2051 BRAMPTON MOBILITY PLAN ON THE MOVE

SEPTEMBER 2025

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BRAMPTON HDR in association with DILLON CONSULTING HEMSON

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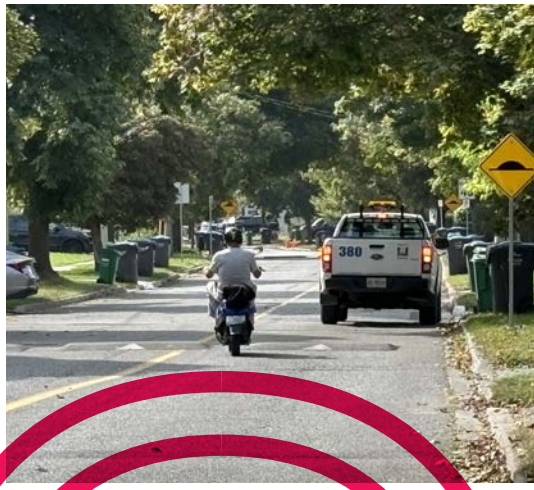

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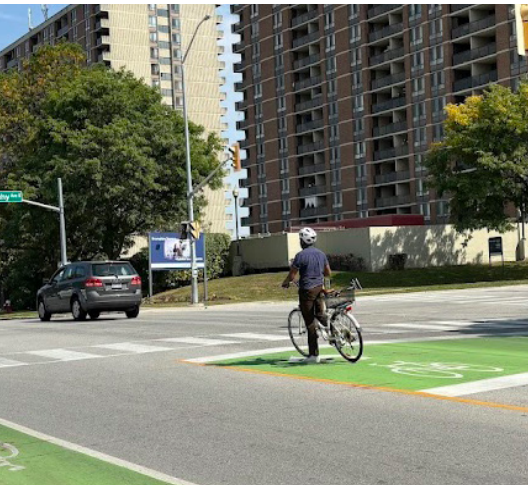

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LAND ACKNOWLEDGEMENT

The City of Brampton respectfully acknowledges that the City is located on treaty lands and territory of the Mississaugas of the Credit and the traditional territory of the Huron-Wendat and the Haudenosaunee since time immemorial. The City of Brampton is a contemporary home to many First Nations, Inuit, and Métis people today. Brampton appreciates and respects the history and diversity of the land and is grateful to have the opportunity to work and meet in this territory. The City of Brampton joins with First Nation groups in partnership, friendship, and reconciliation.

Brampton acknowledges the United Nations Declaration on the Rights of Indigenous Peoples and the Truth and Reconciliation and the TRC Calls to Action, which act as starting points for the City to develop meaningful collaborative relationships and work that addresses the systemic inequities and racism that Indigenous Peoples face. As the City implements the recommendations of the Brampton Mobility Plan, it commits to fostering inclusive, accessible, and sustainable transportation options that respect Indigenous perspectives and the deep connections these communities have to the land. The City acknowledges the importance of Indigenous ways of knowing in shaping a more connected and equitable future for all.

The City expresses our gratitude for the opportunity to live, work, and move through these lands and pledges to continue working in the spirit of truth and reconciliation.

MAYOR'S MESSAGE

Brampton is a city on the move, transforming into one of Canada's most dynamic urban centres. As we look ahead, the Brampton Mobility Plan lays the foundation for how we connect people, places, and opportunities across our city for generations to come.

This plan re-imagines transportation in Brampton. No longer centered solely around cars, we're embracing a multi-modal future that prioritizes walking, cycling, transit, and seamless goods movement. It's about creating a transportation system that reflects the City's values of equity, innovation, inclusion and sustainability as we continue with Canada's most ambitious deployment of zero-emission electric buses.

Mobility is more than just how we get around. It shapes how we access jobs, education, culture, and each other. As the country's seventh largest and fastest-growing big city, Brampton's ability to move people and goods safely and efficiently is critical to our local, regional and national success.

With the Brampton Mobility Plan, we're building a complete, connected community where residents of all ages and abilities can move freely, safely, and sustainably.

Locally, this also includes Light Rail Transit with a tunneled section into the downtown, an east-west Bus Rapid Transit corridor on Queen Street and developing the decommissioned Orangeville-Brampton Railway Line into a 51-kilometre recreational trail connecting Brampton to Mississauga, Caledon, Orangeville and beyond.

Together with our residents, businesses, and partners, we're shaping a future where mobility empowers opportunity, supports economic growth, and enhances quality of life.

This is our roadmap to a more resilient, inclusive, and vibrant Brampton.


FANZORELLI'S

EXECUTIVE SUMMARY

An Overview of the Brampton Mobility Plan

A. OVERVIEW

Brampton, one of Canada's fastest-growing and most populous cities, is a key urban centre in the Greater Toronto and Hamilton Area that is known for its diversity and strong economy in manufacturing, logistics, and technology. By 2051, Brampton is projected to be a city of approximately 1 million people and 355,000 jobs, an increase of 300,000 people and 130,000 jobs from 2021. Brampton's rapid growth and vision for sustainability demands a new perspective on how we move people and goods throughout the city. **The Brampton Mobility Plan aims to guide this transformation, emphasizing the need for strategic planning and sustainable transportation to support the city's future.**

The Brampton Mobility Plan is the City's 25-year strategy for transportation infrastructure and initiatives, designed to support growth and guide future investments. As part of the broader Brampton Growth Management Framework, it aligns transportation planning with urban development, economic goals, and sustainability. This integrated land use and transportation planning approach recognizes that encouraging sustainable, non-automobile travel requires land uses to be in closer proximity or along major transit routes. This approach is designed to create a future mobility network that also supports housing, jobs, and connected communities to achieve the City's goals for health, safety, economic development and climate action, as outlined in the Brampton Plan and Brampton 2040 Vision.

The Brampton Mobility Plan was developed under the Municipal Class Environmental Assessment process for Master Plans (Approach #1) and meets the requirements of Phases 1 and 2 at a high level, with future infrastructure projects to undergo further detailed studies. Public and stakeholder engagement played a key role in the development of this plan, including outreach to Indigenous communities, two rounds of public consultation, and three rounds of stakeholder sessions, reaching thousands through both in-person and online channels. Residents and stakeholders highlighted several key transportation priorities: improving transit capacity and expanding rapid transit options; managing road congestion; enhancing network connectivity; and investing in safer infrastructure for walking and rolling.

B. GUIDING PRINCIPLES

In 2021, Council endorsed seven guiding principles for the Brampton Mobility Plan that informed the development of the plan and served as the foundation for the plan's evaluation framework. The guiding principles are as follows:

1. Enhance mobility and travel options for people and goods
Consider long term needs for a seamless, connected and integrated mobility network that supports travel options; Accommodate travel demand ensuing from growth in a more sustainable way; Connect people to places and move goods to market; Support prosperity and economic development.

2. Improve environmental sustainability
Manage travel demand to reduce auto travel, especially single occupant trips, and to increase sustainable transportation trips; Integrate trees and green infrastructure in design to reduce heat island effect, manage stormwater, and reduce energy consumption; Reduce greenhouse gas emissions and improve air quality.

3. Integrate transportation and land use planning
Plan for mobility solutions that support compact, high density, mixed land uses; Prioritize sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips; Design great streets for people that emphasize strong neighbourhood image and identity; Recognize implications of street design on built form and travel behaviour.

4. Advance multi-modal transportation equity
Increase trips made by walking, cycling and transit; Prioritize universal accessibility, meeting the needs of all ages, abilities and modes of travel; Prioritize infrastructure decisions to 'complete' streets, balancing the needs of road users; Understand and communicate the trade-offs between road design options and resulting travel behaviours/ mode choices; Provide attractive and comfortable travel choices.

5. Protect public health & safety
Embrace Vision Zero objectives – reduce and ultimately eliminate fatalities and serious injury from collisions, while enhancing protection for pedestrians and cyclists; Prioritize vulnerable users in planning and design; Integrate active living into the transportation network for daily trips to reduce instances of chronic disease; Enhance attractiveness, liveability and well-being of the community – planning for people and place goals beyond conventional mobility.

6. Leverage Technology
Optimize existing auto network capacity to accommodate future travel demand through the use of technology, advanced traffic management and Travel Demand Management measures; Plan for the future of mobility and the impacts of new travel technologies.

7. Emphasize community engagement and collaboration
Engage citizens in a systematic and inclusive way addressing mobility issues to support the implementation of 2040 Vision; Coordinate public engagement opportunities for the TMP Review and the Brampton Plan (Official Plan Review).

C. RECOMMENDATIONS

The Brampton Mobility Plan's Preferred Solution is based on a technical evaluation, including spatial analysis, socio-economic and environmental mapping, and travel demand forecasting, as well as input from public and stakeholder consultation. It focuses on expanding higher order transit and promoting sustainable mobility through targeted infrastructure, programs, and partnerships. The plan outlines a network of complete streets, transit, and active transportation improvements to support Brampton's future mobility needs.

RECOMMENDED COMPLETE STREETS NETWORK

The recommended Complete Streets Network, shown in **Figure C-1**, includes strategic road widening and road extensions to support new growth areas, as well as complete street reconstruction projects that improve Brampton's existing roads to maximize their capacity for moving people. The key goals of the complete street network are building complete streets, supporting the transit network, serving new growth areas, improving connectivity and building a resilient network.

BUILDING COMPLETE STREETS

Brampton has adopted a complete streets approach, guided by the City's Complete Streets Guide, that informs the planning and design of all road infrastructure. Enhancing street design to better serve pedestrians, cyclists, transit, and vehicles will increase the network's overall capacity to move people. Over time, all roads in Brampton will become complete streets.

To support a more sustainable transportation system, the City of Brampton aims to limit the addition of new general-purpose vehicle lanes, especially on existing four-lane roads. Instead, the focus is on building a resilient Complete Streets Network that supports transit, serves growth areas, improves connectivity, and accommodates all modes of travel.

With significant growth planned in strategic growth areas (e.g. Urban Centres), Brampton requires investment in transportation infrastructure that will increase the person-carrying capacity of the network, including dedicated transit lanes and comfortable facilities for walking and cycling

Brampton will also use a Multi-Modal Level of Service (MMLOS) framework to assess infrastructure design across all travel modes, ensuring investment decisions align with sustainability, accessibility, and equity goals by shifting away from car-centric planning.

SUPPORTING THE TRANSIT NETWORK

The Complete Streets Network will support transit use by introducing a network of Higher Order Transit corridors with dedicated transit-only lanes, enabling faster and more efficient movement of people. Where Higher Order Transit is planned, further studies will be needed to determine how to accommodate dedicated transit lanes. All of the proposed Higher Order Transit routes run on arterial corridors that offer important connections within Brampton and to neighbouring municipalities.

SERVING NEW GROWTH AREAS

The Complete Streets Network accounts for future traffic demand and ensures access for all users and is informed by other plans such as Brampton Plan, secondary plans, and completed environmental assessment studies. With significant growth planned, Brampton requires investment in transportation infrastructure that will increase the person-carrying capacity of the network, including dedicated transit lanes and comfortable facilities for walking and cycling. In new greenfield areas, a fine-grain network of roads will be needed to connect new homes to the broader system and support essential underground services such as utilities, water, wastewater, and stormwater management.

IMPROVING CONNECTIVITY

Improvements to connections in the neighbouring municipalities of Mississauga, Caledon, Vaughan, Halton Hills, and Toronto are just as important as local connections, as they help enhance access to/from Brampton and the surrounding areas that are also experiencing rapid growth.

The introduction of provincial Highway 413 will alter how people travel in the north and west portions of Brampton – providing access to growth areas and employment areas in Brampton and Halton Hills, and access to the broader network of provincial highways.

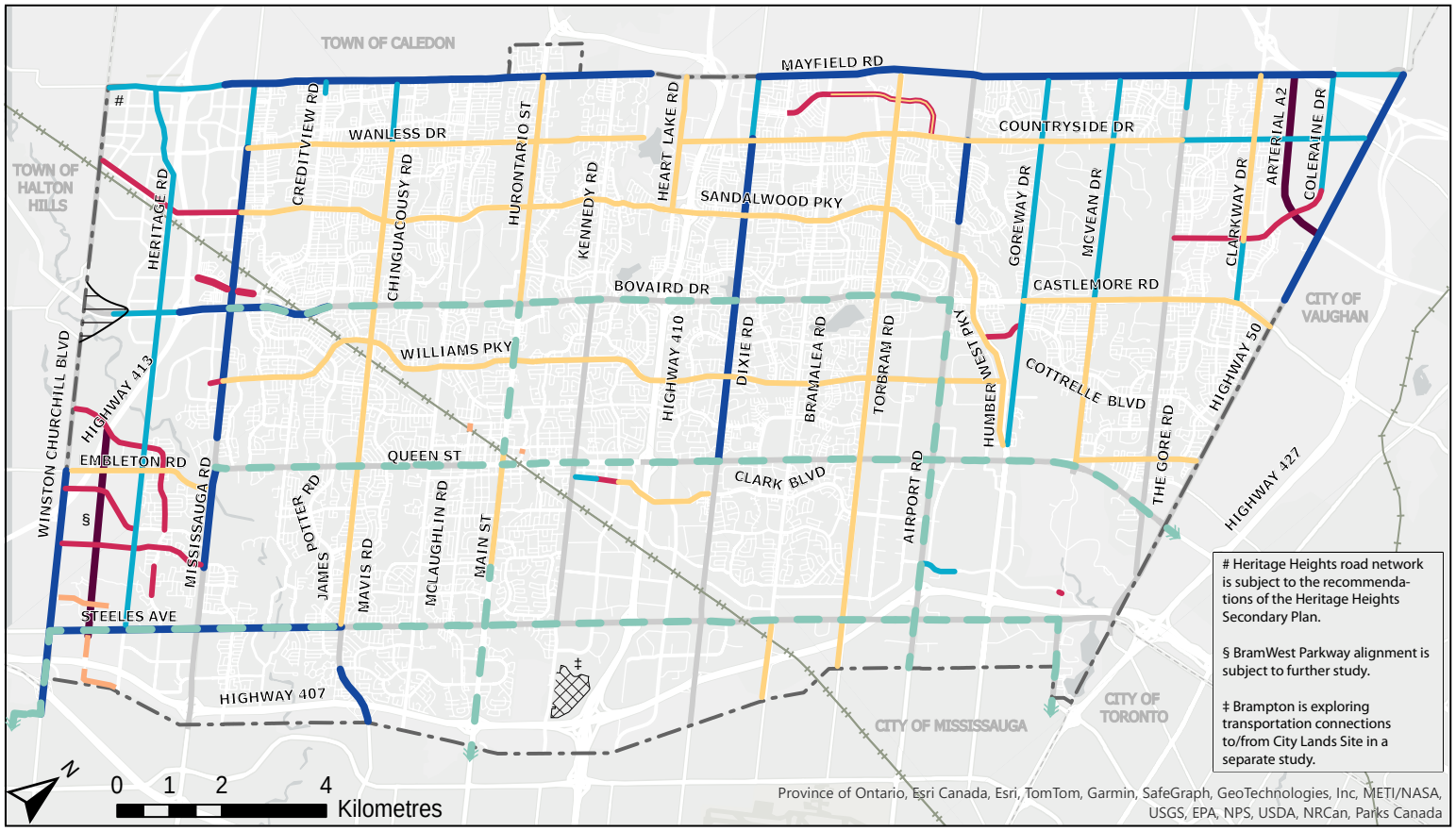
BUILDING A RESILIENT, LOW-CARBON NETWORK

To address climate change impacts, Brampton must enhance the resilience of its transportation network by applying best practices in the design, construction, and maintenance of infrastructure to reduce service disruptions and improve long-term reliability.

To build climate resilience, Brampton can adopt measures such as Green Infrastructure or Low Impact Development (LID) to manage stormwater and protect roads and supporting infrastructure from flooding and other extreme weather. Alongside new initiatives, maintaining existing infrastructure in a State of Good Repair is essential, requiring ongoing investment to keep the transportation network safe and dependable.

2051 COMPLETE STREET NETWORK

Figure C-1: 2051 Complete Streets Network



Recommended 2051 Complete Streets Network

Legend

- Brampton Border
- Kitchener GO Line
- Bolton GO Line (Conceptual)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Complete Street Improvements

- New 6 lanes
- New 4 lanes
- New 3 lanes
- New 2 lanes
- Complete Streets Reconstruction
- East-West Connection Focus Area
- Widening to 6 lanes
- Widening to 4 lanes
- Road Changes for HOT*

*Subject to Further Study

RECOMMENDED TRANSIT NETWORK

There are three classes of transit improvements identified in the Brampton Mobility Plan as shown in **Figure C-2:**

1. **Higher Order Transit**: fast, frequent, and reliable rapid transit services that operate primarily in dedicated transit-only lanes. This can include Bus Rapid Transit (BRT), Light Rail Transit (LRT), or subway systems.
2. **Priority Bus / Züm:** a rapid bus service that improves speed and reliability using transit priority measures, like queue jump lanes and transit signal priority, without a fully dedicated lane.
3. **Support Corridor:** bus services that provide connectivity between neighbourhoods and Higher Order Transit or Priority Bus corridors.

The proposed future transit network will feature a grid of Higher Order Transit and Priority Bus/ Züm routes, supported by local bus services that connect neighbourhoods. Where Higher Order Transit is planned, corridors will be reviewed for possible widening or lane conversions to accommodate dedicated transit lanes.

The Hazel McCallion LRT, which spans from Port Credit GO to Steeles Avenue, and the planned LRT extension to Downtown Brampton will form the backbone of Brampton's future transit network. The tunnelled extension will link Downtown Brampton to the major LRT project currently being built south of Steeles Avenue.

Additionally, planning is in progress for BRT along Queen Street, connecting Mississauga Road in Brampton to the Highway 7 BRT in Vaughan.

Brampton Transit and/or Metrolinx will conduct further studies to determine the best routes, lane configurations, services and operations, and stop locations of the proposed Higher Order Transit network. These transit corridors may be introduced in phases, starting with Züm service before subsequent upgrade to Higher Order Transit.

The Brampton Mobility Plan also recommends high-frequency service, up to every 5 minutes on dedicated transit lanes and every 10 minutes or better on Züm and support routes, helping boost transit use and offering reliable options for all residents.

2051 TRANSIT NETWORK

Figure C-2: 2051 Transit Network

Recommended 2051 Transit Network

Legend

- Brampton Border

Rail

- Kitchener GO Line
- Existing GO Stations
- Bolton GO Line (CONCEPTUAL)
- New GO Stations (CONCEPTUAL)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Proposed Transit Network

- Higher Order Transit (BRT or LRT)
- Priority Bus or Züm
- Support Corridor
- Provincial Transitway (CONCEPTUAL)
- Transitway Stations (CONCEPTUAL)

RECOMMENDED ACTIVE TRANSPORTATION NETWORK

Promoting walking, rolling, cycling, and other active travel modes offers Brampton a sustainable, equitable and affordable way to improve mobility. Better active transportation benefits everyone by creating safer routes, easier access to transit, and more convenient connections for all trips.

Active transportation is a key part of the Brampton Mobility Plan, building on the Active Transportation Master Plan (ATMP), which outlines a future network of cycling and multi-use paths supported by programs that encourage walking and cycling. The general categories of active transportation facilities in the ATMP are:

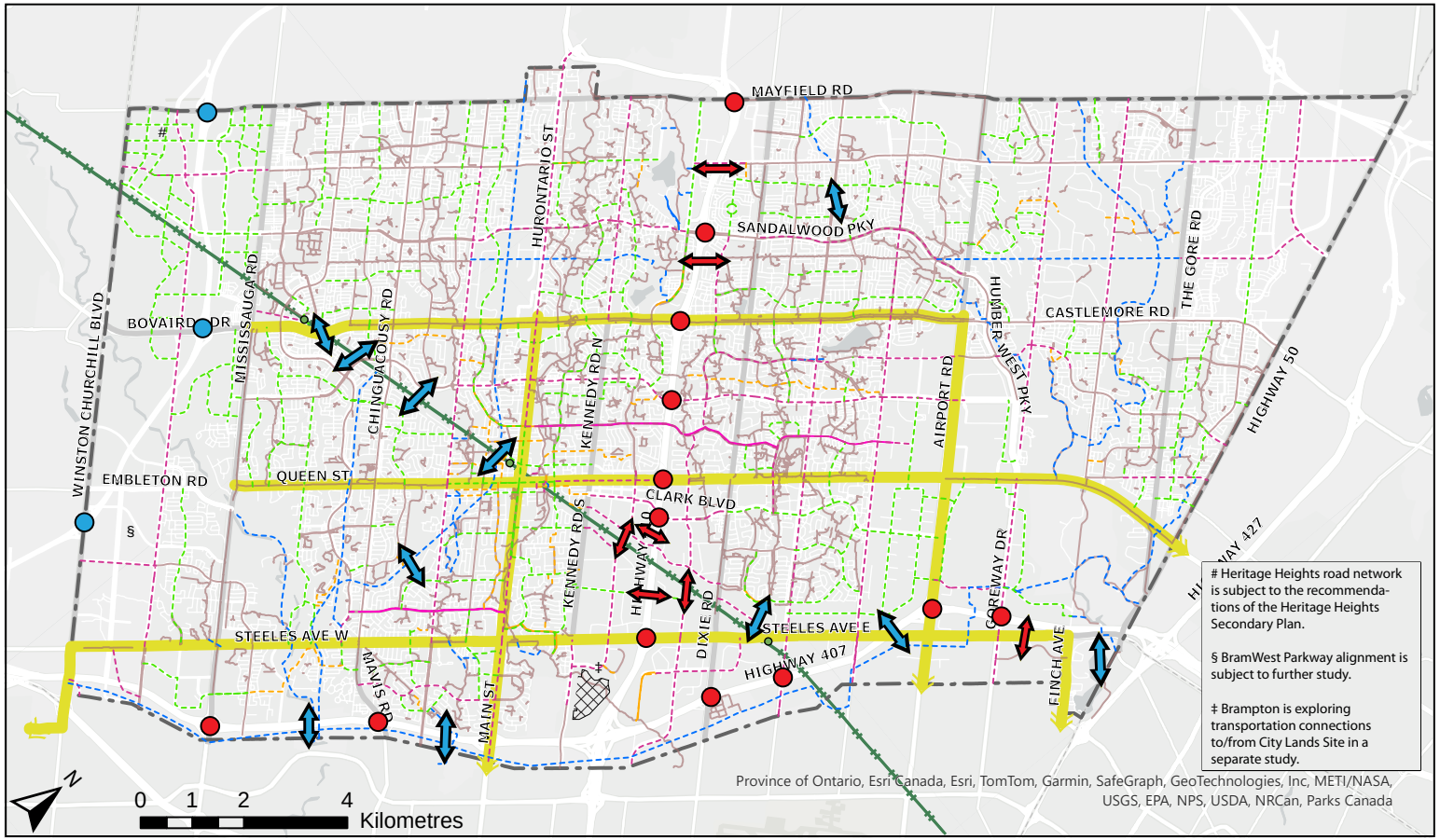
- Protected bike lanes or cycle tracks on major and minor arterial roads.
- Bike lanes or buffered bike lanes on minor arterials and collector roads.
- Shared on-road bike facilities on local roads.
- Multi-use paths for pedestrians and cyclists within the boulevards.
- Sidewalks on all roads.

The Brampton Mobility Plan builds on the ATMP by addressing active transportation gaps across major barriers like highways, railways, and waterways as shown in **Figure C-3**. This includes proposed improvements at interchanges along Highways 410, 407, and the future 413, as well as new connections across all 400-series highways and rail corridors.

Future updates of the ATMP will reflect the City's growth and evolving needs by revisiting past recommendations and recommended infrastructure improvements from the Brampton Mobility Plan.

2051 ACTIVE TRANSPORTATION NETWORK

Figure C-3: 2051 Active Transportation Network



Recommended 2051 Active Transportation Network

Legend

- Brampton Border
- Proposed Physically Separated Bikeways
- Proposed Bicycle Lanes
- Proposed Shared Cycling Facilities
- Proposed Recreational Trail
- Improving Existing Crossing of Major Barriers
- Proposed Crossing of Major Barriers
- Existing Facilities
- Proposed Higher Order Transit with AT improvements
- Improve AT Connection at Exisiting Interchange
- Improve AT connection at Proposed Interchange

D. IMPLEMENTATION & ACTIONS

Turning Brampton's transportation vision into reality requires a clear implementation strategy. This multi-year, multi-modal approach includes actions that include physical improvements, such as enhancements to road, transit, and active transportation infrastructure, supported by policies and programs. While some initiatives may be led by the City of Brampton, others will depend on strong collaboration with other levels of government and stakeholders to align plans and secure funding.

The BMP recommends actions that aim to improve mobility, boost sustainable travel, and support Brampton's evolving urban form. The recommended actions are organized by the following categories based on the guiding principles:

- Complete Streets Actions
- Transit Actions
- Active Transportation Actions
- Goods Movement Actions
- Other Actions

Each category is accompanied by advocacy positions and partnerships which advance federal, provincial, regional, and municipal coordination to transform the transportation system to meet the future needs of Brampton.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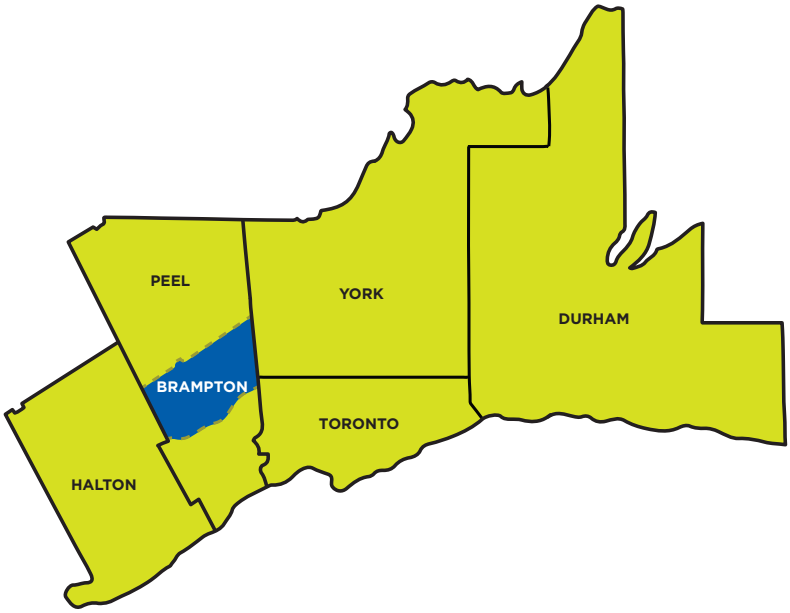
CHAPTER 1:
Introduction

1.1 SETTING THE SCENE

The City of Brampton, located in the Greater Toronto and Hamilton Area (GTHA) of Ontario, is one of Canada's largest and fastest-growing municipalities. With an estimated population of over 790,000[9] people, it is the seventh largest city in Canada and the second largest in the GTHA, after Toronto.

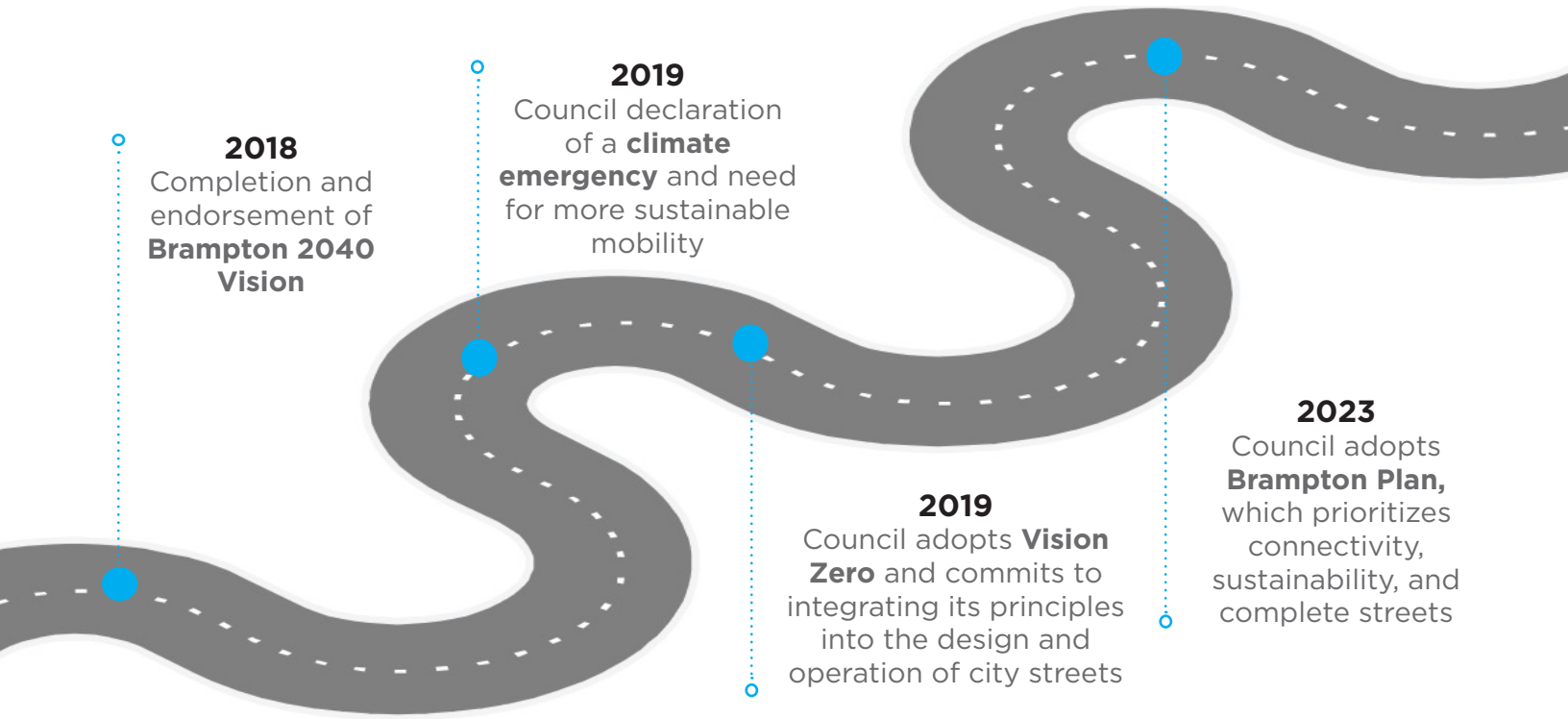


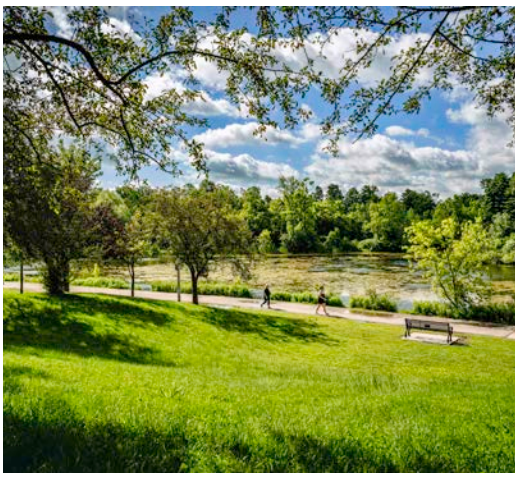
Covering an area of approximately 266 square kilometres, and located conveniently in the centre of Canada's Innovation Corridor, Brampton is a major urban centre known for its diverse population, strong economic base, and extensive transportation network. Often referred to as "The Flower City" due to its historical greenhouse industry, Brampton has evolved into a vibrant, multicultural hub with a booming economy in sectors such as advanced manufacturing, logistics, and technology. Its rapid growth and strategic location make it a key player in the region's development and transportation planning.

