

Brampton Mobility Plan

Public Information Centre #2

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

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

Land Acknowledgement

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

How to Participate

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

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



Scan here to access the online survey

The commenting period is open until October 18, 2024.

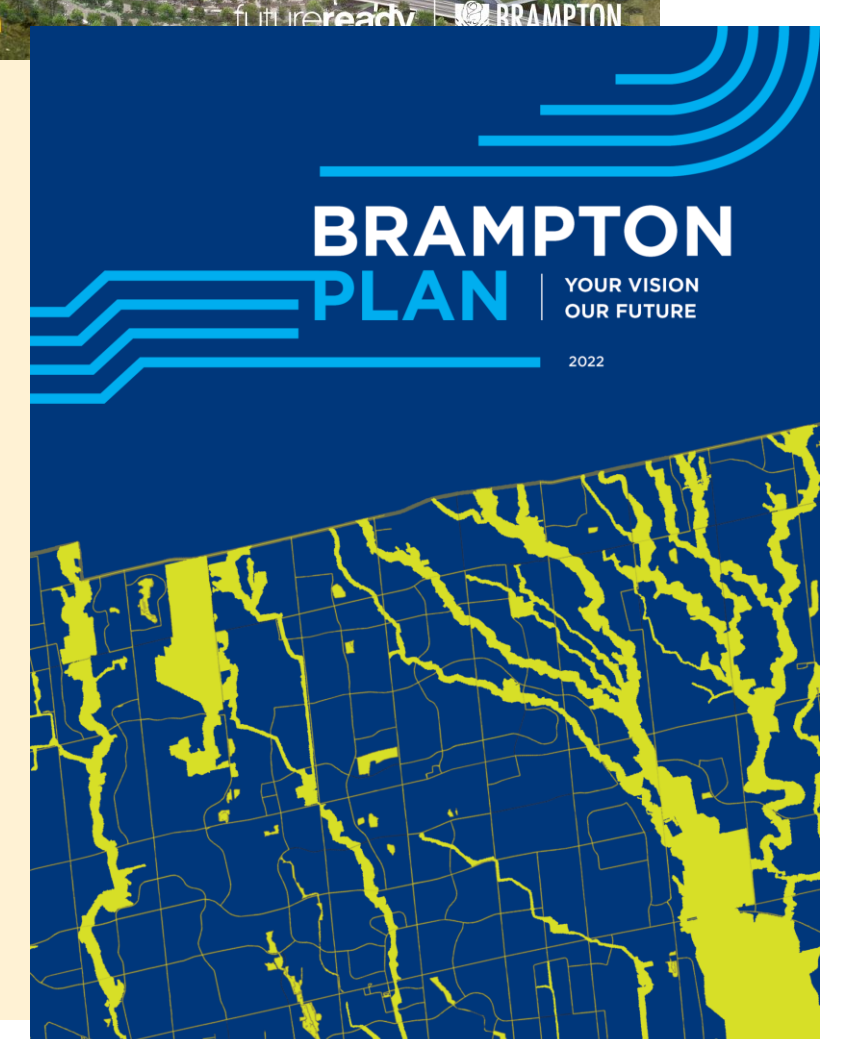
Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

What is the Brampton Mobility Plan?

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

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

- 2018** — Completion and endorsement of ***Brampton 2040 Vision: Living the Mosaic.***
- 2019** — Council declaration of a **climate emergency** and need for more sustainable mobility.
- 2023** — Adoption of ***Brampton Plan***, which prioritizes connectivity, sustainability and complete streets.



Brampton Plan

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

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



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

Adopting a Policy Based Approach

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

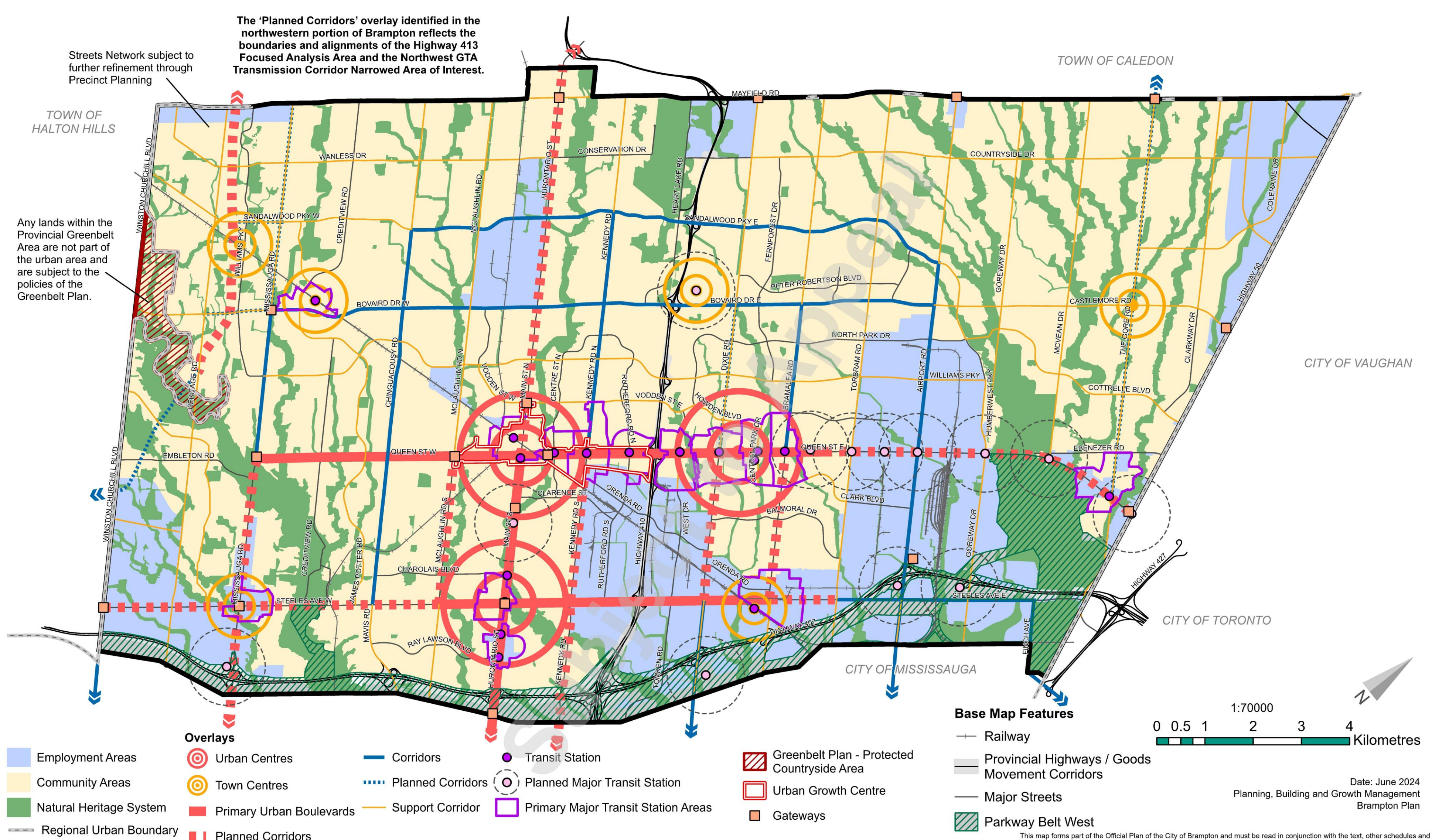
Brampton will be a city where residents do not need to travel long distances to undertake their daily needs, supporting the creation of **15-minute neighbourhoods**.

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

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

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

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



SCHEDULE 1A | CITY STRUCTURE

Planning for All Ages & Abilities

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

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

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



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

Please respond using the online or paper survey form.



Scan here to access the online survey

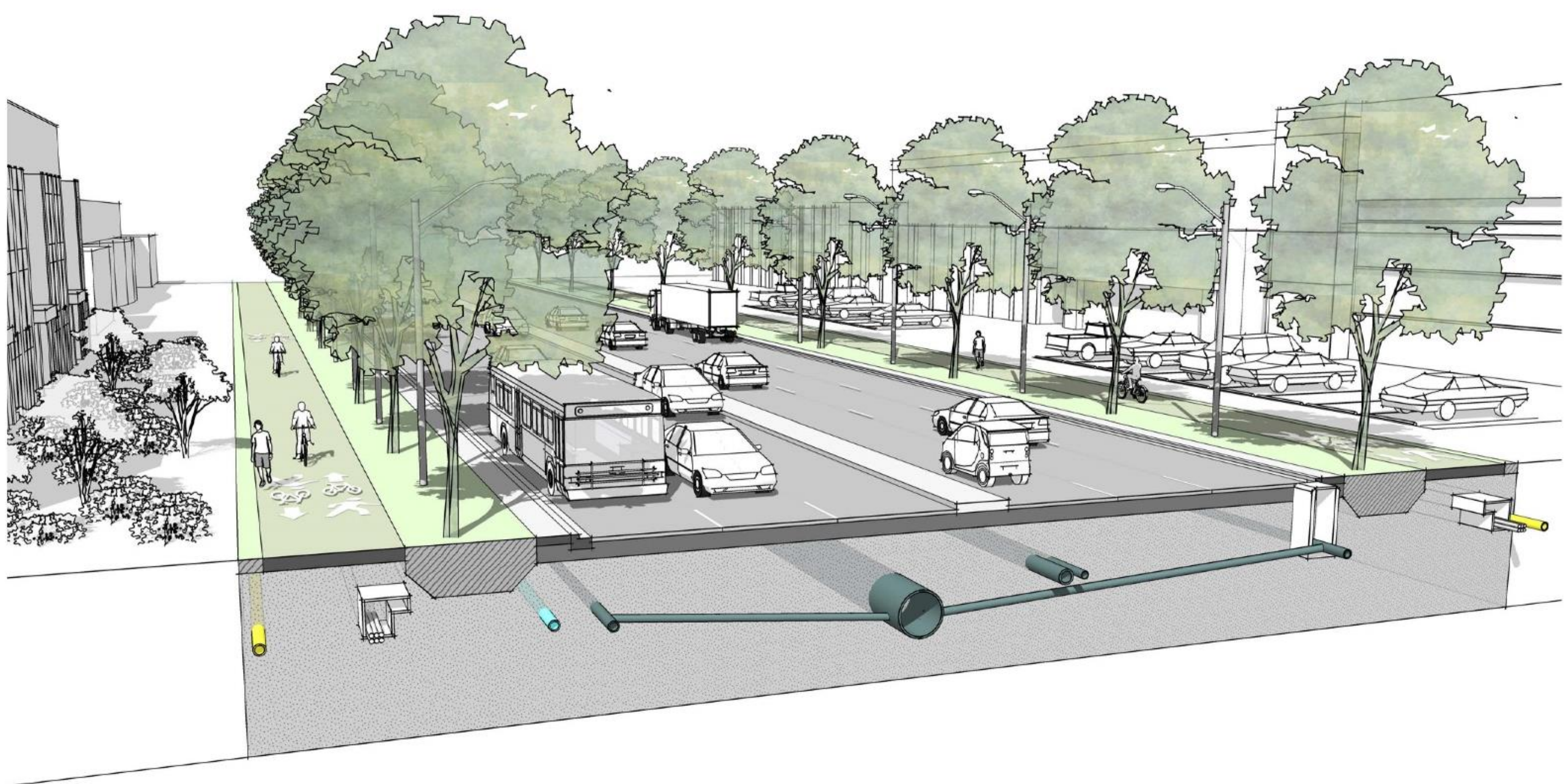
Planning for Complete Streets

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

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

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

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



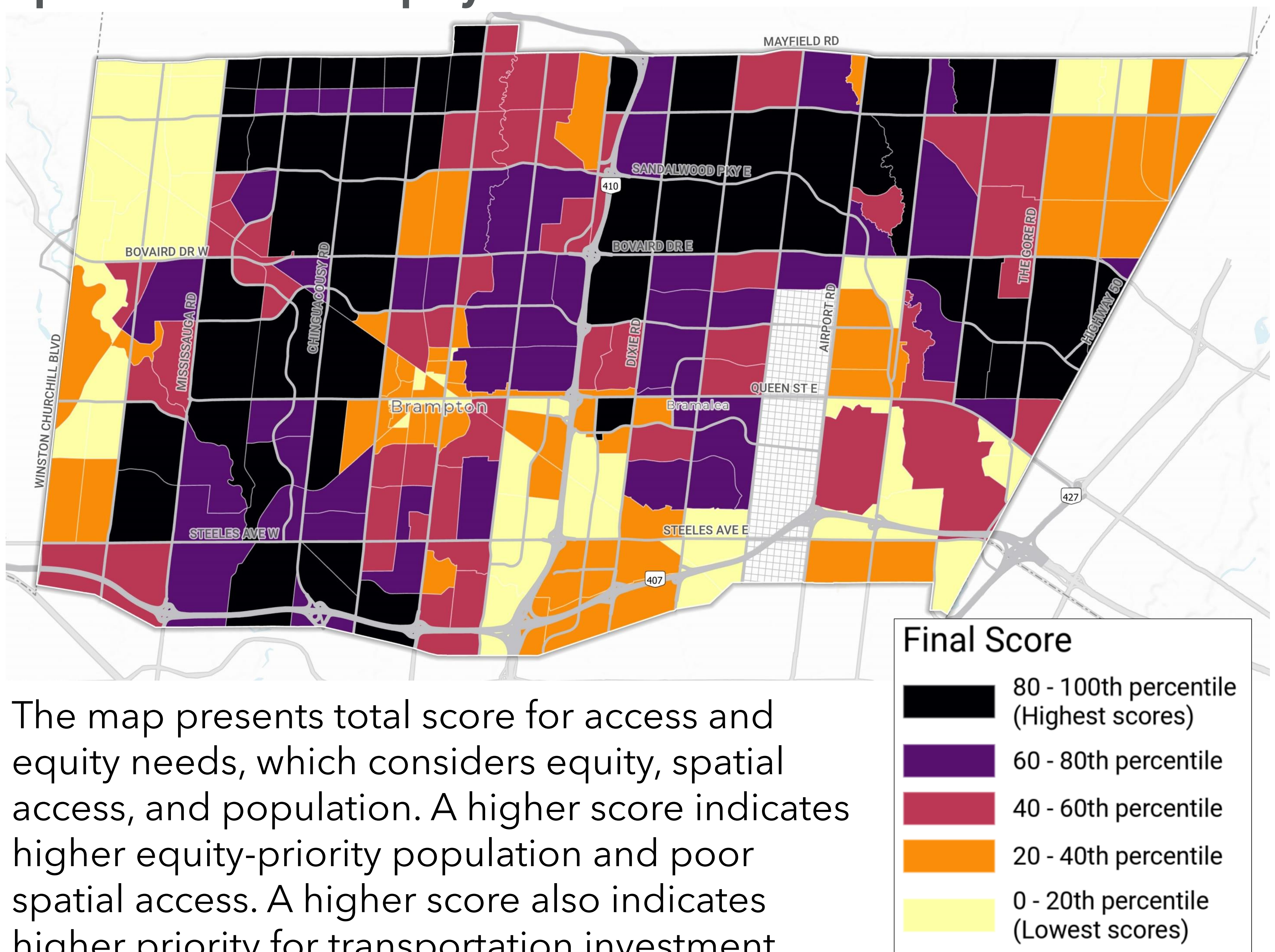
Enhancing Transportation Equity

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

Transportation Equity aims to provide:

