



Engagement Summary Report

City of Brampton

Downtown Transit Hub Study

Prepared by HDR

Updated May 6, 2024

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1.0 Engagement Overview

Background

The new Downtown Transit Hub is planned to increase the capacity and quality of the transit service in Brampton by potentially doubling the number of bus bays while featuring passenger and operator amenities such as ticketing area, indoor waiting area, washroom and lunchroom facilities, concessions, and covered platform waiting areas. The new transit hub will also be planned and designed to accommodate electric bus technologies.

This engagement summary report outlines the engagement activities that took place to inform stakeholders and the public of the study, how to get involved, and the feedback received.

Figure 1: Downtown Transit Hub Preliminary Study Area



Organization of Engagement

The first round of consultation held between November 20, 2023 to December 20, 2023 provided virtual opportunities for the public and stakeholders to get involved in the project study. A four-question survey, along with an open-ended comment form to solicit people’s opinions on the opportunities, options, and evaluations was hosted on the City of Brampton’s project webpage at: www.brampton.ca/transithub. This provided an on-demand experience for the community to review project information and provide feedback electronically at their convenience. On November 20, a virtual Technical Advisory Committee (TAC) meeting was held to provide stakeholders with a forum to share their insights and questions regarding the study. On November 22, community members had the opportunity to attend a virtual Public Information Centre (PIC) hosted by the project team to answer questions regarding the study or provide additional context to those seeking a deeper understanding. An overview of the first round of

engagement activities are provided in **Table 1**, and a copy of the material presented at the PIC (both the live presentation and more comprehensive downloadable package) are attached in **Appendix A – PIC Materials**. A second round of public engagement will take place in spring of 2024.

Table 1: Key Engagement Activities – Round 1

Engagement Activity	Date/Time
Online Survey (hosted at www.brampton.ca/transithub)	November 22, 2023 to December 20, 2023
Online Comment Form (hosted at www.brampton.ca/transithub)	November 22, 2023 to December 20, 2023
Technical Advisory Committee (TAC)	November 20, 2023, from 1 p.m. to 2 p.m.
Public Information Centre (PIC)	November 22, 2023, from 7 p.m. to 8 p.m.

Communication Tactics

To promote the engagement activities, the City of Brampton used traditional media, social media, digital ads, project website, and mailers.

The project website (www.brampton.ca/transithub) went live on November 15, one week prior to the PIC.

An advertisement for the PIC appeared in the Toronto Star on November 9 and 15, Brampton Guardian November 13, and Midweek Newspaper (Ethnic) on November 14.

11,014 physical-copy postcards were also mailed out to residences within an approximate 200m radius of the study area on November 14.

The Brampton Transit Facebook, Instagram, and X (formerly known as Twitter) social media accounts had various posts between November 13 and November 22 promoting the upcoming engagement event.

Digital ads were also placed at Garden Square from November 8 to December 31 and in hospital digital TV screens at Peel Memorial Hospital and Brampton Civic hospital from November 23 to December 21 promoting awareness about the transit hub study as a whole.

For a full list of promotional activities, dates, and statistics, see **Appendix B – Communication Tactics and Statistics**.

2.0 Feedback Summary

Online Survey

The online survey was live for four (4) weeks and received 10 total responses. The recurring themes that emerged from the feedback revolved around safety, accessibility, and better connections. Concerns were raised regarding ensuring pedestrian safety at busy intersections, operator safety (i.e., adding acrylic glass to all busses creating a separation between

passengers and driver), and adding cameras on busses to record any incidents that might occur. Accessibility was also raised as a common theme among respondents, which included both accessible pedestrian considerations as well as accessible transit to help move people across the city. The final key theme was connections, as many respondents are hoping that future Brampton Transit will tie into other transit services such as LRT, GO, and other BRTs allowing for seamless connections to other municipalities.

For a full list of survey responses, see **Appendix C – Online Survey Results**.

Online Comment Form

The online comment form was live for four (4) weeks and received 9 total responses. Respondents were interested in increasing service frequency (particularly for Brampton Transit routes 5 and 29), and expanding the scope of this study to allow for a more holistic approach to Brampton’s public transit and housing, and avoiding the risk of working in isolation of other ongoing City of Brampton projects.

For a full list of comment form responses, see **Appendix D – Online Comment Form Results**.

Technical Advisory Committee (TAC)

A virtual TAC meeting was held on November 20, 2023, from 1:00 pm to 2:00 pm. A total of 20 stakeholders were in attendance. Stakeholders reviewed the preliminary documents and presentation that were being prepared for the PIC and provided their inputs for improvements. Examples of improvements included the inclusion of a TMP recommendation to extend Williams Drive, south of Church Street, more detailed slides pertaining to traffic analysis, and describing constraints under existing conditions to help with option screening.

Public Information Centre (PIC)

A virtual PIC was held on November 22, 2023, from 7:00 pm to 8:00 pm. Aside from the project team, there were 42 participants in attendance. The purpose of this PIC was to share the following items with the public:

- 1) Project overview and history
- 2) Long list evaluation methodology and criteria
- 3) Draft long list options
- 4) Preliminary evaluation of long-list options
- 5) Next steps
- 6) Questions and answers

Participants asked thoughtful questions regarding the rating system being used for the options, connections to other transit services, technical details for certain design options, timelines, and more.

For a full list of questions and answers, see **Appendix E – Questions and Answers**.

3.0 Next Steps

The next steps for the Downtown Transit Hub Study are to review and respond to all comments received from stakeholders and the public. Then, the project team will confirm the preferred short-listed alternative solutions, develop and evaluate the short-listed design alternatives, and finally, identify a recommended approach for the transit hub. A second PIC will take place in Spring 2024 to share these updates with stakeholders and the public, as well as to obtain any outstanding inputs before finalizing and submitting the final report to Council.

Appendix A – PIC Materials

Downloadable PIC deck of display materials available on the City of Brampton's website:
[Brampton Transit Hub PIC 1 Deck for Website_FINAL](#)

PIC slides from live presentation are available below:

Welcome to the
Downtown Brampton Transit Hub
(Bus Terminal)

TPAP, Preliminary Design, and Business Case Study

Public Information Centre (PIC) #1



Land Acknowledgement

We respectfully acknowledge that the City of Brampton is located on treaty lands and territory of the Mississaugas of the Credit and the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Brampton is a contemporary home to many First Nations, Inuit and Metis people today. Brampton appreciates and respects the history and diversity of the land and is grateful to have the opportunity to work and meet in this territory. The City of Brampton joins with First Nation groups in partnership, friendship and reconciliation.

Recording Notice

This meeting is being recorded for the purposes of creating a summary report that will be shared with all participants. The video will also be posted on City of Brampton website.



Code of Conduct

We want to hear from you. All questions are good questions!



Be patient.

Virtual meetings don't always run as smoothly as planned.



Be brief.

Limit yourself to one question or comment when called on to speak.



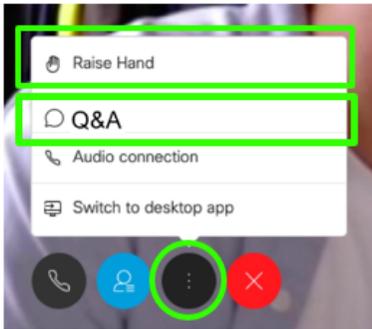
Be respectful.

The City of Brampton is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.

Participating by Computer

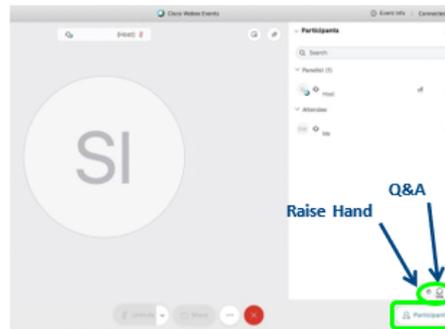


Raise your hand or type your question.



Internet browser

Click the “...” button at the bottom of the video window and select **Raise Hand** or **Q&A**.



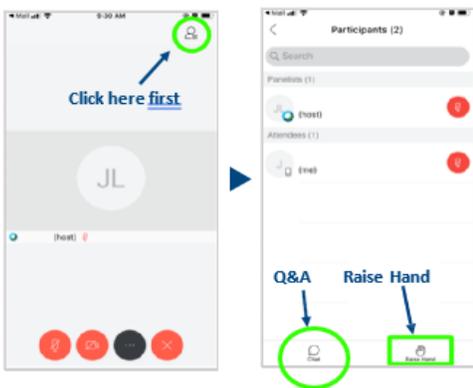
Webex App

Click the **Participants** button at the bottom of the video (the Participants panel will open to the right). Then click the **Raise Hand** or **Q&A** button at the bottom right.

Participating by Smartphone or Tablet

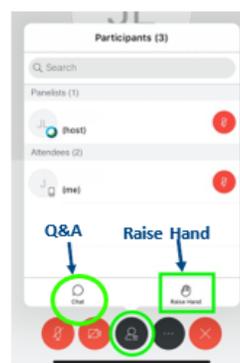


Raise your hand or type your question.



Smartphone

Click the **Participants** panel button at the top right corner of the screen. Then click **Raise Hand** or **Q&A** at the bottom of the screen.



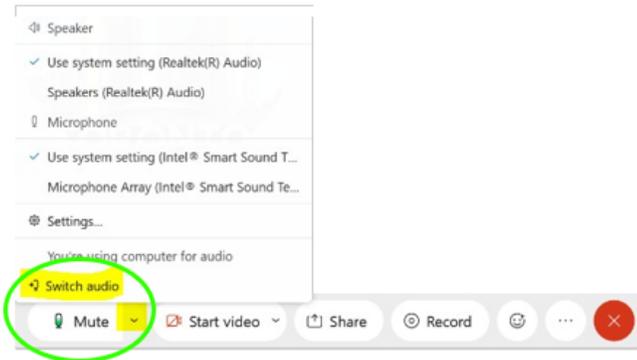
Tablet

Click the **Participants** panel button at the bottom of the screen. Then click the **Raise Hand** or **Q&A** button at the bottom of the screen.

