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**LRT**  
EXTENSION



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# CITY OF BRAMPTON

## LRT EXTENSION STUDY

**Public Feedback Report from the  
Virtual Open House 2  
April 22 to May 13, 2021**

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## About This Report

The City of Brampton 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, the City held an Online Public Open House 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.

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company together with HDR Corporation, provides a summary with the verbatim public input that resulted from Virtual Open House #2. The Appendix includes the Online Public Open House Website and Contents.

## Contents

1. How was the Virtual Open House #2 Organized? .....	3
2. What Was Heard .....	5
2.1. Key Messages on the Emerging Preferred Options.....	5
2.2. Responses to which features are important to you.....	7
2.3. Responses to the opportunity for reimagining Downtown Brampton.....	8
2.4. Responses to potential impacts to driveways in Segment B.....	9
2.5. Responses to having a continuous, separated cycling facility in Segment B .....	9
2.6. Responses to pros and cons of the two emerging options U1 and S3.....	10
2.7. Responses to which emerging option is preferred.....	12
2.8. General/Other Comments Noted.....	23
Appendix 1: Virtual Open House #2 Website and Contents.....	29

**For Ongoing and Additional Information** on this project or to provide written comments at any time, please view the City’s website at <http://www.brampton.ca/lrtextension>

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## 1 HOW WAS THE ONLINE VIRTUAL OPEN HOUSE #2 ORGANIZED?

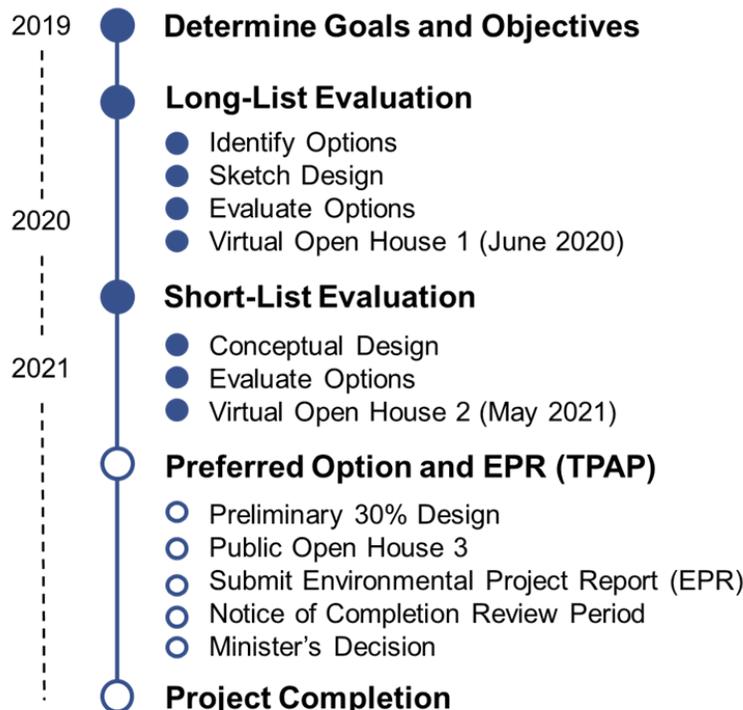
Extending the planned Hurontario LRT from the Brampton Gateway Terminal at Steeles Avenue to the Brampton GO station is a key transit priority and city-building project for the City of Brampton. Much more than a way to get from A to B, this LRT project will play an important role in the long term rapid 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. 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.

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



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.

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

The virtual Open House materials and website contents are provided in Appendix 1. The information was organized in key topics as shown in **Figure 2**.

**Figure 2: Online Public Open House Topics**

SECTION	TOPIC
1	Project Overview and Study Process
2	Vision and Goals and Problem Statement
3	What We Heard at Virtual Open House #1
4	Preliminary Design Business Case
5	Short List Options
6	Proposed Station Locations
7	Surface Options: Evaluation Summary
8	Underground Options: Evaluation Summary
9	Emerging Preferred Options
10	Preliminary Design Business Case: Comparison of How Each Option Performs Relative to the Rest
11	Next Steps

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. This information is shown on **Figure 3**. 133 people completed the online comment survey form. This feedback report includes all the responses and verbatim feedback received through the online public meeting. All comments and input are being considered.

**Figure 3: Where Website Visitors/Users Identify From**

<b>Total number of visitors who provided sign-in details</b>	<b>170</b>
Residents along the Main Street Corridor	45
Residents elsewhere in the City of Brampton	109
Business in Downtown Brampton or along the Main Street Corridor	2
Business elsewhere in the City of Brampton	2
Other	8

### *Next Steps*

The comments received through online public open house are being considered by the Project Team. City Staff will prepare a Council Report to update the Council on the Public Feedback Report and recommendations for next steps.

## **2 WHAT WAS HEARD**

The City is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the public feedback received is widely known and considered in the evaluation of the short list of options. 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.

This report is organized to include the feedback organized by the question topics and includes the verbatim comments noted.

### **2.1. 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 4**. These are numbered for reference purposes only and are in random order. These should be reviewed in the context of the detailed verbatim input included in this report.

**Figure 4 – 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%). (Question 1)
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. (Question 2)
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.
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:
  - Not Important at all 29%
  - Slightly Important 24% and Fairly Important 15% together (39%)
  - Very Important 15% and Important 14% together (29%)This is noted in Sections 2.6 and 2.7 of this report and in the general comments starting on page 29.
5. The emerging Underground Option U1 is preferred by 54% of the respondents. Public comments received are included in verbatim in Figure 14, page 12. Key themes expressed by the public as to why they feel this way are:
  - Faster transit travel with reduced traveling times, faster commute and better connections.
  - Better meets needs of all road users.
  - Less disruption and impact on the surface once it is built and operational than the surface option.
  - Less impacts to Main Street residential. Preserves mature trees, greenspace and heritage properties.
  - Protects the character and vibrancy of the Downtown and opportunities for reimagining Downtown Brampton.
  - Safer for cyclists and has better potential for continuous cycling network.
  - Is seen as more future proof with strategic long-term benefits for the Downtown and the City.

### 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%. Public comments received are included in verbatim in Figure 15, page 17. 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.

## 2.2. Responses to which features are important to you (Question #1)

Community members were provided with a list of six features that influence how the LRT project would be developed and were asked to identify which features are important to them. They could choose as many of the features that they feel are important to them. 132 community members responded to this question. The responses are shown on **Figure 5**.

**Figure 5: Responses to what features are important**

<b>Features that are important (Response choices)</b>	<b>Number of respondents who identified this as important</b>	<b>Percentage who responded to this question who view this as important</b>
<b>Ability to extend the line to the north in the future</b>	100	76%
<b>Revitalized Downtown with a vibrant pedestrian realm and streetscape</b>	98	74%
<b>Transit hub at Brampton GO</b>	90	68%
<b>Ease of transfer between travel modes</b>	79	60%
<b>Express service to Downtown (shorter travel time)</b>	68	52%
<b>Increased cycling opportunities</b>	49	37%

**2.3. Responses on opportunity for reimagining Downtown Brampton (Question #2)**

Successfully reimagining Downtown Brampton is an important civic objective for the City. Community members were asked - Is it important for you to have wider sidewalks and special events programming i.e., patios, sales’ events, farmers’ markets, parades, festivals? 132 community members responded to this question. 69% of people think that it is important to have wider sidewalks and special events programming in Downtown Brampton. A further 22% responded that it maybe important and under 10% expressed that it is not important. The responses are shown on **Figure 6**.

**Figure 6: Responses to importance of wider sidewalks and special event programming in Downtown Brampton**

<b>Is it important to you? (Response choices)</b>	<b>Percent of respondents</b>
Yes	69%
Maybe	22%
No	9%
	100%

**2.4. Responses to question about impacts to driveways in Segment B (Question #3)**

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 would you be about this change? 132 community members responded to this question. 64% of respondents either have no opinion or are not concerned about right-in, right out driveway restrictions in Segment B. 16% are slightly concerned and 20% are either concerned, fairly concerned or very concerned. The responses are shown on **Figure 7**. The respondents shown below do not necessarily represent the specific property owners who would be impacted and further consultation would occur with these owners for S3.

**Figure 7: Responses to level of concerned about impacts to driveways**

<b>How concerned would you be about this change? (Response choices)</b>	<b>Percent of Respondents who selected this response choice</b>
Not Concerned at all	55%
Slightly Concerned	16%
Very Concerned	15%
No opinion	9%
Fairly Concerned	3%
Concerned	2%
	100%

**2.5. Responses to question about importance of having a continuous, separate cycling facility along Main Street in Segment B (Question #4)**

We have heard that a continuous, separated cycling facility is important. 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). 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? 132 community members responded to this question. 44% of people think that it either important, fairly important or very important, 24% responded that it is slightly important and 29% do not think that it is important at all. 3% had no opinion. The responses are shown on **Figure 8**.

**Figure 8: Responses about importance of having a continuous, separated cycling facility along Main Street in Segment B**

<b>How important is the cycling facility in Segment B? (Response choices)</b>	<b>Percent of Respondents who selected this response choice</b>
Not Important at all	29%
Slightly Important	24%
Fairly Important	15%
Very Important	15%
Important	14%
No opinion	3%
	100%

**2.6. Responses to questions about comparing the pros and cons of the two emerging options (underground and surface) (Question #5A)**

For question 5A, it was noted that each option has its distinct advantages and drawbacks. community members were asked to indicate how important specific pros and cons were with respect to the two emerging options (underground and surface). The pros and cons included the following:

- Minimize impacts at the surface (heritage properties, trees, driveways)
- Lower cost
- Faster transit travel time
- Shorter construction time

132 community members responded to this question. The responses are shown on **Figures 9, 10, 11 and 12.**

**Figure 9: Responses about importance of minimizing impacts at the surface**

<b>How important is minimizing impacts at the surface (heritage properties, trees, driveways, etc. (Response choices)</b>	<b>Percent of Respondents who selected this response choice</b>
Very Important	33%
Not Important at all	24%
Slightly Important	19%
Fairly Important	13%
Important	11%
No opinion	1%
	100%

**Figure 10: Responses about importance of lower cost**

<b>How important is lower cost? (Response choices)</b>	<b>Percent of Respondents who selected this response choice</b>
Very Important	29%
Slightly Important	21%
Not Important at all	17%
Fairly Important	15%
Important	14%
No opinion	2%
	100%

**Figure 11: Responses about importance of faster transit travel time**

<b>How important is faster transit travel times (Response choices)</b>	<b>Percent of Respondents who selected this response choice</b>
Very Important	45%
Fairly Important	15%
Important	15%
Not Important at all	15%
Slightly Important	9%
No opinion	1%
	100%

**Figure 12: Responses about importance of shorter construction time**

<b>How important is shorter construction time (Response choices)</b>	<b>Percent of Respondents who selected this response choice</b>
Very Important	31%
Not Important at all	20%
Important	17%
Fairly Important	14%
Slightly Important	14%
No opinion	4%
	100%

**2.7. Responses to questions about which emerging preferred option is preferred and why) (Question #5B)**

Community members were asked which of the two emerging preferred options they prefer – Underground Option U1 or Surface Option S3. 131 community members responded to this question. 54% of respondents prefer Underground Option U1 and 46% prefer Surface Option S3. The responses are shown on **Figure 13**.

**Figure 13: Responses about which preferred emerging options people prefer**

Emerging Preferred Options Response choice	Percent of respondents
Underground Option U1	54% (71 respondents)
Surface Option S3	46% (60 respondents)
	100%

For those respondents that indicated that they prefer the emerging Underground Option 1, the following reasons and comments were provided. **Figure 14** includes the verbatim and is organized into general themes. Each bullet point is a different individual’s comment.