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

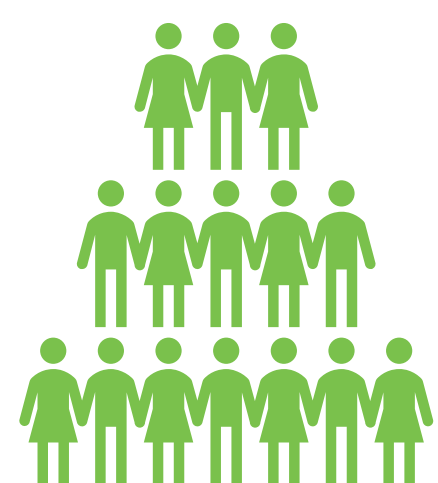
Spatial Access and Equity Needs



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

Anticipated Future Growth & Travel Demand

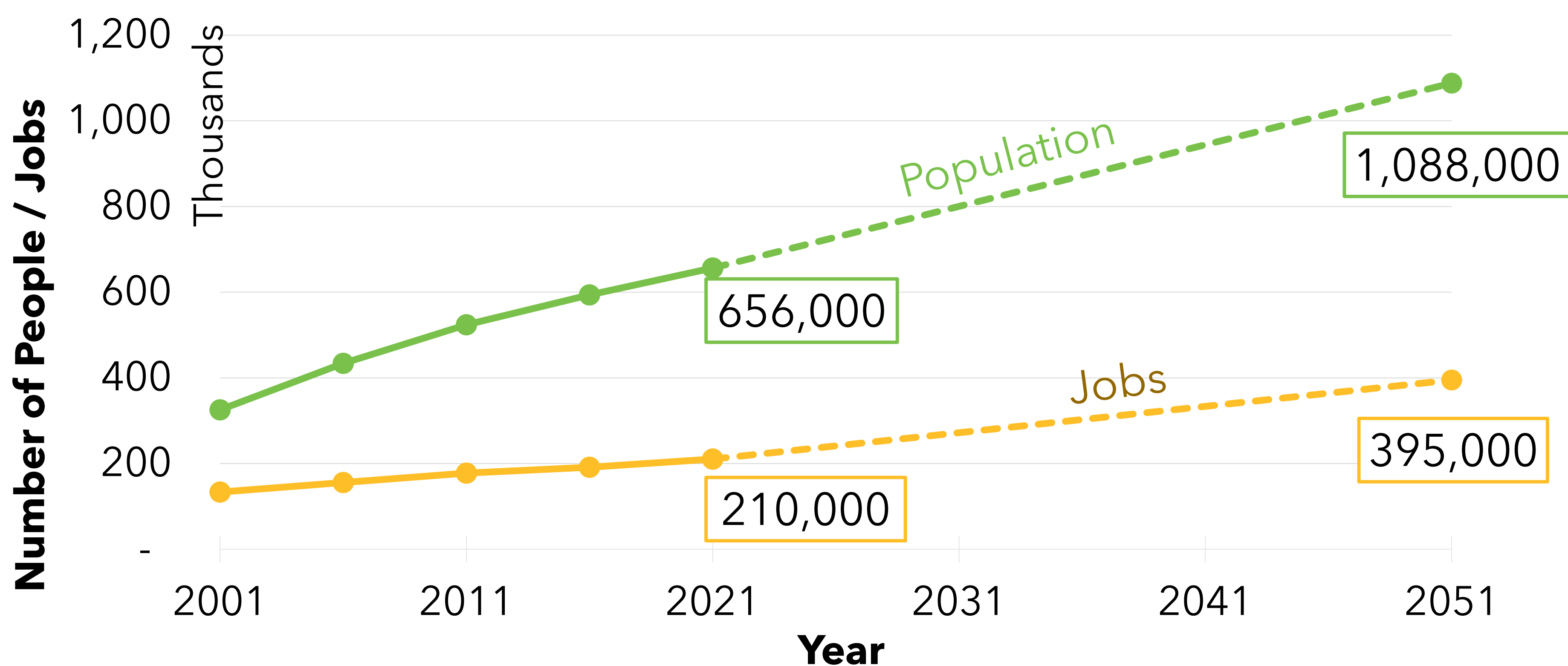
By 2051, Brampton is expected to grow by:



430,000 people*
(+66%)

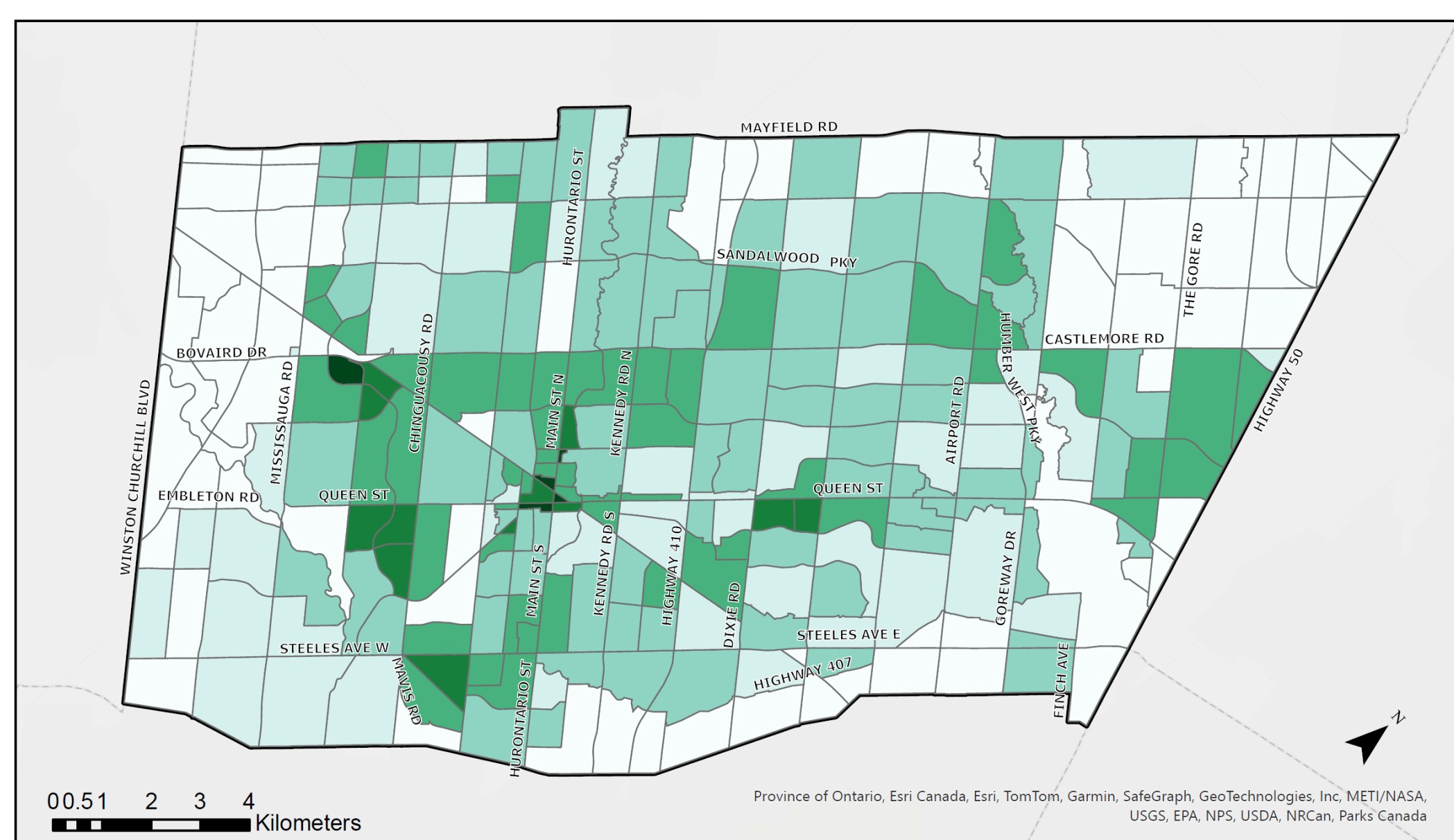


200,000 jobs*
(+88%)

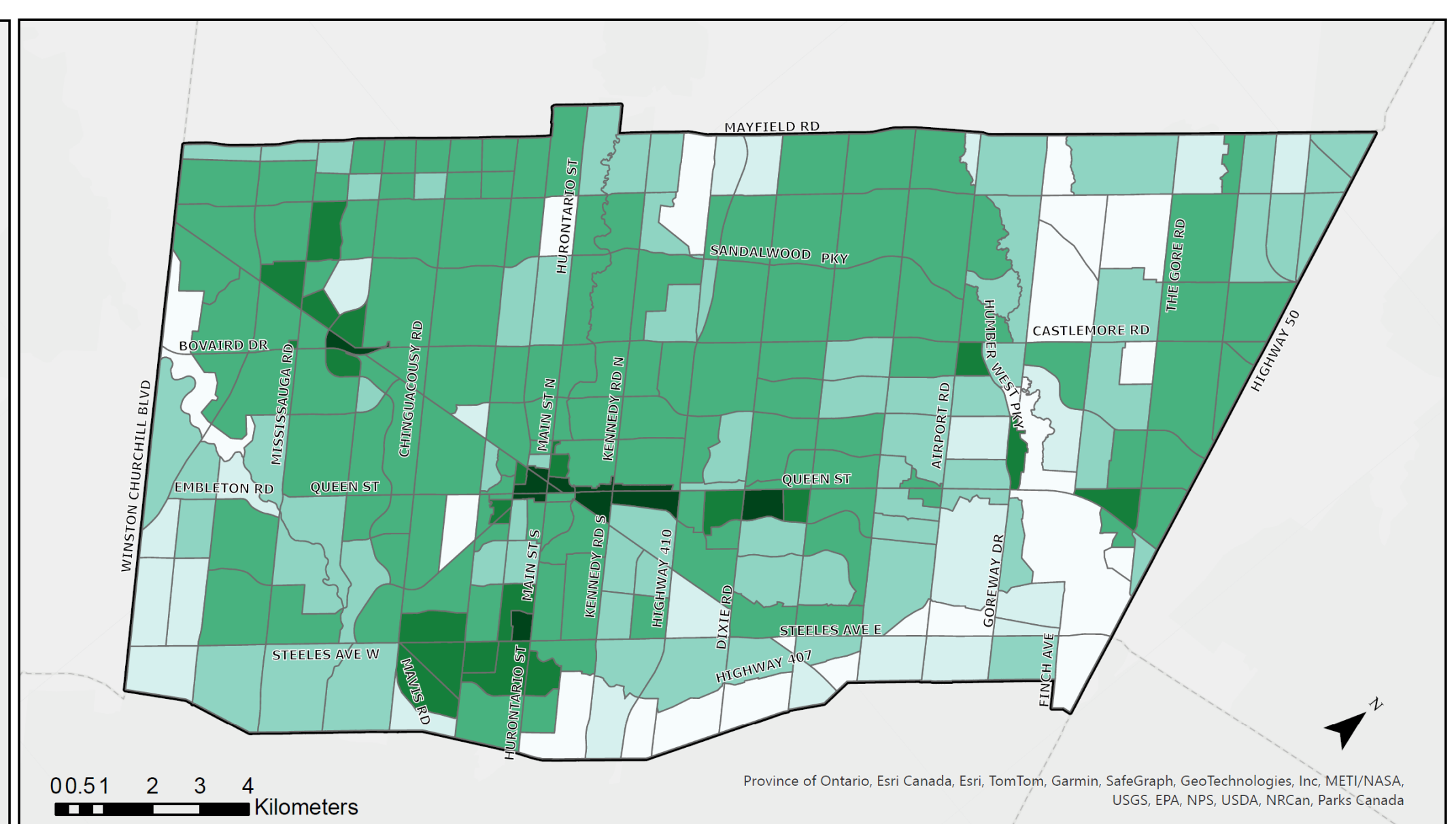
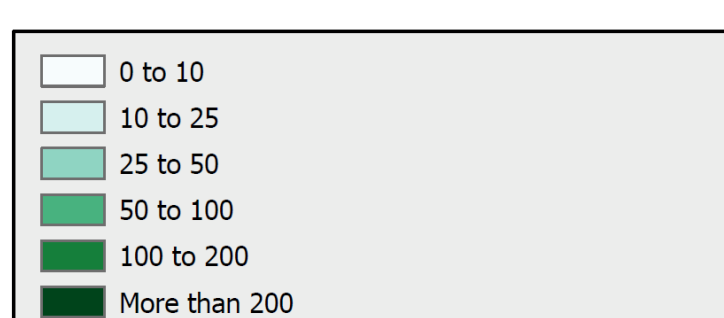


As a result of this growth, future travel demand is expected to grow by **185,000 trips (+62%) by all modes** in the morning peak period.

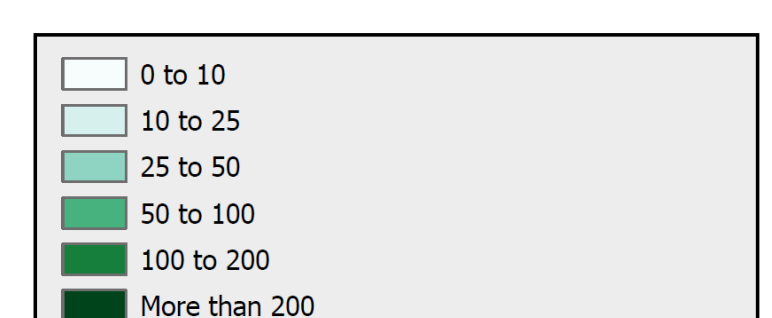
Development density will increase across Brampton. The highest levels of growth is directed to designated growth areas in Urban and Town Centres, as well as in new development areas.



