

## 2004 TTMP Progress Evaluation

2004 TTMP Initiatives	Rate of Progress	Comments	Next Steps (implications for the 2008TTMP Update)	City Influence
<b>2009 Short-term initiatives</b>				
<b>Transit Program: AcceleRide and Other Initiatives</b>				
1. Continue work to complete the design and approvals needed to implement transit priority and bus rapid transit in the Queen Street and Main Street corridors	In progress	Queen Street EA completed, detailed design underway	No action required	High
2. Implement the first changes to traffic operations and on-street parking in the Four Corners, to provide the additional priority needed for improved bus service on Queen and Main Streets, prohibiting parking on Queen and Main from 7 a.m. to 7 p.m., on weekdays	In progress	Under area specific study.	Beyond the scope of TTMP update.	High
3. Complete a study with other agency stakeholders to define an HOV / RBL network that connects Brampton and Mississauga	In progress	ROW and property issues on Main Street / Hurontario to provide HOV/RBL north of Harold / Clarence (has to be lane take-away or mix traffic operation)	Integrate study findings.	High
4. Work with GO Transit to upgrade to all-day service on the Georgetown line and enhance integration of Brampton Transit and GO rail services (including to Mount Pleasant station)	In progress	GO transit has already performed EA studies for the track twinning to accommodate two way all day service – City has commented on some of them that have had an impact on their infrastructure Impacts to local and arterial roads from track twinning and other upgrades	Ensure updated transit mode splits and ridership are incorporated in the TTMP travel demand forecasting model to reflect two way all day service.	Low
5. Protect for the network of commuter parking lots around the periphery of the City	Started	At the planning stage.	Address in TTMP	High
6. Develop commuter parking facilities at Hurontario Street / Highway 407, Highway 50 / Queen Street, and Highway 10 at the north end of the City	In progress	A carpool lot is proposed as part of the Hwy 7 / Hwy 427 transitway connections which is close to Highway 50. Functional planning completed for this transit facility and carpool lot as part of MTO study. Property & locations for carpool lot at Hwy 10 / 407ETR, has been identified. Major challenges are the property impacts and acquisitions.	The level of detail to confirm these would be outside of a TTMP study	Medium
7. Protect all rail corridors within the City for future use as either transit corridors or multi-use paths	In progress		Integrate into TTMP framework.	Low
<b>Roads</b>				
8. Continue implementation of the 10-Year Capital Work Program for road links and intersections, as modified through the prioritization undertaken as part of the Development Charge Update	In progress	Development of road network in BramWest linked to DC by-law update scheduled for June 2009;	The TTMP will establish the basis of the development charge capital program.	
9. Focus on increasing capacity across the Highway 410, Steeles Avenue, Brampton/Vaughan and Brampton/Halton Hills screenlines	In progress	6 lane widenings are planned across most Hwy 410 crossings; The agency(ies) are waiting for EAs and design to be approved.	Integrate into TTMP framework.	Low
10. Work with the Province to advance implementation of the Highway 410 extension	In progress.	The Hwy 410 extension has been completed up to Mayfield and the rest up to Hwy 10 is already scheduled.	Integrate into TTMP framework.	Low
11. Protect for the link of West Creek Boulevard to Biscayne Crescent across Highway 410	In progress	Area specific initiative.	Beyond the scope of TTMP update.	High
<b>Policies and Programs</b>				
12. Review intersection signal systems to ensure that they support transit priority requirements	Started	Included in the review and design of Transit System Priority measures.	The level of detail to confirm these would be outside of a TTMP study	High
13. Implement use of the Transit Supportive Development Checklist in the development application review	Outstanding		Beyond the scope of TTMP update.	