**Figure 14: Reasons given as to why commenters prefer Underground Option 1**

General Theme	Individual Verbatim Comments Received
<b>Faster transit travel with reduced traveling times, faster commute, and better connections.</b>	<ul style="list-style-type: none"> <li>• The underground option is fastest, provides more cycling infrastructure, more in line with downtown reimagined.</li> <li>• I believe underground option will reduce the traveling time and faster commute.</li> <li>• This option will provide a better connection to the existing LRT line and Brampton GO while maintaining downtown's current aesthetic.</li> <li>• Weather and traffic congestion will have the least effect on the LRT service reliability if underground option is chosen.</li> <li>• Mixing the LRT with traffic would negate its advantages during peak traffic hours compared to an underground right of way.</li> <li>• For the success of the LRT, it needs to be separated from traffic.</li> <li>• I need LRT better than the buses. All the people on this train heading to work, school and anywhere.</li> <li>• The whole route from the very start in Mississauga to the end at the Brampton GO should have been underground. Reduced surface/traffic disruption, and it will then serve as an actual Rapid transit system regardless of the weather or road traffic. I used the subway system in Toronto when I lived there, can't say a bad word about it. That's the way to go, everything else is an attempt to save money, rather than building a truly effective rapid transit system.</li> </ul>

General Theme	Individual Verbatim Comments Received
<p><b>Better meets needs of all road users.</b></p>	<ul style="list-style-type: none"> <li>• Of the options presented the underground option best meets the needs of all road users while allowing for a revitalized downtown. My concerns with this option are, cost, construction delay and reduced transit visibility in the downtown section.</li> <li>• Less disruption to the surface, safer for pedestrians. Some of the options have people walking out to the middle of the road potentially which can be dangerous.</li> <li>• I believe it is important to make Brampton a much more walkable city. Anything to encourage people to be in their cars less and be walking/cycling more is an improvement.</li> <li>• Transit, respecting urgent needs to move forward addressing the Climate Crisis, should never take land away from green vegetation and walkways/cycle paths.</li> </ul>
<p><b>Less disruption and impact on the surface once it is built and operational than the surface option.</b></p>	<ul style="list-style-type: none"> <li>• Less impact to traffic, property, trees, etc. above ground. The LRT through DT Brampton will be an eyesore to most.</li> <li>• Less surface disruption to properties and traffic. Current Main Street is too narrow for a surface option.</li> <li>• Surface option destroys the whole downtown concept of Brampton. Downtown should be beautiful and with lots of activities, so that people love to come there and make Brampton a city with character.</li> <li>• Less disruptive to downtown.</li> <li>• Minimum impact on nearby heritage.</li> <li>• There will be less community impact after construction when the line is completed if it is built underground.</li> <li>• With any surface route you will have issues with traffic flow and destruction of heritage buildings and trees.</li> <li>• Less interruption to surface facilities and operations after completion</li> <li>• Will not get in the way.</li> <li>• The overhead wires used for a surface option are so visually unappealing to the downtown streetscape. Also, with a surface route I envision more traffic diverted to side streets such as Elizabeth, Mill, Harold, Frederick and Clarence which is not good. While underground may be more expensive and take longer in the long run it is also easier to extend further North along Hurontario</li> <li>• Less impact from traffic, so more reliable.</li> <li>• Doesn't disrupt traffic along Hwy 10, less disruption to the homes flanking Hwy 10, allows established events to continue to take place and grow, will connect to the GO station, makes Brampton feel more modern.</li> <li>• The lower cost of the Surface Option S3 is important to me, but</li> </ul>

General Theme	Individual Verbatim Comments Received
<p><b>Less disruption and impact on the surface once it is built and operational than the surface option (continued).</b></p>	<p>at the same time I am sympathetic to concerns of other citizens who worry about the disruption caused by the need for 73 driveways to be converted to right-in, right-out for the Surface Option S3. If funding is not an issue, then we can please a larger portion of Brampton’s citizens by going with the Underground Option U1, and so in an ideal world U1 is my preferred option. If funding is an issue, then Surface Option S3 is the better way to go.</p>
<p><b>Less impacts to Main Street residential. Preserves mature trees, greenspace and heritage properties.</b></p>	<ul style="list-style-type: none"> <li>• Transportation should not trump city building, and the surface route would greatly detract from the area. A heritage area is fragile. If it becomes a less attractive as a place to live, development pressures will mount, and it will lose its character. It is only two blocks long and easily broken.</li> <li>• Mature trees and heritage properties should not be impacted for transit.</li> <li>• Noise from surface option will dramatically impact the peacefulness of Gage Park, surface option will drastically impact auto traffic in Segment B, surface option will drastically impact the farmers market and several community events, despite in the increased cost and timeline of underground the benefits seem to justify the additional expense and time.</li> <li>• The underground option keeps the beautiful gateway to Brampton intact. We are living on Main Street will be affected adversely in accessing our house. Cost increase is just one time investment, but Brampton will reap benefits for ever.</li> <li>• The Main Street South heritage residential area sets the tone for an upscale city centre to build on. We need to preserve and enhance it and lever off it as part of a plan to build a vibrant attractive city centre. The surface route will mar it with rails, wires, and transformer stations.</li> </ul>
<p><b>Protects the character and vibrancy of the Downtown and opportunities for reimagining Downtown Brampton.</b></p>	<ul style="list-style-type: none"> <li>• Maintain the heritage character of downtown. Increase pedestrian use/wider sidewalks/patios for increased downtown business environment.</li> <li>• Because it helps the city in maintaining the current downtown cityscape and allows improvement to the "Downtown Reimagining Scheme".</li> <li>• Having an LRT run through main street will drastically impact this in a very negative way by turning the downtown into nothing more than a transit zone.</li> <li>• The tunnel is the only viable option to preserve the historic character of Main Street South, and the character of downtown Brampton as a people gathering place. The farmers' market on Main Street is the best, most urban, amenity Brampton has to offer. When Brampton celebrates, it does it on Main Street. A</li> </ul>

General Theme	Individual Verbatim Comments Received
<p><b>Protects the character and vibrancy of the Downtown and opportunities for reimagining Downtown Brampton (continued).</b></p>	<p>surface route will completely "derail" that.</p> <ul style="list-style-type: none"> <li>• All of the important qualities that make segments B and C such an important part of the Downtown is maintained by moving ahead with Option U1. The community events including the market, parade, Remembrance Day Ceremony can continue to take place while transit continues to function below the streets.</li> <li>• Ability to make the downtown core more pedestrian friendly and hold fairs without negatively impacting the transit time.</li> <li>• Due to limited space along Main Street, going underground allows the city to utilize that space for other development opportunities, particularly ones that involve pedestrians and cyclists. It will also allow for local businesses to remain more relevant and cater to an improved city-scape above ground.</li> <li>• I would like to preserve the downtown core, including special activities, without the disruption of an LRT down the middle of the road.</li> <li>• Maintain the beauty of downtown Brampton.</li> <li>• Better for revitalizing the downtown.</li> <li>• Allows more surface / road space for enhancing the look of main street and reimagining downtown Brampton to maintain the heritage and beauty of the downtown core.</li> <li>• Old Brampton (downtown) will essentially keep the same look. Above ground activities can continue without change. The downtown should be a livable, walkable area. What makes Brampton unique to other GTA suburbs is the downtown heritage, shops, restaurants, trees. Brampton needs to lean into this quaint aesthetic as much as possible, which in turn will help develop a stronger community and attract more growth.</li> </ul>
<p><b>Safer for cyclists and has better potential for continuous cycling network.</b></p>	<ul style="list-style-type: none"> <li>• As a cyclist the U1 solution is without a doubt the safest option.</li> <li>• Safer for Cyclists and less congestion on surface = Cycle Safer/faster transit times.</li> <li>• I think it is important to have wide open streets. Keep bikes in a separate lane. Safety wise, driving on narrow streets, with pedestrians, bikes, transit, is too chaotic.</li> <li>• The discontinuous cycling lanes in the surface option are a waste of time.</li> <li>• Minimizes interaction between bikes and cars, which is not enjoyable for either modes.</li> <li>• Protects surface areas. Provides surface areas for pedestrians and cyclists. That would not be available if a surface route were made.</li> <li>• The potential for a continuous cycling network and enhanced</li> </ul>

General Theme	Individual Verbatim Comments Received
<p><b>Safer for cyclists and has better potential for continuous cycling network (continued).</b></p>	<p>streetscape.</p> <ul style="list-style-type: none"> <li>• It prioritizes bike lanes.</li> <li>• Would give better cycling option.</li> <li>• Our family cycles this stretch of road regularly since the bike lane has been established and I cannot stress enough, how much safer our riding experience has become.</li> </ul>
<p><b>Is seen as more future proof with strategic long-term benefits for the Downtown and the City.</b></p>	<ul style="list-style-type: none"> <li>• Looking towards the next 50 to 100 years.</li> <li>• Best for long term downtown development.</li> <li>• The underground option, while more expensive, likely will open up the largest amount of "long-term" benefits. This means the opportunity for infill stations, maintaining the greenery and the emerging character of downtown, as well as ensuring that all modes of travel are being used most efficiently.</li> <li>• In isolation, it may seem the lesser of two options, but the potential to have an underground transit system across the city in the future would be a dream, even if connections to Toronto's system are 30 years away. A first step needs to be taken and this is ideal to accommodate future intensification and growth.</li> <li>• Must think long term.</li> <li>• Land is a limited resource, what's the point of crowding it when Brampton is set to grow so much soon? It is better to build with the future in mind by saving surface space and expending the effort now of making it right. Underground.</li> <li>• More future proof. Weather resistant. Less impact to congestion.</li> <li>• Ensures preservation of the unique qualities of downtown Brampton at the same time preparing for the future growth of the city.</li> <li>• If the underground option strikes a balance between the minority of local opposition to surface routes, and allows the project to move forward, that is good for everyone. This is a modern solution that minimizes impacts in the downtown area.</li> <li>• It will allow the downtown station to be sited closely to the downtown core. Opportunity to extend the line in the future northwards.</li> <li>• My strong preference is for Option U1 to proceed because this project should be viewed as a long-term investment in the development and intensification of Brampton. As the study concludes, the underground option is superior in nearly every aspect other than cost and length of construction. However, these 2 considerations need to be put in the context of the 2040 vision. City Council and key stakeholders need to consider which option will be better over a 20 to 50 year horizon, not the</li> </ul>

General Theme	Individual Verbatim Comments Received
<b>Is seen as more future proof with strategic long-term benefits for the Downtown and the City (continued).</b>	next 5 - 10 years. <ul style="list-style-type: none"> <li>• The list of U1 benefits is long: faster travel times, a continuous cycling network, enhanced streetscaping opportunities and pedestrian safety, plus lower impacts on cultural and natural heritage, access, utilities, property, EMS, snow removal, etc.</li> </ul>

For those respondents that indicated that they prefer Surface Option 3, the following reasons were provided. **Figure 15** includes the verbatim feedback and reasons for preferring Surface Option S3 and are organized into general themes. Each bullet point represents a different individual’s comment.

