

# Transportation



## Ministry of Transportation

**Topics:** Hurontario Light Rail Transit & Extension  
Mobility Hubs  
Regional Express Rail (RER) & High Speed Rail (HSR)  
Hwy 407/410 Connections to Brampton “Uptown”  
GTA West Corridor

## Transit & Regional Connections - Overview

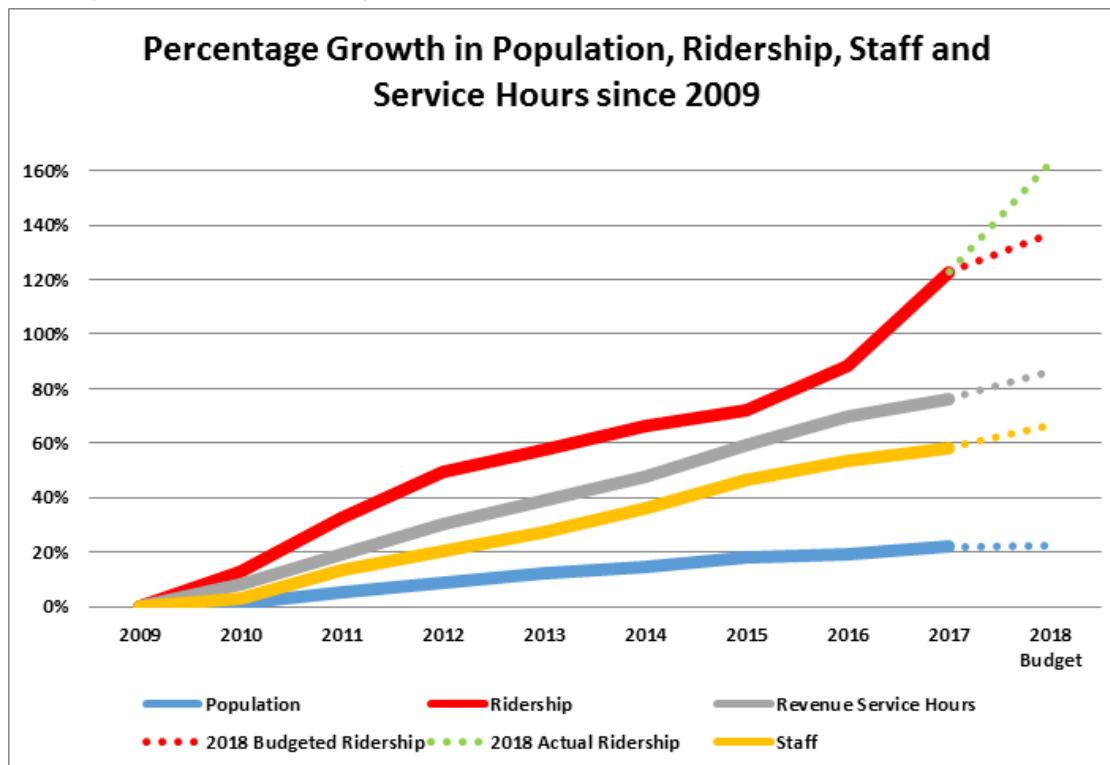
### Connecting Brampton to the GTHA and Beyond

- Building on the strength of existing local and regional transportation networks, the City is working towards a seamless integration of all transportation networks connecting Brampton with the Greater Toronto and Hamilton Area (GTHA) and beyond.
- Ongoing projects that improve and enhance transit and active transportation connectivity include: Queen Street Rapid Transit Master Plan study, Hurontario LRT Extension Environmental Assessment (EA), and an Active Transportation Master Plan study.