As more people and workers relocate to Brampton, being able to move people and goods around the city quickly, safely and efficiently will be critical for Brampton to continue to thrive. The Brampton Mobility Plan embraces this moment of change. It recognizes that future growth and mobility patterns must evolve in step with the City's transformation. Through strategic planning, investment, and partnership, Brampton can grow into a city where sustainable mobility is the everyday reality for generations to come.

9 2024 population. Statistics Canada. Table 17-10-0155-01 Population estimates, July 1, by census subdivision, 2021 boundaries

The Brampton Mobility Plan is an update to the previous 2015 Transportation Master Plan (2015 TMP) that guided investment in Brampton's transportation system over the last decade. Since its completion, Brampton Council has endorsed several strategic decisions that have changed how transportation should be planned. The Brampton Mobility Plan will guide transportation investment that reflects the Brampton of today and tomorrow.





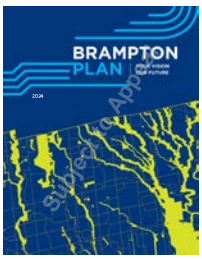
WHY WE NEED A MOBILITY PLAN

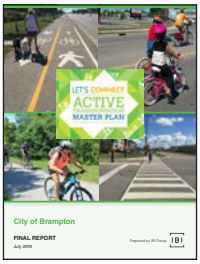
The Brampton Mobility Plan is the City's long-term transportation infrastructure plan to support future growth and guide transportation infrastructure investment over the next 25 years. It is a critical component of the City's broader Growth Management Framework as it ensures that transportation infrastructure evolves in alignment with urban development, economic expansion, and environmental sustainability.

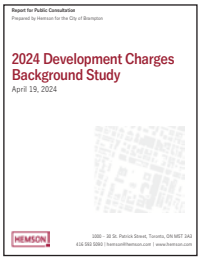
It recognizes the integrated relationship between land use and transportation planning by recommending a mobility network that supports growth, housing and jobs. It aims to coordinate the land use vision identified in the City's Official Plan ("Brampton Plan") and Brampton 2040 Vision with transportation investments, ensuring that future growth is supported by infrastructure that reflects the importance of mobility, health, safety and well-being, and creates the opportunity to build connected communities.

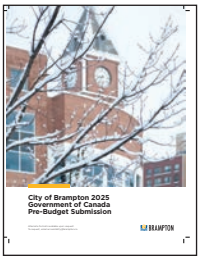
The Brampton Mobility Plan informs the next:

- 10-year Capital Plan and Development Charges By-Law update
- Brampton Transit 5-year Service Plan
- Transportation-related advocacy positions
- Active Transportation Master Plan
- Transportation Asset Management Plan
- Transportation related programs and partnerships







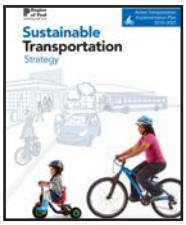


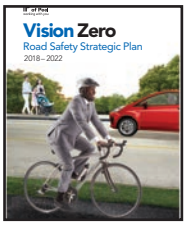
1.2 THE BIGGER PICTURE (POLICY CONTEXT)

Since Brampton's last city-wide transportation plan, plans and policies at the provincial, regional, and municipal levels have evolved and a new mobility plan is needed to reflect the current context. Relevant plans and policies that influence transportation planning, which were developed or updated after the previous 2015 TMP was completed, are identified below. A more detailed review is provided in **Technical Report A: Policy Background**.

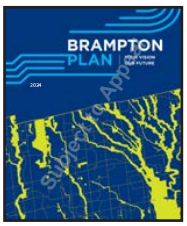
PROVINCIAL PLANS & POLICIES

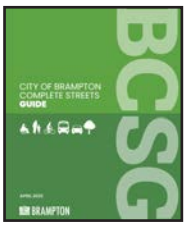
REGION OF PEEL PLANS & POLICIES

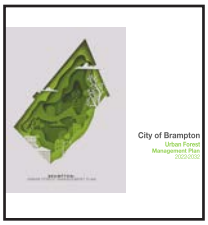


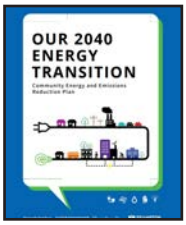


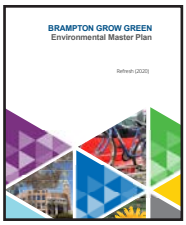
BRAMPTON PLANS & POLICIES











GUIDING PRINCIPLES

In 2021, Council endorsed seven guiding principles for the Brampton Mobility Plan that informed the development of the plan and served as the foundation for the plan's evaluation framework. The guiding principles are as follows:

1. Enhance mobility and travel options for people and goods

Consider long term needs for a seamless, connected and integrated mobility network that supports travel options; Accommodate travel demand ensuing from growth in a more sustainable way; Connect people to places and move goods to market; Support prosperity and economic development.

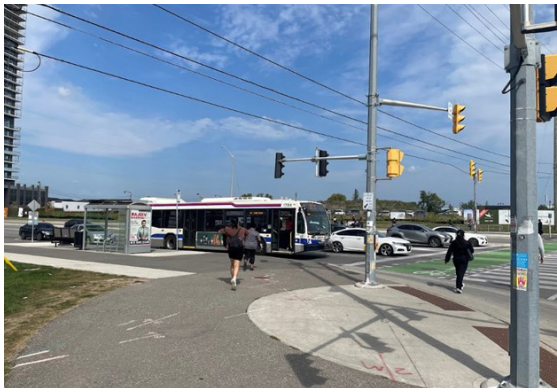
2. Improve environmental sustainability

Manage travel demand to reduce auto travel, especially single occupant trips, and to increase sustainable transportation trips; Integrate trees and green infrastructure in design to reduce heat island effect, manage stormwater, and reduce energy consumption; Reduce greenhouse gas emissions and improve air quality.

3. Integrate transportation and land use planning

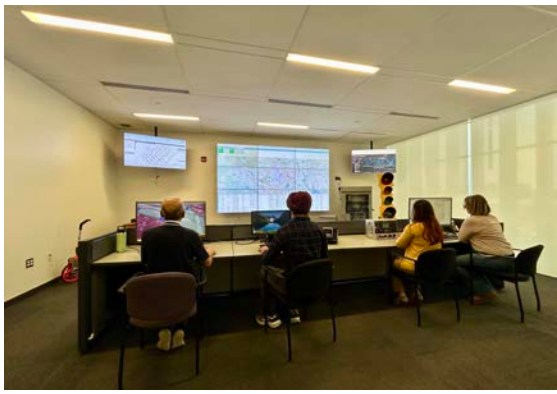
Plan for mobility solutions that support compact, high density, mixed land use development in strategic centres; Prioritize sustainable infrastructure improvements to connect transit and active transportation networks to facilitate short trips; Design great streets for people that emphasize strong neighbourhood image and identity; Recognize implications of street design on built form and travel behaviour.

4. Advance multi-modal transportation equity
Increase trips made by walking, cycling and transit; Prioritize universal accessibility, meeting the needs of all ages, abilities and modes of travel; Prioritize infrastructure decisions to 'complete' streets, balancing the needs of road users; Understand and communicate the trade-offs between road design options and resulting travel behaviours/ mode choices; Provide attractive and comfortable travel choices.



5. Protect public health & safety
Embrace Vision Zero objectives – reduce and ultimately eliminate fatalities and serious injury from collisions, while enhancing protection for pedestrians and cyclists; Prioritize vulnerable users in planning and design; Integrate active living into the transportation network for daily trips to reduce instances of chronic disease; Enhance attractiveness, liveability and well-being of the community – planning for people and place goals beyond conventional mobility.

6. Leverage Technology
Optimize existing auto network capacity to accommodate future travel demand through the use of technology, advanced traffic management and Travel Demand Management measures; Plan for the future of mobility and the impacts of new travel technologies.



7. Emphasize community engagement and collaboration
Engage citizens in a systematic and inclusive way addressing mobility issues to support the implementation of 2040 Vision; Coordinate public engagement opportunities for the TMP Review and the Brampton Plan (Official Plan Review).

1.3 THE MASTER PLAN PROCESS

The Brampton Mobility Plan was developed in accordance with the Municipal Class EA process for Master Plans, following Approach #1, and satisfies the requirements of Phases 1 and 2 at a broad scope and level of assessment. Infrastructure projects recommended in the Brampton Mobility Plan may proceed to more detailed investigations at the project-specific level to complete the next phases of the EA process.

COMMUNITY AND STAKEHOLDER FEEDBACK

Engagement and collaboration were important aspects of developing this plan that will guide the future of transportation in Brampton. Two rounds of public engagement, outreach to Indigenous communities, and three rounds of stakeholder engagement were part of the study process. Through the engagement program, the study team sought input on the study directions, transportation issues, alternative solutions and the preferred solution. Hundreds of individuals were engaged at in-person events and virtual outreach included over 5,000 website visits and 1,300 social media ad interactions. A detailed Engagement Summary Report can be found in **Technical Report B: Engagement Summary Report.**

WHAT WE HEARD

- Expand Züm and Higher Order Transit Network
- Increase efficient use of the road network
- Prioritize cyclist safety with in-boulevard facilities

PUBLIC ENGAGEMENT

- Brampton Farmer's Market Kiosks
- Virtual Public Open Houses
- In-Person Open Houses at Bramalea City Centre and Shopper's World
- In-person outreach at Brampton Transit Terminals

KEY TRANSPORTATION NEEDS IDENTIFIED BY BRAMPTON RESIDENTS AND STAKEHOLDERS

Roads

- **Address congestion** and delays to the road network.
- Make more efficient use of the road network.
- Improve connectivity across municipal boundaries and between communities.

Active Transportation

- Build more cycling facilities in boulevards that separate cyclists from vehicle traffic.
- Build wider sidewalks and provide safe crossing opportunities.
- Provide better connections to address existing gaps across major barriers.

Transit

- Increase bus capacity on key Brampton Transit routes - ridership demand today is exceeding available bus capcity.
- Expand the Züm network to meet current and future demands.
- Introduce more rapid transit (Higher Order Transit and/or Prioirity Bus) corridors to serve current and future ridership demands.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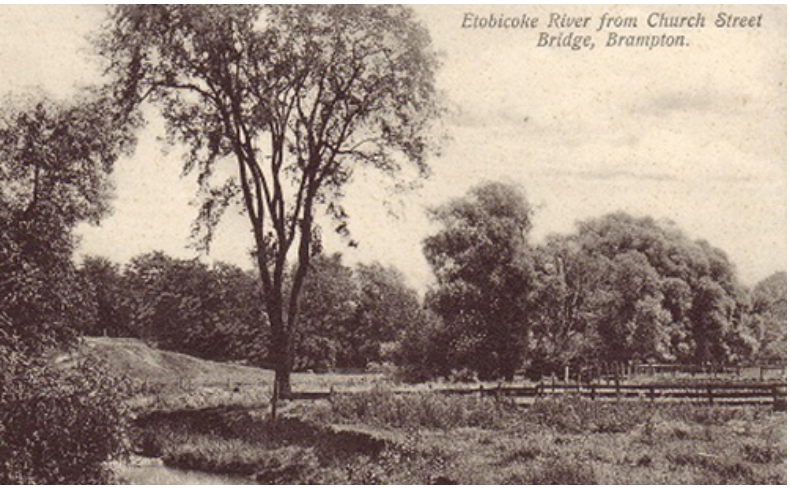
CHAPTER 2: Brampton Today

The Shift from Suburban to Urban

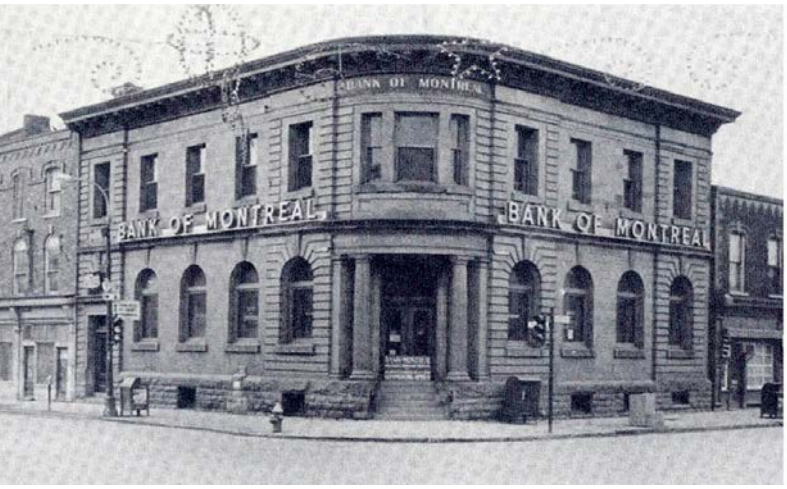
2.1 BRAMPTON'S EVOLUTION

Since time immemorial, the land which Brampton is situated upon has been home to Indigenous peoples and is within the traditional territories of the Mississaugas of the Credit, the Haudenosaunee and the Wendat peoples. For generations, Indigenous peoples established villages and hunting camps along the rivers, streams and lakes that followed annual changing of seasons in this region. These waterways, were utilized as transportation corridors and supported sustenance, community gatherings and trade among other activities. For the Mississaugas of the Credit and other Indigenous peoples, this area was called Minzazaheeg, an Anishinaabemowin (Ojibwe) word translating to "people living where there are mouths of many rivers"

Following the arrival of European settlers and initial settlement at "The Four Corners" of Queen Street and Main Street in the 1820s, Brampton has evolved into a thriving suburban city with a diverse population. From canoes in waterways and horse-drawn navigating original dirt portage routes to a network of transit routes and ambitious light rail transit (LRT) plans, Brampton's transformation is the result of ongoing Indigenous stewardship of the land, agricultural development, economic growth, an expanding population and urban expansion.



Source: The Mississaugas of the Credit: Historical Territory, Resource and Land Use, Mississaugas of the Credit First Nation



1

Early Transportation Modes

Transportation relied on horse-drawn carriages using basic dirt paths in connecting local settlements.

2

Expansion of Roadways

Transition from more rural roadways to the accommodation of growing commuter traffic. Expansion of Highway 410 and later introduction of Highway 407.

3

Formation of City and Region

The City of Brampton was officially formed through amalgamation in 1974, the same year the Region of Peel was established.

4

GO Rail Service to Brampton

GO Transit Rail service began in 1974 with the Georgetown Line connecting from Toronto to Georgetown.

5

Introduction of Bus Service

Brampton Transit was formed in 1976.

6

Introduction of Züm

Brampton Transit launched Züm, which prioritized upgrading bus travel through dedicated bus lanes, smart traffic signals and route expansion.

7

Active Transportation

In 2019, the City of Brampton developed its first Active Transportation Master, Plan which identified a pedestrian and cycling network across the city.

8

E-Scooter Pilot

The development of micromobility options through an E-Scooter pilot, which commenced in 2023, and saw over 200,000 trips completed, with an average trip length of 2.1 km.

9

Light Rail Transit

Announcement in 2025 of the extension of the Hazel McCallion LRT project into downtown Brampton.

2.2 WHERE AND HOW BRAMPTONIANS TRAVEL

The number of daily trips that start in Brampton has grown rapidly in the last two decades. Between 1996 and 2016, the number of trips that start in Brampton has nearly doubled from 482,000 to 879,000 trips – an average increase of 3.1% annually, which coincides with Brampton's population growth of 3.6% annually over the same period.

The reasons why people travel have remained almost constant in the last two decades: going to work and returning home account for more than 60% of daily trips, as shown in **Figure 2-1**.

Brampton's central location in the GTHA means that many people travel in, through and between Brampton and other cities in the region. On a typical day, most trips that start in Brampton stay within Brampton (64%), with the next most popular destinations being Mississauga (14%) and Etobicoke (5%). **Figure 2-2** shows the destinations of trips that start in Brampton.

For the past 20 years, daily travel in Brampton has been mostly made in a private automobile, either as a driver (approximately 70%) or as a passenger (approximately 15%-20%), which is shown in **Figure 2-3**. Transit share has increased from 5% to 9.3% during this period, while the increase in active mode shares was small. As Brampton continues to grow and intensify, the existing road network will not be able to provide enough capacity for past trends to continue.

Figure 2-1: Purpose of Daily Trips*

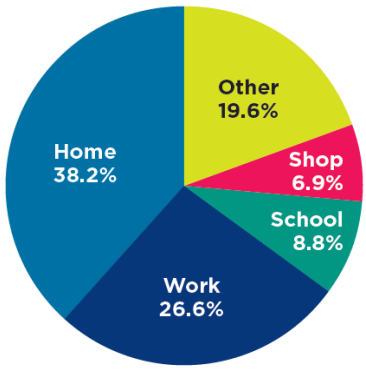
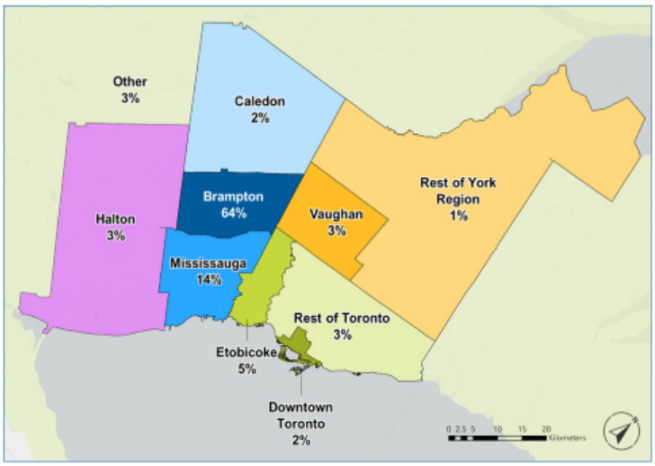


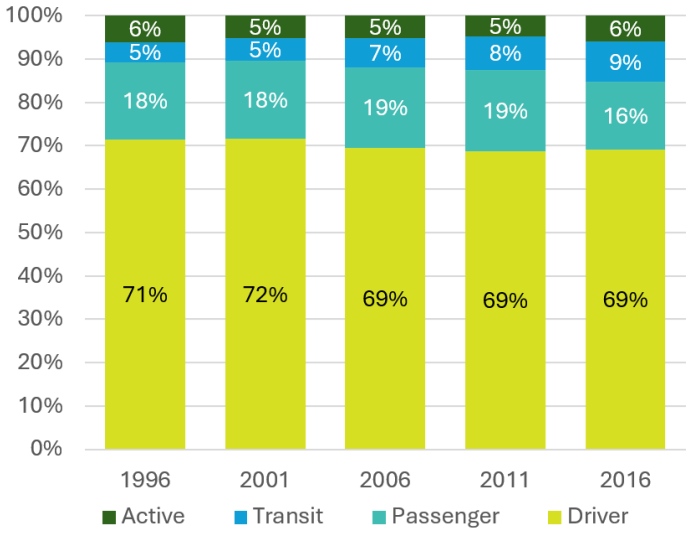
Figure 2-2: Destination of Daily Trip*

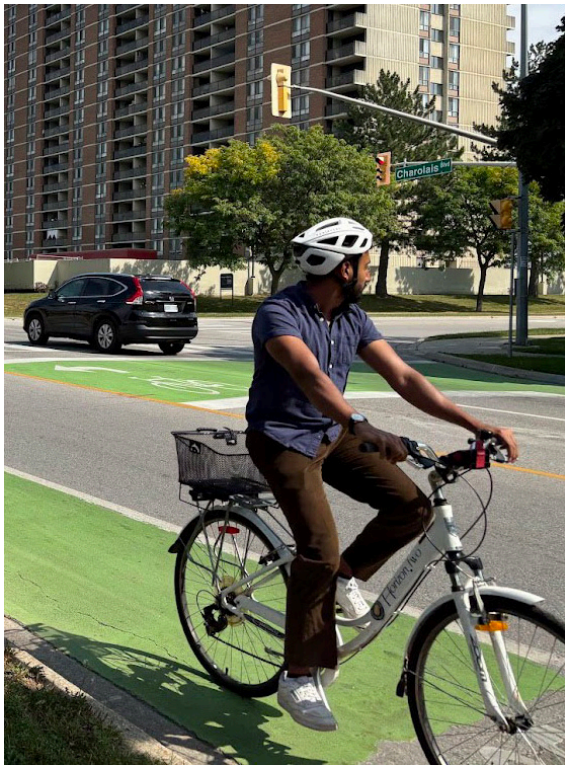


Note: "Other" includes Hamilton, Durham Region, and areas outside of the GTHA.

Short trips less than 5 km are prime opportunities for active modes, such as walking or cycling. In 2016, nearly 50% of daily trips in Brampton were short trips, and of those short trips, only 13% were made by walking or cycling. This is an indication of the potential scale of trips that could be encouraged to use active modes if safe, convenient, and connected active transportation facilities are available.

Figure 2-3: Mode Share of Daily Trips*

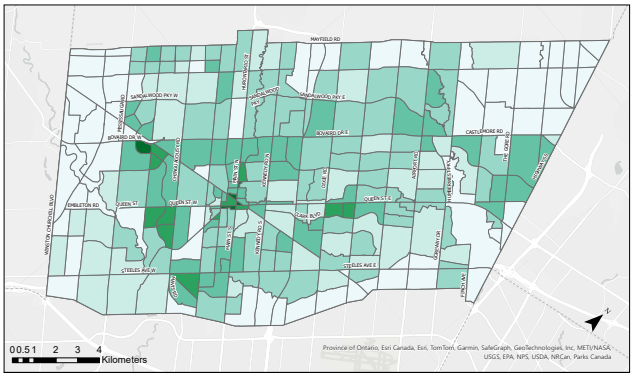




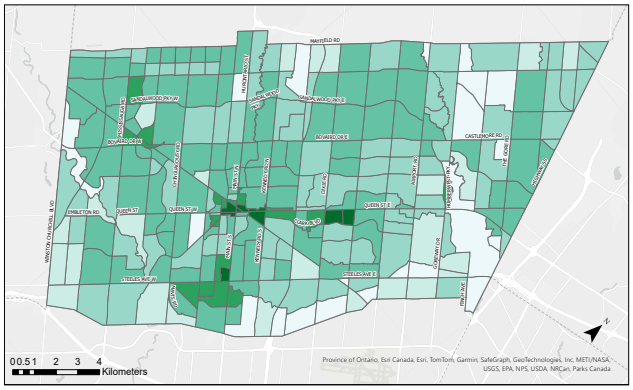
**At the time of preparing this study, data for the 2022/2023 Transportation Tomorrow Survey (TTS) was not yet released and 2016 TTS data was the most recent survey available for analysis. While it is expected that there will be differences between the 2016 and 2022/2023 survey findings, it is not anticipated that the survey findings would change the outcomes of travel analysis.*

2.3 A GROWING CITY

Figure 2-4: Density by Traffic Zone in Brampton 2021 and 2025



Total Density in Brampton, 2021 (People and Jobs per Hectare)



Total Density in Brampton, 2051 (People and Jobs per Hectare)

Brampton initially developed around its downtown core and historic villages, with subsequent growth around Bramalea, and has since expanded outward toward the city boundaries. Like many cities across North America, the rise of the automobile in the early 20th century and rapid suburban growth led Brampton to become a largely car-centric city with low-density neighbourhoods, long travel distances, and a transportation network designed to move cars.

Today, low-rise residential areas are located across the city with pockets of higher density residential developments along key corridors. Employment is generally concentrated east of Kennedy Road and south of Queen Street, areas that are near the intermodal rail yard and international airport. Mixed-use areas featuring residential, commercial and office uses include the lands along Hurontario Street-Main Street and around Downtown Brampton. As first-generation greenfield development winds down, growth is transitioning to second-generation infill and intensification. This growth will bring incredible opportunities to Brampton, but will also challenge the transportation system.

By 2051, the City of Brampton is expected to grow by approximately 300,000 more residents and 130,000 more jobs, bringing the City's projected population up to approximately 1 million residents and 355,000 jobs and shifting the city from a suburban to an urban municipal context.

To ensure this growth is planned and managed in a way that fosters complete communities, Brampton Plan integrates land use planning and transportation planning by focusing growth around Centres, Corridors, and Boulevards to transform Brampton into a city with multiple urban centres and vibrant, mixed-use neighbourhoods that are connected by rapid transit and active transportation. Several of the Centres and Boulevards are also designated as Major Transit Station Areas (MTSAs), lands within a 10-minute walk of a transit station along a planned rapid transit corridor.

DID YOU KNOW

Brampton is the fastest growing of Canada's largest 25 cities and represents 75% of the net population growth within Peel Region since 2016

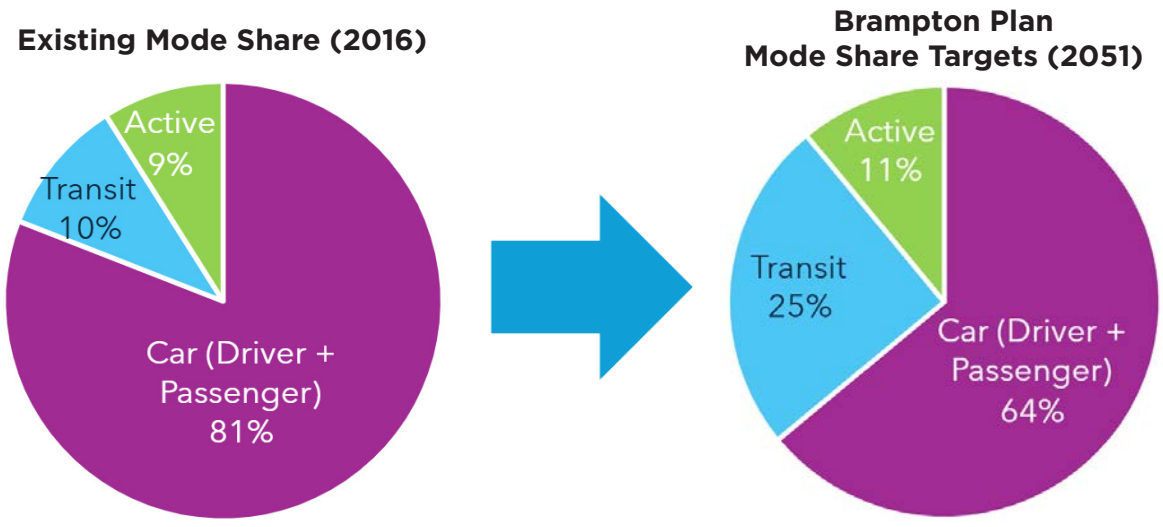
THE CHALLENGE (PROBLEM STATEMENT)

As Brampton transitions from a suburban to urban city and the population grows to approximately 1 million people, the demand on the transportation system will inevitably increase. Historically, widening roads was the preferred solution to access sprawling low density developement. While this model supported past growth, it cannot accommodate the scale, complexity, or sustainability demands of Brampton's future growth.

Today, the majority of Brampton's arterial roads already span four or six lanes, and car travel is the predominant mode choice for Bramptonians, making up 81% of Brampton's mode share in the peak periods. If future residents continue to travel the same way as those before them, Brampton will face increasing congestion, longer travel times, and rising transportation-related emissions that will impact the health and well-being of residents and the environment. Simply put, the road network cannot grow fast enough or wide enough to keep pace with continued car dependence of a city of 1 million residents.

Past experience has also shown that widening roads to improve vehicular capacity does not guarantee that congestion will be diminished. Increasing road capacity by adding vehicular lanes can attract more traffic onto the roadway, leading to induced demand. If current car-based travel patterns continue, by 2051 an additional 150,000 vehicles will be added to Brampton's road network in just the morning peak period (6 a.m. to 9 a.m.). 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. Increasing the share of sustainable travel in Brampton also supports Peel Region's 2041 target of "50% sustainable" travel (which Peel defined as cycling, walking, transit, carpooling, and other[9] modes). Figure 2-5 shows existing and target mode shares from Brampton Plan.

Figure 2-5: Existing Mode Share and Brampton Plan Mode Share Targets



8 The Long Range Transportation Plan identified "other" modes as school buses, taxis and motorcycles.

INDUCED DEMAND

1. Investment is made to add more lanes to alleviate congestion.

2. At first, widening a roadway makes it more appealing to drivers, adding more frequent and longer trips.

3. Development follows, prompting more and longer car trips...

4. ...and traffic congestion returns

5. Additional lanes are added...

6. ...and traffic congestion returns

The continuous cycle is a result of a phenomenon called **"induced demand"**. Widening roads makes them more appealing and encourages sprawl, which increases traffic levels and congestion.

While widening roads was a reasonable response to past roadway capacity challenges, and is still an important solution for adding vehicular capacity to the transportation network in certain cases, this solution will not be able to accommodate the travel needs of 1 million residents. This will require a robust multi-modal solution that focuses on people-moving capacity in the transportation network.

Other considerations in planning for future growth include:

- A significant portion of Brampton residents travel to nearby cities for work, school, and recreation purposes. Seamless connections in and out of Brampton are equally important to serve Brampton residents and Brampton's workers who live in nearby cities.
- The transportation system plays a critical role in providing equitable access to employment, education, health services, and healthy food for everyone in Brampton.
- A safe and efficient transportation network is required to serve and move all users. Addressing road safety for all users makes roads safer and more comfortable for vulnerable users such as pedestrians and cyclists while encouraging the development of healthy communities as active modes become attractive options for short trips.
- Growing concerns with rising greenhouse gas (GHG) emissions and long-term climate impacts, such as extreme heat, extreme precipitation, and frequency of extreme weather events, must be considered when addressing transportation needs. Infrastructure and communities that support sustainable mobility options can reduce the energy demands and emissions from Brampton's transportation sector.

According to the City's 2023 Customer Satisfaction Survey, traffic and congestion was the third most important issue to Brampton residents.

"The decisions we make today should result in a sustainable world seven generations into the future."
- Ancient Haudenosaunee (Iroquois)* philosophy.

THE OPPORTUNITIES

Growth creates challenges for Brampton as new residents integrate into a mobility system that is still largely built around car travel. But growth also creates an opportunity to accelerate the transition towards a more sustainable mobility future. With more people comes greater potential to support high-quality transit, to create vibrant mixed-use neighbourhoods, and to bring homes, jobs, schools, and services closer together. Growth enables the density needed for rapid transit to thrive, for cycling networks to become more useful, and for walking to become a more viable daily choice. If harnessed effectively, growth can be the catalyst for a more efficient, equitable, and sustainable transportation system.

Exploring new ways to accommodate future growth provides opportunities to apply new policy directions. Through the Brampton Mobility Plan, the City of Brampton will embrace opportunities for change, recognizing that the way of doing things in the past is not the solution for tomorrow. Solutions that help move more people and more goods in a sustainable and financially feasible manner will drive the city's transformation. **Table 2-1** presents key opportunities to harness through the Brampton Mobility Plan.

Table 2-1: Transportation Opportunities

BMP Guiding Principles	Opportunities
Enhance mobility and travel options for people and goods	• Rethinking road design through more efficient use of space to increase the number of people moving through the network. • Planning for and supporting a transportation network that accommodates efficient goods movement • Providing a connected, integrated transportation system between Brampton and key access points in neighbouring municipalities will improve inter-municipal travel. • Improving the travel experience for pedestrians and cyclists through infrastructure upgrades is an opportunity to support a substantial shift to active travel, particularly for the 50% of daily trips in Brampton that are short distance trips. • Integrate transportation systems to encourage intermodal travel and provide first and last mile connections.
Advance multi-modal transportation equity	• Implementing infrastructure and services to ensure equitable access, especially in equity-seeking neighbourhoods and proposed transit-oriented communities, will provide transportation equity to all users.