**Figure 15: Reasons given as to why they prefer Surface Option S3**

General Theme	Individual Verbatim Comments Received
<b>Lower cost and shorter construction timeline</b>	<ul style="list-style-type: none"> <li>• Underground Option is too expensive, and construction will take too long.</li> <li>• The cost of tunnelling is ridiculous and will likely never be funded.</li> <li>• It is the less expensive option, with less construction and faster completion. In the underground option, it would be similar to a subway, which Brampton does not need.</li> <li>• Underground is prohibitively expensive and too time and money intensive just to cover a short distance that could easily be part of a surface route. The only logic to going underground is to make driving on that segment easier for automobiles, and that should not be a concern. A continuous, less expensive transit route that is completed as soon as possible is more important.</li> <li>• The LRT must make economic sense and there is a need for this service. The sooner the better. U1 is actually aesthetically more attractive but given the information provided S3 makes more sense with all its drawbacks.</li> <li>• It makes the most sense from a cost perspective and from a time factor, and there will be more surface stops as I understand it.</li> <li>• Underground is too expensive to build and maintain, it will take too long.</li> <li>• Cost and time to construct.</li> <li>• It is cheaper and quicker to construct.</li> <li>• This option doesn't cost as much and is faster to build as per the data.</li> <li>• It's faster and cheaper to build.</li> <li>• It's cheaper and will be built faster.</li> </ul>

General Theme	Individual Verbatim Comments Received
<p><b>Lower cost and shorter construction timeline (continued)</b></p>	<ul style="list-style-type: none"> <li>• Lower cost, shorter construction time.</li> <li>• The cost of the underground route is too high, and not worth it for such a short area. The Surface route is practical and should have been approved by council the first time around.</li> <li>• The cost of an underground option and the amount of time it would take vastly outweighs its benefits. Brampton does not have the density to require an underground alignment. The surface option is much more realistic and can be completed so much faster and at a much smaller price tag (millions vs. billions). Transit building in the GTA is known to be extremely slow, face delays and ballooning costs, what we need is an alignment we can start building as soon as possible, and start serving transit riders. We should not be bowing to the car.</li> <li>• Much cheaper to create. As well, will block out NIMBYs who will want the underground option as it is more expensive which would increase chances of cancellation.</li> <li>• Surface would have lower cost, and faster in-service date.</li> <li>• Surface option appears to be the one that costs the least amount of money and does not require extra time &amp; money to study a tunnel option.</li> <li>• It is the cheapest option and would be completed much quicker than underground.</li> <li>• Surface LRT would be accessible, fast, and cheap.</li> <li>• Lower cost, more accessible.</li> <li>• Added costs for U1 do not bring justifiable added benefit.</li> <li>• Cheaper, faster option.</li> <li>• It's the least expensive option.</li> <li>• Much higher potential for delays and unexpected costs and complications with underground option.</li> </ul>
<p><b>With lower cost, money could be allocated to other transit projects.</b></p>	<ul style="list-style-type: none"> <li>• Cost! A tunnel alone would cost the City the amount of money needed to investment in transit growth for the next decade.</li> <li>• May get more funding to use on other projects from the Province and federal government if proceed with surface.</li> <li>• Allows for more funding for additional projects.</li> <li>• I think a low cost is important for the future of transit infrastructure programs in the city. If the cost is extremely high, I am worried hesitancy around creating more LRTs and expanding existing lines would increase. I also would like to see the project completed as fast as possible.</li> <li>• It is overkill to bury the line, and the money saved could instead be used on other worthy infrastructure projects.</li> <li>• Money will be an issue for either option, and even more so for underground option. Given the economic strain that Covid has</li> </ul>

General Theme	Individual Verbatim Comments Received
	<p>put on our economy I believe it would be better to put the funds saved by not doing the underground option to other transit projects.</p>
<p><b>Concerns about disruption with tunneling and underground during construction</b></p>	<ul style="list-style-type: none"> <li>• I know that the underground option would cause more traffic for the next 10 years similar to Eglinton. Going underground is very time consuming and we need transit fixes asap and going underground is very tricky.</li> <li>• The underground construction will be a disruptive nightmare compared to a surface route, see Eglinton LRT for a great example.</li> </ul>
<p><b>Views that the Surface route could provide more flexibility for expansion across the network in the future.</b></p>	<ul style="list-style-type: none"> <li>• Even if the underground LRT can be extended a bit, would a surface level LRT provide more flexibility in terms of transit routes in the future?</li> <li>• Underground option will make it difficult to expand North later.</li> <li>• Another concern I have is if the underground option is chosen instead, would that limit extensions the LRT could take on in the future?</li> <li>• If the LRT can be extended to more regions of Brampton easily with the underground option, I wouldn't be opposed to it. I think the most important decision is making sure we keep future LRT routes in mind before committing to the underground option.</li> </ul>
<p><b>Perception that user would feel safer using at grade transit and it could be more accessible than an underground system.</b></p>	<ul style="list-style-type: none"> <li>• There are potential safety and security concerns with underground.</li> <li>• Higher security in above ground stations.</li> <li>• With regards to accessibility and safety - people with disabilities, strollers, bikes, and older individuals may have trouble getting to underground stations. I have seen long delays on the TTC and in GO stations to repair elevators and this can fully prevent people from making trips. To add to that, people can feel unsafe in the evening/night waiting for transit when nobody is around. Personal anecdote, my friend and I will oftentimes get off the York Mills bus at Steeles to wait for a connecting bus, rather than Brampton GO at 12-1AM to avoid being alone in an area that feels unsafe. Women experience sexual assault on transit and the underground station at Nanwood at 11PM may not entice riders who are worried.</li> <li>• I am concerned about the safety of underground stations given the homeless population in the study area - I would feel much safer with above ground stations.</li> </ul>

General Theme	Individual Verbatim Comments Received
<p><b>Views that there are other alternatives to having a continuous cycling facility in Segment B.</b></p>	<ul style="list-style-type: none"> <li>• There are easy alternatives to bypass Segment B on a bicycle, such as Etobicoke creek trail and Elizabeth street, however, these alternate connections need to be improved i.e., path width, and cycle lanes on Elizabeth that connect through the park where the Rotary house used to be.</li> <li>• Since cycle tracks cannot be placed in the second segment, perhaps an MUP could suffice (given that many of the cities' "cyclists" ride on the sidewalk anyways). Ensuring proper integration with Etobicoke Creek Trail would help.</li> <li>• There aren't that many cyclists on Main anyways.</li> <li>• Will likely get built quicker and allow for a better streetscape that prioritizes active transit as opposed to an underground LRT that keeps road traffic all but the same.</li> </ul>
<p><b>With underground option, transit users may be less likely to frequent downtown businesses and Main street.</b></p>	<ul style="list-style-type: none"> <li>• It would actually be a visually lovely trip. Downtown Brampton is beautiful. Better for tourism, restaurants, and cultural venues.</li> <li>• Additionally, an argument was made previously that having surface LRT would take away from the historic downtown for Brampton. Meanwhile centuries old cities, like Rome, in Europe have LRTs going straight through their central and historic districts.</li> <li>• With the underground option the downtown will look even more empty than it is nowadays.</li> <li>• It also means transit users will be less likely to frequent downtown businesses they are unable to see as they pass through downtown.</li> <li>• The surface option allows increased accessibility along with minimizing the economic impact to Main Street.</li> <li>• Surface looks nicer aesthetically than underground.</li> <li>• The entire HuLRT runs on the surface in Mississauga and cars will have to deal with it at Steeles. Downtown Brampton should be transit/pedestrian/cycling only with patios like the 4 lane King St pilot in Toronto. Cars should be encouraged to take alternate routes.</li> <li>• The route is full of low-density housing and has zero benefit from an underground path avoiding the very important stop of Queen/Main where businesses, Rose, Garden Square and City Hall are located lie. This has to intersect with the rapid Queen Street Surface BRT as well.</li> </ul>
<p><b>May be less likely to have flooding issues</b></p>	<ul style="list-style-type: none"> <li>• Don't bury in a flood-prone area.</li> <li>• Underground is so close to the waterway.</li> <li>• I am very concerned about the floodplain, and the safety implications that may have.</li> <li>• The Surface Option is the least likely to have flooding issues.</li> </ul>

General Theme	Individual Verbatim Comments Received
	<ul style="list-style-type: none"> <li>• Concerned about underground stations in a flood-prone area. We have seen issues with this in Toronto.</li> <li>• Adding a layer of unknown by tunneling in an area which is a flood zone is quite unnerving and may balloon costs out of proportion.</li> </ul>
<p><b>Opinions that a Surface Route is more likely to receive funding from the Province and Federal Government.</b></p>	<ul style="list-style-type: none"> <li>• Although I do like options of having the ability to close Main St. for events and the ability to have continuous cycling tracks, I'm more worried about excessive costs. Construction in Ontario is frequently delayed and over-budget.</li> <li>• While subways will always make more sense, the odds of getting the required funding are next to nil. Option S3 is therefore the most feasible.</li> <li>• The surface route which was approved by Metrolinx has the best chance at funding, an open tunnel in downtown Brampton will become a safety issue at night.</li> <li>• No government will fund this underground option, it is a red herring and we could use such funds to push the LRT further north and intersect with heavily populated corridors like Bovaird at a fraction of the price via surface.</li> <li>• Once upon a time the Province promised to pay for this, then City Council had a brain cramp and refused to take the money. Queen's Park took back the money and gave it to Toronto for the TTC. Our only hope of getting the needed money back again from the Province, is to come forward with a plan that is economical and quick to build. Admittedly, a surface LRT means the thing will have to end at the Brampton GO/Via Rail station for the foreseeable future. However, there was never really any hope of an extension any further North for the next couple of decades anyhow.</li> <li>• Cost and speed to get it done. If the Provincial and Federal government will pay the extra cost to do the underground option, I would then prefer that option.</li> </ul>
<p><b>Benefits of being able to move ahead sooner with the surface option.</b></p>	<ul style="list-style-type: none"> <li>• Multitude of benefits with the lowest capital cost. This was the preferred option years ago and it's sad to see that all this effort came in for the same output recommendations for this short-listed option.</li> <li>• Best for all different aspects.</li> <li>• An on-street LRT may give more presence to the service and elevate the look of the city. Cities similar to Brampton like Waterloo and Vaughan benefit from having their public transit out in the open.</li> <li>• A stronger focus on pedestrianized zones, cycles lanes and preference to mass transit (LRT) would better serve the corridor, and downtown area.</li> </ul>

General Theme	Individual Verbatim Comments Received
	<ul style="list-style-type: none"> <li>• It is time to modernize Brampton Transit quickly and for a reasonable amount of money. Building underground sounds very expensive and doesn't make sense unless the plan is to connect to the TTC Subway.</li> <li>• The faster construction time will support the city's recovery post Covid-19. Fiscally it makes sense to build it on the surface.</li> <li>• Underground seems costly and less likely to expand in the future. Each station will cost considerable amounts of money. From Brampton Go - I would presume our population is larger further east and west rather than continuing North. I would presume that is another line and thus probably harder to get future funding.</li> </ul>

Other written input received in response to Question 5B includes the following verbatim comments: Each number represents a different individual's comment.

1. Please fix Brampton.
2. Build the LRT if you must but bury it through downtown. Toronto has 10km of LRT tunnel. Brampton should at least get 2 km.
3. I think it is more attractive of an option, expanding underground gives character to this portion of the LRT.
4. I do not want the LRT past Steeles This was already voted down by the citizens. How much property will be taken from the homes in the area.
5. Please just get it built.
6. I think the LRT should stop at Shopper's world. Waste of \$\$\$ to continue N, as most population increase is projected from the redevelopment there. More and better options available for the same cost throughout this City. More to Brampton than 4 Corners. Time to spend \$\$\$ there.
7. With increasing costs of everything and inability to find employment, it is getting too expensive to live in Brampton. At the same time, moving is expensive too. Brampton is our home. Please don't tax us out of existence.

## 2.8. General/Other Comments noted (Question #6)

The online survey comment form included a general or other comments question and 75 commenters provided input here. The following are the verbatim responses received and are numbered for reference purposes. Each number represents a different individual's comment. Specific addresses have been omitted from this report and are being considered by the Project Team. The comments below have been grouped by similar topics for ease of reference.