### Brampton Transit

- Brampton Transit is one of the fastest growing transit systems in Ontario with ridership outpacing population growth:
  - In 2017, annual transit ridership increased to 27.4 million riders, an astonishing 18.4% increase over 2016
  - Second fastest growing city in Canada, with the lowest average age of 36.5

#### *Brampton Transit Ridership Growth*





## Hurontario LRT & Extension

### Our Ask:

**Metrolinx partner with the City of Brampton to advance the Light Rail Transit Extension Environmental Assessment study, connecting transit to Downtown Brampton.**

The Hurontario LRT (HuLRT) will make connections to Brampton Transit including Brampton Züm as well as GO Transit's Milton and Lakeshore West rail lines, Mississauga MiWay, and the Mississauga Transitway along Highway 403.

### Why is the Hurontario LRT (HuLRT) important to Brampton?

- The Hurontario LRT (HuLRT) will bring 20 kilometres of fast, reliable, rapid transit to the Hurontario corridor between the Brampton Gateway Terminal at Steeles Avenue and the Port Credit GO station in Mississauga.
- The City of Brampton's Hurontario LRT project team is working in collaboration with Metrolinx to incorporate Brampton's requirements into the project. This includes the design of the Gateway Terminal stop and other LRT stops, streetscape and public realm, and connections to Brampton Transit and other transit services.
- 3 LRT stops, including Ray Lawson, Sir Lou and Brampton Gateway Terminal.
- Operations, Maintenance and Storage Facility (OMSF) will be located within Brampton, south of Highway 407 ETR.