Webex Audio Trouble?



Webex can call you!



1. Click **arrow** beside your mute button.
2. Click **Switch audio**.
3. Use **Call me** function and enter your phone number.
 - Webex will call your phone.
 - No long distance charges.

Audio Still Not Working?



Call into the meeting.

Dial: **xxx-xxx-xxxx**.

When prompted for a meeting number, enter: **xxxxxxxx**.



Raising your hand by phone.

To raise your hand virtually, **key in *3**.

The Host will see a hand up beside the last four digits of your phone number.

During the Q&A period, the Host will unmute you and let you know that you can speak.

Agenda

1. Land Acknowledgement
2. Purpose of Consultation
3. Project Overview and History
4. Long List Evaluation Methodology & Criteria
5. Draft Long-List Options
6. Preliminary Evaluation of Long-List Options
7. Next Steps
8. Questions and Answers



Purpose of Consultation

The purpose of this PIC is to introduce the project, present the work completed to date, and receive input on future considerations, such as:

- ❖ Why this study is taking place
- ❖ Determining optimal configuration and location of the future transit hub
- ❖ Balancing the needs of all stakeholders
- ❖ Documenting all questions and comments received, and addressing them in the final study report
- ❖ Next steps

A comment form is available on the project webpage for your input:

www.brampton.ca//EN/residents/transit/Projects-Initiatives/Pages/Downtown-Brampton-Transit-Hub





Project Overview and History



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Project Overview

The City is undertaking a study to design a new transit hub in the Downtown Core, to address future transit needs and take advantage of opportunities to better integrate with other initiatives in Downtown Brampton.

- ❖ Through this study, the City will:
 - ❖ Identify future transit hub requirements
 - ❖ Determine the right site for the transit hub
 - ❖ Identify the most appropriate delivery model for the hub (stand-alone facility or integrated with new development)
 - ❖ Determine the procurement model (traditional vs Public-Private Partnership)

The project team has completed the existing conditions investigation for the study, including background documents review, urban design and land use planning, natural environmental inventory, heritage / archaeology inventory, and traffic analysis.

The project team is currently in the process of establishing the long list of design concepts, and associated evaluation of the options to identify a short-list to carry forward for further design refinement and assessment.



Problem / Opportunity Statement

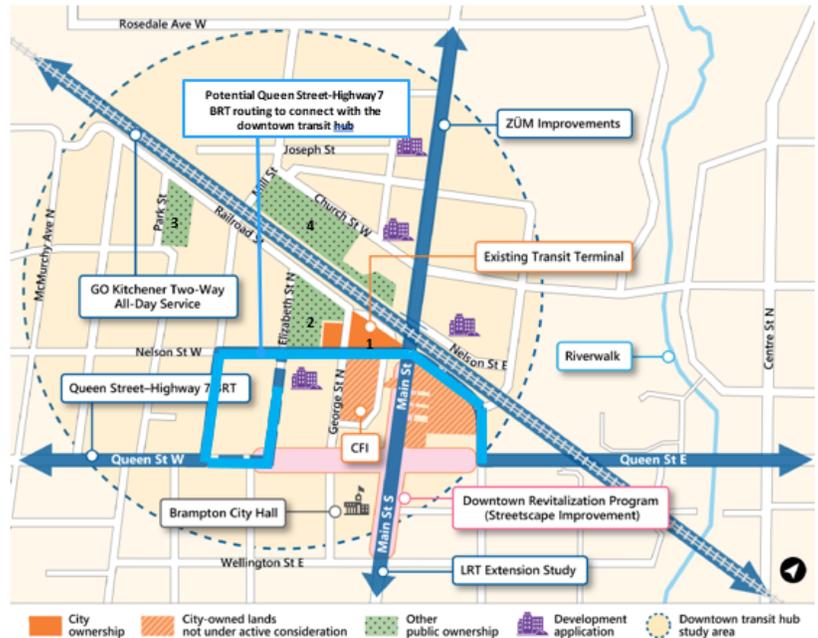
- ❖ The existing downtown Brampton transit terminal is facing difficulties in accommodating the capacity needed for current and future transit services.
- ❖ Specifically, anticipated rapid transit services, including increased service frequency on the GO rail corridor immediately north of the site, the introduction of the Brampton LRT, as well as the Queen St-Highway 7 BRT, will lead to an increase in demand on the local transit network. Furthermore, the existing transit terminal is anticipated to be impacted by the proposed widening of the rail corridor.
- ❖ Consequently, the new proposed Transit Hub can address the capacity constraints while also presenting the opportunity to provide improved connection between municipal and interregional transit networks, as well as supporting the intensification and mobility objectives listed in municipal and regional planning policies.



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Study Area

- ❖ Potential Sites for Transit Hub
 1. 8 Nelson Street
 2. Elizabeth / George Block
 3. Park Street
 4. Brampton GO Station
- ❖ Preliminary screening of sites indicated that Sites 1, 2, and 4 offer sufficient size to accommodate the transit hub.
- ❖ Site 3 is too small to accommodate program requirements, is disconnected from the GO Rail and proposed LRT station, and has fewer access/egress routes
- ❖ As such, the long-list of transit hub options was developed focusing on Sites 1, 2, and 4 as they are most feasible



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Planning Context

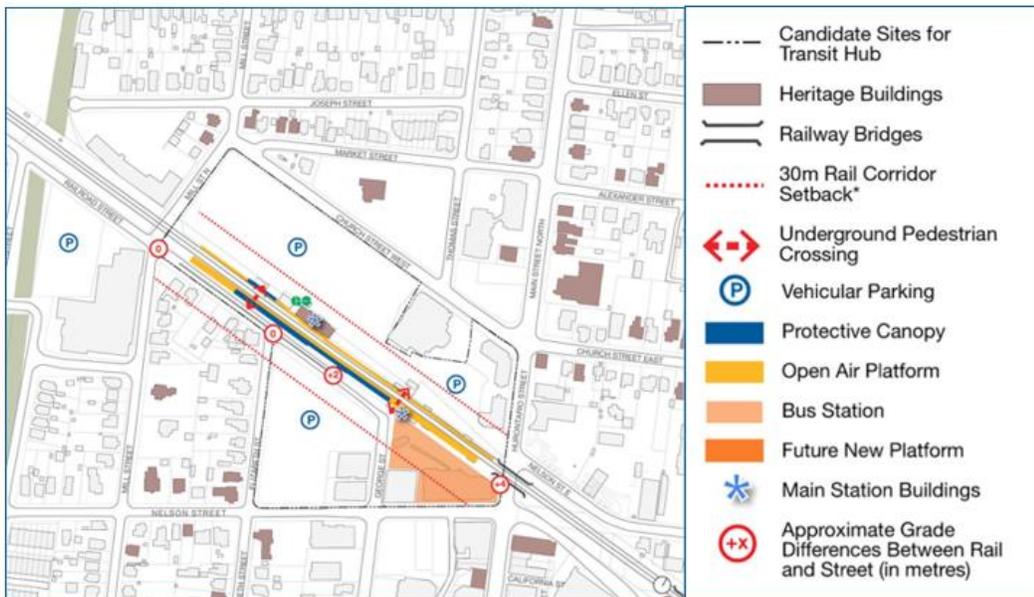
Numerous planning initiatives are ongoing in the area:

- ❖ Transportation Master Plan (2015)
- ❖ Brampton Major Transit Station Area Study (MTSA) Plans (2023)
- ❖ Update to Downtown Secondary Plan (to be initiated 2024)
- ❖ Living Mosaic: Brampton 2040 Vision (2018)
- ❖ Riverwalk Area Urban Design Master Plan (2022)
- ❖ Downtown Brampton Flood Protection Environmental Assessment (2020)
- ❖ IDP Workshop Summary (2022)
- ❖ Downtown Brampton Streetscape Manual (under development)
- ❖ Metrolinx Queen Street – Highway 7 BRT Study (Ongoing)
- ❖ City of Brampton: LRT Extension Study (2023)



IDP Workshop Summary Plan (Summer 2022)

Study Area Context | Transit Infrastructure



The current GO station is centred around vehicular parking. All the land owned by Metrolinx near the station is dedicated to surface parking, including the most recent addition of the block on Elizabeth Street.

Considerable grade changes are present in the study area, increasing in the eastern direction.

* New construction for sensitive land uses (e.g. residential) within set-back requires mitigation measures based on FCM Guidelines (2014) such as crash walls.

Future Transit Services

- ❖ Number of bus routes will remain the same in the future
- ❖ Anticipate more local routes to loop into the terminal
- ❖ Route 24/25 will be looped in the terminal to pick up more passengers to the Hospital area
- ❖ Route 502 will be shortened to the LRT station in the future scenario
- ❖ GO Bus service is assumed to be decreased down to 2 bus bays

Existing System Map

- **Downtown Brampton Terminal**
 - 1/1A
 - 52
 - 501
 - 561
 - GO Bus (31, 33, 37)
- **Main St Zum Stations**
 - 2
 - 24
 - 25
 - 502



Downtown Bus Terminal Functional Requirements	Quantity
Estimate of number of bays required for:	
Brampton Transit/ <u>Zum</u> - Standard 12m (B-12) buses	6
Brampton Transit/ <u>Zum</u> - Articulated 18m (A-BUS) buses	4
Brampton - Accessible Services	All must meet AODA requirements
GO Transit	2
Layover spaces for Brampton Transit/<u>Zum</u> (standard and articulated buses) and GO Transit	
	3 bays - 1 x 60', 2 x 40' (if no service bays doubled-up)
	Protected in dedicated layover <u>bays</u>
E-bus charging requirements	
	Concrete pad for BEB infrastructure - 5m x 27m footprint
Supervisor vehicles (accommodated in layover area)	1
Staff parking (accommodated in layover area)	2
Maintenance vehicles (accommodated in layover area)	1 Maintenance / Security
Additional Parking (<u>PPU</u> , PPUDO)	<i>Under consideration</i>

Study Process

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

Through the three-level process, the long list of Downtown Transit Terminal options will be evaluated and narrowed down to a short list. The long list is presented at Public Information Centre 1 (PIC1)

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.



