometimes transit is very slow 2. Bus does not come often 3. Route 4 on Chinguacousy Rd worse service 4. Want more buses

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Event	#	Comment
BC-Oct03	24	<ol style="list-style-type: none"> 1. More night time buses around employment areas like Torbram and Summerlea 2. Bus service around warehouses, walker drive 3. Industrial areas have work opportunities bus not good bus service road 4. More cycle lane to boulevard and have 3 lanes for cars + 1 transit lane -> 1 transit lane, 3 GP lanes, cycle lane in boulevard
BC-Oct03	25	<ol style="list-style-type: none"> 1. No cars in downtown Brampton 2. Limit cars 3. Encourage mass transit
BC-Oct03	26	<ol style="list-style-type: none"> 1. Like transit in dedicated lanes 2. Agree with preferred solution 3. Like expansion of Zum 4. Buy back 407
BC-Oct03	27	<ol style="list-style-type: none"> 1. Subway coming to Brampton 2. Curbside BRT instead of median 3. Need more bigger bus shelters for weather protection 4. Have one integrated transit system instead of individual transit agencies 5. Generally supportive of Draft Preferred Solution
BC-Oct03	28	<ol style="list-style-type: none"> 1. Needs more service on Weekends 2. Flexible bus times 3. Later times for service 4. Bus times to accommodate shift workers
BC-Oct03	29	<ol style="list-style-type: none"> 1. Less travel on bus 2. Get fast on bus 3. Complete street 4. Subway need on Steeles 5. 407 free to use 6. More LRT 7. More GO station 8. Need use _____ hwy
BC-Oct03	30	<ol style="list-style-type: none"> 1. Driver 2. See long line ups for transit (seeing students lining up) 3. Want to see more bus 4. Better connections (transit) 5. More improvements -> for transit for students
BC-Oct03	31	<ol style="list-style-type: none"> 1. Transit is not working well 2. #7 at Centennial Mall at 1 to 2 pm it is left there since the buses are full of Indian international students 3. 501 at Vaughan Metropolitan is already full since it comes from Vaughan Mills 4. There is a large unaccounted population in Brampton 5. Buses are not accessible for elderly folks 6. 511 is very busy, 3 articulated buses passed by completely full
BC-Oct03	32	<ol style="list-style-type: none"> 1. Need Greenarrow Steele/ Ray Lawson 2. McLaughlin / Oakley 3. Lots of accidents 4. Driver education - need more 5. Public Transportation needs to be expanded and more frequent 6. Shouldn't take longer than car 7. Subway from Brampton to Toronto 8. Wants link to volunteer with city
BC-Oct03	33	<ol style="list-style-type: none"> 1. More buses/ frequent to decrease wait times & congestion, crowding + more shelters & benches for better comfort & for seniors/ equity 2. Support BRT on 18, 501, 16 3. You want to be independent but you need more accessible bus info
BC-Oct03	34	<ol style="list-style-type: none"> 1. Anything that takes safety into account is more important 2. More road signs that non-English speakers can understand 3. More lighting at night
BC-Oct03	35	<ol style="list-style-type: none"> 1. Bus services (not good, not reliable) 2. Bus 17 -> need more bus 3. Driver is the main issue (not safe to anyone) 4. Everyone is standing at the front of the bus and not moving back 5. Claims that the bus is "full" 6. Now, I want to drive (buy a car) 7. This impacts all over Brampton
BC-Oct03	36	<ol style="list-style-type: none"> 1. Supports Zum on sandalwood 2. Traffic is only 2 lanes 3. Support reconstruction on sandalwood for transit
BC-Oct03	37	<ol style="list-style-type: none"> 1. Make sure all this planned infrastructure includes snow removal 2. 33 brookview road

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Event	#	Comment
BC-Oct03	38	<ol style="list-style-type: none"> 1. Improvement on physical buses 2. Better customer service for communities in equitable areas (people with mobility challenges, services) 3. Diversity in hiring people for all new infrastructure
BC-Oct03	39	<ol style="list-style-type: none"> 1. William (grid smart) 2. Elgin (Smart watch) 3. Vodden (___) 4. Sandalwood at Ching (Amag) <ul style="list-style-type: none"> - ___ - ETC - CTC - Ching - ___ 5. ___ travel - Get Corridor
BC-Oct03	40	<ol style="list-style-type: none"> 1. Bike lanes need more voyage by riders 2. More bikes safety/ less theft infrastructure 3. Bus times need to be more reliable 4. City should put attempt to protect greenway
BC-Oct03	41	<ol style="list-style-type: none"> 1. Congestion is terrible currently, needs to be less suburban 2. People are concerned about the lack of adoption of cycling + increase congestion
BC-Oct03	42	<ol style="list-style-type: none"> 1. Dixie and Clark --> southbound --> on the right turn lane, reduce the speed 2. No right turn on red lights. Not safe to pedestrians
BC-Oct03	43	<ol style="list-style-type: none"> 1. Strengthen relationships between sustainable transport mode share and economic development/ population growth 2. Strengthen connection of complete streets and complete communities looking at origin + destination
BC-Oct03	44	<ol style="list-style-type: none"> 1. Brampton is growing too fast in the last decade especially students internationally. 2. Transit has been overcrowded and as a senior sometimes it is very hard to travel in bus as they don't even stop during rush hours. On Route 4/4A & 6 it is too much crowded and need more frequent services 3. About the neighbourhood I complained so many times for putting trash can in our area Anglegate / Libby / Monkton Cir / Beechmont as it is over 8-9 year old community and there is no trash cans even besides the mail box where you find lost of flyers as trash. 4. Hope this time it may work out.
BC-Oct03	45	<ol style="list-style-type: none"> 1. Take residential roads into account for the plan
BC-Oct03	46	<ol style="list-style-type: none"> 1. Add barricades between cars and bikes 2. Having a dedicated bus lanes would reduce congestions 3. Believes the preferred plan will help with safety 4. Reduces pedestrians getting hit by cars 5. Suggestion to put BRT stop in the middle of the BRT lane (Vaughan example)
BC-Oct03	47	<ol style="list-style-type: none"> 1. Elevated BRT instead of taking lanes from the road
BC-Oct03	48	<ol style="list-style-type: none"> 1. Older folks taking transit 2. English not first language 3. More accessible
BC-Oct03	49	<ol style="list-style-type: none"> 1. I like the idea because it is very creative and good
BC-Oct03	50	<ol style="list-style-type: none"> 1. Trail connections must be better
BC-Oct03	51	<ol style="list-style-type: none"> 1. Bus shelters infrastructure needs to be improved better HVAC/ Access to emergency services
BC-Oct03	52	<ol style="list-style-type: none"> 1. Make traffic system better 2. Too much congestion 3. Make sure people follow speed limit 4. More speed cameras 5. More traffic calming and police enforcement 6. Bus should come every 5-6 minutes not every 20 minutes. If you miss bus and you are late 20 min you'll lose job 7. Reduce bus fare, should be free for children its \$84 for child bus pass here
BC-Oct03	53	<ol style="list-style-type: none"> 1. Improving sanitation on buses & pushing public health initiatives, masking 2. Pushing work from home 3. Improving connections to Matton for better frequency, less crowding, GO train service 4. Improving safety on the bus, including masks to grab on a bus 5. Love the guiding principles 1 & 4 6. More people biking, not on sidewalks 7. Need to see better adaption of Howden bikes lanes

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Event	#	Comment
BC-Oct03	54	<ol style="list-style-type: none"> 1. Better connection with TTC to make it more convenient to get to Toronto 2. Better connectivity with post-secondary institutions, Ex. McMaster has a GO station making it convenient for students to get there 3. 501C -> more convenient for students to go to York University
BC-Oct03	55	<ol style="list-style-type: none"> 1. Drivers are going into bike lanes, going through stop signs, so infrastructure that fixes this will be helpful. 2. Having something in place to hold drivers accountable misusing bike infrastructure 3. Park Trails in Chinguacousy Park needs more labels/ maintain greenway so its not in the way 4. Overall, likes the preferred option plan.
BC-Oct03	56	<ol style="list-style-type: none"> 1. I like the solution 2. Add more trains for students 3. Support TWAD - 15 min trains
BC-Oct03	57	
BC-Oct03	58	<ol style="list-style-type: none"> 1. Like Draft Preferred Solution 2. Support Zum on Dixie Rd 3. Dixie/ Merseyside bus is always full 4. Mississauga allows seniors to pay \$1.75 if they forget their senior pass - Brampton should do the same
BC-Oct03	59	<ol style="list-style-type: none"> 1. Bus system pretty good 2. 5 mins from bus stops 4. Happy with the bus 5. Make sure buses have room from their things (for the older folks)
BC-Oct03	60	<ol style="list-style-type: none"> 1. 30 on airport road needs to be improved. Zum line improvements need to go hand in hand with local transit. The 30 is always full and its hard to get to the airport Zum route 2. Buses are not safe 3. Buses are not hygienic
BC-Oct03	61	(Looking for volunteer opportunities)
BC-Oct03	62	<ol style="list-style-type: none"> 1. More lanes on Steeles, Bovaird, Kennedy, Queen 2. Expand local roads to more than 2 lanes 3. Preferred should have 3 lanes + bus lane & cycle lane in boulevard
BC-Oct03	63	<ol style="list-style-type: none"> 1. Brampton transit 5 years ago was better 2. Post Covid transit is horrible 3. Reliable bus in extreme weather 4. Connection to Vaughan 5. Queen intersection is the worst out of all 6. Want to buy a car because transit sucks right now 7. We need 15 minute cities 8. Renting basement to small businesses 9. Quality of life will be better with preferred plan
BC-Oct03	64	<ol style="list-style-type: none"> 1. Have transit options for future TMU students at Queen/ Clark university 2. Priority is to mitigate traffic
BC-Oct03	65	<ol style="list-style-type: none"> 1. Dixie - need for articulated buses/ Zum, waiting for 5 buses .. -> even at noon 2. HMLRT - connect to Hospital? 3. Getting downtown - more convenient to bus to airport UP express 4. Dedicated bus lanes -> want to see more!
BC-Oct03	66	<ol style="list-style-type: none"> 1. Supports Zum on Dixie and wants it to be prioritized - should be in dedicated bus lane 2. Supports draft preferred 3. Would like council to take transit for 1 month in January 4. Drivers need to prompt people to sit down 5. Tell Doug June says hi and Heather McDonald 6. Dixie should be BRT 7. Supports Bolton GO Rail 8. Kay Shelgrove - school girl spy
BC-Oct03	67	<ol style="list-style-type: none"> 1. Its too late for retrofit collaborate with developers to get it right from the start 2. Negotiate mortgage with residents to acquire property (lower property taxes) 3. Have more buses during peak period 4. Spine transit route should run into the night
BC-Oct03	68	<ol style="list-style-type: none"> 1. Subway > LRT/ BRT 2. No space taken away
BC-Oct03	69	<ol style="list-style-type: none"> 1. Need more frequent transit and safe AT facilities to encourage mode shift

Appendix D

Event	#	Comment
BC-Oct03	70	<ol style="list-style-type: none"> 1. Zum bus is doing good 2. Zum on hwy 50 3. Put Zum on all major streets 4. Need more Zum near TMU near library 5. New terminal near university 6. Make paid parking near river and ravines 7. Zum/buses should go into Clareville Park 8. Cottrelle should go up to north park 9. Williams Parkway should connect to Cottrelle 10. Plan for escape routes, emergency planning 11. Timed road directions (one way in AM and other way in PM). Reversible lanes. 12. City should include Halton Hills and Bolton. Mega City so transit could be easier. 13. Cycling infrastructure in boulevard. 14. Less political interference with planning.
BC-Oct03	71	<ol style="list-style-type: none"> 1. Brampton needs a subway. 2. More frequent transit. 3. [on reverse side of form] Brampton needs a subway.
BC-Oct03	72	<ol style="list-style-type: none"> 1. taxes shoul be lowered; based on age group. 2. happy with transit system 3. car insurance is too high.
BC-Oct03	73	<ol style="list-style-type: none"> 1. Spoke to resident_
BC-Oct03	74	<ol style="list-style-type: none"> 1. More bus service in Caledon

Appendix D

Event	#	Name	Which map	Comment
BC-Oct03	1	n/a	Road Network DRAFT Preferred Map	1. Having a time dedicated for trucks to ease congestion
BC-Oct03	2	n/a	Road Network DRAFT Preferred Map	1. Conservation Dr. -> should remain 2 lanes, not 4 2. Added bike lanes between #10 & Kennedy & East is required 3. Stop high speed & traffic out through
BC-Oct03	3	n/a	Road Network DRAFT Preferred Map	1. Support for Mayfield Widening
BC-Oct03	4	n/a	Active Transportation Network DRAFT Preferred Map	1. More programming for children to independently walk or take transit
BC-Oct03	5	n/a	Active Transportation Network DRAFT Preferred Map	1. AT connection from Bramalea GO to Bramalea City Centre
BC-Oct03	6	n/a	Active Transportation Network DRAFT Preferred Map	1. Connection from Bramalea Road to the GO; temporary underpass under the rail could be reinstated long term
BC-Oct03	7	n/a	Active Transportation Network DRAFT Preferred Map	1. Advocate for 15 min 2 way service in Brampton on the Kitchner Line
BC-Oct03	8	n/a	Active Transportation Network DRAFT Preferred Map	1. Dedicated bike lanes on the Bramalea trails, there is too much traffic to mix pedestrians and ebikes 2. Should have cross rides from crossing roads
BC-Oct03	9	n/a	Active Transportation Network DRAFT Preferred Map	1. Use presto card for e-scooter
BC-Oct03	10	n/a	Active Transportation Network DRAFT Preferred Map	1. Priority scooters between major destinations, especially for students (between Sheridan College to Shoppers World)
BC-Oct03	11	n/a	Active Transportation Network DRAFT Preferred Map	1. Reconsider major AT Barrier crossing at Finch Ave and Steeles Ave
BC-Oct03	12	n/a	Active Transportation Network DRAFT Preferred Map	1. AT connection from Dixie to Bramalea GO

Event	#	Comment
FM-Oct05	1	<ol style="list-style-type: none"> 1. Everything that is proposed takes too long (timeline) 2. Road infrastructure does not support all the buildings that are going up especially George N + Nelson only 1 single lane each way 3. The walking light should light up automatically not just when the button is pushed 4. Downtown Brampton is dirty lots of trash on the roads and sidewalks
FM-Oct05	2	<ol style="list-style-type: none"> 1. Friend was hit by car (hit & run) 2. Equity - safety for vulnerable peds and students, not everyone can afford a car 3. Darkness is dangerous 4. Speeding from a driving culture 5. City is expanding, people and minds are shifting 6. Accomodating new residents 7. Economics - need to ensure funds are used properly to ensure people are developing properly and manage money 8. Lived in HK & China, where peds are safe and transit was reliable 9. Privatized transit + using entrepreneurship 10. Would give up car if transit was good because insurance / gas is going up
FM-Oct05	3	Brampton Transit please educate driver to wait for senior citizen if they cross the road to catch the bus. Thanks
FM-Oct05	4	<ol style="list-style-type: none"> 1. Like increased frequency for transit 2. Seniors have difficulty walking to main streets to access transit
FM-Oct05	5	<ol style="list-style-type: none"> 1. Faster bus service 2. Add a GO Station 3. Add reversible lanes 4. Buy back 407 5. Make it cool to take public transportation
FM-Oct05	6	<ol style="list-style-type: none"> 1. Please bring LRT to downtown 2. Less cars, more transit (fast) and walkable areas, bike lanes 3. More active lifestyle 4. More parks, nature and small businesses 5. More accessible for elderly 6. More arts, schools and libraries 7. Allow for more residents, lower building restrictions for additional home expansions 8. More small businesses that are accessible 8. More nature <p>Thank you</p>
FM-Oct05	7	1. A lot of people swerve into bike lanes in the city. I think little medians between bike lanes and car lanes on roads with no bus stops could keep people in the habit of staying in the car lane
FM-Oct05	8	<ol style="list-style-type: none"> 1. Don't take away drive lanes from streets 2. North park/vodden is good
FM-Oct05	9	<ol style="list-style-type: none"> 1. Have more bike space on buses 2. Can put bikes on the back of the bus 3. Allow kids bikes/scooters on bus especially if they fold up 4. More parks and playgrounds for kids 5. Need wider buses so they accommodate more people 6. More zum buses 7. Start running buses on the weekend 8. Improve route 9 and put zum buses there especially at night
FM-Oct05	10	<ol style="list-style-type: none"> 1. Good job Reecha 2. Sounds good 3. Get started on downtown 4. Good luck on underground tunneling :)! <p>Dale Estate Gummed Papers Dale O'hara Book</p> <p>Agreed to do testimonial</p>
FM-Oct05	11	<ol style="list-style-type: none"> 1. More transit is great but as a driver, concerned about impact on vehicular traffic 2. Already so difficult, confusing to get around the city so hopefully all types of travel are being considered including car drivers
FM-Oct05	12	<ol style="list-style-type: none"> 1. Too many noisy cars and motorbikes stop res. from sleeping 2. More by-laws on noise for Queen
FM-Oct05	13	<ol style="list-style-type: none"> 1. Prefers underground LRT (Main alignment BRT) to avoid loss of mature trees, beautification and avoid expropriation 2. Love main bike lanes and road diet affect
FM-Oct05	14	<ol style="list-style-type: none"> 1. More pedestrian lighting 2. Emergency Buttons 3. Supportive of Transit investment
FM-Oct05	15	1. Too much speeding in residential areas, even with addition of traffic calming

Event	#	Comment
FM-Oct05	16	<ol style="list-style-type: none"> 1. Roads are congested 2. North end of city lacks connectivity 3. Kennedy congested
FM-Oct05	17	<ol style="list-style-type: none"> 1. More end to end transit like the #8 2. Dedicated bus lanes are great 3. Every bus stop should have a shelter 4. Paint bike path on main 5. Make the core of Brampton bike friendly. Prioritize cycling here 6. Have a bike culture 7. Have uninterrupted bike lanes 8. 12 blocks around downtown should have uninterrupted bike infrastructure 9. Provide bike racks 10. Like the bike lanes on vodden 11. Shelter on Eldemar on Route #8 doesnt have platform
FM-Oct05	18	<ol style="list-style-type: none"> 1. Bike lanes @ Charolais 2. McLaughlin scooters 3. Transit needs to
FM-Oct05	19	<ol style="list-style-type: none"> 1. Better integration between zum, miway, GO 2. Better info to bus users telling them when the bus will come
FM-Oct05	20	<ol style="list-style-type: none"> 1. Planning community parks they don't bridges, so there's too much flooding 2. Flooding impacts pedestrian connectivity, especially for children and student 3. Retroactive repairs are costly 4. Creditview/sandalwood park 5. Better trail and park maintenance, increased repairs to improve pedestrian safety.
FM-Oct05	21	<ol style="list-style-type: none"> 1. More education for cyclists
FM-Oct05	22	<ol style="list-style-type: none"> 1. Need more early morning night transit to align with shifts 2. 4/5am she worked
FM-Oct05	23	<ol style="list-style-type: none"> 1. Doesn't like e-scooters due to safety and parking non-compliance
FM-Oct05	24	<ol style="list-style-type: none"> 1. Bovaird and Torbram student lives with them 2. On eagleridge, needs to wlak uup to Torbram because eagleridge bus removed 3. Walking home at night is unsafe
FM-Oct05	25	<ol style="list-style-type: none"> 1. Parking meters not great, parking on main restricts traffic 2. Using map tech to get transit 3. Transit is 3x the drive commute time, it needs to be reduced to incentivize mode shift 4. Travel time good metric for plan evaluation 5. More frequency
FM-Oct05	26	<ol style="list-style-type: none"> 1. Buses are packed 2. Addressing crowding issue with bigger buses
FM-Oct05	27	<ol style="list-style-type: none"> 1. Promote Milton GO Line/Connectivity from Brampton Transit/Zum/LRT 2. Increased GO Bus Service in the City/Terminals
FM-Oct05	28	<ol style="list-style-type: none"> 1. Hate these bike lanes on major roads like main street especially lack of adoption and in the winter 2. Likes transit but with lane reduction 3. Kids use transit, he used to take it york Region 501 Zum 4. Need better driving education and more tickets 5. Australia has speed cameras and red light cameras even on highways 6. More testing
FM-Oct05	29	<ol style="list-style-type: none"> 1. More LRT extensions Heritage & Mississauga Road, lots of congestion and high density land use 2. Increased bus service 3. Road quality and pavement
FM-Oct05	30	<ol style="list-style-type: none"> 1. Increased bus service/ not electric 2. Hire more drivers 3. Decrease wait times during peak
FM-Oct05	31	<ol style="list-style-type: none"> 1. Better bus arrival notification system with gPS system to inform of actual arrive time of the bus 2. Buses should connect to major destinations (i.e. schools)
FM-Oct05	32	<ol style="list-style-type: none"> 1. Educate teenagers to not jaywalk especially near shopper's world 2. more lights near parks 3. Emergency response needs to come faster
FM-Oct05	33	<ol style="list-style-type: none"> 1. Bike lanes b/w Clark Finchgate/Hwy 7 ppl are using the sidewalk instead of lanes 2. Drivers are parking in the bike lanes 3. Torbram/Queen St - City park officials aren't mowing/cleaning properly
FM-Oct05	34	<ol style="list-style-type: none"> 1. Transit lanes would be good/beneficial 2. Advance green arrows for every left in the city

Event	#	Comment
FM-Oct05	35	<ol style="list-style-type: none"> 1. Don't need bike lanes in the city 2. Do nothing to McLaughlin
FM-Oct05	36	<ol style="list-style-type: none"> 1. Don't touch Brampton's historic downtown
FM-Oct05	37	<ol style="list-style-type: none"> 1. Doesn't see people use cycle lanes not useful through the year 2. Doesn't want bike lanes, thinks it's a fantasy 3. Transit it will never be useful 4. Bike lanes waste 5. Don't try to take space for cars
FM-Oct05	38	<ol style="list-style-type: none"> 1. Likes OBRY 2. Likes the Vodden E-W corridor and concrete barriers
FM-Oct05	39	<ol style="list-style-type: none"> 1. Move convieny and frequency 2. need an age-friendly place for seniors 3. 57 charlais, left at McMurchy lack 4. Focus on accessibility to make transit more convienient 5. Try to incorporate accessibility like transhelp into buses 6. Let people get off at the front 7. Driver education for immigrants in different languages. Driver and pedestrian education for all 8. Give officers the ability to enforce 9. Try to find something for seniors to do (i.e. woodworking, landscaping) to train people and pass down their skills 10. Bring people with different skills together to pass down skills to younger generations
FM-Oct05	40	<ol style="list-style-type: none"> 1. More stuff for seniors, easy access 2. Not enough people giving up seats, better enforcement, culture 3. City was made for cars not people 4. Likes speed cameras, wants more at school crossings 5. People parked in crossings not waiting for pedestrians 6. More public outreach like this PIC more road rule pamphlets
FM-Oct05	41	<ol style="list-style-type: none"> 1. Peel village lacks sidewalks in smaller cresents, not good now w/ increased traffic 2. Dedicare walking lanes and areas - similar to bike lanes - see humber bay bridge 3. Ppl park on street 4. Loves speed bumps 40kmh

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Appendix E – Survey Questionnaire and Submitted Survey Responses

Public Information Centre #2 –Survey

Thank you for your participation in the public open house. Your input is important to this study.