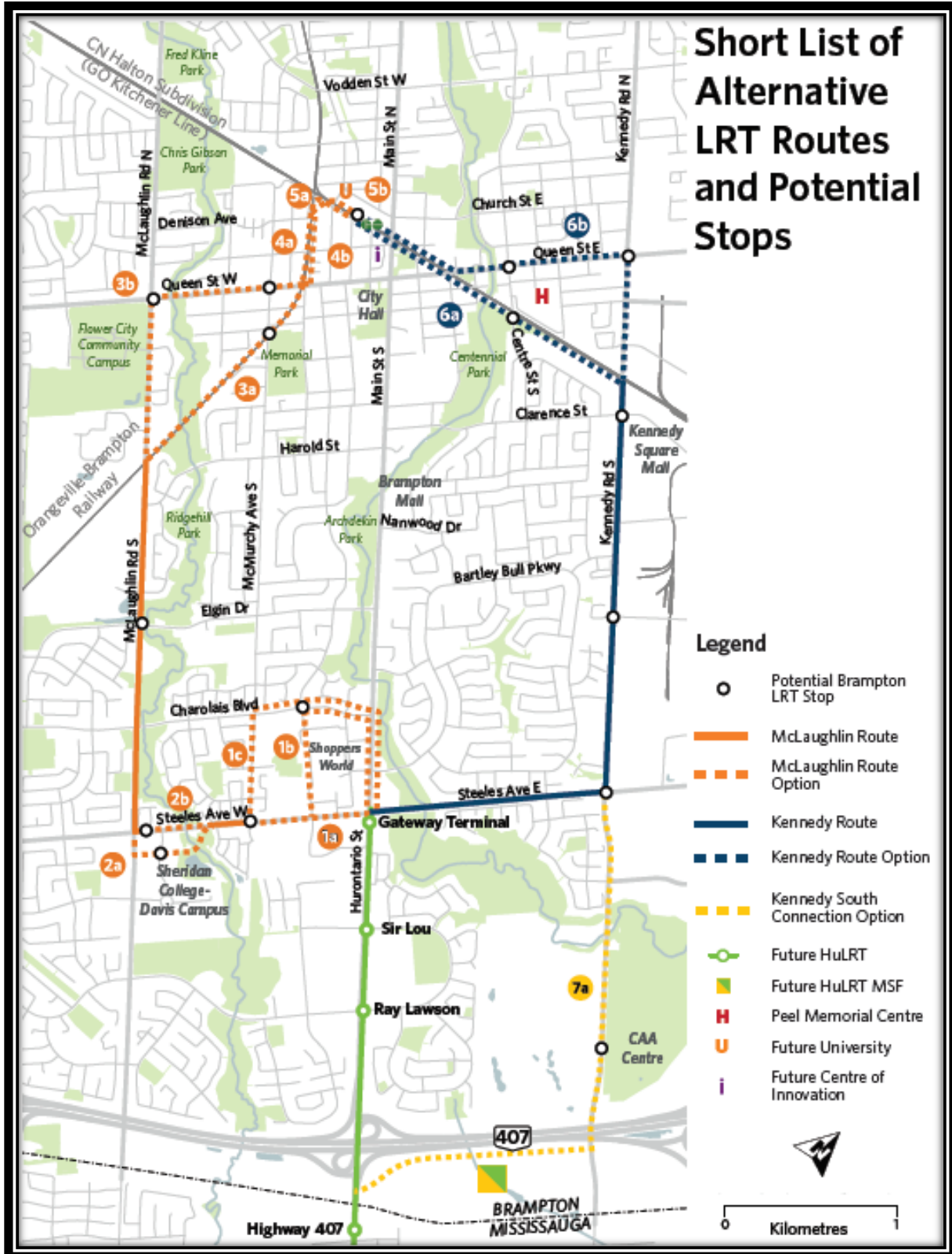
### The LRT Extension EA

- A new rapid transit service will connect the Brampton GO Station/Mobility Hub and the new University in Downtown Brampton to the Hurontario-Steeles Mobility Hub. This is an integral part of the overall GTHA transportation network connecting to Cooksville GO and Port Credit GO mobility hubs in Mississauga, and supporting Canada's Innovation Super Corridor.
- The City is investing \$4.4M on a study to determine alignment options.

**OPTION 1:** Kennedy Road Corridor via Steeles/Kennedy/Queen to Brampton GO

**OPTION 2:** McLaughlin Road Corridor via Steeles/McLaughlin/Queen to Brampton GO

**OPTION 3:** 'Figure-8 Loop' tying together Downtown and Uptown Brampton (CAA site, formerly PowerAde site, at 407/410) to one another and the region



## Next Steps

- A preferred LRT Route will be selected following Ontario's Transit Project Assessment Process
- Work includes planning and technical studies, business case, preliminary design, and public consultation
- The Environmental Assessment Study is expected to be completed by Fall 2020

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## Mobility Hubs

### Our Ask:

**The Province collaborate with the City of Brampton and support the development of Brampton's four mobility hubs: Brampton GO, Bramalea GO, Hurontario-Steeles Gateway, and Mount Pleasant GO.**

### Mobility Hubs

Mobility hubs are places of connectivity where different types of transportation – like walking, biking and transit – come together, and where there is an intensive concentration of working, living, shopping and/or playing. They serve an important function in the regional transportation system, as the beginning, end or transfer point for a significant number of trips.

Effective transit and transportation networks can protect our environment, contribute to a healthy economy and improve our quality of life.