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



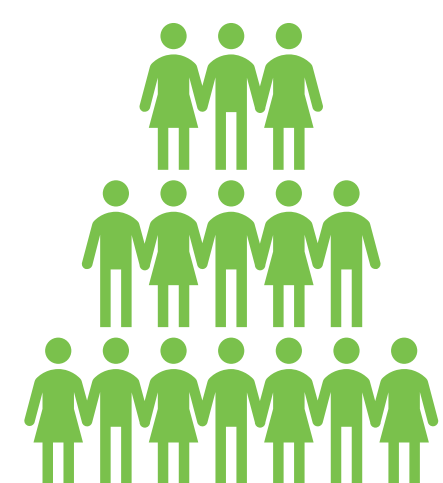
**Total Density in Brampton, 2051
(People and Jobs per Hectare)**



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

Anticipated Future Growth & Travel Demand

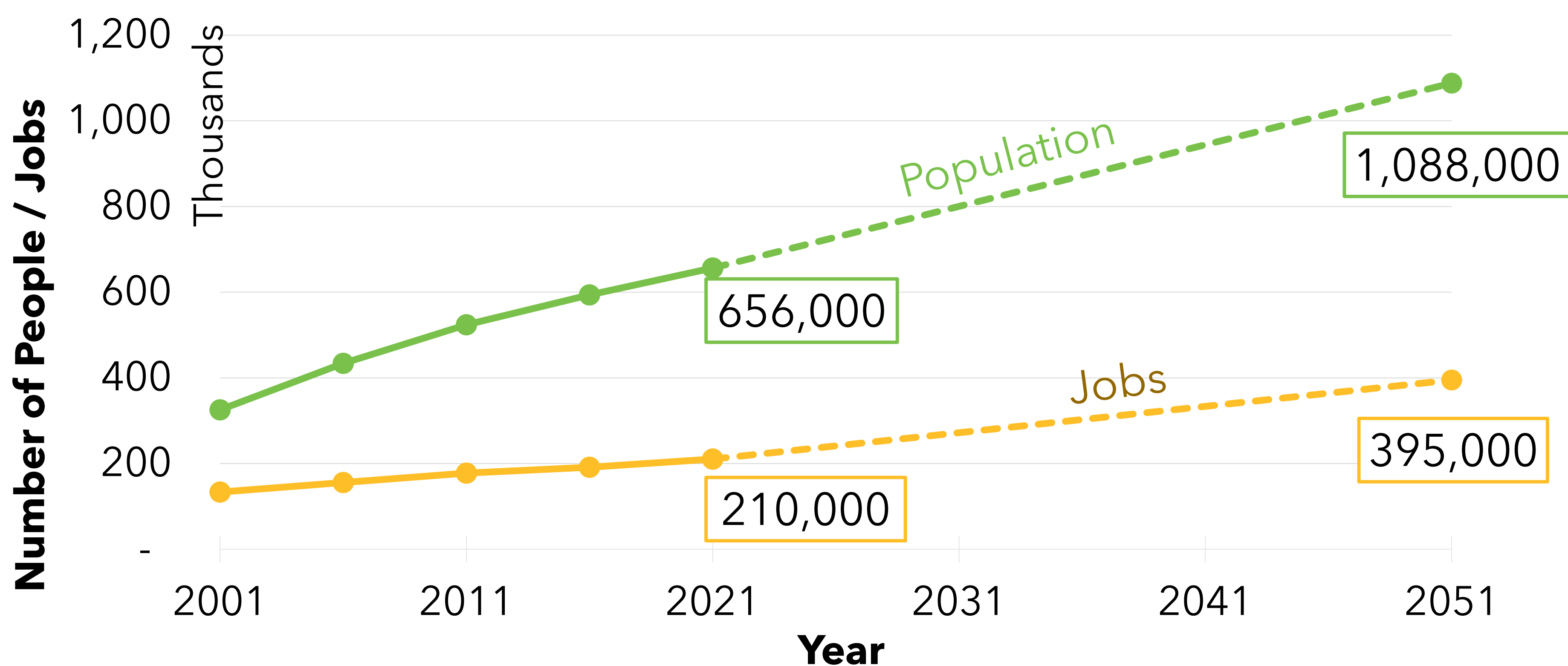
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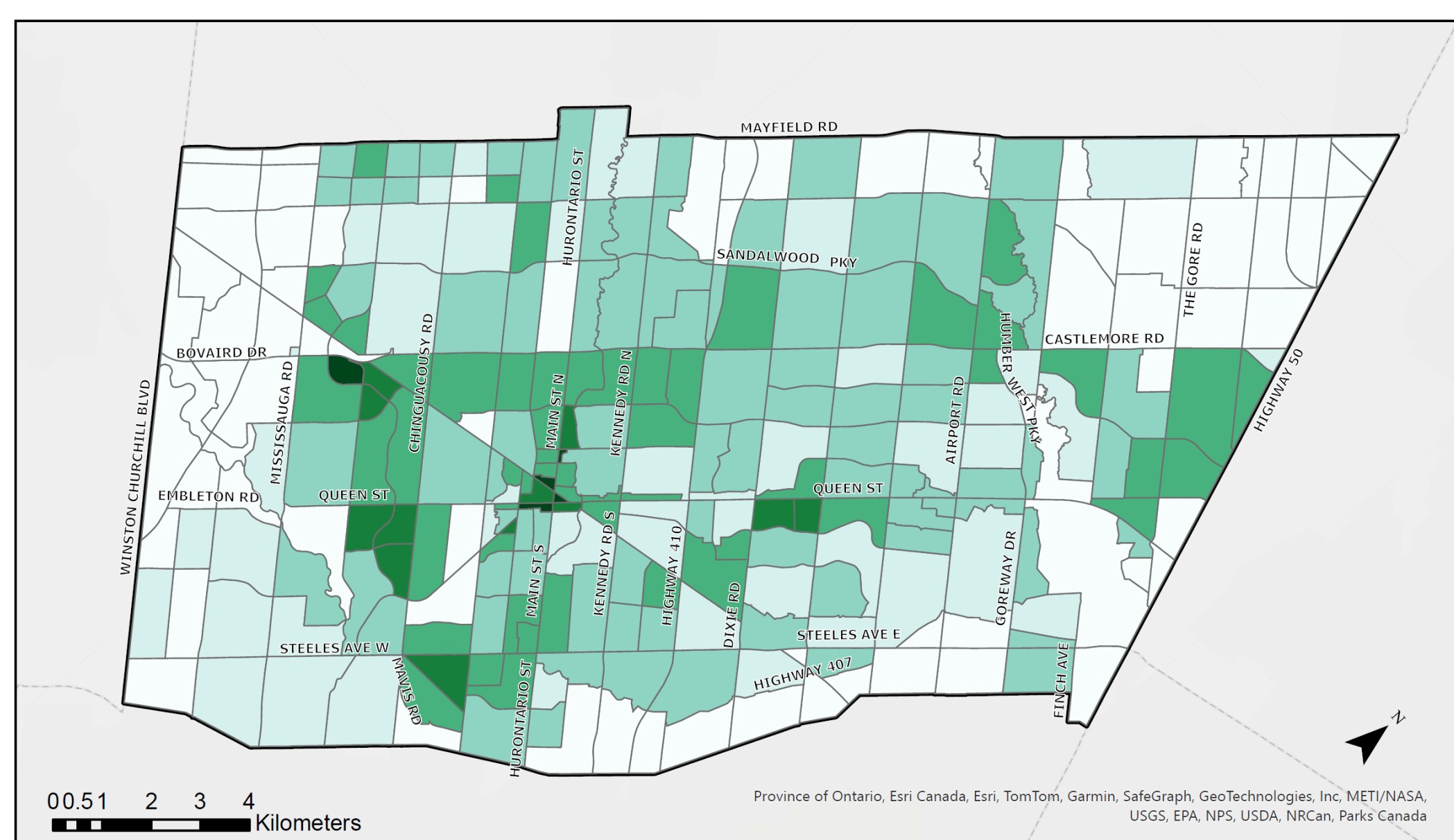


200,000 jobs*
(+88%)

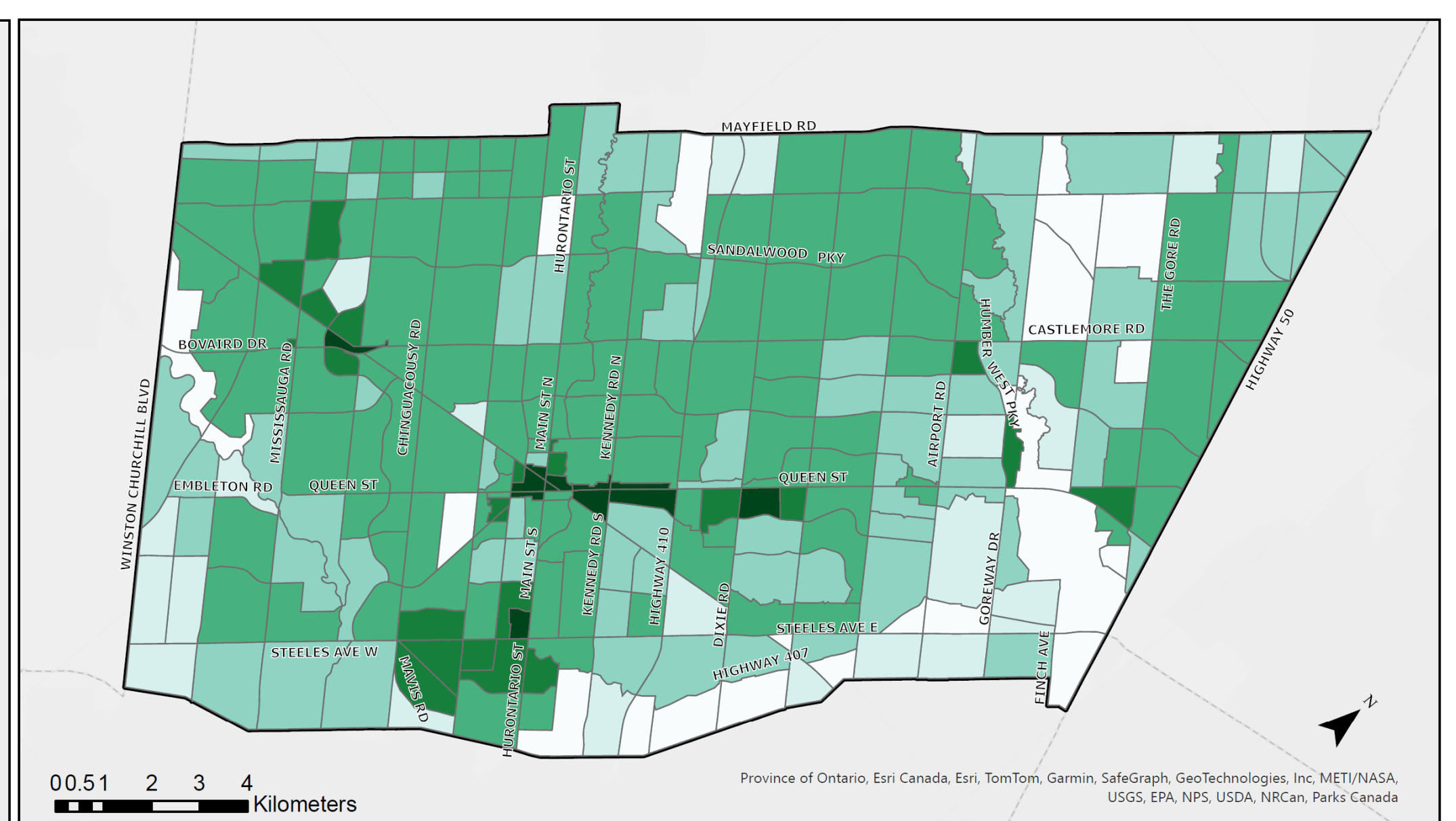
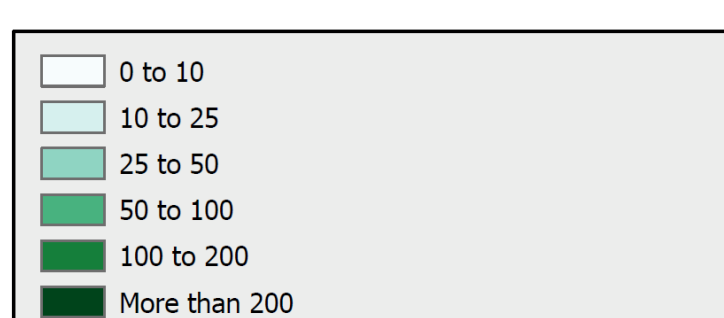


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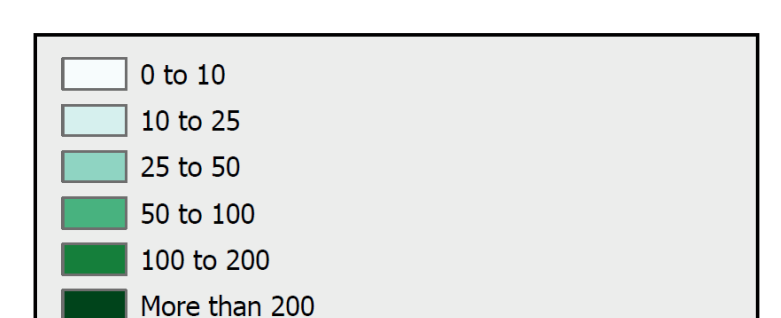
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**Total Density in Brampton, 2021
(People and Jobs per Hectare)**



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



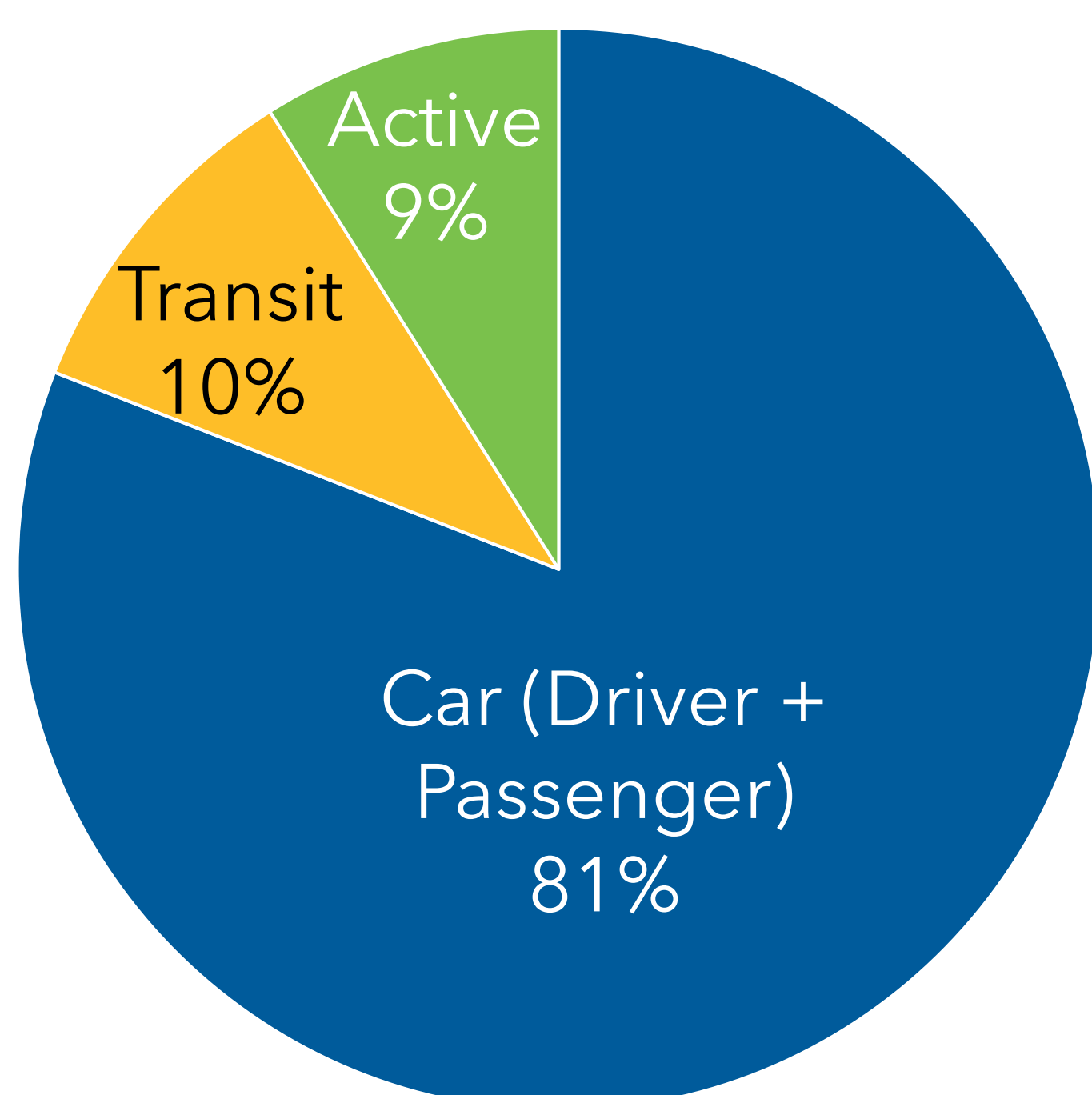
*2051 population and employment forecasts from Peel Region's Scenario 2 Growth Forecasts (pending endorsement from Regional Council).