### About the study process and Virtual Open House materials

1. Best wishes
2. Good project
3. I hope you are all staying safe and well these days! Thanks for working for Brampton!
4. Thanks for keeping us engaged and updated. No matter what, not everyone will be happy. To do the best for the most amount of people!
5. Good layout of information
6. The questions here really seem to bias a result for the underground option without ever showing the public the cost of flood mitigation or the cost difference between the two options, in general. The price difference is HUGE, but you wouldn't know it from this presentation.
7. I appreciate the virtual open house as a substitute during the pandemic. Please think of what will serve the many, and in the shortest amount of time for completion.
8. Thank you for putting in the hard work for finally making this a reality.
9. I would hope that HDR continues to work with the city and the master transit plan, especially the ATMP and the upcoming Riverwalk project which will both tie in with downtown revitalization.
10. Like many Brampton studies I think the distribution of the study is never that extensive. I am hoping that this report was given to those who use the bus and won't just be filled out by the affluent who live along Main Street. Seniors in the many senior residences, high school students studying at home, the large Sheridan student body and the many people who work in warehouses along Steeles hopefully got info concerning this through emails from their workplaces. I would also hope that info got disseminated in Punjabi/Hindi considering the sheer amount of South Asian riders on the 502.
11. It would be nice if there was a reference index for the cost of the two options. For example, if S3=1, U1=1. 2? 1.5? 4.5? ... Given that U1 is more expensive and provides less value for the money, it would have helped if such a reference. The same could be said for construction time estimates.
12. I have 2 ideas for construction phase incentive/penalty clauses: 1-reward the contractors for completing the project early. 2-Penalize the contractors for every week it is late. This model has worked in various countries including the USA and keeps the contractors accountable for public funds.

**Comments about the BLRT emerging options – Underground (U1) / Surface (S3)**

13. No LRT north of Steeles.
14. Get it build and get it built for a fair price. Not more, via a tunnel, to appease a small but "powerful" lobbying group.
15. Keep the LRT underground and out of sight.
16. I prefer the underground option ONLY if it can be realistically financed and built. The surface option is still far better than nothing and would have my support if it were the only option available.
17. It is great to see that an underground option is being considered.
18. I like the underground looks like the subway. The light rail vehicles have Alstom Cities Spirit looks like Ottawa O-Train. I am so excited.
19. The only significant concern I have with the U1 option is the 1.7 km distance between the Nanwood and Brampton GO stations. Consider that within the TTC Subway network, the distance between many downtown stations ranges from 300 metres (St. Andrew to Osgoode) to 750 metres (Queen's Park to Museum). At 1.7 km, the proposed distance would be among the longest in the TTC Subway network, such as the Line 1 stations between Eglinton and Sheppard which average just over 2 kilometres each or Wilson to Downsview and Yonge to Bayview which are both just over 2 kilometres. The key is that those stations with longer gaps are serviced by a high level of surface transit as few people (unfortunately) are willing to walk that far, particularly in our climate, or especially for elderly, pregnant or disabled persons. Frequent local bus service will be required not only from Brampton GO (as exists) but also from Nanwood Station. These buses which will be used in residential areas should be planned to be 100% EV for reduced noise and CO2 emissions.
20. Nanwood and Charolais are too close for stops.
21. Surface option will drive more cars onto side streets. These streets will require traffic calming measures. The savings from the underground option can be used to provide these calming measures.
22. A surface level LRT may be a cheaper option, but it is short sighted and doesn't prioritize the impact on the downtown for the long term. In the long run it will have a higher economic cost as businesses suffer and migration moves away from the downtown area.
23. An underground tunnel is not cost effective.

**About impacts of LRT**

24. Even with an underground option, there will be an impact on our house that is very close to the road. How does the project team respond to this concern?
25. Going with the surface option will contribute to increased pollution because traffic will be slower leading to idle engines especially when the LRT car is picking up riders (higher volumes during the rush hours) Furthermore, the lower economic impact assigned to Underground option is not holistic enough, because if you consider the ease of extending the line in the future has a higher economic impact over the short-term consideration of the Surface option.
26. Before any step is taken for an underground station - the floodplain which is downtown should be heavily addressed. No one wants a flooded station or having to pay a substantially larger amount of money if the station is in the water table.

### **About possible project extension northwards**

27. If you are going to build a product, do it right the first time and design it to allow for future expansion northwards.
28. The LRT extension north of Brampton downtown station, should utilize the existing Railway lines going to Orangeville. The next phase of the LRT expansion to a location near Hwy 410 / Hwy 10 connection should begin as soon as possible.
29. It's important to me that the line is extendable northward beyond Brampton GO. I live near Bovaird & 10 and would love to visit downtown with my family via the LRT. Ultimately, I believe the downtown's revitalisation is meaningful only if it is economically successful. Businesses there will not thrive without new customers. If the LRT extends northward, it will bring new customers. Moving through downtown is equally important to me. Taking the LRT underground removes the psychological barrier that Main St is congested.
30. The LRT should just go all the way to Mayfield, or at least Sandalwood. It's a waste of time to only stop at Brampton GO, and it would resolve the loop complexities as the LRT can just continue straight and save costs by building the new hub around it, instead of a complicated loop. It would be much more easily accessible with less transfers required as well. Surface option is the smarter and cost-effective option. Events, Farmers' market, and such can move to the Garden Square or along Queen Street instead, or if the plan is to make downtown Main St pedestrian-only, it shouldn't be an issue.
31. Build it to Mayfield!
32. Using the existing Orangeville Brampton Railway tracks could be a potential extension corridor towards Mayfield Road.
33. I think having opportunities to expand this into other parts of Brampton is very important.

### **Considerations for Downtown Brampton and Main Street**

34. I really wish this can encourage a revitalisation of our downtown and encourage a new cultural identity for the city. The youth need a place to call home.
35. Glad to know it is coming to Downtown and extension North for future growth expectations.
36. It seems that there is a tremendous pressure on the downtown area to build new, large multi-unit buildings (condominiums) and due to the nature of the downtown streets (small) and the constant challenge of businesses to stay viable (not enough pedestrian traffic), it is my opinion that the reliance upon private automobiles needs to be reduced for all who live in the downtown area. On top of this, those who visit downtown should be rewarded for leaving their car outside of the downtown area.
37. If the surface route is chosen through downtown: Consider closing George St for use as a pedestrianized area with no cars south of the parking garage for city hall. This would allow blocking only Wellington St west of Main for civic events/farmers market/restaurant patios. It would also allow Gage park to be used. Musical events can occur with the stage at the intersection of Wellington and George - keeping alcohol users north and family/non-alcohol areas to the south in the park.
38. Higher cost, worse value for money and longer to construct. No one will think of these items at the completion of the project if all of the important aspects of our Main Street have been sacrificed due to a poor surface solution.

39. As project team members, place yourself in the shoes of a Brampton Citizen, perhaps a Citizen that lives in the downtown core. Image how you and your family would like to experience this part of your community. Guide your decisions and recommendation by truly listening to what the community is recommending.
40. Please show examples from around the world where surface can work and there can still be public realm improvements on streets in the downtown besides Main. The activities listed in 2. can happen on very nearby streets or in the Rose square.
41. Festivals and parades can easily be moved away from Main St. and everyone will be better off for it.

### **Comments about cycling facilities**

42. If it is possible to keep surface bike lanes but have surface travel while keeping cost low, then that would be ideal.
43. I would include a bike space on the LRT similar to the Go train especially if you want to travel with your bike to another area such as Port Credit.
44. A cycle route through downtown along the river should also be a big priority.
45. Include abundant, secure facility for bicycle parking/storage hubs, and at least basic place to lock a dozen or more bikes at every stop.
46. The surface design in Segment C devotes essentially two full vehicular traffic lanes to cyclists in what may be the narrowest section of Main Street -- one on each side of the street. Would one side of the street not be sufficient? Doing so might:
  - (1) allow for wider sidewalks (allowing more space for outdoor dining or other uses); or
  - (2) allow for a bidirectional traffic lane between the current LRT/vehicle lanes (e.g., southbound in AM, northbound in PM). The extra lane could also be useful in case of a tram or vehicle accident/failure in this section; and
  - (3) moving all cyclists to the east side of Main would eliminate the safety issues associated with bikes crossing the LRT tracks leading into the GO station spur (bikes vs. embedded rails and bikes vs. turning trams).

I am curious as to how practical the combination of LRT/mixed traffic in the centre of the street PLUS the spur into the GO station is versus a simple straight-line stop on Main Street itself. Could there not be a stop in the centre of Main, as is the case with the current Metrolinx plan for Gateway? Doing so might necessitate ending the cycling lanes at Queen Street and directing bike traffic through Garden Square in order to allow vehicular lanes to flow around a centre-of-the-street stop at the GO station, but such a design might be simpler and less expensive to execute while also simplifying a future northward extension. I don't think that removing the bike lanes between, say, Queen and Church Street would necessarily discourage cyclists from visiting downtown, but it could allow for more streetscaping options in this section. Moving cyclists to the east north of Queen might also make for a more logical routing for anyone riding the Etobicoke Creek Trail. I should note that I'm a lifetime cyclist and as such am most definitely not anti-bike.

Finally, I would like to know if Staff's recommendations are based on some sort of preliminary design and operating concept for a downtown transit hub. Thank you.

### **Other ideas and suggestions for addressing transit and transportation needs**

47. Look for other options. LRTs are part of the climate crisis, not a solution for the future.
48. I think that it is a significant oversight that an elevated option has not been considered for the S3 option in the downtown core. There are many ways that an elevated guideway could be constructed/constructed/design/shaped to fit into the character of the neighborhood, as well as guarantee the frequency and reliability of the underground/separated lane options. Additionally, it would likely cost less than constructing a large tunnel underground, as well as be able to start operations sooner since the building methods used to construct elevated guideways are simply faster than using a large tunnel boring machine.
49. 2 cycle paths on opposite sides of downtown are unnecessary. The number of cyclists compared to cars and (hopefully) pedestrians is miniscule. And it is really only two blocks long - not much of a burden for cyclists to dismount or slow down. Take the space of one cycle path and have some on-street parking. Having parking keeps the area looking alive (activity is going on), helps store owners, is a convenience to short term shoppers, and is a good buffer between the sidewalk and traffic. Totally removing parking creates a ghost town feeling. Ambience is critical to developing the area. Any proposition that LRT will bring shoppers to downtown is illusory. There are hundreds (thousand or more?) taking the GO train daily already. Commuters are not shoppers.
50. As far as I'm concerned, there is really no need for either option. If the regular bus service were improved, by perhaps having more buses, it would serve the same purpose. An LRT along Main Street makes no sense, as the majority of people that take bus services work in the industrial areas of Brampton, and not in the downtown core. This to me is a complete waste of the taxpayer's money.
51. The construction of the LRT through DT Brampton will cause chaos for residents that live in the area. DT Brampton is congested - based on the information provided I am confident that the LRT will do very little to alleviate this congestion. Working from home has become the new norm for many residents that live in DT Brampton, and it is unlikely that constructing the LRT will benefit motorists that use Main Street South everyday to get to and from work. I equate the LRT to the ineffectiveness of HOV lanes - especially now that times are changing.
52. For a 5% increase in travel time, I don't know if this project is really worth it for the amount of people who would travel from Brampton to Mississauga. Much more demand for Brampton to Toronto routes.
53. I do not like any of the choices, but if one must be chosen, then I support the least expensive method, which will be above ground.  
I have yet to see any cyclists using any of the cycling lanes in Brampton during the past year.  
I have seen a few cyclists riding on the sidewalks beside the cycling lanes.
54. Make a bigger transit network.
55. Plan for free Wi-Fi and USB chargers on the street cars.
56. Is it possible for the City to consider an option that would make Main Street from Nelson to Wellington only for pedestrians, cyclists, and transit? Also reduce max speed in the section from Nanwood to Wellington to 30kmhr? That would provide sufficient space for

a surface LRT and reduce speeds in the residential area that cyclists could ride safely with local traffic. Another alternative would be to make Main one way along certain segments thus reducing the need for two traffic lanes.