### Why are Mobility Hubs Important to Brampton?

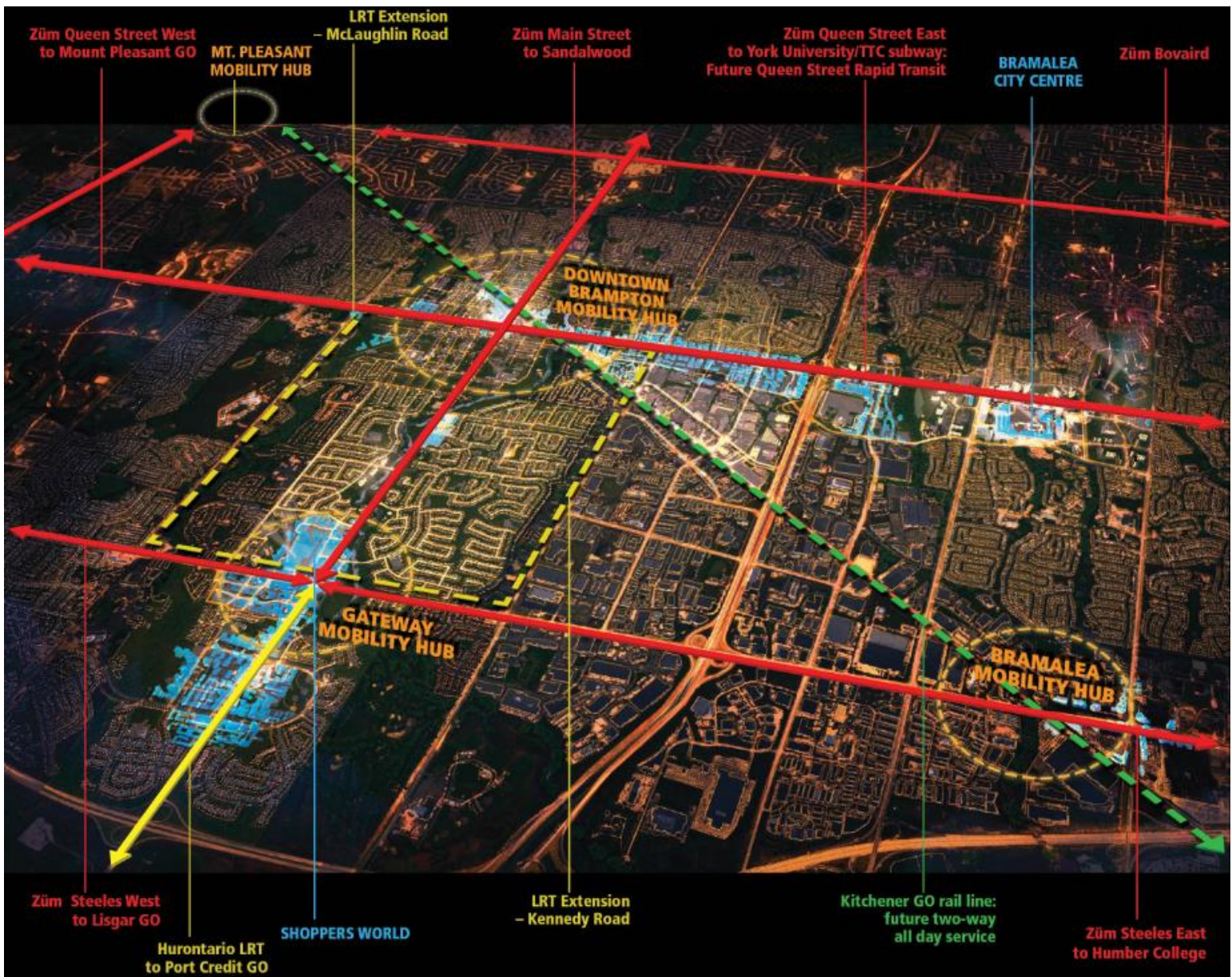
The City of Brampton is working towards a well-connected regional transit network through planning and investing in Brampton's four mobility hubs: Brampton GO, Bramalea GO, Hurontario-Steeles Gateway, and Mount Pleasant GO. Brampton GO is an Anchor Mobility Hub located in Downtown Brampton, within a provincially designated Urban Growth Centre, and situated at the midway point between Toronto and Kitchener on Canada's Innovation Super Corridor.

- The City's planned four mobility hubs are located in strategic growth areas that will seamlessly integrate different modes of transportation including regional and rapid transit services.
- Preliminary planning has commenced for the Bramalea GO mobility hub through the Mobility Hubs and Intensification Corridor Study as part of the City's Official Plan Review.
- Hurontario-Steeles is a gateway mobility hub connecting to Hurontario LRT and two Züm bus rapid transit lines (Steeles and Main). Terms of reference have been drafted to undertake a master plan for this mobility hub.