Name [Optional]: _____

Email [Optional]: _____

Disclaimer: The information on this survey form is collected under authority of the Municipal Act SO 2001, c. 25. The information collected on this form will be used, and only used, to receive public feedback on the Brampton Mobility Plan. Questions about the collection of information should be directed to our Call Centre by dialing 3-1-1 (within Brampton city limits) or 905.874.2000 (outside city limits). Please review the City's Privacy Statement for more information.

Planning for All Ages & Abilities (Board 5)

As shown on the board **“Planning for All Ages & Abilities,”** the Brampton Mobility Plan **has 7 Guiding Principles.** These include:

1. Enhance mobility and travel options for people and goods.
Consider long term needs for a seamless and integrated mobility network that supports sustainable travel options that connects people to places and move goods to market.
2. Advance multi-modal transportation equity.
Prioritize infrastructure decisions to ‘complete’ streets, balancing the needs of all road users, including pedestrians, cyclists, and transit riders of all ages and abilities.
3. Integrate transportation and land use planning.
Plan for mobility solutions that support compact, high density, mixed land use in strategic centres that are connected by transit and active transportation networks.
4. Protect public health and safety.
Embrace Vision Zero objectives to eliminate fatalities and serious injury from collisions and enhance attractiveness, liveability and well-being of the community.
5. Improve environmental sustainability.
Manage travel demand to reduce car travel and to increase sustainable transportation trips.
6. Leverage Technology.
Plan for the future of mobility and the impacts of new travel technologies.
7. Emphasize Community Engagement and Collaboration.
Engage citizens in addressing mobility issues to support the 2040 Vision.

A. Do you think these are suitable guiding principles for the Brampton Mobility Plan? (Select one response)

- I like the guiding principles as is
- I generally like the guiding principles, but would like to see some changes
- I don’t like the guiding principles and they should be revised
- I don’t know / I’m not sure

B. Please provide any comments on how the guiding principles may be improved.

The Need to Shift to Sustainable Modes (Board 9)

As shown on the board **“The Need to Shift to Sustainable Modes”**, an additional 150,000 car trips will be added to the road network in the morning peak period by 2051 if current trends continue.

If Brampton achieves the mode share targets of the Brampton Plan, the number of auto trips can be reduced by 70,000 car trips in the morning peak period.

We want to hear more about how you currently travel.
[Please see over.]

A. How do you travel most of the time? Please circle your top 2:

- Car, as a driver
- Car, as a passenger (including taxi or rideshare)
- Brampton Transit
- GO Transit
- MiWay
- TTC
- Bicycle or E-bicycle
- Scooter or E-Scooter
- Walking, Walking with a mobility device
- Other

B. Rank the importance of each factor when choosing a travel mode in the chart below (Use a checkmark for each factor).

Factor	Not Important	Somewhat important	Important	Very important
It's easy to access and use				
I feel safe when using it				
It works for my schedule				
It fits in my budget				
It's environmentally friendly				
It saves me time/ Is reliable				

C. For your typical travel method, what does not work well? (Circle all items that apply)

- Cost prohibitive / expensive
- Inconvenient
- Unreliable
- Unsafe
- Other: _____

Draft Preferred Solution (Boards 17 and 18)

We would like your input on the draft preferred solutions as shown.

A. What do you like about the preferred solution?

B. Is there any part of the preferred solution that causes you concern?

C. Is there anything missing from the preferred solution?

Implementation (Board 19)

As we wrap up the Brampton Mobility Plan, we are looking for your input on what other programs and advocacy/partnerships you would like to see from the City of Brampton to improve transportation.

Examples may include:

- Conducting a bike share feasibility study
- Supporting improvements on the Kitchener Line (GO Transit)
- Advocating for a new Heritage Heights GO Station
- Encouraging more trucks to use Highway 407

What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?

Appendix E

ID	A. Do you think these are suitable guiding principles to inform the Brampton Mobility Plan?	B. Please provide any comments on how the guiding principles may be improved.
1	I like the guiding principles as is	
2	I like the guiding principles as is	
3	I generally like the guiding principles, but would like to see some changes	Underground would be better. Less foot traffic at the top + cars get to keep lanes
4	I like the guiding principles as is	
5	I like the guiding principles as is	Let the drivers about stops information's but first-time bus travelers
6	I generally like the guiding principles, but would like to see some changes	unsure how Brampton might be able to improve the guiding principles hoping to see more multimodal options more resemble transit and bike lanes designed the lived experience. Great start
7	I like the guiding principles as is	All the measures seem interesting and correct to me
8	I like the guiding principles as is	some of the problems that I faced in past was the problem with the timings of Zum buses, kindly work on it
9		there are several ways the system can be more affordable, and system should be structured the way people feel safe
10	I generally like the guiding principles, but would like to see some changes	The Buses should be provided in early morning and night also
11		
12	I like the guiding principles as is	
13	I don't know / I'm not sure	
14	I like the guiding principles as is	
15	I don't know / I'm not sure	
16	I don't like the guiding principles and they should be revised	By reviewing often to suit present conditions
17		I don't know
18	I like the guiding principles as is	
19	I like the guiding principles as is	
20	I generally like the guiding principles, but would like to see some changes	
21		creating a mobile app to help see times for buses making buses longer so there is more room for
22		More buses
23		I want more grow of Brampton. I want LRT and BRT is faster
24		More enforcement on buses
25	I like the guiding principles as is	If we are following principle is safe for us and they take care of us while travelling and they take it responsibility for us
26	I like the guiding principles as is	Since 2012 I commuted Brampton Transit for work and I never got late for the job. So I appreciated Brampton Transit as well as all operators are very kind and cooperative
27		Through love as the foundation - which is Christ, as when this is the case decisions can be very unbiased, fair reasonable and perfect as can be
28	I generally like the guiding principles, but would like to see some changes	maybe increase in transit modes
29		
30		I am supportive of using transport over car provided its close by 4 frequency is better during working hours. Residents can save a lot on insurance if they use public transport
31	I generally like the guiding principles, but would like to see some changes	Adding elevators to apartment buildings, especially the older ones, where seniors citizens reside
32	I like the guiding principles as is	N/A
33	I like the guiding principles as is	N/A
34	I like the guiding principles as is	
35		- There needs to be more awareness for services related to handicaped (physically disabled) people, provided to newcomers - there should be a reliable method to know bus timings on buses not in service - more/ better bus - services should be granted for Chinguacousy Rd and Steels.
36	I like the guiding principles as is	No comment.
37	I like the guiding principles as is	Link improved walkability and the positive impact on health + wellness
38	I generally like the guiding principles, but would like to see some changes	Priority Bus should be added from McQueen Drive and Clark Way Drive
39		Increase the rotation of buses so there will be less populated bus and also introduce student passes
40	I like the guiding principles as is	
41	I like the guiding principles as is	Item 2 add "improved quality of life for ALL Brampton residents" to the description.

ID	A. Do you think these are suitable guiding principles to inform the Brampton Mobility Plan?	B. Please provide any comments on how the guiding principles may be improved.
42	I generally like the guiding principles, but would like to see some changes	<ul style="list-style-type: none"> - increase safety (jaywalking/ no crossing opportunities, bus shelter) - economic viability - more education around driving laws, revamp international license - more education for cyclists/ pedestrians
43	I generally like the guiding principles, but would like to see some changes	There should be a better plan to encourage people to use public transportation more over private vehicles. Rules and Penalties should be strictly imposed
44		Tesla Buses -? geared toward being in-sync with traffic/signals/rush-hour traffic
45	I like the guiding principles as is	
46	I like the guiding principles as is	It is perfect guidelines
47	I like the guiding principles as is	
48	I generally like the guiding principles, but would like to see some changes	There should be an emphasis on street cars/light rail. Also, protecting the environment.
49	I like the guiding principles as is	
50		
51	I like the guiding principles as is	
52	I like the guiding principles as is	
53	I like the guiding principles as is	
54	I generally like the guiding principles, but would like to see some changes	Create a system that discourages single occupant car use.
55	I generally like the guiding principles, but would like to see some changes	Need interconnect between regions like Mississauga. These guiding principles are a given like safety. Hwy 10 Steele's Terminal is currently a very dangerous design to everyone including
56	I like the guiding principles as is	<p>I want the bus schedule for weekends to be same as that of weekdays or increase the bus service of Sundays to same as that of Saturday's at least.</p> <p>I want to bus schedule creator to keep in mind those who take connective buses in order to reach their destination.</p>
57	I generally like the guiding principles, but would like to see some changes	As a former resident of Brampton, I believe that land use planning integration can be considered but to an extent to reduce the effects of "NIMBYism" affecting the greater good of Bramptonians land the longer term goals of the 9th most populous city of Canada. I recall the effect of the cancelled LRT to run along the Main Street portion of the route putting setbacks from a true transit vision for Bramptonians that utilize the downtown Go station access hub or provide options for walking and pedestrian traffic to boost businesses in the Brampton downtown.
58	I like the guiding principles as is	
59	I like the guiding principles as is	
60	I like the guiding principles as is	Reduce the number of passengers per bus by increasing the frequency of buses on. Hay routes.
61	I don't like the guiding principles and they should be revised	<p>Enhance mobility and travel options for people and good: You need to control traffic flow first in order to do this and that has yet to be done. There are a number of locations where tractor trailers illegal drive on roads they are not permitted so this is essential limiting travel options for people.</p> <p>Advance multi-modal transportation equity: how has this even been done? If you classify the scooter program as multi-modal that is very wrong because people have no respect for the scooters and they end up being just thrown or tossed around without a care, essentially costing the city money. Multi-modal would also include more busses and exclusive bus and carpool lanes like Richmond Hill. You should have followed Toronto's bike program to ensure the bikes/scooter would be returned to a designated location and you wouldn't have to waste time tracking the things down.</p> <p>Integrate transportation and land use planning: this isn't even considered because if it was there wouldn't be constant traffic everywhere. There is so much land used to build houses but transportation is never considered and traffic studies from the 1980's are used. You've failed to integrate land use and traffic appropriately and its evident by the congestion alone.</p> <p>Protect public health and safety: again how? There are more accidents in Brampton than ever before so in fact you've made public health and safety even worse.</p> <p>Leverage technology: How - there is no decent technology used for transportation in this city.</p> <p>Emphasize community engagement and collaboration: you added bike lanes to communities without consulting residents. You don't care what people think or want Brampton just assumes. So this principle is definitely NOT met.</p>
62	I like the guiding principles as is	

Appendix E

ID	A. Do you think these are suitable guiding principles to inform the Brampton Mobility Plan?	B. Please provide any comments on how the guiding principles may be improved.
63	I generally like the guiding principles, but would like to see some changes	I think the guiding principals sound good in theory but what will this mean in practice. For example, what does "multi-modal transportation equity" mean and what will it look like. I would interpret it to mean a focus on active transportation including cycling and bike lanes, if this is not included it
64	I like the guiding principles as is	
65	I like the guiding principles as is	I like the principles as is; they speak of purpose, practical applications and personable integrities.
66	I like the guiding principles as is	
67	I generally like the guiding principles, but would like to see some changes	Rephrase Guideline #2 as "Advance effective multi-modal transportation"
68	I generally like the guiding principles, but would like to see some changes	
69	I like the guiding principles as is	May be more emphasis needs to be put on facilitating the use of e-scooters and bikes, which use up less space and provide effective mobility. In my opinion public is staying away from this important mode of transportation because of safety reasons.
70	I like the guiding principles as is	
71	I like the guiding principles as is	
72	I like the guiding principles as is	
73	I like the guiding principles as is	
74	I generally like the guiding principles, but would like to see some changes	More use of technology to ticket rash driving and road rage which has considerably gone up.
75	I generally like the guiding principles, but would like to see some changes	Safety needs to be FIRST! I have started to avoid driving in Brampton because dangerous driving has gotten so bad.
76	I generally like the guiding principles, but would like to see some changes	Make some of the language more inclusive by simplifying. Overall great guiding principles
77	I like the guiding principles as is	
78	I like the guiding principles as is	
79	I like the guiding principles as is	
80	I generally like the guiding principles, but would like to see some changes	
81	I generally like the guiding principles, but would like to see some changes	I think most of people knew about it but doesn't care so we need to teach younger ones at school level.
82	I generally like the guiding principles, but would like to see some changes	
83	I generally like the guiding principles, but would like to see some changes	
84	I don't know / I'm not sure	
85	I like the guiding principles as is	
86	I like the guiding principles as is	
87	I like the guiding principles as is	

ID	A. Do you think these are suitable guiding principles to inform the Brampton Mobility Plan?	B. Please provide any comments on how the guiding principles may be improved.
88	I generally like the guiding principles, but would like to see some changes	<p>Less focus on widening roads, more focus on transit-only lanes.</p> <p>The majority of arterial traffic is people going from home to work/school - not from home to work to shop to home.</p> <p>So, provide them with a faster-than-car route over long distances, keep the buses off the car traffic, have them have transit priority signaling and you will see the cars on the road reduce greatly.</p> <ol style="list-style-type: none"> 1. More bus-only side lanes, no weaving in and out of traffic, no sharing signals 2. Transit priority signaling 3. More walkable neighbourhoods with incentives for large retailers and grocery to open smaller stores like the concept noname stores, or low to mid end versions like No Frills, FreshCo, Food Basics or similar ethnic grocery stores. 4. Keep the buses out of the car traffic as much as possible, this makes buses and cars faster without touching the speed limit or introducing new roads. <p>This way, Brampton can have intraneighbourhood travel instead of everyone going to central hubs every single time they want to buy groceries. We should have Smart Centres in burgeoning parts of the city on the edges, especially for the proposed highway in order to future-proof new places.</p> <p>People moving to Brampton in the future will already have a consistent, familiar system in place, rather than moving to a new neighbourhood with nothing around it except for the highway.</p>
89	I generally like the guiding principles, but would like to see some changes	A study of how to integrate the mobility alternatives and the engagement of the population should be approached. Example, those in charge should visit cities, such as Amsterdam, where there is a biking mobility culture in place & experience it first hand. Get on bikes, ride the city etc.!
90	I generally like the guiding principles, but would like to see some changes	To not reduce current road lanes in order to make bicycle lanes. The streets beside it should be utilized. There is already too much gridlock in this city and the reduced lanes are exacerbating the
91	I generally like the guiding principles, but would like to see some changes	Make mention of rail by name as opposed to being under multi-model umbrella
92	I generally like the guiding principles, but would like to see some changes	Generally support, but could be strengthened to direct to prioritize many of these things - the current language suggests incremental improvements, but Brampton could use more significant change. Hopefully some of this will be fleshed out with specifics elsewhere in the plan. #2 in particular could use refinement - equity for whom? (low-income people, POC, youth, seniors???)
93	I like the guiding principles as is	
94	I like the guiding principles as is	
95	I like the guiding principles as is	
96	I like the guiding principles as is	They are good as is, if they are really implemented - no need for improvement
97	I don't know / I'm not sure	
98	I generally like the guiding principles, but would like to see some changes	<p>Emphasize All Ages and Abilities and planning with gender-mainstreaming in mind (decision making with goal of gender equality). For example, a gender equal snow plowing strategy prioritizes sidewalks, bike paths, bus lanes, day care zones in recognition that women, children and seniors are more likely to walk, bike or use mass transit. Children also need to be dropped before work begins.</p> <p>Focus on the data collected to understand what the community needs are wholistically. For example, Liraz Fridman from the City of Guelph focuses on Road Safety and looked at collision data for vulnerable road users and found equity deserving communities that had a lot of collisions. They followed the data and proactively put resources making those spaces safer.</p> <p>Not just improve environmental sustainability, we need to protect the ecosystem we currently have in place. We have to be very mindful with where we plan to construct/pave over and our negative influences that contribute to more pollution (e.g. over salting).</p> <p>Is leverage technology only used in terms of micromobility options? Does it include data collection?</p>
99	I like the guiding principles as is	

ID	A. Do you think these are suitable guiding principles to inform the Brampton Mobility Plan?	B. Please provide any comments on how the guiding principles may be improved.
100	I generally like the guiding principles, but would like to see some changes	The guiding principles should also emphasize the use of more sustainable, more low-emissions and higher efficiency vehicle modes and travel patterns and paths. Travel Demand Management and travel planning should be emphasized. This is about more than environmental sustainability since there is an efficiency factor to transit and active transportation that has to be more heavily weighted as the city's population grows and the impacts of the climate and congestion crises
101	I generally like the guiding principles, but would like to see some changes	Leverage technology is extremely vague. If the implication is extended support for rented e-scooters, I would hope that the council would reconsider given that these have largely amounted to a subsidy to tech companies and discarded vehicles strewn across sidewalks and lawns.
102	I generally like the guiding principles, but would like to see some changes	Focus more on pillars 2, 4, 5, and 7. They should be improved by emphasizing: <ul style="list-style-type: none"> - Reducing focus on urban/suburban sprawl - Increasing accessibility in all facets (convenience, ease, and for disabilities) - Being cost-efficient while making sure we are not being conservative with public funds for good investments - Transparency