Transit Project Assessment Process (TPAP)

The **Transit Project Assessment Process (TPAP)** is a streamlined Environmental Assessment process developed specifically for the approval of public transit projects.

Environmental studies are underway to evaluate any potential impacts the project may have on the surrounding community or natural environment and recommend ways to mitigate or minimize those impacts.

The **Environmental Project Report (EPR)** is a component of the TPAP that includes the studies listed on the right.

-  Natural Environment Technical Report
-  Socio-Economic and Land Use Characteristics Assessment
-  Multi-Modal Transportation Analysis
-  Stage 1 Archaeological Assessment
-  Air Quality Technical Report
-  Noise & Vibration Technical Report
-  Cultural Heritage Report
-  Climate Change and Sustainability
-  Phase 1 Environmental Site Assessment Report
-  Stormwater Management



Long List Evaluation Methodology & Criteria

Long List Evaluation Methodology & Criteria

Will generally follow the Metrolinx Business Case structure, which focuses on **four cases** to shape the evaluation criteria:

An **Initial Business Case (IBC)** report will summarize the findings of the study, such as the options considered and the results of the evaluation. It will also be used to advance the project and seek funding.



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 requirement to consider to deliver and operate the investment?

Initial Business Case Overview

Problem/Opportunity

Define a problem or opportunity that should be addressed based on policies and plans; articulating the vision, goals, and objectives that investments are evaluated against.



Investment Options

Define a set of options to be tested against the vision, goals, and [objectives](#)



Strategic Case:

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



Financial Case:

What are the financial implications of delivering the investment?



Economic Case:

What is the investment's overall value to society?



Deliverability and Operations Case:

What are the risks and requirements to consider [to deliver](#) and operate the investment?

Long List Evaluation Methodology & Criteria

Business Case	Objectives	Criteria
 <p>Strategic Case</p>	Integrating the transit network in downtown Brampton	Distance from Transit Hub to Brampton LRT station and GO train/bus platforms
	Enabling multi-modal access and egress to transit	Distance to nearby bike lanes, sidewalks, and trails
		Space available for passengers pick up and drop off
		Space available for bike parking
	Support city-building objectives by connecting with future mixed-use development	Supporting the City's Official Plan vision for downtown Brampton
		Supporting the Brampton 2040 Vision
		Supporting the City of Brampton Transportation Master Plan
Increase hub capacity to support service growth for Brampton	Number of bus bays	
	Number of buses per hour	
Reduce transfer times	Platform to platform distance for:	
	<ul style="list-style-type: none"> • Bus to bus • Bus to Brampton LRT • Bus to GO train 	
Improve comfort and quality of service	Provides shelter from poor weather conditions	
	Space available for seating	
	Space available for washrooms	

Long List Evaluation Methodology & Criteria

Business Case	Objectives	Criteria
 <p>Strategic Case</p>	Provide safe and efficient access and transfers for transit passengers	The need to cross the street and/or railroad tracks to access platforms
		Provides a sense of safety by being in an enclosed space away from the streets
	Improve energy efficiency and minimal impacts to natural and cultural environment	Size of the Transit Hub
		Impacts to the natural environment
		Impacts to noise and air quality
		Impacts to cultural heritage and archaeology
	Supports transition to more sustainable transit technologies	Enroute charging opportunities
Improve quality of life and public health	Retail opportunities	
	Public space opportunities	
Support the needs of transit-dependent individuals	Integrate feedback from public consultation	
Integrate transit and land-use to form sustainable, transit-oriented communities	Size of developable area	

Long List Evaluation Methodology & Criteria

Business Case	Objectives	Criteria
 <p>Economic Case</p>	User Benefits	Transfer times: <ul style="list-style-type: none"> • Bus to bus • Bus to Brampton LRT • Bus to GO train
		Impacts to auto traffic

Business Case	Objectives	Criteria
 <p>Financial Case</p>	High Level Cost	Approximation of capital costs
		Approximation of operating and maintenance costs
		Approximation of opportunity cost of land

Long List Evaluation Methodology & Criteria

Business Case	Objectives	Criteria
 <p>Deliverability & Operations Case</p>	Design/Operational Tradeoffs	Property impacts
		Ability for future expansions
	Operation	Number of turns to access Transit Hub for buses
		Staff facilities
		Functional requirements
	Construction and Mitigation	Constructability
		Construction traffic management
		Construction impacts to nearby businesses
		Construction impacts to transit operations



Draft Long List Options

Railroad Street Treatment Options

- ❖ Proposed rail corridor expansion to accommodate two-way all-day rail service is anticipated to encroach on Railroad St and 8 Nelson site
- ❖ A closure or realignment of Railroad Street is likely with associated property impacts
- ❖ Alternative treatments will be developed in conjunction with the transit hub options, including:

<p>Full Realignment</p>	<p>Rail corridor design is conceptual, to be confirmed by Metrolinx</p>
<p>Partial Realignment / Closure</p>	 <p>Rail corridor design is conceptual, to be confirmed by Metrolinx</p>
<p>Full Closure</p>	 <p>Rail corridor design is conceptual, to be confirmed by Metrolinx</p>

Draft Long List Options

OPTION 1

On-Street Exchanges:

- 1a: Nelson Street
- 1b: Railroad Street (Realigned)

OPTION 2

Off-Street Exchanges:

- 2a: Metrolinx South Park and Ride Lot
- 2b: Nelson Street Loop
- 2c: Railroad Street Loop
- 2d: Railroad Street Through

OPTION 3

Split Exchanges:

- 3a: Brampton GO Lot / Nelson Street
- 3b: Brampton GO Lot / Railroad Street (Realigned)

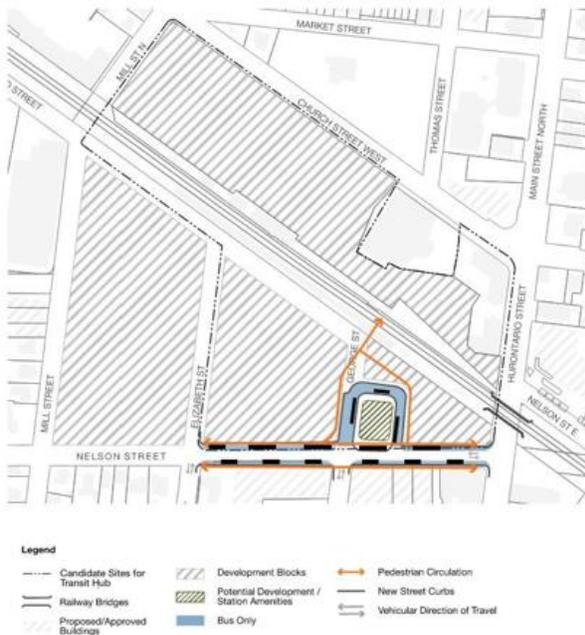


Option 1: On-Street Exchanges (South of Railway Corridor)

- 1a: Nelson Street
- 1b: Railroad Street (Realigned)

Option 1a

Nelson Street



31 DOWNTOWN BRAMPTON TRANSIT HUB

Key Considerations

- Impacts to Property**
 - Requires widening of Nelson St from Elizabeth St to Main St. Widening could occur on north or [south](#).
 - Bus Layover/Charging and Operator Facility will impact 8 Nelson St
- Impacts to Transit Operations**
 - Main Street ZUM Stop shifted south
 - Requires some services to turn around on local [streets](#).
- Impacts to Traffic / Road Network**
 - Potential to retain George St and realigned Railroad St
- Compatibility with Proposed LRT**
 - Compatible with underground LRT alignment
 - Potential to share operator facilities with LRT [headhouse](#)
- Connectivity**
 - Increase in passenger walk distance to GO Station and future [LRT](#).
 - Some passengers will have to cross Nelson Street to access GO Rail [station](#).
- Development Potential**
 - Retains full Elizabeth-George block for [development](#)
 - Potential for integrated development on 8 Nelson St



Option 1b

Railroad Street (Realigned)



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Key Considerations

- Impacts to Property**
 - Would impact entire 8 Nelson Street [site](#)
 - Would impact approximately 25% of GO Park and Ride Lot (south) [site](#)
- Impacts to Transit Operations**
 - Requires a temporary transit terminal during [construction](#)
- Impacts to Traffic / Road Network**
 - Close Nelson Street between Main and George
 - Convert George Street to Transit Only Use north of Nelson Street
 - Realign Railroad Street, skew at Main Street may necessitate turning restrictions due to limited [visibility](#).
- Compatibility with Proposed LRT**
 - Compatible with Surface LRT alignment only
- Connectivity**
 - Bus-to-rail transfers would be [comparable](#) to today's operation
 - [Widely-spread](#) stops could increase bus-to-bus transfer distances
 - Some passengers would have to cross Railroad Street to access other buses or GO Rail [platforms](#)
- Development Potential**
 - Retains 75% of GO Park and Ride Lot (South) Site, protects frontage on Nelson Street





Option 2: Off-Street Exchanges (South of Railway Corridor)

2a: Metrolinx Park and Ride Lot (South)

2b: Nelson Street Loop

2c: Railroad Street Loop

2d: Railroad Street Through (New)