The Need to Shift to Sustainable Modes

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

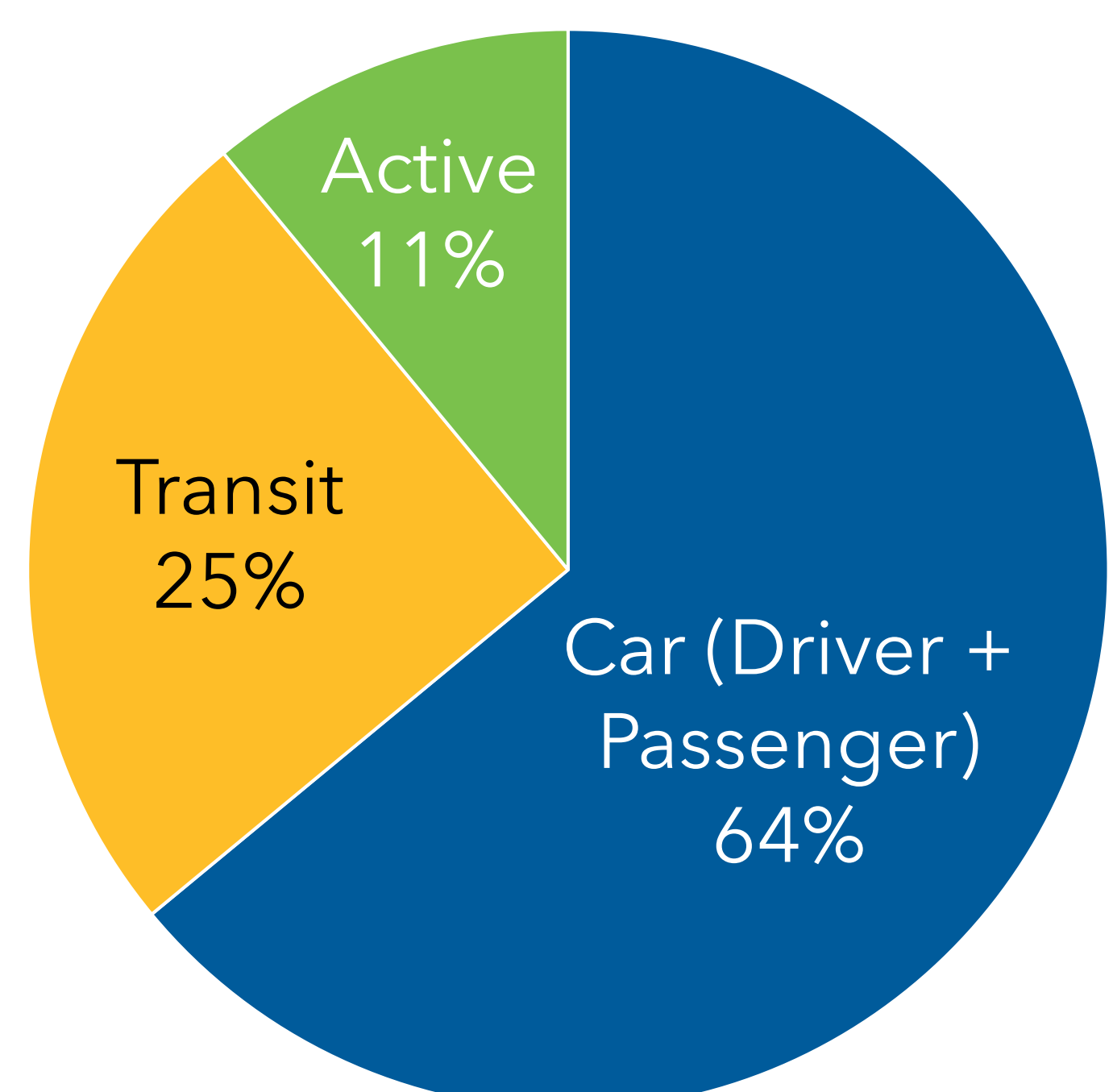
However, if we shift to sustainable modes and achieve the mode share targets of Brampton Plan, **we can reduce this number by nearly 70,000 car trips** in the morning peak period.

Existing Mode Share



Source: 2016 TTS, Morning Peak Period

Brampton Plan Mode Share Targets



Source: Brampton Plan



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

Please respond using the online or paper survey form.



Scan here to access the online survey

Mobility Solutions

Transit

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

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



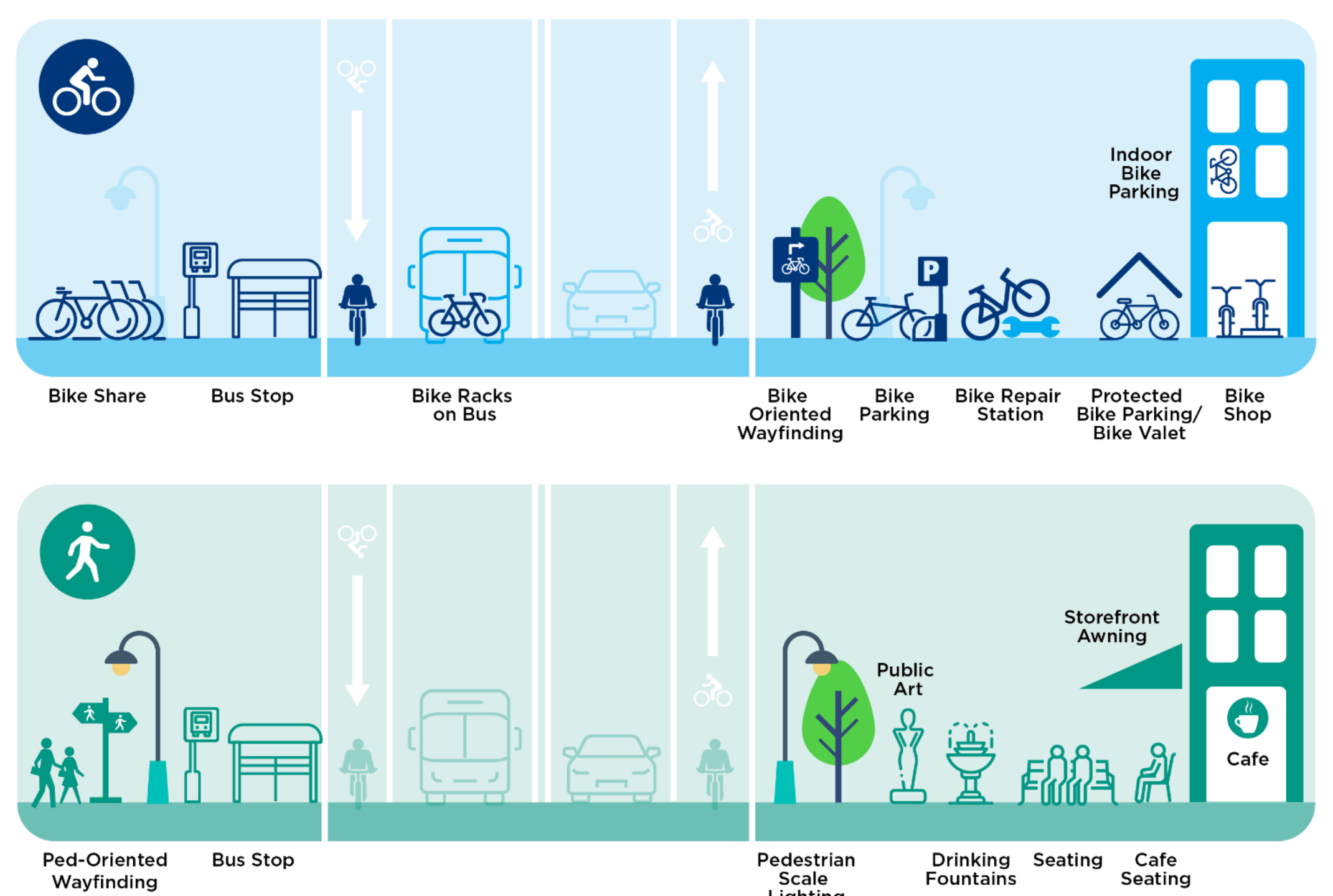
Road

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



Complete Street

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



Mobility Solutions (continued)

Active Transportation

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



New and Emerging Mobility Technologies

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

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



Alternative Scenarios

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

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

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

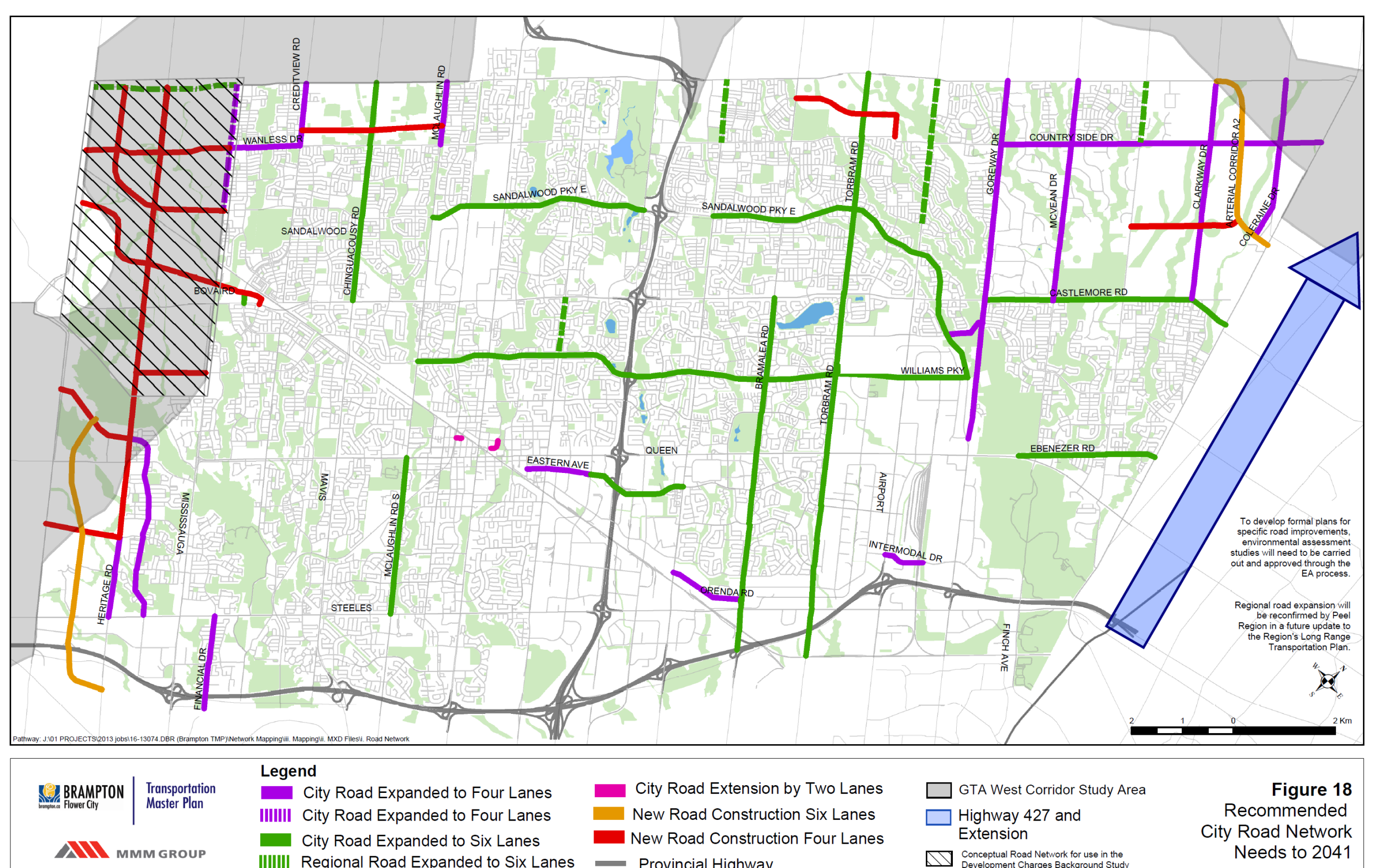
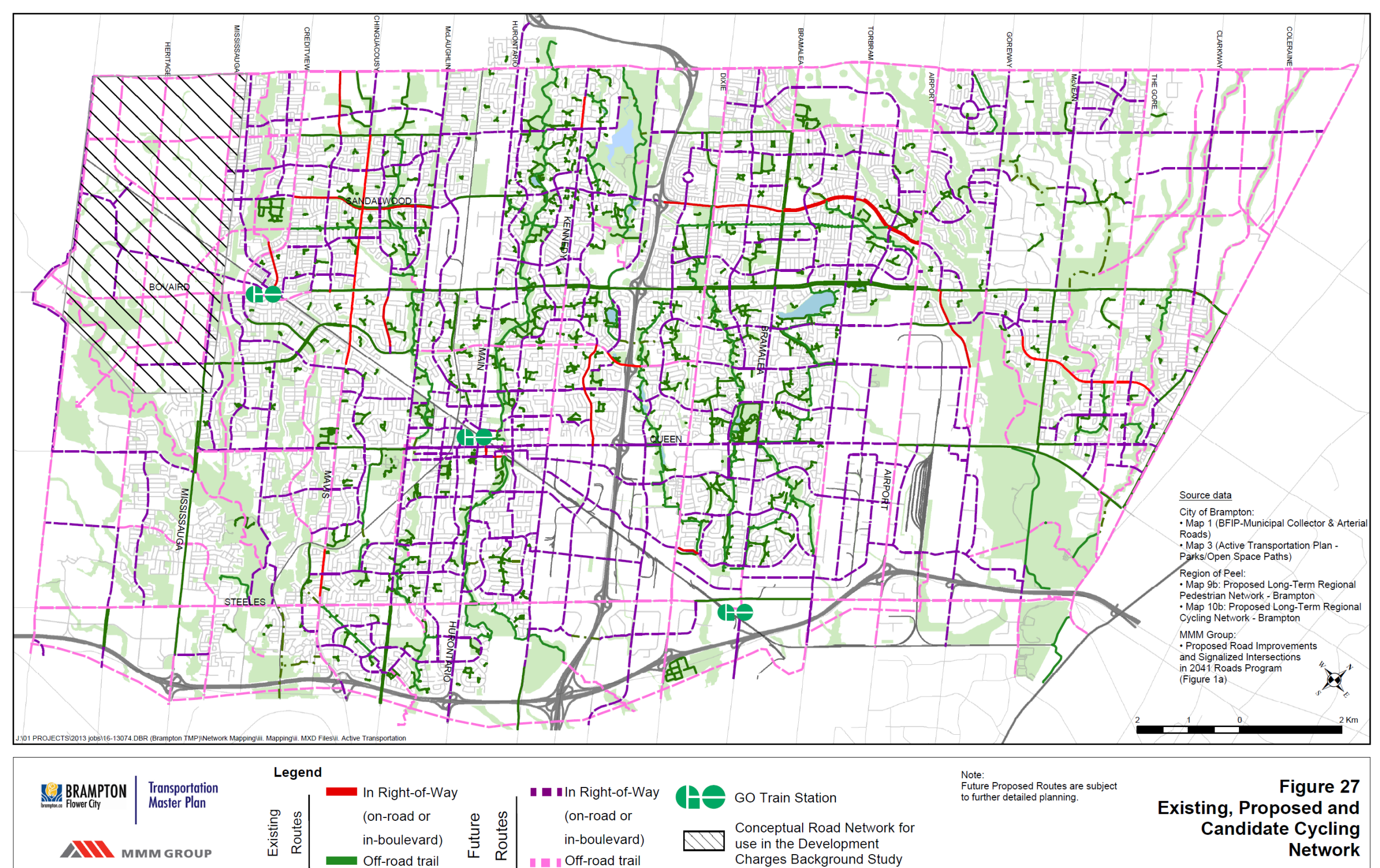
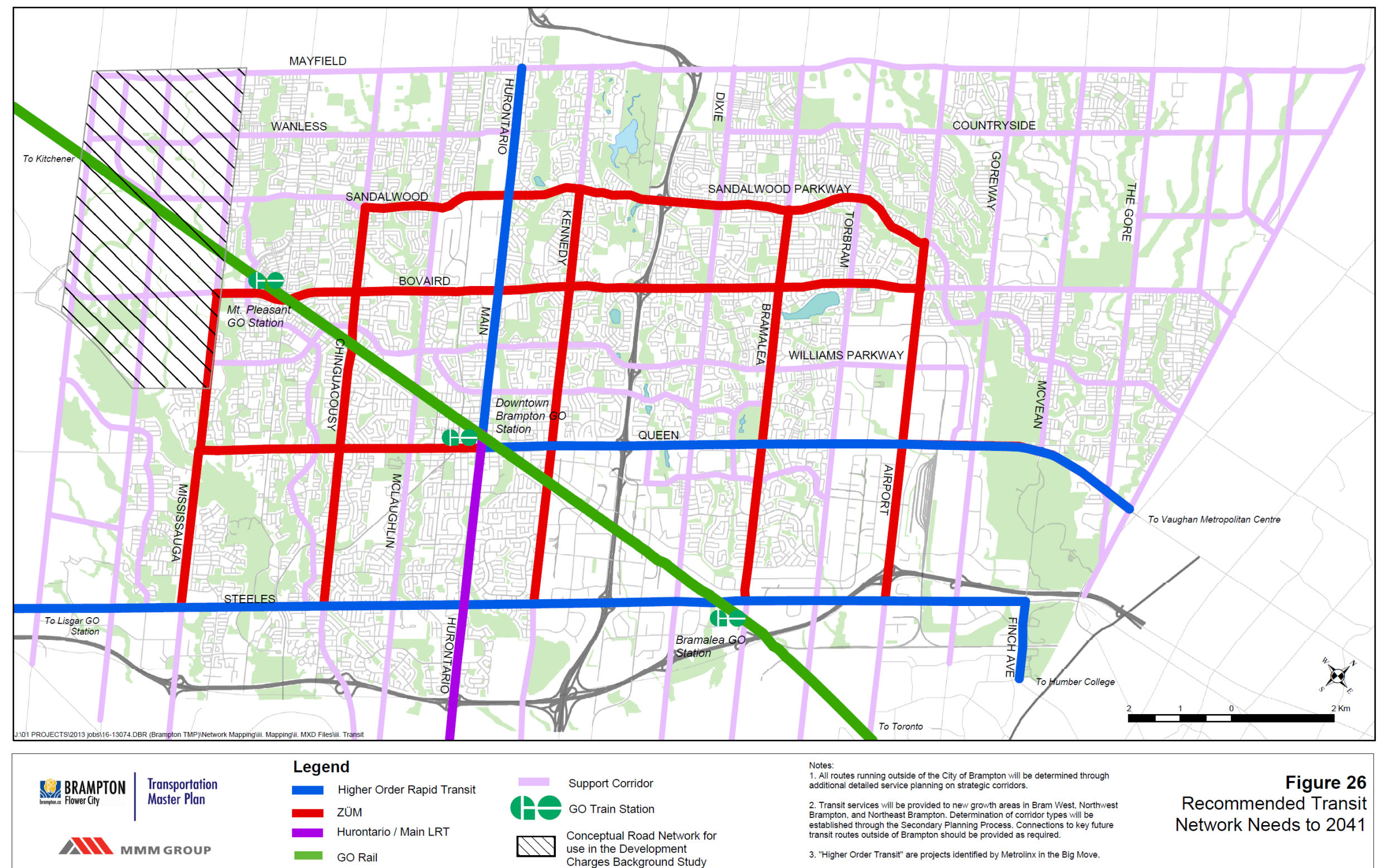
3. Brampton Plan – this scenario represents the City's new official plan that recognizes the limited opportunities to expand the road network and places more emphasis on sustainable modes such as transit, walking and cycling.