- Bramalea GO is a gateway mobility hub along the Kitchener GO line and Canada's Innovation Super Corridor in proximity to Toronto Pearson Airport and Corporate Centre

**Brampton's Four Mobility Hubs**





### **Downtown Brampton Mobility Hub**

The Brampton GO Station is an Anchor Mobility Hub within the Regional Transportation Plan.

The Brampton GO Mobility Hub currently serves both the current GO rail (and future Regional Express Rail) Brampton's Züm BRT and conventional transit services. In the future, it will also be a key connection point for the future rapid transit service linking Gateway Mobility Hub at Steeles and Hurontario and along Queen Street to the Vaughan Corporate Centre at Hwy 7/427.

Downtown Brampton is being revitalized to bring in new development and support future growth. The Downtown Mobility Hub will help redefine Downtown Brampton into the beating heart of the city providing seamless connection to a variety of transit options in the immediate proximity to:

- The new Ryerson/Sheridan University Campus
- Centre for Innovation
- Rose Theatre
- Garden Square
- Queen Street Corridor
- Future LRT Extension

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## Regional Express Rail (RER) & High Speed Rail (HSR)

### OUR ASKS:

**Metrolinx expedite the completion of GO Regional Express Rail (RER) along the Kitchener GO line to facilitate two-way all day GO Rail service along Canada's Innovation Super Corridor.**

**The Province support the completion of RER on the Kitchener GO line, and that a solution to address capacity constraints in the corridor and in particular the section currently in CN ownership be confirmed and implemented as soon as possible.**

**The Ministry of Transportation ensure the inclusion of a station in Brampton on the proposed High Speed Rail corridor and ensure the HSR service does not negatively impact the planned expansion of the Two-Way All-Day GO Rail service on the Kitchener-Waterloo GO line.**

Expediting Regional Express Rail (RER) service prior to 2024, is a priority for the City of Brampton and includes the extension of Two-Way All-Day GO Rail (TWAD GO) service west of Bramalea GO to Mount Pleasant GO, and beyond to Kitchener-Waterloo. This includes the CN Freight Bypass Rail Corridor diversion to free up capacity along the Kitchener GO line.

### Regional Express Rail

- Creating a rail link with frequent two-way all-day service has been a vital component for the world's largest innovation centres (e.g. Silicon Valley). The same type of link is critical to the success of Canada's Innovation Super Corridor, linking Toronto to Kitchener/Waterloo.
- The area surrounding Canada's Innovation Super Corridor contains a current population of 6.2 million, with 205,000 people working in the high-tech sector.
- To stimulate economic growth and development in Ontario, including jobs within high-tech, financial services, and research and development industries, along Canada's Innovation Super Corridor, the extension of TWAD GO Rail service to Kitchener-Waterloo needs to be expedited.

### **Current Plans for GO RER on the Kitchener line**

- As part GO RER, Metrolinx is planning for 15-minute TWAD GO service between Bramalea and Union Station during weekdays and weekends, and 15-minute weekday peak period direction service and hourly off-peak weekday service between Mount Pleasant and Union Station.
- As part of the RER project, Metrolinx completed the GO Rail Electrification Transit Project Assessment Process in December 2017. The corridor between Union Station and Bramalea GO will be electrified, allowing for 15-minute two-way all-day service.

### **Why is GO RER important to Brampton?**

- TWAD GO and RER service will provide Brampton residents and businesses with more convenient and faster transit options. Expedited RER service to Mount Pleasant GO would extend these benefits to the area west of Bramalea in a more timely fashion and support City objectives (such as planning for increased density around all GO stations).
- Improved GO Rail will greatly improve mobility between Brampton and the other municipalities along Canada's Innovation Super Corridor supporting economic growth, job creation and development.
- GO Rail improvements, and improved local transit service, are critical to shifting from predominantly single-occupant vehicles to more sustainable modes of transportation.
- The CN Freight Bypass Rail Corridor is key to unlocking TWAD GO Rail service along Canada's Innovation Super Corridor and improving safety in Downtown Brampton.
  - Addresses health and safety concerns of dangerous goods travelling within a high-density residential area in Brampton's Downtown.
  - Adds additional rail capacity (i.e., tracks) along the Toronto –Kitchener/Waterloo Corridor.