Integrate transportation and land use planning	• Expanding the transportation network in new greenfield development areas will serve planned population and employment growth, supporting the City Structure outlined in Brampton Plan. • Design the road network to complement surrounding land use and support efficient and sustainable communities. • Supporting transit investment and upgrading service on key corridors will support intensification and planned growth identified at Major Transit Station Areas (MTSAs) within the Brampton Plan.
Protect public health and safety	• Support Brampton's Vision Zero initiative to implement infrastructure and policies that protects users of all transportation modes. • Encouraging the use of sustainable modes such as walking, rolling, cycling and transit will promote healthy communities. • Incorporating walking and cycling into daily routines results in more active and healthier communities which can prevent premature deaths.
Improve environmental sustainability	• Promoting low-carbon travel modes with lower greenhouse gas emissions will support the City's Community Energy and Emissions Reduction Plan and Climate Change Adaptation Plan. The Climate Change Adaptation Plan notes that Brampton can avoid costly infrastructure upgrades by being proactive and building climate-ready communities today. • Increasing green infrastructure in the transportation network can help preserve and protect Brampton's Natural Systems. Strategically placed green infrastructure can also help mitigate climate-based risks such as flooding and heat islands.
Leverage technology	• Monitoring and adapting to advancements in technology that allow the City to optimize the transportation system can support more efficient use of available infrastructure. • Participating in pilot programs and supporting development of standards for new technologies (e.g. autonomous transit, electric vehicles, mobility-as-a-service) can support greater mobility in Brampton.

Today, Brampton finds itself between two mobility systems: one inherited from the past, and one designed to support the vision for a connected, multi-modal future. This transition will be challenging. It requires rethinking how the City designs streets, prioritizes investments, and allocates road space, not only to move more people, but to do so more safely, affordably, and sustainably.

The Brampton Mobility Plan embraces this moment of change. It recognizes that future growth must be shaped and how people move within and through Brampton must evolve in step with the City's transformation. Growth is both the reason this change is necessary, and the opportunity that makes it possible. Through strategic planning, investment, and partnership, Brampton can grow into a city where sustainable mobility is not just a vision, but the everyday reality for generations to come.

2.4 THE TRUE COST OF BUSINESS AS USUAL

Reliance on the automobile costs much more than just car insurance and fuel costs. Societal costs include traffic congestion, road maintenance, collisions and injuries, pollution-related health impacts, environmental degradation, inefficient use of land for parking, and negative impacts to walkability.

Congestion impacts the economic vitality of a region as well as the well-being of residents within that region. The Canadian Centre for Economic Analysis[3] estimated that the total cost of congestion in the GTHA for 2024 was $44.7 billion, with $10.1 billion (22%) attributed to economic impacts and $34.6 billion (77%) attributed to social value impacts on the well-being of GTHA residents.

As reported in the City's Community Energy and Emissions Reduction Plan, transportation is currently Brampton's largest greenhouse gas (GHG) emitter, accounting for nearly 60% of Brampton's total emissions. These emissions contribute to climate change and more frequent severe weather events that disrupt the economy and damage roads and other critical infrastructure. The Financial Accountability Office of Ontario (FAO) estimates an annual increase of an additional $1.5 billion is needed just to maintain public transportation infrastructure in Ontario[4].

According to the Road Safety in Canada 2020[5] report, the social cost of motor vehicle collisions in Canada was $36 billion in 2020.

Vehicle exhausts release pollutants like nitrogen oxides, volatile organic compounds, and particulate matter, all of which degrade air quality. Health Canada estimates that air pollution from human sources contributes to 15,300 premature deaths per year in Canada, of which 6,600 of which are deaths in Ontario[6].

Reliance on the automobile reduces physical activity and social interaction in the community. According to Public Health Ontario, 23% of deaths in Ontario are related to physical inactivity[7].

3 Impact of Congestion in the GTHA and Ontario: Economic and Social Risks, December 2024. Canadian Centre for Economic Analysis.

4 Costing Climate Change Impacts to Public Infrastructure, 2022/23, Financial Accountability Office of Ontario.

5 Road Safety in Canada 2020 prepared by Transport Canada, 2022.

6 Health Impact of Air Pollution in Canada: Estimates of morbidity and premature mortality outcomes – 2021 Report. Health Canada.

7 The Burden of Chronic Diseases in Ontario, Key Estimates to Support Efforts in Prevention, July 2019. Public Health Ontario.

Expanding the road network requires additional road maintenance and operations to keep the roadways in a state of good repair and clear of snow. The average cost for road maintenance in Brampton is $6,000-$6,500 per lane km per year.

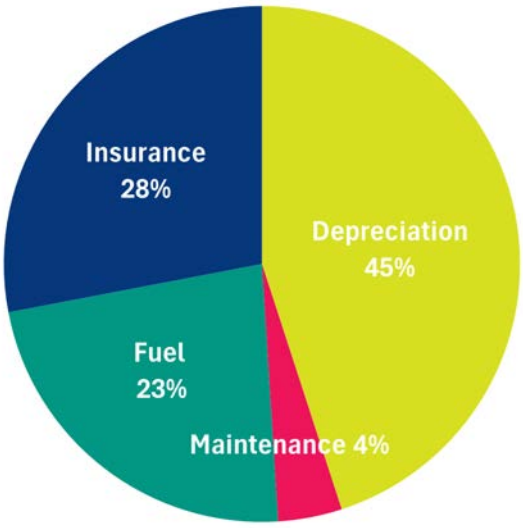
As traffic volumes increase, so do noise levels. Next to sensitive land uses, noise walls may be required to deflect and dampen traffic noise. Typically, widening an arterial roadway increases the number of vehicles using the corridor which may result in traffic noise that exceeds acceptable thresholds. In 2023, the cost to install noise walls on both sides of a road was $2.6 million per km.

Increasing vehicular capacity requires widening existing roads and building new roads, resulting in a loss of lands for development. Today, general purpose lanes on municipal roads occupy 5% of Brampton's total land area.

THE COST OF DRIVING AN AUTOMOBILE IN BRAMPTON

Walking, cycling and taking transit can be cheaper alternatives to owning and operating vehicles. The maintenance and operation cost of driving a mid-size sedan in Brampton is approximately $9,620 per year based on the Canadian Automobile Association (CAA) driving cost calculator[9]. Prioritizing the implementation of sustainable modes and viable alternatives to the private vehicle will provide Brampton residents with more cost-effective and affordable mobility options, which can encourage reduced vehicle ownership.

Figure 2-6: Typical Annual Cost of Driving in Brampton: $9,620
(based on 20,000 km driven per year in a mid-size sedan)



9 Brampton Tops the Charts with Ontario's Highest car Insurance Rates, January 25, 2024. Bramptonist.

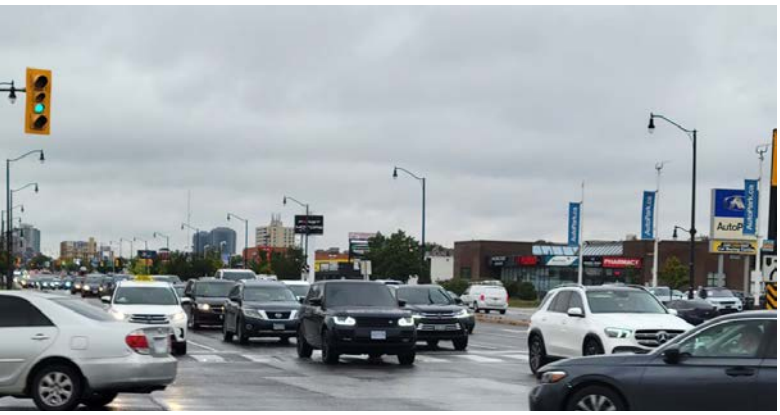
CHAPTER 3: Exploring Possibilities

The Evaluation of Alternative Solutions

3.1 THE CHOICES BEFORE US

Four modelling scenarios were assessed to represent alternative future mobility options in Brampton. These scenarios include varying emphasis on roads, transit, active transportation, emerging mobility and technology, and complete street design considerations. The alternative scenarios were also informed by considerations outlined in **Technical Report C: Road Network Planning**.

SCENARIO 1: STANDING STILL (THE DO NOTHING OPTION)



The Do-Nothing option demonstrates how today's transportation system would operate in the future if no infrastructure changes are made and Brampton's population and employment continues to grow to approximately 1 million people and 350,000 jobs by 2051. In many ways, this scenario is a theoretical scenario as some new roads and transit are essential to provide access to greenfield development. However, this scenario provides a baseline for comparison to measure how well the other scenarios perform.

SCENARIO 2: THE FAMILIAR PATH (BUSINESS AS USUAL)

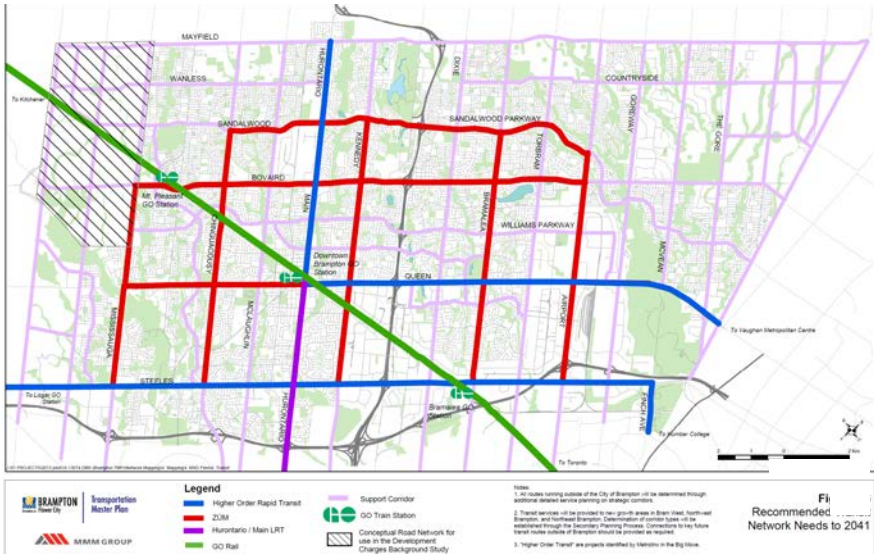
The Business as Usual scenario assumes Brampton continues on the familiar path identified in the 2015 TMP. While still incorporating a package of transit recommendations, the 2015 TMP relied heavily on road expansions to accommodate future demand, including several major corridors that are widened from four to six lanes across Brampton.

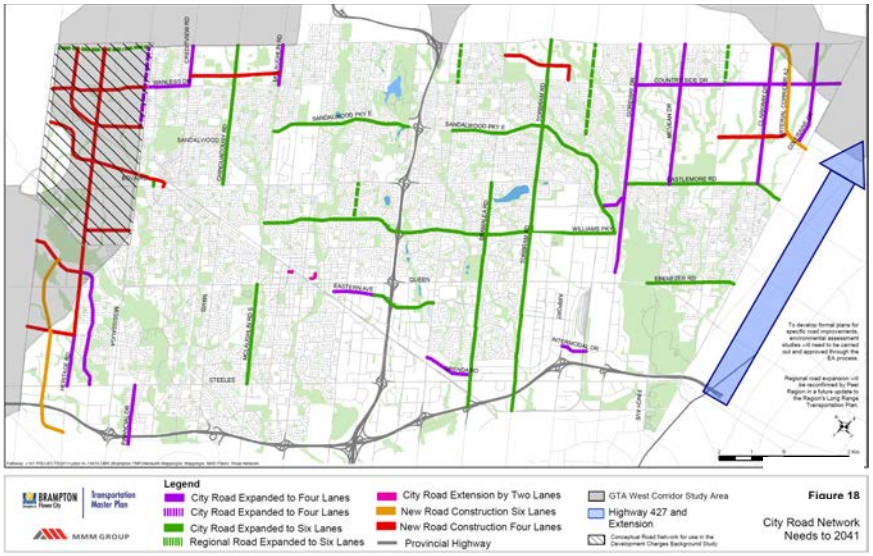
Key additions in the Business-as-Usual scenario include:

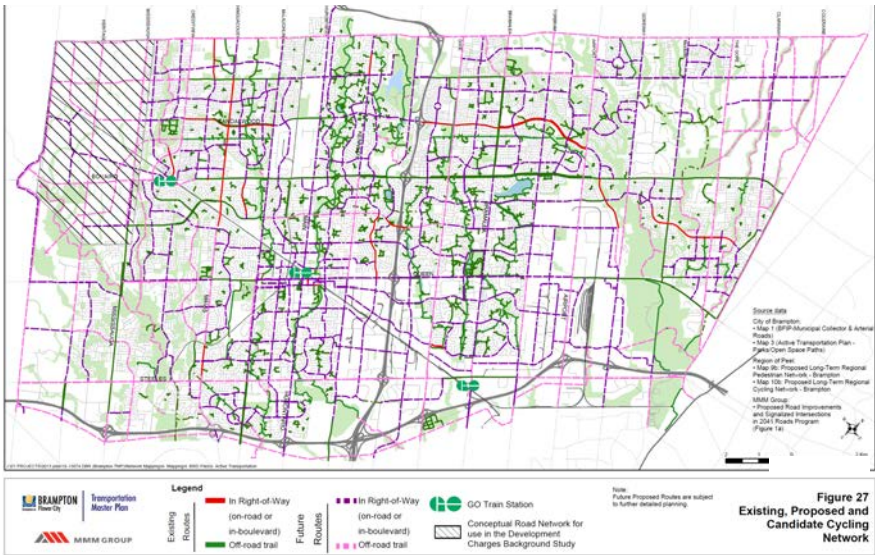
1. Higher Order Transit on Hurontario-Main LRT, Queen Street (east of Main), and Steeles Avenue
2. Widening to six lanes on Chinguacousy Road, McLaughlin Road, Bramalea Road, Torbram Road, Sandalwood Parkway-Humberwest Parkway, Castlemore Road, Williams Parkway, Clark Boulevard, and Ebenezer Road

The Business as Usual scenario networks are illustrated in **Figure 3-1**.

Figure 3-1: 2051 Network Maps for Business as Usual Scenario







SCENARIO 3: BRAMPTON'S BLUEPRINT (BRAMPTON PLAN)

Brampton Plan requires that the street network be planned as complete streets and that sustainable modes be prioritized. Brampton Plan also provides a vision for Brampton's future city structure and identifies primary urban boulevards and corridors and support corridors. Further, it requires the investigation of alternative design options that increase the person-throughput of a street instead of six-lane road widenings that focus on vehicle capacity, recognizing that road network expansions will only induce more vehicular demand on the road network.

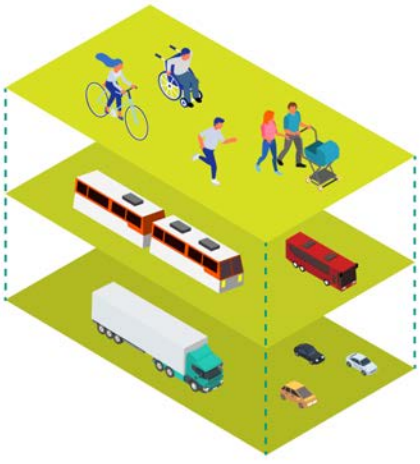
Design options could include dedicated transit lanes, transit priority measures, enhanced active transportation facilities, and applying intelligent transportation systems to increase the efficiency of traffic signals.

The Brampton Plan scenario builds on the city structure and policies identified in Brampton Plan and excludes road widenings of city roads that result in six lanes for general purpose travel, though existing road segments with six or more lanes remain (and planned widening of Peel Region roads are assumed to proceed). Previous recommendations for six-lane widening in the Business-as-Ususal scenario are replaced with complete street reconstruction projects that focus on enhancing the corridor for travel by all modes.

Key additions in Brampton Plan scenario include:

1. Transit network builds on the Frequent Rapid Transit Network identified in Metrolinx's 2041 Regional Transportation Plan. Higher Order Transit is assumed on:
    - Hurontario-Main, Queen Street, and Steeles Avenue.
    - Mississauga Road, McLaughlin Road, Kennedy Road, Dixie Road, and Bramalea Road.
2. Provincial Transitways on Highway 407 and future Highway 413.
3. Six-lane road widenings that were previously identified in the Business-as-Usual scenario are replaced with four-lane complete street reconstruction projects.
4. The active transportation network builds from Brampton's 2019 Active Transportation Master Plan (ATMP).

The Brampton Plan scenario targets 25% of all trips to be made by transit and 11% to be made by active modes. The Brampton Plan scenario networks are illustrated in **Figure 3-2.**



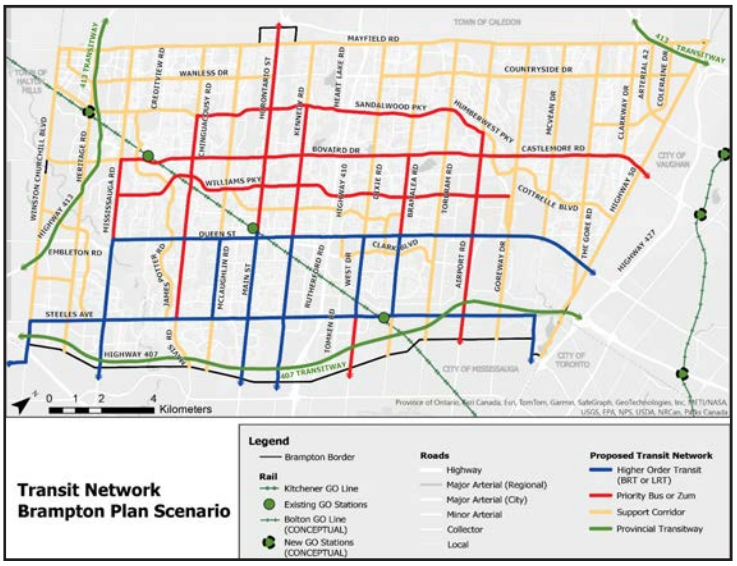
Mobility Framework

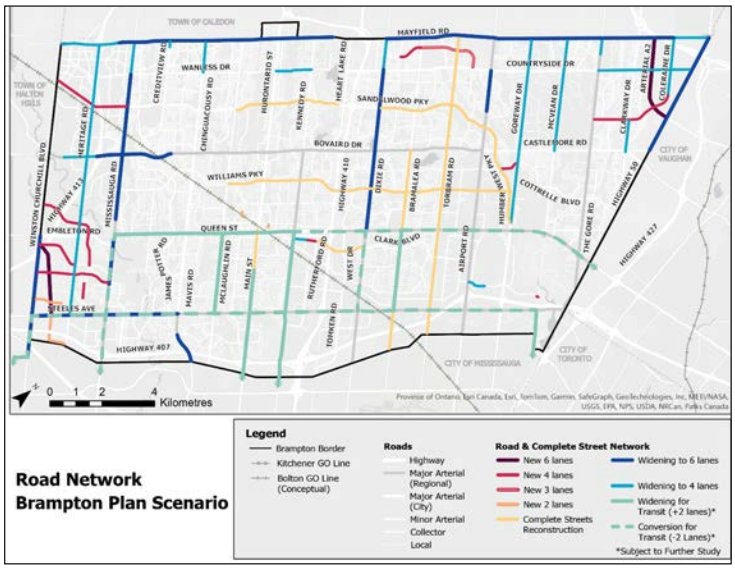
Active Transportation Network
including walking, rolling, and biking

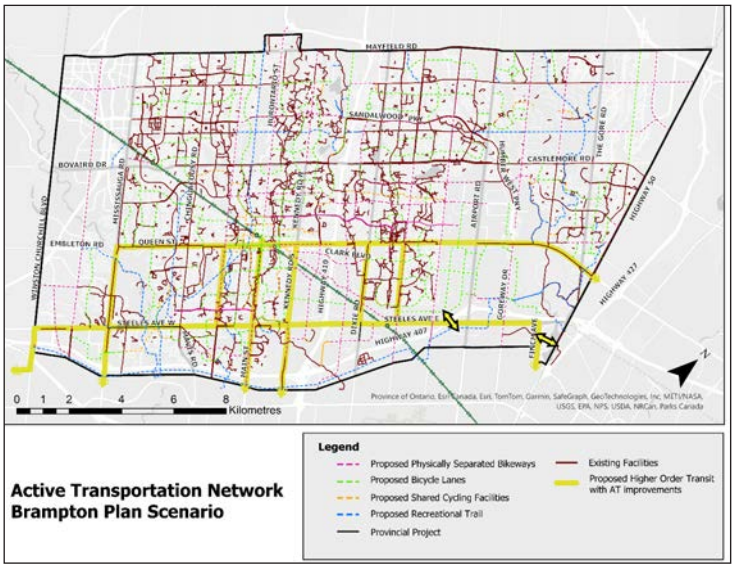
Transit Network
including rapid, regional, and local service

Streets Network
including roads and highways

Figure 3-2: 2051 Network Maps for Brampton Plan Scenario







SCENARIO 4: BOLD MOVES (TRANSFORMING SUSTAINABLE TRAVEL)

The Bold Moves scenario is the most ambitious, with even more emphasis on sustainable travel modes than the Brampton Plan scenario. This scenario focuses heavily on expanding Higher Order Transit across Brampton and addressing barriers in the walking and cycling network.

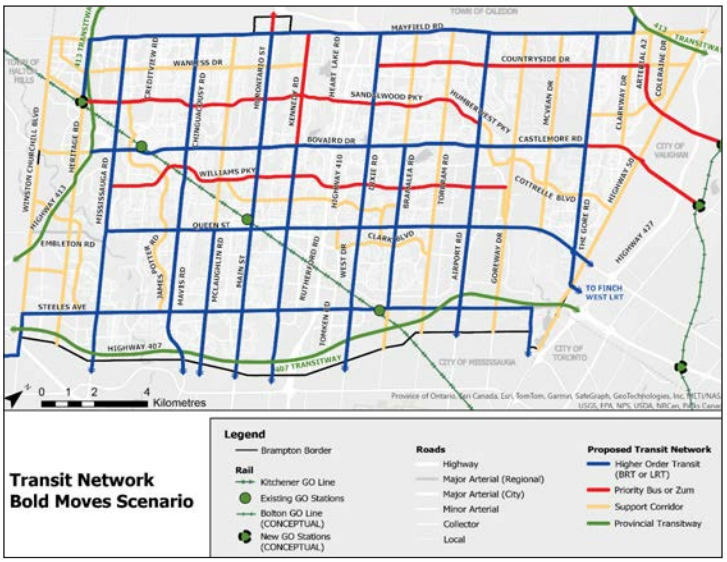
The Bold Moves scenario targets 32.5% of all trips to be made by transit and 12.5% to be made by active modes – a 25% increase in sustainable mode share compared to the Brampton Plan scenario.

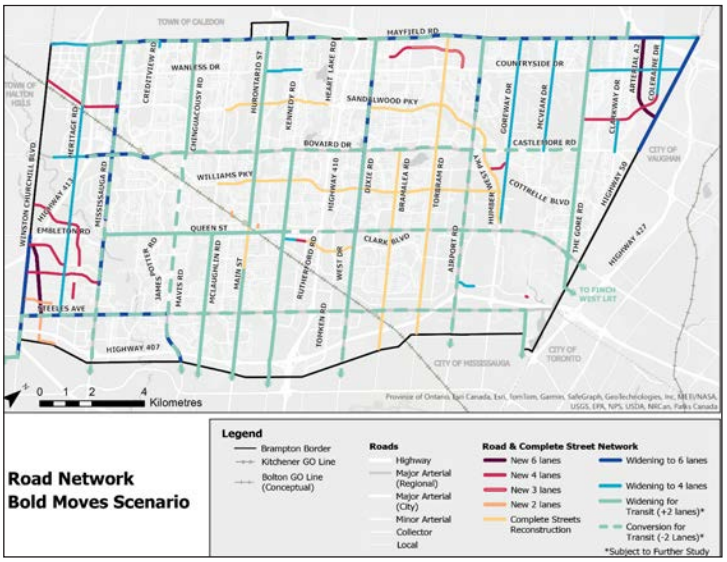
The network in the Bold Moves scenario builds on Scenarios 2 and 3 and includes the following key assumptions:

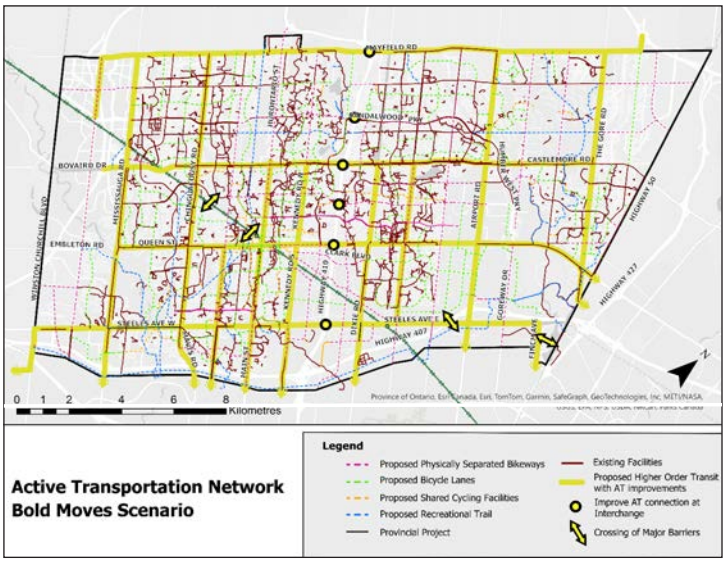
1. Higher Order Transit is assumed on:
   - Hurontario-Main, Queen Street, and Steeles Avenue.
   - Mississauga Road, McLaughlin Road, Kennedy Road, Dixie Road, and Bramalea Road.
   - Mavis Road, Airport Road, Bovaird Drive-Castlemore Road, The Gore Road and Mayfield Road.
2. Provincial Transitway on Highway 407 and future Highway 413.
3. New GO Bolton Line with stations in nearby Vaughan and Caledon.
4. Expanding on the active transportation network identified in the 2019 ATMP with additional crossings over major barriers and improvements to existing crossings.

The Bold Moves scenario networks are illustrated in **Figure 3-3**.

Figure 3-3: 2051 Network Maps for Bold Scenario







3.2 EVALUATING THE PATHS FORWARD

THE DECISION MAKING FRAMEWORK

The selection of the Preferred Solution is informed by both a technical evaluation, using spatial analysis of the alternative networks, mapping of socio-economic and natural heritage features, and the City's travel demand forecasting model, as well as feedback received from public and stakeholder consultation.

The evaluation framework includes criteria derived from the study's Guiding Principles as well as broader multi-modal metrics that support a policy-driven approach to transportation planning. The evaluation metrics, organized by guiding principle, are as follows:

1. Enhance mobility and travel options for people and goods
   - Reduce use of single occupant vehicles
   - Increase travel choices
   - Increase connectivity
   - Increase efficiency of existing infrastructure
   - Support economic development / productivity
   - Financial feasibility
2. Improve environmental sustainability
   - Reduce GHG emissions and improve air quality
   - Reduce impacts to Natural Systems
3. Integrate transportation and land use planning
   - Transportation network supports planned land use
4. Advance multi-modal transportation equity
   - Improve access to opportunities and community amenities
   - Improve mobility for households and individuals in high equity need and high access need areas
5. Protect public health and safety
   - Prioritize vulnerable road users
   - Promote active living
   - Reduce traffic noise/vibration
6. Leverage technology
   - Optimize existing road network capacity
   - Create a future-ready system

COMPARING THE ALTERNATIVES

The Do Nothing scenario has the least financial and environmental impacts but does not address the mobility and sustainability challenges Brampton faces as it transitions from a suburban to urban municipality. The Business-As-Usual scenario performs better than the Do Nothing scenario through traditional transportation capacity improvements such as road widenings that do not prioritize sustainable modes of transportation. These two scenarios do not reflect the Guiding Principles nor the policy direction from Brampton Plan. **The Do Nothing and Business-as-Usual scenarios were not recommended to proceed.**

The Brampton Plan scenario performs strongly in all areas of the evaluation, particularly improving environmental sustainability. The scenario prioritizes sustainable transportation by limiting new roads and road widenings to strategic locations, prioritizing high quality rapid transit, and focusing on complete streets to provide enhanced pedestrian and cycling facilities and improve person-carrying capacity. **The Brampton Plan scenario was carried forward for further consideration.**

The Bold Moves scenario achieves similar results to the Brampton Plan scenario and generally performs the strongest in many areas of the evaluation. This scenario significantly expands on the Brampton Plan scenario to promote sustainable travel through additional rapid transit corridors and active transportation connections across major barriers in Brampton. To accommodate these network elements, additional structures will be required that may impact environmental features. Wherever possible, impacts to natural features will be avoided or minimized. Additionally, the conversion of existing general purpose lanes to dedicated transit lanes can affect goods movement in the City. **The Bold scenario was carried forward for further consideration.**

A summary of the evaluation for the four future scenarios is shown in **Table 3-1.** The results of the detailed analysis can be found in **Technical Report D: Evaluation of Alternatives.**

Table 3-1: Evaluation Summary

Guiding Principle	Goal	Do Nothing Scenario	BAU (2015 TMP) Scenario	Brampton Plan Scenario	Bold Moves Scenario
1. Enhance mobility and travel options for people and goods	Reduce use of single occupant vehicles	○	○	◕	●
	Increase travel choices	○	◑	◕	●
	Increase connectivity	○	◑	◕	●
	Increase efficiency of existing infrastructure	○	○	◕	◑
	Support economic development / productivity	○	◕	◕	◑
	Financial feasibility	●	◕	◑	◔
2. Improve environmental sustainability	Reduce GHG emissions and improve air quality	○	○	◕	◕
	Reduce impacts to environmental features and Natural Systems	◕	○	●	◑
3. Integrate transportation and land use planning	Transportation Network supports planned land use.	○	◑	◕	◕
4. Advance multi-modal transportation equity	Improve access to opportunities and community amenities	○	◑	◕	●
	Improve mobility for households and individuals in high equity need and high access need areas.	○	◑	◕	●
5. Protect public health and safety	Prioritize vulnerable road users	○	◑	●	●
	Promote active living	○	◑	◕	●
	Reduce traffic noise / vibration	○	◑	◕	●
6. Leverage technology	Optimize existing road network capacity	○	◑	◕	◕
	Create a future-ready system	○	○	◕	◕
Overall Score / Rank		**Not Recommended**		**Carried Forward**	

Legend

○ ◔ ◑ ◕ ●

Least Preferred ↔ Most Preferred

LAND USE & GROWTH SENSITIVITY

Over the course of the Brampton Mobility Plan study, the provincial government enacted legislation to advance the construction of more homes to support growth. To reconcile this higher growth scenario, both in terms of the ultimate population and employment forecasts, as well as a greater proportion of that growth occurring in the first 10 years, a second growth scenario was developed by Peel Region in consultation with the City of Brampton.

As the City of Brampton endorsed its Municipal Housing Pledge in 2023 to support the Province's goal of building 1.5 million new homes by 2031, the Mobility Plan study evaluated two growth (population and employment) scenarios and considered the relevant transportation infrastructure required to support this increased housing supply. The housing pledge also supports the Brampton Mobility Plan's approach to evaluate both Scenario 3 Brampton Plan-aligned approach and Scenario 4 Bold Moves approach to transforming sustainable travel. To support this increase in new housing in Brampton, a progressive and innovative approach to transforming transit options will be imperative to address the key transportation issues of the city.