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

Alternative Scenarios: Business as Usual

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

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



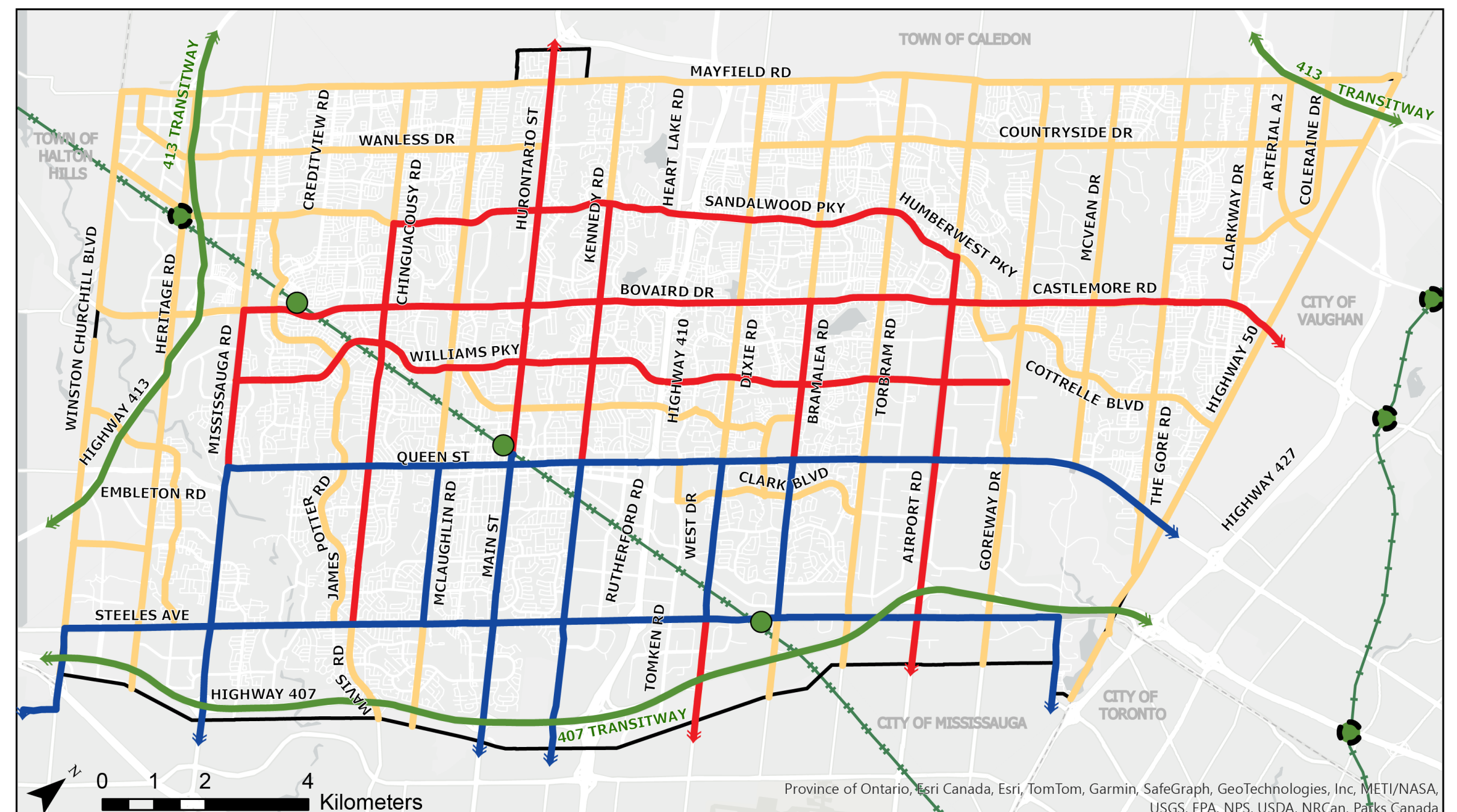


Alternative Scenarios: Brampton Plan

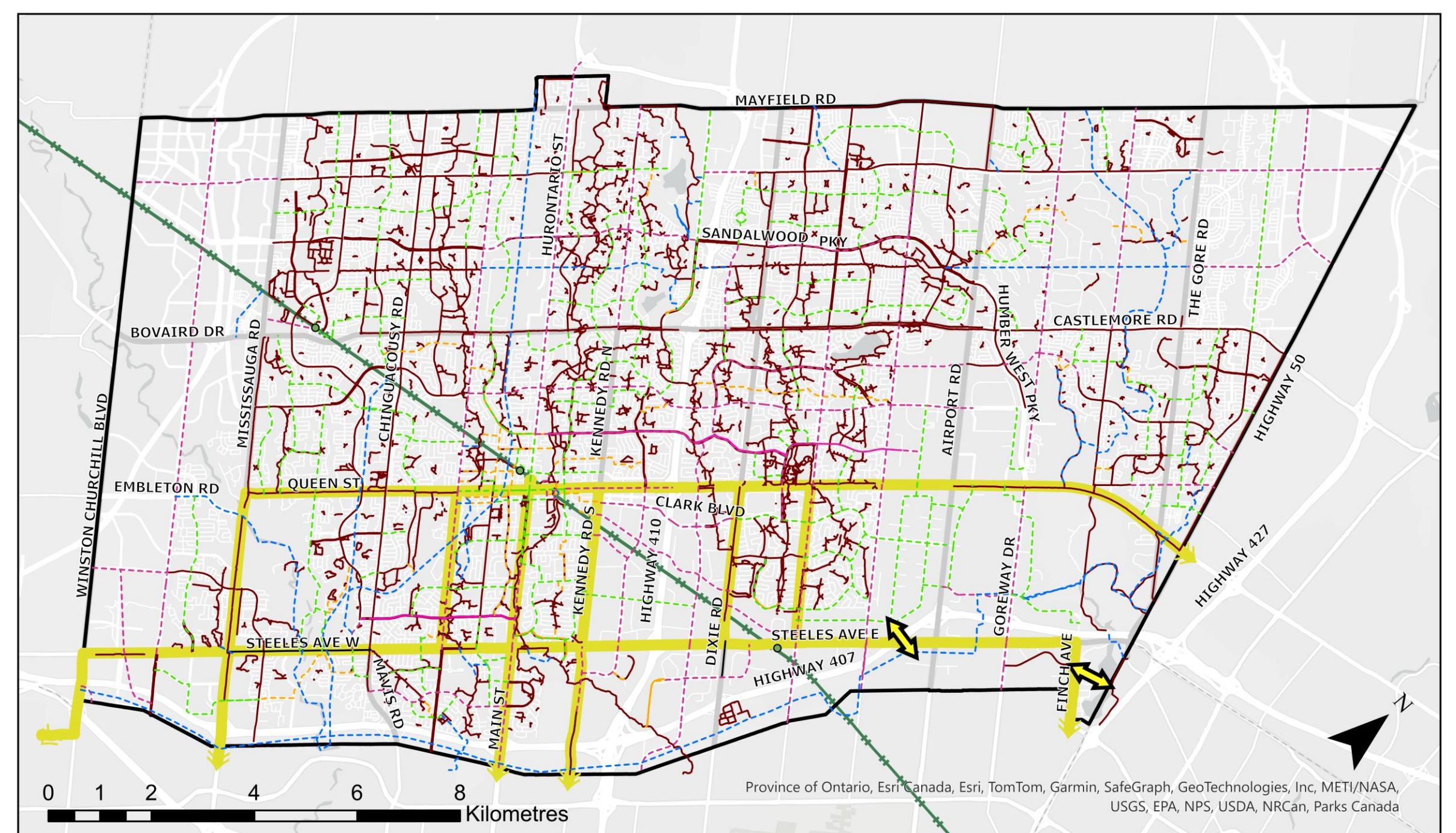
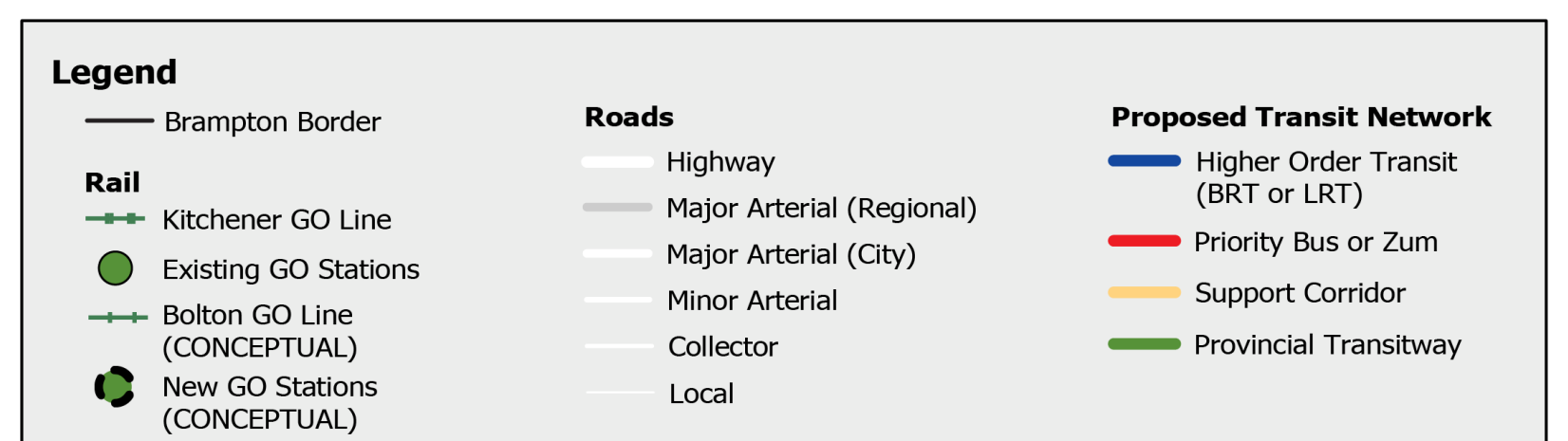
The “**Brampton Plan**” scenario shifts in focus to sustainable modes and **Complete Streets** to improve person-carrying capacity including dedicated transit lanes and enhanced pedestrian and cycling facilities.