### **High Speed Rail (HSR)**

The Province recently announced funding for an environmental assessment for a High Speed Rail (HSR) corridor between Toronto and Windsor. The HSR and RER services would share the rail corridor between Toronto and Kitchener. Preliminary plans for the HSR corridor do not include a station in Brampton.



- High Speed Rail should be implemented in addition to TWAD GO Rail service to Kitchener-Waterloo.
- The High Speed Rail (HSR) corridor between Toronto and Windsor must provide a station in Brampton in order to connect to the other municipalities along Canada's Innovation Super Corridor in support of economic growth and development in Brampton and the other Super Corridor municipalities.

### **Closer Look at High Speed Rail (HSR)**

- The preliminary HSR proposal has not included a stop within Brampton, doing so is warranted, and would be consistent with the strategic case laid out for the HSR corridor in the Preliminary Business Case, i.e., providing optimal utilization of infrastructure, improving transportation efficiency, catalyzing economic development, and connecting employment and knowledge centres to trigger wider economic benefits.
- It is important that HSR service, if implemented, does not negatively impact the rail service that is provided to Brampton. The Preliminary Business Case for HSR assumes a GO RER service frequency of one train per hour. This would result, even if an HSR station were to be located in Brampton, in less service to the stations in the City than is envisioned in Metrolinx's plans.

A High Speed Rail stop in Brampton would provide more travel options, enhance mobility and complement the planned GO RER service expansion, further stimulating economic growth and connectivity across the region.

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## Connecting Brampton's new 'Uptown' at 407/410

### OUR ASK:

**The Ministry of Transportation partner with the City of Brampton to provide direct connections between the Provincial transportation network and the 407/410 Opportunity Lands (110 ac) including Highway 410, Highway 407 ETR, and future 407 Transitway with a connection at Kennedy Road.**

### Why is 407/410 connection to CAA site (formerly PowerAde site) important to Brampton?

A new 'Uptown' is being planned for the City of Brampton at the 407/410 site, also known as the former PowerAde site. A unique opportunity to enable development of a new urban core for Brampton:

- 112 acres of serviced, City-owned, shovel ready land that is part of the joint regional bid for Amazon's second headquarters.
- Site's visibility at the junction of Highways 410 and 407, access to transit, and natural environment features with the Etobicoke Creek and Trail running through the north end make it a very desirable property for development with endless opportunities.
- 'Uptown Brampton' will capture the immediate opportunities with existing and planned transit linking the area to the GO Train system.
- There will be Regional road connections and 407/410 highway access, but high-impact logistics traffic will be channelled around the 'Uptown'.

### Enabling Development of the 407/410 Opportunity Lands

- The City of Brampton is looking to fully develop the 407/410 Opportunity Lands into a year-round landmark/regional destination that will support economic growth and development in Brampton and the Province of Ontario.
- An efficient transportation network connecting to the 407/410 Opportunity Lands is required to fully realize the vision for full development of the site and to accommodate the increase in traffic volumes positioning the City for development opportunities such as the former PowerAde Centre.
- Additional transportation improvements are required to support the full development of the 407/410 Opportunity Lands including direct connections to Highway 410, Highway 407ETR, and the future 407 Transitway.

*The PowerAde Site: Future Uptown Brampton*



In addition to attracting economic activity in key economic sectors, a major tourist attraction has the potential to draw on over 7 million people living in the Greater Toronto and Hamilton Area (GTHA). According to the Regional Tourism Organization that represents the Toronto Region, in 2016 there were approximately 14.03 million overnight visitors to the Region and 26 million people that travelled to Toronto for day trips, for a total of 40.3 million visitors.