57. Lots of parking needed for people who live in the North and need to drive to the LRT to get onto it. Ticketing people who need to drive to public transit does not encourage people to take it.
58. Let's face it. The extension of the H-LRT north of Mississauga into Brampton and currently stopping at Steeles Ave should not be extended up Main Street. It should be diverted to Kennedy Road and then linked [elevated] back towards Peel Memorial Hospital and to Brampton GO. Kennedy Road should be re-zoned to allow intensification on both sides of the street of high-density housing including affordable housing and high-end condos, as well as commercial and institutional development. Kennedy Rd should develop and be converted into a 'Grand Avenue'. That is where taxpayers will get a better bang for their buck while providing public transportation for current and future generations.

#### **About securing funding for the project**

59. No government is going to fund an unnecessary underground option. We have lost half a decade of progress and Shoppers World is now seeing explosive high-density growth which should have happened in the downtown.
60. The taxpayers of Brampton should not be paying for this. We had the opportunity to have it all paid for by the Province, but our Council at the time, despite their being a majority opinion in favour of the LRT going down Main Street, catered to the loud minority. If taxpayers have to pay for it - just forget it. We will cope.

#### **About moving ahead with the BLRT**

61. Get it done. Don't let a small number of greedy boomers ruin the future of the city.
62. Let's get this done ASAP!
63. Please extend this LRT. We need better transit.
64. Hopefully, this Council can unite on this important needed infrastructure and come to a decision. We are so far behind now which is so sad to see.
65. This project was shot down once by the people who live in the area and very close to the area. If the current government would look at the results of the last attempt, they would realize that the people who live in downtown Brampton and the area around it do not want this.
66. The rich NIMBYs on Main street need to be ignored for the sake of the overall city and future, and politicians and stakeholders need to grow a spine and not let these elite few impede the proper use of resources that would benefit the city greatly.
67. Do not let the NIMBY's living in mansions around the Main Street overpower the will of the people of Brampton.
68. Please make it fast the time you are delaying will increase the project development time in future.
69. Please don't let the rich homeowners influence your decision-making. This is the key to enriching Brampton's image to the rest of Ontario. This is a great system to think about.

70. Given the housing market, property owners will not be negatively impacted, and house prices will remain high for them. The needs of the city need to be placed ahead of those of Main St. If the City of Brampton is to achieve its 2040 vision.
71. This was already voted down once at Council. Why is Brampton ALWAYS trying to "renew the Downtown"? Here is some news, that area has not been the downtown since 1974. The only people who don't seem to acknowledge it are the politicians.
72. It might just be perception, but it \*really\* bugs me that a few rich people along Main Street South can create such a nightmare and hold our city hostage on getting this done. Please listen to the underrepresented mass, not the well-connected few who are just protecting their own interests.
73. The conceptual phase is too long. Start digging!
74. The original plans in 2015 were overwhelmingly supported by the majority of residents, businesses, and riders. Toronto and Euro cities have this exact 4 street configuration with LRT's operating without any issues.
75. I'm so excited to see that this project seems to be moving forward. Keep pushing forward - well done!

## **Appendix 1: Online Public Open House Website and Content**

An aerial photograph of Brampton, Ontario, Canada, taken at sunset. The sky is a mix of orange, pink, and purple. In the foreground, a large brick building with a clock tower and a modern glass-walled building are prominent. A light rail transit (LRT) track runs through the city, with light trails from trains visible. The city lights are beginning to glow as the sun sets.

# City of Brampton: LRT Extension Study

## Virtual Open House 2

2021/04/22

# Land Acknowledgement

*We would like to acknowledge that we are gathering here today on the Treaty Territory of the Mississaugas of the Credit First Nation, and before them, the traditional territory of the Haudenosaune, Huron and Wendat. We also acknowledge the many First Nations, Metis, Inuit and other global Indigenous people that now call Brampton their home. We are honoured to live, work and enjoy this land.*

# Welcome to the City of Brampton LRT Extension Study Virtual Open House 2

- Welcome to the 2<sup>nd</sup> virtual Open House for the Brampton LRT Extension Project.
- In today's virtual Open House, we will share:
  - 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.
- We are looking for input on the two emerging preferred options - scroll through the materials to learn more about the options and to provide your feedback.

# Project Overview

## About the Project

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.



# Vision and Goals

## Vision Statement

The LRT Extension will contribute to a safer and more integrated transportation system to serve the City of Brampton, encouraging civic sustainability, emphasizing transit use and other modes of transportation over traditional automobiles, and supporting the revitalization of Downtown Brampton into an aesthetically beautiful, place-making destination. The vision for the LRT Extension reflects the transportation vision and actions set out in the Brampton 2040 Vision (2018).

## Goals



Strong Connections



Complete Travel  
Experiences



Sustainable and  
Healthy Communities

# Problem Statement

The extension of the Hurontario LRT from Steeles Avenue to Brampton GO is intended to address the growth-related transportation needs in the study area and the City of Brampton.

## In the Study Area



Population is expected to increase by over **26,000** by 2041



Employment is expected to increase by over **13,000** by 2041



To meet the City's growing transportation needs, transit service along Main Street would need to increase by **40%**



If no improvements are made, average trip times will increase by **5%**

# What We Heard at Virtual Open House 1

In the Summer 2020 virtual Open House, we presented the long list of options. We received hundreds of comments from the public regarding the future of the LRT extension. Here are some frequently noted key messages.

Expedite the project

Minimize impacts to Main Street South and Downtown

Provide express service with fewer stops

Create a transit hub at Brampton GO Station

Support businesses and revitalize Downtown

Retain heritage character and mature tree canopy on Main Street South

Provide a pedestrian friendly environment and ease of transfer between travel modes

Calm traffic along surrounding residential streets

Protect for future northward extension

Secure Provincial funding for the project

# Study Process

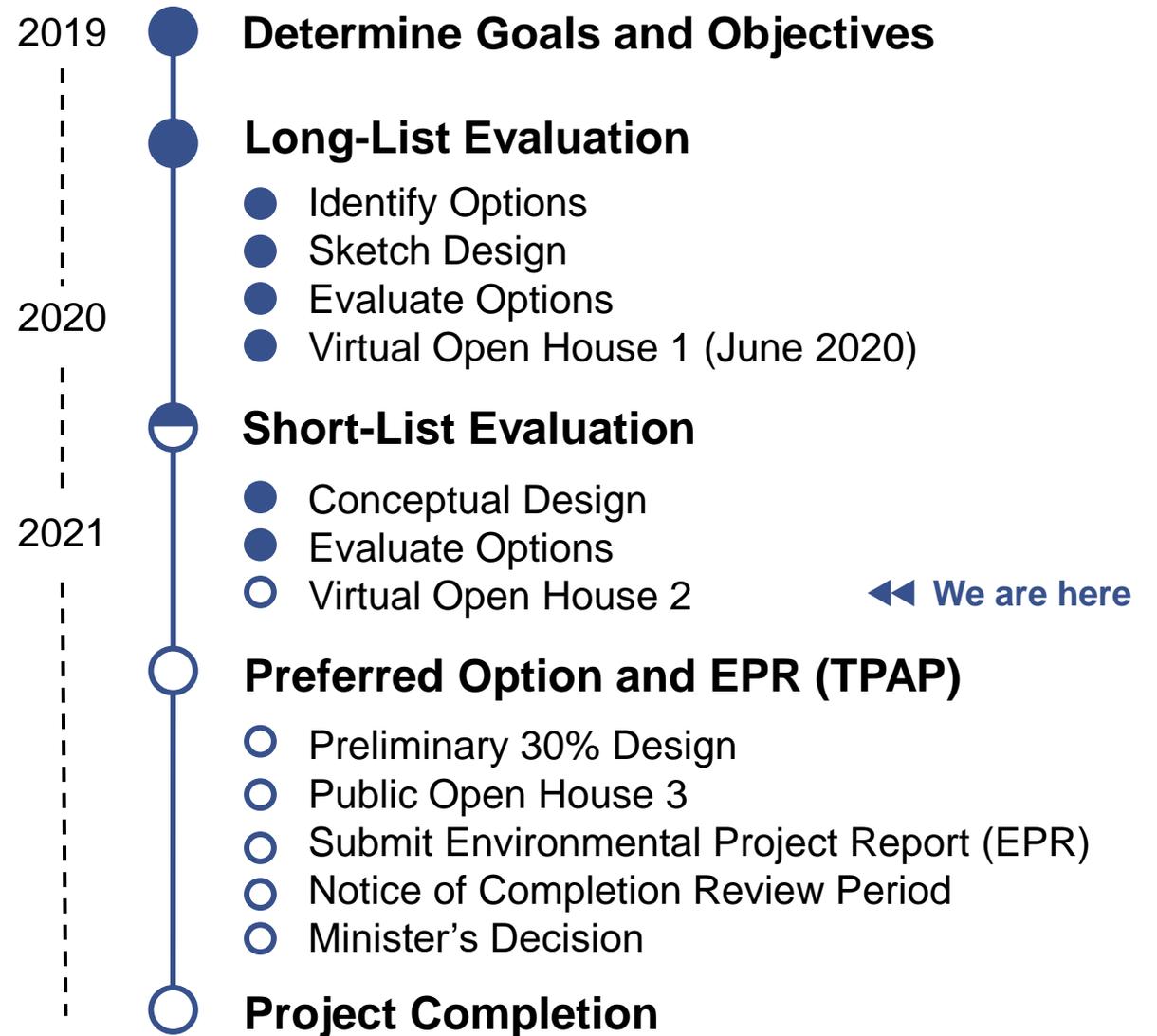
The evaluation of options is a multi-level process that has occurred over the course of the study.

This flow chart is an 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. The short list was evaluated and is being presented at Virtual Open House 2.

## The Transit Project Assessment Process (TPAP)

is a provincial environmental assessment process developed specifically for the approval of public transit projects.

Proponents must complete the prescribed steps of the process within specified time frames.



# Preliminary Design Business Case

- The City of Brampton evaluated the short list options using the Metrolinx Business Case framework. A preliminary design business case (PDBC) was used to assess the seven (7) short-listed options.
- The analysis was completed for four (4) business cases: Strategic, Economic, Financial, and Deliverability and Operations.

# Preliminary Design Business Case

## Strategic Case



How and why should the investment be pursued; based on goals, plans and policies?

## Economic Case



What is the investment's overall value to society?

## Financial Case



What are the financial implications of delivering the investment?

## Deliverability and Operations Case



What are the risks and requirements to consider to deliver and operate the investment?

### Criteria:



### Strong Connections

- Improve access to transit
- Increase access to economic opportunities
- Support city-building objectives



### Complete Travel Experiences

- Improve travel time and level of service
- Improve comfort and safety
- Building an integrated transportation network



### Sustainable and Healthy Communities

- Move people with less energy and pollution
- Improve quality of life and public health
- Reduce impacts to the natural and cultural environment

# Preliminary Design Business Case

## Strategic Case



How and why should the investment be pursued; based on plans and policies?

## Economic Case



What is the investment's overall value to society?