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

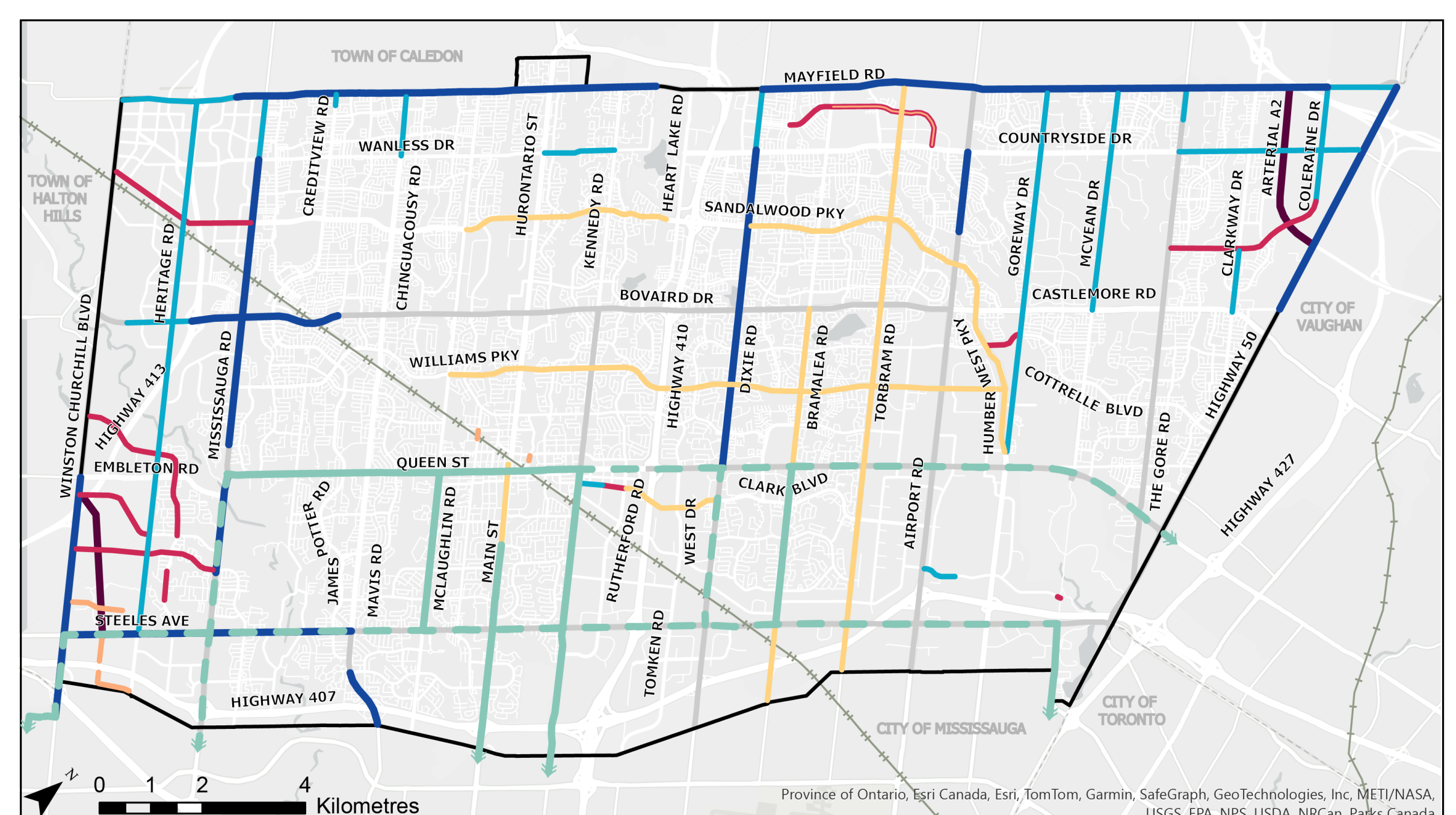
Lane conversions or widenings to accommodate dedicated transit lanes are subject to further study.



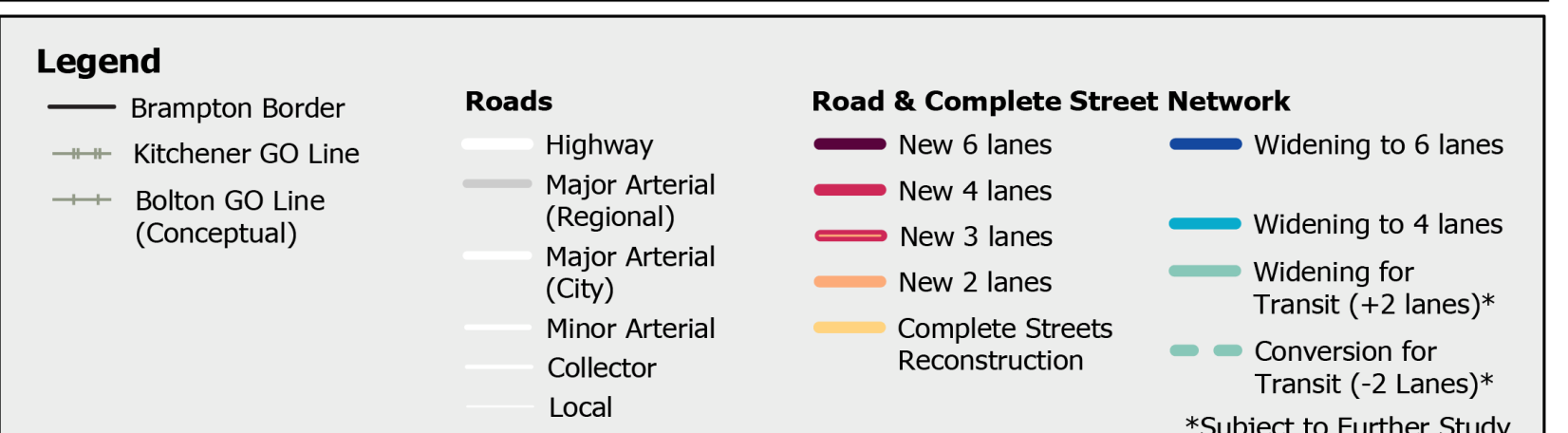
**Transit Network
Brampton Plan Scenario**



**Active Transportation Network
Brampton Plan Scenario**



**Road Network
Brampton Plan Scenario**



Alternative Scenarios: Bold Moves

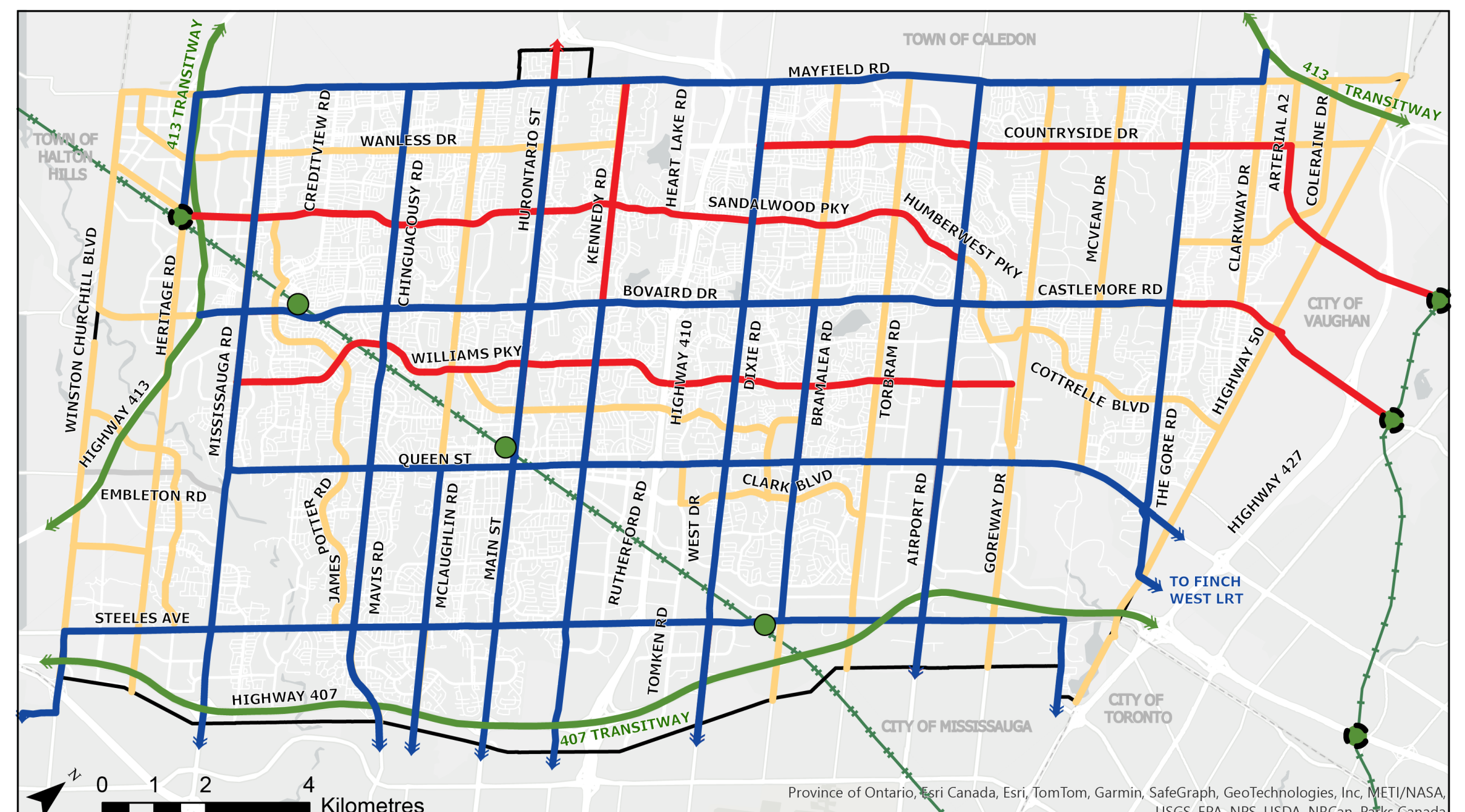
The “**Bold Moves**” scenario is more ambitious in supporting growth through sustainable travel modes.

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

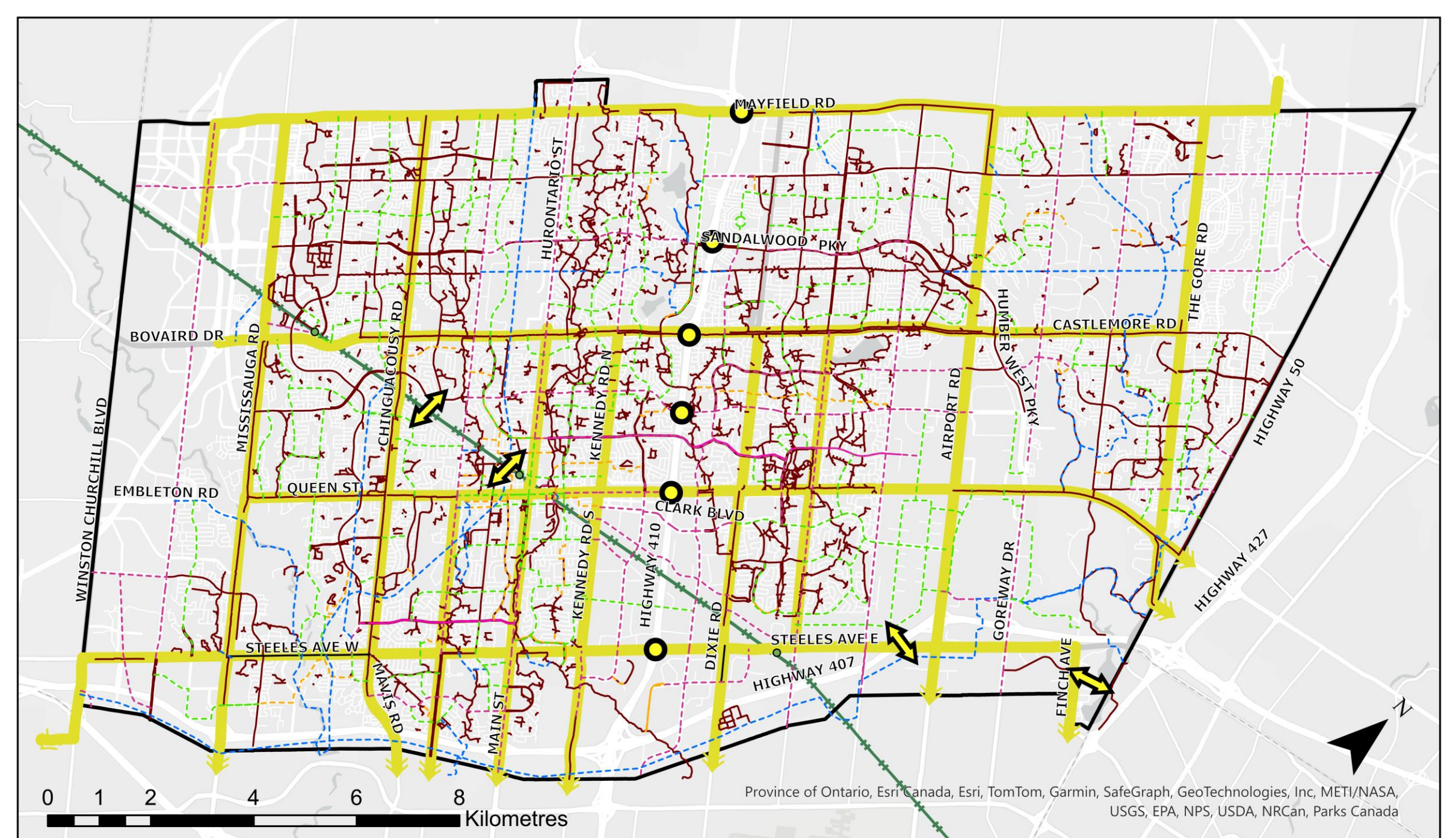
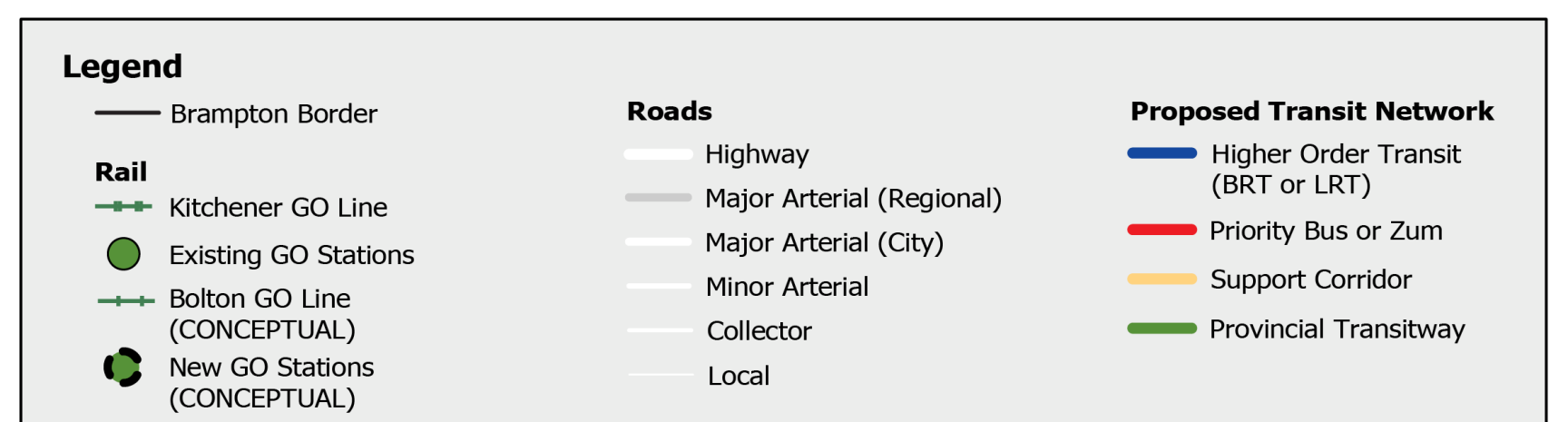
The active transportation network includes additional connectivity across barriers such as Highway 410, Highway 407, railway lines, and major arterial roads.