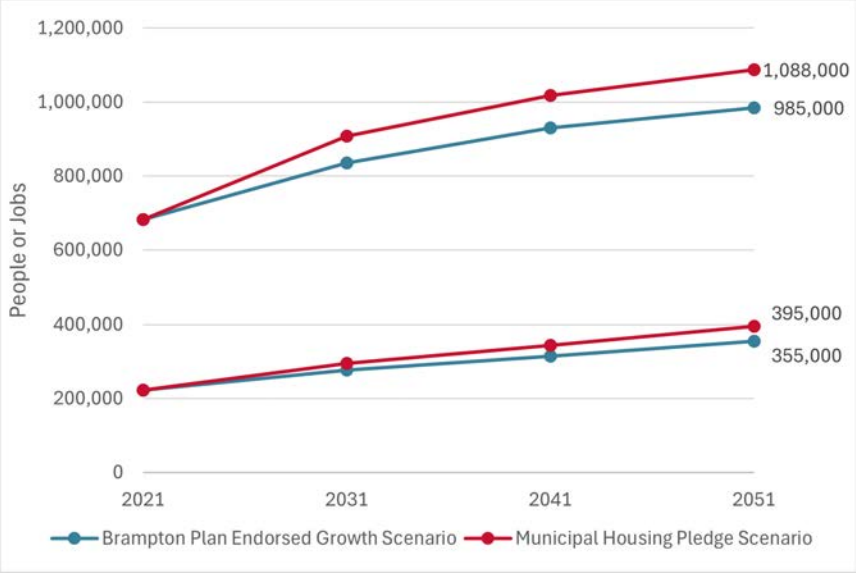
Both growth scenarios are identified below:

Brampton Plan Endorsed Growth Scenario: This scenario assumes over 985,000 people and 355,000 jobs in Brampton by 2051. This scenario is the baseline Brampton population and employment forecast considered for the Brampton Mobility Plan.

Municipal Housing Pledge Scenario: This scenario assumes over 1,088,000 people and 395,000 jobs in Brampton by 2051. Compared to the first scenario, there is generally more intensification along major corridors to support an increase in housing supply by 2031 and provision of transit-supportive infrastructure to support this increase in population, employment and households in Brampton. This higher growth scenario is used as a sensitivity scenario to confirm future needs and to inform project phasing.

A comparison of the two growth scenario forecasts for the 2031, 2041, and 2051 horizons is shown in **Figure 3-4.**

Figure 3-4: Population and Employment Growth Scenarios



3.3 THE PREFERRED SOLUTION

The Preferred Solution is comprised of a suite of infrastructure recommendations that are primarily from the Brampton Plan scenario with components of the Bold Moves scenario, along with supporting programming, advocacy, and partnership actions outlined in Chapters 4 and 5. The Preferred Solution recommends a network of complete streets, transit, and active transportation improvements that are needed to achieve a complete future mobility solution for Brampton.

RECOMMENDED COMPLETE STREETS NETWORK

The recommended Complete Street Network is comprised of a combination of road widenings and expansions to serve new development areas and complete street reconstruction projects to make the best use of Brampton's existing network and optimize the people moving capacity. The recommended future Complete Streets Network is shown in **Figure 3-5, Figure 3-6, and Figure 3-7** for horizon years 2031, 2041, and 2051 and listed in **Appendix A.**

The goals of the Complete Streets Network are to build complete streets, support the transit network, serve new growth areas, improve connectivity, and to build a resilient network.

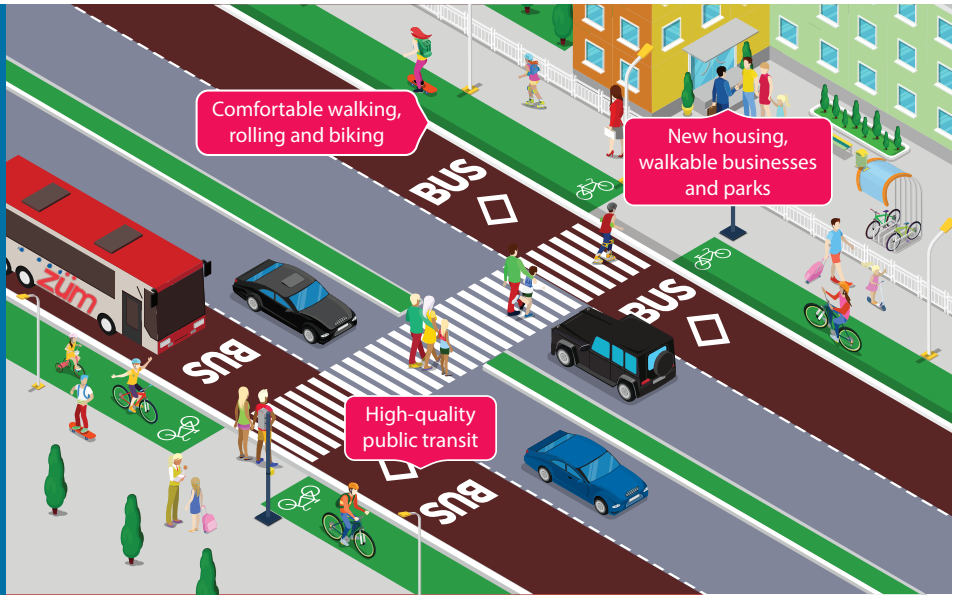
The projects included in the future Complete Streets Network are subject to further review to confirm constructibility, environmental constraints, and other physical constraints.

BUILDING COMPLETE STREETS

As part of building a more sustainable transportation system, Brampton Plan directs the City to investigate alternatives to widening roads, particularly on roads that already have four lanes. To increase people-moving capacity on the network, Brampton's existing and future roads must be planned, designed, constructed and operated with a complete streets approach. Enhancements to cross-

● The Preferred Solution

Building people-centred boulevards to replace urban highways will reduce traffic and improve mobility.



section elements along a corridor to better accommodate transit, pedestrians, cyclists, and vehicles will increase the overall ability of the network to move more people. The recommended complete streets network will be implemented and supported by tools such as the Brampton Complete Streets Guide and Multi-Modal Level of Service Framework which are further detailed in Chapter 4.

SUPPORTING THE TRANSIT NETWORK

One of the key functions of the complete streets network will be to support the movement of people by transit. Dedicated lanes for transit vehicles allow for faster and more efficient movement of people. Where Higher Order Transit is planned, further studies will be needed to determine how to accommodate dedicated transit lanes. All of the proposed Higher Order Transit routes run on arterial corridors that offer important connections within Brampton and to neighbouring municipalities.

SERVING NEW GROWTH & INTENSIFICATION AREAS

Land use and transportation are highly interconnected. For new greenfield areas, a system of local and collector roads is needed to provide access to individual properties and to the broader transportation network. Roads in new development areas provide access and mobility, and serve as conduits for underground services such as utilities, water, wastewater, and stormwater management. The complete streets network takes into consideration projected traffic demand and provides access for all road users.

The complete streets network was informed by plans such as Brampton Plan, secondary plans, and completed environmental assessments. Proposed roads in the following new growth or intensification areas will be confirmed through further transportation studies:

- Heritage Heights Secondary Plan Area
- Bram West Secondary Plan Area
- City Lands (also known as CAA lands, near Highway 407 and Kennedy Road)
- Downtown Brampton Secondary Plan Area (including the possible Denison Avenue extension between Mill Street and Elizabeth Street)
- Major Transit Station Areas

IMPROVING CONNECTIVITY

Modifications to the road connections in neighbouring municipalities (such as Mississauga, Caledon, Vaughan, Halton Hills, and Toronto) or the 400 series highways (Highway 410, Highway 407, and Highway 413) are equally critical as local improvements. These modifications are essential for moving people within Brampton and improving access to Brampton from adjacent areas that are also projected for rapid growth.

Planning for Highway 413 is underway and the proposed freeway will include six lanes of travel, a transitway, and three interchanges in Brampton at Mayfield Road, Bovaird Drive, and Winston Churchill Boulevard. This new freeway will significantly alter how people travel in the north and west sides of Brampton, providing access to growth areas and employment areas in Brampton and Halton Hills, and access to the broader network of provincial highways.

BUILDING A RESILIENT, LOW-CARBON NETWORK

The changing climate and more frequent extreme weather events have the potential to damage transportation infrastructure and incur high costs on the community. To mitigate the impacts of climate change on transportation, Brampton must build climate resilience into the network by incorporating new/best practices in the design, construction, and maintenance of municipal transportation facilities with the aim to minimize service disruption, increase resiliency, and promote low carbon solutions. For instance, incorporating Green Infrastructure such as Low Impact Development (LID) can reduce stormwater run-off and prevent flooding of roads.Shading along active transportation routes and at bus stops can also help protect transportation infrastructure from extreme weather.

In addition to new initiatives, existing infrastructure should also be maintained in a State of Good Repair (SOGR). Continued investments are required to ensure that Brampton's existing transportation network remains safe and reliable.

2031 COMPLETE STREET NETWORK

Figure 3-5: 2031 Complete Streets Network

Recommended 2031 Complete Streets Network

Legend

- Brampton Border
- Kitchener GO Line
- Bolton GO Line (Conceptual)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

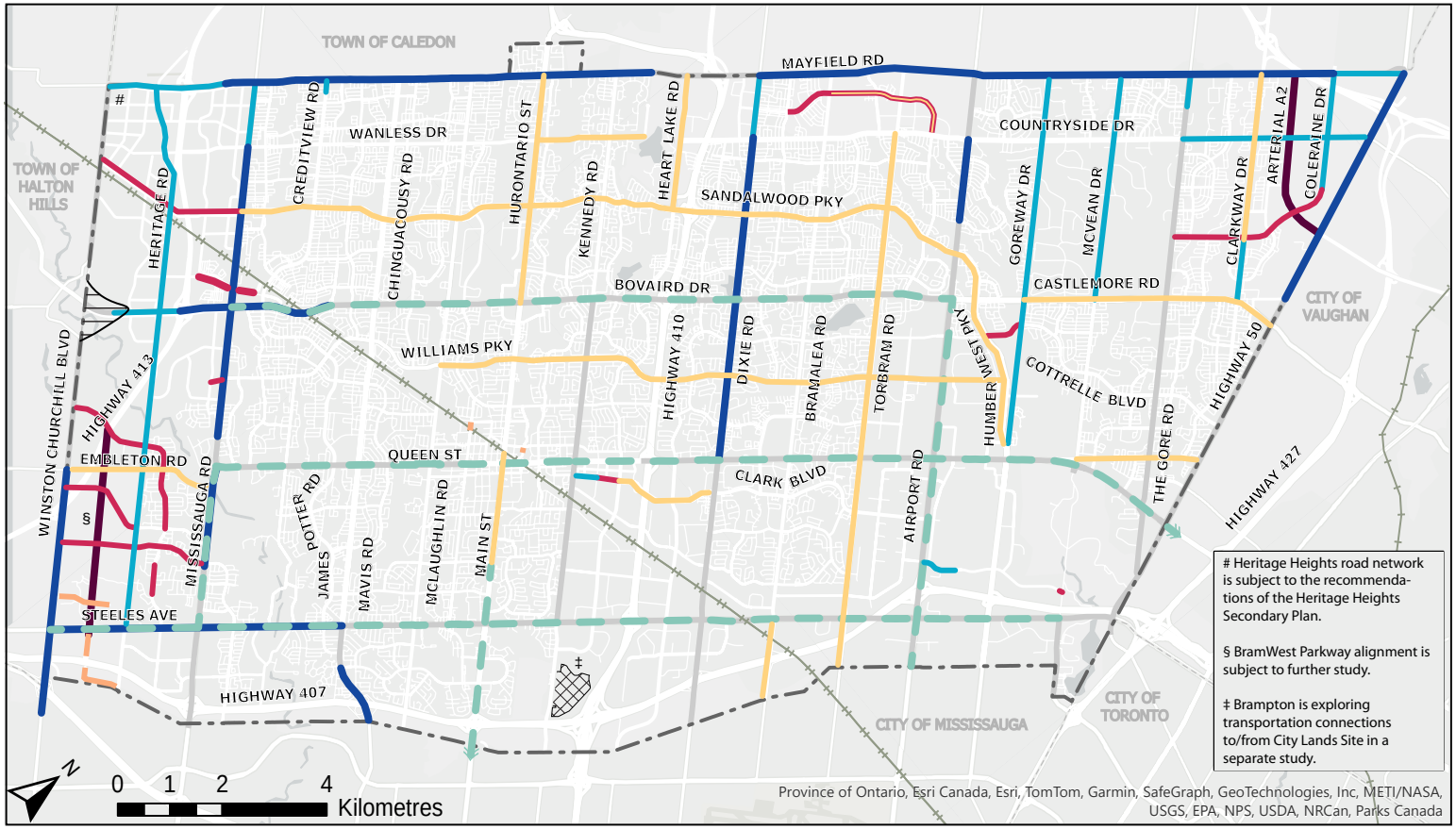
Complete Street Improvements

- New 6 lanes
- New 4 lanes
- New 3 lanes
- New 2 lanes
- Complete Streets Reconstruction
- East-West Connection Focus Area
- Widening to 6 lanes
- Widening to 4 lanes
- Road Changes for HOT*

*Subject to Further Study

2041 COMPLETE STREET NETWORK

Figure 3-6: 2041 Complete Streets Network



Recommended 2041 Complete Streets Network

Legend

- Brampton Border
- Kitchener GO Line
- Bolton GO Line (Conceptual)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

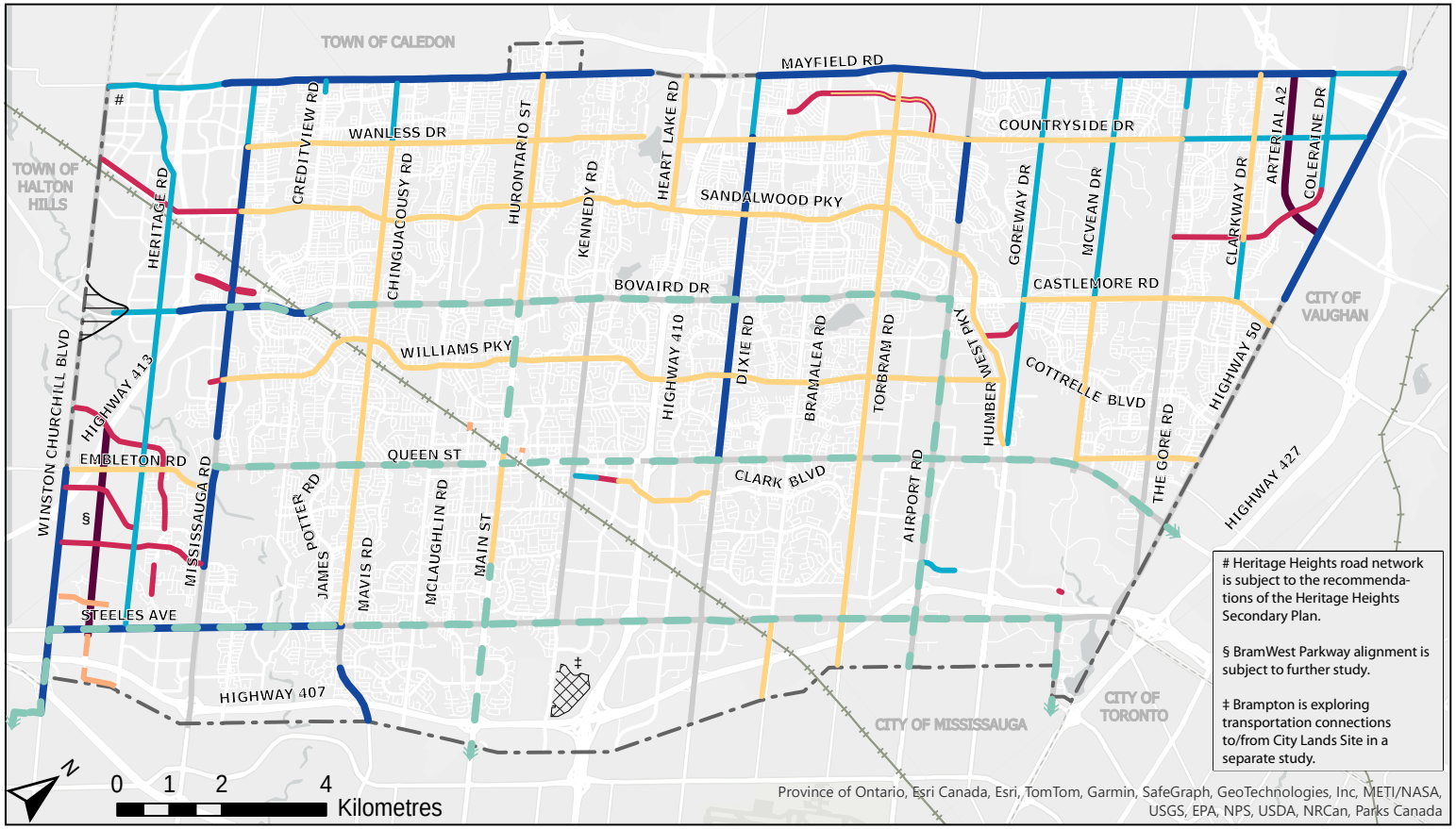
Complete Street Improvements

- New 6 lanes
- New 4 lanes
- New 3 lanes
- New 2 lanes
- Complete Streets Reconstruction
- East-West Connection Focus Area
- Widening to 6 lanes
- Widening to 4 lanes
- Road Changes for HOT*

*Subject to Further Study

2051 COMPLETE STREET NETWORK

Figure 3-7: 2051 Complete Streets Network



Recommended 2051 Complete Streets Network

Legend

- Brampton Border
- Kitchener GO Line
- Bolton GO Line (Conceptual)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Complete Street Improvements

- New 6 lanes
- New 4 lanes
- New 3 lanes
- New 2 lanes
- Complete Streets Reconstruction
- East-West Connection Focus Area
- Widening to 6 lanes
- Widening to 4 lanes
- Road Changes for HOT*

*Subject to Further Study

RECOMMENDED TRANSIT NETWORK

Investing in transit provides residents of Brampton with a viable alternative to the car for some or all trips. The recommended future transit network includes a grid network of Higher Order Transit and Priority bus / Züm routes across Brampton that would be supported by Support Corridors and local bus routes that provide neighbourhood access.

Higher Order Transit generally operates in partially or completely dedicated right-of-way, outside of mixed traffic, and can achieve a level of speed and reliability greater than mixed-traffic transit. Higher Order Transit can take the form of bus rapid transit (BRT), light rail transit (LRT), or subways.

Priority Bus / Züm refers to rapid transit service that takes advantage of a suite of transit priority measures, such as queue jump lanes or signal priority at intersections to improve bus operations and reliability, but without a dedicated right-of-way. Priority bus or Züm service generally has wider spacing between stops than local transit service to improve travel times.

Support Corridor refers to bus services that provide connectivity between neighbourhoods and Higher Order Transit or Priority Bus corridors.

Local transit service refers to bus services that serve communities and all other areas of Brampton. Local transit service and community routes are not presented in this plan, however, it is Brampton Transit's mandate to provide convenient, frequent local service to connect to the grid network of Higher Order and Priority Bus routes in the recommended plan.

The recommended future transit network is shown in **Figure 3-8, Figure 3-9, and Figure 3-10** for horizon years 2031, 2041 and 2051 and listed in **Appendix A**. A longer-term vision for Brampton's transit network, beyond the 2051 planning horizon, is illustrated in **Figure 3-11**. This Beyond 2051 network identifies corridors that should be protected for future implementation of Higher Order Transit. **Technical Report E: Future Transit Provisions** outlines the financial and logistical framework necessary to realize the envisioned transit network required to support the mode share target for Brampton.

Where Higher Order Transit is proposed, Brampton Transit and/or Metrolinx will need to undertake subsequent feasibility and environmental assessment studies to identify the optimal alignment, lane configuration, service options, and stop locations for each Higher Order Transit corridor. Future Higher Order Transit corridors will be phased in by implementing Züm service and other corridor enhancements as a first step and subsequently upgrading to Higher Order Transit.

In addition to infrastructure improvements, Higher Order Transit services are assumed to operate with high frequency, up to every 5 minutes in dedicated transit lanes and every 10 minutes or better for Züm and Support Corridor service in the peak periods. Access to frequent, fast, and reliable transit service is an important factor in achieving future transit mode share targets and providing affordable mobility for residents with lower incomes.

GO RAIL AND PROVINCIAL TRANSITWAYS

The recommended transit network is integrated with regional transit improvements that are planned by the province and Metrolinx. New transit corridors such as the Bolton Line, 407 Transitway, and 413 Transitway are conceptual and timelines for implementation of these provincial transit corridors have yet to be announced.

Expansion of the Kitchener Line is planned to provide frequent, two-way, all-day GO rail service throughout Brampton which will be supported by the Heritage Road Layover facility. Corridor and station improvements between Bramalea GO Station and Union GO Station are already underway with further improvements still to come. The proposed Heritage Heights GO Station, as identified in the recommended transit network, will require partnership with Metrolinx and the province for implementation.

THE HAZEL MCCALLION LRT & LRT EXTENSION

The Hazel McCallion LRT and future LRT Extension will be the cornerstone of Brampton's future transit system. The LRT Extension connects Brampton's downtown to Brampton's Gateway Terminal and beyond to Port Credit GO Station in the City of Mississauga. In 2025, the provincial government announced that the future LRT Extension will include an underground tunnel to Downtown Brampton.

QUEEN STREET / HIGHWAY 7 BRT

Planning is underway for the Queen Street BRT, an inter-regional transit spine that will connect Brampton and Vaughan. Development of a Higher Order Transit corridor will help shape growth in Brampton and be a catalyst for intensification, mixed-use redevelopment and provide equitable access to neighbourhoods and jobs. The Queen Street BRT will also connect major transit routes, including the future Hurontario LRT Extension, GO rail, Züm priority bus routes, Viva (York Region Transit) routes, and the Line 1 Subway (TTC).

STEELES AVENUE HIGHER ORDER TRANSIT

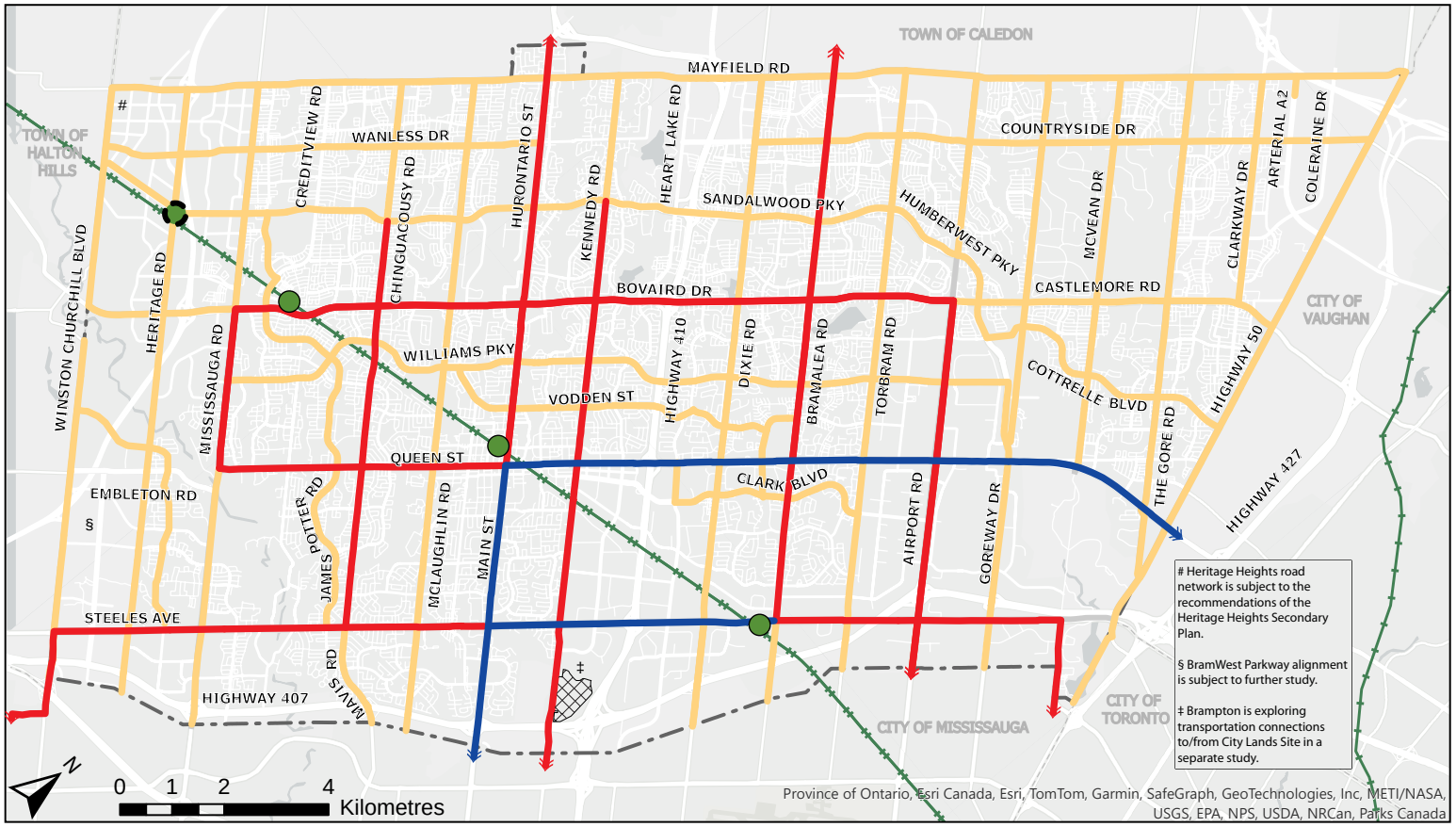
The Steeles Avenue corridor is identified as a transit-oriented, walkable Primary Urban Boulevard in the Brampton Plan as well as a future Higher Order Transit corridor in the previous 2015 TMP. The existing 511 Züm service on Steeles Avenue currently has ridership levels that demand Higher Order Transit. Evolving this corridor to Higher Order Transit would provide improved access to equity-deserving neighbourhoods and support access to significant employment lands. Connections to Toronto and Mississauga further highlights the importance of this transit link.

AIRPORT ROAD / BOVAIRD DRIVE HIGHER ORDER TRANSIT

The existing 505 Airport Road/ Bovaird Drive Züm service connects Mount Pleasant GO Station on Bovaird Drive to Malton GO Station and Viscount Station at Pearson Airport. The conversion to Higher Order Transit, and future extension to connect to the Heritage Heights community, will support growth in Brampton and improve access to significant employment opportunities in the airport area.

2031 TRANSIT NETWORK

Figure 3-8: 2031 Transit Network



Recommended 2031 Transit Network

Legend

- Brampton Border

Rail

- Kitchener GO Line
- Existing GO Stations
- Bolton GO Line (CONCEPTUAL)
- New GO Stations (CONCEPTUAL)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Proposed Transit Network

- Higher Order Transit (BRT or LRT)
- Priority Bus or Züm
- Support Corridor

2041 TRANSIT NETWORK

Figure 3-9: 2041 Transit Network

Recommended 2041 Transit Network

Legend

- Brampton Border

Rail

- Kitchener GO Line
- Existing GO Stations
- Bolton GO Line (CONCEPTUAL)
- New GO Stations (CONCEPTUAL)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Proposed Transit Network

- Higher Order Transit (BRT or LRT)
- Priority Bus or Züm
- Support Corridor
- Provincial Transitway (CONCEPTUAL)
- Transitway Stations (CONCEPTUAL)

2051 TRANSIT NETWORK

Figure 3-10: 2051 Transit Network

Recommended 2051 Transit Network

Legend

- Brampton Border

Rail

- Kitchener GO Line
- Existing GO Stations
- Bolton GO Line (CONCEPTUAL)
- New GO Stations (CONCEPTUAL)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Proposed Transit Network

- Higher Order Transit (BRT or LRT)
- Priority Bus or Züm
- Support Corridor
- Provincial Transitway (CONCEPTUAL)
- Transitway Stations (CONCEPTUAL)

BEYOND 2051 LONGER TERM TRANSIT NETWORK

Figure 3-11: Beyond 2051 Longer Term Transit Network

Beyond 2051 Longer Term Vision Transit Network

Legend

- Brampton Border

Rail

- Kitchener GO Line
- Existing GO Stations
- Bolton GO Line (CONCEPTUAL)
- New GO Stations (CONCEPTUAL)

Roads

- Highway
- Major Arterial (Regional)
- Major Arterial (City)
- Minor Arterial
- Collector
- Local

Proposed Transit Network

- Higher Order Transit (BRT or LRT)
- Priority Bus or Züm
- Support Corridor
- Provincial Transitway (CONCEPTUAL)
- Transitway Stations (CONCEPTUAL)

RECOMMENDED ACTIVE TRANSPORTATION NETWORK

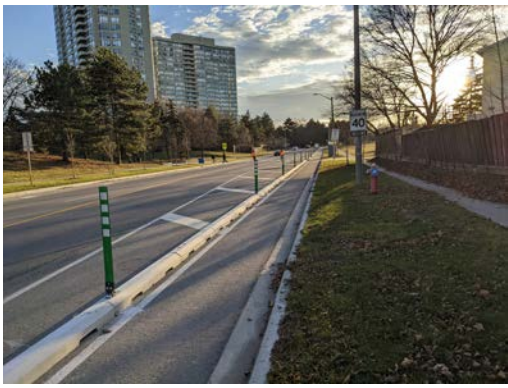
Promoting walking, cycling and other active modes of travel is a practical and achievable way for Brampton to provide sustainable, equitable and affordable travel options to our residents.

Everyone in Brampton benefits from improved active transportation connections. Cyclists and pedestrians have safer and more comfortable routes, transit riders can more easily walk or cycle to the bus stop, and drivers will have convenient walking routes between their parked car and ultimate destination.

BUILDING THE ACTIVE TRANSPORTATION MASTER PLAN NETWORK

Active transportation is integral to the Brampton Mobility Plan and builds upon Brampton's 2019 Active Transportation Master Plan (ATMP). The ATMP proposes a future network of on-road and off-road cycling and low-density, along with supporting programs that promote and encourage the use of active modes. The general categories of active transportation facilities in the ATMP are:

- Protected bike lanes or cycle tracks on major and minor arterial roads.
- Bike lanes or buffered bike lanes on minor arterials and collector roads.
- Shared on-road bike facilities on local roads.
- Multi-use paths for pedestrians and cyclists within the boulevards.
- Sidewalks on all roads.



Protected bike lane or cycle track on major and minor arterial roads.

Bike lanes or buffered bike lanes on minor arterials and collector roads.

