

# WELCOME

to the

## Bramalea Road Corridor Improvements

Municipal Class Environmental Assessment Study  
From Queen Street East to the South City Limit

**Public Information Centre #2**

**September 22, 2022 to October 21, 2022**

# Purpose of Public Information Centre 2

The purpose of this Public Information Centre (PIC) #2 is to:



- Review the study process and background
- Summarize materials presented at the first PIC



- Review the design components and evaluation process
- Present the preliminary preferred design



- Identify next steps in the study
- Obtain community feedback

Visit [brampton.ca/BramaleaEA](https://brampton.ca/BramaleaEA) to learn more about the [\*\*Bramalea Road Improvements Study\*\*](#)



# Study Area and Objectives

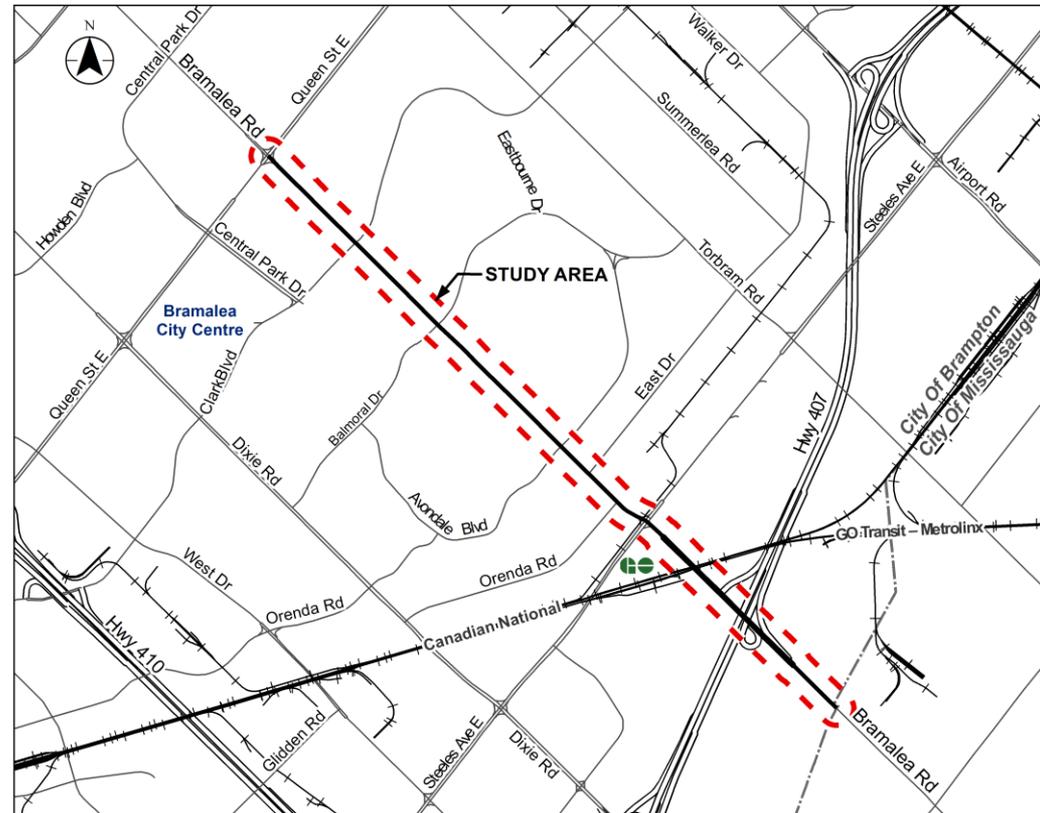
The City of Brampton has initiated a Municipal Class Environmental Assessment (EA) study for improvements to Bramalea Road from Queen Street East to the south City limit, approximately 790m south of Highway 407.

## Study Area

Bramalea Road is classified as a Minor Arterial Road with a right of way width of 36m. The existing corridor consists of 4 general purpose travel lanes, with sidewalks on the east and west sides of the corridor, which become discontinuous south of Steeles Ave. The Bramalea GO Station is located within the corridor.

## Study Objectives

Accommodate current and future transportation needs for all modes of travel, including pedestrian, cyclists, transit users and motorists.