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

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



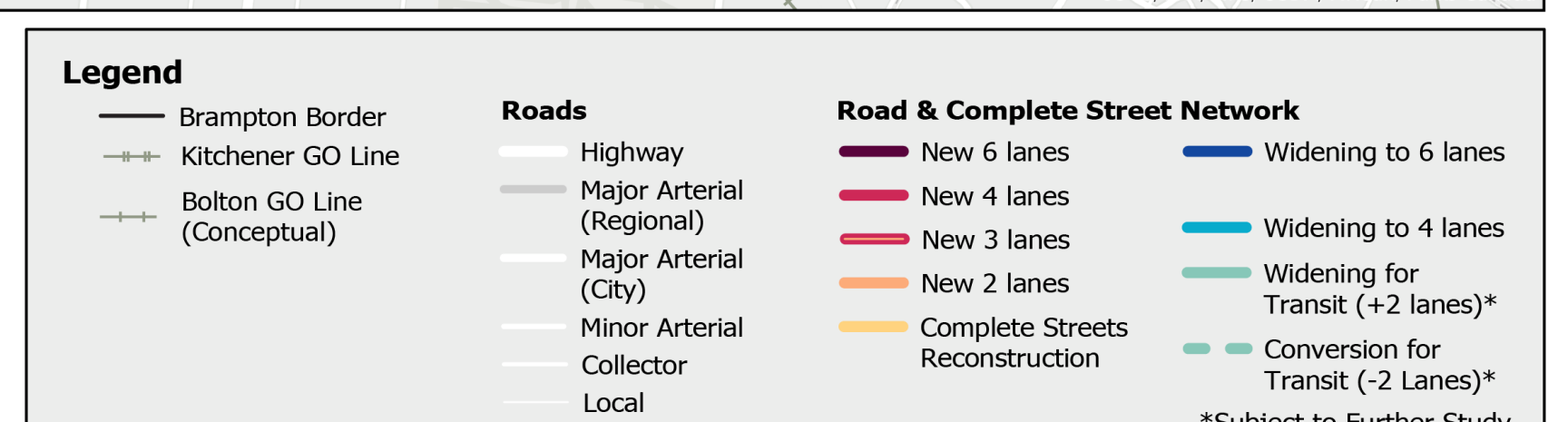
**Transit Network
Bold Moves Scenario**



**Active Transportation Network
Bold Moves Scenario**



**Road Network
Bold Moves Scenario**



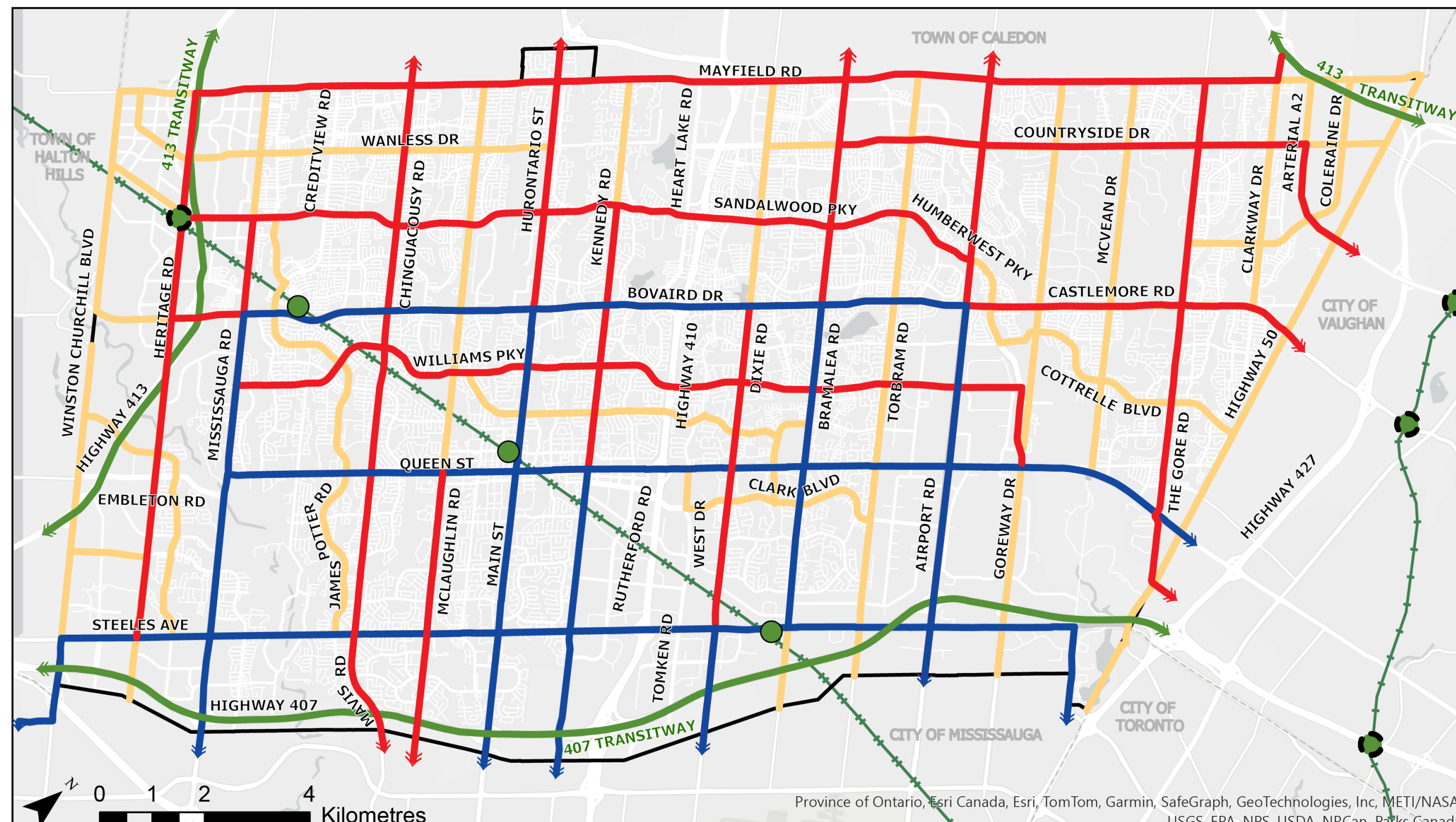
Evaluation of Alternatives

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

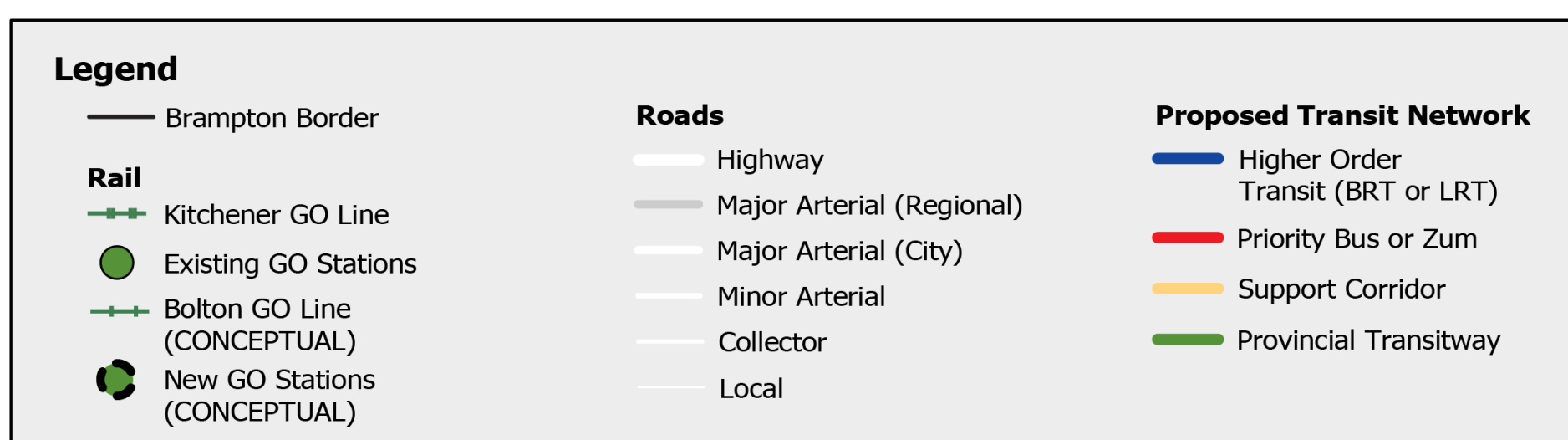


The preferred alternative is a combination of the Brampton Plan alternative and some elements of the Bold Moves alternative.

Draft Preferred Solution



**Transit Network
DRAFT Preferred**

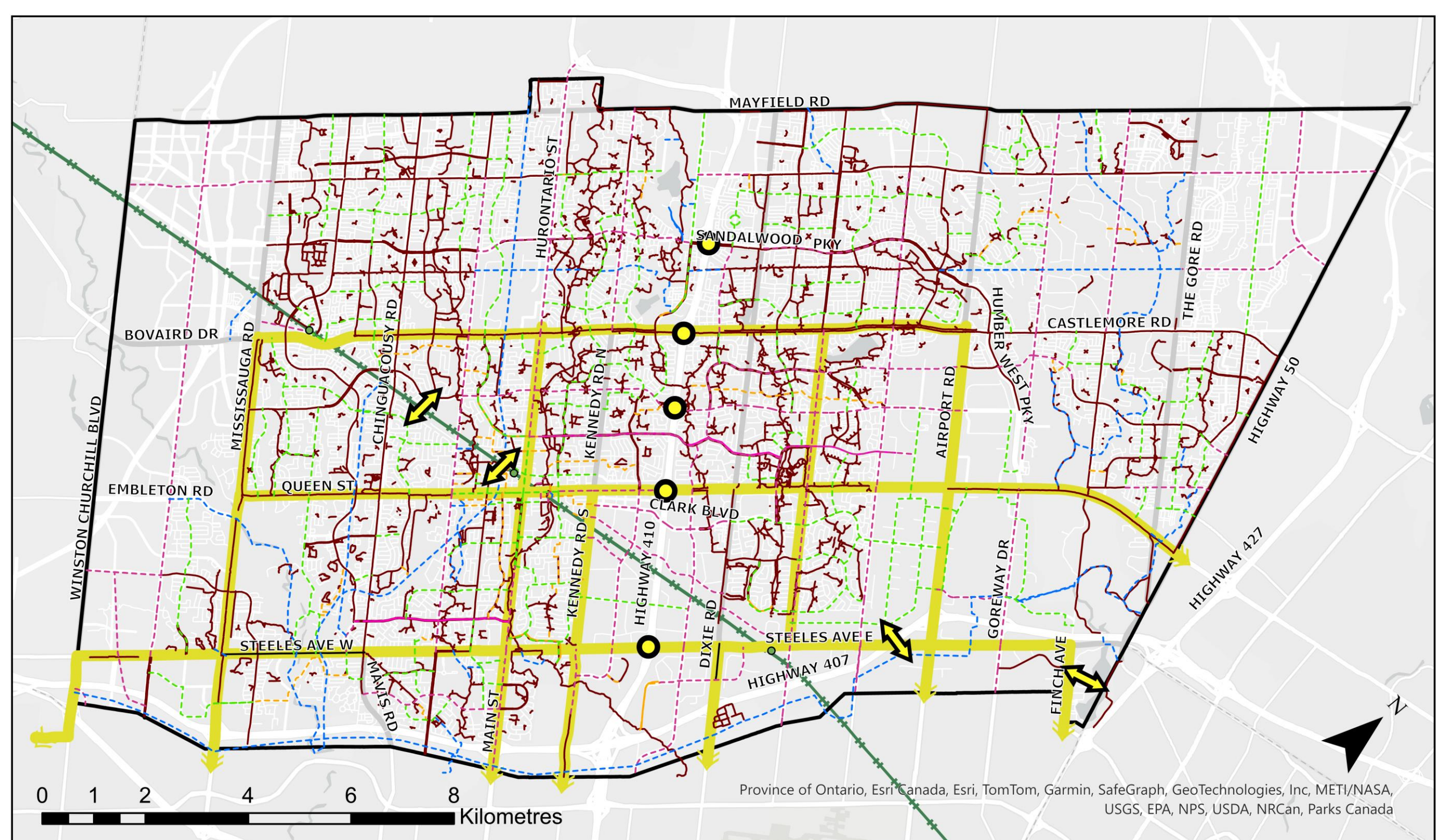


Expands upon the **transit** network in the Brampton Plan, plus:

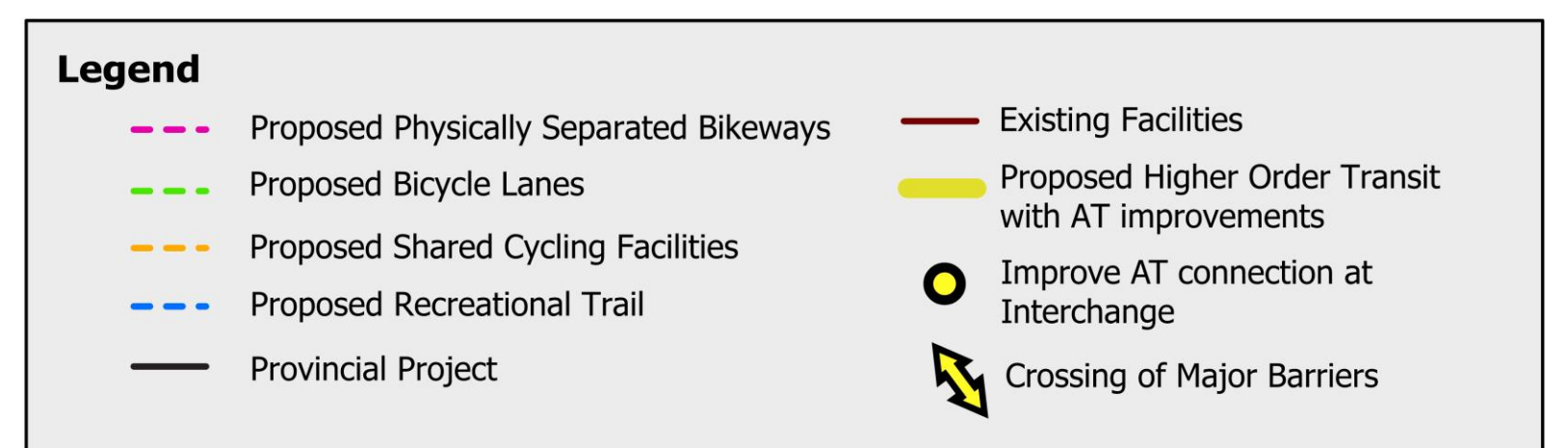
- Adds new higher order transit on Bovaird Drive, Airport Road
- Extends higher order transit on Main Street, Mississauga Road, Bramalea Road
- Removal of higher order transit on McLaughlin Road, Dixie Road