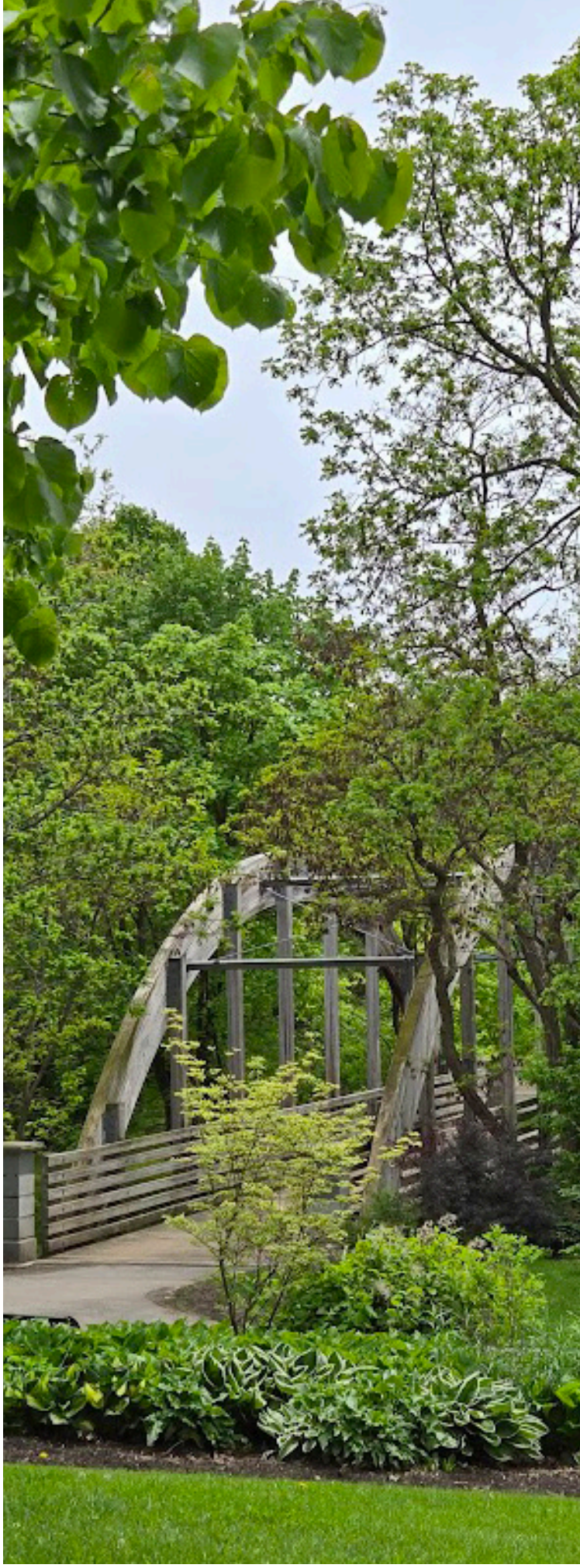
Shared on-road bike facilities on local roads.

Multi-use paths in boulevards for pedestrians and cyclists.

BEYOND THE ATMP

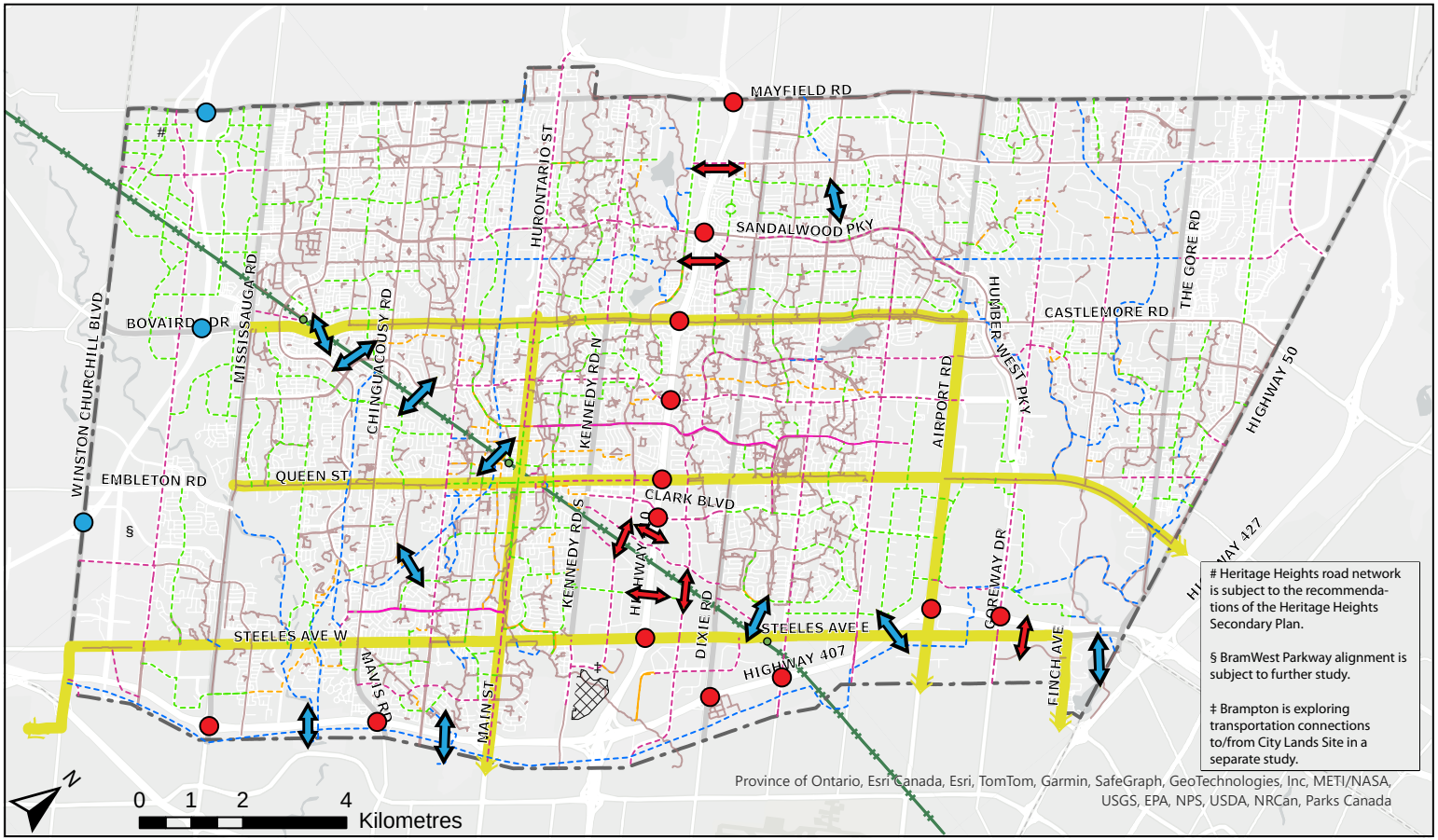
The Brampton Mobility Plan takes the recommendations of the ATMP one step further to improve active transportation options across major barriers in the system such as highways, railways, and waterways. These improvements include active transportation enhancements at all the interchanges along Highway 410 and Highway 407 in Brampton, as well as the future Highway 413. Additional active transportation connections are also recommended across all 400-series highways and rail lines. The recommended future active transportation network is shown in **Figure 3-12** and listed in **Appendix A**.

As Brampton continues to implement actions outlined in the ATMP, plans are underway to update the ATMP to reflect Brampton's changing landscape and population. The next ATMP update will review the previous ATMP's recommendations as well as expand on recommendations outlined in the Brampton Mobility Plan.



2051 ACTIVE TRANSPORTATION NETWORK

Figure 3-12: 2051 Active Transportation Network



Recommended 2051 Active Transportation Network

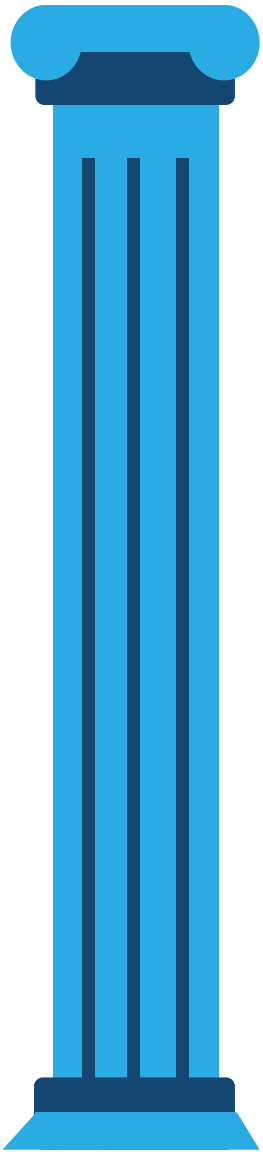
Legend

- Brampton Border
- Proposed Physically Separated Bikeways
- Proposed Bicycle Lanes
- Proposed Shared Cycling Facilities
- Proposed Recreational Trail
- Improving Existing Crossing of Major Barriers
- Proposed Crossing of Major Barriers
- Existing Facilities
- Proposed Higher Order Transit with AT improvements
- Improve AT Connection at Exisiting Interchange
- Improve AT connection at Proposed Interchange

Chapter 4: A Blueprint for Tomorrow

The Key Pillars

THE 8 KEY PILLARS OF THE BRAMPTON MOBILITY PLAN

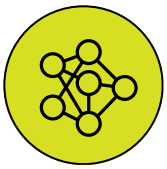


1. Building Complete Streets

2. Providing Equity in Transportation

3. Embracing Sustainable Mobility

4. Enhancing Safety

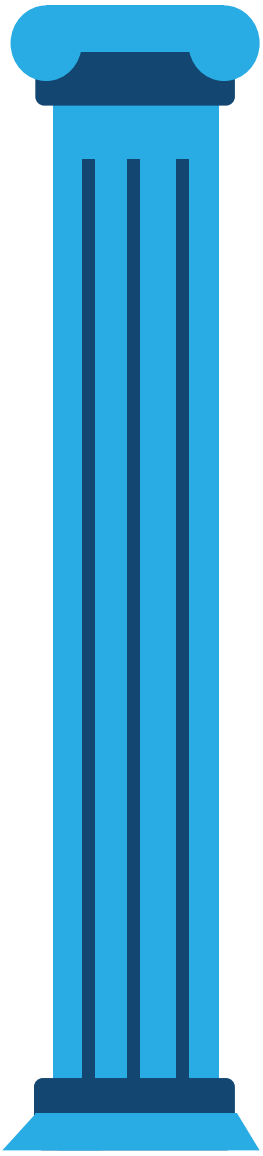


5. Optimizing the Existing Network

6. Supporting the Economy

7. Adapting to Technology

8. Building Resilient Infrastructure



The Brampton Mobility Plan is structured around eight key pillars that are each aligned with the plan's seven guiding principles to support Brampton's transition from a suburban to urban community. These pillars include Building Complete Streets, Providing Equity in Transportation, Embracing Sustainable Mobility, Enhancing Safety, Optimizing the Existing Network, Supporting the Economy, Adapting to Technology, and Building Resilient Infrastructure.

1. Building Complete Streets
Building complete streets aims to make streets safe, accessible, and convenient for all users regardless of their age, ability, or mode of transportation.

2. Providing Equity in Transportation
Providing equity in transportation considers fairness with which impacts (benefits and costs) are distributed in the implementation and prioritization of infrastructure.

3. Embracing Sustainable Mobility
Embracing sustainable mobility refers to modes of travel that reduce environmental impact, and which support healthier and more active lifestyles, such as walking and cycling.

4. Enhancing Safety
Enhancing safety includes implementing measures that reflect Vision Zero principles to reduce fatalities and serious injuries.

5. Optimizing the Existing Network
Optimizing the existing network includes making the best use of existing infrastructure to manage congestion and support the movement of people and goods.

6. Supporting the Economy
Supporting the economy focuses on ensuring the transportation network can support the movement of people and goods, attract investment, and help Brampton's businesses thrive.

7. Adapting to Technology
Adapting to technology provides consideration for new mobility technologies, technological enhancements, and emerging realities in transportation.

8. Building Resilient Infrastructure
Building resilient infrastructure ensures the long-term durability, adaptability, and sustainability of Brampton's transportation system.

4.1 BUILDING COMPLETE STREETS

The first key pillar of the Brampton Mobility Plan is Building Complete Streets. Complete streets are a holistic approach to street planning and design that accommodates the needs of all users, including pedestrians, cyclists, transit users, and drivers.

This pillar supports the creation of an inclusive and accessible transportation network by ensuring that streets are designed for people, and not just vehicles. Well-considered street design depends on many factors, including the street's role in the larger transportation network, adjacent land uses, development character, available right-of-way dimensions, and unique qualities of a place. Complete streets support the development of complete communities by considering mobility options for all users.

Complete streets aim to provide safe and comfortable conditions for all travellers and prioritize vulnerable users by providing dedicated space for pedestrians, cyclists, and transit users where appropriate. Complete streets also include streetscaping and urban design features such as trees, street furniture and lighting that create a sense of place, rather than just a conduit for movement. Other supporting elements for a complete street include pedestrian crossings, protected and buffered cycling facilities, traffic signals, utilities, and drainage infrastructure.

Over time, all Brampton streets are intended to become complete streets. The Brampton Complete Streets Guide, Complete Street Standards Review and Update, and the Multi-modal Level of Service Framework are resources that provide processes and tools to incorporate a complete streets approach into the planning, design, construction and operations of streets in Brampton.

The Brampton Complete Streets Guide outlines the process to plan, design, and maintain complete streets for all road-related projects going forward. The transformation process will be gradual, as roads are rebuilt or modified over time to accommodate growth or maintain a state of good repair.

Urban Main Streets | Neighbourhood Connector | Commercial Connector | Mixed Use Neighbourhood

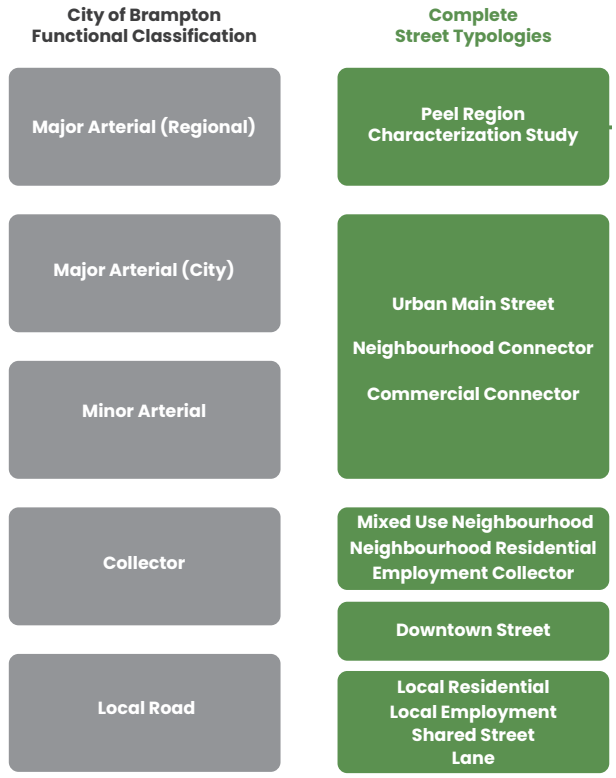
Traditionally, the functionality of roads has been determined by evaluating the level of service for vehicles. This has resulted in the construction of wide roads that prioritize vehicle throughput without considering the comfort and safety of other road users. The Multi-modal Level of Service (MMLOS) framework can be used to evaluate the design of transportation infrastructure for all modes, not just vehicles. Brampton's MMLOS Analysis Framework, which can be found in **Technical Report F: MMLOS,** shifts away from traditional level of service evaluations and prioritizes sustainable modes such as transit, walking and cycling. The intent of the MMLOS framework is to evaluate existing or proposed transportation infrastructure to assess the comfort and safety level of a street to meet the mobility needs of all users.

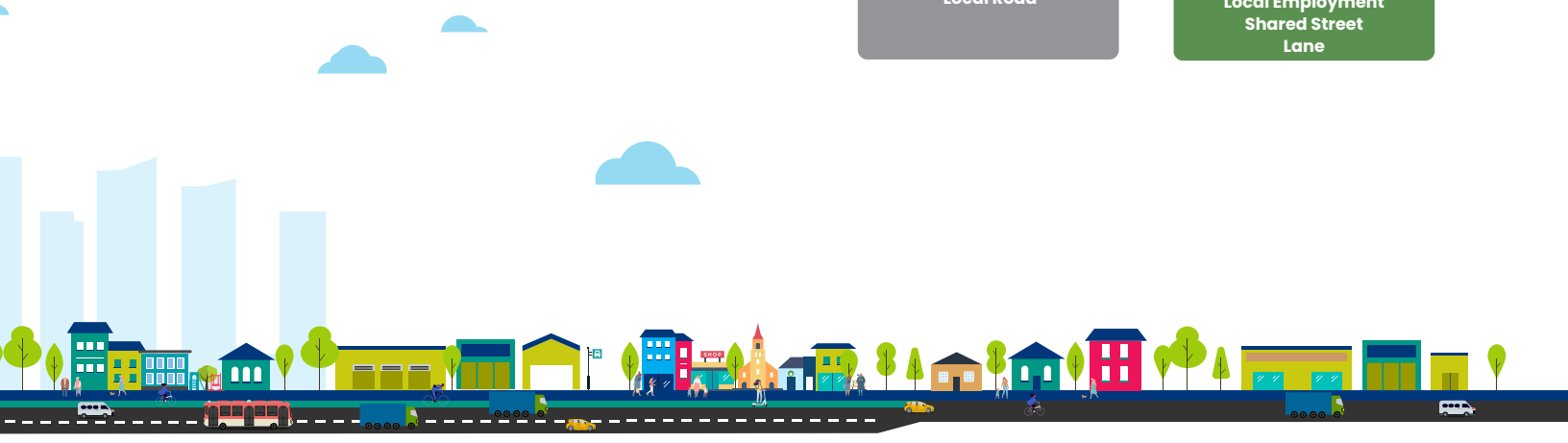
The MMLOS framework provides a structured method for evaluating how well the City's transportation network supports different modes of travel. It ensures that infrastructure decisions are context-sensitive and align with sustainability, accessibility, and equity goals, shifting the focus from vehicle-centric planning to a more inclusive approach that prioritizes pedestrians, cyclists, and transit users.

CONTEXT SENSITIVE STREET DESIGN

Street design should reflect the character of the road and surrounding land use - there is no one-size fits all solution and the same corridor may be a combination of multiple street typologies. The Brampton Complete Street's Guide recognizes the need for flexibility in street design that responds to its different uses and context. The Guide defines street types that reflect and respond to a range of existing and planned contexts in Brampton as shown in Figure 4-1.

Figure 4-1: Street Typologies





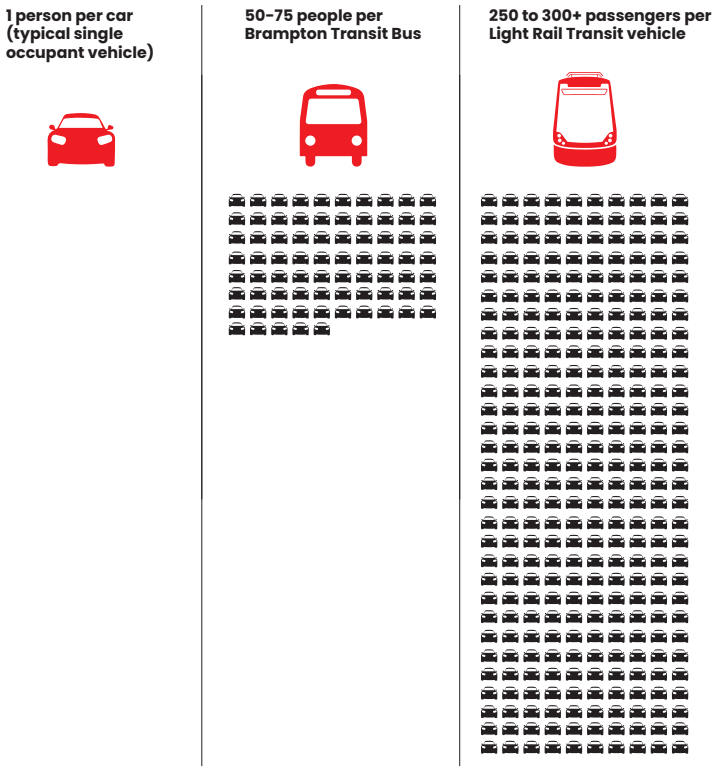
Neighbourhood Residential | Employment Collector | Downtown Street | Local Residential | Local Employment

HOW DO COMPLETE STREETS ACCOMMODATE FUTURE GROWTH?

Complete streets can move more people by re-purposing road space for walking, cycling, and transit, which supports the shift in travel behaviour that is needed to achieve Brampton's future sustainable mode share goal as shown in **Figure 4-2**. A study assessing a complete streets intervention found that residents living near the improved corridor were **35% more likely to engage in transit-related walking trips** and **50% more likely to undertake non-transit walking** trips[9] compared to those living near other corridors.

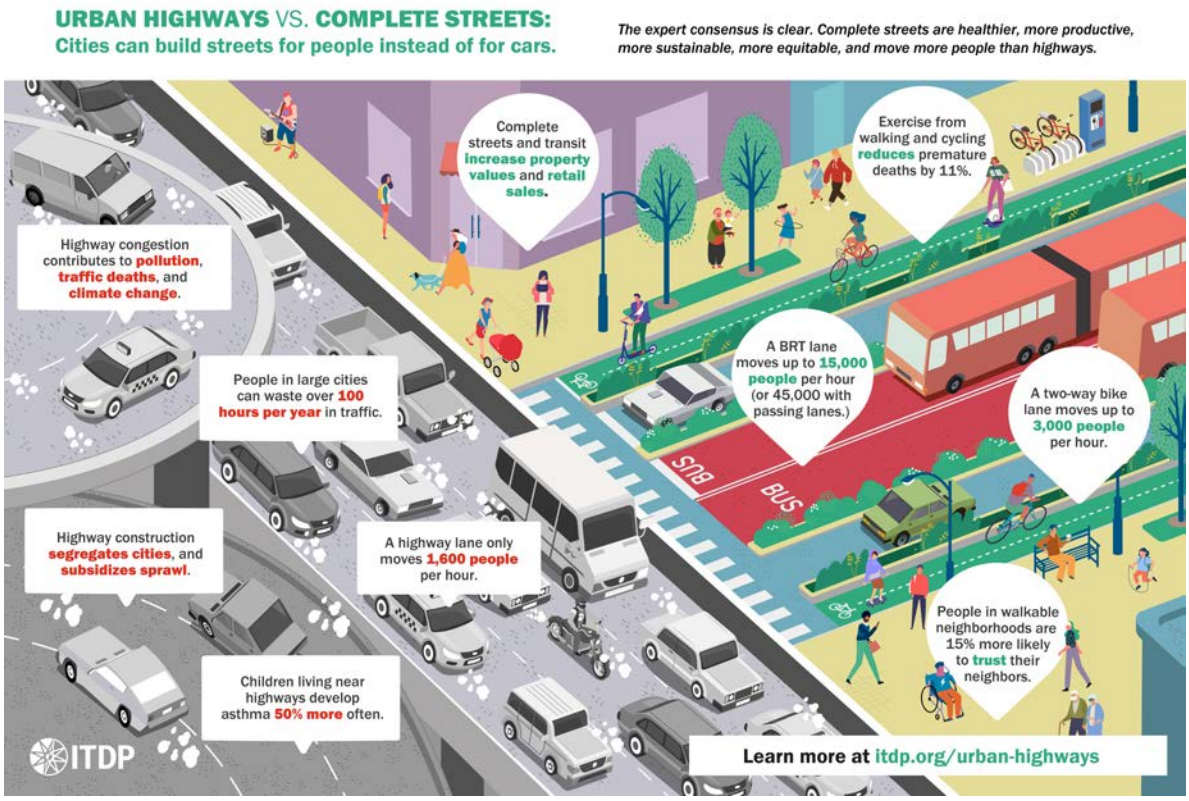
Figure 4 - 3 shows an illustration of the advantages of complete streets compared to car-centric urban highways. Building complete streets that include dedicated infrastructure for transit and active transportation can significantly increase the person-carrying capacity of the corridor. A typical general-purpose lane in an urban setting carries up to 800-900 vehicles per hour, and up to 1,600 vehicles per hour as a highway lane. A BRT lane, with frequent service and high-capacity transit vehicles, could carry 9,000 to 15,000 passengers per hour. Dedicated cycling facilities, wider sidewalks (where people can comfortably walk next to each other or pass each other), and accessible bus stops are examples of complete streets design elements that create a more comfortable user experience and attract more active users to the corridor while also supporting connections to transit. **Figure 4-4** shows potential complete street corridor in Brampton.

Figure 4-2: Person Carrying Capacity



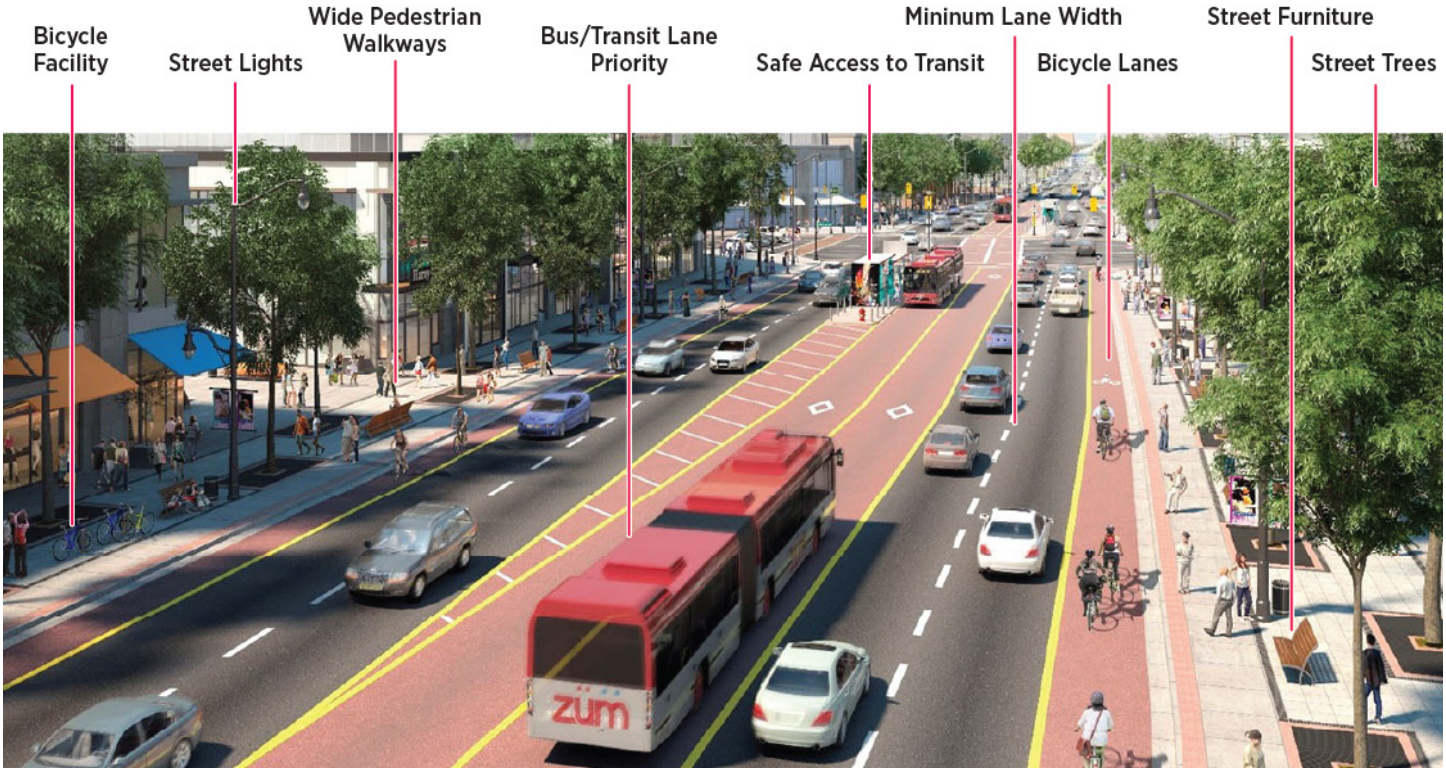
9 Brown BB, Smith KR, Tharp D, Werner CM, Tribby CP, Miller HJ, Jensen W. A Complete Street Intervention for Walking to Transit, Non-transit Walking, and Bicycling: A Quasi-Experimental Demonstration of Increased Use. J Phys Act Health. 2016 Nov;13(11):1210-1219. doi: 10.1123/jpah.2016-0066. Epub 2016 Aug 24. PMID: 27334024; PMCID: PMC5497517.

Figure 4-3: Urban Highways vs Complete Streets



Source: Institute for Transportation & Development Policy, Urban Highways vs Complete Streets Infographic (https://itdp.org/multimedia/urban-highways-vs-complete-streets/).

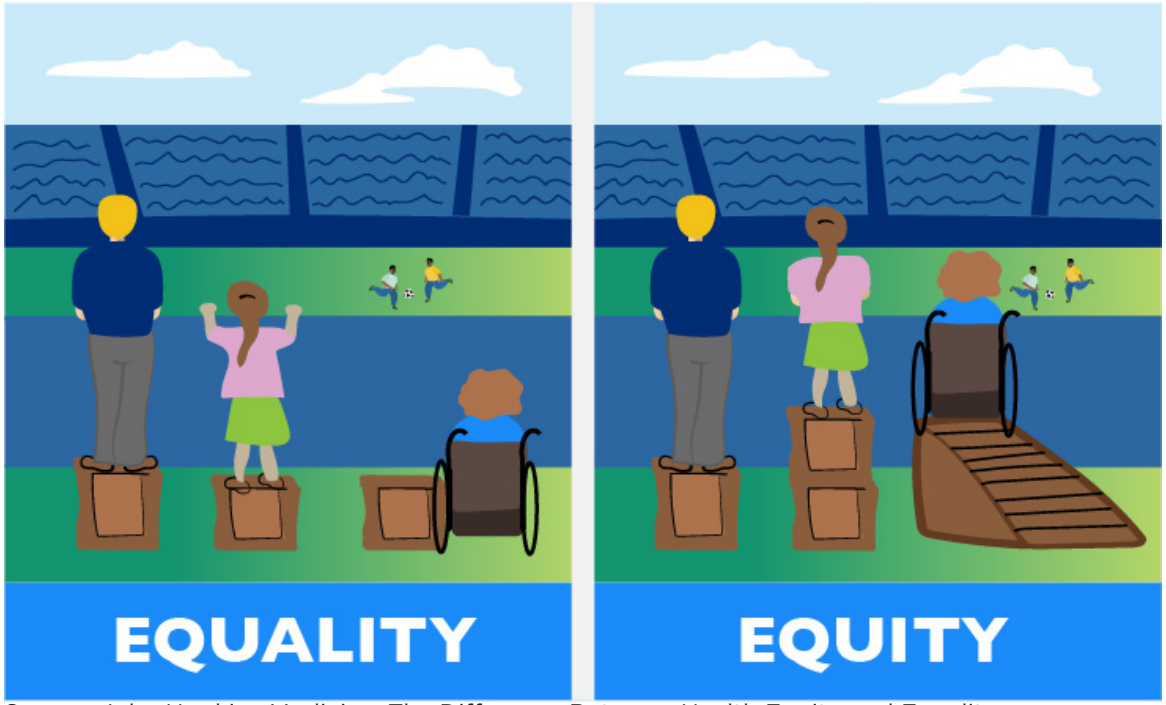
Figure 4-4: Conceptual Complete Street Corridor in Brampton (Queen Street)



4.2 PROVIDING EQUITY IN TRANSPORTATION

The second key pillar of the Brampton Mobility Plan is Providing Equity in Transportation. Equity refers to the fairness with which impacts (benefits and costs) are distributed. An equity lens recognizes that people are impacted by planning and policy decisions, and that these impacts can affect people differently based on a variety of factors that can lead to unfair outcomes. An equity lens supports and informs multiple elements of the Brampton Mobility Plan including:

- Policies or programs that are used to remove barriers for undeserved and underrepresented communities.
- Types of investments to prioritize.
- Areas in which to prioritize investments.