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## Deliverability and Operations Case



What are the risks and requirements to consider to deliver and operate the investment?

### Criteria:

Project benefits and impacts were monetized to the extent possible and compared with costs in a structured benefit-cost analysis framework, capturing:



### User Benefits

- Travel Time Savings
- Reliability Benefits
- Journey Quality Benefits
- Travel Time Impacts to Vehicles
- Vehicle Operating Cost Savings



### External Benefits

- Decongestion Benefits
- Reduction in Road Accidents
- Reduction in Vehicle Emissions
- Health Benefits



### Costs

- Capital Construction Costs
- Major Maintenance, Rehabilitation and Renewal Costs
- Annual Operations and Maintenance Costs

# Preliminary Design Business Case

## Strategic Case



How and why should the investment be pursued; based on goals, plans and policies?

## Economic Case



What is the investment's overall value to society?

## Financial Case



What are the financial implications of delivering the investment?

## Deliverability and Operations Case



What are the risks and requirements to consider to deliver and operate the investment?

### Criteria:

The financial impact was reviewed by comparing future costs and revenues.



### Costs

- Capital Construction Costs
- Financing Costs
- Major Maintenance and Renewal Costs
- Incremental Operations and Maintenance Costs



### Revenues

- Additional LRT Revenues
- Additional GO Revenues

# Preliminary Design Business Case

## Strategic Case



How and why should the investment be pursued; based on goals, plans and policies?

## Economic Case



What is the investment's overall value to society?

## Financial Case



What are the financial implications of delivering the investment?

## Deliverability and Operations Case



What are the risks and requirements to consider to deliver and operate the investment?

### Criteria:



#### Design and Operational Tradeoffs

- Emergency and Service Vehicles
- Property Impacts
- Driveway Impacts
- Utility Impacts
- Impacts to CN bridge
- Ability extend northward



#### Construction and Mitigation

- Constructability
- Construction Impacts
- Noise
- Traffic Management



#### Procurement and Delivery

- Risks and advantages of traditional and innovative procurement approaches



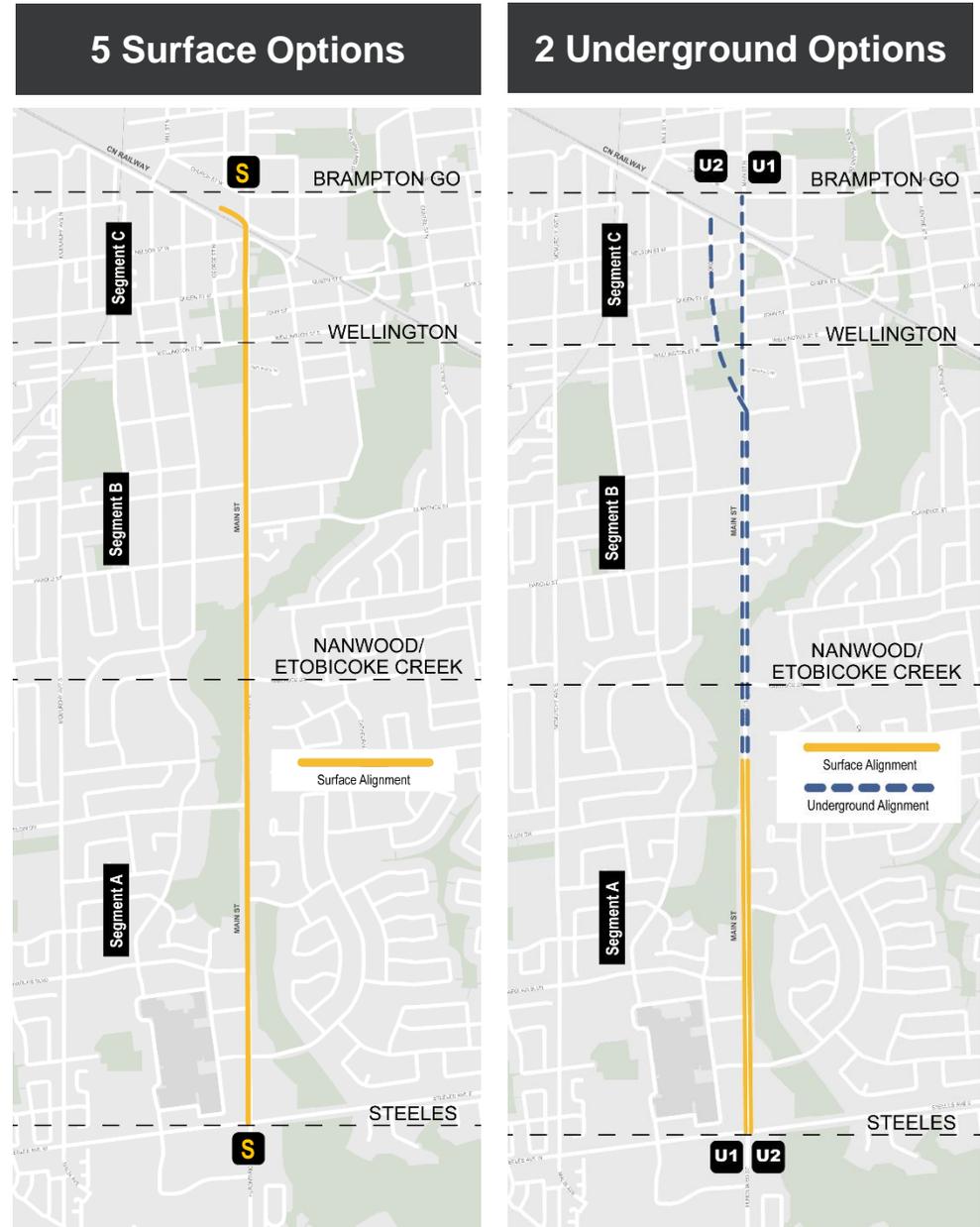
#### Operations and Maintenance

- Limitations and assumptions dictating the system operation and maintenance plans

# Short List of Options

Since the last virtual open house in Summer 2020, we've evaluated the short list options (five surface and two underground).

**Note:** The loop options presented in the previous open house were not advanced to the short list for further assessment due to physical constraints (i.e. issues accommodating longer Light Rail Vehicles / impacts to property)

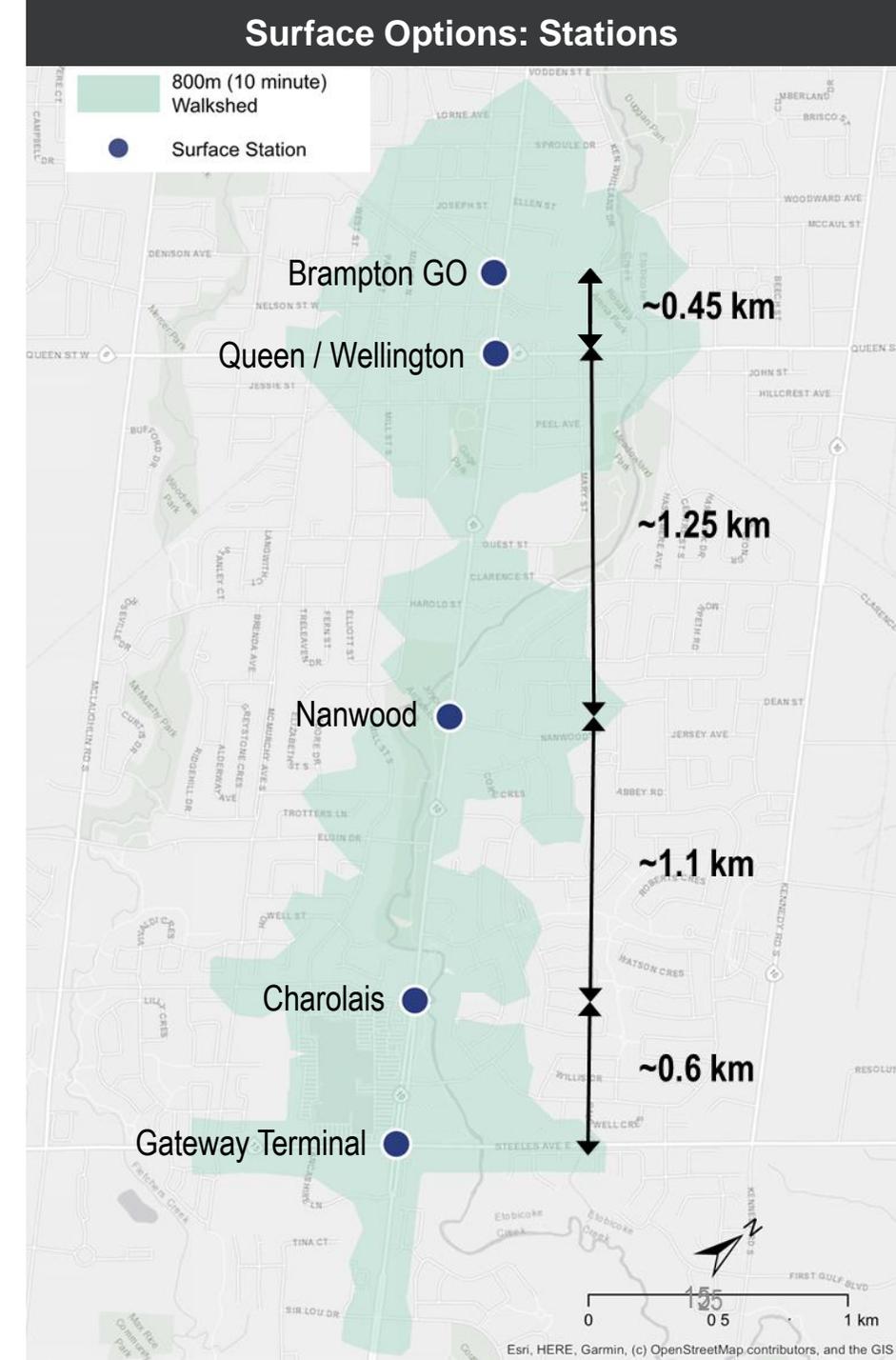


# Proposed Station Locations

For surface options, stations are proposed at:

- Brampton GO
- Downtown (split platform)
  - Queen (Northbound)
  - Wellington (Southbound)
- Nanwood
- Charolais
- Gateway Terminal

**Note:** Station locations for surface options are consistent with 2014 TPAP recommendations.



# Proposed Station Locations

For underground options, stations are proposed at:

- Brampton GO
- Nanwood
- Charolais (surface stop)
- Gateway Terminal (surface stop)

**Note:** A station at Wellington Street was screened out during short list phase due its proximity to Brampton GO Station and high cost.



# Short List: Surface Options



	Option S1	Option S2	Option S3	Option S4	Option S5
Segment C	<b>LRT in Dedicated Curbside Lanes</b> (4 lanes, cycling in mixed traffic)		<b>LRT in Mixed Traffic</b> (2 lanes, cycle tracks)		
Segment B	<b>LRT in Dedicated Lanes</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Mixed Traffic</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Dedicated Lanes</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Mixed Traffic</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Mixed Traffic</b> (2 lanes, cycle tracks)
Segment A	<b>LRT in Dedicated Lanes</b> (6 lanes, cycle tracks)				

All boulevard configurations shown are subject to change.

# Surface Options: Evaluation Summary

Comparison of how each option performs relative to the rest.



The evaluation summarizes key performance measures to help compare the surface options.