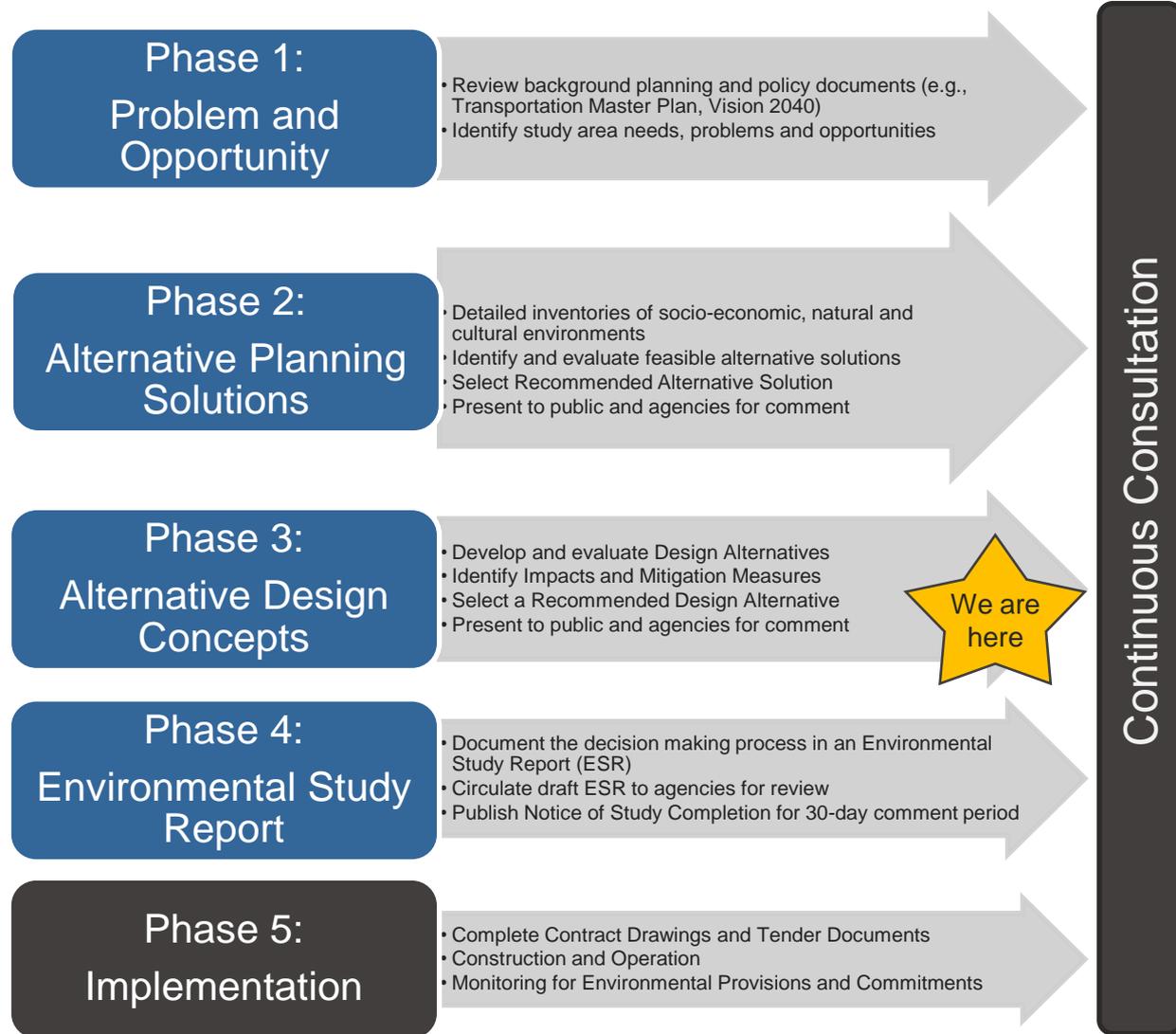


# Study Process – Municipal Class EA

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This MCEA Study is being conducted as a Schedule 'C' project under the MCEA document (October 2000, as amended).

This EA covers Phases 1 to 4.



# Problem & Opportunities

## Problems

**Active Transportation** - Poor pedestrian and bicycle level of service due to narrow sidewalks, high traffic volumes and operating speeds, along with missing sidewalks at the south limit of the study area. Bicycle facilities are generally missing throughout the corridor.

**Transit** - Operates generally at a poor level of service because of buses travelling in mixed traffic and in congested conditions during peak periods, with no transit priority measures.

**Automobiles** - Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

**Goods Movement** - Shows issues with level of service at certain locations that will worsen by 2031 and 2041.

## Opportunities

Due to projected growth in travel demand, Bramalea Road corridor is forecasted to experience multi-modal deficiencies. If not addressed, the road will become more congested, and alternative modes of transportation will continue to be underutilized.

# PIC 1 Preferred Planning Solution

To support future growth and travel demands within the City of Brampton, and to improve capacity along the Bramalea Road corridor, the following combination of alternative solutions are recommended to allow flexibility to address the identified problems and opportunities:

- Transportation Demand Management
- Active transportation improvements (pedestrian and cyclists)
- Widen the northern portion of the corridor to accommodate transit queue jump lanes
- Widen the southern portion of the corridor to accommodate 4 general purpose lanes and due to closely spaced intersections, queue jump lanes are extended throughout as continuous transit lanes

This combination of alternative solutions will prioritize the needs for pedestrians, cyclists, transit *then* auto users, providing sufficient capacity for future growth and development in the City.

## Transportation Demand Management

The City of Brampton is looking toward TDM to provide techniques to alter travel behaviour; assist in the management of transportation impacts; and address travel demand associated with the anticipated population growth of the City over the next 30 years. A few program options in the City's TDM Toolkit include a Workplace Commuter Program, Rideshare, and Carshare.

# PIC 1 Preferred Planning Solution

The preferred solution improves the following Multi-Modal Level of Service:

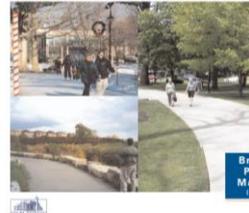
Mode	Level of Service (LOS)	
	High Level of Service (LOS A, B, C, D)	Low Level of Service (LOS E, F)
	Average LOS - Do Nothing Alternative (2041)	Average LOS - QJL and AT Alternative (2041)
Transit 	F	E
Bicycles 	F	A / B / C
Pedestrians 	F	D
Automotive 	A / B / C	A / B / C
Trucks 	A / B / C	A / B / C

# Development of Design Alternatives

Consideration was given to the following design criteria when developing the alternatives based on the preferred solution:

## Design Criteria

- Bramalea Road is classified as a Minor Arterial Road
- Posted speed of 60 km/hr maintained
- Implementation of City's Complete Streets vision where possible
- Reduce lane widths to minimum design standards to promote speed reduction:
  - 3.3m driving lanes
  - 3.0m left turn lanes
  - 3.5m outside lane for transit
  - 4.5m two-way left turn lane
- Bi-directional 3.0m Multi-use Pathway on both sides to accommodate pedestrians and cyclists
- Introduce Acceleride Bus Bays and passenger waiting areas with the Queue Jump Lanes.
- Use of constrained design criteria where the proposed bus bays and MUP impact private property