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	B. Rank the importance for each of these factors when choosing a travel mode. >> It's easy to access and use	B. Rank the importance for each of these factors when choosing a travel mode. >> I feel safe when using it	B. Rank the importance for each of these factors when choosing a travel mode. >> It works for my schedule	B. Rank the importance for each of these factors when choosing a travel mode. >> It fits in my budget	B. Rank the importance for each of these factors when choosing a travel mode. >> It's environmentally friendly	B. Rank the importance for each of these factors when choosing a travel mode. >> It saves me time / is reliable
22		Very important	Somewhat important	Very important	Very important	Very important	Very important
23		Very important	Very important	Very important	Important	Very important	Very important
24	Car, as a passenger (including taxi or rideshare) Brampton Transit	Very important	Important	Somewhat important	Somewhat important	Not important	Not important
25	Car, as a passenger Brampton Transit	Very important	Very important	Very important	Very important	Very important	Very important
26	Brampton Transit	Very important	Very important	Very important	Very important	Very important	Very important
27	Brampton Transit						
28	Car, as a passenger (including taxi or rideshare) Brampton Transit	Very important	Very important	Very important	Important	Very important	Important
29	Car, as a driver Brampton Transit Bicycle or E-bicycle Walking, Walking with a mobility device	Very important	Very important	Very important	Very important	Very important	Very important
30	Car, as a driver	Very important	Very important	Important	Important	Important	Important
31	Brampton Transit GO Transit	Very important	Important	Very important	Very important	Very important	Very important
32	Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay	Somewhat important	Very important	Very important	Important	Very important	Very important
33	Car, as a driver	Important	Important	Important	Important	Important	Important
34	Brampton Transit GO Transit	Very important					
35	Brampton Transit MiWay	Important	Very important	Important	Important	Important	Important
36	Bicycle or E-bicycle Walking, Walking with a mobility device	Very important	Very important	Very important	Very important	Very important	Very important
37	Car, as a driver GO Transit	Important	Very important	Important	Important	Important	Very important
38	Brampton Transit	Very important	Important		Somewhat important	Important	Important
39	Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay	Very important	Very important	Very important	Very important	Very important	Very important
40	Car, as a driver Bicycle or E-bicycle	Important	Important	Important	Somewhat important	Very important	Important
41	Car, as a driver Bicycle or E-bicycle	Very important	Very important	Very important	Important	Very important	Important
42	Car, as a driver Car, as a passenger (including taxi or rideshare)	Important	Very important	Important	Very important	Very important	Very important
43	Car, as a passenger (including taxi or rideshare) Brampton Transit	Important	Very important	Important	Very important	Very important	Important
44	Car, as a driver	Very important	Very important	Very important	Important	Not important	Important

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	B. Rank the importance for each of these factors when choosing a travel mode. >> It's easy to access and use	B. Rank the importance for each of these factors when choosing a travel mode. >> I feel safe when using it	B. Rank the importance for each of these factors when choosing a travel mode. >> It works for my schedule	B. Rank the importance for each of these factors when choosing a travel mode. >> It fits in my budget	B. Rank the importance for each of these factors when choosing a travel mode. >> It's environmentally friendly	B. Rank the importance for each of these factors when choosing a travel mode. >> It saves me time / is reliable
65	Brampton Transit Taxi	Important	Very important	Important	Very important	Important	Somewhat important
66	Car, as a driver GO Transit	Very important	Very important	Very important	Not important	Not important	Very important
67	Car, as a driver Walking, Walking with a mobility device	Very important	Important	Somewhat important	Important	Very important	Important
68	Car, as a passenger (including taxi or rideshare) Brampton Transit	Important	Important	Important	Important	Somewhat important	Important
69	Car, as a driver	Important	Very important	Somewhat important	Somewhat important	Very important	Important
70	Car, as a driver Car, as a passenger (including taxi or rideshare)	Very important	Very important	Very important	Important	Somewhat important	Very important
71	Car, as a driver Car, as a passenger (including taxi or rideshare)	Very important	Very important	Very important	Very important	Very important	Very important
72	Car, as a driver Car, as a passenger (including taxi or rideshare)	Very important	Very important	Very important	Somewhat important	Important	Very important
73	Brampton Transit GO Transit Walking, Walking with a mobility device	Very important	Very important		Very important	Very important	
74	Car, as a driver Car, as a passenger (including taxi or rideshare)	Very important	Very important	Very important	Very important	Not important	Very important
75	Car, as a driver GO Transit	Very important	Very important	Very important	Very important	Very important	Very important
76	Car, as a driver	Important	Very important	Important	Important	Important	Very important
77	Car, as a driver GO Transit	Very important	Very important	Important	Very important	Somewhat important	Very important
78	Car, as a driver	Very important	Important	Very important	Important	Important	Important
79	Car, as a driver	Very important	Very important	Very important	Important	Somewhat important	Very important
80	Car, as a driver	Very important	Very important	Very important	Very important	Very important	Very important
81	Brampton Transit Walking, Walking with a mobility device	Very important	Very important	Very important	Very important	Very important	Important
82	Brampton Transit TTC	Very important	Very important	Very important	Very important	Somewhat important	Very important
83	Car, as a passenger (including taxi or rideshare) GO Transit	Important	Very important	Important	Important	Somewhat important	Important
84	Car, as a driver Car, as a passenger (including taxi or rideshare)	Important	Very important	Very important	Very important	Somewhat important	Very important
85	Car, as a driver Car, as a passenger (including taxi or rideshare)	Important	Important	Important	Somewhat important	Somewhat important	Important
86	Car, as a driver GO Transit	Very important	Important	Very important	Important	Somewhat important	Important

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	C. For your typical travel method, what does not work well?
1	Car, as a driver	Cost prohibitive / expensive Inconvenient Unreliable Unsafe
2	Car, as a driver Car, as a passenger (including taxi or rideshare)	Cost prohibitive / expensive
3	Car, as a passenger (including taxi or rideshare) Brampton Transit MiWay	Cost prohibitive / expensive Inconvenient
4	Car, as a passenger (including taxi or rideshare) GO Transit	Unreliable
5	Brampton Transit	Unreliable
6	GO Transit Walking, Walking with a mobility device	Unreliable
7	Brampton Transit Scooter or E-Scooter	Inconvenient
8	Car, as a driver Brampton Transit	Cost prohibitive / expensive
9	Car, as a driver Brampton Transit	Cost prohibitive / expensive
10	Brampton Transit MiWay TTC	Inconvenient
11	Brampton Transit GO Transit TTC Walking, Walking with a mobility device	Cost prohibitive / expensive Inconvenient
12	Car, as a passenger (including taxi or rideshare) MiWay TTC Walking, Walking with a mobility device	Cost prohibitive / expensive
13	Brampton Transit	Cost prohibitive / expensive
14	Brampton Transit GO Transit MiWay	Cost prohibitive / expensive
15	Brampton Transit	Cost prohibitive / expensive
16	Brampton Transit GO Transit	Inconvenient
17	Brampton Transit GO Transit MiWay TTC	Unreliable
18	Car, as a passenger (including taxi or rideshare) Brampton Transit	Unreliable
19	Walking, Walking with a mobility device	Unreliable
20	Brampton Transit GO Transit	Cost prohibitive / expensive
21		
22		
23		
24	Car, as a passenger (including taxi or rideshare) Brampton Transit	Cost prohibitive / expensive Unreliable
25	Car, as a passenger Brampton Transit	Inconvenient
26	Brampton Transit	Other
27	Brampton Transit	
28	Car, as a passenger (including taxi or rideshare) Brampton Transit	Inconvenient Unreliable Unsafe

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	C. For your typical travel method, what does not work well?
29	Car, as a driver Brampton Transit Bicycle or E-bicycle Walking, Walking with a mobility device	Cost prohibitive / expensive Inconvenient Unreliable Unsafe
30	Car, as a driver	Unsafe
31	Brampton Transit GO Transit	Unreliable
32	Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay	Cost prohibitive / expensive Inconvenient
33	Car, as a driver	
34	Brampton Transit GO Transit	Inconvenient Unreliable Buses are too full
35	Brampton Transit MiWay	Unreliable
36	Bicycle or E-bicycle Walking, Walking with a mobility device	Cost prohibitive / expensive Inconvenient Unreliable Unsafe
37	Car, as a driver GO Transit	Cost prohibitive / expensive environmental impact as solo commuter
38	Brampton Transit	Cost prohibitive / expensive Inconvenient Unreliable
39	Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay	Inconvenient Unsafe
40	Car, as a driver Bicycle or E-bicycle	Cost prohibitive / expensive Inconvenient Unreliable Unsafe
41	Car, as a driver Bicycle or E-bicycle	Unsafe
42	Car, as a driver Car, as a passenger (including taxi or rideshare)	Cost prohibitive / expensive Unsafe majority speeding, not abiding the law
43	Car, as a passenger (including taxi or rideshare) Brampton Transit	Unsafe
44	Car, as a driver	other drivers with cell phones
45	Car, as a driver Bicycle or E-bicycle	Cost prohibitive / expensive
46	Brampton Transit GO Transit TTC	
47	Brampton Transit GO Transit	Cost prohibitive / expensive
48	Brampton Transit GO Transit	Crowded
49	Brampton Transit	
50	Brampton Transit	Cost prohibitive / expensive
51	Brampton Transit GO Transit MiWay	Cost prohibitive / expensive
52	Car, as a driver Bicycle or E-bicycle	Cost prohibitive / expensive

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	C. For your typical travel method, what does not work well?
53	Car, as a driver Car, as a passenger (including taxi or rideshare) Brampton Transit TTC	Cost prohibitive / expensive Inconvenient
54	Bicycle or E-bicycle	Unsafe
55	Car, as a driver	Cost prohibitive / expensive Inconvenient Time takes too long to ride bus
56	Car, as a passenger (including taxi or rideshare) Brampton Transit	Inconvenient
57	Car, as a driver TTC	Unsafe Driving is the most dangerous form of transportation. Especially during inclement weather. It is terrible that it is largely the only efficient option to move around in the GTA. One should not be victim to speeding, crashes or road rage on simple dial commutes.
58	Car, as a passenger (including taxi or rideshare) GO Transit	Inconvenient Unreliable
59	Brampton Transit GO Transit	Unreliable
60	Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay TTC	Unreliable
61	Car, as a driver Car, as a passenger (including taxi or rideshare) GO Transit	I drive a car and the only thing that does not work well is the fact that people in brampton don't know how to drive that includes, not using their signal light, not going the speed limit (too fast/too slow), not stopping at stop signs or red lights, weaving through traffic, and so much more. It makes it dangerous for others who do drive safely.
62	YRT	Unreliable
63	Bicycle or E-bicycle Walking, Walking with a mobility device	Unsafe
64	Car, as a driver Car, as a passenger (including taxi or rideshare) Brampton Transit	Cost prohibitive / expensive Inconvenient Unreliable Unsafe
65	Brampton Transit Taxi	Cost prohibitive / expensive BUS FULL during rush hours.
66	Car, as a driver GO Transit	Unreliable
67	Car, as a driver Walking, Walking with a mobility device	Cost prohibitive / expensive Environmentally damaging
68	Car, as a passenger (including taxi or rideshare) Brampton Transit	Cost prohibitive / expensive Unsafe
69	Car, as a driver	Cost prohibitive / expensive
70	Car, as a driver Car, as a passenger (including taxi or rideshare)	Cost prohibitive / expensive Unsafe Not environmentally friendly, many accidents
71	Car, as a driver Car, as a passenger (including taxi or rideshare)	Cost prohibitive / expensive
72	Car, as a driver Car, as a passenger (including taxi or rideshare)	Inconvenient Traffic
73	Brampton Transit GO Transit Walking, Walking with a mobility device	Unreliable
74	Car, as a driver Car, as a passenger (including taxi or rideshare)	Cost prohibitive / expensive Inconvenient Unreliable Unsafe

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	C. For your typical travel method, what does not work well?
75	Car, as a driver GO Transit	Cost prohibitive / expensive Unsafe
76	Car, as a driver	Cost prohibitive / expensive
77	Car, as a driver GO Transit	Cost prohibitive / expensive Unsafe
78	Car, as a driver	Cost prohibitive / expensive Inconvenient Unreliable Unsafe
79	Car, as a driver	Cost prohibitive / expensive
80	Car, as a driver	Cost prohibitive / expensive
81	Brampton Transit Walking, Walking with a mobility device	Inconvenient
82	Brampton Transit TTC	Unsafe
83	Car, as a passenger (including taxi or rideshare) GO Transit	Cost prohibitive / expensive
84	Car, as a driver Car, as a passenger (including taxi or rideshare)	Too much traffic
85	Car, as a driver Car, as a passenger (including taxi or rideshare)	Inconvenient
86	Car, as a driver GO Transit	Cost prohibitive / expensive
87	Car, as a driver Car, as a passenger (including taxi or rideshare)	Inconvenient Unsafe It's not easy to know what routes are available to get to a location. Brampton transit schedules aren't helpful only Google maps
88	Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay TTC Walking, Walking with a mobility device	Inconvenient Unreliable Unsafe
89	Brampton Transit Bicycle or E-bicycle	Unsafe
90	Car, as a driver	Gas price
91	Car, as a passenger (including taxi or rideshare) Brampton Transit	Inconvenient Unreliable
92	Bicycle or E-bicycle Walking, Walking with a mobility device	Unsafe
93	Car, as a driver	Congestion and dangerous driving
94	Bicycle or E-bicycle Walking, Walking with a mobility device	When snow and ice are not cleared
95	Car, as a driver GO Transit	Cost prohibitive / expensive Inconvenient
96	Bicycle or E-bicycle	Cost prohibitive / expensive Unreliable
97	Brampton Transit GO Transit	Inconvenient Unreliable
98	Car, as a driver Bicycle or E-bicycle	Cost prohibitive / expensive Unsafe
99	Brampton Transit GO Transit	Cost prohibitive / expensive

Appendix E

ID	A. How do you travel most of the time? Please select your top 2 modes:	C. For your typical travel method, what does not work well?
100	Car, as a driver Car, as a passenger (including taxi or rideshare) Brampton Transit GO Transit MiWay TTC Bicycle or E-bicycle Scooter or E-Scooter Walking, Walking with a mobility device	Inconvenient Unreliable Unsafe
101	Car, as a driver Walking, Walking with a mobility device	Inconvenient
102	Car, as a passenger (including taxi or rideshare) TTC	Cost prohibitive / expensive Inconvenient Unsafe

Appendix E

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
1	Should implement ASAP	n/a	n/a
2	Increase in HOT means. Hopefully less traffic	Until people actually adopt HOT, and it is actually reliable, the interim poised will involve losing car lanes to bus lanes and traffic could increase	n/a
3	There is a solution option being made	Taking lanes away from cars	underground activity
4	very accessible! All major routes are walkable!	no	Proposing/ highlighting common walking trails between major routes could make it easier to walk/ locate major areas
5	n/a	n/a	n/a
6	more of a grid format	too much traffic heading into the nearby Mississauga and Georgetown area affected that their individual charter might be lost by seeing lots of Brampton Transit in smaller communities	how to keep traffic moving with fewer lanes
7	Improved environmental sustainability	no	no, is prefect
8	I think if a supervisor would be available all the time at terminal to ensure the timings of bus, that would be great	n/a	n/a
9	n/a	n/a	n/a
10	n/a	n/a	n/a
11	n/a	n/a	n/a
12	n/a	n/a	n/a
13	Need less expensive transit or affordable monthly pass	maybe reducing ticket price	N/A
14	n/a	n/a	n/a
15	N/A	N/A	N/A
16	This will ease travelling time	No.	No.
17	N/A	N/A	I need to use it to fine out
18	N/A	N/A	N/A
19	Mobile App	no	no
20	convenience	congestion of traffic	N/A
21	A mobile app!	No	No that I am aware of except for a mobile app
22	N/A	N/A	N/A
23	N/A	N/A	N/A
24	Faster transportation time and smoother roads	It slow down the other cars and abolishes less lanes for drivers	The routes need better planning and how it impacts other traffic
25	I think its great if somebody really understand the draft its easy to go every corner of Brampton	No I don't think so because all the makes are travel paths are connected with every intersection perfectly	No
26	Through love as the foundation, - which is Christ, as when this is the case decisions can be very unbiased, fair, reasonable and perfect as can be		
27			
28	It saves time and easy to access	N/A	N/A
29	N/A	My concern is the cost does it burden our taxpayers	N/A
30	It will save time	Maybe time it will take as it may increase the congestion	N/A
31	N/A	N/A	Night transit is needed for people working the night shifts, otherwise they have to buy a car, creating congestion
32	N/A	N/A	N/A
33	All Okay	No	Nothing is missing
34	Like the transit improvements	No.	N/A
35	N/A	N/A	N/A
36	Everything	No.	No.
37	- BRT/LRT are great ideas, having a priority lane would increase safety + efficiency - Complete street concepts -> more land mixed use is good!	Bramalea is already 2 lanes, potential proposed conversation (-2 lanes), hard to imagine what that will look like	"Future corridor specific studies" - specific impact or suggestions - would prefer more detail

Appendix E

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
38	They added new Transit and Zum Buses to the areas like Sandalwood and Castlemore	All things well designed and planned	Bus No. 23, Brampton Transit, they have around 50 Stops. They should have added a zum bus for quick reach
39	Security guard at all buses	N/A	N/A
40	Complete streets improved transit network connections	Conservation - 4 lanes widening. Already issue with speeding & Crashes Need calming with bike lanes	N/A
41	Focus on sustainable transportation needs	trying to be all thing to all people. Not sure it is possible especially if most people choose car as primary mode	Estimated economic impact of the preferred solution is the other alternative. Also impact on quality of life for Brampton residents
42	- agreeable - safety should be a priority - educate people on road rules	- countryside widening, how will that affect safety? Road behavior is currently bad - detail need to address noise pollution	- how will this be funded - the plan is agreeable but not through increased property tax
43	Everything	None.	Mentioned in the comments section.
44	- reducing 2 lanes to 1 vehicle and 1 bike lane is frustrating and causes more jams during rush hour	see part 'A'	I don't know
45	I like the focus on complete street selective transportation, in the preferred solution	The use of private motor vehicles and on street parking should be discouraged. On street parking should never come ahead of protected on street cycling infrastructure	No
46	Perfect	Not at all	No
47	More buses for weekends	Needs more bus service on weekends	More bus service on weekends
48	We need more buses, more often. Particularly routes like 1/1a that have similar routes to Zum buses.	Not really	It would be nice to have more GO train routes and light rail.
49	I think is a good idea	Not really	No
50	Everything but it should be economic and increase the frequency of buses	Cars will cost you alot and it tickets prices will go higher	Increase the frequency of buses in the morning and evening
51	No	No	Not so far
52	I like that it prioritizes complete streets and sustainable modes	How higher order transit will be integrated with cycling and how it would impact land use value	no
53	I like the idea of a lrt/brt on queen street similar to the one in Vaughan.	The timeline concerns me. 2040 is too far into the future and the city needs to start now.	No mention on how the new system will integrate with neighbouring agencies. Will the queen street brt extend to Vaughan?
54	Complete streets and minimum cycle network	Speed of work - this needed to be completed 10 years ago	Buy-in from boomers, provincial pols and car drivers.
55	.	.	.
56	Increase the bus service for Sunday morning.	No	No
57	I appreciate that there is a concerted effort to reduce car traffic and single occupancy vehicle commuting as the only form of transportation in suburban Brampton. Examples of stroad infrastructure (roads that attempt to be streets) like Queen and Kennedy only aim to promote high speeds and reckless car driving simply by the design of wide, multilane roads without impediments. This is a highly pedestrianized intersection due to the Zum stops along Queen to reach gateway terminal. Looking at complete streets and more options like LRT to simply move around Brampton are going to not simply be a want but a need for a city that is on a growth track to be one of the largest in Canada.	I personally prefer the bold moves approach as Brampton has an opportunity to be the leader for change. Brampton has the possibility of representing a full transformation from unsustainable, car infrastructure with focus on unending and wasteful sub divisions to complete streets, reliable, fast, and frequent mass transit and propel the city to a future oriented community. Mississauga, in comparison, has heavily focused on car infrastructure. Brampton has an opportunity to differentiate itself from the GTA, improve productivity of its citizens and reduce the stigma and negative associations of Brampton life that currently inhabit the social media sphere.	I believe that there should be more work to research car-centric fatalities and injuries and highlight those areas highest affected as priority zones in the preferred solution plans. Brampton has an opportunity to quantifiably assess the dangers of driving and reduce it as the "only" method of transportation in and around the city. With a data based approach, the steak numbers an reductions in car based injuries and death can be a central point in leading the changes towards long term, sustainable forms of mass transportation akin to world class cities.