**Transportation network at the 407/410 Connection**

- The area surrounding the 407/410 Opportunity Lands has some important supporting elements within the existing transportation network including Highway 410, Highway 407ETR, Kennedy Road, and Brampton Transit services.
- Planned future improvements to the transportation network include a new 407 Transitway, expansion of Züm bus rapid transit along Kennedy Road, and Hurontario Light Rail Transit.
- Additional improvements are required to better integrate the Provincial transportation network into the 407/410 Opportunity Lands including:
  - New Ramps with Highway 410
    - Opportunity to add a southbound off ramp from Highway 410 into the 407/410 Opportunity Lands



- Opportunity for other innovative solutions to connect on and off ramps to Highway 410
- New Ramps with Highway 407ETR
  - Opportunity to add on and off ramps from 407ETR at Kennedy Road or into the 407/410 Opportunity Lands
- 407 Transitway
  - Opportunity to have MTO plan and protect for a future station at Kennedy Road
- LRT Extension
  - Opportunity to extend higher order transit (LRT, BRT) along Kennedy Road to the former Powerade Centre
- Building on the existing and planned future transportation network with these additional improvements will help the City achieve its goal of making the 407/410 site of the future 'Uptown' into a modern and vibrant centre of economic growth, opportunity and community building in Brampton and the Province of Ontario

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## GTA West Corridor

### OUR ASK:

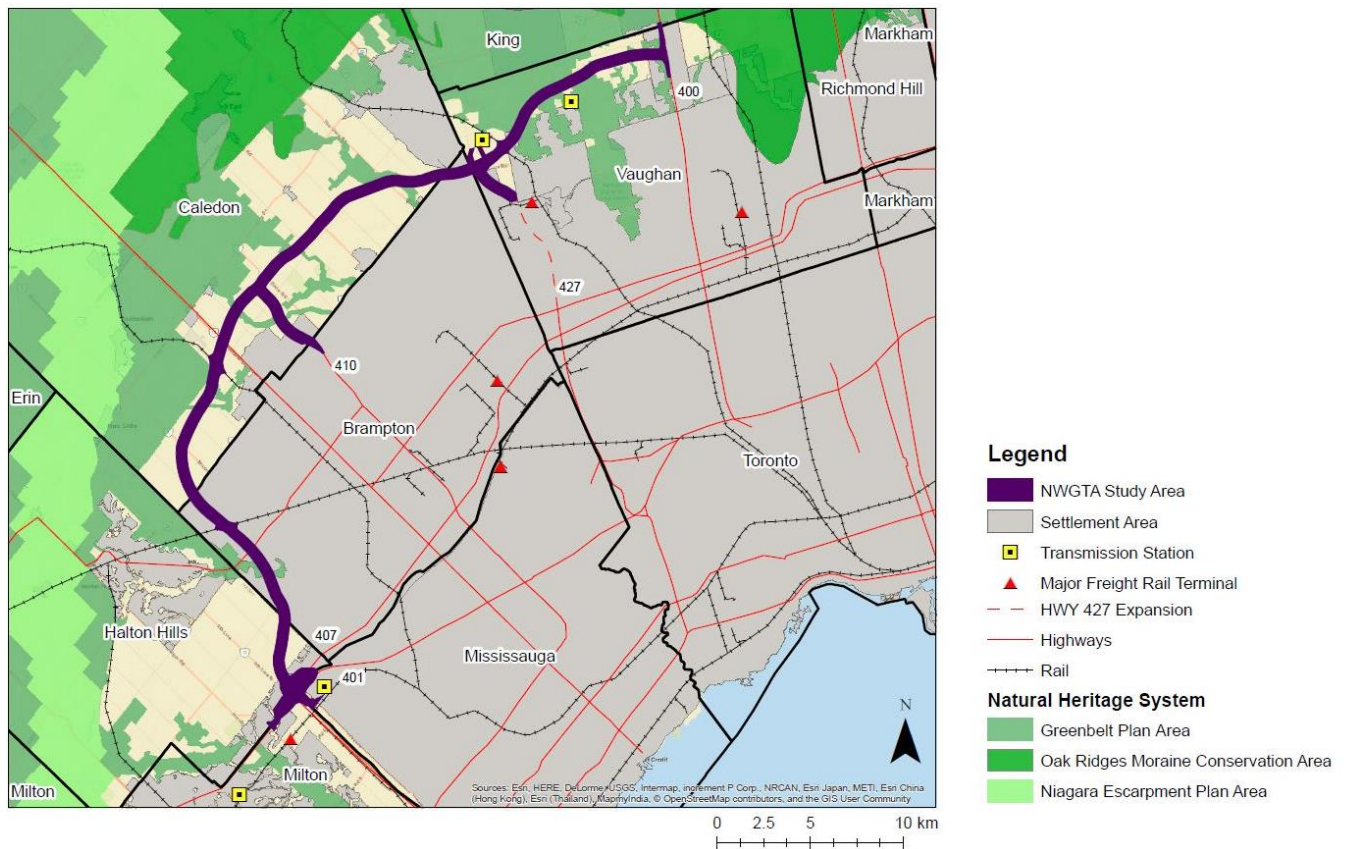
**That the Minister of Transportation either reactivate the GTA West Corridor EA Study and expedite its completion or expedite the completion of the Northwest GTA Corridor Identification Study to support planning and development in Brampton.**