Option 2a

Metrolinx South Park and Ride Lot



Key Considerations

- Impacts to Property**
 - Bus platforms impact ~50% of existing GO Park and Ride Lot site.
- Impacts to Transit Operations**
 - Slight increase in net mileage due to bus circulation.
 - Minimizes the need to realign routes through local street network.
- Impacts to Traffic / Road Network**
 - Railroad Street converted to bus-only, one-way east of Elizabeth Street
 - George Street converted to bus-only use north of Nelson Street
- Compatibility with Proposed LRT**
 - Compatible with both surface and below-grade LRT alignments
- Connectivity**
 - All bus-to-bus transfers contained on single island
 - Bus-to-rail transfers require crossing bus path and rail corridor.
- Development Potential**
 - Retains 50% of Metrolinx South PnR Lot Site
 - Potential to integrate with overhead development



Option 2a (ALT)

Metrolinx South Park and Ride Lot



Key Considerations

- Impacts to Property**
 - Layover/operator facility impacts entire Nelson 8 Site
 - Bus platforms impact ~30% of existing GO Park and Ride Lot site.
- Impacts to Transit Operations**
 - No significant change to bus routes from existing
- Impacts to Traffic / Road Network**
 - Railroad Street converted to bus-only, one-way east of Elizabeth Street
 - George Street converted to bus-only use north of Nelson Street
- Compatibility with Proposed LRT**
 - Compatible with both surface and below-grade LRT alignments
- Connectivity**
 - All bus-to-bus transfers contained on single island
 - Bus-to-rail transfers require crossing bus path and rail corridor.
 - Bus to LRT transfers require crossing bus path
- Development Potential**
 - Retains 70% of Metrolinx South PnR Lot Site



Option 2b

Nelson Street Loop



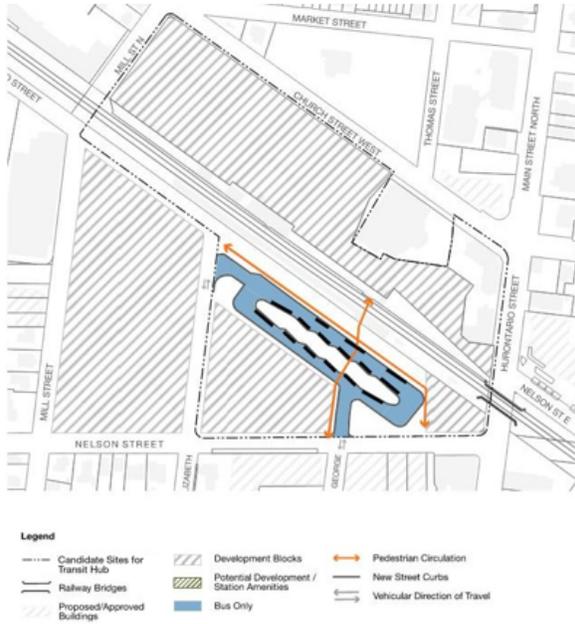
- Legend**
- Candidate Sites for Transit Hub
 - Railway Bridges
 - Proposed/Approved Buildings
 - ▨ Development Blocks
 - ▨ Potential Development / Station Amenities
 - Bus Only
 - Pedestrian Circulation
 - New Street Curbs
 - ⇄ Vehicular Direction of Travel

Key Considerations

- Impacts to Property**
 - Impacts 40% of GO Park and Ride Lot (south) [site](#)
- Impacts to Transit Operations**
 - No significant change to bus routes from existing
 - Contains layover and service bays in same [site](#)
- Impacts to Traffic / Road Network**
 - Requires closure of George Street and Railroad Street east of Elizabeth Street.
- Compatibility with Proposed LRT**
 - Compatible with both surface and below-grade LRT alignments
- Connectivity**
 - Bus-to-bus transfers are close and convenient
 - Bus-to-rail transfers require crossing bus path and [layover](#)
 - Substantially increases pedestrian crossings through the terminal area, not just for transit passengers, but pedestrians from developments to the south wanting to access [Station](#)
- Development Potential**
 - Retains 60% of GO Park and Ride Lot (south) [site](#)
 - Bus station impacts desirable site frontage on Nelson Street
 - Potential to integrate with overhead [development](#)

Option 2c

Railroad Street Loop



Key Considerations

- | | |
|--|---|
| Impacts to Property | <ul style="list-style-type: none"> Impacts 40% of GO Park and Ride Lot (south) site |
| Impacts to Transit Operations | <ul style="list-style-type: none"> No significant change to bus routes from existing |
| Impacts to Traffic / Road Network | <ul style="list-style-type: none"> Requires closure of George Street and Railroad Street east of Elizabeth Street. |
| Compatibility with Proposed LRT | <ul style="list-style-type: none"> Compatible with both surface and below-grade LRT alignments |
| Connectivity | <ul style="list-style-type: none"> Bus-to-bus transfers are close and convenient Bus-to-rail transfers require crossing bus path and layover Substantially increases pedestrian crossings through the terminal area, not just for transit passengers, but pedestrians from developments to the south wanting to access Station |
| Development Potential | <ul style="list-style-type: none"> Retains 60% of GO Park and Ride Lot (south) Site Maintains desirable Nelson Street frontage for development Potential to integrate with overhead development |

Option 2d

Railroad Street Through



- Legend**
- Candidate Sites for Transit Hub
 - Railway Bridges
 - Proposed/Approved Buildings
 - ▨ Development Blocks
 - ▨ Potential Development / Station Amenities
 - ▨ Bus Only
 - Pedestrian Circulation
 - New Street Curbs
 - Vehicular Direction of Travel

Key Considerations

- Impacts to Property**
 - Impacts 30% of GO Park and Ride Lot (south) [site](#)
- Impacts to Transit Operations**
 - Increases circulation required for [buses](#)
- Impacts to Traffic / Road Network**
 - Requires closure of George Street and Railroad Street east of Elizabeth Street.
- Compatibility with Proposed LRT**
 - Compatible with both surface and below-grade LRT alignments
- Connectivity**
 - Bus-to-bus transfers are increased [over](#) existing condition
 - Bus to rail transfers and most bus to LRT transfers do not cross bus [path](#)
- Development Potential**
 - Retains 70% of GO Park and Ride Lot (south) Site
 - Maintains desirable Nelson Street frontage for [development](#)
 - Potential to integrate with overhead development (partial)



Option 3: Split Exchange (North and South of Railway Corridor)

3a: Brampton GO Lot / Nelson Street

3b: Brampton GO Lot / Railroad Street (Realigned)

Option 3a

Brampton GO Lot / Nelson Street



Key Considerations

- | | |
|--|---|
| Impacts to Property | <ul style="list-style-type: none"> Bus station impacts ~30% of existing GO Parking Lot Realigned Railroad Street impacts MetroInx South Park and Ride Lot |
| Impacts to Transit Operations | <ul style="list-style-type: none"> Requires some routes to cross rail corridor to serve terminal – additional travel time Queen BRT Services could be accommodated south of rail corridor |
| Impacts to Traffic / Road Network | <ul style="list-style-type: none"> Railroad Street could be reinstated in full. |
| Compatibility with Proposed LRT | <ul style="list-style-type: none"> Compatible with underground LRT alignment only. |
| Connectivity | <ul style="list-style-type: none"> Separation of bus services would impact bus-to-bus transfers, requiring crossing of rail corridor Increased walking distance for bus-to-LRT passengers |
| Development Potential | <ul style="list-style-type: none"> Maintains ~70% of GO Park and Ride Lot for development Potential to integrate with new development over station. |

Option 3b

GO Lot / Railroad Street



Key Considerations

- Impacts to Property**
 - Bus station impacts ~30% of existing GO Parking Lot
 - Realigned Railroad Street impacts 15% of GO Park and Ride Lot (south) site
- Impacts to Transit Operations**
 - Requires some routes to cross rail corridor to serve terminal – additional travel time
 - Queen BRT Services could be accommodated south of rail corridor
- Impacts to Traffic / Road Network**
 - Railroad Street converted to one-way (or transit only)
- Compatibility with Proposed LRT**
 - Compatible with underground LRT alignment only
- Connectivity**
 - Improves connectivity between buses and GO Rail (both North and South)
 - Separation of bus services would impact bus-to-bus transfers, requiring crossing of rail corridor
 - Increased walking distance for bus-to-LRT passengers
- Development Potential**
 - Maintains ~70% of GO Park and Ride Lot site for development
 - Potential to integrate with new development over station.



Preliminary Evaluation of Long-List Options



Evaluation Summary



Business Case	Key Themes	Do Nothing	Option 1a: Nelson Street	Option 1b: Railroad Street (Realigned)	Option 2a: Metrolinx S Park'n'Ride Lot	Option 2b: Nelson Street Loop	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through	Option 3a: GO Lot/Nelson Street	Option 3b: GO Lot/Railroad Street
 Strategic Case	Support City building and urban planning objectives	Does not address study problem/opportunity	Impacts desirable active frontage on Nelson Street, limits development potential between George and Main	Has significant impacts to road network and precludes development between George and Main	Minimal impacts to active frontages and offers development opportunity on the area between Elizabeth Street and George Street, aligns with Brampton 2040 Vision to densify downtown.	Limits the frontage potential of Nelson Street. Limits development potential of the area between Elizabeth Street and Main Street and does not support Brampton 2040 Vision for a mixed-use downtown with increased density.	Prohibits development potential of the area between George Street and Main Street, and limits development potential between Elizabeth and George Streets.	Closure of Railroad Street and George Street limits network connectivity, and limits development potential of the area between George Street and Main Street.	Minimal impacts to developable lands. Bus bays on Nelson Street partially limits active frontage on Nelson Street.	Minimal impacts to active frontages and offers development opportunity on the area between Mill Street and Main Street, aligns with Brampton 2040 Vision to densify downtown
	Improving passenger experience		Good passenger access and fair inter-modal connectivity, but bus stops are <u>widely-spaced</u> and some require crossing Nelson Street to access.	Bus platforms split across realigned Railroad Street, requiring some passengers to cross realigned Railroad Street to access bus or GO Rail platforms	Most bus-to-bus transfers do not require roadway crossing. Access to the bus terminal or transfers to GO Rail platforms require crossing bus-only roadway.	Bus-to-bus transfers do not require roadway crossing. Access to the bus terminal or transfers to GO Rail platforms require crossing bus-only roadway.	Bus-to-bus transfers do not require roadway crossing. Access to the bus terminal or transfers to GO Rail platforms require crossing bus-only roadway.	Access to bus platforms and transfers to GO Rail platforms can be achieved without crossing bus-only roadways.	Transfers from bus-to-bus or to GO Rail platforms will likely require crossing bus-only path (north) or Nelson Street (south)	Transfers from bus-to-bus or to GO Rail platforms will likely require crossing bus-only path (north). South side bus platforms can access GO Rail platforms directly.