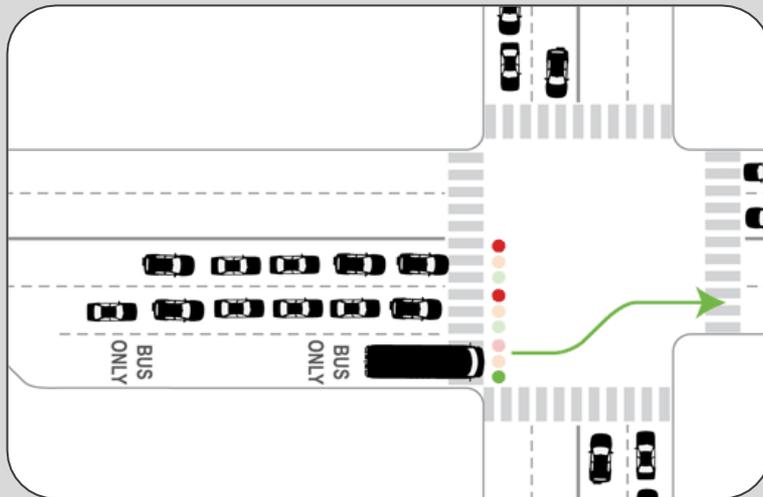


# Development of Design Alternatives

Focus was given to the following improvements based on the preferred solution from PIC 1:

## Queue Jump Lanes

- Queue Jump Lanes (continuous or approaching intersections) on either side of the road
- Consider transit usage
- Consider property impacts



## Active Transportation Facilities

- Bi-directional Multi-use Pathway (MUP) on either side of the road to accommodate both pedestrians and cyclists
- Consider property impacts and integrating existing sidewalks/pathways



**A combination of Queue Jump Lanes and Active Transportation Facilities was developed for consideration.**

# Corridor Segments

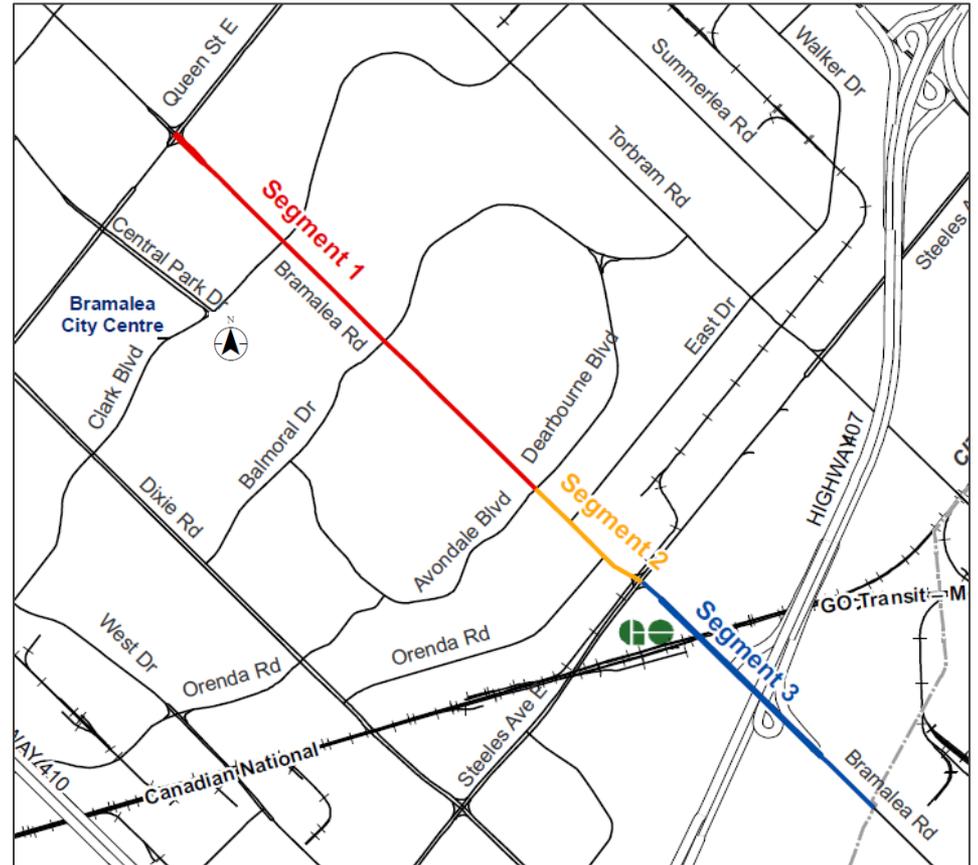
The study area along Bramalea Road from Queen Street East to the Southern City limits is approximately 4.3km in length. The corridor has various uses, ranging from residential areas, commercial uses, and overpass structures.

To understand the existing constraints and provide the best overall solution, we have separated Bramalea Road into three segments:

**Segment 1** – Queen Street East to Dearbourne Boulevard

**Segment 2** – Dearbourne Boulevard to Steeles Avenue

**Segment 3** – Steeles Avenue to Southern City Limits



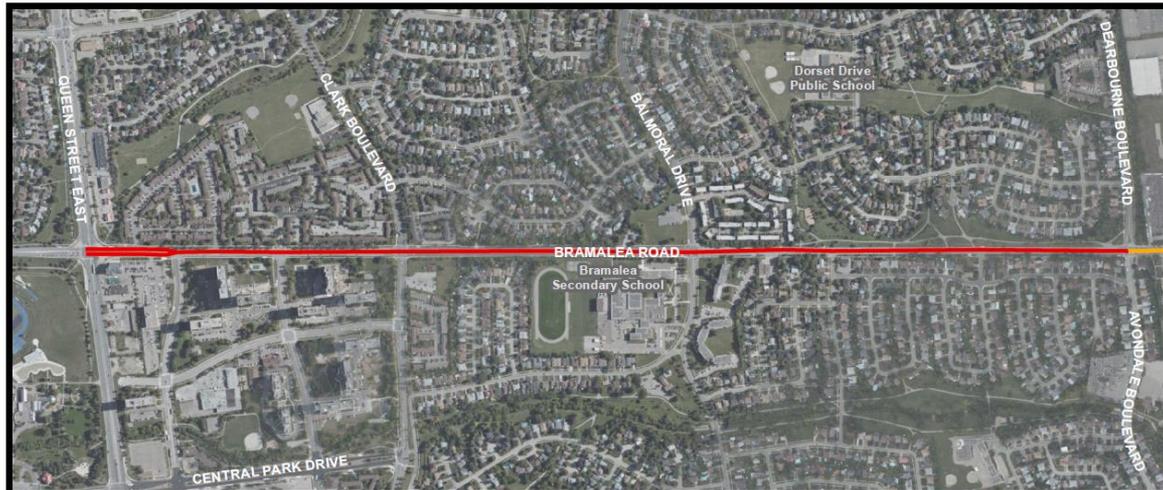
# Corridor Segments – Segment 1

## Queen Street East to Dearbourne Boulevard

This segment of Bramalea Road is approximately 2.4km, with existing sidewalks on both sides of the road. Key corridor constraints include:

- Residential infrastructure directly adjacent to the right-of-way
- Apartment buildings, and underground parking structures
- Secondary school

This segment has an existing multi-use pathway between Balmoral Drive and Dearbourne Boulevard.



# Corridor Segments – Segment 2

## Dearbourne Boulevard to Steeles Avenue

This segment of Bramalea Road is approximately 650m, with existing sidewalks on both sides of the road. Key corridor constraints include:

- Commercial / Industrial uses with several access points to Bramalea Road
- At-grade rail crossing (north of Steeles Ave intersection)
- A deflection in the alignment of Bramalea Road south of Orenda Road



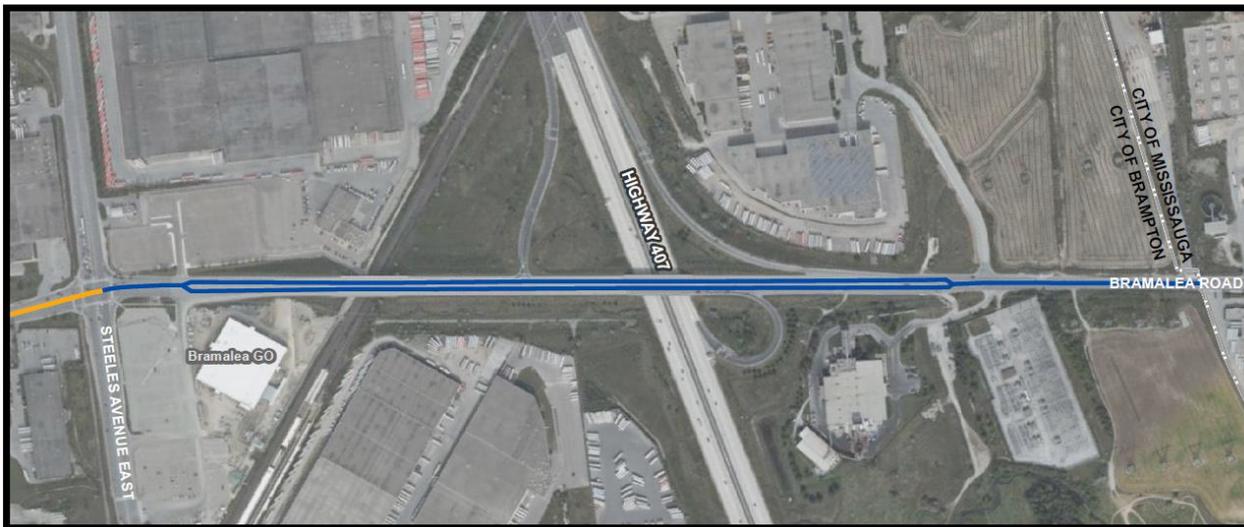
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Meters

# Corridor Segments – Segment 3

## Steeles Avenue to Southern City Limits

This segment of Bramalea Road is approximately 1.2km, with discontinuous sidewalks on both sides of the road. Key corridor constraints include:

- Parking infrastructure
- Industrial buildings
- Bramalea GO Station
- Overpass above CN / Metrolinx rail lines
- Overpass over Highway 407



0 120 240  
Meters

# Developing the Preferred Alternative Design

The project team considered the following elements to determine which alternative design concept was the best solution for each corridor Segment.



## Engineering & Technical Considerations

- Safety for all Travel Modes
- Traffic Operations
- Utilities
- Transit Service/Facilities
- Bicycle and Pedestrian Facilities
- Cost



## Socio-Economic Environment

- Land Requirements/Property Impacts
- Existing and Proposed Developments/Business Operations
- Archaeological/Cultural Heritage Resources
- Construction Staging
- Community/Urban Design
- Traffic/Noise



## Natural Environment

- Vegetation
- Climate Change
- Air Quality

# Technical Studies

Technical studies are used to inform the evaluations and identify impacts of the proposed alternative solutions. The following studies have been/are being completed:

Natural Environment  
Assessment

Socio-Economic  
Environment

Stage 1  
Archaeological  
Assessment

Built and Cultural  
Heritage  
Assessment

Transportation and  
Traffic Multi-Modal  
Analysis

Safety Assessment

Stormwater  
Management Report

Structural  
Assessment

Hydrogeological  
Investigations

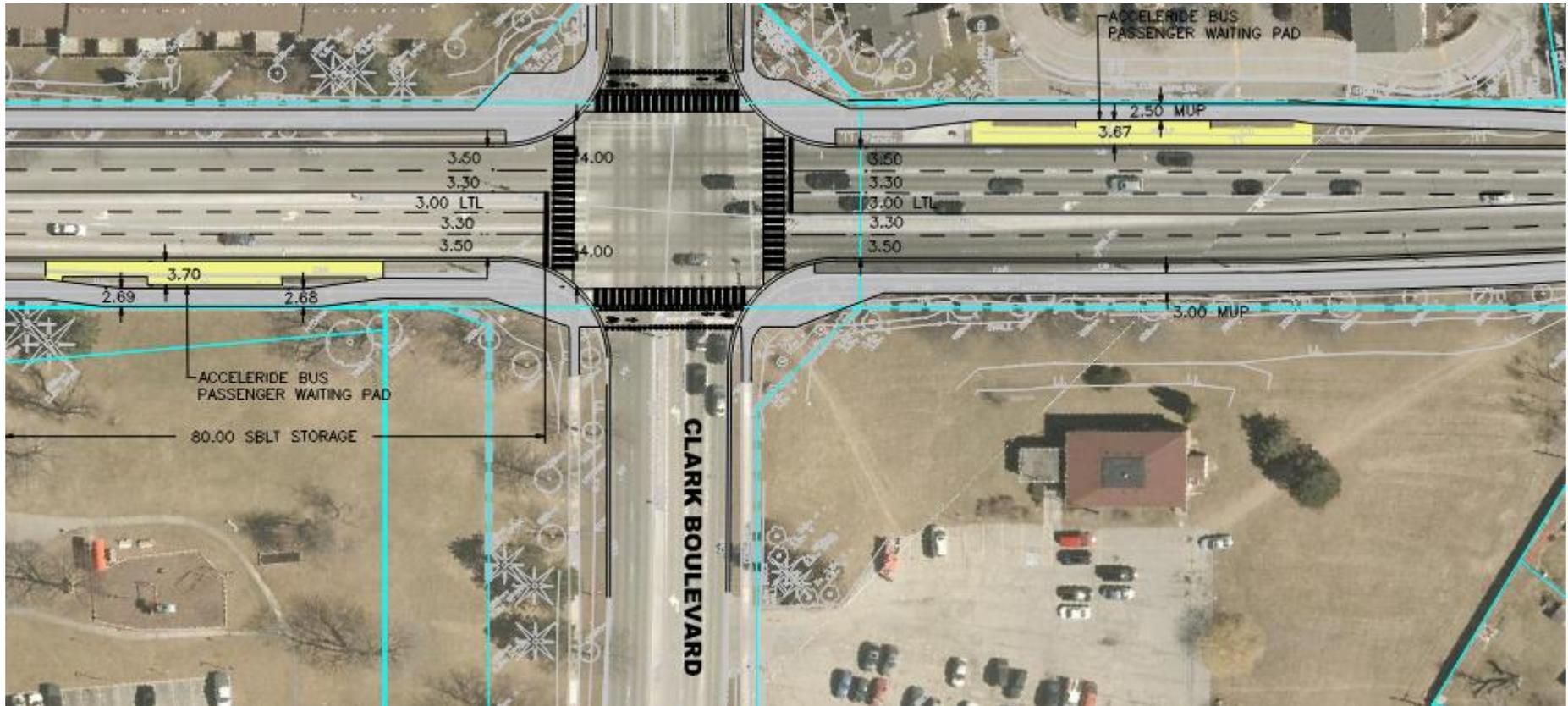
Noise Assessment

Air Quality  
Assessment

Geotechnical  
Investigations

# Preferred Alternative Design – Segment 1

The preferred alternative design concept for Segment 1 is to implement **Active Transportation Facilities**.