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
58	I like the 15-minute neighborhood idea. This will lessen the need for mandatory car travel everywhere. Which will reduce traffic, promote active modes of transportation, and increase community interactions.	One thing that concerns me is the street widening idea. More throughput will likely cause more traffic since people will more likely drive faster, weave between traffic, and cause more accidents. This will cause more harm than good. A better way to do this would be to provide better road infrastructure, to prevent traffic from piling up.	I think more safety infrastructure is needed to prevent cases of reckless driving, street races, and distracted driving. Something like narrowing lanes or curved when approaching intersections to force drivers to slow down, more traffic enforcement to reduce erratic driving and mobile use.
59	I really like the ambitious expansion ideas for our transit system. The Zum system has been quite successful in transforming the system from its inception and it is nice to see the city sees this as well. Glad to see the expansion of bike lanes.	One aspect that concerns me is the note about removing Dixie road as a higher order transit corridor. I see on the map that it's still partially included, so perhaps my concern is unwarranted, but I am a regular user of this area and it's not uncommon to have to wait for 4-5 of the 18 bus before the capacity allows boarding during some of the peak times. There's pretty severe bus bunching which is caused by the traffic in the area. It would benefit from a bus lane or something to allow efficient movement of the buses through the area.	Only because the Higher order Transit options are not elaborated on, but I think for most of the areas intended for BRT, bus lanes at a minimum should be instituted. Steeles in particular suffers greatly from buses being delayed due to traffic. Once the Queen BRT is up and running, I think it will be quite obvious that dedicated lanes are required for most of the zum routes to ensure that they stay on schedule and are reliable.
60	It is all good	No	No
61	There is no preferred solution - you have spent money on this people don't want.	All of it because I don't believe you reached out to enough residents to reach saturation and get a true vision of what they want.	A LOT!! would like to offer a number of points of feedback regarding the bike lanes in Brampton, as a life long resident and the negative impact it has made on the city. 1.Your slogan, streets are for people – WRONG! Streets are for cars not for people. Bikes should not take priority over a car on a road. Not to mention the fact that people now think its okay to walk on the road, ride a bike on a 80km street or whip out their cellphone while bike riding down major roads, all of these without any safety gear (helmet, lights, or reflective vests on). 2.I am not entirely sure who lead the design and implantation of the bike lanes in Brampton but they must not live in this city and/or care about the residents. Traffic has doubled from 1996-2015, which makes sense given the population has probably tripled. Yet it was decided to reduce the amount of lanes on a number of busy streets an added in bike lanes which are not used and have caused nothing but more congestion and chaos. 3.Proper use of bike lanes: People don't know how to use the bike lanes. They go the wrong way, fail to stop a stop signs and red lights, do not use hand signals or bells and worst of all fail to
62	more ZUM	Lack of connection from east Brampton to Pearson airport	connection from east Brampton to Pearson airport
63	Sorry but Boards 18 & 19 did would not show up when I went to the QR code on my device. Same as 19, so I cannot comment.	Cannot access	Cannot access
64	I think it's great	reliable	No

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
65	<p>I enjoy the idea of more buses... Hopefully addition of express buses across the city's main veins... along Steeles, Queen, Williams Parkway, North Park, Bovaird, and Sandalwood...</p> <p>And connections to structure routes... Increases during rush hours on: The Gore Road, Goreway, Airport Rd., Torbram, Bramalea, Dixie, Kennedy, Main St., McLaughlin, Chinguacousy, Mississauga Rd., Heritage, and Winston Churchill Blvd.</p> <p>I prefer this solution.</p>	<p>Removal of priority service on routes such as Dixie and McLaughlin ...</p> <p>These routes often prove alternates to congested traffic during rush hours and hours when commuters return from work.</p> <p>I find Dixie essential on the northern end to reach Queen street. Often I have taken McLaughlin up from Steeles to Bovaird.</p>	<p>An increase of 'rural routes'... traffic through subdivisions that is essential in the mornings and evenings - may have reductions for day time hours that will not be needed in an expanded population.</p> <p>For example... the Center street bus is excellent for travel to residential network... we need more rural routes like the 9 Voddan... and local traffic such as the Avondale bus also.</p>
66	<p>Bike access. Increased LRT options.</p>	<p>It treats downtown as the hub of the city but Brampton doesn't need to have a central hub. It could be distributed around other hubs too. Mount Pleasant GO is a missed opportunity for a big hub.</p> <p>LRT options are all half measures that run rings around the downtown. They necessarily must go to the city borders and ideally into neighboring cities. In 10 years, the criticism of this plan will be that it was forward thinking in its time, but it was incomplete in its vision. For instance, the Hazel McCallion line should go all the way to Mayfield Rd.</p> <p>I understand doubling the length of something isn't trivial in cost or "targeted" in where service is being added, but I'm of the opinion that whatever infrastructure projects do go ahead, should be completed right the first time, or end up with various extensions like the Hazel McCallion line.</p>	<p>See above.</p> <p>Also, service frequency is more important than drawing lines on a map. It's an expensive commitment, and not something that'll engage the people that show up to ward meetings, but nobody is taking a bus that comes every hour.</p>
67	<p>Moving from a car-centric transportation system to a multimodal system. Working with land use department to help with better transport planning.</p>	<p>There will be a backlash from people who like driving cars. I don't believe there will be the political will to execute this plan.</p>	<p>A move to build hubs in Brampton where downtown Toronto offices can have space in Brampton rather than sending people to Toronto.</p>
68	<p>I like the fact that it is being expanded to other areas. That is very necessary especially on Mississauga road because there is barely any transportation there</p>	<p>I think that McLaughlin still has a lot of people that rely on it.</p>	<p>I would like to see more interconnected bus lines. I know from experience that there seems to be a gap on the remembrance and McLaughlin intersection. If you want to get anywhere, you have to walk all the way to Wanless and that is not very convenient especially for people with disabilities.</p>
69	<p>I like the fact that mass moving vehicles are getting priority lanes, which would help people gravitate to those options as a faster and safer option. However, cost of this should be as such that large portion of the population can afford it.</p>	<p>No.</p>	<p>I think it is well thought out plan.</p>
70	<p>I like that we are using a cost effective method of using the existing lanes and turning them more convenient and environmentally friendly with public transport and bike lanes.</p>	<p>Just want to make sure there are enough buses and convenient modes of transportation closer to all houses with the growing population, as many people may still choose cars for convenience, increasing traffic by a lot.</p>	<p>More trendy walking areas with no cars allowed would be great. But it is otherwise not missing anything, and is well thought out.</p>
71	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>

Appendix E

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
72	Really like the concept of complete streets Transit expansion is wonderful, we need more of it	The solution as is doesn't have any obvious negatives that strongly concern me	I would like to see planning of more walkable pedestrian only areas which can serve as social and cultural focal points
73	Its really good	No	No
74	Use technology and more camera on the roads to send tickets.	Drivers running red light and not penalized.	Yes as above
75	It's clear	Not sure how this improves safety?	Sorry - the website is all over the place. I can't be sure - just that for the love of all that is holy, please make it safer to drive out there - or safer and faster to take transit. That's all I want. It shouldn't take an hour to get to the mall on the bus.
76	The integration of walking and cycling making Brampton a more walkable city	No	O
77	Safety is considered in Guiding principle #4	Nothing specific but I would like the safety portion to be more of a detailed plan	More safety measures for main roads
78	It is a clear and concise plan that is very easy to follow and highlights the important factors that need to be addressed	Nothing of concern, it seems to be very clear and brings to attention many current important things that people deem valuable when considering transportation.	Every important goal seems to be highlighted, so nothing comes to mind.
79	It provides more transit options for high traffic streets like Bovaird and Bramalea	Removes Dixie which should stay Does not include chinguacousy/mavis	An explanation of what higher order transit means (disregard my answer for A and B if they don't make sense lol)
80	The use of technology to better accessibility.	No	No
81	Easy to use	Is it able reduce travel time.because it took me to reach my work 1 hour and 30 min while traveling through bus. And via car only 20 min. So time taken by any public transport should be less	Need survey at ground level to check how people think about plan
82	Bold moves	As long as the cost isn't an issue and it is completed on time.	Not really, it is cohesive and well thought out
83	extension of higher order transit	n/a	More infrastructure for e-scooters and e-bikes. I've noticed many of these users on sidewalks and at the current speed these move at, they are too dangerous to be used so closely to pedestrians.
84	I like the addition of lanes on certain streets.	Removal of a lane on Bovaird to make it a bus only lane is going to insanely increase traffic more than it already is. Bovaird is already very congested so removing a lane to make it for buses only, is going to make much more traffic and will increase commute times by a lot.	No
85	Increased transit, new brt and lrt corridors, limiting lane widening. Adding walkways to places where there's no sidewalks	Not enough bike lane expansion, specifically safe bike lanes separated by barriers not just lines on floor	Something to stop people from pulling up on the side of the road to pick up and drop off people
86	Making public transportation more timely and an alternative to driving that does not mean much longer time travelling. I am a recreational cyclist but would definitely use the new infrastructure.	Getting GO Transit on board so we have more frequent service and maybe another station.	N/A
87	- Less lanes on major roads so it's easier to cross - dedicated bus lanes so it's faster. Being in a bus stuck in traffic is not fun.	Na	Not enough about gender equality plans. I don't like using transit because there are weird people on it especially late at night after a go train Need more references to Milton GO in the transit network for people in Lionhead Need to show the 413 and 407 as barriers to pedestrians and cyclists

Appendix E

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
88	Incorporates many of the middle of the road solution I prefer.	Widening roads and introducing new ones just incentivizes car travel which will amplify the traffic issue in the coming decades.	More realistic planning of express bus routes.
89	The Complete Street, where bikes, scooters and e-bikes have their dedicated lanes signals and indications. As equal as vehicles and walking.	The current lack of bike lanes adequately painted, and the lack of bus stops without weather booths.	A comprehensive educational material for all citizens to be educated in the importance of "sharing" the streets correctly. Should be done by MSN, brochures AND correct signaling and road signs that should be educational as well.
90	Using technology and considering the thoughts of individuals.	Eliminating more roads for bicycle lanes.	I think that qr codes or a website to ask about feedback with the newly added bike lanes to the public where they can provide their opinion. I feel like I had to search very hard to provide this input.
91	Increased BRT on major corridors and mention of potential Bolton GO Line	Inclusion of Highway 413 as this project will undermine transit and increase automobile trips	Use of Orangeville-Brampton Railway as potential GO Transit or similar heavy rail transit to alleviate ongoing congestion on Kitchener Line and make use of upcoming Milton Line upgrades (not to mention OBRY would also address transit connectivity and equity issues as highlighted in municipal documents)
92	Broadly support the preferred solution. I was not aware of the extent of transportation improvements in the Brampton Plan, and appreciate that the effort has been made to be more ambitious. I also appreciate the AT plan details, and the efforts to constrain widenings - I find many of the wide roads in Brampton very uncomfortable and unsafe for travel - whether inside or outside of a car.	I will note that the proposed transit network only shows broad categories of transit infrastructure, however, for most people the transit service frequency will be more important. Details such as service and surrounding land use are likely the most important elements to a successful transit network with increased ridership.	As above, transit service will be important to achieving the outcomes of the plan - including both local service and GO transit service. Also, I am not seeing much in terms of focused safety improvements, e.g. traffic calming, addressing sidewalk gaps, etc. In particular, I would like to see a Complete Street reconstruction or other improvements along McLaughlin - a teenage girl was recently killed by a driver while walking just north of Queen, and that area has a lot of pedestrian traffic. Would love to see the City expand support for the Different Spokes bike hub to have it in different locations across the City.
93	More focused on sustainability. Complete streets	Being bold enough. If the infrastructure isn't robust it will be hard to move away from cars	Support/encouragement for businesses to participate. Most plazas are dangerous to navigate without a car and there aren't any suitable bike racks
94	Love complete streets and 15 minute neighbourhoods. Life not spent inside a car! More active transportation bridges across highways	Citizen pushback concerns me. If Vision Zero and decreasing passenger car travel (remember the climate emergency) are really goals, the city has to stick to the plans that have been approved and not give in to home owners who believe they own the road in front of their house.	I am concerned about the trucking/logistics industry. CBC's Marketplace revealed a disregard for regulations and licensing. Illegal parking, aggressive driving, etc. -how will these be addressed
95	Needs more north south transit connectivity	Not enough transit	We need a bike share and expanded car share
96	If implemented, it will greatly improve public transit and cycling infrastructure	No	Yes, there is nothing about walkability
97	Expanding the higher order transit	No higher order transit along Dixie despite the the 18 being the 3rd busiest bus route in the city. The Bus along this route gets full within a couple stops from the beginning of this route before sandalwood.	unsure

ID	A. What do you like about the Preferred Solution?	B. Is there any part of the Preferred Solution that concerns you?	C. Is there anything that you think is missing from the Preferred Solution?
98	<p>There are easy east - west and north - south connections on a grid. This will help people get across the city.</p> <p>I like seeing the added proposed physically separated bikeways as it makes a huge difference in peoples' experiences in safety and riding a bike in the city.</p> <p>Increased connectivity across highways since those are a nightmare to cross as a vulnerable user on the road.</p>	<p>Removal of higher order transit on McLaughlin Road. Was this for the north portion of Queen street? Or was this from south of Queen street into Mississauga? At least there is a priority bus reach Sheridan College. This is a major area to connect students to the rest of Brampton.</p> <p>I'm concerned about the lack of safe infrastructure to support students riding to the Sheridan College.</p>	<p>Not much at the moment from the broader overview.</p> <p>Having continual connections with neighbouring municipalities to enhance experiences of those travelling into Brampton for work/leisure.</p>
99	More buses for weekends	Needs more bus service on weekends	More bus service on weekends
100	<p>The Preferred Solution offers a strong mix of investment in transit and active transportation infrastructure while keeping some of the proposed roadway expansion to facilitate automobile movement and goods movement and account for population growth.</p> <p>I like that the Preferred Solution considers that there should be multiple higher-order transit corridors as this supports the creation of a high-frequency minimum grid for transit. I also like that the Preferred Solution leverages the construction of higher order transit for the construction of active transport infrastructure</p>	<p>The removal of the proposed Dixie BRT is a concern. Dixie is a very important corridor for Brampton, Mississauga and Peel Region. While some of the built form and zoning along Dixie changes as the corridor moves from the primarily industrial section between Eastgate Parkway and Orenda Drive to the higher density residential-commercial section between Orenda and Queen and the primarily residential section north of Queen, the need for people to be able to make predictable trips using frequent and reliable transit does not. As additional development happens at Bramalea City Centre and the Rogers lands at 8200 Dixie, there will be additional demand for trips along Dixie over time, and not building the infrastructure now will be a challenge.</p>	<p>I am also slightly concerned in that I do not see a vision for transit along Highway 410. Highway 410 is a highly congested transportation corridor but it should have some sort of transit component (if not a full transitway, then at least service north of Queen) for express north-south trips through Brampton. I note that the 413 Transitway proposal includes a partial transitway alongside Highway 427 (according to https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/) but this is not included in the draft map for the 413 Transitway. Nor are any of the proposed stations along the 407 and 413 Transitways that would potentially be located in Brampton shown on the map. This would include Bovaird Drive, Heritage Road and Highway 50 on the 413 Transitway and Mississauga Road, Hurontario Street, Dixie Road, Airport Road, and Goreway Drive on the 407 Transitway. There are also stations just outside the Brampton Boundary such as Winston Churchill/Whaley's Corners on the 413 Transitway and Highway 50/Clairville on the 407 Transitway, which are important for regional connections and jobs.</p> <p>I also do not see potential interchanges between</p>
101	<ul style="list-style-type: none"> - commitment to expanding and prioritizing transit - enhanced connectivities and recreation trails. if the city could commit to building continuity between disparate sections of the ECT it would be a boon - (in principle) adopting the ethos of complete streets 	<ul style="list-style-type: none"> - 'complete streets' are insufficient if all non-motorized traffic is segregated onto a multi-use path or bike lanes are painted gutters. the city should commit to grade separation for bicycle safety and ensuring that lanes are not occupied by drivers who force cyclists back into the stream of traffic - removing higher order transit on two major arteries seems unnecessary and counterproductive 	<ul style="list-style-type: none"> - improvements to road safety on railroad st, where pedestrians are forced to take unsafe measures to enter the Go station and the various crossings with mill and park have visibility issues for pedestrians crossing the street. Frankly it would be ideal to pedestrianize this section
102	<ul style="list-style-type: none"> -The increase and proliferation in public transit services and the emphasis on non-car methods of transportation. -LRT -Looks like transit will be better connected. 	<p>"High order transit" is not explained, so the regular citizen does not know what that means. I am an informed citizen and I don't either. This is a problem because I can't comment on it. But it doesn't sound too good that McLaughlin and Dixie won't have it since they are main roads, thus should have high connectivity to the transit system.</p> <p>Lane-widening concerns me because it sounds like it'll create more space and facilities for cars, worsening our car-dependent infrastructure.</p>	<p>Overall connection to Brampton development projects that build a cohesive plan for the future. For example, while this looks like it is a step in the right direction, what is being done in terms of housing to reduce urban sprawl? Those are different consultations but it all goes hand-in-hand.</p> <p>Environmental factors and impact are missing from here too.</p>

Appendix E

ID	What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?
1	<ul style="list-style-type: none"> - Supporting improvements on the Kitchener Line (GO Transit) - Advocating for a new Heritage Heights GO Station - more dedicated Bus lane on major streets - Encouraging more trucks to use Highway 407
2	more trucks on hwy 407
3	underground transportation, wifi on the bus
4	more support for Kitchener line improvements - it is very needed!
5	
6	All way two-day service on the Go Kitchener line and a feasibility stand by bike sharing wonder if the bikes will still be available. Also have the Hwy 407 be more utilized
7	Improvements in transport service and more consistent schedule
8	connectivity to Orangeville and Northen parts
9	
10	
11	very first, there should be one fair system from Brampton to Toronto like no need to tap in Go Train when already tapped in bus before you take the train. Buses times and more buses need to be improved
12	<ul style="list-style-type: none"> - Conducting a bike share feasibility study - Encouraging more trucks to use Highway 407
13	Supporting improvements on the Kitchener Line (GO Transit)
14	
15	The Bus Route
16	By improving the integration of Brampton Transit & Go transit
17	Improve heading toward Toronto. 1 hour is too long to wait
18	
19	
20	Wider roads to accommodate cyclists
21	everything seems to be working for my opinion
22	
23	
24	
25	Is very easy to exit and moreover, the timing is easy to reach on time.
26	
27	
28	
29	cost effective, reliable safe and works well for everyone
30	
31	Adding more buses to suburban areas, supporting improvements on the Kitchener Line (GO transit), Advocating for a new Heritage Heights GO station, encouraging more trucks to use Highway 407
32	Conducting a bike share feasibility study, supporting improvements on the Kitchener Line (GO Transit)
33	No idea
34	<ul style="list-style-type: none"> - Supporting improvements on the Kitchener Line (GO Transit) - Advocating for a new Heritage Heights GO Station - More partnership with GO transit
35	
36	Electric shuttle bus to GO stations.
37	Improving connectivity to Toronto or other major city downtown using public transit > driving. If this was more accessible/reliable, it would be preferred over driving a car
38	Centre lane like Vaughan City. So, they can reach destination quickly. Also, they should add metro at main, queens and Bovaird Street.
39	
40	<ul style="list-style-type: none"> - Conducting a bike share feasibility study - Supporting improvements on the Kitchener Line (GO Transit) - Encouraging more trucks to use Highway 407
41	All of the above plus better integration with Region of Peel around goods movement and education and encouragement programing to help shift mode share
42	
43	<ul style="list-style-type: none"> - Tax rebates for bike-riders - Conducting regular environment-friendly seminars/ exhibitions
44	I support the trucks on Highway 407 plan

ID	What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?
45	I would like to see bike share, car share, increased enforcement of the no parking in bike lane by law, and increased use of protected bike lanes like on Vodden, movement of bus stops at intersections to either be floating, or on the far side of the intersection to allow bike lane protection right up to the intersection to prevent drivers from coming into the bike lane, significantly decreased headway on all bus routes, and weekend go service to Kitchener Waterloo
46	Not to delay before getting to destination
47	All good
48	More GO stations, possibly integrate fares with trains, and light rail. Oh also, did I mention light rail?
49	Encourage more trucks to work on weekends
50	
51	Please have more frequency for rhe route
52	Bike share with e-bike option Dedicated bus lanes Send trucks to the 407 Education campaign to encourage walking and cycling
53	More bus routes using the 407 like the 501c or a route to 407 station
54	Partner with provincial politicians that aren't divisive and are willing to get it done
55	Remove the bike lanes. Not used in winter, barely used in summer and they are dangerous to everyone including passenger cars.
56	
57	<p>Bike share and pedestrianizing streets is only possible when the streets are safe.</p> <p>Active TO, when the lakeshore was shut down during covid years, was a great example of removing car infrastructure and showing that a car-free city is possible. That it's not difficult to imagine a world where riding one's bike safely on the road is not a dream. Cyclists in Brampton are often relegated to the sidewalk due to the high speeds of motorists. Car-free events that promote local businesses could be a way to encourage positive views of cycling and purchasing goods from local Brampton based businesses.</p> <p>Discouraging the use of single occupancy car-centric commutes should improve commercial vehicles to still use high ways when the alternatives allow Bramptonians to travel comfortably and safely outside of just using cars.</p> <p>Farmers markets where downtown main street is shutdown could be a more frequent endeavor and potentially other areas of Brampton could see similar types of "BIA events" like those seen in Toronto like taste of the Danforth, Dundas West fest, etc.</p>
58	Bike share programs, improvements to go transit, trucks on highway 407, new go station, more lrts/subways
59	<p>Bike share is absolutely something that should be implemented, it's very successful in Toronto and with our growing bike infrastructure, it will be successful here, too.</p> <p>Electrification, and the 3rd track for Brampton GO is an important development to allow for higher frequencies of trips past Bramalea. I've not heard of the Heritage Heights GO station before now, but given the developments going on in the outer edges of the city, something like that would probably be a good thing.</p> <p>Removing trucks from traversing through Brampton and instead using the highways would be a worthy goal.</p> <p>I think services like zipcar and other short term car rentals should be investigated too. Car ownership is unfortunately necessary in a lot of the city, and even with the Transit proposals, cars will still be required for some trips. Short term car rentals can help fill the gaps. If we remove the absolute need to own a car, more people are incentivized to use transit or alternate transportation where it is available.</p>
60	Work with the other cities transportation (nearby) and have a uniform payment plan. Drivers to undergo training to be on time and be a little empathetic towards paying passengers. Also increase the frequency of buses on busy routes. Plz don't have ppl standing in the buses. It's not safe. If there are ppl standing in the bus, the driver should be driving carefully.