Evaluation Summary



Business Case	Key Themes	Do Nothing	Option 1a: Nelson Street	Option 1b: Railroad Street (Realigned)	Option 2a: Metroplex S Park'n Ride Lot	Option 2b: Nelson Street Loop	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through	Option 3a: GO Lot/Nelson Street	Option 3b: GO Lot/Railroad Street
Economic Case	Minimizing travel time for buses and passenger transfers	Does not address study problem/opportunity	Good BRT access travel times and Bus-LRT transfer and, but poor bus-bus and bus-train transfers.	Fair BRT access travel times and Bus-LRT transfer and, but poor bus-bus and bus-train transfers.	Fair BRT access travel times, good bus-bus transfer times but poor bus-LRT and bus-train transfers.	Good BRT access travel time, best bus-bus transfers, but poor bus-LRT and bus-train transfers.	Best bus-bus and good bus-train transfers, but poor bus-LRT transfers.	Good BRT access travel times, best bus-bus and bus-rail transfers, but poor bus-LRT transfers.	Best BRT access travel times, but poor bus-bus, bus-LRT, and bus-train transfers.	Poor BRT access travel times, poor bus-bus, bus-LRT, and bus-train transfers.

Business Case	Key Themes	Do Nothing	Option 1a: Nelson Street	Option 1b: Railroad Street (Realigned)	Option 2a: Metroplex S Park'n Ride Lot	Option 2b: Nelson Street Loop	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through	Option 3a: GO Lot/Nelson Street	Option 3b: GO Lot/Railroad Street
Financial Case	Minimizing capital costs	Does not address study problem/opportunity	Lowest anticipated capital cost	Moderate anticipated capital costs	Moderate anticipated capital costs	Highest anticipated capital cost	Highest anticipated capital cost	Moderate anticipated capital costs	Highest anticipated capital cost	Highest anticipated capital cost

Evaluation Summary



Business Case	Key Themes	Do Nothing	On-Street Exchanges		Off-Street Exchanges				Split Exchanges		
			Option 1a: Nelson Street	Option 1b: Railroad Street (Realigned)	Option 2a: Metrolinx S Park'n'Ride Lot	Option 2b: Nelson Street Loop	Option 2c: Railroad Street Loop	Option 2d: Railroad Street Through	Option 3a: GO Lot/Nelson Street	Option 3b: GO Lot/Railroad Street	
 Deliverability and Operations	Accommodating future functional requirements	Does not address study problem/opportunity	All options can accommodate future functional requirements								
	Minimizing Property Impacts		Medium in size as compared to other options. Station Area = approx. 8,150m ² (incl. Nelson Street)	Medium in size as compared to other options. Station Area = approx. 7,350m ² (incl. Railroad Street)	Smaller than most options. Station Area = approx. 6,300m ²	Medium in size as compared to other options. Station Area = approx. 7,900m ²	Largest of all options. Station Area = approx. 9,000m ²	Smallest of all options. Station Area = approx. 5,750m ²	Medium in size as compared to other options. Station Area = approx. 5,900 (North) + 2,500 (south) = 8,400m ²	Medium in size as compared to other options. Station Area = approx. 5,900 (North) + 2,550 (South) = 8,450m ²	

Next Steps



- ❖ Review and respond to comments received from stakeholders and [public](#)
- ❖ Confirm preferred short-listed alternative [solutions](#)
- ❖ Develop and evaluate the short-listed design [alternatives](#)
- ❖ Identify a recommended approach for the Transit Hub
- ❖ PIC #2 – Anticipated for Spring 2024

Questions and Answers

Downtown Brampton Transit Hub



Thank you for attending this PIC



We want to hear from you.:
Please take a few minutes to answer our short survey or share your input through our comment form.



Alternatively, you can e-mail your comment to the project team at the addresses below:

kumar.ranjan@brampton.ca

andrew.shea@hdrinc.com



Next Steps

- ❖ All information from today's meeting is available on the project webpage.
- ❖ The next round of public meetings are planned for Spring 2024.



Stay up to date by

- ❖ Visiting the project website.

Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Thank You

Downtown Brampton Transit Hub



Appendix B – Communication Tactics and Statistics



Communication Tactics & Engagement Summary

Downtown Transit Hub – Public Information Centre #1

Media		
Tactic	Dates	Details
Toronto Star – Public Notice	Nov 9 Nov 15	Published Published
Brampton Guardian (digital)	Nov 13	Published
Half Page Ethnic Ad in <i>Midweek Newspaper – Ethnic English</i>	Nov 14	Published
Display Ads		Published
Social Media		
Tactic	Dates	Details
Social Tiles & Digital Screen Assets	Nov 9 – Nov 22	Published
Revised Social Tiles & Digital Screen Assets	Nov 23 – Dec 20	Published
Social Ads (Facebook & Instagram)	Nov 15 – Dec 5	Published
Digital Ads		
Tactic	Dates	Details
Garden Square November 8 to December 31	Nov 15 – Nov 22	Published
Garden Square November 8 to December 31	Nov 23 – Dec 20	Published
In-hospital digital TV screens <ul style="list-style-type: none"> Peel Memorial Hospital Brampton Civic Hospital 	Nov 13 – Nov 22	Published
In-hospital digital TV screens <ul style="list-style-type: none"> Peel Memorial Hospital Brampton Civic Hospital 	Nov 23 – Dec 21	Published
Website		
Tactic	Dates	Details
Project Website	From Nov 12 onwards	Ongoing
Mailers		

Tactic	Dates	Details
Notice Mail-out	Nov 14 (due to Remembrance Day lieu holiday on Nov 13)	Complete

Toronto Star Ad (November 9)

TORONTO STAR THURSDAY, NOVEMBER 9, 2023 NEWS | A7

Liberals get early start on national campaign team

ALEX BALLINGALL
OTTAWA BUREAU

OTTAWA The next federal election isn't scheduled for almost two years, but the governing Liberals are already setting up their national campaign team.

The party announced Wednesday that Montreal MP — and former minister — George Meakins has been named as the interim national campaign manager.

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position as co-chair alongside Deputy should depend on what about whether the idea — who he stated would be responsible for a no-confidence motion in the next election.

"The gross mismanagement of the best campaign in the world is likely, and he former minister a lot of work to do," he said.

Wednesday's announcement came as the Liberal party is getting dolled out in opinion polls. The polling aggregator CBC News, which makes projections based on publicly available surveys, indicates that Trudeau's Conservative government would almost certainly form a majority government if an election were held today.

The government is also playing defense on the policy front, with an emphasis on the promise over its national climate plan, dispute over jurisdiction on major policy issues like climate change and housing, and a desire to project the weak from Canada's government watchdog in at least the Liberal climate plan.

Some within the party have asked whether the Liberals are ready to go in on a campaign to hold power until at least June 2025, similar to a performance alliance with the New Democrats.

The Liberal party appointed its national campaign chair only nine months before the 2021 election, and Meakins before the election of 2021. He is the latest move that shows the Liberals are searching for a campaign team for the next election.

Top Trudeau adviser Jeremy Brudenell moved this year from the Trudeau minister's office to head Liberal party operations.

On Wednesday, Meakins told reporters that he ap-

Downtown Transit Hub – Bus Terminal Public Meeting Notice – Public Information Centre #1

The City of Brampton holds public consultations to engage with residents about their city. We invite you to the first Downtown Transit Hub Public Information Centre (PIC #1) to get involved and share your input. Join us for a presentation and a question-and-answer session with the project team.

Date: Wednesday, November 22, 2023
Time: 7 p.m. to 8 p.m.
Location: Please visit www.brampton.ca/transithub to access the virtual open house.

The City of Brampton has initiated the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring an enhanced passenger and operator experience. The new transit hub will also be planned and designed to accommodate electric bus technology. The study is expected to be completed by late 2024.

The preliminary study area for the new Downtown Brampton Transit Hub is shown below.



The purpose of Public Information Centre #1 (PIC #1) is to provide an update on the project and receive feedback from the public on the evaluation of long list options.

Get Involved:
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For more information about the project, visit www.brampton.ca/transithub
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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Released on November 08, 2023.



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Funeral Home & Cemetery
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- Glennvale Memorial Gardens**
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905-896-0997
- Highland Hills**
Funeral Home & Cemetery
5482 Woodbine Ave, Gainsville
647-464-4736
- Highland Memory Gardens**
23 Glenora Gardens Lane, Woodville
647-559-6461
- Rushmore Memory Gardens**
2700 Kingston Road, Scarborough
647-569-0251





'We got used to a life that was very small'

CONSIDERED FROM A1

The foundation's 2023 report "Toronto Vital Signs: The Aftermath of 14" paints a picture of a city that has changed significantly since the pandemic, when close to one million people left the city and the high cost of housing, income loss and climate change have reshaped the city's landscape.