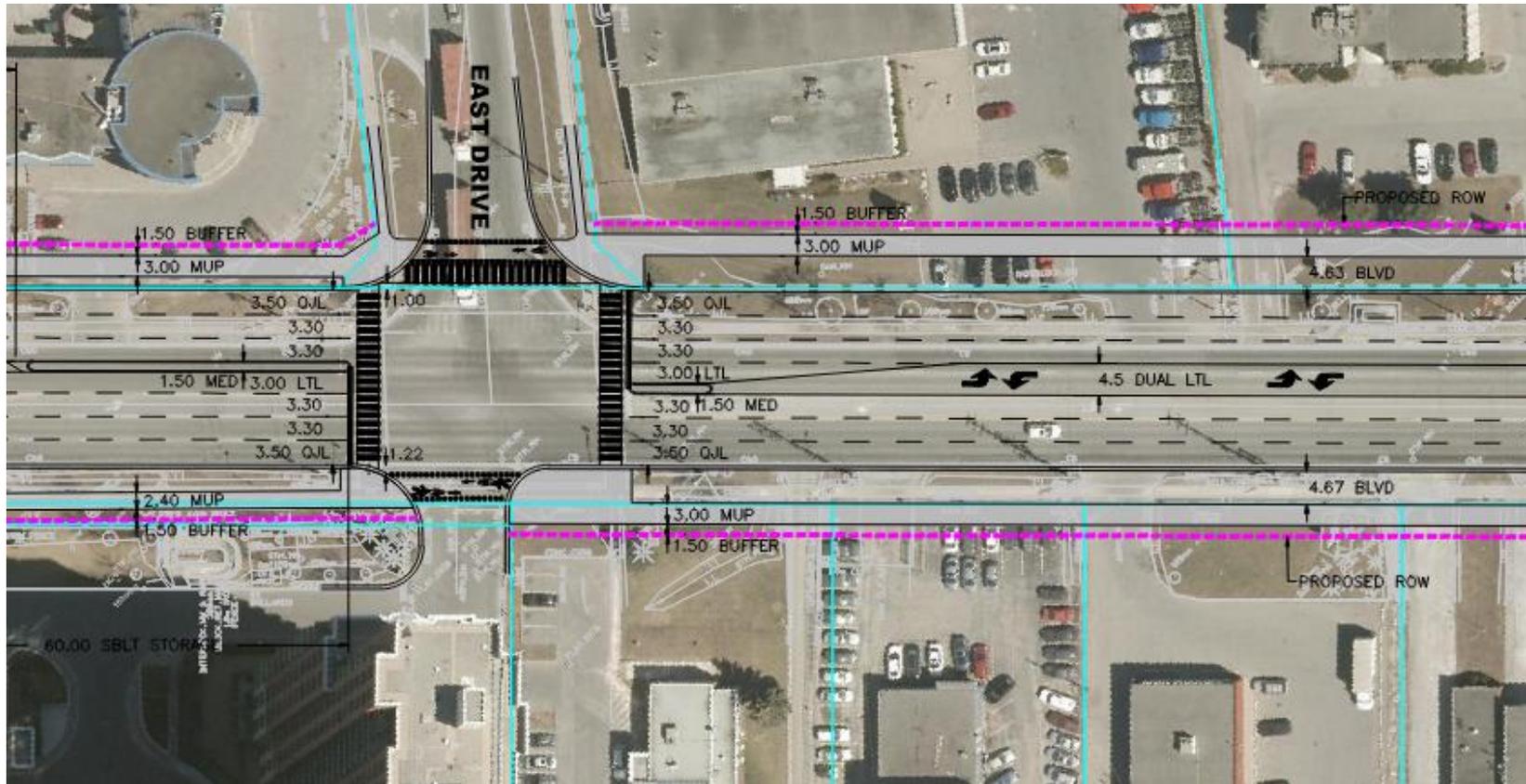


- Multi-Use Pathway
- Reduced driving lanes widths
- Improved transit stops



# Preferred Alternative Design – Segment 2

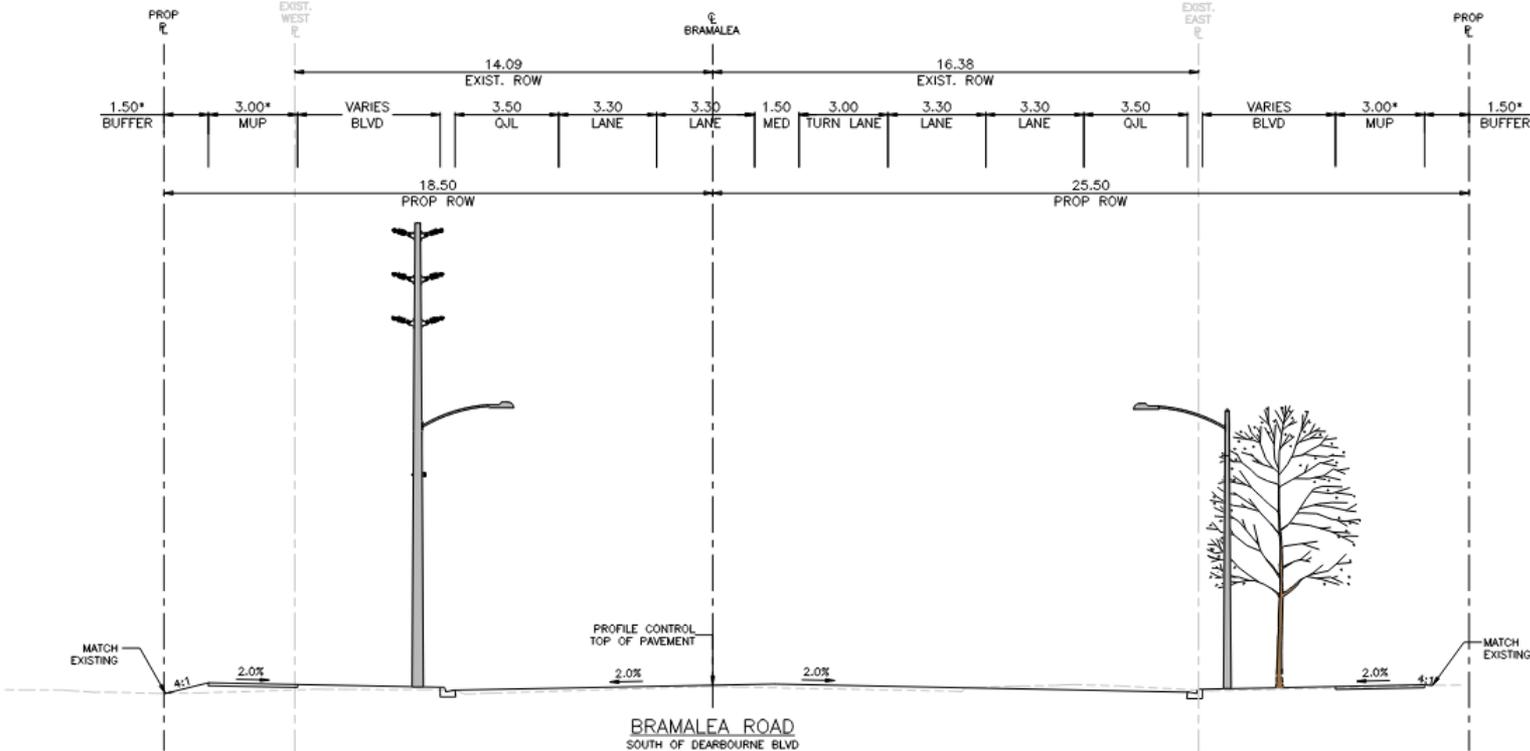
From Dearbourne Boulevard to Steeles Avenue, Segment 2, the preferred alternative design concept is to implement **Queue Jump Lanes & Active Transportation Facilities**.



- Multi-Use Pathway
- Reduced driving lanes widths
- Improved transit stops
- Continual Queue Jump Lanes
- Two Way Left Turn Lane for access

# Preferred Alternative Design – Segment 2

From Dearbourne Boulevard to Steeles Avenue, Segment 2, the preferred alternative design concept is to implement **Queue Jump Lanes & Active Transportation Facilities**.