ID	What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?
61	<p>Better education to those that use a bike on how to bike safely and the bylaw and legal requirements of a bike.</p> <p>Bicycles should have a licence plate, insurance & riders must pay for the devoted bicycle infrastructure. It's going to contribute to traffic congestion, squeezing bicycle lanes on both sides of the roads - move bike lane and extend sidewalks instead</p> <p>create HOV lanes for buses and those with 2 or more passenger - similar to richmond hill</p> <p>Teach people how to drive and have stricter regulations on new drivers ie: implement a fingerprint system rather than just a picture system so that legally people cannot pay others to do tests. Harsher punishments for repeat offenders of bad driving to ensure the safety of bikes and pedestrians.</p> <p>Enact time of day for transport trucks to only use major roads after 9pm and before 6am.</p>
62	
63	<ol style="list-style-type: none"> 1. Adding more public transit where needed. In particular, more Zum and regular buses are needed from 3pm till approx 6pm each day, including week days and weekends. Busses that run on main/busy routes at this time are often so full that they cannot pick up any more passengers, increasing bus wait times up to 1 hour. This does not involve adding infrastructure or any grand plan, just add more busses! 2. Safe, protected bike lanes! 3. Trees planted, maintained and nurtured. 4. Accessibility considered. 5. Traffic signals that change for pedestrians automatically at each intersection and do not rely on someone pushing a button. 6. LRT Extention to downtown and not a tunnel, just down Main Street.
64	
65	<p>Increasing the access to Year Bus Passes for residents under a welcome policy. To enable the low-income travellers to access transit at a reduced investment for the term of one year given they have resided in the city and intend to reside in the city...</p> <p>This incentive is beneficial to the riders and improves the likelihood of trip planning using a vital pass...</p> <p>Being Low-Income should not limit travel to and from for recreational activities and should not factor into the desire to get active in one's community. Transportation should be a service accessed to enhance the lives of travellers and open doorways and pathways to improve a persons life.</p> <p>Applications for year passes should be managed by the City of Brampton... advertised along with low-income supports... and eligible citizens should be prepared to pre-purchase passes with their credentials at reduced rates.</p> <p>This should be a program made available to partner with OW and ODSP clients... improving their quality of city interfacial - allowing access to many community supports.</p> <p>Also... The City of Brampton should use recycled materials to make benches for seniors who access the system of transportation... Long walks to bus stops should have waiting and seating areas... and waiting at bus stops often have seniors utilizing these locations for seating that proves inadequate... with struggles on their feet... a seat on the bus can be expected... bus stop waits still need support.</p> <p>Perhaps a program to use our city wide recycled plastics and glass to make composit benches could be good for our 'Flower City'... Something heavy but simple... modern in construction may prove a practical solution - one that might have support... a Bottle drive for Benches... and plan to increase outdoor resting spaces adjacent sidewalks - not just at travel routes...</p> <p>If the City anticipates 100s of people will wait at a particular route daily... why not provide seating for</p>
66	<p>Use the N-S rail corridor that's been disused for something productive. At the very least, don't lose the right of way to build something in the future.</p>
67	<p>Better use of the 407 is key</p> <p>Changing the current sozning to allow people to be closer to where they work and shop.</p> <p>Changing parking requirements for shopping and commercial properties to allow more buildings on the site.</p> <p>Building satellite hubs in Brampton for office work (e.g. work with the big banks to have satellite office in our city rather than sending people into Toronto)</p>
68	<p>A line running from mount pleasant straight to Humber would be good. I know there is a train that goes to Bramalea in a very short time but then you have to wait for the bus and it's a long wait. I also think that there should be some people riding the bus from certain area to see what the experience is like. Such as the wait time and how accessible it is to get to grocery shopping, etc.</p>

Appendix E

ID	What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?
69	May be city can collaborate with province and use some of the freight railway infrastructure for also moving public along those lines.
70	Would love if Brampton transit could share fares with Toronto transit so it could be more affordable to the public to travel between cities
71	
72	We need more go stations on the east side of Brampton Making trucks use 407 would be fantastic
73	
74	
75	I support all of these, especially improvements to the Kitchener line and the 407.
76	Bike rentals like the scooter program
77	
78	Increasing lanes on roads for high traffic areas with only 2 car lanes
79	Some sort of bike incentive to get us to choose bikes over cars or whatever
80	
81	
82	I believe the transportation system should be relatable to the point where people drive less and use the public transit system more.
83	
84	
85	
86	Bike share would be cool. Definitely need more frequent service on Kitchener line.
87	- safety: Female only buses (no weridos) - more frequent buses so you don't miss your connecting bus
88	We need buses to be able to use the highways outside of the car traffic. The province could open up so much with bus-only lanes.
89	Better engagement between city officials and users.
90	To create more roads and to assist in asking the people of the city if they truly want these bicycle lanes
91	Working with Mississauga, Caledon, and the Region of Peel to develop the Orangeville-Brampton Railway into a rails with trails corridor instead of solely turning it into a trail (would help provide north-south route alternative to Highway 10 along with alternative to Kitchener GO line congestion)
92	The City should look to provide a range of mobility options, including sharing services such as car-share and bike-share to give people more options to get around, and to link to transit. Safety should be a priority, including much more extensive traffic calming in neighbourhoods and key locations. The City should also have a program to address sidewalk gaps and pedestrian crossings. The City should expand support for the Different Spokes Bike Hub - it would be great to have locations like that across the City. I would love to see more attention paid to streetscaping and plantings along roads - for a place known as the "Flower City" it sure is grey in this town!
93	More policing of dangerous driving. It makes it scary to consider sharing the road as a cyclist or pedestrian
94	Bad driving has to be addressed-btw do drivers who drive onto city property and knock over trees and signs pay to repair the damage or the taxpayers? More bike spaces on the GO train I think we need to collect data on road collisions and road usage, cost of damage done by cars and publish it - Also count bike lane users (see Waterloo on King Street)
95	Bike share Car share Lots more bus service
96	I don't see your Board 19.
97	

ID	What type of programs or partnerships would you like to see from the City of Brampton to improve transportation?
98	<p>I would like to see how more transport vehicles could be using Highway 407 to reduce local congestion whenever possible. Removing parked cars on local roads that could benefit from more traffic flow. Parked cars = moving no one versus converting it into a bus/bike lane. Pushing/prioritizing for more protected bike infrastructure in a grid manner will increase the number of people willing/wanting to ride to get to their destinations.</p> <p>Continue to support programs like Different Spokes that build a sense of community and give people a place to go to feel empowered to repair their own bikes. People yearn to feel connected and a sense of belonging. Having programs that bring people together to take up space and feel empowered to do so, will increase the number of people feeling comfortable to ride more.</p> <p>A partnership with colleges (such as Sheridan) to offer a transit pass for students to increase the number of trips taken and show the feasibility of transporting themselves with transit beyond their time on campus. During this vital time before students purchase a car, this can help us reduce the number of people becoming reliant on a vehicle in the future.</p>
99	All good
100	<p>plans for active transport infrastructure built along with higher-order transit should not be limited to the corridor itself. Where possible, Metrolinx and the City should be building active transport infrastructure along all roadways perpendicular to the stations on the higher order transit corridor to a distance of 2km. This will encourage the use of active transportation to connect to higher order and frequent transit, while reducing pressure on the transit system and allowing it to operate more efficiently.</p> <p>Once the city is able to create a fine grid of higher order transit and a fine grid of active transport infrastructure along the HOT corridors, AND add frequent transit and active transport infrastructure along the perpendicular corridors, there should be a formal integration of the shared micromobility services into Brampton Transit, so that shared micromobility can be an extension of frequent and higher order transit, as well as an option for local transport (making space available on transit for those who need it more).</p>
101	<ul style="list-style-type: none"> - holding the region to account for better enforcement of traffic violations particularly speeding and reckless driving for motor vehicles and ensuring that e-scooter users are treated proper motorists as the highway traffic act stipulates - enforcing parking violations with more rigor - improvements to the kitchener line including modernizing and expanding service to brampton innovation district go instead of treating it as a second class citizen compared to mt pleasant and bramalea - expanding support for bike share
102	<ul style="list-style-type: none"> -Conducting a bike share feasibility study -Supporting improvements on the Kitchener Line (GO Transit) -Cheaper and more widespread + frequent transit -Ease in connectivity between different cities' transit lines; everything in the GTA already uses Presto/Metrolinx -Advocating for safer bike lanes: instead of having them as a part of the road, have them adjacent and a bit separate like sidewalks. Bikes are not safe on roads with cars and trucks going over 40 km/h. Instead, they should be an additional lane on the sidewalk. -Advocating for and developing less urban sprawl and more 15-minute cities/communities. -Better bus shelters: all should be covered, ideally be warmer in winter, show which busses come to that stop and a schedule of the busses.

Appendix E

ID	Please provide any other comments you have for Brampton's future transportation system.
1	Question not available on paper surveys.
2	Question not available on paper surveys.
3	Question not available on paper surveys.
4	Question not available on paper surveys.
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16	Question not available on paper surveys.
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18	Question not available on paper surveys.
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ID	Please provide any other comments you have for Brampton's future transportation system.
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70	You guys have done a great job with research and ideas.
71	Great plan
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75	Please make safety your #1 concern, I'm getting driving anxiety out here :(
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82	There should be better safety protocols and measures in place.
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88	<p>More buses and electrified rails. We don't need trams, as nice as they are they aren't easy to use for most people and they aren't even priority at signals, sharing the road with cars is just going to make drivers resent the idea of transit. A successful city is one where the wealthy also use transit, because it's fast and safe.</p> <p>We need an insistence on safety, not just for the drivers but for the people as well. There's a lot of issues with re-offenders being sent right back to the streets and these bleed into the transportation especially around the downtown core and Queen Street. There's so much crime and sketchy business along that corridor that makes transit unattractive. Please, we</p>
89	Make the City biker friendly!! It's a culture, it must be taught and learned. Go to cities around the world with bike cultures and learn the pros and cons, use the systems there, experience it so that you work with common sense.
90	Brampton is a commuter city. Putting the bicycle lanes appeared to have caused more traffic and idling due to reduced lanes. The bicycle lanes are empty and should be researched on the usage of the lanes on a daily basis. I believe that the money spent on putting barriers and lanes is not worth it. Rather it is ideal put bike lanes alongside with the sidewalk and make partnerships with the community to assist in providing their driveway space in order to facilitate this
91	Need more consideration for using rail assets not just for GO trains but to shift and encourage freight away from trucks to rail as reducing the amount and distance of road freight trips will help to curb traffic issues on our streets and highways along with emissions reductions. We also need to keep actively using local rail assets like the Orangeville-Brampton Railway instead of ripping them up for a trail given how valuable railway corridors are along with the fact that removing the rails make restoring service much more expensive and politically difficult. This has been proven multiple times in Europe who started the rail to trails program and the proven solution of rails with trails marries together multi-model
92	Ultimately, the transportation network should support creating great places - places with lots of people walking, shopping, and having fun. Any roads where this is impeded should be redesigned. Overall, nice to see an effort to move in that
93	Great focus on building a greener future! Say no to Hwy 413
94	<p>No right hand turn on red</p> <p>Red light cameras everywhere!</p> <p>Reduce speed limits to 30km/h schools</p>
95	Need a lot more bus service, it is very overcrowded, I won't take the bus because it is too crowded and I don't like being passed by full buses. The unreliability of bus service means I need to spend a lot of money owning a car.
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ID	Please provide any other comments you have for Brampton's future transportation system.
98	<p>Drivers will continue to feel like taking up car lanes is not a positive step forward and we can't let that reduce efficiency for the general public. Most vulnerable users (walking, cycling, etc.) are silently suffering when they feel harassed on the streets and bullied by people in cars. For people (children/teens, elderly, disabled, unable to afford, etc.) who can't drive, it's important there are options for them to get around so they don't rely on others who can drive to take them places. The greater good would benefit when we can have MORE people moving through an area because they are choosing to NOT drive and also be a part of traffic. People will complain about congestion, but that means we need to offer enticing options for the mode shift.</p> <p>The grid connections are the most important to increase efficiencies in public transit and AT. Most importantly, people need to feel safe using the infrastructure. Prioritizing public transit in a way that doesn't get affected by traffic so it can stay on time and reliable for the many people waiting to transfer between busses. It is frustrating when busses end up being delayed due to the bumper to bumper traffic caused by single occupancy vehicles, which reduces the number of people wanting to take transit if they were trying to mode shift from driving themselves.</p>
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Appendix F – Submitted Emails

No.	Date	Contact	Email Content
1	27-Sep-24	Dayle L	<p>Hi Fernanda,</p> <p>Further to our discussion, here's some photos and points about Conservation Drive. The unnamed images were taken in the past couple of days. Spoiler alert, when I viewed the AT Network Brampton Plan & Bold Moves Scenario Maps on my tablet and was able to expand the screen size, I could see Conservation Dr IS PROPOSED for BIKE LANES on Conservation Drive between Hurontario and east across Kennedy Rd. to the corner (at Heart Lake Conservation Area).</p> <p>A realtor/broker couple, Gunjan and Sumit Sharda moved onto Conservation Drive in 2022. Gunjan was door-knocking to introduce herself. She brought up that she would like to see bike lanes on this road because she has a young family, and she doesn't feel safe cycling on Conservation Drive due to the speeding, the hill, and the winding road. She cycles on the sidewalk to access Etobicoke Creek Trail. Gunjan and Sumit participated on Community Ride 14, a week ago. They were thrilled with the 5km and want to attend the 15km rides next year. They also want to attend Bike the Creek. Gunjan started a neighbourhood association and will be holding a get together event on Oct 12th, to which David and I are invited. She is willing to get a petition together, delegate, advocate, do whatever it takes to make a bike lane happen. She also mentioned potentially speed cushions in addition to bike lanes.</p> <p>David and I have lived off Conservation, on Dawnridge Trail for 41 years. We cross Conservation usually 4x per day on our walks, so have familiarity in all seasons, both on and off rush hours.</p> <p>Conditions on Conservation Drive:</p> <ol style="list-style-type: none"> 1. There used to be transit on Conservation, several years ago. It was maybe more than 10 years ago. Currently, it is on a school bus route. We find it is a 12 minute walk to the Heart Lake bus terminal on Conestoga. 2. There are MANY vehicle collisions, due to speeding and crossing the solid line on the blind s-corner of the hill. We have personally witnessed several collisions and injuries. The bridge railing has many dents from collisions. 3. A few years ago, the bridge was widened to add a proper sidewalk on both sides (previously it was not regulation). The railing height was raised and strengthened. Crashing vehicles used to routinely go over the low railing. 4. Three years ago, the boulevard with mature trees (as seen in the photos) was enhanced with thousands of dollars of good-sized 'caliper' trees, which was a significant investment in the streetscaping, beauty and value of Conservation Drive. 5. A few months ago, a couple of high cameras were placed adjacent to the driveway from Conservation Dr into the Park, to automatically detect speeders. (We have anecdotally noticed a minor reduction in speed. It is still difficult to cross at midblock due to speed, volume of cars and tailgating.) 6. Google maps currently suggests Conservation Drive as a cut-through from Wanless to Kennedy. Hence the increased traffic flow through this residential area instead of using arterials Sandalwood Pkwy and Mayfield Rd. 7. St. Stephen's Catholic School on Braidwood Lake has a catchment from both north and south of Conservation Drive. There is a school traffic crossing guard morning and afternoon at the 4-way stop at Braidwood/Sunforest & Conservation. 8. The Realtor Gunjan, who can see the 4-way stop at Dawnridge/Carnforth & Conservation from her front yard, indicated there is a problem with vehicles not stopping at the 4-way signs. <p>Conservation Drive in the Brampton Mobility Plan:</p> <ol style="list-style-type: none"> 1. In both Scenarios 3 (Brampton Plan) and 4 (Bold Moves), Conservation is shown as proposed "widening to 4 lanes" between Hurontario and Kennedy. <ol style="list-style-type: none"> 1a. It is listed as PROPOSED FOR BIKE LANES for Active Transportation Network. 2. I would like to see if we can achieve significant road allowance by narrowing the vehicle lane as much as possible and painting the minimum width for bike lanes to avoid road widening. Due to the slope of the hill (therefore speed on the downhill), I do not recommend a bi-directional cycle track, which would possibly take less space. 3. Students and many pedestrians use the sidewalk in both directions, and when a bike tries to share the space (illegally), it is uncomfortable. So, I suspect turning the sidewalk into an MUP in its current form might not work. <p>Please let me know if you need more information, a video, images taken at rush hour...</p> <p>Kind regards, Dayle</p>
1 (cont)	27-Sep-24	Dayle L (continued)	<p>Brampton Mobility Plan is being promoted in blog posts: https://bikebrampton.ca/2024/09/25/have-your-say-on-bramptons-mobility-plan/ and https://www.bramptonea.org/2024/09/21/have-your-say-on-bramptons-mobility-plan/</p> <p>Brampton Bike Repair Stands promoted: https://bikebrampton.ca/2024/09/21/brampton-bike-repair-stands/</p>

No.	Date	Contact	Email Content
2	27-Sep-24	John V	<p>Good morning Richa,</p> <p>It was good to talk with you this morning. Further to our conversation, regarding the City of Brampton's current effort to frame a renewed Mobility Plan, inclusive of initiatives that would underpin/embrace/expand active transportation in broad measure, the following information (links) may offer further guidance for you and your colleagues to consider in this planning initiative.</p> <p>As promised over the phone, the link titled Bicycle Dutch regarding cycling issues in broad measure is attached for your consideration and review. The site's developer is Mark Wagenbuur, who administers and maintains the site's currency. Bicycle Dutch is arguably (at least for me) one of the very best websites I have reviewed regarding cycling as one form of active transportation. May I suggest that the best way to access the site's broad-based contents is to click "Theme Index" on the cover page of the site (located at the top of the page). This will enable you to access the various themes Mark has established, with each theme accessible and populated with commentary and youtube presentations.</p> <p>https://bicycledutch.wordpress.com/</p> <p>Mark Wagenbuur is well known in cycling circles. See the youtube link below. https://www.youtube.com/watch?v=3zrwO3EQM40</p> <p>Of particular interest to you might be the link, as posted on Mark's website. https://bicycledutch.wordpress.com/2021/01/06/the-third-edition-of-sustainable-safety/</p> <p>The fourth site that may pique your interest is titled Dutch Cycling Embassy. Chris Bruntlett, who is a Canadian by the way, is this organization's international relations manager. The site has much to offer regarding matters relating to cycling in the Netherlands. And I believe Mr. Bruntlett (and possibly one or two others from the Dutch Cycling Embassy) did speak to City of Mississauga staff and possibly also to the general public at a forum a year or more ago about cycling (but I cannot be sure of the details, so you will have to check into this if you wish Mr. Bruntlett to speak to an audience here in Brampton). I would suggest including Mark Wagenbuur as part of such an initiative. https://dutchcycling.nl/</p> <p>Further, in 2021, in support of Canada's National Active Transportation Strategy, the Government of Canada launched the Active Transportation Fund (ATF) in the amount of \$400 million dollars (Canada wide). Brampton did not take full advantage of this funding opportunity. ATF funding is no longer available but perhaps the Government of Canada has a bagful of available dollars somewhere tucked in its overall budget to assist municipalities with developing/expanding their active transportation infrastructures. https://housing-infrastructure.canada.ca/trans/index-eng.html</p> <p>And on a closing comment, you may wish to purchase one of the best books on cycling I have read through the years. The book, written by Grant Petersen, is titled Just Ride: A Radically Practical Guide to Riding Your Bike.</p> <p>It was good to talk with you. I hope to meet you at one of the planned open houses.</p> <p>Sincerely,</p> <p>John V xxx-xxx-xxxx</p>
3	28-Sep-24	John V	<p>https://www.nature.com/articles/s41598-022-25448-z</p> <p>Hello Richa,</p> <p>It was good to meet you (and your colleagues) at the Brampton farmer's market this morning.</p> <p>As promised and discussed briefly with you at the market, please find attached an article that may interest you with respect to your work as a Brampton City transportation planner. This study has also been shared with Nelson Cadete, among others, including Dr. Frank Martino, who is president and CEO of the William Osler Health System.</p> <p>Take good care,</p> <p>John V</p>