Source: John Hopkins Medicine, The Difference Between Health Equity and Equality

Brampton's transportation system provides access to resources and opportunities such as employment, education, healthcare, and other essential services. To enable equitable access for everyone, Brampton's mobility system must meet the needs of all community members. Historically, transportation equity was not considered in the decision-making process, which has led to inequitable distribution of investments in transportation infrastructure.

An analysis of social equity in Brampton considered demographic and socioeconomic factors including age, income, vehicle ownership, unemployment, and racialized communities. Communities that have higher social equity needs may have a higher proportion of youth and seniors, low-income households, zero vehicle households, visible minorities, and new immigrants. A spatial access analysis was also conducted, to assess how easily residents can access essential services such as healthcare, employment, recreation, education, cultural facilities, and grocery stores. Many areas of

central Brampton have higher equity needs but lower access needs to key destinations, as they are in the City's densest areas with ample amenities. In contrast, the less populated areas of southwest and northeast Brampton have lower equity needs but higher access needs to key destinations as they are in less developed or developing areas with fewer nearby services. An equity priority score was developed to rank analysis zones in Brampton based on the level of social equity need experienced by the population. **Figure 4-5** shows the results of the analysis to support equity-driven prioritization of zones in Brampton. Zones in the darker colours score higher in equity priority and should be prioritized for investments in transportation infrastructure.

Details of the transportation equity assessment are included in **Technical Report G: Transportation Equity Framework.** Equality involves providing the same treatment and distribution of resources to all individuals, regardless of their specific needs. However, this approach can overlook those whose circumstances require additional support. In contrast, equity focuses on allocating resources in a way that accounts for individual differences, ensuring that everyone has an equal opportunity to achieve comparable outcomes.

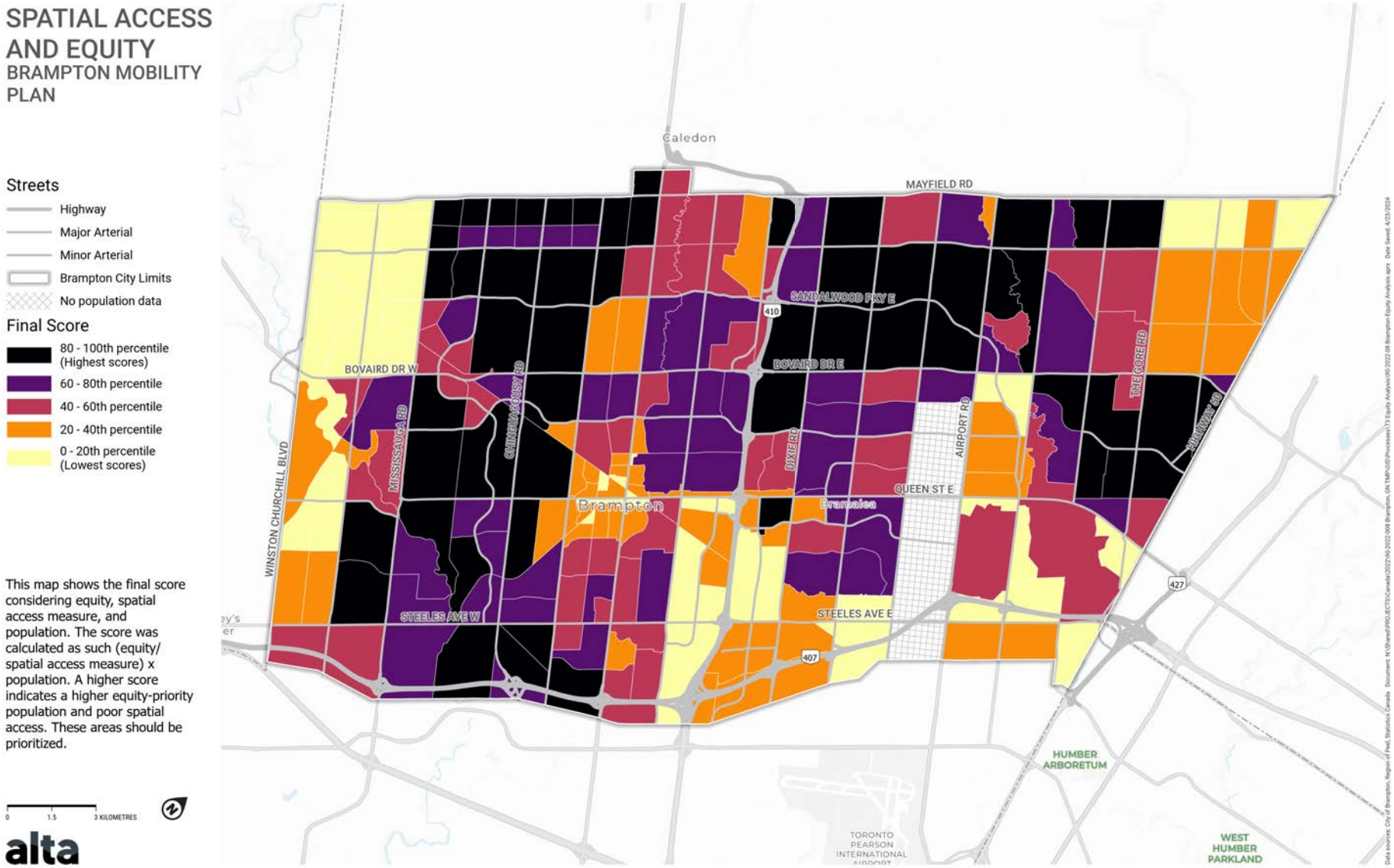
To achieve transportation equity objectives, it is essential to focus new investments in communities facing high equity needs and high spatial access needs. Households in these areas are more likely to be disproportionately impacted by mobility barriers due to socioeconomic challenges.

In addition to ensuring equity in the provision of transportation options, safe and accessible travel is further enhanced through measures that are compliant with the Accessibility for Ontarians with Disabilities Act (AODA), including tactile paving, ramps, and accessible signals.

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.

Figure 4-5: Equity Prioritization Score at the Traffic Zone Level



4.3 EMBRACING SUSTAINABLE MOBILITY

The third key pillar of the Brampton Mobility Plan is Embracing Sustainable Mobility. Sustainable mobility refers to modes of travel that reduce environmental impact and support healthier, more active lifestyles. This primarily includes active transportation (e.g. waking and rolling), micromobility options, and public transit. However, it can also encompass shared travel options such as carpooling and ridesharing as ways to reduce reliance on single-occupant vehicles.

Sustainable mobility plays a critical role across all types of travel but is especially important role in providing First and Last Mile (FMLM) connections, bridging the gap between transit services and people's origins and destinations.

By encouraging the use of low emission or zero emission travel modes, this pillar contributes to an overall healthier and more livable city. It also supports infrastructure and programs that promote long-term behaviour change and help shift travel habits towards more sustainable choices.

WALKING AND ROLLING

Active Transportation refers to the movement of people or goods by human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices (such as e-bikes and e-scooters) moving at a comparable speed.

As Brampton continues to grow, the role that active transportation plays in shaping a more sustainable mobility future will become increasingly important. Every trip begins and ends with walking or rolling, and the quality of that experience often determines whether the walking or rolling component of those trips are destination-oriented or simply used to access a vehicle. It is especially relevant when considering the user experience walking or rolling to access transit – ensuring that it is safe, convenient, and comfortable to access transit without a car is essential to encouraging a shift away from car dependency towards more sustainable modes.

Brampton's active transportation network includes sidewalks, multi-use paths, trails, and cycling facilities.

SIDEWALKS

Sidewalks are an essential part of Brampton's transportation network. Sidewalks help ensure safety for those travelling on foot or using mobility devices. Certain demographics such as seniors, youth, and persons with disabilities, may find it difficult or even impossible to make short trips if sidewalks are not provided. Sidewalks are provided on most streets in Brampton, with relatively few gaps identified in the ATMP. Brampton Plan positions the City well for future connectivity by requiring sidewalks on both sides of the street in new developments and additionally calls for retrofitting of sidewalks where none currently exist, including Regional roads. Sidewalks are further supported by a growing network of in-boulevard multi-use paths and off-road multi-use trails, which serve both recreational and utilitarian purposes.

CYCLING FACILITIES

Brampton's cycling network includes a variety of facility types such as signed routes, bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, multi-use paths, and recreational trails.

A connected and accessible active transportation network provides residents and visitors with an efficient and safe way to move around Brampton for recreation or daily travel. Well designed active transportation infrastructure provides attractive and comfortable facilities that encourage people to walk and cycle and support increased connectivity to transit. The improvements proposed in the ATMP include building new infrastructure for pedestrians and micromobility users, upgrading and retrofitting existing facilities, completing infill projects to address missing links, and adding new crossings to enhance accessibility.

Increasing the use of active modes also requires supporting infrastructure such as: bike parking at transit stops and major destinations;

- infrastructure that separates and protects pedestrians and cyclists (such as concrete barriers, bollards, guide rails, etc.);
- safe and convenient crossing opportunities;
- pedestrian-scale lighting for improved safety and visibility at night;
- adequate shading along trails for comfort during hot weather and improved climate resiliency;
- year-round maintenance of active transportation facilities; and
- end-of-trip amenities such as showers and changing rooms.

MULTI-USE PATHS AND RECREATIONAL TRAILS

Multi-use paths (MUPs) and recreational trails provide a multi-modal function and are designed to serve pedestrians, cyclists and micromobility users. MUPs are located within the road allowance (typically in the boulevard) and recreational trails are located within parks and valley lands. The objective of MUPs is to provide a safe and protected space in the boulevard that encourages alternate modes of travel. MUPs and recreational trails serve as important cycling connections. Under Brampton Plan, recreational trails are allowed in the Natural Systems, when measures are taken to minimize any negative environmental impacts.

MICROMOBILITY

Micromobility refers to a range of small, lightweight vehicles operating at speeds typically under 25 km/h. These newer modes of transportation, like electric (pedal-assisted) bicycles and scooters provide an example of how the City can encourage more convenient, sustainable, and healthy travel options for the community.

The City of Brampton has embraced emerging modes of mobility and, in 2023, launched a Shared E-scooter Pilot Program under the Ministry of Transportation's e-scooter pilot program to improve travel choice and support shared micromobility. The E-scooter pilot allowed residents to use personal or shared e-scooters on a network of bike lanes, multi-use paths, recreational trails, and protected bike lanes. In the first two years of the Pilot, over 340,000 shared e-scooter trips were completed in Brampton, with connections to public transit and community destinations. Due to its success, the provincial pilot has been extended until 2029.

WALKING AND ROLLING IN BRAMPTON

- 594 km — **Cycling Facilities**
- 1,995 km — **Sidewalks**
- 63 — **Cross-rides**
- 44 — **Pedestrian Crossovers**
- 5 — **Pedestrian-bike Counters in Trails**
- 7 — **City-owned Bike Repair Stations**
- 390 — **Bike Parking Spaces Across City Facilities**
- 340,000+ — **E-Scooter Trips since 2023**

DIFFERENT WAYS OF WALKING AND ROLLING

Walking

Rolling

includes a range of self-propelled or low-speed electric personal transportation.

Personal Mobility Devices

– any device that is designed solely for use by an individual with limited or impaired mobility and is considered as an extension of the individual.

Wheelchair

Mobility Scooter

Powered Wheelchair

Micromobility Devices

– includes both human-powered mobility devices and electric-assisted mobility devices which can be personally owned or used in shared fleets.

Kick Scooter / Electric Scooter

Kick Skateboard / Electric Skateboard

Electric Moped

Rollerblades

Bicycles

Electric Bike

Human-Powered Bike

Cargo Bike / Electric Cargo Bike

TRANSIT

ELECTRIFYING OUR FLEET

Brampton Transit is a national leader in fleet electrification. In 2021, Brampton Transit launched the world's largest deployment of fully interoperable battery electric buses. In 2024, Brampton City Council endorsed the Zero Emission Bus (ZEB) Implementation Strategy, developed by Canadian Urban Transit Research & Innovation Consortium (CUTRIC), to guide the City's transition to a zero-emission transit system. Brampton Transit currently uses hybrid-electric buses on many of its Züm routes. The ZEB Strategy builds on this and targets full fleet electrification by 2041 (no later than 2050), aiming for a mix of Battery Electric Buses (BEBs) at 64% and hydrogen Fuel Cell Electric Buses (FCEBs) at 34%.

Current initiatives include BEB and FCEB trials, diesel-to-BEB conversions, electrification retrofits at existing and new facilities, new ZEB purchases, and the installation of additional on-street chargers. In 2025, Brampton is exploring an Energy as a Service (EaaS) partnership to develop practical, cost-effective infrastructure that supports a zero-emission fleet and reduces GHG emissions.

TRANSIT IN BRAMPTON

5
ZUM Routes

21
Routes Connecting to Neighboring Cities

10-15%
Reduction in Fuel through using Hybrid Electric Buses

132,000
Average Weekday Brampton Transit Ridership

40.9 million
Brampton Transit Riders Annually

574,300
TransHelp passenger trips in 2019

3 GO Stations in Brampton
10 GO Bus Routes in Brampton

387,00
Average Monthly GO Transit Trips

7 MiWay & 1 YRT
Routes connect to Brampton

REGIONAL TRANSIT IMPROVEMENTS

The Brampton Transit network is supported by transit expansions in adjacent municipalities and the broader region. Metrolinx is working to implement required rail infrastructure on the Kitchener Line to support two-way all-day frequent service to all GO stations in Brampton. With this expansion, transit access to other municipalities in the GTHA will improve. The Brampton Mobility Plan, recommends new train service on the Bolton Line which will provide another transit option for residents in Northeast Brampton. GO bus services will continue to supplement regional transit when and where train service is unavailable.

Transitways are planned by the Ministry of Transportation along the Highway 407 and future Highway 413 corridors to further provide regional transit connections. These corridors will feature dedicated transit lanes alongside the freeways and will support both Brampton Transit and GO Bus services. Enhancements in transit services are also proposed in Mississauga (MiWay), Caledon, Toronto (Toronto Transit Comission), and Vaughan (York Region Transit) that will increase inter-municipal transit connectivity to and from Brampton.

THE FIRST AND LAST MILE

The "First Mile and Last Mile" (FMLM) refers to the part of the trip between the transportation stop/hub and the trip origin or final destination (for example between the home and the bus stop or between the train station and the workplace). It is often cited as a barrier to choosing transit, particularly in a low-density, suburban context since major transit routes typically run along arterial roads. Origins or destinations are often a long walk from the nearest transit stops along arterial roads or from transit hubs.

Effectively addressing this challenge is a real opportunity for the City of Brampton to further encourage a shift towards sustainable mobility. All transit trips start and end with an active transportation component, so improving the safety, comfort, and convenience for pedestrians and cyclists, and other micromobility users to access transit is critical in improving the FMLM experience. As cited in Brampton Plan: "new and improved active transportation facilities, maintained year-round, will improve access to transit and provide viable active transportation options for the first and last miles of a trip."

Furthermore, emerging mobility technologies such as Brampton's Shared E-scooter pilot program or on-demand transit, integrated with Brampton Transit's fare payment system can also be a part of the FMLM solution and provide additional choice and options for improved access to transit. To support and enhance access to transit service, the Brampton Mobility Plan recommends incorporating pedestrian and cyclist amenities at transit terminals and stops, as well as on buses and trains.

Finally, ensuring stops and stations are equipped with multi-modal options offers opportunities to effectively improve the FMLM. The creation of one-stop service points for multi-modal systems provides a convenient environment to facilitate use and transfer between transportation options – where travellers can find bike-share racks, e-scooter docks, car-share vehicles, transit connections, or a ride-share driver. Amenities such as shelter and seating, retail support, and real-time information displays can also be incorporated depending on the scale of the multi-modal hub.

A HEALTHY CITY

Physical activity has many health benefits. Modest increases in physical activity such as walking for errands can lead to improved health outcomes in individuals and the community. A study by the Medical Officers of Health in the GTHA identified that building opportunities into daily routine to walk or cycle for school, work, errands or recreation can combat chronic diseases, reduce traffic emissions, and have significant societal and economic value[9]. Transit-rich, walkable communities see improved heart health, fewer traffic injuries, and cleaner air[10] – outcomes that align with Brampton's commitment to road safety and sustainability.

A health economic assessment was conducted by Peel Public Health to estimate the potential health and economic impacts of achieving mode share targets associated with alternative scenarios from the Brampton Mobility Plan. By achieving the Brampton Plan scenario's mode share targets along with a 50% reduction in pedestrian and cycling fatality rates, the analysis estimated an average of 3.5 to 3.7 premature deaths could be prevented per year, an associated economic value of $22.5 to $23.7 million annually. Additional premature deaths were projected to be prevented by achieving the higher walking and cycling mode share targets outlined in the Bold Moves scenario or by exceeding a 50% reduction in pedestrian and cycling fatality rates. These benefits are linked to increased physical activity and improved road safety resulting from investments in active transportation infrastructure. Details of the health economic assessment are included in **Technical Report H: Brampton Mobility Plan HEAT Analysis.**

QUALITY OF LIFE

A city built to support multi-modal transportation has clearly defined and proven benefits for community happiness and overall well-being. Communities that prioritize comfortable, attractive public spaces where people can walk or roll and linger to create environments where neighbourhood-level interactions build social capital. Lively sidewalks, trails, and transit hubs encourage casual interactions among residents, helping to build trust and community bonds. As events such as extreme heat continue to rise, the recommended transportation solution will help Brampton build resiliency and withstand climate change impacts.

9 Improving Health By Design in the Greater Toronto-Hamilton Area, A Report by the Medical Officers of Health in the GTHA (Hamilton, Peel Simcoe Muskoka, Toronto), 2014.

10 Evaluating Public Transportation Health Benefits, Victoria Transport Policy Institute, 2020 Livable Streets.

Brampton's Mobility Plan envisions a future where active transportation and transit are not just alternatives to driving, but key ingredients of a healthier, happier community. By redesigning streets for people – with safe sidewalks, high-quality cycling facilities and transit-friendly spaces – Brampton is directly investing in public health and quality of life.

Brampton Plan envisions that Brampton will be a City where residents will not need to travel long distances to undertake their daily needs, supporting the creation of 15-minute neighbourhoods where residents are able to undertake most of their daily needs within a 15-minute walk or short bicycle ride.

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PROMOTING BEHAVIOUR CHANGE

Shifting individual travel behaviour is a critical component of the Brampton Mobility Plan. While infrastructure investment remains essential, supporting policies, programs and initiatives can play a powerful role in shaping travel choices, particularly when targeted strategically. Behaviour change initiatives are often low-cost, high-impact tools that support broader modal shift goals, and can be especially effective when paired with infrastructure improvements.

Behaviour change strategies for the Brampton Mobility Plan need to be developed with Brampton's context in mind. It is important for the City of Brampton to focus efforts on delivering programs that are firmly grounded in research and best practices with a proven track record of success. Key aspects of those efforts include:

- Engaging Residents at Key Moments of Change
- Making it East to Try Something New
- Designing Programs with Community Needs in Mind
- Empowering Local Partners

Engaging Residents at Key Moments of Change: People are more open to adopting new habits when their routines are disrupted, for example, after moving to a new home, starting a new job, or having children. Reaching residents at these transition points with timely information, tools, and support are more likely to nudge them toward more sustainable transportation choices.

Making It Easy to Try Something New: People are more likely to change their behaviour when barriers are removed and opportunities are made visible. For most of Brampton's history, driving has been the easiest choice, meaning that programs to shift users out of that default pattern need to be easy, enjoyable and even rewarding. Considering the experience of new users and designing programs that give people an opportunity to try something new in a supportive environment can help meet these needs.

Designing Programs with Community Needs in Mind: Effective behaviour change efforts must reflect the lived experience of Brampton's residents. The City needs to prioritize meaningful engagement with Brampton's diverse communities, ensuring that programs are culturally relevant, inclusive, and responsive to the mobility needs of all residents. This includes recognizing that language, cultural norms, and historical travel patterns all shape how people move through the city.

Empowering Local Partners: The City cannot deliver change alone. Brampton's efforts will be more effective through the continued partnerships with community organizations, business groups, and institutions that are already trusted voices within their communities. These partners can amplify the City's message, deliver targeted programs, and provide insights into the unique barriers their communities face.

Ultimately, the Brampton Mobility Plan acknowledges that shifting mobility patterns in Brampton depends on the individual decisions of Bramptonians that collectively contribute to a more connected, sustainable and vibrant city. To support residents in choosing sustainable modes, the Brampton Mobility Plan recommends developing a behaviour change strategy that would provide the right tools, incentives, and encouragement at the right moments. The City will continue to plan for and create complete communities, creating great places to live, work and play to support Bramptonians in making these shifts possible.

4.4 ENHANCING SAFETY

The fourth key pillar of the Brampton Mobility Plan is Enhancing Safety. The City of Brampton is committed to improving safety for all road users. In 2019, the City adopted the Vision Zero framework to reduce fatalities and serious injuries on its roads. Since then, the City has implemented a range of initiatives designed to enhance the safety of pedestrians, cyclists, transit users, and drivers.

This pillar highlights key safety initiatives, including infrastructure changes, enforcement tools, and community-based programs that collectively work to reduce speed, increase safety awareness, and protect vulnerable road users.

AUTOMATED SPEED ENFORCEMENT (ASE)

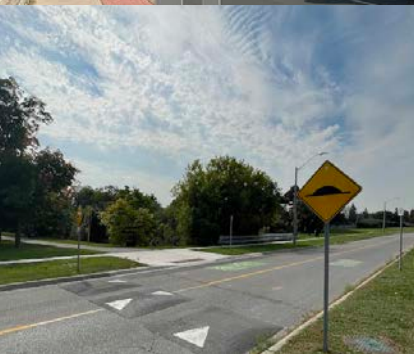
An automated system that uses cameras and speed measurement devices to enforce speed limits to help make roads safer for all users.

SCHOOL SAFETY AND COMMUNITY SAFETY ZONES

Designated sections of roadway where public safety is of special concern. The purpose of these zones is to indicate to the motorist that they are travelling through an area where safe driving speeds and the protection of vulnerable users, such as pedestrians and cyclists, are prioritized. Speed violations in these zones will incur higher fines to reinforce the importance of cautious driving.

RED LIGHT CAMERAS

Red light cameras (RLC) are a form of automated enforcement installed to photograph vehicles that run red lights. They are installed at key Regional intersections and encourage people to slow down. Drivers know that the camera is there, and if they try to go through a red light, the RLC system may be triggered. This awareness helps to reduce collisions and injuries at intersections.



TRAFFIC CALMING

Design interventions such as road narrowings/diets, raised intersections and speed cushions that work to reduce vehicle travel speeds and prioritize the safety of vulnerable road users.

SAFETY AND OPERATIONAL PROGRAMS

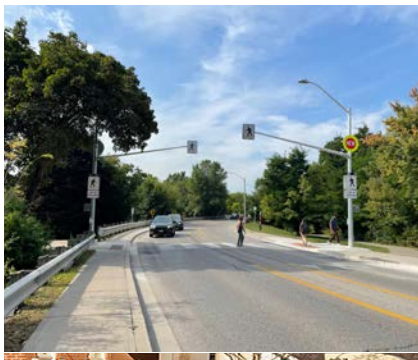
MUNICIPAL SPEED CAMERA

106
Automated Speed Enforcement Camera Locations

180
Community Safety Zones

15
Red Light Cameras

ENSURING SAFE CROSSINGS



A pedestrian crossover (or PXO) provides mid-block traffic control through the use of pedestrian actuated flashing yellow beacons, overhead signage and pavement markings.

A crossing guard temporarily stops traffic to allow pedestrians to cross safely. Crossing guards help to enforce the pedestrian right of way at school crossings and along school travel routes. The City of Brampton has over 190 school crossing guards for kindergarten to grade 5 children in the Dufferin-Peel Catholic School Board and Peel District School Board.

ROAD WATCH PROGRAM

The Road Watch Program is a community-driven traffic safety initiative that allows residents to report dangerous or aggressive driving directly to the Peel Regional Police. It is designed to improve road safety by encouraging residents to report speeding, aggressive driving, distracted driving, failure to stop at red lights or stop signs, and any other reckless behavior behind the wheel.

MAXIMUM 40 km/h

5
Neighbourhoods Implemented Speed Safety Pilot

1,557
Speed Cushions

WILDLIFE CROSSING

4
Wildlife Crossings

City Roads Typically Plowed within
24 hours
After the End of a Snowfal

NETWORK SCREENING & ROAD SAFETY AUDITS

To proactively identify areas for safety improvement, the City undertakes a Network Screening Process that uses Safety Performance Factors to assess the safety performance of intersections, corridors, and other roadway elements. These factors include collision frequency, severity, traffic volume, and roadway characteristics and are used to prioritize locations for safety improvements based on objective risk assessments.

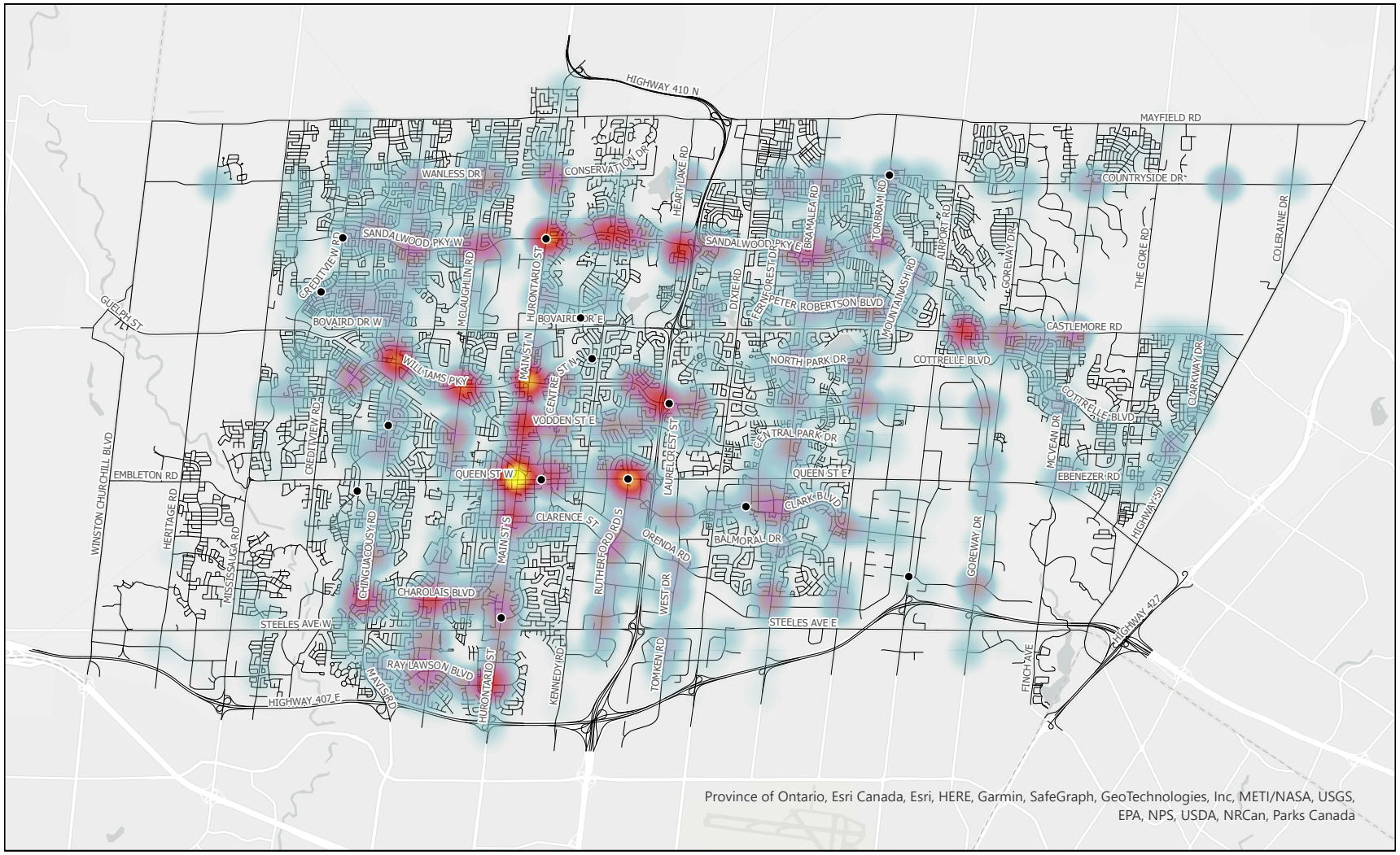
Collision hotspots at city-owned intersections in Brampton over the 5-year period from 2017 to 2022 are shown in **Figure 4-6**, with collisions resulting in fatal injuries shown as black dots. The highest number of collisions was observed at the Queen Street and Main Street intersection in Downtown Brampton. Other locations with a high number of collisions include the Main Street-Hurontario Street and Sandalwood Parkway corridors.

This assessment enables the City to proactively allocate resources, implement evidence-based solutions, and monitor the effectiveness of safety initiatives, ultimately contributing to a safer and more efficient transportation system for all road users.

MAX 40 NEIGHBOURHOOD SPEED LIMIT INITIATIVE

The Max 40 Neighbourhood Speed Limit initiative is a key component of the City's Vision Zero strategy aimed at reducing traffic-related injuries and fatalities in residential areas. This program involves systematically lowering speed limits to 40 km/h within designated neighbourhoods to enhance safety for all road users, especially vulnerable groups such as children, seniors, and pedestrians.

Figure 4-6: Collision Hotspots in Brampton (2017-2022)



Legend

- Streets
- Fatalities

Collision Density

Sparse (1)

Dense (123)

N

0 2 4 Km

4.5 OPTIMIZING THE EXISTING NETWORK

The fifth key pillar of the Brampton Mobility Plan is Optimizing the Existing Network. As Brampton continues to grow, making the best use of existing infrastructure is essential to managing congestion, and supporting the movement of people and goods across the city.

This pillar focuses on two primary areas: the use of traffic signal technologies to improve the performance of Brampton's road network, and the application of Transportation Demand Management (TDM) strategies to shift travel patterns and encourage more sustainable modes of transportation.

TRAFFIC SIGNAL TECHNOLOGIES

The City of Brampton currently uses a range of traffic signal technologies to improve traffic flow, prioritize safety, and support sustainable transportation modes. Many of these traffic signal technologies form part of Brampton's Advanced Traffic Management System (ATMS), which enables centralized data collection, monitoring, and adaptive control of the city's traffic signals.

Pan-Tilt-Zoom Cameras

Traffic monitoring cameras are installed at key intersections to support real-time decision-making for traffic operations staff. These cameras can pan, tilt, and zoom to capture a wider viewing range than conventional camera systems.

Detection Systems

All signalized intersections in Brampton are equipped with vehicle detection systems. These sensors are currently used to identify the presence of vehicles and dynamically adjust signal timing based on real-time demand. The City is also exploring advanced detection technologies, such as radar and high-resolution LiDAR to improve accuracy, create 3D mapping of intersections, and better accommodate all road users, including pedestrians and cyclists.

Transit Signal Priority (TSP)

All signalized intersections along Züm corridors are programmed with TSP where feasible. This technology allows Brampton Transit buses to request extended green or shortened red signals at key intersections, reducing delays and improving service reliability. TSP also contributes to lower operational costs by decreasing fuel consumption and operating time.

Signal Pre-Emption

All Brampton Fire Services vehicles and signalized intersections in Brampton are equipped with signal pre-emption technology that allows emergency services to override normal traffic signal operations, triggering or extending a green signal in their direction of travel to reduce response times.