14. Undertake the urban design / parking / transit study needed for future development of the Four Corners	In progress	Brampton Central Area Plan review addressed the Four Corners but still need a detailed parking and transit study. The outstanding challenge is provision of transit on HOV lanes on Queen Street, which ends west of Kennedy to the GO station	The level of detail to confirm these would be outside of a TTMP study	High
15. Work with the Region and other levels of government on goods movement initiatives	In progress		Address in TTMP.	Medium
16. Develop an ITS strategy for the City	Outstanding		Beyond the scope of TTMP update.	High
17. Work with the Province and Region to implement COMPASS on the freeway network	In progress		Beyond the scope of TTMP update.	Low
18. Develop a parking strategy for transit nodes within the City	Started		Beyond the scope of TTMP update.	High
19. Review and update zonings and urban design guidelines for development along transit corridors to ensure that development supports transit	Partially completed	Partially completed for Queen Street through Brampton Central Area Plan	The level of detail to confirm these would be outside of a TTMP study	High
20. Implement Travel Demand Management programs for City staff (e.g. guaranteed ride home, preferential parking for HOVs, subsidized transit passes	In progress	At the market analysis stage. Program's policies will be developed in the near future.	The level of detail to confirm these would be outside of a TTMP study	High
21. Provide start-up support for a car-sharing initiative downtown. (potentially including bikes and	Outstanding		Beyond the scope of TTMP update.	High

motorcycles)				
22. Create and support Travel Management Associations for key areas of high commercial / industrial activity	In progress	TMA have been suggested in studies for secondary plan areas but none exist to my knowledge other than the broad Smart Commute Brampton-Caledon TMA Requires private sector involvement	TDM will be addressed in the TTMP update.	High
23. Develop and undertake a social marketing campaign for major employers and residents, to explain options and benefits of using alternatives to the private car	In progress	Brampton has promoted CarpoolZone.ca as part of Smart Commute initiative and undertook employment surveys to understand commuting patterns and employer incentives	Beyond the scope of TTMP update.	High
24. Continue implementing the PathWays Master Plan	In progress	Pathways master plan is being implemented through secondary plan studies (e.g. Countryside Villages). Pathways may have to be refined if road crossings of environmentally sensitive areas are no longer being pursued	Incorporate known refinements in the TTMP	High
25. Continue expanding the sidewalk network along transit routes and in communities	In progress		Address in TTMP	High
26. Begin monitoring program of the TTMP programs and results. Produce annual reports on progress.	In progress	Program monitoring achieved through planning and monitoring of Capital Projects budget.	TTMP will further refine monitoring process.	High
27. Develop and refine 'in-house' modelling capabilities to test alternative growth scenarios	Completed	The City has in-house capabilities to test alternative scenarios.	TTMP will use City model for forecast generation.	High
28. Feed results of the annual TTMP monitoring and modelling back into the Growth Management Program	In progress		TTMP is undertaken in cooperation with Growth Management program. Refined TTMP monitoring procedures will link to GMP.	High
<b>2011 Horizon initiatives</b>				
<b>Transit</b>				
1. Queen Street BRT (reserved bus lanes and five minute headways), interlined with York Region services and connecting to the TTC rapid transit network	In progress	The City is discussing transit service details with York and TTS	Incorporate better connectivity and higher service levels the TTMP travel simulation.	Medium
2. Main Street/Hurontario Street BRT (mixed traffic with signal priority), interlined with Mississauga Transit and extending to Square One	In progress	The City is discussing transit service details with Mississauga Transit. Investments to Hurontario transit corridor secured by the Province of Ontario.	Incorporate better connectivity and higher service levels the TTMP travel simulation	Medium
3. Grid transit services on other corridors, extending to the airport and the Airport Corporate Centre	In progress	Planning and incremental implementation of grid system is underway.	Reflect in TTMP.	High
4. Service on Steeles Avenue (and potentially on other roads north of Queen Street) extending into York Region	Started	Plans for service integration on Steeles at the preliminary stage.	Reflect in TTMP	Medium
5. Implementation of an inter-agency bus terminal and parking facility at Highway 407 and Hurontario Street	Started	At the preliminary planning stage.	The level of detail to confirm these would be outside of a TTMP study	Low
6. Transit links to Georgetown, Halton Hills, Caledon and Winston Churchill GO station (if developed)	Outstanding	Currently routes are operated by GO transit.	Consider in TTMP	Medium
7. Enhanced priority on AcceleRide lines within Four Corners area (dedicated lanes with a feasibility study for a bus tunnel along Queen Street and Main Street) with through traffic diverted to ring roads	Started	Area specific study will determine stem operation parameters.	The level of detail to confirm these would be outside of a TTMP study	High
8. Develop strong transit supportive policy framework inclusive of land use policies, parking and pedestrian support policies	In progress	Addressed through Growth Management Plan	TTMP in compliance with Growth Management land use policies.	High
9. Delete the proposed GO rail station at Rutherford Road from the Official Plan	Completed			
