

LET'S CONNECT  
**LRT**  
EXTENSION



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# CITY OF BRAMPTON

## LRT EXTENSION STUDY

Public Feedback Report  
**EXECUTIVE SUMMARY**  
Virtual Online Open House 2  
April 22 to May 13, 2021

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## About This Report

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company together with HDR Corporation, is an Executive Summary of the detailed Feedback Report which includes all the responses and verbatim feedback received through the virtual online public open house held from April 22 to May 13, 2021. At this stage of the project, the City has evaluated a short list of LRT options and is recommending two emerging preferred options be carried forward for further analysis. The purpose of the second Virtual Open House was to present an update on the work completed since Virtual Open House #1 and receive feedback from the public on the evaluation of the short list LRT options and emerging preferred options.

The Executive Summary provides an overview of the key messages heard and tabulated responses to online survey questions and should be read in conjunction with the detailed Public Feedback Report. The full Feedback Report also includes the Website Content and Online Material that was available for the Virtual Open House #2 in Appendix 1.

## Executive Summary

Extending the planned Hurontario LRT from the Brampton Gateway Terminal at Steeles Avenue to the Brampton GO station is a key transit priority and city-building project for the City of Brampton. Much more than a way to get from A to B, this LRT project will play an important role in the long term rapid transit network in Brampton and is essential for supporting the sustainable growth and evolution of the Downtown Core and Central Area. The Study involves evaluating alternative LRT routes along Main Street. A preferred route will be recommended based on criteria associated with the natural, social, economic, and cultural environment as well as transportation factors.

In May 2019, the LRT Extension Study was updated to consider three options:

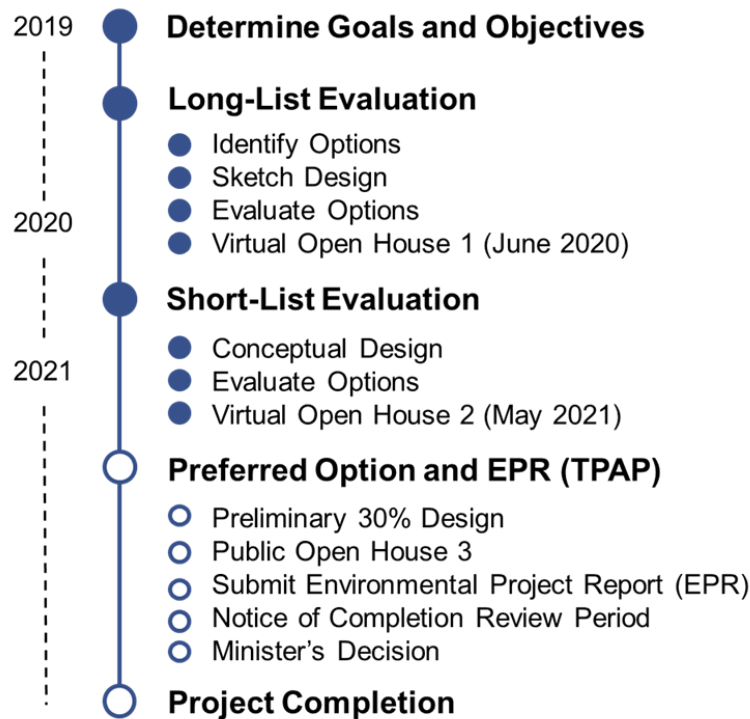
- The 2014 Hurontario-Main LRT approved surface route
- A Main-George Street one-way surface loop
- A tunnel – from Nanwood Drive to the Brampton GO Station.

These options are being evaluated for their potential to best address Brampton's current and future needs. The evaluation of options is a multi-level process that has occurred over the course of the project. **Figure 1** shows the overview of the study process. Through the three-level process, the long list of LRT options was evaluated and narrowed down to a short list which includes five (5) surface options and two (2) underground options. The loop option was eliminated due to physical constraints in downtown Brampton. The initial long list and short list of options was presented for public feedback at Virtual Open House #1 held summer 2020. The short list was evaluated and was presented at Virtual Open House #2.

Since the last virtual open house in Summer 2020, the City has evaluated the short list options (five surface and two underground). The purpose of the Virtual Open House #2 was to present information and receive feedback from the public on the following:

- an update on the study since the last virtual open house in Summer 2020.
- the findings of the evaluation of the short list LRT options, and
- a summary of the emerging preferred options.

**Figure 1: Flow Chart of Overview of Study Process**



The city is committed to informing and engaging the public on the LRT Extension Study. To help protect the health and safety of residents during the COVID-19 pandemic and following the advice of Ontario’s Chief Medical Officer of Health, Open House #2 was held virtually from April 22, 2021, to May 13, 2021. Community members participated in the online public meeting by:

- Viewing Open House materials on the City website from April 22 to May 13, 2021
- Completing the online survey style commenting form
- Emailing additional comments to the city

During this period, the website was visited 714 times. The total number of users (visitors) was 597. Visitors participated for an average time of 2.58 minutes with 63% using either their mobile or tablets and 37% using their desktop. 170 of the 597 visitors, (28%) provided information about whether they were a resident or business in the city and in the Downtown and Main Street. 133 people completed the online comment survey form. The detailed Feedback Report includes all the responses and verbatim feedback received through the online public meeting. All comments and input are being considered.