Bike Signals

Dedicated bicycle signals are used to minimize conflicts between cyclists and vehicles by providing distinct signal phases for cyclists. These signals support safe, predictable cycling movements and enhance multi-modal connectivity. Brampton has implemented 23 bike signals to date, at both mid-block and intersection locations. The City considers dedicated bicycle signals when updating or installing new signal infrastructure.

As Brampton continues to grow, leveraging traffic signal technologies will allow the City to make more efficient use of existing infrastructure, while reducing delays, supporting transit reliability, improving safety, and lowering emissions. Continued investment in smart traffic systems and emerging technologies will ensure Brampton's transportation network remains efficient, responsive, and optimized to meet the needs of all road users.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a multi-faceted and multi-modal approach to reducing and managing travel in single occupant vehicles through the promotion of sustainable modes and the shifting of trips outside traditional peak travel periods to increase the efficiency and effectiveness of the available transportation infrastructure and resources.

TDM programs can support land use policies, sustainable transportation options, reduce congestion, reduce pollution and improve health outcomes. TDM programs can result in measurable changes to traffic congestion and pollution issues. The Brampton Mobility Plan recommends that the City undertake a TDM strategy.

4.6 SUPPORTING THE ECONOMY

The sixth key pillar of the Brampton Mobility Plan is Supporting the Economy. This pillar focuses on ensuring that the city's transportation network supports the efficient movement of people, goods, and services to support Brampton's economic growth, enhance productivity, and attract investment.

GOODS MOVEMENT

Brampton is a major centre for freight transportation in Southern Ontario due to its proximity to GTHA population centres and the Unites States border, proximity to major freight transportation nodes such as Pearson International Airport and intermodal rail yards, proximity to the provincial 400-series highways, and a road network that supports truck transportation.

GOODS MOVEMENT CORRIDORS

11
Primary Goods Movement Corridors

Brampton's on-road goods movement network is defined within Peel Region's Strategic Goods Movement Network (SGMN) as shown in **Figure 4-7**. The SGMN identifies a network of primary truck routes, mainly on Peel Region Roads, and connector truck routes, mainly on municipal roads.

CN INTERMODAL IN BRAMPTON HANDLES

60%
of CN's Intermodal Traffic and is the largest terminal in Canada[11]

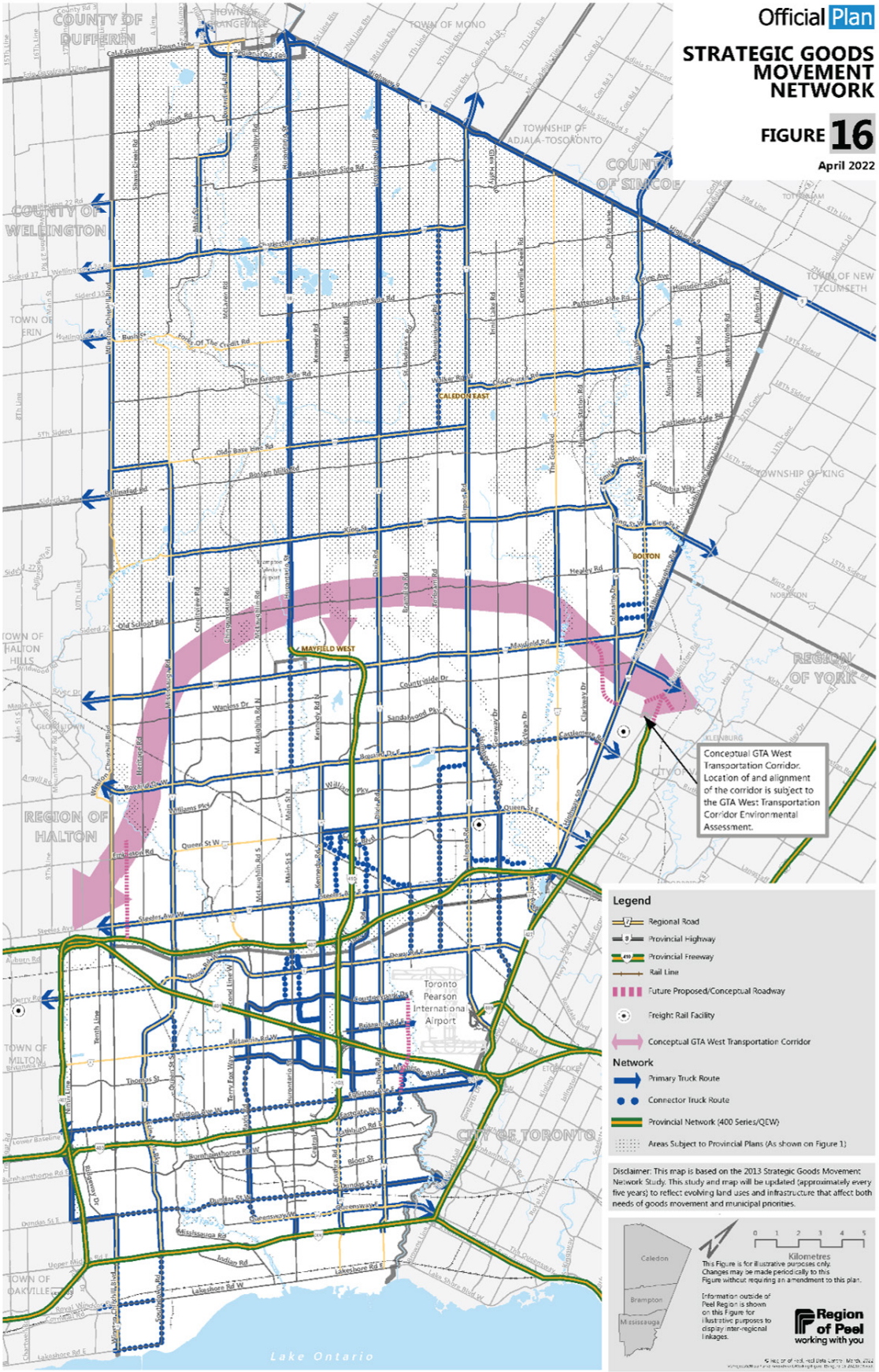
Planning for and supporting a transportation network that accommodates efficient goods movement by truck is key to the future economic prosperity of Brampton. In an increasingly multi-modal environment, trucks will continue to share roads with other road users. The Brampton Complete Streets Guide provides design guidelines to balance the movement of goods while accommodating the safety and comfort of all users that travel alongside trucks. Wherever possible, goods movement will be directed to goods movement corridors and 400-series highways.

Additional steps can be taken to proactively accommodate freight activity in urban streetscapes. Curbside management is the strategy of allocating curb space for efficient operations on busy roads with high competing demands for curb space. Off-peak delivery promotes the timing of truck movements across a wider time window to make better use of road space during peak periods. Urban consolidation centres can collect large truckloads of freight near dense urban areas, where alternative vehicles such as cargo bikes and drones can then be used instead of trucks to support overall community liveability and help reduce the size of delivery vehicles operating in urban areas.

Brampton is a part of Peel Region's Goods Movement Task Force and Smart Freight Centres and will continue to collaborate with other agencies to optimize the goods movement network. A detailed discussion on Brampton's existing goods movement network is included in **Technical Report I: Goods Movement.**

11 Peel Region Goods Movement Strategic Plan 2017-2021, Region of Peel, 2017.

Figure 4-7: Peel Region Strategic Goods Movement Network



4.7 ADAPTING TO TECHNOLOGY

The seventh key pillar of the Brampton Mobility Plan is Adapting to Emerging Technology. This pillar supports new mobility technologies and initiatives to improve how people and goods move.

NEW MOBILITY TECHNOLOGIES

Technological advancements and emerging realities, such as the hyper-connected world, sharing economy, climate change, and artificial intelligence, are disrupting business models across many industries, including transportation, and are paving the way for new mobility solutions. New mobility refers to new technologies and business models that can generally be categorized into Autonomous, Connected, Electrified, and Shared technologies, and which often use mobile phone applications and real-time data to provide ease of access and payment. Common new mobility solutions that are in wide use include car-sharing systems, ride-sharing services, on-demand microtransit, and shared electric scooter and bicycle systems. A discussion of new mobility trends is provided in **Technical Report J: Emerging Trends in Technology.**

Municipalities will need to proactively guide the new mobility paradigm towards positive changes that provide equitable opportunity and accessibility. The City of Brampton has made progress in guiding the use of new mobility in several areas:

- By launching an On-Demand transit service to provide flexible route service in the industrial employment area surrounding Bramalea GO Station that uses a mobile app for trip bookings, Brampton is expanding transit coverage and convenience for users.
- By revitalizing its downtown through the award-winning Brampton Innovation District, Brampton is fostering an entrepreneurial ecosystem as a hub for startups, entrepreneurs, and corporations in Canada's Innovation Corridor, offering resources, mentorship, and networking to support tech-enabled businesses and new mobility startups.
- By implementing a Shared E-scooter Pilot Program in April 2023, Brampton is transforming how people move across the city while supporting Brampton's climate and transportation goals. Since launching the pilot in 2023, up to 900 e-scooters were deployed in partnership with three operators, with approximately 410,000 trips totaling 3,000,000 km traveled and approximately 85 tonnes of carbon emissions reduced by Summer 2025.
- By encouraging innovation in businesses, Brampton is fostering an environment where new ways of moving goods are being explored. For example, the partnership between Loblaws and Gatik, the first autonomous trucking company operating in Canada, involves moving select online grocery orders for Loblaws with a fleet of autonomous box trucks in Brampton.

The City of Brampton will continue to explore opportunities to promote, encourage, and implement new mobility solutions to achieve its vision for mobility in the future – a mosaic of safe, sustainable, and integrated transportation choices and new modes.

4.8 BUILDING RESILIENT INFRASTRUCTURE

The eighth key pillar of the Brampton Mobility Plan is Building Infrastructure Resilience. As the impacts of climate change intensify, ensuring the long-term durability and adaptability of Brampton's transportation infrastructure is essential to maintaining safe, reliable, and accessible mobility for all users.

This pillar focuses on integrating climate resilience into the planning, design, and operation of transportation systems while also prioritizing the protection and mitigation of impacts to the natural heritage system. Complementary efforts such as the Environmental Master Plan, the Community Energy and Emissions Reduction Plan, Sustainable New Communities Program, and stormwater management strategies support a comprehensive approach to resilient and sustainable urban mobility. The City's Climate Change Adaptation Plan identifies actions to strengthen infrastructure against extreme weather events, while other key initiatives, including the Riverwalk project, address flood risk in the downtown core while enhancing sustainable mobility options.

ENVIRONMENTAL MASTER PLAN

Brampton's Environmental Master Plan (EMP) is a strategic framework designed to guide the city toward a more sustainable and climate-resilient future. It outlines key actions to reduce greenhouse gas emissions (GHGs), protect natural ecosystems, improve air and water quality, and support environmentally responsible growth. The EMP reflects Brampton's commitment to sustainability by integrating environmental priorities into municipal planning and everyday operations. The plan aims to create a healthier, greener city that can adapt to the challenges of climate change while enhancing residents' quality of life.

Vehicle emissions contribute to air and water pollution. Road infrastructure, including parking lots, increases stormwater runoff, intensifies the heat island effect, and reduces space for green areas. Reducing automobile use, improving transit and regional transportation, expanding demand management programs, and encouraging active transportation such as walking and cycling will improve air quality and lower GHG emissions, while supporting healthier lifestyles.

The EMP targets a 30% reduction in community and city GHG emissions by 2030, 66.8 trips on Brampton Transit per capita per year by 2030, and supports the establishment of new targets for Vehicle kilometres travelled (VKT) per capita per day. The Community Energy & Emissions Reduction Plan identifies both person kilometres travelled (PKT) targets

The Brampton Mobility Plan builds on the EMP and recognizes the important role of transportation in achieving the City's environmental goals.

COMMUNITY ENERGY AND EMISSIONS REDUCTION PLAN

The City of Brampton, in partnership with Sheridan College and the Community Task Force, developed a Community Energy and Emissions Reduction Plan (CEERP). The CEERP outlines the City's plans to move forward with improving energy efficiency, reducing greenhouse gas emissions, ensuring energy security, creating economic advantage, and increasing resilience to climate change. The CEERP features seven Strategic Directions, one of which is Transportation Efficiency. The identified actions in the plan to improve transportation efficiency support options for investment in safe, reliable, and accessible sustainable transportation, including transit, cycling infrastructure, and safe and walkable streets.

To meet the City of Brampton's goal of 80% reduction in community-wide emissions by 2050, the CEERP identifies these transportation-related targets:

- An increase in the share of passenger kilometres travelled for walking and cycling to 7%.
- An increase in the share of passenger kilometres travelled by Brampton Transit to 9%.
- An increase in the share of passenger kilometres travelled by GO Transit to 8.5%.
- An increase in electric share of heavy-duty vehicles to 7% and increase in electric share for light-duty vehicles to 22%.

The Brampton Mobility Plan plays a key role in advancing the CEERP by guiding the development of an integrated and multimodal transportation network that supports a shift away from single-occupancy vehicle use. Through its preferred network, complemented by its policies, programs, and initiatives, the Brampton Mobility Plan enables the mode shift required to meet the CEERP's targets.

CLIMATE CHANGE ADAPTATION PLAN

Climate Change Adaptation Plan Transportation Resiliency Actions

- Discouraging personal vehicle use during inclement weather
- Providing free fare during extreme weather
- Providing shelter and shade at transit hubs
- Traffic routing during extreme weather (creating an early warning system that notifies residents where roads may be susceptible to damage in advance of an extreme weather event)
- Undertaking a risk assessment to determine which roads may be damaged or blocked during an extreme weather event, or at risk of overtopping.

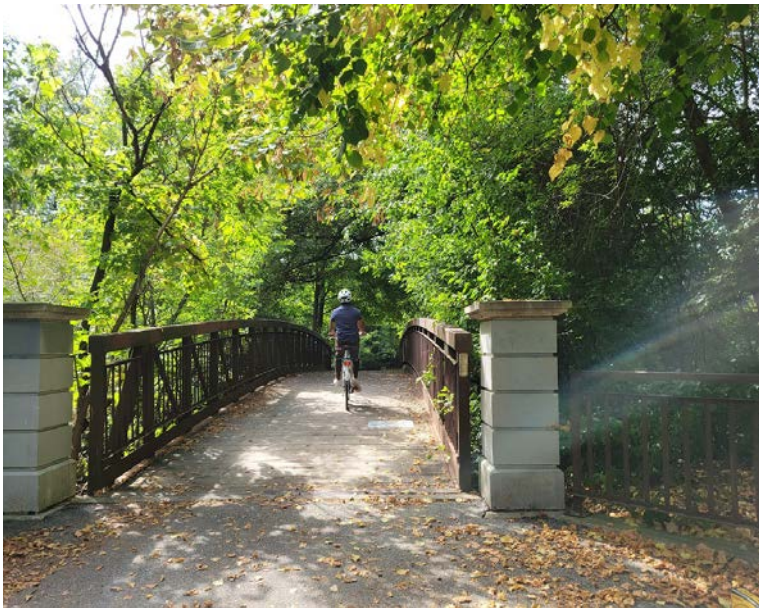
Note: The Climate Change Adaptation Plan referenced here is currently in draft form and pending Council approval. Its recommendations have been considered to inform the TMP in anticipation of its formal adoption.

To help build climate resiliency and reduce the impacts of climate change, the City of Brampton is developing Climate Ready Brampton, its first Climate Change Adaptation Plan. A key objective of the plan includes making both existing and new infrastructure resilient to future climate impacts. The Plan will include a series of actions across five key themes: Collaborative Leadership, Protected and Connected People, Resilient Natural Systems, Resilient Infrastructure and Buildings, and Community Involvement and Communications.

Creating a resilient transportation network will be essential to ensuring that the community can move safely around the City under all weather conditions while providing options during extreme weather events or climate-related incidents. The Climate Change Adaptation Plan will focus on ensuring transportation infrastructure can withstand future climate impacts, while also ensuring residents can move around the city simply and safely in all conditions.

STORMWATER MANAGEMENT

The City of Brampton is also actively conducting studies to assess existing stormwater service levels and to develop long-term strategies to mitigate risks to its stormwater infrastructure. Several ongoing stormwater initiatives are examining the effects of climate change on the system, with the goal of ensuring that Brampton's stormwater management infrastructure is planned and designed using the most recent data, evolving methodologies, and industry best practices. The study findings will inform updates to the City's technical guidelines, supporting efforts to mitigate flood risks and enhance the long-term resilience of Brampton's stormwater infrastructure.



SUSTAINABLE NEW COMMUNITIES PROGRAM

A recommended action item of the EMP was the development of Brampton's Sustainable New Communities Program (SNCP), which was developed in partnership with various municipalities. Along with the EMP, the SNCP guides Brampton's growth by principles of sustainability, resilience, and smart urban mobility.

The SNCP is a critical tool to facilitate and accelerate the delivery of complete communities that address the global climate change emergency, as well as long-term economic, environmental, and social benefits for Brampton. It encourages and evaluates the sustainability performance of new development using standardized metrics and a point-based system that aligns with key policy objectives.

The program emphasizes sustainable transportation, encouraging modes such as public transit and active transportation. Key transportation criteria include integrating public transit (such as transit-oriented communities), providing electric vehicle readiness, and ensuring all residents and jobs are within 400 m of active transportation infrastructure.

RIVERWALK

The Etobicoke Creek has played an integral role in shaping Brampton's identity. Its name is derived from the Ojibwe word "Wah-do-be-kaung" meaning "the place where the black alders grow". Before the first European settlers arrived, the Creek was a source of fresh water and fish for Indigenous peoples. Brampton's proximity to the Creek came with several challenges. As settlement in the area increased, forests were cleared, wetlands were drained, and land contours altered, all of which increased water runoff to the creek and raised the risk of flooding. The Creek's shape also contributed to frequent flooding, especially in the spring as ice and snow melted. To mitigate the flooding concerns, the creek was channelized in 1950 to be diverted away from the downtown core. The Etobicoke Creek diversion and channel continues to provide important flood protection to Downtown Brampton. However, due to climate change and increased development, the channel is no longer sufficient to prevent severe flooding, leaving Downtown Brampton vulnerable.

The Downtown Brampton Flood Protection Project Municipal Class EA was completed by Toronto and Region Conservation Authority and City of Brampton in September 2020 and the Riverwalk Area Urban Design Master Plan was completed in 2022. The project's main purpose is to engineer an innovative long-term solution to eliminate the flood risk in Downtown Brampton, which will spur urban growth and development, attract investment, and extend and improve the public realm.

The Riverwalk project is a transformative opportunity to revitalize Brampton's downtown, unlock the economic potential of the area, and make it sustainable, healthy and resilient. Its purpose is to activate the Etobicoke Creek Trail and create a vibrant and integrated landscape that unlocks new possibilities for future growth. The project focuses on sustainable mobility, flood mitigation, and climate resiliency.


Photo Source: Region of Peel Archives

John Street Pedestrian Bridge

Church Street Bridge

Queen Street

Key features include new bridges with enhanced active transportation crossings, traffic calming measures, and better connections for walking and cycling, including the extension of the Etobicoke Creek Trail beneath Church Street. Riverwalk fosters a renewed connection to the Etobicoke Creek, creating a series of new trails, lookouts, and pathways that offer greater physical and visual access to the water's edge while linking nearby neighbourhoods, bringing people closer and activating Brampton's downtown.

A portion of Downtown Brampton is inaccessible through the trail system due to the rail corridor that bisects the city diagonally. Riverwalk proposes railway crossings and active transportation bridges that will provide continuity of the Etobicoke Creek Trail network outside of the downtown and provide enhanced pedestrian and cycling connections. Some of these connections include the re-alignment and reconstruction of Ken Whillans Drive as a complete street, the Centennial Park Pedestrian Underpass, the Rosalea Park North Pedestrian Bridge, the John Street Pedestrian Bridge as well as improvements to the Vodden Street, Church Street, Scott Street, Church Street and Queen Street structures to accommodate space for cyclists.


502
ZUM MAIN
TO SQUARE ONE
1251

Chapter 5: From Vision to Action

The Implementation Plan

5.1 IMPLEMENTATION STRATEGY

Section 3 and 4 outline recommended infrastructure improvements and goals for the Brampton Mobility Plan. Acheiving the goals will not be possible through infrastructure improvements alone. The preferred solution must be supplemented policies, programs, and intitatives to support the infrastructure. The multi-modal and multi-year strategy outlined in this section includes actions that range from infrastructure improvements, such as enhancements to road, transit, and active transportation infrastructure as well as supportive policies, programs, and advocacy positions. While some actions can be undertaken independently by the City, others will require strong partnerships with other levels of government and key stakeholders.

Implementation of the suite of actions described in this section will steer Brampton towards a future transportation network that enhances mobility, fosters the increased use of sustainable modes of travel, and supports and connects the increasingly urban form of the City. The recommended actions are presented on the following pages, with priorities and associated guiding principles identified. The seventh guiding principle was to emphasize community engagement, which has been undertaken through the Brampton Mobility Plan study process and will be undertaken for all infrastructure projects in subsequent environmental assessment studies.

GUIDING PRINCIPLES

Enhance mobility and travel options for people and goods

Integrate transportation planning and land use

Protect public health and safety

Emphasize community engagement and collaboration

Improve environment and sustainability

Advance multi-modal transportation equity

Leverage technology

COMPLETE STREETS ACTION ITEMS

The following actions support a network of complete streets in Brampton.

Table 5-1: Complete Streets Action items

No.	Action	Priority	Guiding Principles
	INFRASTRUCTURE		
C1	Expand and optimize Brampton's road network by implementing the Recommended Complete Streets Road Network (**Figure 3-7**).	Long	
	POLICIES AND PROGRAMS		
C2	Apply a Multi-Modal Level of Service (MMLOS) approach in transportation studies to analyze and evaluate future transportation needs.	Short	
C3	Require new developments to apply an MMLOS approach to identify transportation needs for site plan approval.	Short	
C4	Identify and apply best practices for adapting transportation infrastructure to climate change and the impact of extreme weather events.	Short	
C5	Continue to regularly update Brampton's Transportation Asset Management Plan and identify capital needs to maintain assets in a State of Good Repair.	Short	
C6	Update the City's design standards to reflect Complete Street Guidance.	Short	
C7	Develop and implement a Behaviour Change Strategy to promote and incentivize sustainable modes of transportation within the City.	Short	
C8	Develop an Operations and Maintenance Strategy that investigates new tools and equipment, supporting the implementation and long-term sustainability of Complete Streets.	Short	
C9	Apply Brampton's Complete Streets Guide to the planning and design of Brampton's transportation network.	Short	
C10	Protect corridor rights-of-way for future implementation of complete streets and Higher Order Transit.	Short	

ADVOCACY POSITIONS & PARTNERSHIPS

PROVINCIAL

- Advocate for high occupancy vehicle (HOV) lanes on all 400-series Highways to promote a shift from single occupancy vehicles to carpooling and transit. Continue collaborating with regional and local municipalities to study and implement the HOV Lane Network Plan for the 400-series highways in the Greater Golden Horseshoe, with the goal of creating an interconnected regional network of multi-purpose reserved lanes to improve the efficiency of highways for transit and multi-occupant vehicles.
- Advocate and support the planning, corridor protection and early construction of the widening of Highway 410 from Queen Street to Mayfield Road.
- Advocate to the Province and 407 ETR to develop and enhance carpool lots at interchanges along major freeways and highways.

REGIONAL

- Work with Region of Peel to identify a network of goods movement corridors where urban goods movements will be prioritized and to be able to plan more compact street designs in contexts where truck traffic is anticipated to be lower.

OTHER AGENCIES/MUNICIPALITIES

- Work with other government organizations to improve the standardization and collection of transportation data to support the development of performance measures as well as the development, maintenance and application of transportation models.
- Collaborate with neighbouring muncipalities on the design of inter-municipal street connections.
- Collaborate with neighbouring multiplicities to align higher order transit routes, and infrastructure delivery

TRANSIT ACTION PLAN

The following actions support a network of Higher Order Transit, Priority Bus and supporting infrastructure and programs in Brampton.

Table 5-2: Transit Action items

No.	Action	Priority	Guiding Principles
	INFRASTRUCTURE		
T1	Expand Brampton Transit's network of Higher Order Transit and Priority Bus routes by implementing the Recommended Transit Network (**Figure 3-10**: 2051 Transit Network).	Medium / Long	
T2	Support Metrolinx in the delivery of the Hazel McCallion LRT Line and the future extension into Downtown Brampton	Short	
T3	Prioritize Queen Street and Steeles Avenue as the next corridors for Higher Order Transit implementation.	Short	
T4	Build ridership by implementing Priority Bus (Züm) service as a precursor to Higher Order Transit.	Short/ Medium	
T5	Continue to provide convenient and reliable transit on supporting and local routes to serve the local neighbourhoods and connect to Higher Order Transit and Priority Bus.	Short	
T6	Invest in supporting infrastructure and amenities, such as terminals, bus shelters with real time-information, benches, bike racks, etc., to enhance comfort, safety, and access to transit service.	Short	
T7	Identify transit priority infrastructure to reduce traffic impacts on transit, resulting in improved travel times for Züm and local bus services.	Short	
T8	Identify additional capital investments for transit terminals, major hubs, transit fleet, and other required facilities to support increases in transit service levels.	Short	
	POLICIES AND PROGRAMS		
T9	Explore expansion of Brampton Transit On-Demand to provide transit service in lower ridership areas or new development areas.	Short / Medium	
T10	Explore opportunities to add Major Transit Station Areas and growth centres to reflect new areas served by the recommended transit network.	Medium / Long	

No.	Action	Priority	Guiding Principles
T11	Improve access to transit stops and stations by providing seemless intergration with active transportation infrastructure and micromobility to enhance the first and last mile experience.	Short/ Medium	
T12	Review bus stop locations to avoid locations that require an unprotected mid-block pedestrian crossing to access transit.	Short	
T13	Support policies for transit-oriented development at the Centres, Boulevards, Corridors, and Major Transit Station Areas identified in Brampton Plan.	Short/ Medium	
T14	Identify opportunities to work collaboratively with neighbouring municipalities and transit agencies to create an efficient and integrated cross boundary transit network.	Short/ Medium	
T15	Implement recommendations from Brampton Transit's Annual Transit Service Plan and Five-year Business Plan including items such as new Züm service, night transit service, employment shuttles, and new fare discounts.	Short	
T16	Improve transit frequency to provde more equitable service and better off-peak frequencies	Medium/ Long	

ADVOCACY POSITIONS & PARTNERSHIPS

PROVINCIAL

- Work with Metrolinx and other transit partners to implement the Higher Order Transit service identified in the recommended Transit Network (**Figure 3-10**).
- Continue to work with Metrolinx and other partners to advance Higher Order Transit in Brampton, including the Hazel McCallion LRT Extension and the Queen Street BRT.
- Advocate for two-way, all-day, 15-minute GO train service on the Kitchener Line to all GO Stations in Brampton.
- Work with Metrolinx, to provide a seamless transit experience for recommended Higher Order Transit corridors and at all GO Stations in Brampton.
- Work with Metrolinx, MiWay, YRT, TTC and/or Town of Caledon to provide a seamless transit experience across Brampton's municipal boundaries and at all GO Stations in Brampton.
- Work with MTO to support the implementation of the Transitways on Highway 407 and the planned Highway 413, including stations in Brampton.
- Adovocate for a transitway station to serve City Lands (CAA Centre).
- Advocate for a new Heritage Heights GO Station on the Kitchener Line.
- Advocate for expansion of GO service on the Bolton Line, including a new GO Station that serve Brampton's residents.
- Advocate for electification of the Kitchener Line to Bramalea GO station and beyond.
- Advocate for provincial and federal funding to support all higher order transit projects in Brampton.

REGIONAL

- Continue to work with Peel Region to implement Higher Order Transit and Priority Transit on Peel Region roads.

OTHER AGENCIES/MUNICIPALITIES

- Explore opportunities to partner with local businesses and developers to implement transit service at early stages of development in new growth areas.
- Work with MiWay (Mississauga), York Region Transit (Vaughan), TTC (Toronto) and Town of Caledon to provide a seamless transit experience across Brampton's municipal boundaries, particularly for planned extensions of the Higher Order Transit and Priority Transit routes.

ACTIVE TRANSPORTATION ACTION PLAN

The following actions support an active transportation network and programs in Brampton.

Table 5-3: Active Transportation Action items

No.	Action	Priority	Guiding Principles
	INFRASTRUCTURE		
AT1	Build new active transportation facilities and address deficiencies and gaps in the existing network to complete the recommended active transportation network (**Figure 3-11**).	Long	
AT2	Apply the latest guidance on building safe, comfortable walking and cycling facilities to promote the use of active modes to support sustainability and community health outcomes.	Short	
AT3	Improve year-round maintenance standards for active transportation facilities.	Short/ Medium	
AT4	Identify opportunities to implement midblock pedestrian and bicycle crossings.	Short	
AT5	Explore options to improve active transportation connections across 400-series highways and other major barriers such as railways and natural heritage systems in accordance with MTO's 2015 Bikeway Design Manual and OTM book 18.	Short	
AT6	Implement amenities to enhance active transportation trips, such as bike racks, bike repair stations, lockers, water stations, and showers.	Short/ Medium	
	POLICIES AND PROGRAMS		
AT7	Expand the e-scooter pilot program to become a permanent city-wide program.	Short	
AT8	Pilot a bike share program to provide convenient access to a bicycle or e-bicycle for Brampton residents.	Short	
AT9	Update the Active Transportation Master Plan to confirm and refine the preferred Active Transportation network of the Brampton Mobility Plan.	Short	
AT10	Complete a city-wide Public Realm and Streetscape Manual focusing on pedestrian streetscape improvements in intensification areas.	Short/ Medium	

No.	Action	Priority	Guiding Principles
AT11	Require new development to incorporate barrier-free connections and cycling connections as part of site plan approval.	Short	
AT12	Update wayfinding guidelines to improve visibility and navigation for walking and cycling modes.	Short	
AT13	Develop a program to address first and last mile infrastructure gaps.	Short	
AT14	Develop school-oriented programs to promote the use of active transportation to and from school.	Short	

ADVOCACY POSITIONS & PARTNERSHIPS

FEDERAL

- Advocate for consistent and reliable federal funding for active transportation infrastructure.

PROVINCIAL

- Work with the Ministry of Transportation to enhance pedestrian and cyclist crossings in the design and construction of the new Highway 413 freeway and its interchanges.
- Work with the Ministry of Transportation to improve the pedestrian and cyclist crossing opportunities at existing provincial freeways and interchanges, particularly in areas adjacent to MTSAs such as at Highway 410 and Queen Street.
- Advocate to the Province to include active transportation infrastructure as standard practice for infrastructure projects, including an active transportation corridor as part of the Hwy 413 and MTO bridge crossings.
- Advocate for the inclusion of active transportation safety in the school curriculum.

REGIONAL

- Work with Peel Region to align pedestrian and cycling network improvements and address priority gaps throughout Brampton's network.

OTHER AGENCIES/MUNICIPALITIES

- Work with schools, school boards, and neighbourhood groups to develop and promote active and sustainable routes to school, including active transportation routes for all ages and abilities.
- Work with municipal partners to implement a multi-use trail in the former Orangeville-Brampton Railway corridor (Brampton-Orangeville Rail Trail).

GOODS MOVEMENT ACTION PLAN

The following actions support goods movement in Brampton.