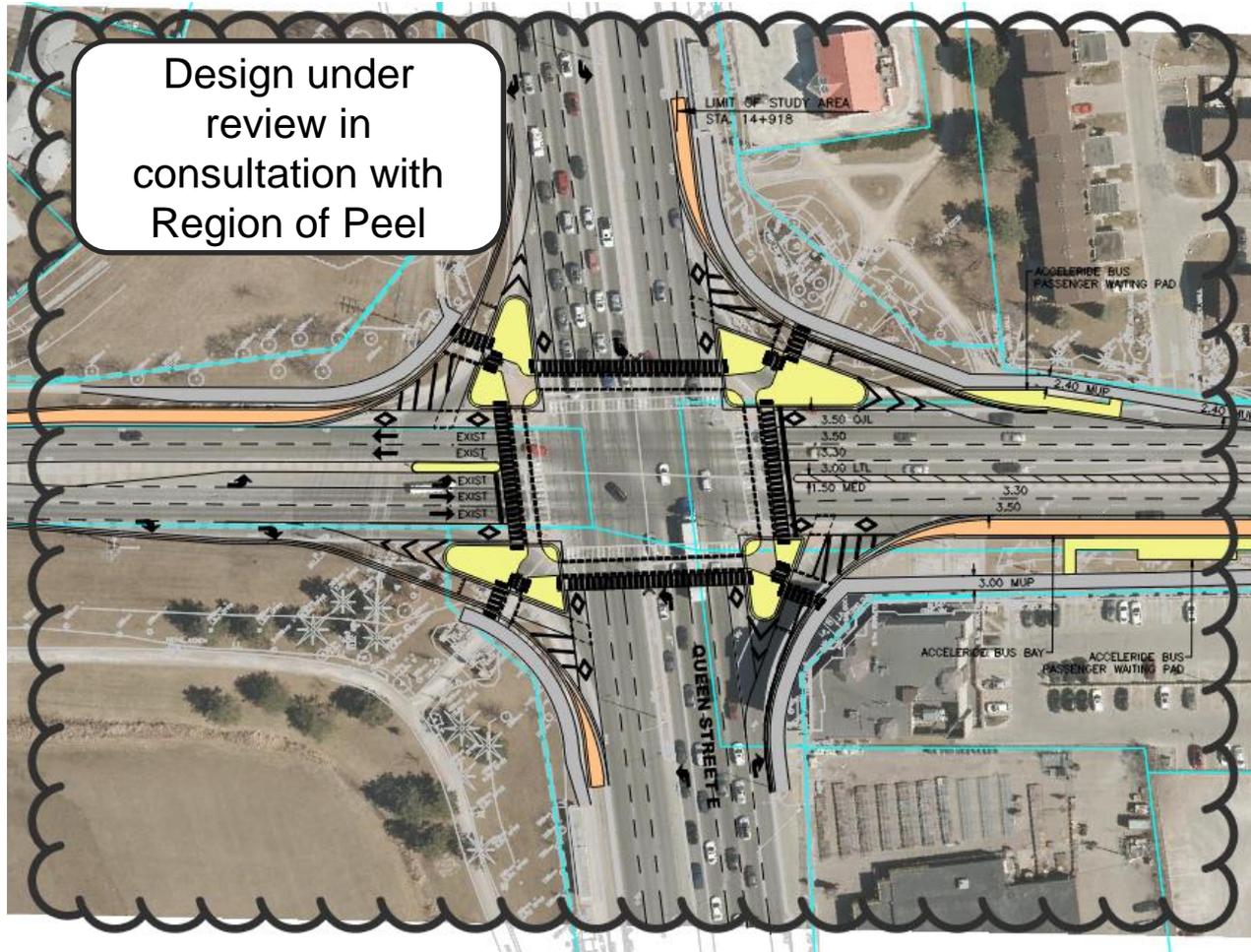
# Preferred Alternative Design – Segment 3

From Steeles Ave to the Southern City Limits, Segment 3, the preferred design concept is **Active Transportation Facilities**.



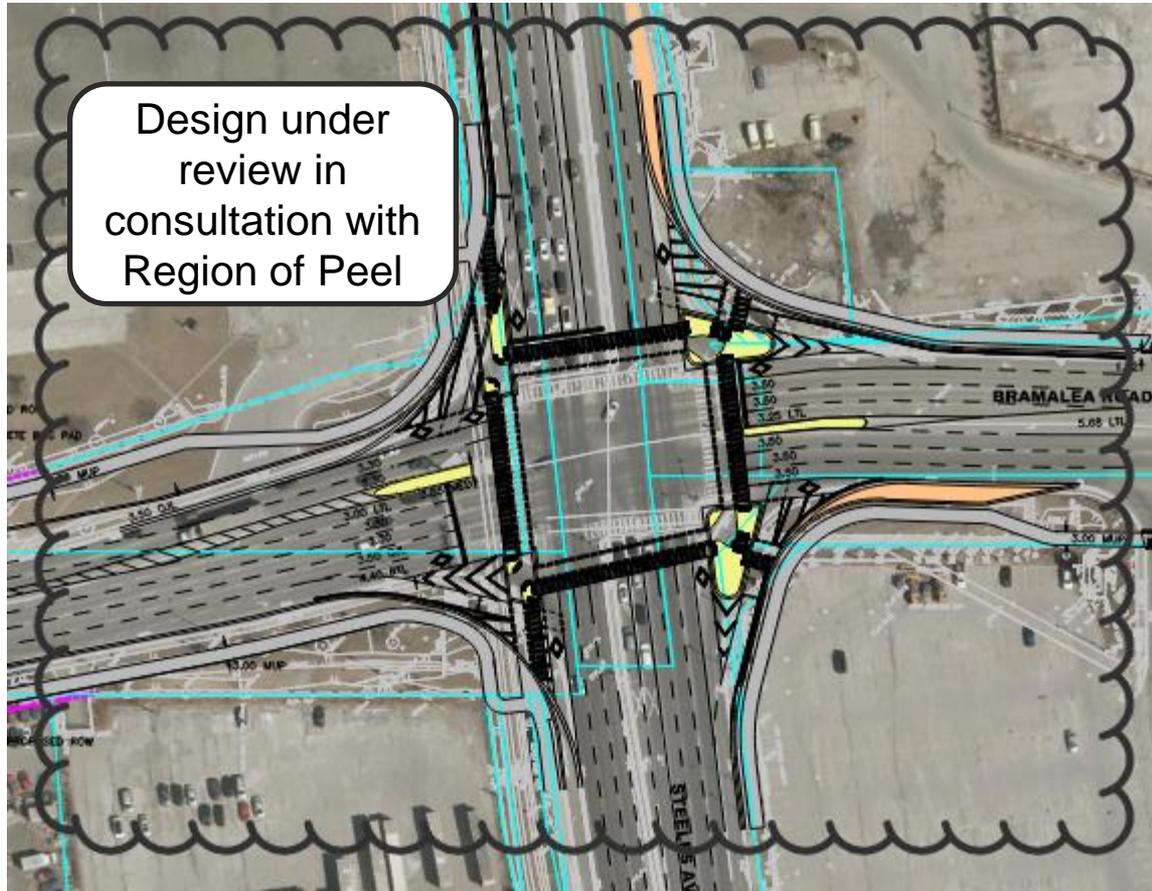
- Multi-Use Pathway
- Reduced driving lanes widths