No.	Date	Contact	Email Content
4	28-Sep-24	Sylvia R	<p>Hi Richa,</p> <p>As always, it was a pleasure to talk with you at the Farmer's Market. Here are my thoughts on the PIC boards.</p> <p>I think the 64% mode share for driver and personal automobile is much too high, I think between transit and active transportation, we can drive driver mode share to below 50%, and will need to.</p> <p>The Caledon Question and Screen lines Whatever model you are using to calculate demand is messed up, either in input data, or how it processes it. It seems to ignore the 150k people that Caledon is going to build housing for between Mayfield Road and Old School Road. Due to Caledon's development pattern being largely a 3 km strip that is 20km+ wide, they are effectively locked into Brampton Transit being a sole source provider for most of their transportation needs. The Brampton Plan model seems to not figure in any of that transportation demand, due to the lack of Zum lines going into Caledon. Even the Bold Plan seems fundamentally deficient regarding north south connectivity into Caledon. If you do not plan for them to take transit, then they will drive, and they might clog up the 413 hurting freight, add congestion to the 410, and add a bunch of congestion to roads in Brampton.</p> <p>Draft Preferred Transit Solution •In general, there are too many HOT stubs, and insufficient Zum lines/lengths. •McLaughlin, Kennedy, Dixie, and Torbram should all have Zum lines running from Mississauga into Caledon. Bovaird should have a Zum into Georgetown. Highway 50 should also have a Zum Line, which will be critical for servicing Bolton, whether it should long term be HOT, that is to be determined in conversations with Caledon and Vaughan/YRT •Huronario Street should have HOT running to the bus terminal planned in Caledon NW of Snelgrove. •The Sandalwood Zum should be planned to connect to Cottrelle and extend to the west side of the 427, where the EA, and land provisions for a Transitway station. Note, York Region explicitly protects this in their transportation plan. (if that seems long, consider that Queen and Steeles Zum lines are longer. •The Bovaird HOT corridor should extend along Castlemore into Vaughan, as YRT plans for their Major Mack BRT to go down to Rutherford Road via the 427. Their Major Mack BRT is planned to go all the way to Highway 48/Markham Road, and a 7km extension on our end would create a 57km continuous BRT corridor. The logical terminus for Brampton Transit would probably be Jane Street, as that is the location of Canada's Wonderland, a major hospital, YRT's planned Jane Street BRT, and where York Region desperately wants the subway to terminate.</p> <p>Draft AT Solution Bovaird connection needs to happen ASAP, talk to Moaz Ahmed of Scooty, he has data showing heavy usage around Bovaird east and west of the 410, but that gap serves as a moat cutting the areas in half.</p> <p>Road Network Airport Road will probably need to be six laned in the long term, as the Region and Caledon both contemplate Industrial from Mayfield Road to King Street. Airport Road needs to serve as an important freight connector, and that means heavy truck traffic. It will likely also need rapid transit, possibly elevated. Remember, Airport Road goes all the way to Stayner (77km north of Mayfield), where it turns into Highway 26 and continues to Collingwood. Airport Road has been a major arterial and long distance road since before Confederation Cartography errors, it shows Queen Street being widened in the downtown, that can't be right, can it? The DC By-law review shows a planned 410 overpass from First Gulf to Westcreek, if that isn't recommended, then we should remove that from the DC charges. There also seem to be several hundred million in road widenings baked into the new DC by-laws that the City has decided against building, if they are not planned to be needed by 2051, then we should remove them from the DC by-laws.</p> <p>Expect much more detail next week after I get a chance to start reading the TMP, including technical components.</p> <p>Sincerely, Sylvia</p>
5	1-Oct-24	John V	<p>Thank you Richa. Wishing you and your colleagues all the very best with your (what will be no doubt challenging) work to revise Brampton's current 2015 Transportation Master Plan.</p> <p>And, FYI, next year's Velo-city Conference will be convened in Gdansk, Poland. https://www.velo-city-conference.com/ And, as I had said to you at the Farmers' market this past Saturday, I would (as a taxpayer) fully support (voiced and with a letter of support to my City councillor) travel by a small complement of Brampton city staffers (yourself included of course) to attend this conference in Gdansk, with perhaps side trips to Denmark and The Netherlands to meet with your counterparts in Denmark and The Netherlands and to observe first hand how the Danes and the Dutch make it all work. The spirit and intent to participate in this conference in Poland as Brampton delegates, of course, is to learn from the conference deliberations in the broad measure and to bring all this learning back home to Brampton, with the view to further develop Brampton's active transportation infrastructure.</p> <p>Best wishes, John V</p>
6	1-Oct-24	John V	<p>https://mobycon.com/references/</p> <p>One more link that may be of interest.</p> <p>It is a Dutch multinational active transportation consulting firm that has an office in Ottawa.</p> <p>I won't bug you any more with resource links.</p> <p>All the best, John V</p>

No.	Date	Contact	Email Content
7	1-Oct-24	Sylvia R	<p>Hi Suzette,</p> <p>I apologize for getting frustrated about the development charge study earlier today. I've since reviewed the DC study, and if you could please help me understand it better, I would greatly appreciate it. I'm not that knowledgeable about DCs, but I would like to learn more.</p> <p>The reason I was under the impression it was a road widening, is that it shows an 80% growth related cost for Torbram in Appendix D, page 236, and a total cost of \$147 million for the Southern City Limit to Countryside Road. If we aren't adding lanes, how does it add capacity, and how do we assume a mere 20% Benefit To Existing? To me it seems like of we aren't adding capacity, then the benefit overwhelmingly comes to existing. If we are widening a road, I could very easily see how we get 80% of benefits are growth related. After all, more development means more cars, means more lanes are needed to handle it, so we widen roads to accommodate all that additional growth related traffic. If you have an explanation for how Complete Streets revamps can total in excess of \$15 million per kilometre, I would be very interested to learn about how engineers cost that kind of infrastructure.</p> <p>Sincerely,</p> <p>Sylvia</p>
8	3-Oct-24	Gunjan S	<p>Hi there,</p> <p>As a resident of Heart Lake, I strongly feel the proposed Bike Lanes on Conservation Drive (outlined in the Active Transportation Network Scenarios (both the Brampton Plan Scenario as well as the Bold Moves Scenario) would be highly beneficial in that it would connect the Etobicoke Creek Trail to the Heart Lake Trails. Furthermore, it would make the existing bike lanes connect, as it would connect the bike route along Wanless (west of Hurontario) East through to Heart Lake, ultimately allowing bike transportation in a safe and effective manner for those looking to increase their level of active transportation productively.</p> <p>I strongly believe that turning Conservation Drive into 4 vehicular lanes (outlined in the Road Network Scenarios for both the Brampton Plan as well as the Bold Moves Scenario) would be detrimental to the neighbourhood - not only would it promote cars as the primary mode of transportation, the neighbourhood already experiences a tremendously higher-than-average number of cases of vehicular speeding, noise, traffic and pollution. Introducing bike lanes would also naturally reduce the speed of drivers using the Conservation Drive road to safe limits and increase the neighbourhood use of their bikes. For a neighbourhood with a high volume of children accessing the streets using their modes of transportation, I feel this should be a high priority. It only makes sense to support active transportation in our Conservation area.</p> <p>Supporting the proposed active transportation changes to Conservation Drive would allow more emphasis on sustainable modes of transportation by promoting a more active lifestyle in this specific pocket of Brampton that already possesses great active transportation infrastructure through the Etobicoke Creek Trail and Heart Lake Conservation Trails, but are poorly utilized due to their lack of cohesiveness.</p> <p>I can be reached at xxx-xxx-xxxx for any level of advocacy or to discuss this further.</p> <p>I have screenshotted below the proposed bike lane for reference.</p> <p>Thank you, Gunjan S xxx -----</p>
9	4-Oct-24	David L	<p>Hello Dave and Suzette,</p> <p>As an environmentalist and active transportation advocate, let me congratulate you and the team for the work done to date on Brampton's Mobility Plan. The Plan integrates well into Brampton's Official Plan, the 2040 Vision and the climate emergency declaration. The 7 guiding principles are well thought out and nicely articulated. Planning for Complete Streets and Enhanced Transportation Equity are laudable objectives. The Preferred Solution that would expand both transit and AT networks is a much-needed approach that begins to address the historical inequities due to decades of car-centric mobility planning.</p> <p>That said, I trust you realize that this plan will be a "tough sell" given today's political climate and the populist agenda that offers overly simplistic solutions to complex problems. There is considerable public frustration from the car-driving majority about the state of road congestion in the City. The flames of that frustration are being fanned by Provincial government rhetoric and policy that emphasizes the "car is king" mentality and minimizes the potential of other options and approaches. Any plan that pitches reduction in vehicular capacity will likely meet with strong resistance, if not during the planning stage, then later as the plan is being implemented. We are already experiencing this push-back as the City attempts to implement the more progressive elements of the comparatively modest 2015 TMP and the 2019 ATMP.</p> <p>Based on what I've read, my review of various academic studies, and my looking at the experience of other jurisdictions I have very strong beliefs about which planning scenario the City leaders should go with. It's an obvious and stark choice. Scenarios 1 or 2 will lead to a city with worse traffic congestion than today, with poorer goods movement, missed economic growth, and roads that are less safe, especially for vulnerable road users. All this will occur in a highly polluting and unhealthy environment, leading to a deteriorating quality of life for most Brampton residents. On the other hand, Scenario 4 offers an opportunity to maintain a liveable Brampton that can take advantage of economic growth opportunities and attract a stable and upwardly mobile workforce that will meet the needs of tomorrow's industry. It will also help protect vulnerable road users, improve road throughput, and reduce vehicle-based emissions while contributing to a higher quality of life. But, for me, the shaded dots representing the evaluation of the four alternatives does not offer a compelling case for alternative 3 or 4. And if it doesn't sell me, then how will those who are less informed than I am be convinced? My feeling is that the argument of the need to shift to sustainable modes must be strengthened for it to pass Council and to be acceptable to the residents of Brampton.</p> <p>The impact of the Do Nothing or Business as Usual scenarios compared to the Brampton Plan or Bold Moves must be described in detail. What will road congestion, goods movement, economic growth, and quality of life look like in 2030, 2040 or 2050 based on the implementation of these scenarios? I've got to believe that, as experts in the field, you have access to modelling tools that could be used for this purpose to help us see the future and the direction that we must take to maintain a livable Brampton.</p> <p>I appreciate the opportunity to provide feedback.</p> <p>David L – President, Brampton Environmental Alliance xxx-xxx-xxxx https://bramptonea.org</p>

No.	Date	Contact	Email Content
10	4-Oct-24	John V	<p data-bbox="407 163 711 184">Hello Nelson, Richa, Steve and Fernanda</p> <p data-bbox="407 205 971 226">https://mobycon.com/updates/reflecting-on-dutch-and-danish-design-practices/</p> <p data-bbox="407 247 1458 289">I have been reading through the Mobycon website and found an article posted on its website (above) that chronicles Danish and Dutch intersection design practices that are framed by conceptual design differences (in these two countries) in policy, practice and implementation.</p> <p data-bbox="407 310 651 331">I quote from the article as follows:</p> <p data-bbox="407 352 1474 447">"Mobycon and the Danish consultancy firm NIRAS co-hosted a workshop on cycle friendly intersection design at Trafikdage, the Danish National Transportation Conference, held in Aalborg. We discussed the different approaches to intersection design, as well as the design philosophies behind them. Where the Danish practice is built primarily on using solutions that secure objective safety or sikkerhed, the belief in the Netherlands is that solutions should not only be safe but also feel safe [bolding added]. The philosophy behind that is that people can only be invited to cycle if their concerns about safety are met. The Danish language actually has a word for this perception of safety: tryghed. "</p> <p data-bbox="407 468 1474 583">The last sentence speaks volumes (for me personally and I would argue significantly from a policy perspective) - "[in part] ... people can only be invited to cycle if their concerns about safety are met [bolding added]." This statement, I would suggest here, should instruct (frame in the broadest of measure) all active transportation (cycling earmarked) infrastructure planning initiatives, from design to actual implementation, with the view to protect cyclists at any age and regardless of their cycling abilities, from vehicular harm. In short, all infrastructure designs (for cyclists), as discussed "should not only be safe but also feel safe". [bolding added] This statement should serve as a powerful reminder for anyone who may be involved in advancing the interests of active transportation.</p> <p data-bbox="407 604 444 625">Best</p> <p data-bbox="407 646 461 667">John V</p>

G. Public Review Period

The 2051 Brampton Mobility Plan was endorsed by Council on September 24, 2025 and was followed by a 30-day public review period, in accordance with the requirements of the Municipal Class EA process. A Notice of Master Plan was issued on October 2, 2025, and the commenting period closed on November 14, 2025.

The following is an inventory of the comments received during the public review period, along with responses from the City of Brampton. These comments were collected under the Freedom of Information and Protection of Privacy Act. Personal information has been redacted.

ID	Date	Contact	Comment	Response
1	October 3, 2025	Sylvia R.	<p>I am starting to go through the appendices, and Appendix E on future transit provisions is really mystifying me, this isn't so much comments as questions</p> <ol style="list-style-type: none"> 1) If the LRT is 44% of the Higher Order Transit budget and accounts for the vast majority of the near term spend, why wasn't this broken out in the presentation? 2) Why was 71 picked for AM rush hour boarding (3 hours)? Brampton Transit's own service standards say a Zum route should be at minimum getting 50 rides per hour and base grid routes should be getting 35 at minimum per hour, this translates to 150 and 105 for the three hour AM Peak respectively, see how BT in Fall 2023 averaged 105 rides per vehicle in rush hour. For reference Brampton Transit assumes Zum routes should get at least 35 rides per hour on Sunday evenings which is 105 rides per hour. 3) Why does Table 5 simultaneously assume Brampton Transit gets worse on vehicle rides for AM Peak (dropping from 105 to 82) while having the percentage of the fleet that is 60ft buses increase significantly? Note an articulated bus can seat more than 50 and in practice the rush hour load is more like 90 at once. 4) Why is the vehicle split only going from 80:20 (40ft:60ft) to 60:40 and not 40:60 given how many Zum routes there will be? 5) Does the forecasted ridership factor in that Brampton Transit will be servicing an additional 300,000 residents in Caledon? <p>Overall what I am getting from these numbers is that Brampton Transit desperately needs to have in house medium and long term planning staff, and needs to be given a blank slate with the main objectives being "come up with a plan to get to at least 120k rides in the AM Peak, and how we can deliver it". I get that the cost numbers are being deliberately massively overinflated in order to maximize development charge revenue, but this also makes it not very useful for an actual deliverable plan. In addition to our fake plan we also need a real plan.</p>	<p>Please find below staff's response to your questions.</p> <p>I am starting to go through the appendices, and Appendix E on future transit provisions is really mystifying me, this isn't so much comments as questions</p> <ol style="list-style-type: none"> 1) If the LRT is 44% of the Higher Order Transit budget and accounts for the vast majority of the near term spend, why wasn't this broken out in the presentation? The Higher Order Transit category includes the Hurontario LRT Extension, Queen BRT, Steeles HOT, and Airport/Bovaird HOT. While the presentation did not include a detailed cost breakdown of each project, this information is included in the 2024 DC By-Law. 2) Why was 71 picked for AM rush hour boarding (3 hours)? Brampton Transit's own service standards say a Zum route should be at minimum getting 50 rides per hour and base grid routes should be getting 35 at minimum per hour, this translates to 150 and 105 for the three hour AM Peak respectively, see how BT in Fall 2023 averaged 105 rides per vehicle in rush hour. For reference Brampton Transit assumes Zum routes should get at least 35 rides per hour on Sunday evenings which is 105 rides per hour. The 71 AM peak boarding per vehicle figure is more of a factor than a performance measure or target. The factor best aligns with past practise, along with the growth vehicles in our current short term plan, which has then been expanded out to 2051 based on population growth and mode share. It's also important to note that while the AM peak was modelled, the highest demand for transit services is in the PM peak. 3) Why does Table 5 simultaneously assume Brampton Transit gets worse on vehicle rides for AM Peak (dropping from 105 to 82) while having the percentage of the fleet that is 60ft buses increase significantly? Note an articulated bus can seat more than 50 and in practice the rush hour load is more like 90 at once. Please see response to question 2. While target is 71 boardings per vehicle for new buses, boardings per vehicle on existing buses is higher today and is resulting in crowding on certain routes and runs. The reduction from 105 to 82 reflects a system-wide decrease in boardings per bus (cumulative of new and existing) over time as new buses are introduced using the target of 71 boardings per vehicle.