### Background

- The GTA West Corridor would be a new transportation corridor linking Highway 400 in Vaughan and Highways 401 and 407 in Halton Region, passing through northeast and northwest Brampton.
- The Minister of Transportation suspended the EA study in December 2015 in order to review the work undertaken to-date and to ensure the project still aligns with recent changes in government policy and emerging technologies.
- After reviewing the findings of the GTA West Advisory Panel, the Minister of Transportation cancelled the GTA West Corridor EA study on February 9, 2018, and initiated the Northwest GTA Corridor Identification Study.
- The Northwest GTA (NWGTA) Corridor Identification Study will identify and protect lands in the northwest GTA for a multi-purpose linear infrastructure corridor for utilities, transit or other transportation options, although a transportation corridor (freeway) is not likely to be included. The Greater Golden Horseshoe Transportation Plan will identify new long-range transportation infrastructure such as the GTA West Corridor if needed.
- Brampton and Peel Region staff have commenced a study to confirm transportation infrastructure needs for NW Brampton that will be provided to MTO to inform the NWGTA study.
- Without the GTA West Corridor, regional and local transportation infrastructure will be significantly strained in the future. This would impede the ability of Brampton to attract and retain employment, affecting the City's potential for economic growth.
- The remaining greenfield areas identified for future development in northwest Brampton and a portion of northeast Brampton are essentially frozen until a decision is made on when/how to conclude the GTA West Corridor.

**Why is GTA West Corridor important for Brampton?**

- Allow for the advancement of secondary planning in the Heritage Heights area in northwest Brampton. Development in this area is contingent on the provision of a major north-south transportation corridor. The location of other land uses in the area is contingent on the alignment of the corridor.
- Allow for the completion of arterial road studies in Secondary Plan Area 47 and for the development of the unfrozen lands (which are designated for employment uses).
- Enhance Brampton’s locational advantage for attracting employment.
- Facilitate the movement of goods and people within Brampton and across the Region of Peel.



*The GTA West Corridor*



### **Construction of the GTA West Corridor would also:**

- Alleviate future congestion on City and Regional roads expected to ensue from forecasted strong growth in Brampton and the wider region;
- Include alternative transportation modes (e.g. cycling infrastructure and transit) that could reduce the use of single-occupancy vehicles and greenhouse gas emissions;
- Complete long-range transportation and land-use planning in Brampton;
- Complete an integrated highway network by connecting to Highway 410 and Highway 427;
- Facilitate the flow of goods and people on corridors that are already at capacity (e.g. Highway 401).

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