<b>Transit Corridors</b>				
10. Implement specific transit service frequencies by corridor type	In progress	Planning and incremental implementation of grid system is underway.	Reflect transit service frequencies in TTMP modelling.	High
11. Complete Environmental Assessment for: <ul style="list-style-type: none"> <li>HOV corridors - Torbram Road, Dixie Road and Kennedy Road (all extending south from Bovaird Drive to the Mississauga boundary), and Steeles Avenue from Chinguacousy Road to the York boundary</li> <li>RBL corridors – Queen Street and Main Street</li> </ul>	In progress	Various EA studies completed. HOV corridors (6laning of roads) have not been identified as the preferred alternative on north-south roadways crossing Brampton – Mississauga city lines.	Incorporate findings of EA studies to TTMP. Evaluate need for 6 lanes (HOV) on Steeles. Confirm ridership demand targets for RBL services are met by 2011.	Medium
12. Implement the preferred alternatives for: <ul style="list-style-type: none"> <li>HOV corridors - Torbram Road, Dixie Road and Kennedy Road (all extending south from Bovaird Drive to the Mississauga boundary), and Steeles Avenue from Chinguacousy Road to the York boundary</li> <li>RBL corridors – Queen Street and Main Street</li> </ul>	In progress	Construction on Torbram Rd and Kennedy Rd is underway.	Incorporate known refinements in the TTMP	Medium
<b>Roads</b>				
13. Extension of Highway 410 to meet Highway 10 north of Brampton	Started	Planning and design for Hwy 410 section from Mayfield Rd to Hwy 10 are underway.	Incorporate known refinements in the TTMP	Low

14. Extension of Highway 427 to at least Rutherford Road	Started	At the planning and design stage.	At the preliminary planning stage.	Low
15. Development of the Bram West Arterial Road, together with a new interchange at Highway 407	In progress	Planning and design for new roadway is underway. The evaluation of feasibility and operational parameters of Hwy 407 interchange is underway.	Incorporate known refinements in the TTMP	High
16. Widening and completion of new roads in the west and east edges of the urbanized City, to accommodate new development areas	Started	At the planning stage.	Integrate into TTMP framework.	High
17. Completion of the Wellington/Royce connection	Started	At the planning stage.	Integrated into TTMP framework.	High
18. Road / rail grade separations on the York Subdivision at Goreway Drive and Torbram Road, and on the Georgetown GO Rail corridor at Williams Parkway and Creditview Road	Started	Addressed through Capital Plan budgeting process and DC.	Beyond the scope of TTMP update. Within the scope of DC update.	High
<b>2021 Horizon initiatives:</b>				
<b>Transit</b>				
1. Extension of the Bus Rapid Transit service to Bovaird Drive BRT (between Mount Pleasant GO Station and Airport Road)	Started	At the preliminary planning stage.	Integrate into TTMP framework.	Medium
2. Extension of the Bus Rapid Transit service to Steeles Avenue BRT (between Chinguacousy Road and the York boundary)	Started	At the preliminary planning stage.	Confirm need for BRT service.	Medium
3. Transit service upgrades into Mississauga on Airport Road and Bramalea Road	Started		Confirm need for BRT service.	High
4. Expanded transit service links to Caledon and connections to GO Bolton corridor (if implemented)	Outstanding	Currently served by GO Transit.	Beyond the scope of TTMP update.	Low
5. All-day two-way GO service on the Georgetown line and the Milton line	Started	Endorsed by Metrolinx and GO Transit.	Integrate into TTMP framework.	Low
6. Additional priority enhancements for BRTs within the Four Corners area (extend transit lanes or develop bus tunnel)	Outstanding	Under area specific study.	Beyond the scope of TTMP update.	High
<b>Transit Corridors</b>				
7. Complete the Environmental Assessment and implement the preferred alternatives for HOV corridors: <ul style="list-style-type: none"> <li>Wanless Drive from Creditview Road to Main Street;</li> <li>Sandalwood Parkway from Creditview Road to Airport Road;</li> <li>Williams Parkway from Creditview Road to Airport Road;</li> <li>Chinguacousy Road from Wanless Drive to Steeles Avenue;</li> <li>McLaughlin Road from Wanless Drive to Steeles Avenue;</li> <li>Bramalea Road from Countryside Drive to Steeles Avenue;</li> <li>Airport Road from Countryside Drive to Steeles Avenue</li> </ul>	Started	Various EA started or are at the stage of preparation of tender documents.	Beyond the scope of TTMP update.	Medium
8. Complete the Environmental Assessment and implement the preferred alternatives for RBL corridors – Bovaird Drive and Steeles Avenue	Outstanding		Beyond the scope of TTMP update.	Medium
<b>Roads</b>				
9. Extension of Highway 427 to beyond Major Mackenzie Drive	Outstanding		Beyond the scope of TTMP update.	Low
10. Construction of the Halton / Peel north / south freeway to Bovaird Drive or beyond	Outstanding	At the Master Planning stage. Evaluated by Halton-Peel BATS study.	Integrate into TTMP framework.	Medium
11. Completion of the major elements in the Bram West area	Outstanding		Beyond the scope of TTMP update.	High
12. Connection of Westcreek Boulevard to Biscayne Crescent across Highway 410	Outstanding		Beyond the scope of TTMP update.	High
<b>2031 Horizon initiatives</b>				
<b>Transit</b>				
1. Transit service intensification, potentially converting some BRT corridors to LRT	Outstanding		Integrate into TTMP framework.	High
<b>Roads</b>				
2. Continued widening and completion of new roads in the northwest and northeast edges of the urbanized City, to accommodate new development areas	Outstanding		Integrate into TTMP framework.	High
3. Extension of the Halton / Peel north / south freeway to Mayfield Road or beyond	Outstanding		Integrate into TTMP framework.	Medium