				<p>4) Why is the vehicle split only going from 80:20 (40ft:60ft) to 60:40 and not 40:60 given how many Zum routes there will be? While there will be more Züm routes in the future, there will still be considerable growth on other services and corridors. Many of these Züm services are also expected to be effectively serviced by either a mix of 60' and 40' vehicles, or solely by 40' vehicles.</p> <p>5) Does the forecasted ridership factor in that Brampton Transit will be servicing an additional 300,000 residents in Caledon?</p> <p>This plan focuses on the growth within Brampton. While Brampton Transit are currently providing limited service to Caledon residents and have very modest, short to medium term plans to expand the Brampton Transit service into Caledon, there is no long term arrangement with the Town. The Town of Caledon may determine at some point in the future to start their own public transit service. If long term agreements are made with the Town, then future Mobility Plans can take this information into account.</p> <p>Overall what I am getting from these numbers is that Brampton Transit desperately needs to have in house medium and long term planning staff, and needs to be given a blank slate with the main objectives being "come up with a plan to get to at least 120k rides in the AM Peak, and how we can deliver it". I get that the cost numbers are being deliberately massively overinflated in order to maximize development charge revenue, but this also makes it not very useful for an actual deliverable plan. In addition to our fake plan we also need a real plan.</p> <p>The Mobility Plan will help to guide Brampton Transit services in a more broad direction towards 2051. The actual path forward is always governed by more short to medium term planning. This is one reason why Brampton Transit develops a Five Year Business Plan, which takes the broad directions outlined in the Mobility Plan document and merges them with more short term realities and priorities. Development Charges are also typically updated every 5 years, and reflect a 10-year horizon. This allows us to reassess our needs as development occurs.</p> <p><i>Sent on October 22, 2025</i></p>
2	October 6, 2025	Dayle L.	<p>Thank you for this excellent comprehensive planning document.</p> <p>I am pleased to see mode share targets, emphasis on complete streets, explanation of induced demand. It does</p>	<p>Thank you so much for your kind words and support, Dayle. I truly believe that endorsement of this plan is just the first step. The real work begins now as we start building our network of complete streets and I look forward to our continued work together with ATAC and BikeBrampton.</p>

			<p>look like staff listened to suggestions from ATAC and BikeBrampton and included this.</p> <p>I am also pleased to see the emphasis on the climate emergency and air quality / pollution.</p> <p>It is critical that now that Council has endorsed, we proceed implementation with confidence. Councillors need tools to help explain the policy to residents.</p>	<p><i>Sent on October 15, 2025</i></p>
3	October 8, 2025	David L.	<p>It is unfortunate that on-street cycling infrastructure has become such a divisive, politically charged issue. But that doesn't negate its importance as we strive to meet our future transportation needs while maintaining the health and well-being of our citizens. In the past four days I attended two separate climate conferences. The first was the Ontario Climate Summit hosted by Toronto Environmental Alliance, featuring a keynote presentation by David Miller, Manager C40 Cities. The second was Health and Climate Change, hosted by the Globe and Mail and facilitated by health reporter Andre Picard. Both conferences highlighted the negative health and environmental effects of our current transportation habits. Both highlighted the need for the province of Ontario and the larger cities within it to support and encourage movement to more sustainable transportation choices including transit, walking, and cycling.</p> <p>The Brampton Mobility Plan is a fact-based and well-written document. It provides a metaphoric roadmap to assist Brampton to successfully transition to a healthier more sustainable future. Thankyou to staff for all your hard work in preparing this document and congratulations on the quality of the result! Only through education and dialogue will we be able to fold back the veil of ignorance. Let's keep our eye on the prize and never give up.</p>	<p>Thank you for the words of encouragement and support from BikeBrampton! I look forward to our continued work together as we embark on implementation of the plan.</p> <p><i>Sent on October 15, 2025</i></p>
4	October 15, 2025	Blane P.	<p>My name is Blane [REDACTED] and I've been advocating alongside Transport Action Ontario for rails with trails on the OBRY corridor. I'm asking for Brampton's Mobility Plan to make provisions for rails with trails along the OBRY corridor in coordination with your counterparts in both Mississauga and Caledon.</p> <p>This corridor is valuable and feasible as a combined rail and active transportation corridor as both modes compliment each other and provide an alternative North-South route to Hurontario Street (something that's important for both Brampton and Peel as North-South corridors see the most traffic municipally and regionally). This means also making provisions for rails with trails with the railway lands property park proposal bordering Queen Street as keeping the corridor</p>	<p>My sincerest apologies for the delayed response and thank you for your comments and feedback on the Brampton Mobility Plan. By copy of this email, I am sharing your comment regarding OBRY LRT preservation with the City's Park Planning (Jaskiran Bajwa) and Higher Order Transit (Kumar Ranjan) teams for their consideration.</p> <p><i>Sent on February 9, 2026</i></p>

			<p>intact is important for Brampton and the Region's future. The OBRY corridor provides alternative access between Kitchener and Milton GO lines as well as better possible transit connections between western Brampton/Churchville and Streetsville, something that's currently lacking and is important in developing more cohesive inter-suburban transportation in the GTHA (especially with the Hurontario LRT extension from Steeles to downtown not being built yet along with the need for multiple transit routes for increased resiliency and congestion relief).</p> <p>As Brampton and Peel continue to grow, we need to expand our thinking around transit and active transportation to allow for both growth and coexistence of both modes. As such, the OBRY corridor with both rails and trails is the perfect venue for demonstrating these goals at both municipal and regional levels.</p>	
5	October 28, 2025	Kartik S.	<p>Thank you for the opportunity to comment on the 2051 Brampton Mobility Plan (endorsed by Council on Sept 24, 2025 and now posted for 30-day public review). I support the Plan's multi-modal vision and would like to offer focused, implementation-oriented feedback to help it succeed on the ground—especially in fast-growing west Brampton.</p> <p>A) Concurrency: tie growth to mobility being in place (before occupancy)</p> <ul style="list-style-type: none"> • Adopt a clear “mobility concurrency” policy: no occupancy until critical mobility elements serving that development are delivered or contractually funded (e.g., intersection upgrades, turn lanes, transit priority, protected cycling links to schools/parks, and safe walking routes). • Use Holding (H) symbols in zoning and Draft Plan conditions to lock these triggers, with measurable criteria (e.g., signalization operational, AT link built and open, bus service headway achieved). <p>B) Phasing map + status dashboard residents can actually track</p> <ul style="list-style-type: none"> • Publish an interactive map + table that shows every near-term project (road/intersection upgrades, transit priority lanes, AT links), its status (planned/in design/in construction/open), the lead (City/Region/Province), and planned year of service. Update quarterly. <p>C) Construction-period mobility & safety (2026-2031 heavy build years)</p> <ul style="list-style-type: none"> • Require Construction Mobility Management Plans for major sites: haul routes that avoid 	<p>Thank you for providing your comments on the Brampton Mobility Plan. Your feedback is invaluable as we now move into the implementation phase of the Brampton Mobility Plan.</p> <p><i>Sent on February 9, 2026</i></p>

			<p>established neighbourhood streets, limited construction access points, flagging and temporary traffic calming, and pedestrian protection around sites (continuous sidewalks, lighting, and safe detours to schools).</p> <ul style="list-style-type: none"> • Coordinate these plans across concurrent projects to prevent overlapping closures and gridlock. <p>D) Evidence-based demand forecasts (beyond standard PPU)</p> <ul style="list-style-type: none"> • Complement Region/DC “Persons-Per-Unit” with local calibration using observed occupancy in comparable west-Brampton neighbourhoods (detached + multi-tenant + secondary suites) to avoid under-building capacity for crossings, signals, school walking routes, and transit peak loads. <p>E) Safe Systems / Vision Zero: targets that drive delivery</p> <ul style="list-style-type: none"> • Set annual KSI (killed/seriously-injured) reduction targets for the top 20 collision corridors. • Pair targets with committed countermeasures (speed management, protected intersections, raised crossings by schools/parks) and publish before/after metrics. <p>F) Active transportation that actually connects homes to daily needs</p> <ul style="list-style-type: none"> • Prioritize continuous, protected east-west and north-south spines in west Brampton that connect new and existing neighbourhoods to schools, Embleton CC, parks, and transit stops—no gaps at development edges. • Standardize school-front treatments: raised crossings, setbacks for bus bays, and no right-on-red at school corners. <p>G) Goods movement & neighbourhood protection</p> <ul style="list-style-type: none"> • Identify and sign preferred goods routes early; deploy turn restrictions, traffic calming, and automated enforcement to prevent spill-through on local neighbourhood streets—especially during construction. <p>H) Transparency & accountability</p> <ul style="list-style-type: none"> • Publish all Mobility-Plan-related background studies, priority lists, and scoring criteria in one place, with plain-language summaries. • When Council endorses a development while key mobility studies are “in progress,” commit to a Supplementary Mobility Note—a short addendum that confirms how those late studies changed (or didn’t change) nearby projects, triggers, or phasing. 	
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			Thank you for considering these practical additions. They will improve public trust and ensure the Plan translates into safer streets, predictable commutes, and reliable access to schools and parks as Brampton grows through 2051.	
6	November 13, 2025	Herman W.	<p>On behalf of Primont Homes (Heritage Heights 4) Inc., a landowner within the Heritage Heights Secondary Plan Area 52-6, Glen Schnarr & Associates Inc. is pleased to provide comments on the 2051 Brampton Mobility Plan. We appreciate the opportunity to comment on this important guiding document and acknowledge the City's ongoing efforts to establish a coordinated, long-term transportation framework to guide Brampton's future growth.</p> <p>While we support the City's overarching goals of enhancing multimodal connectivity and promoting sustainable urban development, we do not support the identification or depiction of a conceptual GO Station within the Mobility Plan in Heritage Height 52-6 Precinct Area at this time. The inclusion of such a station prior to the completion of a formal Environmental Assessment (EA) process and a comprehensive review by relevant agencies is premature and risks predetermining conclusions that must be established through technical study and inter-agency consultation.</p> <p>Several key considerations must still be addressed before determining the feasibility or appropriate location of a potential GO Station within the Heritage Heights 52-6 Precinct Area area, including:</p> <ul style="list-style-type: none"> • The final coordination relating to the proposed Highway 413 corridor, which remains subject to ongoing provincial review; • The location of the proposed transmission corridor and provincial transitway, which may influence land availability and access; • The fact that all existing GO Stations within the City are located along established or planned Higher Order Transit (BRT or LRT) corridors, a condition not currently demonstrated in this location; and • The designated land uses identified through the approved Heritage Heights Secondary Plan, which have not contemplated or allocated lands for a regional transit facility of this nature. <p>While we acknowledge that a future GO Station may warrant further consideration, we recommend that the Mobility Plan refer to the station conceptually in text only, noting that the future need, location, and feasibility must be studied. The conceptual GO Station should not be shown or illustrated on any figures or mapping within the Mobility Plan until such</p>	<p>Thank you for providing comments on the BMP on behalf of Primont Homes. This email is to acknowledge receipt of your submission. The BMP identifies the Heritage Heights GO Station as conceptual and is included in the figures to support the City's advocacy efforts. The location is subject to further discussions with the Province and Metrolinx. Please also note, where there is a discrepancy between the HHTMP and the BMP, the HHTMP will prevail. As discussed through collaboration with Primont through the HHTMP process, language has been added to the HHTMP that states that "This GO station does not have a planning status, is considered conceptual, and is referenced by the City for future advocacy as part of the Brampton Mobility Plan."</p> <p>Should you have any questions, please do not hesitate to contact me.</p> <p><i>Sent on February 9, 2026</i></p>

			<p>studies are completed and reviewed by the appropriate authorities.</p> <p>We respectfully request that the City revise the Mobility Plan accordingly to ensure consistency with sound planning principles and established procedural requirements.</p> <p>We thank City staff for the opportunity to provide input and would welcome continued engagement as the Mobility Plan and related initiatives move forward.</p>	
7	November 13, 2025	Raul	<p>I wish to give my support for this Bold Moves scenario, the most ambitious projections are amazing to see and fill me with hope that at least the staff are truly working to move the city forward. Great work and I hope Brampton is able to have massive LRT connections through it.</p> <p>I was disappointed in one aspect and hope to see an addition to the mobility plan for the Orangeville Brampton Railway corridor. The OBRY corridor could help provide lightrail to brampton faster and cheaper then if done conventionally over major arteries. If planned and preserve appropriately it could connect in the future to the Milton line at Streetsville station. This gives options for those living in the south west corner of Brampton to head to downtown Toronto or simply to Mississauga. It could even provide a higher density zoning opportunities with some changes helping the city grow efficiently.</p> <p>Also there is a senior living center where the corridor crosses McMurchy Avenue South, an LRT right by them would be amazing for their independence. St Augustine close where it crosses at Chinguacousy Road give older students greater connections if they have after school programs or a part time job. I truly believe this corridor can be of a great benefit to Bramptonians of all ages.</p> <p>The plan has studied the commuting methods of bramptonians but this can also reduce the amount of cars on the road for students and individuals traveling for leisure between cities.</p> <p>I commend you all again but I do believe the lack of any mention of the OBRY corridor is a misstep that may be looked back upon in 10 years time as a massive mistake.</p>	<p>Thank you for your comments, support for the BMP and feedback regarding the OBRY. By copy of this email, I am sharing your comment regarding OBRY LRT preservation with the City's Park Planning and Higher Order Transit teams for their consideration.</p> <p><i>Sent on December 22, 2025</i></p>
8	November 14, 2025	Andrew W.	<p>BA Group has been retained on behalf of the Heritage Heights Landowners Group (the HHLOG) to review Development Charges (DC) for roads from the 2024 DC By-law. BA Group is also retained by the HHLOG and the City of</p>	<p>Thank you for providing comments on the BMP on behalf of the HHLOG. Please find attached City Staff's responses to the comment letter. Should you have any questions, please do not hesitate to contact us.</p>

			<p>Brampton who are co-proponents for the Heritage Heights Transportation Master Plan (the HHTMP).</p> <p>On September 22nd, the City of Brampton Planning and Development Committee endorsed the 2051 Brampton Mobility Plan (BMP) and the notice of completion was issued on October 2, 2025, with the public comment period open until November 14, 2025.</p> <p>BA Group has been requested to review and provide comments on the BMP on issues of concern to the HHLOG, primarily with respect to:</p> <ul style="list-style-type: none"> • Projects contained in the BMP that are also within the Heritage Heights Secondary Plan Area; • Policies within the BMP that may impact transportation projects in Heritage Heights; and • Citywide projects that may impact Development Charges (DC) By-law review for Roads and Related projects in Heritage Heights. <p>This memo contains questions and comments regarding the BMP, primarily focused on the three categories above.</p> <p>BMP Projects in Heritage Heights</p> <p><u>Roads Projects</u></p> <p>Appendix A to the BMP contains a list of the BMP's recommended road projects, of which several projects are within the Heritage Heights Secondary Plan Area. From a review of Appendix A, the following projects in Heritage Heights are noted and summarized in Table 1 below, with questions and commentary noted below the table.</p> <p>Table 1 Selected Road Projects in Heritage Heights</p> <table border="1" data-bbox="682 1027 1255 1416"> <thead> <tr> <th>ID</th> <th>Road Name</th> <th>From</th> <th>To</th> <th>Details of Improvement</th> <th>Timing</th> <th>EA Schedule</th> </tr> </thead> <tbody> <tr> <td rowspan="2">R-11</td> <td rowspan="2">Lagerfeld Drive</td> <td>Creditview Road</td> <td>Mississauga Road</td> <td>New 4 lane road extension & structure</td> <td>2031</td> <td>Schedule C</td> </tr> <tr> <td>Mississauga Road</td> <td>New North-South Street (Heritage Heights SPA)</td> <td>Structure (for future road extension)</td> <td>2031</td> <td>Schedule C</td> </tr> <tr> <td>R-30</td> <td>Heritage Road</td> <td>Rivermont Road</td> <td>Mayfield Road</td> <td>2 to 4 lane widening & structure (rail grade separation)</td> <td>2041</td> <td>Schedules B/C</td> </tr> <tr> <td>R-31</td> <td>Heritage</td> <td>Refer to Heritage</td> <td></td> <td>New roads + structure (rail</td> <td>2041</td> <td>Schedule C</td> </tr> </tbody> </table>	ID	Road Name	From	To	Details of Improvement	Timing	EA Schedule	R-11	Lagerfeld Drive	Creditview Road	Mississauga Road	New 4 lane road extension & structure	2031	Schedule C	Mississauga Road	New North-South Street (Heritage Heights SPA)	Structure (for future road extension)	2031	Schedule C	R-30	Heritage Road	Rivermont Road	Mayfield Road	2 to 4 lane widening & structure (rail grade separation)	2041	Schedules B/C	R-31	Heritage	Refer to Heritage		New roads + structure (rail	2041	Schedule C	<ol style="list-style-type: none"> 1. As a general overarching comment, there are conflicts between the HHTMP and the Citywide BMP (both plans that have gone through Phase 1 and 2 of a Municipal Environmental Assessment process). In the City of Brampton Official Plan, it is specified that where a conflict between the Brampton Plan and a Secondary Plan exists, the Secondary Plan policies will prevail unless otherwise specified in the Brampton Plan. In a similar manner, we expect that within the Heritage Heights Secondary Plan Area the HHTMP will govern. Consistent with meetings with City Staff and Official Planning policy, our understanding is that the HHTMP will govern on recommendations where there may be a conflict with the BMP within Heritage Heights. Can the City confirm for our records and include a statement in the BMP? <p>This is correct. Language has been included as a part of the HHTMP to this effect.</p> 2. With respect to project R-11 (Lagerfeld Drive), can the City confirm what the listed project includes? A portion of Lagerfeld Drive is already built west of Mississauga Road, and the remaining portion may not meet the threshold for a Schedule C project. <p>Alignment of Lagerfeld Drive west of Mississauga Road to be confirmed through the HHTMP.</p> 3. For project R-30 (Heritage Road), can the City confirm which part of the project is considered Schedule B and which part is considered Schedule C? <p>The road widening part of the project is Schedule C and the grade separation part is Schedule B. When this project proceeds to the next stage, it would be reasonable to re-screen to determine the class of EA required as actual project limits may be different.</p> 4. For project R-31 (New Heritage Heights Collector Roads), can the City confirm if the Schedule C notation relates to all collector roads or just collector roads with crossings? For collector roads without crossings, it is expected that Schedule C would not be applicable, and for collector roads with crossings, Schedule C may not be applicable due to the MCEA Screening
ID	Road Name	From	To	Details of Improvement	Timing	EA Schedule																															
R-11	Lagerfeld Drive	Creditview Road	Mississauga Road	New 4 lane road extension & structure	2031	Schedule C																															
		Mississauga Road	New North-South Street (Heritage Heights SPA)	Structure (for future road extension)	2031	Schedule C																															
R-30	Heritage Road	Rivermont Road	Mayfield Road	2 to 4 lane widening & structure (rail grade separation)	2041	Schedules B/C																															
R-31	Heritage	Refer to Heritage		New roads + structure (rail	2041	Schedule C																															

	Heights (SPA 52) New Collector Roads	Heights Secondary Plan (SPA 52)		grade separation)		
R-35	Lagerfeld Drive	Mississauga Road	New North-South Street (Heritage Heights Secondary Plan Area)	New 4 lane road extension	20 41	Schedule C
R-38	Sandalwood Parkway	Winston Churchill Boulevard	Mississauga Road	New 4 lane road extension	20 41	Schedule C
		Dixie Road	Airport Road	Complete Streets reconstruction	20 41	Exempt
R-40	Williams Parkway	Longevity Road	Mississauga Road	New 4 lane road extension	20 41	Schedule C
		Torbram Road	Humbrwest Parkway	Complete Streets reconstruction	20 41	Exempt
R-48	Wanless Drive	Winston Churchill Boulevard	Mississauga Road	2 to 4 lane widening	20 51	Schedule C
		Mississauga Road	Hurontario Street	Complete Streets reconstruction	20 51	Exempt

1. 1. As a general overarching comment, there are conflicts between the HHTMP and the Citywide BMP (both plans that have gone through Phase 1 and 2 of a Municipal Environmental Assessment process). In the City of Brampton Official Plan, it is specified that where a conflict between the Brampton Plan and a Secondary Plan exists, the Secondary Plan policies will prevail unless otherwise specified in the Brampton Plan. In a similar manner, we expect that within the Heritage Heights Secondary Plan Area the HHTMP will govern. **Consistent with meetings with City Staff and Official Planning policy, our understanding is that the HHTMP will govern on recommendations where there may be a conflict with the BMP within Heritage Heights. Can the**

Process and cost thresholds for Schedule C not being met.

To be conservative, the 'Schedule C' notation was used as a 'worse case' scenario for an EA study for the collector roads in Heritage Heights depending on how development proceeds. (It was not intended that each and every collector road in Heritage Heights would require its own Schedule C study.) Additionally, collector roads may be exempt from the requirements of an EA based on the results of an Archaeological Screening Process and Collector Road Screening Process (see Appendix 1 of the Municipal Class Environmental Assessment document).

5. **For project R-35 (Lagerfeld Drive), can the City confirm the geographic extents of the 4-lane road extension?** As with comments on Project R-11 above, the remaining unbuilt portion of Lagerfeld Road may not meet the threshold for a Schedule C project.

Alignment of Lagerfeld Drive west of Mississauga Road to be confirmed through the HHTMP.

6. With respect to project R-38 (Sandalwood Parkway), the first two stages of the EA have been completed and the Sandalwood Parkway alignment has been established through the HHTMP. The geographic extent of the project is different in the HHTMP – with Sandalwood Parkway extending to Wanless Drive instead of to Winston Churchill Boulevard as shown in the BMP. **Given the scale of the Sandalwood Parkway extension project, and phasing considerations, we recommend that the BMP split project R-38 into two parts: east and west of Highway 413 to align with the HHTMP treatment of this project.**

Where there is a discrepancy between the BMP and the HHTMP, the HHTMP will prevail.