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

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

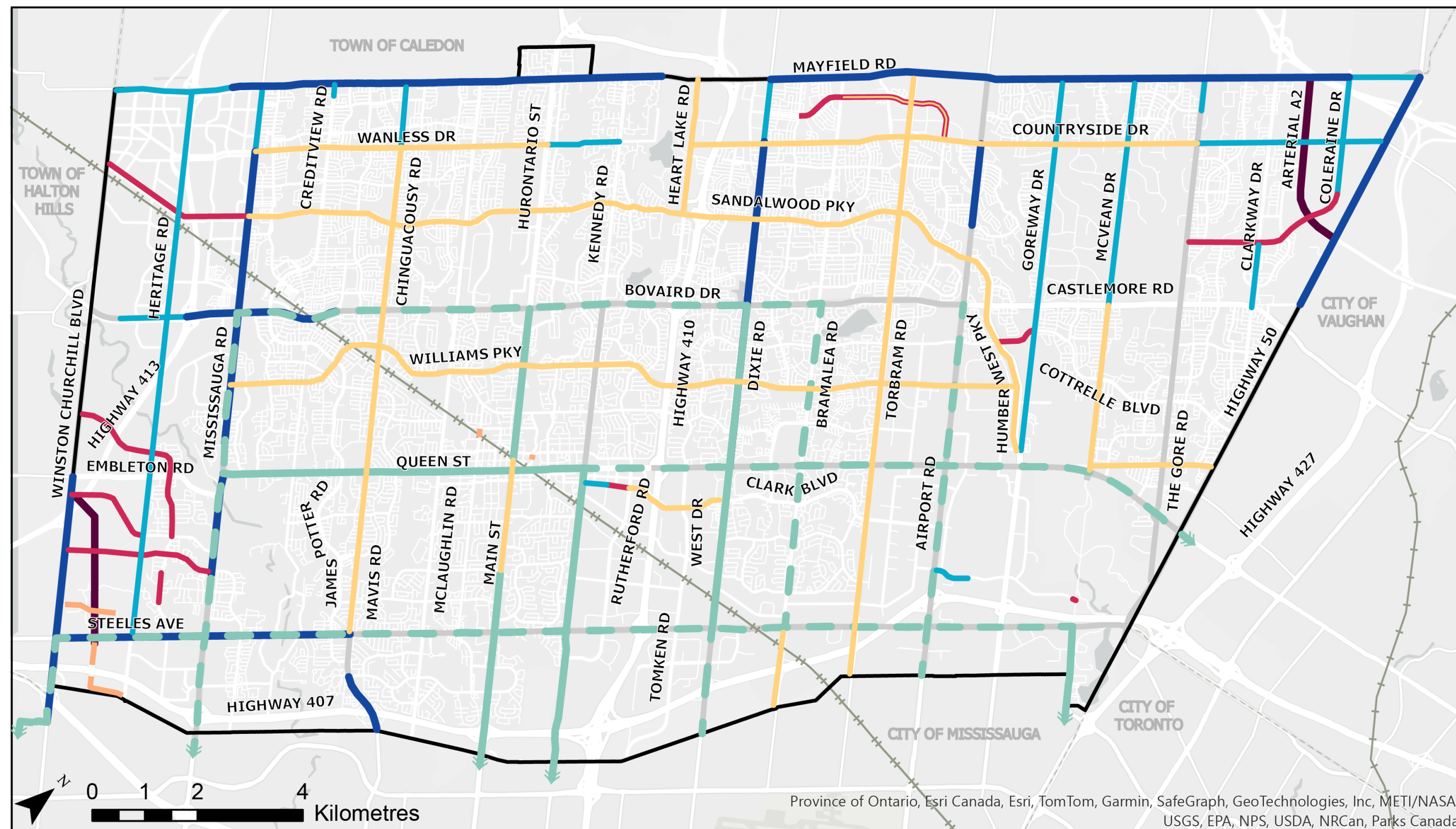


**Active Transportation Network
DRAFT Preferred**



















Draft Preferred Solution



**Road Network
DRAFT Preferred**

| Legend | | | |
|---|---|---|---|
|  | Roads | | Road & Complete Street Network |
| |  Highway |  New 6 lanes |  Widening to 6 lanes |
|  | Major Arterial (Regional) | New 4 lanes | Widening to 4 lanes |
| |  Major Arterial (City) |  New 3 lanes |  Proposed Widening for Transit (+2 Lanes)* |
| |  Minor Arterial |  New 2 lanes |  Proposed Conversion for Transit (-2 Lanes)* |
| |  Collector |  Complete Streets Reconstruction | |
| |  Local | | |
| | | *Subject to Further Study | |

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

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



What do you like about the Preferred Solution?
Is there any part of the Preferred Solution that causes you concern?

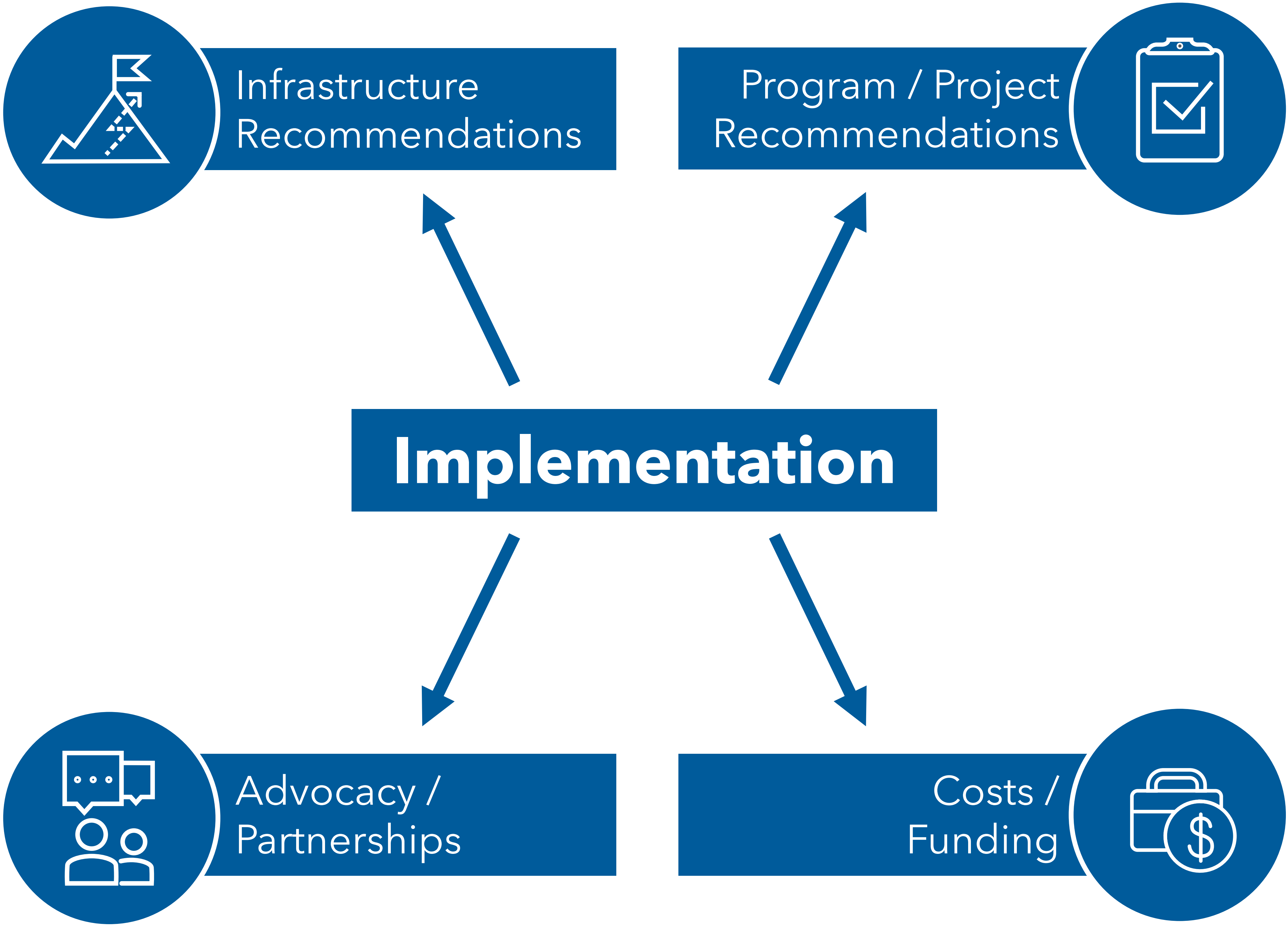
Is there anything that you think is missing from the Preferred Solution?

Please respond using the online or paper survey form.



Scan here to access the online survey

Implementation



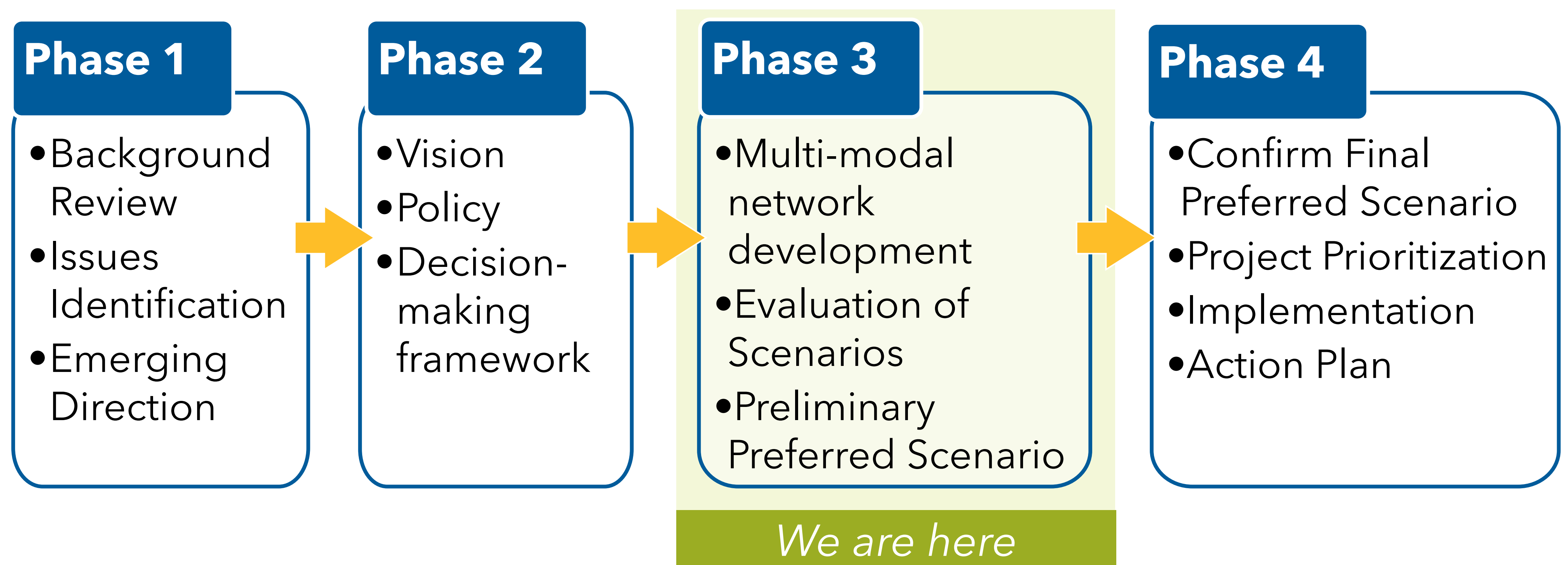
What type of programs, partnerships, or advocacy positions would you like to see from the City of Brampton to improve transportation?
Please respond using the online or paper survey form.



Scan here to access the online survey

Next Steps

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



We want to hear from you!

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

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

Richa Dave, MCIP, RPP
 Project Manager, Transportation Planning
 City of Brampton
 T: 905-874-3491
 E: mobilityplan@brampton.ca

Suzette Shiu, P.Eng.
 Consultant Project Manager
 HDR Corporation
 T: 647-777-1610
 E: suzette.shiu@hdrinc.com

Business as Usual



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

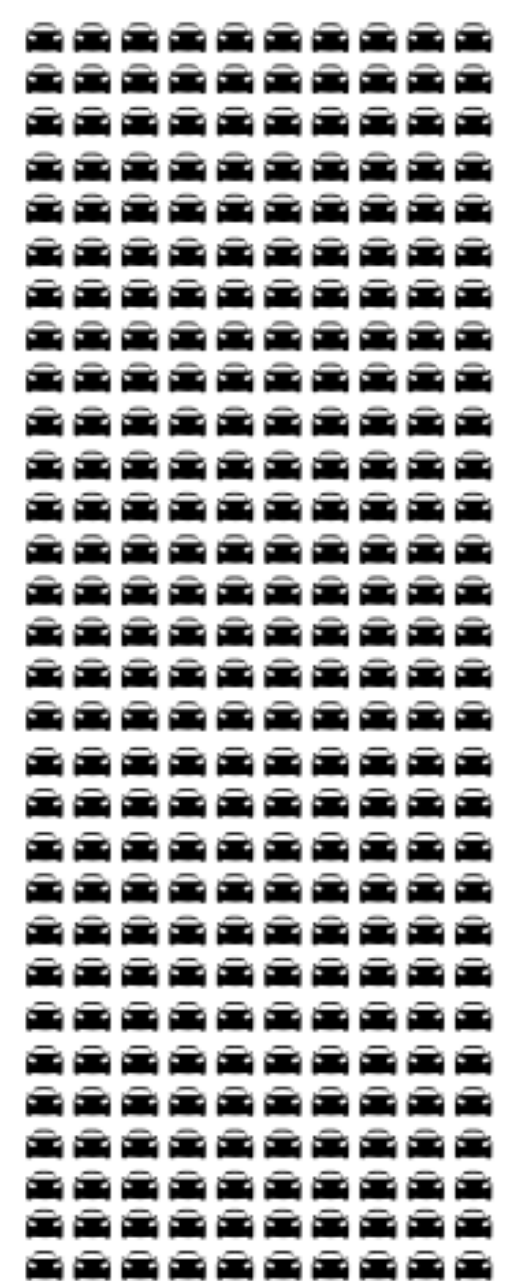
1 person per car
(typical single
occupant vehicle)



50-75 people per
Brampton Transit Bus



250 to 300+ passengers per
Light Rail Transit vehicle



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

Draft Preferred Solution

Source: City of Brampton Complete Street Guide



Source: City of Brampton Website

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