# Intersection Improvements – Queen Street East



- Multi-Use Pathway
- Queue Jump Lanes
- Reduced driving lanes widths
- Improved transit stops

# Intersection Improvements – Steeles Avenue



- Multi-Use Pathway
- Queue Jump Lanes
- Reduced driving lanes widths
- Improved transit stops

# Overall Preferred Alternative Design

In summary, the overall preferred alternative design for the Bramalea Road corridor is as follows:

## **Bramalea Road & Queen Street East Intersection**

- Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible)

## **Queen Street East to Dearbourne Boulevard (Segment 1)**

- Active Transportation Facilities, Bus Pads

## **Dearbourne Boulevard to Steeles Avenue (Segment 2)**

- Active Transportation Facilities, Continual Queue Jump Lanes with Bus Pads, Two-way Left Turn Lane

## **Bramalea Road & Steeles Avenue Intersection**

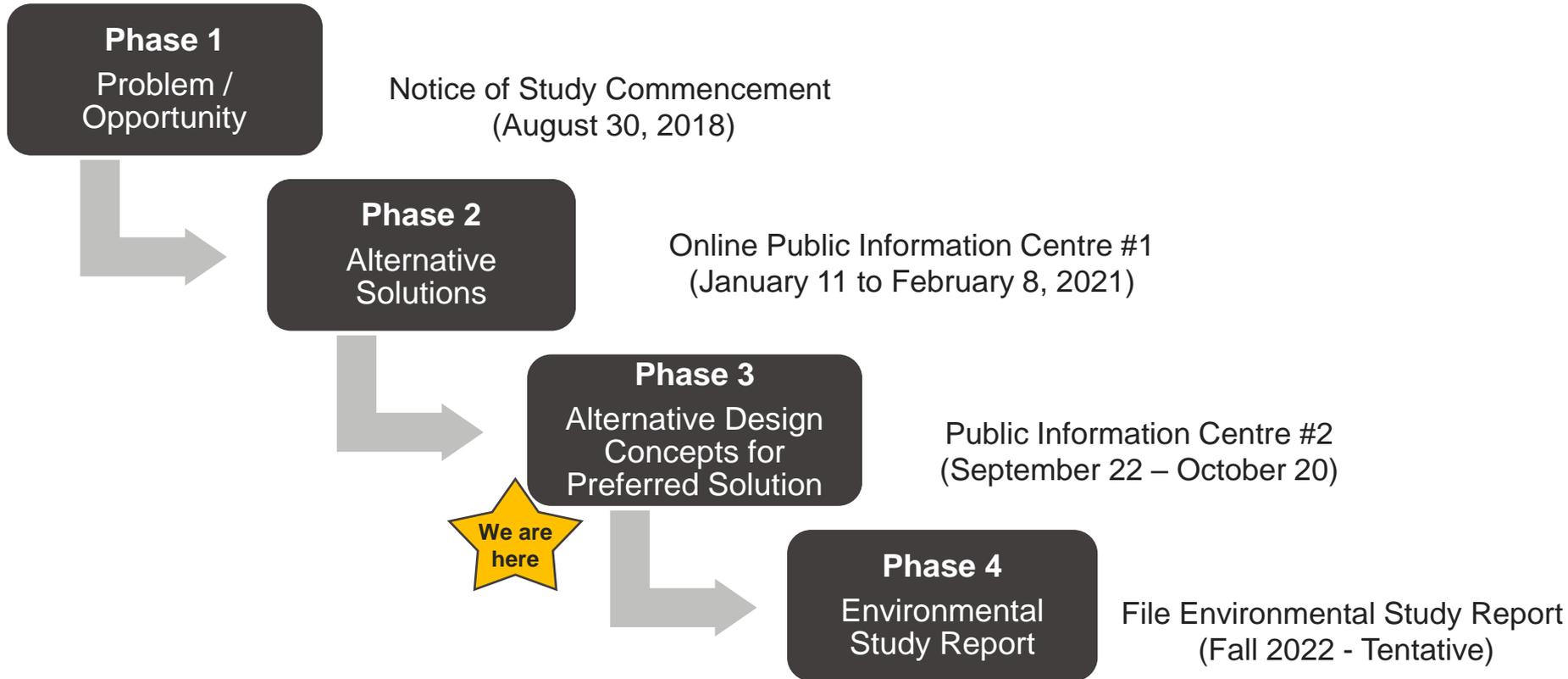
- Queue Jump Lanes with Bus Pads and Active Transportation Facilities (where possible)

## **Steeles Avenue to Southern City Limits (Segment 3)**

- Active Transportation Facilities

Reduced lanes widths are being recommended throughout the corridor in all Sections

# Study Schedule



## Next Steps

- Review comments received
- Refine Recommended Design Concepts
- Develop Environmental Study Report (ESR)
- Notice of Study Completion (30-day public review of ESR)

# Thank you for attending!

Please complete the online comment form or contact us by email or phone to share your thoughts by October 21, 2022.



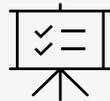
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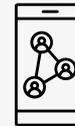
## Community Outreach



Direct Mail Notices



Public Information Centre



City of Brampton Social Media



Newspaper Notices



Agency Meetings



Stakeholder Group Meetings



For more information, visit us at: [www.Brampton.ca/BramaleaEA](http://www.Brampton.ca/BramaleaEA)



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