According to the report, Toronto residents are withdrawing from communities and from each other — interacting and volunteering less, having fewer friends and fewer close relationships with family members.

The number of people in Toronto with six or more close friends declined by 20 per cent from 2010 to 2021, and a further 10 per cent from 2010 to 2022 to 25 per cent, according to the report.

Similarly, the number of Toronto residents with six or more close friends dropped by 21 per cent from 2010 to 2021 and another 10 per cent from 2010 to 2022 to 33 per cent. The result is that 925,000 adults in the city (67 per cent) say they seldom or never see their close friends, much higher than the national average of 50 per cent in the country.

In Calgary, the rate was 20 per cent, 15 per cent in Vancouver, and only 17 per cent in Montreal.

The rates were somewhat higher in the Metrolinx (35 per cent) and Ontario-wide (31 per cent).

The report noted that pandemic global research has also found levels of loneliness among individuals, a trend that began before the pandemic in Canada, about 10 per cent more than in 2010, and 10 per cent more than in 2015, according to the report.

"The researchers in the global loneliness study noted that when loneliness was higher across countries with an emphasis on social norms and shared values, it was also high. They believe that, among other things, increased access to diverse social settings was providing much lower loneliness levels," according to the report.

Loneliness among babies in the Toronto District School Board doubled between a student census conducted in 2010-11 and 2021, when 60 per cent reported feeling lonely.

The pandemic acted in a way that it changed the way we live, said Susan Neuman, executive director of the For Youth Institute, a group that helps Black, disabled and queer youth navigate systemic racism.

"We got used to being on our own, and doing our own thing. We got used to a life that was very small," said Neuman.

And there's a correlation between loneliness and mental health issues, a problem reflected in the data.

In all, 20 per cent of Toronto's adult population reported an emotional condition with a major depressive disorder in the second quarter of 2023, which is a 10 per cent increase from 2010, according to the report.

The Toronto Foundation's survey said the new hybrid workplace model for white-collar employees is possibly contributing to the problem.

"A lot of us work from home and we lose the social and community connections that we had before the pandemic," said Neuman. "But I think the gains of the pandemic and the ways of office have accelerated to the extent that we are not together more regularly."

BRITISH COLUMBIA \$450,000 fine for debris causing fire

VICTORIA The B.C. Street Appeals Commission says a man who burned a large pile of debris that caused a wildfire should pay the province nearly \$450,000 for firefighting costs and lost timber revenues.

In an appeal decision released last week, the commission found Clive Matthews owed the province an amount for the wildfire that started on his property west of Quesnel, B.C.

The decision says Matthews is the fire on a property he owned with his brother in February 2018, starting near around the house and spreading to a "hot break." But, more than two months later, he and his brother were again fined for the fire, which they couldn't put out.

CANADA BRIEFS

VANCOUVER Sex offender arrested

Vancouver police say they have arrested a 35-year-old sex offender on charges of sexual assault and possession of child pornography. The man was arrested after a complaint was received from a woman who had been sexually assaulted by him in 2018 and was living at the halfway house under a court-ordered supervision order.

CALGARY Teens charged in shooting

Calgary police say they have charged two teens in connection with a shooting on Monday that killed one man and injured two others. Police say a 14-year-old boy has been charged with one count of first-degree murder and two counts of attempted murder, while a 15-year-old boy has been charged with one count of murder and one count of attempted murder.

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Date: Wednesday, November 22, 2023
Time: 7 p.m. to 8 p.m.
Location: Please visit www.brampton.ca/transithub to access the virtual open house.

The Study:

The City of Brampton has initiated the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. This study is expected to be completed by late 2024.

The preliminary study area for the new Downtown Brampton Transit Hub is shown below.



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Get Involved:

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Information will be collected in accordance with the *Freedom of Information Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Released on November 08, 2023.



Readership for Toronto Star (Nov 9 and 15)

- Toronto Star GTA readership (for weekday) is 495,000.
- For e-edition subscribers the readership is 30,000.

Brampton Guardian Ad (November 13)

12°C | Wednesday Nov 15
BramptonGuardian.com

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BRAMPTON PUBLIC NOTICES

Downtown Transit Hub – Bus Terminal Public Meeting Notice – Public Information Centre #1 (PIC #1)

Monday, November 13, 2023 | 1 min to read
Article was updated Nov 13, 2023

f X in e m



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The Study:

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PLASP

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The preliminary study area for the new Downtown Brampton Transit Hub is shown below.

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Released on November 08, 2023.

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NOTICES OF STUDY COMPLETION
 Finch Stormwater Pumping Station Upgrades, Schedule B Class Environmental Assessment
 READ MORE

- For digital, the BramptonGuardian.com has on average: 215,000+ monthly unique visitors, and 455,000+ monthly page views.
- Backend Link of the online notice (this available to the BramptonGuardian.com audience during the time period prior to the Nov. 22 meeting):
https://www.bramptonguardian.com/news/public-notice/brampton/downtown-transit-hub-bus-terminal-public-meeting-notice-public-information-centre-1-pic-1/article_36b803d6-1fd3-5804-a4a2-b6ab41fdf067.html



Transit

Downtown Transit Hub – Bus Terminal Public Meeting Notice – Public Information Centre #1 (PIC #1)

The City of Brampton holds public consultations to engage with residents about their city. We invite you to the first Downtown Transit Hub Public Information Centre (PIC #1) to get involved and share your input. Join us for a presentation and a question-and-answer session with the project team.

Date: Wednesday, November 22, 2023
 Time: 7 p.m. to 8 p.m.
 Location: Please visit www.brampton.ca/transithub to access the virtual open house

The Study:

The City of Brampton has initiated the Downtown Transit Hub Study, which will determine the optimal configuration and location of the new transit hub in Downtown Brampton. The new Downtown Transit Hub is being planned to increase the capacity and quality of the transit service in Brampton by increasing the number of bus bays while featuring enhanced passenger and operator amenities. The new transit hub will also be planned and designed to accommodate electric bus technologies. The study is expected to be completed by late 2024.

The preliminary study area for the new Downtown Brampton Transit Hub is shown below.



The Corporation of the City of Brampton
 2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 905.874.2130

The purpose of Public Information Centre #1 (PIC #1) is to provide an update on the project and receive feedback from the public on the evaluation of long list options.

Get Involved:

The City is committed to informing and engaging the public on the study and will be posting information in advance of the open house on the City's website, at www.brampton.ca/transithub. Members of the public, agencies, Indigenous Nations, and other interested parties are encouraged to participate by attending engagement opportunities or by contacting staff directly with information, comments, or questions. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act and will be considered in the evaluation of the long and short list of options and the determination of preferred options for the Downtown Transit Hub Study. If you have project-related questions, would like to be added to the project mailing list, or would like to provide input, please contact us.

For more information about the project, visit www.brampton.ca/transithub

Kumar Ranjan, P. Eng.
 Manager Higher Order Transit EA
 City of Brampton
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 Richmond Hill, ON L4B 1J8
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 E-mail: Andrew.Shea@hdrinc.com

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Released on November 08, 2023.

Volume	Start date	End date	Metrics
Half Page	13-Nov-23	17-Nov-23	40,000 copies distributed weekly

Display Ads

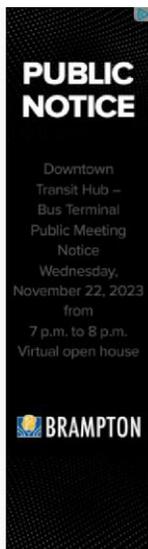
Programmatic - Campaigns



Campaign	Impressions	Clicks	CTR	Total Visits	Total Conversions	Geo Fence Weighted Actions
A985841_A164595_A5358175_City of Brampton - Notice985841_557-001008-003_2023-11-14-2023-11-22_Standard_AE_SRT	80,050	91	0.11%	0	0	0

Programmatic - Ads

Ad	Size	Ad Status	Preview	Impressions	Clicks	CTR	Total Visits
557-001008-002_City of Brampton - Notice 985841_728x90_HTML	728x90	Active		9,986	25	0.25%	0
557-001008-002_City of Brampton - Notice 985841_160x600_HTML	160x600	Active		89	0	0.00%	0



557-001008-002_City of Brampton - Notice 985841_300x250_HTML	300x250	Active		3,127	0	0.00%	0
557-001008-002_City of Brampton - Notice 985841_300x50_HTML	300x50	Active		5,404	3	0.06%	0
557-001008-002_City of Brampton - Notice 985841_320x50_HTML	320x50	Active		61,444	43	0.10%	0
Totals				80,050	91	0.11%	0

Programmatic- Domains

Showing top 10 results ordered by Impressions

Domain Reporting Name	Impressions	Clicks	CTR	Total Visits
worsscapes	19,199	14	0.07%	0
Happy Color® - Color by Number	3,907	7	0.18%	0
blockudoku - block puzzle game	2,646	1	0.04%	0
wordjam: a word search and word guess brain game	1,405	3	0.21%	0
Number Match	1,372	0	0.00%	0
Block Juggle	1,362	0	0.00%	0
jigsaw_collection_hd_ios_jigsawcollectionhd_ios_728x90-1_ios_leaderboard_728x90_iab9_iab9-5	1,186	8	0.67%	0
whisper	1,150	0	0.00%	0
easybrain - art puzzle android	1,123	2	0.18%	0
wattpad - android - free books & stories_wattpad_android_320x50_tier2_android_xlarge_320x50_iab1	1,116	0	0.00%	0
Totals	80,050	91	0.11%	0

Programmatic - Device Types

Device Type	Impressions	Clicks	CTR	Total Visits
Desktops and Laptops	1,254	0	0.00%	0
Mobile	71,963	75	0.10%	0
Tablets	6,833	16	0.23%	0
Totals	80,050	91	0.11%	0

Social Media

Organic Engagement

Facebook / Instagram

Brampton Transit
20 December 2023 at 14:00 · 🌐

Last call! We want to hear from you. 🗣️

The City is undertaking a study to plan and design a new transit hub in Downtown #Brampton to address future transit needs. 🏠

Watch a recording from the first Public Information Centre, and share your feedback by TODAY 📺 : brampton.ca/transithub



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON *Brampton Transit*

👍 7 2 shares

Brampton Transit
18 December 2023 at 14:00 · 🌐

Help shape the future of transit. 🏠

The City is conducting a Downtown Brampton Transit Hub Study to plan and design a new transit hub in the core of Downtown #Brampton.