**Strategic Case**   
 How and why should the investment be pursued; based on regional goals, plans and policies?

**Transit Travel Time\***

**Auto Travel Time\***

**Cycling Conditions**

	Option S1	Option S2	Option S3	Option S4	Option S5
Transit Travel Time*	8 minutes	11 minutes	9 minutes	12 minutes	12 minutes
Auto Travel Time*	6 minutes	6 minutes	7 minutes	6 minutes	7 minutes
Cycling Conditions	Cycle Tracks in Segment A, Discontinuous network on Main St	Cycle Tracks in Segment A, Discontinuous network on Main St	Cycle Tracks in Segment A and C, Discontinuous network on Main St	Cycle Tracks in Segment A and C, Discontinuous network on Main St	Cycle Tracks in Segment A and C, Continuous network on Main St

**Economic Case**   
 What is the investment' value to society?

**Value for Money**

Value for Money	Highest	Lower	Higher	Lower	Lower
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**Financial Case**   
 What are the financial implications of delivering the investment?

**Total Costs**

Total Costs	Comparable Total Costs				
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**Deliverability and Operations Case**   
 What are the risks and requirement to consider to deliver and operate the investment?

**Driveway Access Impacts**

**Utility Conflicts**

**Property Requirements**

Driveway Access Impacts	77 driveways converted to right-in, right-out	19 driveways converted to right-in, right-out	73 driveways converted to right-in, right-out	15 driveways converted to right-in, right-out	15 driveways converted to right-in, right-out. Safety concerns for left turns from driveways
Utility Conflicts	24 utility conflicts to be relocated				
Property Requirements	Up to 5,100 m <sup>2</sup> of property required				

\* Travel time between Steeles Avenue and Church Street

	S1	S2	S3	S4	S5
<b>Recommendation</b>	 <b>Do Not Carry Forward</b>	 <b>Do Not Carry Forward</b>	 <b>Carry Forward</b>	 <b>Do Not Carry Forward</b>	 <b>Do Not Carry Forward</b>
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>Inability to provide an improved streetscape in Downtown (wider sidewalks, cycle tracks...)</li> </ul>	<ul style="list-style-type: none"> <li>Inability to provide an improved streetscape in Downtown (wider sidewalks, cycle tracks...)</li> <li>Longer transit travel time</li> <li>Lower value for money (economic benefits)</li> </ul>	<ul style="list-style-type: none"> <li>Ability to provide an improved streetscape in Downtown while minimizing transit and auto travel time</li> <li>Higher value for money (economic benefits)</li> </ul>	<ul style="list-style-type: none"> <li>Longer transit travel time</li> <li>Lower value for money (economic benefits)</li> </ul>	<ul style="list-style-type: none"> <li>Longer transit travel time</li> <li>Lower value for money (economic benefits)</li> <li>Safety concerns for left turns from driveways in Segment B</li> </ul>

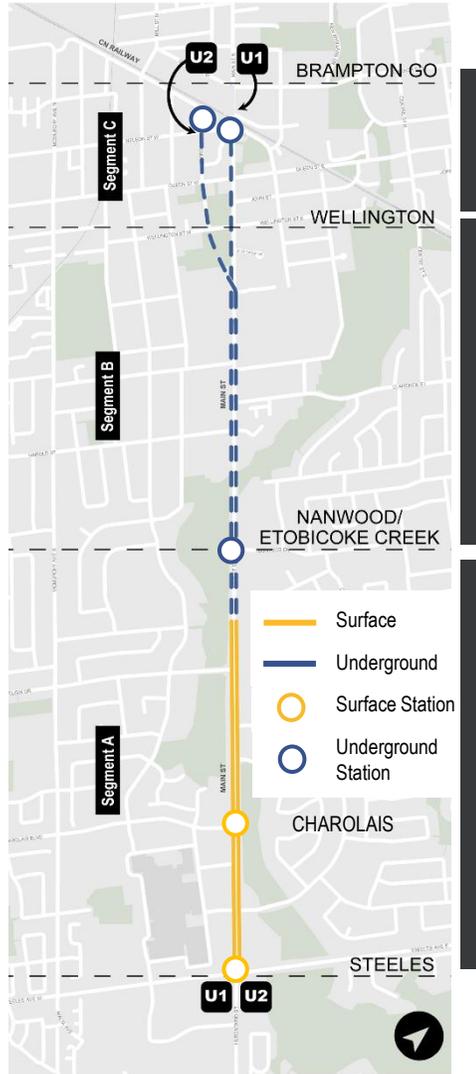
# Surface Options: Evaluation Summary

All surface options perform relatively similar; however, Option S3 provides the opportunity to revitalize Downtown Brampton into an aesthetically beautiful, place-making destination with wider sidewalks, streetscaping, and cycle tracks (consistent with Downtown Reimagined Vision) while minimizing overall transit travel time.

Driveway accesses will be modified as a result of the dedicated LRT right-of-way, but this will ensure safe and efficient travel for all users of the street.

**Therefore, Option S3 is the emerging preferred surface option.**

# Short List: Underground Options 1 (Main St) & 2 (George St)



Segment C

**LRT Underground  
(2 lanes, cycle tracks)**

Note: Cross section is consistent with  
Downtown Reimagined Vision



Segment B

**LRT Underground  
(3 lanes, cycle tracks)**



Segment A

**LRT in Dedicated Median Lanes  
(6 lanes, cycle tracks)**



All boulevard configurations shown are subject to change.

# Underground Options: Evaluation Summary

Comparison of how each option performs relative to the rest.

The evaluation summarizes key performance measures to help compare the underground options.

**Strategic Case**   
 How and why should the investment be pursued; based on regional goals, plans and policies?

**Transit Travel Time\***

**Auto Travel Time\***

**Cycling Conditions**

**Economic Case**   
 What is the investment value to society?

**Value for Money**

**Financial Case**   
 What are the financial implications of delivering the investment?

**Total Costs**

**Deliverability and Operations Case**   
 What are the risks and requirement to consider to deliver and operate the investment?

**Driveway Access Impacts**

**Utility Conflicts**

**Property Requirements**

**Potential to Extend**



		Option U1 (via Main St)		Option U2 (via George St)	
		7 minutes		8 minutes	
		6 minutes			
		Cycle Tracks in all Segments. Continuous Cycling Network.			
		Comparable Value for Money			
		Lower		Higher	
		All driveways in Segment A converted to right-in, right-out access (9 driveways)			
		Minor utility conflicts		Minor utility conflicts at Brampton GO station	
		Up to 2,700 m <sup>2</sup> of property required		Up to 5,300 m <sup>2</sup> of property required	
		Able to extend north in the future along Main Street		More difficult to extend north in the future from George Street	

\* Travel time between Steeles Avenue and Church Street

**U1 (via Main St)****U2 (via George St)****Recommendation****Carry Forward****Do Not Carry Forward****Reasoning**

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• Shorter transit travel time</li><li>• North terminus station located closer to the heart of Downtown Brampton</li><li>• Lower cost</li><li>• Lower property requirements</li><li>• Able to extend north in the future</li></ul> | <ul style="list-style-type: none"><li>• Longer transit travel time</li><li>• North terminus station located further to the heart of Downtown Brampton</li><li>• Higher cost</li><li>• Higher property requirements</li><li>• Difficult to extend north in the future</li></ul> |
|---|--|

# Underground Options: Evaluation Summary

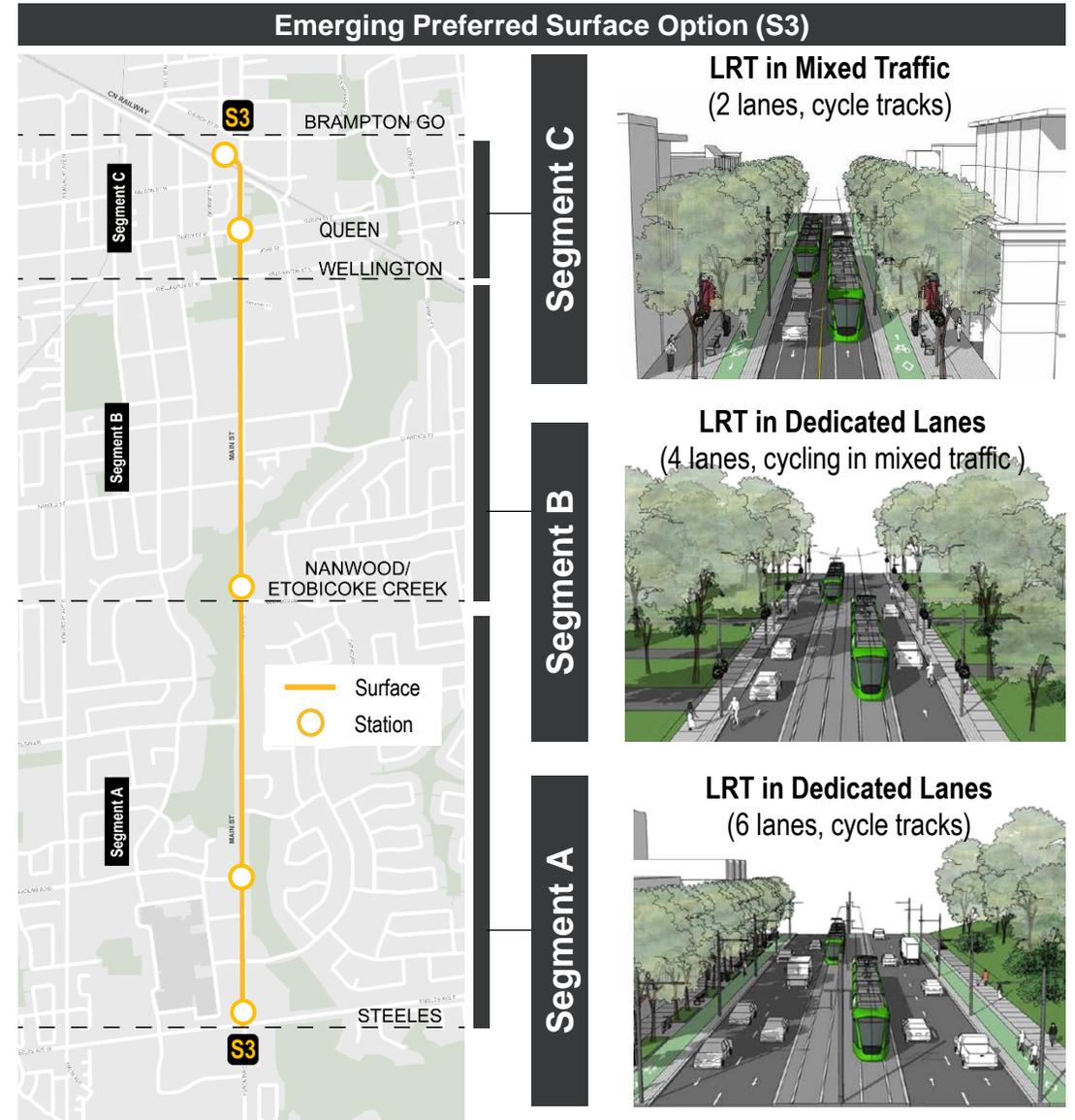
Option U1 (via Main Street) and U2 (via George Street) perform similarly from a strategic perspective. However, Option U1 is more preferred than U2 as it is less costly, located closer to the heart of Downtown Brampton, requires less property takings and is more easily extended north in the future.

**Therefore, Option U1 is the emerging preferred underground option.**

# Emerging Preferred Options

## Surface Option S3

- The LRT will run in dedicated lanes between Steeles Avenue and Wellington Street and in shared lanes from Wellington Street to the Brampton GO Station.
- Option S3 allows for an enhanced streetscape in Segments A and C, including: cycle tracks, widened sidewalks, and a planting and furnishing zone. Cyclists must ride in mixed traffic in Segment B or use parallel routes..
- Driveways in Segment B will be modified to right-in, right out access.
- Overhead catenary systems and traction power substations (TPSS) will be located above ground in the study area.