7. For project R-40 (Williams Parkway), the arterial segment referred to in the BMP is very small (approximately 270m) and acts as a transition between collector and arterial roads rather than any extensive length of arterial road. The HHTMP characterizes this short segment of Williams Parkway as a collector road, which differs from the arterial characterization in the BMP. **Project R-40 would not meet the typical threshold for a Schedule C**

			<p><i>City confirm for our records and include a statement in the BMP?</i></p> <p>2. With respect to project R-11 (Lagerfeld Drive), can the City confirm what the listed project includes? A portion of Lagerfeld Drive is already built west of Mississauga Road and the remaining portion may not meet the threshold for a Schedule C project.</p> <p>3. For project R-30 (Heritage Road), can the City confirm which part of the project is considered Schedule B and which part is considered Schedule C?</p> <p>4. For project R-31 (New Heritage Heights Collector Roads), can the City confirm if the Schedule C notation relates to all collector roads or just collector roads with crossings? For collector roads without crossings, it is expected that Schedule C would not be applicable, and for collector roads with crossings, Schedule C may not be applicable due to the MCEA Screening Process and cost thresholds for Schedule C not being met.</p> <p>5. For project R-35 (Lagerfeld Drive), can the City confirm the geographic extents of the 4-lane road extension? As with comments on Project R-11 above, the remaining unbuilt portion of Lagerfeld Road may not meet the threshold for a Schedule C project.</p> <p>6. With respect to project R-38 (Sandalwood Parkway), the first two stages of the EA have been completed and the Sandalwood Parkway alignment has been established through the HHTMP. The geographic extent of the project is different in the HHTMP – with Sandalwood Parkway extending to Wanless Drive instead of to Winston Churchill Boulevard as shown in the BMP. Given the scale of the Sandalwood Parkway extension project, and phasing considerations, we recommend that the BMP split project R-38 into two parts: east and west of Highway 413 to align with the HHTMP treatment of this project.</p> <p>7. For project R-40 (Williams Parkway), the arterial segment referred to in the BMP is very small (approximately 270m) and acts as a transition between collector and arterial roads rather than any extensive length of arterial road. The HHTMP characterizes this short segment of Williams Parkway as a collector road, which differs from the arterial characterization in the BMP. Project R-40 would not meet the typical threshold for a Schedule C project under the MCEA Collector</p>	<p>project under the MCEA Collector Road Screening Process, and accordingly we request that the City re-evaluate the requirement for a Schedule C EA.</p> <p>This comment has been discussed and resolved via meeting with BA Group.</p> <p>8. For project R-48 (Wanless Drive), Wanless Drive has a completed EA (2013) to urbanize and widen to 4 lanes. The HHTMP has not changed the recommendations for Wanless Drive, and the Highway 413 study identifies a design that incorporates a future overpass at Wanless Drive. The BMP indicates that widening of Wanless Drive is targeted for 2051, but we recommend that widening of Wanless Drive should be accelerated significantly to match the timing of active precinct planning and development applications coming forward in Precinct 52-2 and Precinct 52-3 and consistent with the EA conducted previously for Wanless that identified a widening for 2031. We do not think that a new EA is required for Wanless Drive widening and request that the City include language in the BMP to confirm that a new EA is not required.</p> <p>Where there is a conflict between the BMP and HHTMP, the HHTMP will prevail. The above language should be considered for inclusion in the HHTMP.</p> <p><u>GO Station</u> The BMP shows a “Conceptual” GO Station in the Heritage Heights area in the vicinity of Heritage Road on the 2031 and 2051 Transit Network figures. The BMP refers to an advocacy position for the City to work with Metrolinx and the Province to advance the consideration of this station. Our understanding is that there may be some significant challenges with a GO Station at this location. The landowners have expressed (consistent with the approach taken for the HHTMP) that showing the conceptual station on maps and schedules in the BMP may be premature given the lack of status and challenges in implementing a station at this location. The HHTMP findings do not rely on a future GO Station in its modelling.</p> <p>Request: <i>The HHLOG is requesting that the conceptual GO Station be removed from the maps and schedules of the BMP due to lack of status, lack of background work in support of the GO Station, and due to potential negative impacts on development of the</i></p>
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			<p>Road Screening Process, and accordingly we request that the City re-evaluate the requirement for a Schedule C EA.</p> <p>8. For project R-48 (Wanless Drive), Wanless Drive has a completed EA (2013) to urbanize and widen to 4 lanes. The HHTMP has not changed the recommendations for Wanless Drive, and the Highway 413 study identifies a design that incorporates a future overpass at Wanless Drive. The BMP indicates that widening of Wanless Drive is targeted for 2051, but we recommend that widening of Wanless Drive should be accelerated significantly to match the timing of active precinct planning and development applications coming forward in Precinct 52-2 and Precinct 52-3 and consistent with the EA conducted previously for Wanless that identified a widening for 2031. We do not think that a new EA is required for Wanless Drive widening and request that the City include language in the BMP to confirm that a new EA is not required.</p> <p><u>GO Station</u> The BMP shows a “Conceptual” GO Station in the Heritage Heights area in the vicinity of Heritage Road on the 2031 and 2051 Transit Network figures. The BMP refers to an advocacy position for the City to work with Metrolinx and the Province to advance the consideration of this station. Our understanding is that there may be some significant challenges with a GO Station at this location. The landowners have expressed (consistent with the approach taken for the HHTMP) that showing the conceptual station on maps and schedules in the BMP may be premature given the lack of status and challenges in implementing a station at this location. The HHTMP findings do not rely on a future GO Station in its modelling.</p> <p>Request <i>The HHLOG is requesting that the conceptual GO Station be removed from the maps and schedules of the BMP due to lack of status, lack of background work in support of the GO Station, and due to potential negative impacts on development of the Heritage Heights precincts while the City works with Metrolinx to consider the potential for a conceptual GO Station.</i></p> <p>BMP Policies Affecting Heritage Heights</p>	<p><i>Heritage Heights precincts while the City works with Metrolinx to consider the potential for a conceptual GO Station.</i></p> <p><i>The BMP identifies the Heritage Heights GO Station as conceptual and is included in the figures to support the City's advocacy efforts. The location is subject to further discussions with the Province and Metrolinx. The HHTMP further clarifies this.</i></p> <p>BMP Policies Affecting Heritage Heights A key BMP policy affecting the Heritage Heights area is the Multi-Modal Level of Service (MMLOS) framework, with the BMP recommending that a MMLOS approach be used in transportation studies analyze and evaluate future transportation needs, and requiring new developments to apply the MMLOS approach through the development review process. However, implementation of the BMP's proposed MMLOS framework and targets may result in inconsistencies with respect to the recently developed and now approved cross sections for transportation facilities in the HHTMP.</p> <p>The MMLOS Framework contained in Technical Report F to the BMP contains LOS targets based on the type of infrastructure provided for various modes of transportation, and the specific geometry or conditions of that infrastructure. LOS targets are, in some cases, inconsistent with cross-section element widths established for Heritage Heights. In some cases, the cross-sections developed with the City and now approved for the HHTMP would result in a LOS C for bicycle facilities, whereas the target is LOS B. This would lead to an implication that “improvement” will be needed where cross-section elements do not meet the target.</p> <p>Recommendation <i>We request confirmation that application of the MMLOS framework will take into consideration the Secondary Plan specific context of the complete streets collector and local roads developed in the HHTMP in consultation between the HHLOG and the City.</i></p> <p><i>The MMLOS Framework recognizes that in some cases, it will not be feasible to meet set targets and includes provisions to provide an explanation or justification for such cases.</i></p> <p>Impact of BMP on Development Charges A key issue for our review was a comment in the City Staff Report dated September 10, 2025 and City presentation to the Planning and Development Committee dated September 22, 2025 regarding a significant increase in DCs being required to address the increased costs of projects contained in the BMP.</p>
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		<p>chapter on funding opportunities that is contained in the BMP (Chapter 5.2 of the BMP) also does not have any details of project or overall program costs. Based on the available information, we cannot verify if the “total funding requirement” referred to in the City Staff Report as \$9.9 billion represents the gross capital cost estimate for road network and transit network improvements, or if it is a figure that represents the municipal portion only.</p> <p>A significant change to City of Brampton DCs is set to occur in 2027 when municipal infrastructure currently under the jurisdiction of the Region of Peel is downloaded to the City. For the purposes of the review and comparison in this memo, only City of Brampton DCs and BMP have been considered, and roads and active transportation capital costs identified in Region of Peel planning documents and DC background studies have not been included.</p> <p>Transit Project Costs In the BMP, transit priority infrastructure to 2051 is estimated at \$6.68 billion in Table 3 of Technical Report E for LRT/BRT Higher Order Transit and ZUM improvements, with \$2.8 billion for the Hurontario/Main LRT from Steeles to GO Station. Comparing to the 2024 DC, similar transit projects (LRT/BRT/Zum) were included in the 2024 DC at \$5.58 billion gross capital costs (Note: transit costs included in the 2024 DC were for a 10 year period only up to 2033), for which approximately 8.5% of those costs were considered DC eligible.</p> <p>The difference in estimated capital costs between the 2024 DC and the BMP transit projects appears to be approximately \$1 billion, with additional costs in large part due to consideration of projects for a longer time period up to 2051. It is possible that some projects towards the end of the 2051 time frame may end up outside the period of the next DC background study, or may be considered to have significant post period benefit that may reduce their impact on the DC eligible project total, although information to confirm this is not available.</p> <p>Recommendation <i>We request that transit project costs be provided in a manner that allows for direct comparison to transit project costs identified and included in the City’s 2024 DCBS.</i></p> <p>Roads and Related Project Costs Costs for roads and related (non-transit projects) are not specifically quantified in the BMP. However, assuming that overall project costs of \$9.9 billion (as stated in the Staff</p>	<p>projects for a longer time period up to 2051. It is possible that some projects towards the end of the 2051 time frame may end up outside the period of the next DC background study, or may be considered to have significant post period benefit that may reduce their impact on the DC eligible project total, although information to confirm this is not available.</p> <p>Recommendation <i>We request that transit project costs be provided in a manner that allows for direct comparison to transit project costs identified and included in the City’s 2024 DCBS.</i></p> <p>Comment response provided at the end of the document.</p> <p>Roads and Related Project Costs Costs for roads and related (non-transit projects) are not specifically quantified in the BMP. However, assuming that overall project costs of \$9.9 billion (as stated in the Staff Report for the BMP for costs up to 2051) represent the gross capital costs of transit network projects and roads related projects, deducting \$6.68 billion for transit network projects would imply that gross capital costs for roads and related projects are \$3.2 billion.</p> <p>In comparison, the 2024 Brampton DC has \$3.04 billion of roads and related infrastructure (2024-2041), which despite the different time periods, would appear to be of a similar order of magnitude to the assumed total of \$3.2 billion (up to 2051) in the BMP. In terms of DC eligible costs, the 2024 DC had approximately \$2.2 billion of DC eligible costs for roads and related projects up to 2041 after accounting for direct developer contributions, benefit to existing and post-period benefit.</p> <p>The City Staff Report for the BMP appears to refer to a total of \$2.4 billion as required funding for DCs, which compares closely to the \$2.2 billion of DC eligible costs in the 2024 DC. Based on this comparison, it is difficult to understand the comments that a three fold increase in DC funding would be required. One aspect that is not traceable through the documents is the actual DC contributions made over the past few years and whether there is a significant gap in projected DC funding and actual DC funding.</p> <p>Recommendation <i>We request that roads and related project costs in the BMP be provided in a manner that allows for direct comparison to roads and related project costs identified and included in the City’s 2024 DCBS.</i></p> <p>Comment response provided at the end of the document.</p>
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			<p>Report for the BMP for costs up to 2051) represent the gross capital costs of transit network projects and roads related projects, deducting \$6.68 billion for transit network projects would imply that gross capital costs for roads and related projects are \$3.2 billion.</p> <p>In comparison, the 2024 Brampton DC has \$3.04 billion of roads and related infrastructure (2024-2041), which despite the different time periods, would appear to be of a similar order of magnitude to the assumed total of \$3.2 billion (up to 2051) in the BMP. In terms of DC eligible costs, the 2024 DC had approximately \$2.2 billion of DC eligible costs for roads and related projects up to 2041 after accounting for direct developer contributions, benefit to existing and post-period benefit.</p> <p>The City Staff Report for the BMP appears to refer to a total of \$2.4 billion as required funding for DCs, which compares closely to the \$2.2 billion of DC eligible costs in the 2024 DC. Based on this comparison, it is difficult to understand the comments that a three fold increase in DC funding would be required. One aspect that is not traceable through the documents is the actual DC contributions made over the past few years and whether there is a significant gap in projected DC funding and actual DC funding.</p> <p>Recommendation <i>We request that roads and related project costs in the BMP be provided in a manner that allows for direct comparison to roads and related project costs identified and included in the City's 2024 DCBS.</i></p> <p><u>Summary of Total Transit and Roads Gross Capital Costs</u> Based on the assumptions made as described above, a summary comparison of road network and transit network gross capital costs from the 2024 DC and assumed for the 2025 BMP is shown on Table 1 below. It is noted that different time periods for cost estimates make a direct comparison challenging: the 2024 DC has road capital cost up to 2041 and transit costs up to 2033, and the 2025 BMP has transit network costs up to 2051 and does not explicitly contain road network costs.</p>	<p><u>Summary of Total Transit and Roads Gross Capital Costs</u> Based on the assumptions made as described above, a summary comparison of road network and transit network gross capital costs from the 2024 DC and assumed for the 2025 BMP is shown on Table 1 below. It is noted that different time periods for cost estimates make a direct comparison challenging: the 2024 DC has road capital cost up to 2041 and transit costs up to 2033, and the 2025 BMP has transit network costs up to 2051 and does not explicitly contain road network costs.</p> <p>Based on the above comparison, and considering the different time periods for each of the estimated gross capital costs, the estimated capital costs for the roads and transit network appear to be of a similar magnitude. Further information, including the City's cost estimate for roads and related infrastructure is required to make a conclusion on the capital cost comparison.</p> <p>Recommendation <i>We request details of project cost estimates, and also details to support the required and projected funding referred to in the City Staff Report and presentation.</i></p> <p><i>A high-level costing exercise was conducted as part of the BMP to estimate the cost of implementing all projects to 2051. These costs will be refined to reflect the most up to date cost estimates for the next DC By Law update. The costing of projects in Heritage Heights will be identified through work associated with the HHTMP, which will inform the next DC by-law update. City staff would be happy to meet with BA Group to discuss next steps and costing methodology. Please provide timing and availability.</i></p> <p><i>Sent on February 9, 2026</i></p>
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			Table 2 Comparison of Gross Capital Costs in 2024 DC and 2025 BMP for Roads and Transit Network					
			Capital Cost Component	2024 DC (2024-2041 period)	2025 BMP (2025-2051 period)	Difference		
			Transit Network	\$5.58 billion (to 2023)	\$6.68 billion (to 2051)	\$1.1 billion		
			Roads and Related	\$3.02 billion (to 2041)	\$3.2 billion* (to 2051)	\$0.18 billion		
			Total Transit Network and Roads	\$8.6 billion	\$9.88 billion	\$1.3 billion		
			<p>* \$3.2 billion estimated from City Staff Report dated September 10, 2025 stating total funding requirement of \$9.9 billion, and subtracting \$6.68 billion identified for Transit Network in Technical Report E to 2025 BMP.</p> <p>Based on the above comparison, and considering the different time periods for each of the estimated gross capital costs, the estimated capital costs for the roads and transit network appear to be of a similar magnitude. Further information, including the City's cost estimate for roads and related infrastructure is required to make a conclusion on the capital cost comparison.</p> <p>Recommendation We request details of project cost estimates, and also details to support the required and projected funding referred to in the City Staff Report and presentation.</p>					
9	November 17, 2025	Vicki T.	<p>Congratulations on the BMP. I am in full support of the vision and appreciate all the effort was put in to engaging with the community and drawing from best practices and other plans!</p> <ul style="list-style-type: none"> - Comment on page 39, The Challenge, 3rd paragraph: "However, if the Brampton Plan's 25% transit and 11% active mode share targets are achieved, 70,000 vehicle trips can be removed from the transportation system." <ul style="list-style-type: none"> o I agree and understand the suggestion that we can prevent additional cars being added to traffic, but I think the wording slightly takes away from that point. I'm 				<p>Thank you for sharing your comments on the Brampton Mobility Plan and your support for the plan. See our responses in blue below:</p> <ul style="list-style-type: none"> - Comment on page 39, The Challenge, 3rd paragraph: "However, if the Brampton Plan's 25% transit and 11% active mode share targets are achieved, 70,000 vehicle trips can be removed from the transportation system." <ul style="list-style-type: none"> o I agree and understand the suggestion that we can prevent additional cars being added to traffic, but I think the wording slightly takes away from that point. I'm not 	

			<p>not sure if some people may read that thinking we have to remove 70,000 current drivers off the road to make this plan happen.</p> <ul style="list-style-type: none"> o Emphasizing the benefits of all the OTHER people (non driving) can benefit in the community with more access to options <p>- I know the focus has been on cars, do we have any research on how many people are NOT driving? The population could include kids, elderly, people with disabilities, anyone that doesn't have and or chooses not to drive? I assume this would be a larger group of people that needs access to transportation and can help build the case to make our communities more inclusive for others to get around without the assistance of another family member driving them around for example. Some mentions are in 4.2 providing equity to transportation</p> <ul style="list-style-type: none"> o I read to pg 108 on Monitoring Indicators, and you mention monitoring people moving, great! <p>- On page 69 (or 91 on pdf) of the report last paragraph, there was no mention of ebikes and they strongly play a key role in giving people that FMLM option to travel further distances; I notice the picture is of someone using an ebike at the GO Train</p> <ul style="list-style-type: none"> o I understand Metrolinx has implemented further restrictions this year about ebikes due to the battery hazards, but I am not sure of the details or any updates <p>- ASE mention on page 74 of the report (or 96 pdf), how will this be affected by the removal from the direction of the Provincial government? How will this affect the future for safer streets?</p> <ul style="list-style-type: none"> o Many complaints were about money grab since the program never had any grace period for people to change and adjust from their speeding ticket caught on camera. If only the program could be tweaked to give people that opportunity to learn from their mistake instead of making those people angry for having to pay so much since it takes time for the tickets to get mailed to their house in which they may have already accumulated multiple tickets. 	<p>sure if some people may read that thinking we have to remove 70,000 current drivers off the road to make this plan happen.</p> <ul style="list-style-type: none"> o Emphasizing the benefits of all the OTHER people (non driving) can benefit in the community with more access to options <p>Agreed.</p> <p>- I know the focus has been on cars, do we have any research on how many people are NOT driving? The population could include kids, elderly, people with disabilities, anyone that doesn't have and or chooses not to drive? I assume this would be a larger group of people that needs access to transportation and can help build the case to make our communities more inclusive for others to get around without the assistance of another family member driving them around for example. Some mentions are in 4.2 providing equity to transportation</p> <ul style="list-style-type: none"> o I read to pg 108 on Monitoring Indicators, and you mention monitoring people moving, great! <p>The Transportation Today Survey provides additional data on how people move around the GTA.</p> <p>- On page 69 (or 91 on pdf) of the report last paragraph, there was no mention of ebikes and they strongly play a key role in giving people that FMLM option to travel further distances; I notice the picture is of someone using an ebike at the GO Train</p> <ul style="list-style-type: none"> o I understand Metrolinx has implemented further restrictions this year about ebikes due to the battery hazards, but I am not sure of the details or any updates <p>BMP Action Item AT8 is to "Pilot a bike share program to provide convenient access to a bicycle or e-bicycle for Brampton residents"</p> <p>- ASE mention on page 74 of the report (or 96 pdf), how will this be affected by the removal from the direction of the Provincial government? How will this affect the future for safer streets?</p> <ul style="list-style-type: none"> o Many complaints were about money grab since the program never had any grace period for people to change and adjust from their speeding ticket caught on camera. If only the program could be tweaked to give people that opportunity to learn from their mistake instead of making those people angry for having to pay so much since it takes time for the tickets to
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			<ul style="list-style-type: none"> - TSPs sound awesome! There is a lot of frustration from transit users that they get stuck in the same traffic when it's backed up by cars which also causes delays in accurate bus times which can lead to missing peoples' next connection. <ul style="list-style-type: none"> o Bike signals are great when used properly by everyone around. I have been using the ones in Mississauga and assume it's similar experiences for people in Brampton. Many drivers are not aware or slowing down at intersections and end up rolling into the bike and cross ride/walk which can be fatal. Additional knowledge and maybe by-law officer blitz could be done to help warn and get drivers to know to slow down to set better examples. <p>Thanks so much for everyone who worked on this. I would love to see these plans through to support everyone moving around safely and effectively!</p>	<p>get mailed to their house in which they may have already accumulated multiple tickets.</p> <p>The City of Brampton will comply with any policy changes at the Provincial level.</p> <ul style="list-style-type: none"> - TSPs sound awesome! There is a lot of frustration from transit users that they get stuck in the same traffic when it's backed up by cars which also causes delays in accurate bus times which can lead to missing peoples' next connection. <ul style="list-style-type: none"> o Bike signals are great when used properly by everyone around. I have been using the ones in Mississauga and assume it's similar experiences for people in Brampton. Many drivers are not aware or slowing down at intersections and end up rolling into the bike and cross ride/walk which can be fatal. Additional knowledge and maybe by-law officer blitz could be done to help warn and get drivers to know to slow down to set better examples. <p>Thank you for your comment and support for TSP and Bike Signals.</p> <p><i>Sent on December 22, 2025</i></p>
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