The study will help determine the optimal configuration and location of the new transit hub. ...
[See more](#)



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON *Brampton Transit*

👍 2

Brampton Transit
16 December 2023 at 14:00 · 🌐

Calling all Transit riders/users/fans!

The City is undertaking a study to plan and design a new transit hub in Downtown #Brampton to address future transit needs. 🏠

Watch a recording from the first Public Information Centre, and share your feedback by December 20, 2023 📺 : brampton.ca/transithub



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON *Brampton Transit*

👍 🗣️ 8

Brampton Transit
14 December 2023 at 14:00 · 🌐

We want to hear from you! 🗣️

The City is conducting a Downtown #Brampton Transit Hub Study to plan and design a new transit hub.

The study will help determine the optimal configuration and location of the new transit hub. ...
[See more](#)



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON *Brampton Transit*

👍 🗣️ 17 11 comments

Brampton Transit
10... ..2013-0

calling all Transit riders/users/fam!

The City is undertaking a study to plan and design a new transit hub in Downtown Brampton to address future transit needs.

Learn more and share your feedback by December 20, 2023, on bus terminal concepts presented at the first Public Information Centre: www.brampton.ca/transithub



**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
Share Your Feedback By December 20

brampton.ca/transithub



018

Brampton Transit
17-Nov-2023-0

We want to hear from you!

The City is conducting a Downtown Brampton Transit Hub study to plan and design a new transit hub in the core of Downtown Brampton.

The study will help determine the optimal configuration and location of the new transit hub. See



**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
Share Your Feedback By December 20

brampton.ca/transithub



014

1 comment

Brampton Transit
20-Nov-2023-0

Did You Know? You can help shape the future of transit in Brampton!

The City is conducting a Downtown Brampton Transit Hub Study to plan and design a transit hub in the core of Downtown Brampton.

Join a virtual meeting and Q&A session on Wednesday, November 22nd from 7 to 8 pm. See



Downtown Brampton Transit Hub (Bus Terminal)
Virtual Public Information Centre #1

November 22, 2023



www.brampton.ca/transithub



017

5 comments 9 shares

Facebook - Brampton Transit				
Post Date	Impressions	Reactions	Comments	Link Clicks
Nov. 20	12,691	17	5	8
Nov. 27	2,453	14	1	9
Dec. 1	24,141	18	0	3
Dec. 14	10,349	17	10	10
Dec. 16	2,278	8	0	5
Dec. 18	1,744	2	0	0
Dec. 20	3,557	7	0	7
Facebook - City of Brampton				
Post Date	Impressions	Reactions	Comments	Link Clicks
Nov. 13	4,060	40	24	16

Instagram Stories - Brampton Transit			
Post Date	Impressions	Story Likes	Link Clicks
Nov. 20	276	2	3
Nov. 27	349	3	6
Dec. 1	395	1	16
Dec. 14	310	2	11
Dec. 16	358	5	6
Dec. 20	292	1	3
Instagram Stories - City of Brampton			
Post Date	Impressions	Story Likes	Link Clicks
Nov. 13	1,275	4	28

Twitter/X:

Brampton Transit @Brampton... · 12/20/23 ...
 Last call! We want to hear from you. 🗨️

The City is undertaking a study to plan and design a new transit hub in Downtown #Brampton. 🚌

Watch the first Public Information Centre recording, and share your feedback by TODAY
 🔗: brampton.ca/transithub



DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
 Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON Brampton Transit

🗨️ 1 🔄 1 ❤️ 2 📊 316 📤

Brampton Transit @Brampton... · 12/19/23 ...
 Shape the future of transit. 🚌

The City is conducting a Transit Hub Study to plan and design a new transit hub in the core of Downtown #Brampton.

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DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
 Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON Brampton Transit

🗨️ 🔄 ❤️ 📊 264 📤

Brampton Transit @Brampton... · 12/16/23 ...
 Calling all Transit riders/users/fans!

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brampton.ca/transithub

BRAMPTON Brampton Transit

🗨️ 1 🔄 📊 399 📤

Brampton Transit @Brampton... · 12/14/23 ...
 We want to hear from you! 🗨️

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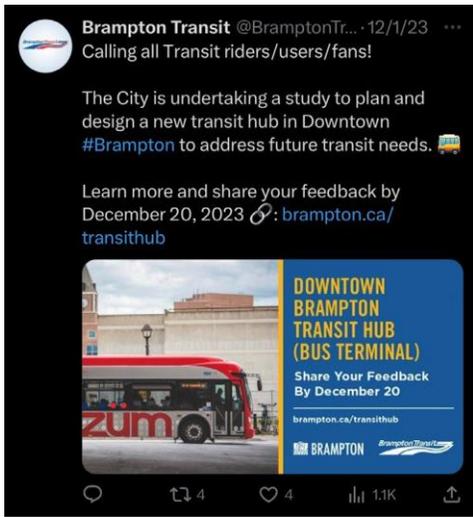


DOWNTOWN BRAMPTON TRANSIT HUB (BUS TERMINAL)
 Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON Brampton Transit

🗨️ 4 🔄 1 ❤️ 4 📊 1.3K 📤



Twitter/X - Brampton Transit				
Post Date	Impressions	Likes	Retweets	Link Clicks
Nov. 20	1,561	8	5	15
Nov. 27	1,236	4	2	14
Dec. 1	1,162	4	4	10
Dec. 14	1,340	4	1	10
Dec. 16	398	1	0	7
Dec. 18	164	0	0	2
Dec. 20	315	2	0	3
Twitter/X - City of Brampton				
Post Date	Impressions	Likes	Retweets	Link Clicks
Nov. 13	3,065	13	5	12

Paid Engagement

City of Brampton – Your Local Government
Sponsored ·

Join us online to learn about the Downtown Brampton Transit Hub Study and share your input ...See more

**DOWNTOWN BRAMPTON
TRANSIT HUB (BUS TERMINAL)**
Share Your Feedback By December 20

brampton.ca/transithub

BRAMPTON

www.brampton.ca/transithub
**Downtown Brampton
Transit Hub Study** [Learn more](#)

Facebook

Duration	Impressions	Link Clicks
Nov. 15 - Dec. 5	120,754	1,314

Instagram

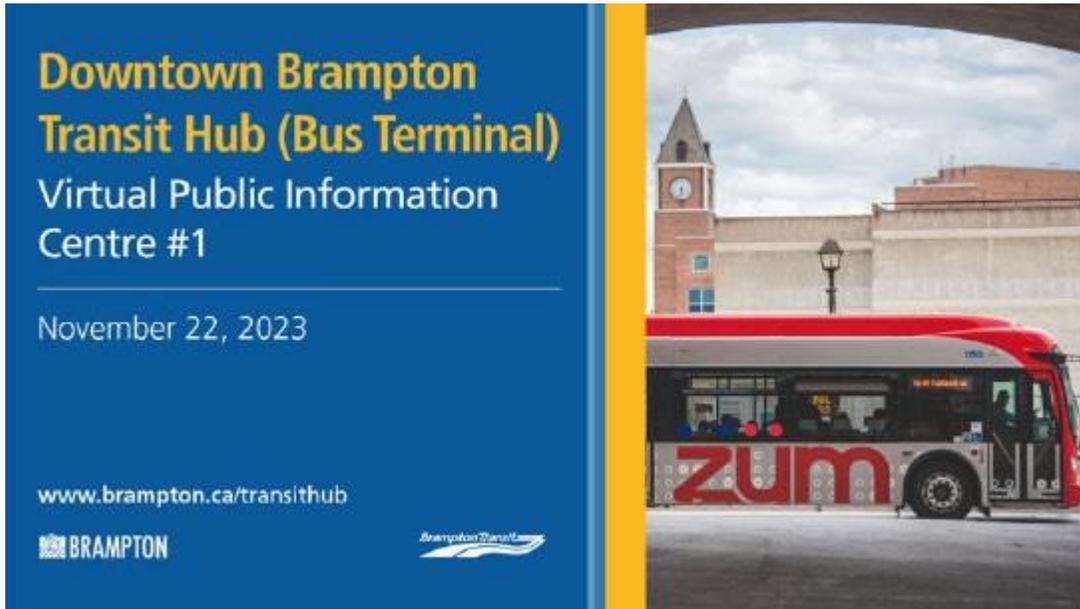
Duration	Impressions	Link Clicks
Nov. 15 - Dec. 5	51,819	990

Digital Ads

Digital screens at Garden Square

Nov 15 – Nov 22

Nov 23 – Dec 20



**Downtown Brampton
Transit Hub (Bus Terminal)**
Virtual Public Information
Centre #1

November 22, 2023

www.brampton.ca/transithub

BRAMPTON *Brampton Transit*



**DOWNTOWN
BRAMPTON
TRANSIT HUB
(BUS TERMINAL)**

Share Your Feedback
By December 20

brampton.ca/transithub

BRAMPTON *Brampton Transit*

Regarding the Garden square screens, there is no method to track/know the amount of people who frequent the area or look at the screen. The banner ads are on a rotation, and played no less than 10 times per hour, based on averages (and dependent on how many messages are in the display queue).