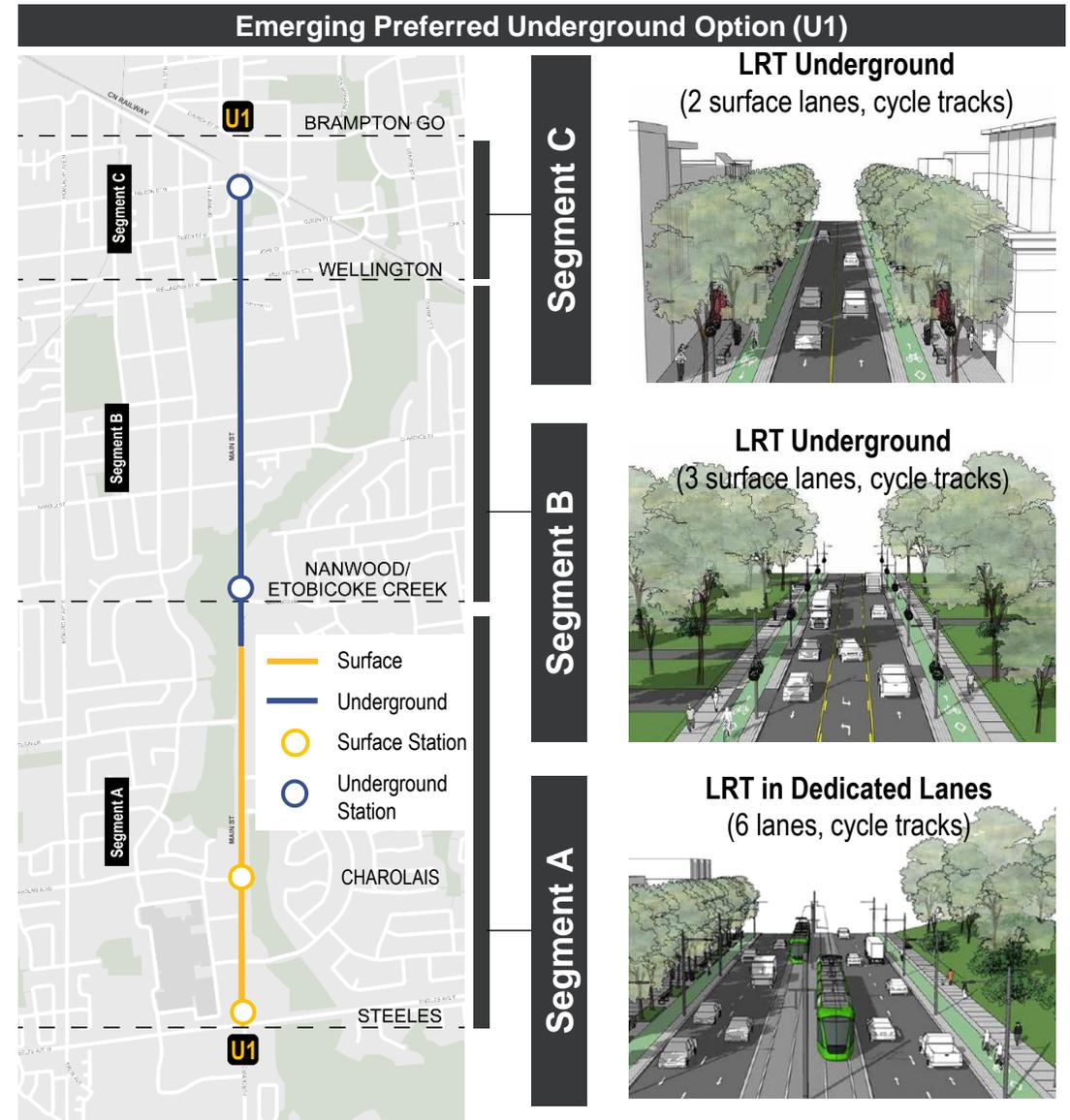


All boulevard configurations shown are subject to change.

# Emerging Preferred Options

## Underground Option U1

- The LRT will run in dedicated lanes north of Steeles Avenue to Elgin Drive then run underground from just south of Nanwood Drive to the Brampton GO Station along Main Street.
- Option U1 allows for an enhanced streetscape in Segments A, B, and C, including: cycle tracks, widened sidewalks, and a planting and furnishing zone. Option U1 allows for a continuous cycling network along Main Street.
- No access modifications are required in Segment B. Traction Power Substations (TPSS) will be located underground within underground station.
- The portal and the two underground stations are located in the floodplain. Potential impacts to be mitigated.



All boulevard configurations shown are subject to change.

# PDBC SUMMARY

Comparison of how each option performs relative to the rest.

		Worst	Comparable	Best
		<b>Option S3</b>	<b>Option U1 (via Main St)</b>	
<b>Strategic Case</b> 	<b>Transit Travel Time</b>	9 minutes from Steeles Ave to Church St	7 minutes from Steeles Ave to Church St	
	<b>Auto Travel Time</b>	7 minutes from Steeles Ave to Church St	6 minutes from Steeles Ave to Church St	
	<b>Cycling Conditions</b>	Discontinuous Cycling Network along Main Street Cycle tracks in Segments A and C and cycling in mixed traffic in Segment B	Continuous Cycling Network along Main Street Cycle tracks in all Segments	
	<b>Pedestrian Conditions</b>	Enhanced Streetscape Features in Segments A and C, including: widened sidewalks and furnishing zones.	Enhanced Streetscape Features in Segments A,B and C, including: widened sidewalks and furnishing zones.	
	<b>Civic Events</b>	Limits Opportunity to Close Downtown Streets for Civic Events	Provides Opportunity to Close Downtown Streets for Civic Events	
	<b>Cultural &amp; Natural Heritage impacts</b>	Greater Impacts	Lower Impacts	
<b>Economic Case</b> 	<b>Value for Money</b>	Higher	Lower	
<b>Financial Case</b> 	<b>Total Costs</b>	Lower	Higher	
<b>Deliverability and Operations Case</b> 	<b>Access Impacts</b>	73 driveways converted to right-in, right-out access Potential for impact to EMS operations	9 driveways converted to right-in, right-out access Minimal impact to EMS operations	
	<b>Utility Conflicts</b>	24 utility conflicts to be relocated	Minor utility conflicts to be relocated	
	<b>Property Requirements</b>	Up to 5,100 m <sup>2</sup> of property required	Up to 2,700 m <sup>2</sup> of property required	

# PDBC SUMMARY

When comparing the two emerging preferred options:

- Both options provide comparable auto and transit travel times and have similar opportunities for economic development within the City and in the Downtown.
- The surface option has a lower cost, provides better value for money and can be constructed more quickly. However, it has more impacts to driveway access, utility, and property.
- The surface option does not allow for a continuous cycling network along Main Street (gap in Segment B) and limits the City's ability to have civic events (such as Farmer's Markets) on Main St in the Downtown without impacting LRT operations.
- The underground option provides many of the benefits that the surface option lacks while minimizing impacts at the surface; however, this comes at a higher cost, worse value for money, and will take longer to construct.

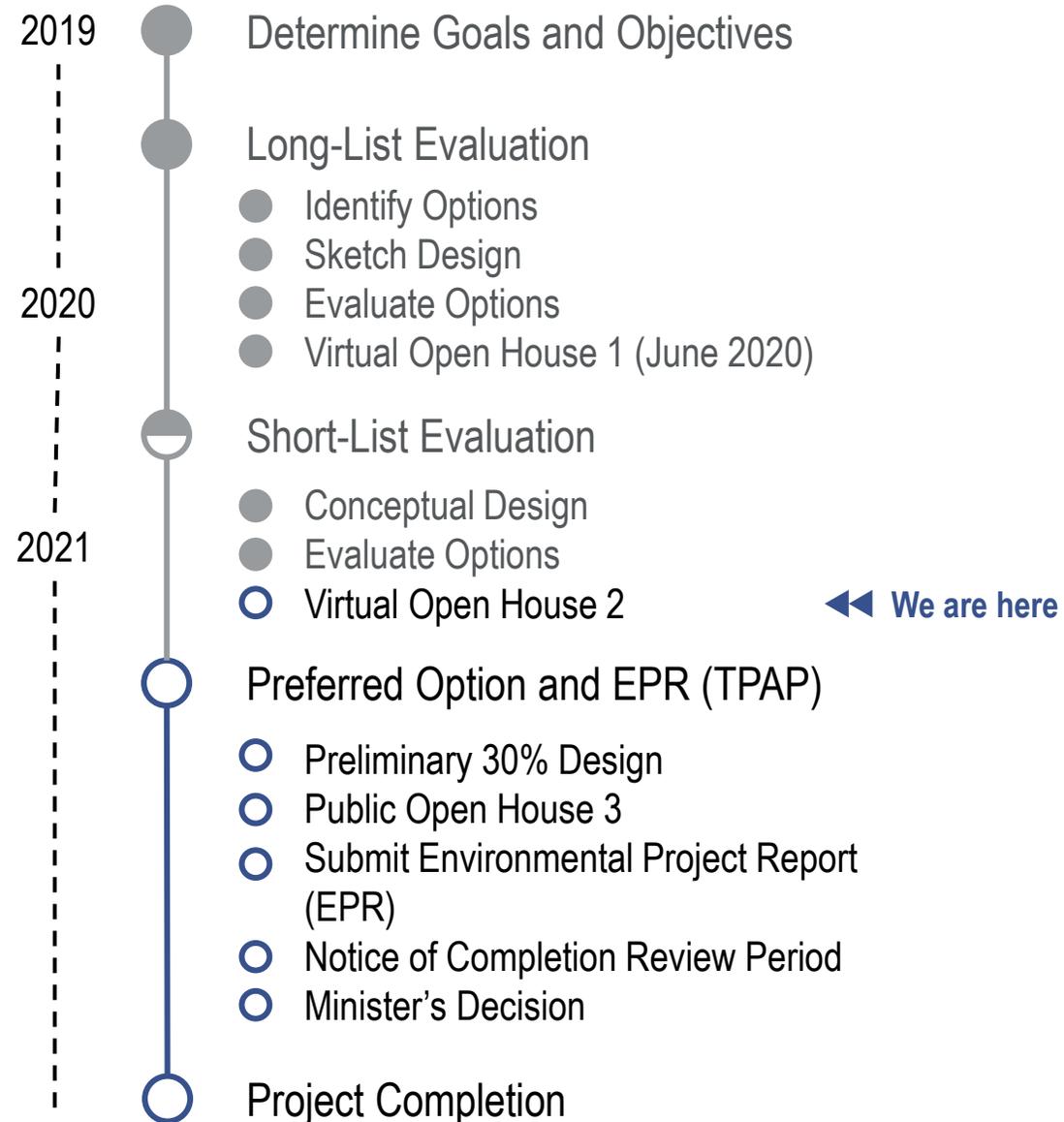
**Note:** Cost estimates for the long list options were presented to Committee of Council on May 15, 2019. Refined cost estimates will be developed and presented during the next phase of the study.

# Next Steps

The Preliminary Design Business Case is currently being reviewed by Metrolinx and will be released to the public following their review.

Following virtual Open House 2, the project team will review and summarize feedback provided by the public and stakeholders.

Staff will prepare a Council Report to update Council on the Public Feedback Report and recommendation for next steps.



# Thank you for attending the Brampton LRT Extension Virtual Open House 2!

## GET INVOLVED

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Visit our website to get information about the study or sign-up to our mailing list and study notifications.



Email the Project Manager

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LET'S CONNECT  
**LRT**  
EXTENSION

 BRAMPTON 