**WHAT WAS HEARD**

The online public open house included a survey style commenting form with six questions which were designed to seek specific input on the evaluation of the short list and feedback on the two emerging preferred options – Underground U1 and Surface S3. Not everyone who responded to the survey completed every question and some were left blank. 133 community members provided input through the survey.

### Frequently Noted Key Messages on the emerging preferred options

There are several key messages that were frequently noted, and these have been synthesized by the independent facilitator in **Figure 2**. These are numbered for reference purposes only and are in random order. These should be reviewed in the context of the detailed Feedback Report.

**Figure 2 – Frequently Noted Key Messages**

Frequently Noted Key Messages	
1.	The top three important features identified by respondents for developing the LRT are (1) Ability to extend the line to the north in the future (76%), (2) Revitalized Downtown with a vibrant pedestrian realm and streetscape (74%), and (3) Transit hub at Brampton GO (68%). <b>(Question 1)</b>
2.	Maintaining the character and opportunities for reimagining Downtown Brampton as a vibrant pedestrian area is seen as very important. 69% of people think that it is important to have wider sidewalks and special events programming (i.e., Patios, sales' events, farmers' markets, parades, festivals) in Downtown Brampton. A further 22% responded that it may be important and under 10% expressed that no, it is not important. <b>(Question 2)</b>
3.	For the emerging Surface Option S3, approximately 73 driveways in Segment B will need to be converted from a full access to a right-in, right-out. When asked how concerned they are about these changes, 64% of respondents either have no opinion or are not concerned about right-in, right out driveway restrictions in Segment B. 20% were very concerned. 16% indicated that they would be slightly concerned. <b>(Question 3)</b>
4.	With respect to having a continuous, separated cycling facility along Main Street in Segment B, there are mixed opinions as to the importance of having continuous cycling along Main Street as noted in the responses received: <ul style="list-style-type: none"><li>• Not Important at all 29%</li><li>• Slightly Important 24% and Fairly Important 15% together (39%)</li><li>• Very Important 15% and Important 14% together (29%)</li></ul> This is noted in Sections 2.6 and 2.7 and general comments starting on page 29 of the of detailed Feedback Report. <b>(Question 4)</b>
5.	The emerging Underground Option U1 is preferred by 54% of the respondents. <b>(Question 5B)</b> Public comments received are included in verbatim in Figure 14, page 12 of the detailed Feedback Report. Key themes expressed by the public as to why they feel this way are: <ul style="list-style-type: none"><li>• Faster transit travel with reduced traveling times, faster commute, and better connections.</li><li>• Better meets needs of all road users.</li><li>• Less disruption and impact on the surface once it is built and operational than the surface option.</li><li>• Less impacts to Main Street residential. Preserves mature trees, greenspace, and heritage properties.</li><li>• Protects the character and vibrancy of the Downtown and opportunities for reimagining Downtown Brampton.</li><li>• Safer for cyclists and has better potential for continuous cycling network.</li><li>• Is seen as more future proof with strategic long-term benefits for the Downtown and the City.</li></ul>

### Frequently Noted Key Messages

6. Concerns were noted about the Underground Option U1 citing its higher cost, potential longer time construction time and comments about the accessibility and safety of an underground system compared to an at surface system. A number of individuals noted concerns about how the underground construction could affect flooding.
7. The emerging Surface Option S3 was preferred by 46%. **(Question 5B)** Public comments received are included in verbatim in Figure 15, page 17 of the detailed Feedback Report. Key themes expressed by the public as to why they feel this way are:
  - Lower cost and shorter construction timeline
  - With lower cost, money could be allocated to other transit projects.
  - Concerns about disruption with tunneling and underground during construction.
  - Views that the surface route could provide more flexibility for expansion across the network in the future.
  - Perception that user would feel safer using at grade transit and it could be more accessible than an underground system.
  - Views that there are other alternatives to having a continuous cycling facility in Segment B.
  - With underground option, transit users may be less likely to frequent downtown businesses and Main Street.
  - May be less likely to have flooding issues.
  - Views that a Surface Route is more likely to receive funding from the Province and Federal Government.
  - Benefits of being able to move ahead sooner with the surface option.
8. Concerns were noted about the Surface Option S3 citing its impact to the downtown and heritage district, to mature trees and disruption to surface conditions, less likely to create good opportunities for continuous cycling and reduced travel times.
9. Funding for the project remains a big question and issue for commenters who note the importance of securing funding from the Province.
10. Getting to a decision was noted to be very important with commenters expressing the importance of moving forward with the decision-making process and establishing a direction forward for the LRT project.

## Responses to Online Survey Questions

The tabulated responses to specific online survey questions are shown in **Figure 3**. For these questions, community members also provide written comments which are included verbatim in the Public Open House Feedback Report.