Table 5-4: Goods Movement Action items

No.	Action	Priority	Guiding Principles
	INFRASTRUCTURE		
GM1	Develop a Goods Movement Strategy to (1) define the City of Brampton's roles in goods movement planning and its advocacy positions; and (2) support the City's efforts to foster continuous innovation and collaboration in goods movement and to address existing or emergent issues (such as the growing demand for truck parking).	Short/ Medium	
GM2	Collaborate with Peel Region to identify goods movement prioritization measures for different street contexts in Brampton, including corridors identified for higher order transit.	Short	
GM3	Adopt MTO's Freight Supportive Guidelines to integrate best practices for freight transportation, land use planning, and other multi-modal transportation decisions.	Short/ Medium	
GM4	Explore strategies (including micro-delivery hubs) to incorporate emerging freight and e-commerce practices in densifying urban areas as well as existing residential neighbourhoods, including improved on- and off-street access and loading.	Short/ Medium	
GM5	Collaborate with Brampton businesses and Peel Region to develop a low- and zero-carbon urban goods delivery plan.	Short/ Medium	
GM6	Collaborate with Brampton businesses to identify opportunities and encourage the use of off-peak delivery.	Short/ Medium	

ADVOCACY POSITIONS & PARTNERSHIPS

PROVINCIAL

- Advocate for higher utilization of Highway 407 to move goods safely and efficiently. Shifting demand to Highway 407 may help alleviate congestion along key east-west corridors in Brampton including Steeles Avenue and Queen Street.
- Partner with the Province, other levels of government, and/or agencies to develop and implement a multi-modal goods movement transportation system for the GTHA

REGIONAL

- Continue to participate in Peel Region's Goods Movement Task Force and Smart Freight Centre program.
- Work with Peel Region to prioritize the movement of goods on corridors that form the Strategic Goods Movement Network.

OTHER AGENCIES/MUNICIPALITIES

- Work with railway companies, trucking industry, Greater Toronto Airports Authority, Province, and neighbouring municipalities to improve access to freight terminals and Toronto Pearson International Airport and its surrounding Employment Areas in order to integrate these into surrounding land uses to maximize their economic potential.

OTHER ACTIONS

The following actions address travel demand management, climate change, road safety and micromobility and emerging technologies in Brampton:

Table 5-5: Other Action items

No.	Action	Priority	Guiding Principles
	INFRASTRUCTURE		
O1	Develop a Brampton Travel Demand Management (TDM) Strategy to promote sustainable transportation behaviours for residents and workers in Brampton.	Short	
O2	Lead by example by implementing a targeted TDM program for City of Brampton employees.	Medium	
	CLIMATE CHANGE		
O3	Implement Brampton's Climate Change Adaptation Plan to prepare for the impact of extreme weather events.	Long	
O4	Implement Brampton's Community Energy and Emissions Reduction Plan to achieve the targets outlined to reduce carbon emissions.	Long	
O5	Implement Brampton's Sustainable Fleet Strategy to continue transitioning to a zero-emission fleet of city owned vehicles.	Short/ Medium	
O6	Undertake a risk assessment to identify transportation infrastructure that is more prone to be damaged or blocked during a climate change event, such as extreme heat or flooding.	Short/ Medium	
O7	Require new developments and municipal facilities to incorporate EV charging stations at a portion of parking spaces.	Short	
	ROAD SAFETY		
O8	Implement leading pedestrian/bicycle intervals at more signalized intersections to increase crossing visibility of vulnerable users.	Short/ Medium	
O9	Implement accessible signals at more signalized intersections to assist those with impairments.	Short/ Medium	
O10	Implement the recommendations of speed limits review and design standards update study.	Short	

No.	Action	Priority	Guiding Principles
O11	Review and update Brampton's Neighbourhood Traffic Management Guide (traffic calming) to reflect Complete Streets Guide recommendations	Short	
O12	Collaborate with Peel Region to develop and deliver driver education campaigns to promote safe driving behaviours by all road users.	Short/ Medium	
O13	Continue to undertake a network screening analysis of Brampton's road network to identify locations for road safety audits and implement recommendations.	Medium	
	MICROMOBILITY AND EMERGING TECHNOLOGIES		
O14	Partner with the Mobility Network Research Consortium to explore emerging trends, technologies, and data to support transportation planning.	Short/ Medium	

ADVOCACY POSITIONS & PARTNERSHIPS

FEDERAL

- Advocate for higher vehicle efficiency standards.

PROVINCIAL

- Advocate for improved driver education to increase driver awareness of vulnerable road users.
- Advocate for the development of services or platforms that facilitate the seamless use of multiple modes.

REGIONAL

- Partner with Peel Regional Police Service on road safety initiatives (e.g., RIDE and ERASE programs) to continuously enhance road safety on Brampton streets.
- Support Peel Regional Police Services Children's Safety Village programming to educate children and youth on road safety.
- Continue to participate in Peel Region's Fatal Collision Review Working Group.
- Continue to participate in the Peel Region's Vision Zero Task Force.
- Support/collaborate with Peel Public Health with school travel planning programming to promote safe and active transportation to schools.
- Encourage school-oriented programs to increase active transportation initiatives, such as Peel Safe and Active Routes to School (PSARTS) Committee and the Peel Public Health School Health Team and Active Living Team.
- Partner with Peel Public Health to integrate public health initiatives with active transportation policies and infrastructure to enhance community safety and encourage behavioural change that promotes sustainable travel.

OTHER AGENCIES/MUNICIPALITIES

- Partner with with major employers and developers to support TDM initiatives and programs that reduce reliance on single-occupant vehicles for commuting.

5.2 FUNDING OPPORTUNITIES

CAPITAL AND OPERATING FUNDING SOURCES

The City, the provincial government, and the federal government contribute funds to build, operate and maintain the transportation system in Brampton. On-going operations and maintenance of the transportation system include repairs, resurfacing, rehabilitation, street cleaning, snow plowing, salting, landscape maintenance, traffic signal management, and transit operations.

Brampton's internal funding sources for road, transit and active transportation infrastructure include property taxes, development charges, and fare box revenue.

- **Property taxes** are the main revenue stream for the City of Brampton. Revenue raised through property taxes are used to fund fire/emergency services, community spaces and programs, libraries, parks, municipal infrastructure, transit, public works, and more.
- **Development charges** are fees charged to new development to fund new capital infrastructure that is required because of growth. Transportation-related services are eligible for development charge funding.
- **Community Benefit Charges** are a charge municipalities can leverage to recover growth-related costs that are not covered by Development charges. They enable the City to apply a growth related charge across a broad range of high-density residential development. Brampton aims to utilize CBC as a tool to help create complete communities within the intensification framework and can be applied to active transportation infrastructure.
- **Fare box** revenue is collected through the payment of fares on Brampton Transit and is used to help fund operations of the transit system.

The involvement of other levels of government is crucial in the funding of transportation infrastructure and transit in Brampton. Significant new investment will be needed to deliver the proposed Brampton Mobility Plan.

Brampton's external funding sources from federal and provincial include:

- **Canada Public Transit Fund** – Announced in 2024, the fund will provide $3 billion per year for public transit and active transportation infrastructure, beginning in 2026-27, under three funding streams: Metro-Region Agreements, Baseline Funding, and Target Funding.
- **Investing in Canada Plan** – Launched in 2016, the Government of Canada committed over $180 billion over 12 years for infrastructure, including trade and transportation infrastructure. The City of Brampton received approximately $350 million of combined Provincial and Federal funding through this program.
- **Canada Community-Building Fund** (formerly the federal Gas Tax Fund) – Funds can be invested across 18 project categories that promote economic growth, strengthen communities, and improve the environment. Public transit, local roads and bridges (including active transportation infrastructure), and highways are eligible.
- **Housing Accelerator Fund** – Introduced in 2022 as a $4 billion fund for local municipalities to accelerate the supply of housing. Funding can be used to fund investments in community-related infrastructure that supports housing. Approximately $27 million has been allocated to City of Brampton to purchase buses to support increased service on the busiest Züm routes.
- **Canada Infrastructure Bank** – A federal Crown corporation that partners with government to help bring private investment to infrastructure projects. Brampton has received up to $400 million of financing to support the purchase of up to 450 battery electric buses by the end of 2027.
- **Provincial Gas Tax** – Ontario distributes a portion of its provincial gas tax revenue to support public transit investments. Funding can be used to expand service hours, increase routes, purchase new vehicles, and improve accessibility to increase transit ridership. In 2023-24, Brampton received $21 million in funding.

Implementation of the Brampton Mobility Plan will require grants and contributions on a continual basis, beyond current funding levels, to accommodate planned growth and provide a transportation system that helps achieve the City's vision.

ALTERNATIVE FUNDING SOURCES

Alternative sources of funding and new methods of service delivery that could be explored to build and maintain Brampton's transportation system include:

- Road pricing / tolls / congestion pricing
- Parking fees
- User fees
- Municipal land transfer tax
- Sponsorships
- Partnerships (e.g. with other municipalities to share the cost of a service)
- Funding partnerships (e.g. Private-Public Partnerships)

FUNDING ACTION PLAN

The following actions support funding for transportation infrastructure and programming:

Table 5-6: Funding Action items

No.	Action	Priority	Guiding Principles
	INFRASTRUCTURE		
F1	Identify and explore the feasibility of alternative funding sources for transportation-related capital and operations costs.	Short	
F2	Phase investments in transportation infrastructure to accommodate travel demands of Brampton's existing residents and workers, and for future growth.	Short/ Medium/ Long	

ADVOCACY POSITIONS & PARTNERSHIPS

FEDERAL

- Continue to advocate to extend the Canada Infrastructure Bank program end date.

PROVINCIAL

- Work with other levels of government to obtain dedicated funding for transportation infrastructure and services in Brampton.
- Seek enhanced transit operating funding from the Provincial government to support the Higher-Order Transit projects identified in the Brampton Mobility Plan.
- Work with the Province to receive long-term funding commitments from the Canada Public Transit Fund for Higher Order Transit and electrification.


William Osler
Health System
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Chapter 6: Staying on Track

The Measuring and Monitoring Strategy

6.1 MONITORING PLAN

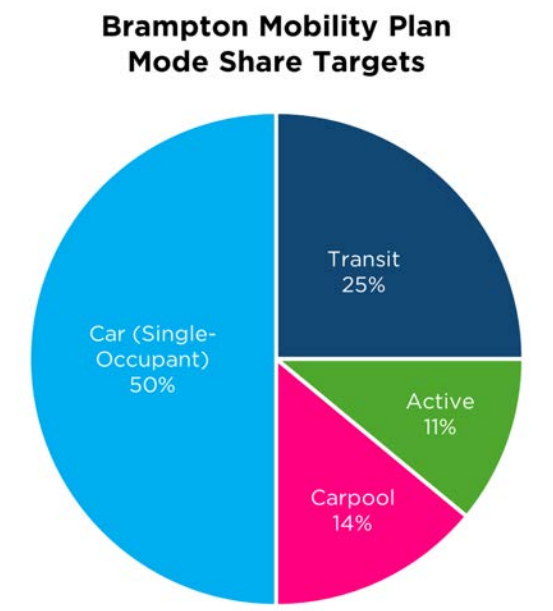
MODE SHARE TARGETS

Access to fast, reliable transit service is a key contributing factor in increasing sustainable mode share. The existing Züm network has already demonstrated that investing in transit to enhance the convenience, reliability, comfort, and speed of public transit will increase ridership.

Brampton Plan identified a future 2051 mode share target of 25% for transit and 11% for active transportation. The Brampton Mobility Plan builds on this by establishing a sustainable mode share target of 50% by 2051.

These mode share targets are directly aligned with the Community Energy and Emissions Reduction Plan (CEERP), which identifies transportation as the leading source of greenhouse gas emissions in Brampton. The CEERP calls for a significant shift away from single-occupancy vehicle use toward more sustainable travel modes to meet its climate goals.

Figure 6-1: BMP Mode Share Targets



Brampton's 25% transit share target will be achieved through the expansion of the Higher Order Transit and Priority Bus (Züm) network which will significantly increase the proportion of Brampton's residents that live close to rapid transit service, particularly if growth is focused in Brampton's Centres and Corridors. Enhancements in transit frequencies will also result in efficient transfers between routes and reduced wait times.
Brampton's 11% active transportation share goal will be achieved by addressing gaps in the existing walking and cycling networks, building complete streets, and promoting behaviour change to provide safe and comfortable facilities for users of all ages and abilities.

The remaining 14% of sustainable trips will be achieved through other modes such as carpooling and ridesharing.

MONITORING INDICATORS

It is important to establish monitoring indicators that support the vision for Brampton's transportation system and track progress towards goals. The guiding principles for the Brampton Mobility Plan place an emphasis on creating a sustainable transportation system that prioritizes pedestrians, cyclists, and public transit.

Historically, transportation monitoring indicators prioritized car-carrying capacity metrics on the road network. The Brampton Mobility Plan recommends monitoring indicators that assess the multimodal function of the City's transportation system and prioritize monitoring people moving capacity over cars.

The monitoring indications will provide Brampton with a strong understanding of existing conditions and allow for continued monitoring to support future planning. The City of Brampton can use the indicators in **Table 6-1** to monitor Brampton's ongoing progress in achieving its desired future sustainable transportation system.

Table 6-1: Performance Monitoring Indicators and Data Requirements

Performance Monitoring Indicator	Data Requirement and Sources
MULTI-MODAL MEASURES	
Mode Share • Percentage/share of travellers using a particular mode of travel in a specified time period and geography. • Tracking mode share helps understand travel behaviour patterns and Brampton's progress towards the 50% sustainable mode share target.	• Transportation Tomorrow Survey • Census • Brampton Travel Demand Forecasting Model • Smart Video Detection • Big Data
Person Kilometres Travelled (PKT) • Quantity of travel by all persons using all modes (not just motor vehicles) within a transportation system over a specified time period. • The Community Energy and Emissions Reduction Plan (CEERP) identified 2041 targets to increase person kilometre travelled by walking, cycling and transit modes: – walking and cycling share of PKT at 7% – Brampton Transit share of PKT at 9% – GO Transit share of PKT at 8.5% • Air quality and emissions can also be monitored through changes in person kilometres travelled. • PKT links transportation emissions, energy usage, and efficiency to modes of travel and is a key metric for understanding travel patterns, assessing the efficiency of transportation systems, and planning future infrastructure.	• Transportation Tomorrow Survey • Brampton Travel Demand Forecasting Model • Big Data
Trip Length • Average trip length by mode and/or purpose. • The CEERP identifies a 2041 target of average trip length reduction of 3.75% for passenger vehicles from 2016 levels. • Short trips produce fewer emissions and have a higher potential to shift to active modes.	• Transportation Tomorrow Survey • Brampton Travel Demand Forecasting Model • Big Data

Travel Time • Average travel time by mode and/or purpose (typically from home to work). • This measure identifies gaps or delays by mode (with ability to prioritize active modes and transit) to assist in decision-making. • This is a measure of land use accessibility to jobs, services, and social / recreation.	• Transportation Tomorrow Survey • Brampton Travel Demand Forecasting Model • GIS Analysis • Big Data
Performance Monitoring Indicator	**Data Requirement and Sources**
Multi-Modal LOS • Level of service experienced by all road users along street segments and at intersections. • This measure assesses experience of transit riders, pedestrians, cyclists, as well as motorists. • Area and mode specific MMLOS targets in line with the City's Complete Streets Guide will be used to measure performance.	• Road Geometry, lane widths, boulevard infrastructure, and right-of-way inventory along segments and at intersections • Signal timing plans • Traffic volume data • GIS Analysis
TRANSIT MEASURES	
Transit Ridership • Transit ridership based on specific routes and corridors, and system-wide. • Can be measured on a per-capita basis. • This measure assesses the demand for transit service in Brampton.	• Transit Service (Brampton Transit)
On-Time Performance • Measure of transit punctuality and travel time variability. • This measures predictability and reliability of transit service	• Brampton Transit (Automated vehicle location and automated passenger counter systems)
Revenue Vehicle Hours per Capita • Measure of service-hours provided relative to population size • This measure provides an understanding of the level of transit service availability and resource allocation.	• Brampton Transit

Transit Access • Individual's access to transit to reach destinations that support their needs to live, work, and play. • Can be measured by route level analysis; population and employment density around transit stops; gap analysis; service frequency; or distance to transit stops. • This measure tracks progress towards Brampton Plan's vision to provide a local transit stop within a 300- to 400-metre walking distance within the urban area.	• GIS Analysis • Transit Service (Brampton Transit)
EQUITY MEASURES	
Transportation Equity • Equity prioritization score. • This measure the effectiveness of transportation system in serving equity-deserving groups (defined by ability, age, means, gender, race, vulnerable road users, or geography.)	• Transportation Tomorrow Survey • Census • Consultation with Community Stakeholders
Access to Mobility / Mobility Options • Proximity to transit, higher order transit or active transportation network. • This measures the availability of options to access employment, education, and essential services. • Can be applied to different segments of the population (e.g. youth, seniors, low-income households, etc.)	• Census • GIS Analysis

PLAN UPDATES

Regular reviews to monitor the progress of the plan are required to ensure that its vision and goals are being met. The Brampton Mobility Plan will be reviewed every 5 years to provide an opportunity to re-assess if changes to the plan are required, or if new policy contexts or other strategic priorities need to be considered.

On June 4, 2025, the Ontario government introduced Bill 45, the Peel Transition Implementation Act, 2025 which, if passed, would transfer the delivery of some Public Works services from Peel Region to Brampton, Caledon, and Mississauga. The proposed changes include transferring the jurisdiction and responsibility of Peel Regional roads and associated stormwater infrastructure, including ownership and maintenance responsibilities, from Peel Region to Brampton, Caledon, and Mississauga, effective July 1, 2026, or as determined by the Minister. Should jurisdiction of Peel Regional roads be transferred to local municipalities, this plan will be updated or amended.

Chapter 7: Conclusion

The Final Chapter

CONCLUSION

Brampton is transitioning from a suburban to an urban municipaity and will grow into a city of approximately 1 million residents and 350,000 jobs. The transportation system must adapt to support this new growth - the Brampton Mobility Plan embraces this moment of change. Through strategic planning, investment, and partnership, Brampton can grow into a city where sustainable mobility will be the everyday reality for generations to come.

The Brampton Mobility Plan reflects Council-endorsed guiding principles and the input of many individuals and stakeholders. Building from the foundation of Brampton Plan and Brampton 2040 Vision, the Brampton Mobility Plan outlines the actions and recommended infrastructure investments to address the transportation needs of Brampton to 2051, and beyond.

The Brampton Mobility Plan is a resource to guide transportation planning for the City of Brampton and will inform future transportation priorities and investments

APPENDIX A:
Recommended Infrastructure Projects List

ROAD RECOMMENDATIONS					
ID	Road Name	From	To	Details of Improvement	EA Schedule
2031 ROAD NETWORK					
R-01	Clark Boulevard	Hansen Road	Rutherford Road	New 4 lane road extension & structure	Schedule C
R-02	Clarkway Drive	Castlemore Road	New East-West Arterial Road	2 to 4 lane widening & urbanization	Schedule C
		New East-West Arterial Road	Countryside Drive	2 lane urbanization	Schedule C
R-03	Cottrelle Boulevard	Humberwest Parkway	Goreway Drive	New 4 lane road extension	Schedule C
R-04	Countryside Drive	The Gore Road	Highway 50	2 to 4 lane widening & urbanization	Schedule C
R-05	Creditview Road	250m south of Mayfield Road	Mayfield Road	2 to 4 lane widening and urbanization	Schedule C
R-06	Eastern Avenue	Kennedy Road	Hansen Road	2 to 4 lane widening	Schedule C
R-07	Goreway Drive	Humberwest Parkway	Mayfield Road	2 to 4 lane widening	Schedule C
R-08	Heritage Road	Steeles Avenue	Rivermont Road	2 to 4 lane widening & urbanization	Schedule C
R-09	Hurontario Street	Bovaird Drive	Northern municipal boundary	4 lane urbanization	Exempt
R-10	Inspire Boulevard	Rusell Creek Drive	Bramalea Road	New 2 lane road & structure	Schedules B/C
		Bramalea Road	Countryside Drive	New 3 lane road & structure	Schedules B/C
R-10	Intermodal Drive	Airport Road	CN Rail Bridge	2 to 4 lane widening	Schedule C
		200m west of Gorewood Drive	Gorewood Drive	New 4 lane road extension	Schedule B

R-11	Lagerfeld Drive	Creditview Road	Mississauga Road	New 4 lane road extension & structure	Schedule C
		Mississauga Road	New North-South Street (Heritage Heights Secondary Plan Area)	Structure (for future road extension)	Schedule C
R-12	Lionhead Golf Club Road	Heritage Road	Winston Churchill Boulevard	New 4 lane road extension	Schedule C
R-13	McVean Drive	Castlemore Road	Mayfield Road	2 to 4 lane widening and urbanization	Schedule C
R-14	Rivermont Road	Lionhead Golf Club Road	Winston Churchill Boulevard	New 4 lane road extension	Schedule C
		Brasstown Valley Trail	Dalbeattie Drive	New 4 lane road extension & structure	Schedules B/C
R-15	Sandalwood Parkway	Mississauga Road	Dixie Road	Complete Streets reconstruction	Exempt
R-16	Highway 427 Industrial Secondary Plan (SPA 47) New Collector Roads	Refer to Highway 427 Industrial Secondary Plan (SPA 47) / Brampton Plan		New 2 lane roads	Schedule C
R-17	Torbram Road	Southern municipal boundary	Bovaird Drive	Complete Streets reconstruction	Exempt
R-18	Williams Parkway	McLaughlin Road	Torbram Road	Complete Streets reconstruction	Exempt
R-19	Intersection of Heart Lake Road and Countryside Drive			New roundabout	Schedule B
2041 ROAD NETWORK					
R-20	Bramalea Road	Southern municipal boundary	Steeles Avenue	Complete Streets reconstruction	Schedule C
R-21	Bram West Parkway	Highway 407	Rivermont Road	New 4 lane road	Schedule C

R-22	Bram West Secondary Plan (SPA 40) New Collector Roads	Refer to Bram West Secondary Plan (SPA 40) / Brampton Plan		New 2 lane roads	Schedule C
R-23	Castlemore Road	McVean Drive	Highway 50	Complete Streets reconstruction	Exempt
R-24	Clark Boulevard	Rutherford Road	500m East of Dixie Road	Complete Streets reconstruction	Exempt
R-25	Conservation Drive	Hurontario Street	Heart Lake Conservation Park	Complete Streets reconstruction	Exempt
R-26	Ebenezer Road	Queen Street	Highway 50	Complete Streets reconstruction	Exempt
R-27	Embleton Road	Winston Churchill Boulevard	Mississauga Road	Complete Streets reconstruction	Exempt
R-28	Financial Drive	Heritage Road	Winston Churchill Boulevard	New 4 lane road extension & structure	Schedule C
R-29	Heart Lake Road	Sandalwood Parkway	Mayfield Road	Complete Streets reconstruction	Exempt
R-30	Heritage Road	Rivermont Road	Mayfield Road	2 to 4 lane widening & structure (rail grade separation)	Schedules B/C
R-31	Heritage Heights Secondary Plan Area (SPA 52) New Collector Roads	Refer to Heritage Heights Secondary Plan (SPA 52)		New roads + structure (rail grade separation)	Schedule C
R-32	Humberwest Parkway	Airport Road	Queen Street	Complete Streets reconstruction	Exempt
R-33	John Street	West of Etobicoke Creek	East of Etobicoke Creek	Structure	Schedule C
R-34	Ken Whillans Drive	Church Street	Nelson Street	New 2 lane road extension	Schedule B

R-35	Lagerfeld Drive	Mississauga Road	New North-South Street (Heritage Heights Secondary Plan Area)	New 4 lane road extension	Schedule C
R-36	Highway 427 Industrial Secondary Plan Area (SPA 47) New E-W Arterial Road	Arterial A2 (refer to SPA 47)	The Gore Road	New 4 lane road & structures	Schedule C
R-37	Queen Street Corridor Secondary Plan (SPA 36) New Urban Collector Roads	Refer to Queen Street Corridor Secondary Plan (SPA 36)		New 2 lane roads	Schedule C
R-38	Sandalwood Parkway	Winston Churchill Boulevard	Mississauga Road	New 4 lane road extension	Schedule C
		Dixie Road	Airport Road	Complete Streets reconstruction	Exempt
R-39	Torbram Road	Bovaird Drive	Countryside Drive	Complete Streets reconstruction	Exempt
R-40	Williams Parkway	Longevity Road	Mississauga Road	New 4 lane road extension	Schedule C
		Torbram Road	Humberwest Parkway	Complete Streets reconstruction	Exempt
2051 ROAD NETWORK					
R-41	Chinguacousy Road	Steeles Avenue	Wanless Drive	Complete Streets reconstruction	Exempt
R-42	Clarkway Drive	Countryside Drive	Mayfield Road	2 lane urbanization	Schedule C
R-43	Countryside Drive	Heart Lake Road	The Gore Road	Complete Streets reconstruction	Exempt
R-44	Gorewood Drive	Steeles Avenue	Intermodal Drive	2 lane urbanization	Schedule C

R-45	McMurchy Avenue N	Railway Street	Rosedale Avenue W	New 2 lane road extension & structure (rail grade separation)	Schedules B/C
R-46	McVean Drive	Queen Street	Castlemore Road	Complete Streets reconstruction	Exempt
R-47	Torbram Road	Countryside Drive	Mayfield Road	Complete Streets reconstruction	Exempt
R-48	Wanless Drive	Winston Churchill Boulevard	Mississauga Road	2 to 4 lane widening	Schedule C
		Mississauga Road	Hurontario Street	Complete Streets reconstruction	Exempt
R-49	Williams Parkway	Mississauga Road	McLaughlin Road	Complete Streets reconstruction	Exempt

TRANSIT RECOMMENDATIONS					
ID	Road Name	From	To	Project	EA Schedule
2031 HIGHER ORDER TRANSIT NETWORK					
T-01	Hurontario Street	Southern municipal boundary	Steeles Avenue	Hazel McCallion LRT	Schedule C/TRPAP
T-02	Main Street S	Steeles Avenue	Brampton Innovation District GO Station	Hazel McCallion LRT Extension	Schedule C/TRPAP
T-03	Queen Street E	Main Street	Highway 50	Queen Street BRT	Schedule C/TRPAP
T-04	Steeles Avenue E	Hurontario Street	Bramalea GO Station	Steeles Avenue BRT	Schedule C/TRPAP
2031 PRIORITY TRANSIT (ZÜM) NETWORK					
T-05	Chinguacousy Road	Steeles Avenue	Sandalwood Parkway	Züm Priority Transit	Exempt
T-06	Bramalea Road	Steeles Avenue (Bramalea GO)	Mayfield Road	Züm Priority Transit	Exempt
T-07	Hurontario Street	Sandalwood Parkway	Mayfield Road	Züm Priority Transit	Exempt
T-08	Kennedy Road	Southern municipal boundary	Sandalwood Parkway	Züm Priority Transit	Exempt
2041 HIGHER ORDER TRANSIT NETWORK					
T-09	Queen Street W	Mississauga Road	Main Street	Queen Street BRT West Extension	Schedule C/TRPAP
T-10	Airport Road	Southern municipal boundary	Bovaird Drive	Airport Road BRT	Schedule C/TRPAP
T-11	Bovaird Drive	Mississauga Road	Airport Road	Bovaird Road BRT	Schedule C/TRPAP
T-12	Steeles Avenue	Winston Churchill Boulevard	Hurontario Street	Steeles Avenue BRT West Extension	Schedule C/TRPAP
		Bramalea GO Station	Gorewood Drive/Finch Avenue	Steeles Avenue BRT East Extension	Schedule C/TRPAP
2041 PRIORITY TRANSIT (ZÜM) NETWORK					
T-13	Airport Road	Bovaird Drive	Sandalwood Parkway	Züm Priority Transit	Exempt
T-14	Bovaird Drive	Heritage Road	Mississauga Road	Züm Priority Transit	Exempt

T-15	Castlemore Road	Airport Road	Highway 50	Züm Priority Transit	Exempt
T-16	Chinguacousy Road	Sandalwood Parkway	Mayfield Road	Züm Priority Transit	Exempt
T-17	Dixie Road	Southern municipal boundary	Sandalwood Parkway	Züm Priority Transit	Exempt
T-18	Heritage Road	Steeles Avenue	Mayfield Road	Züm Priority Transit	Exempt
T-19	Humberwest Parkway	Williams Parkway	Queen Street	Züm Priority Transit	Exempt
T-20	Mavis Road	Steeles Avenue	Highway 407	Züm Priority Transit	Exempt
T-21	Mississauga Road	Bovaird Drive	Mayfield Road	Züm Priority Transit	Exempt
		Southern municipal boundary	Queen Street	Züm Priority Transit	Exempt
T-22	Sandalwood Parkway	Heritage Road	Airport Road	Züm Priority Transit	Exempt
T-23	The Gore Road	Highway 50	Mayfield Road	Züm Priority Transit	Exempt
T-24	Williams Parkway	Mississauga Road	Humberwest Parkway	Züm Priority Transit	Exempt
2051 HIGHER ORDER TRANSIT NETWORK					
T-25	Finch Avenue	Southern municipal boundary	Steeles Avenue	Steeles Avenue BRT Extension	Schedule C/TRPAP
T-26	Main Street N	Brampton Innovation District GO Station	Bovaird Drive	TBD Higher Order Transit	Schedule C/TRPAP
T-27	Winston Churchill Boulevard	Southern municipal boundary	Steeles Avenue	Steeles Avenue BRT Extension	Schedule C/TRPAP
2051 PRIORITY TRANSIT (ZÜM) NETWORK					
T-28	Airport Road	Sandalwood Parkway	Mayfield Road	Züm Priority Transit	Exempt
T-29	Countryside Drive / Arterial A2	Bramalea Road	Highway 50	Züm Priority Transit	Exempt
T-30	Mayfield Road	Heritage Road	Clarkway Drive	Züm Priority Transit	Exempt

T-31	McLaughlin Road	Southern municipal boundary	Queen Street	Züm Priority Transit	Exempt
BEYOND 2051 HIGHER ORDER TRANSIT NETWORK					
T-32	Airport Road	Bovaird Drive	Mayfield Road	TBD Higher Order Transit	Schedule C/TRPAP
T-33	Bramalea Road	Steeles Avenue	Bovaird Drive	TBD Higher Order Transit	Schedule C/TRPAP
T-34	Dixie Road	Southern municipal boundary	Steeles Avenue	TBD Higher Order Transit	Schedule C/TRPAP
T-35	Kennedy Road	Southern municipal boundary	Queen Street	TBD Higher Order Transit	Schedule C/TRPAP
T-36	Hurontario Street	Bovaird Drive	Mayfield Road	TBD Higher Order Transit	Schedule C/TRPAP
T-37	Mayfield Road	Heritage Road	Clarkway Drive	TBD Higher Order Transit	Schedule C/TRPAP
T-38	Mississauga Road	Southern municipal boundary	Mayfield Road	TBD Higher Order Transit	Schedule C/TRPAP

ACTIVE TRANSPORTATION RECOMMENDATIONS			
ID	Project	Extents	EA Schedule
AT-1	AT Improvements at Highway Interchanges	City Wide	Exempt
AT-2	Improved connections across major barriers	City Wide	Schedule B
AT-3	New connections across major barriers	City Wide	Schedule B
AT-4	Additional Active Transportation Projects proposed as part of Active Transportation Master Plan Update	City Wide	Exempt (with exceptions)