**Figure 3 – Tabulated Responses to Online Survey Questions**

Online Question	Description of Question	Responses Tabulated	Number of responses
Responses on which features are important. <b>(Question #1)</b>	Community members were provided with six features and asked to identify which ones were important to them.	<ul style="list-style-type: none"> <li>• 76% agreed that the ability to extend the line to the north in the future was important.</li> <li>• 74% identified a revitalized Downtown with a vibrant pedestrian realm and streetscape as important.</li> <li>• 68% agreed that the transit hub at Brampton GO was important.</li> <li>• 60% identified ease of transfer between travel modes as important.</li> <li>• 52% agreed with express service to Downtown (shorter travel time) as important.</li> <li>• 37% identified increased cycling opportunities as important.</li> </ul>	132 community members responded to this question.
Responses on opportunity for reimagining Downtown Brampton <b>(Question #2)</b>	Community members were asked if it was important to have wider sidewalks and special events programming i.e., patios, sales' events, farmers' markets, parades and festivals.	<ul style="list-style-type: none"> <li>• 69% responded yes.</li> <li>• 22% responded maybe.</li> <li>• 9% responded no.</li> </ul>	132 community members responded to this question.
Responses on question about impacts to driveways in Segment B <b>(Question #3)</b>	Approximately 73 driveways in Segment B will need to be converted from a full access to a right-in, right-out for the emerging surface option. Community members were asked - How concerned they would be about this change.	<ul style="list-style-type: none"> <li>• 64% of respondents either have no opinion or are not concerned about right-in, right out driveway restrictions in Segment B.</li> <li>• 16% are slightly concerned.</li> <li>• 20% are either concerned, fairly concerned or very concerned.</li> </ul>	132 community members responded to this question.

Online Question	Description of Question	Responses Tabulated	Number of responses
<p>Responses on question about importance of having a continuous, separate cycling facility along Main Street in Segment B  <b>(Question #4)</b></p>	<p>A continuous cycling facility is feasible for the underground option for all segments. For the surface option, there are challenges to accommodating a continuous separated cycling facility in Segment B without impacting properties (mature trees, heritage properties) or impacting transit and traffic operations (longer travel times).</p> <p>Community members were asked - Given these considerations, how important for you is it to have a continuous, separated cycling facility along Main Street in Segment B.</p>	<ul style="list-style-type: none"> <li>• 44% of people think that it either important, fairly important or very important.</li> <li>• 24% responded that it is slightly important.</li> <li>• 29% do not think that it is important at all.</li> <li>• 3% had no opinion.</li> </ul>	<p>132 community members responded to this question.</p>
<p>Responses on questions about comparing the pros and cons of the two emerging options (underground and surface)  <b>(Question #5A)</b></p>	<p>For question 5A, it was noted that each option has its distinct advantages and drawbacks.</p> <p>Community members were asked to indicate how important specific pros and cons were with respect to the two emerging options (underground and surface).</p> <p>The pros and cons included the following:</p> <ul style="list-style-type: none"> <li>• Minimize impacts at the surface (heritage properties, trees, driveways)</li> <li>• Lower cost</li> <li>• Faster transit travel time</li> <li>• Shorter construction time</li> </ul>	<p>For minimize impacts at the surface (heritage properties, trees, driveways):</p> <ul style="list-style-type: none"> <li>• 57% of people think that it either important, fairly important, or very important.</li> <li>• 19% responded that it is slightly important.</li> <li>• 24% do not think that it is important at all.</li> <li>• 1% had no opinion.</li> </ul> <p>For lower cost:</p> <ul style="list-style-type: none"> <li>• 58% of people think that it either important, fairly important, or very important.</li> <li>• 21% responded that it is slightly important.</li> <li>• 17% do not think that it is important at all.</li> <li>• 2 % had no opinion.</li> </ul>	<p>132 community members responded to this question.</p>

Online Question	Description of Question	Responses Tabulated	Number of responses
Responses on questions about comparing the pros and cons of the two emerging options (underground and surface) <b>(Question #5A)                      Continued</b>		For faster transit travel time: <ul style="list-style-type: none"> <li>• 75% of people think that it either important, fairly important, or very important.</li> <li>• 9% responded that it is slightly important.</li> <li>• 15% do not think that it is important at all.</li> <li>• 1% had no opinion.</li> </ul> For shorter construction time: <ul style="list-style-type: none"> <li>• 62% of people think that it either important, fairly important, or very important.</li> <li>• 14% responded that it is slightly important.</li> <li>• 20% do not think that it is important at all.</li> <li>• 4% had no opinion.</li> </ul>	
Responses on questions about which emerging preferred option is preferred and why) <b>(Question #5B)</b>	Community members were asked which of the two emerging preferred options they prefer Underground Option U1 or Surface Option S3.	<ul style="list-style-type: none"> <li>• 54% prefer Underground Option U1.</li> <li>• 46% prefer Surface Option S3</li> </ul>	131 community members responded to this question.

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