In hospital ads on digital screens

**Downtown Brampton
Transit Hub (Bus Terminal)**
Virtual Public Information
Centre #1

November 22, 2023

www.brampton.ca/transithub



**DOWNTOWN
BRAMPTON
TRANSIT HUB
(BUS TERMINAL)**

**Share Your Feedback
By December 20**

brampton.ca/transithub

November Statistics:

Indoor Digital Screen at William Osler Health System Brampton Civic Hospital

Image	Start Date	End Date	Total Plays	Average per day
	11/10/2023	11/22/2023	32,276	2,482
	11/23/2023	11/30/2023	24,825	3,103

Indoor Digital Screen at William Osler Health System Peel Memorial Hospital

Image	Start Date	End Date	Total Plays	Average per day
	11/10/2023	11/23/2023	21,122	1,508
	11/23/2023	11/30/2023	16,265	2,033

December Statistics:

Indoor Digital Screen at William Osler Health System Brampton Civic Hospital

Image	Start Date	End Date	Total Plays	Average per day
	12/1/2023	12/21/2023	46,331	2,206

Indoor Digital Screen at William Osler Health System Peel Memorial Hospital

Image	Start Date	End Date	Total Plays	Average per day
	12/1/2023	12/21/2023	31,937	1,520

Downtown Brampton Transit Hub Project Website – PIC #1 Information (November 15)



Current Status

The project team is carrying out the pre-planning activities including initiation notices, background reviews, technical studies, and initial outreach to the stakeholders. The first virtual Public Information Centre is scheduled for Wednesday, November 22, 2023.

Join this online meeting to hear from the project team and ask questions in real-time. Please see details below to join this important discussion.

Public Information Centre #1

Date: Wednesday, November 22, 2023

Time: 7 p.m. to 8 p.m.

[Update Notice.pdf](#)

[Join the Discussion](#)

By clicking the above button, you will be redirected to an external site under a new tab.

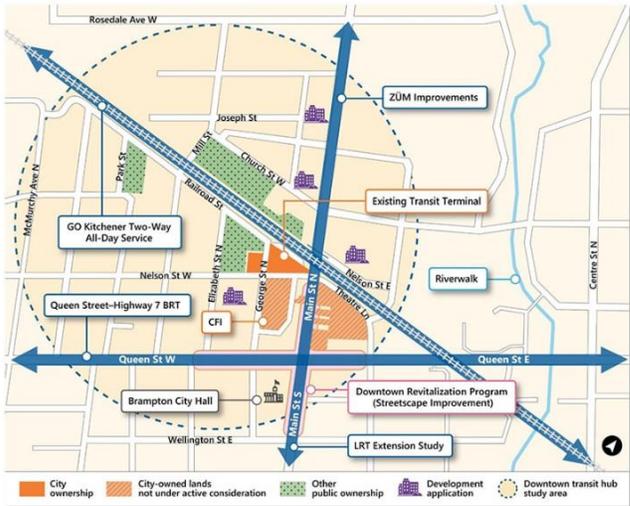
Project Overview

The City is undertaking a study to plan and design a new transit hub in the Downtown Core, to address future transit needs and take advantage of opportunities to better integrate with other initiatives in Downtown Brampton. Such as the Brampton LRT, GO Kitchener Two-Way All-Day service, Queen Street-Highway 7 BRT and Downtown Revitalization Program.

Through this study, the City will identify future transit hub requirements, such as operational, passenger amenities, operator facilities, etc., determine the right site for the transit hub, identify the most appropriate delivery model for the hub – either as a stand-alone facility or integrated with new development, and procurement model (traditional vs Public-Private Partnership) for the hub.

The transit hub plan will be developed in coordination with other projects in the area, and in consultation with area stakeholders, throughout the pre-TPAP technical analyses and subsequent formal Transit Project Assessment Process.

This initiative will support positive business impacts, employment opportunities, land value, and improve the lives of the downtown community.



Documents and Reports

- [March 23, 2023: Introductory Notice of Pre-Transit Project Assessment Process Study \(TPAP\) Downtown Transit Hub - E!us Terminal](#)
- [February 27, 2023: Brampton Transit Updates Council Workshop - Transit Hub Slides](#)
- [November 17, 2021: Committee of Council Report- Downtown Transit Hub Project- Update](#)

Related Projects



Riverwalk

A transformative opportunity to help revitalize Brampton's downtown and make it healthy, sustainable and resilient.

[Learn More](#)



Integrated Downtown Plan

The IOP is a roadmap for action - coordinating downtown Brampton's many ongoing initiatives and infrastructure projects.

[Learn More](#)



Huronario LRT

Providing 18km of Light Rail Transit from Brampton Gateway Terminal to Port Credit GO.

[Learn More](#)



LRT Extension Study

Examining and recommending a preferred Main Street alternative to extend light rail transit from Brampton Gateway Terminal to Brampton GO.

[Learn More](#)



Queen Street- Highway 7 BRT

A proposed rapid transit line in the cities of Brampton and Vaughan.

[Learn More](#)



Major Transit Station Areas

MTSAs are planned to be vibrant public destinations supporting a mix of uses, a variety of housing types and amenities.

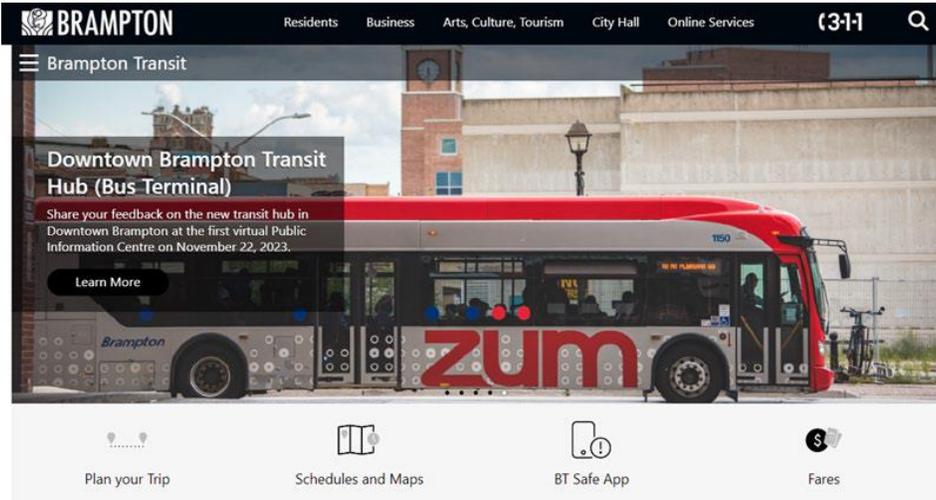
[Learn More](#)

Contact the Project Team

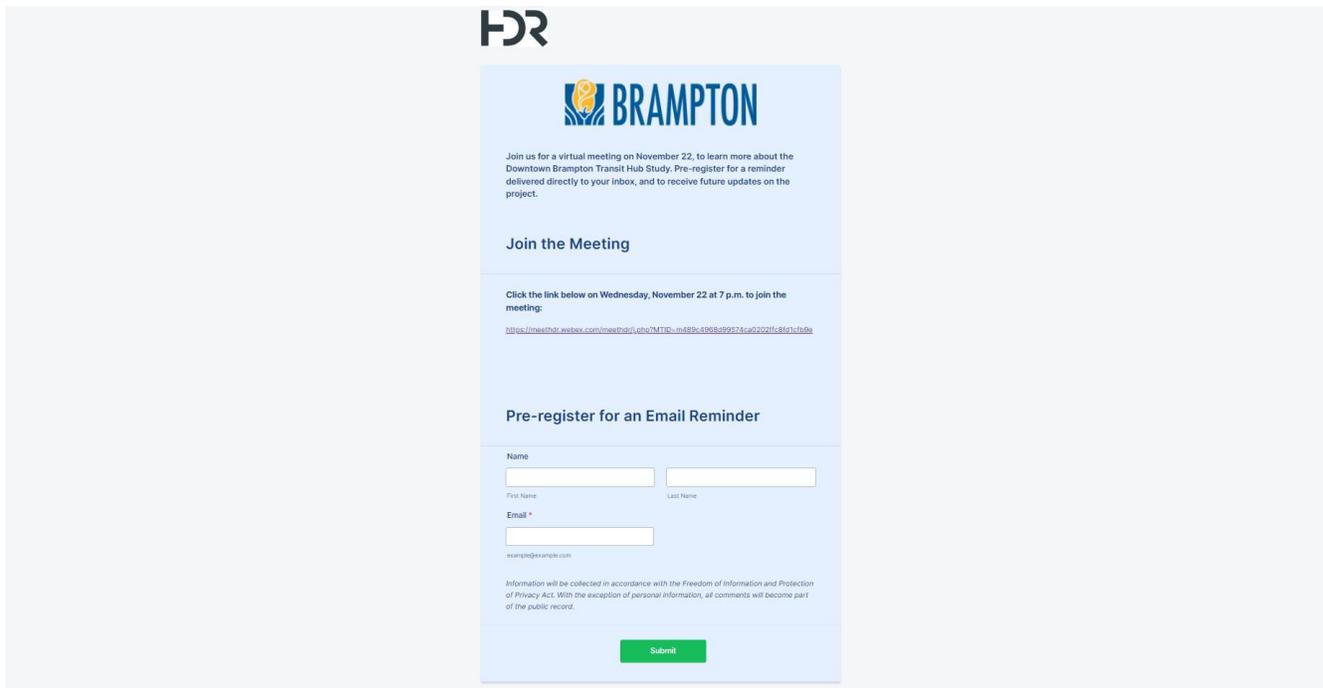
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kumar.ranjan@brampton.ca
905.874.2771

Andrew Shea, P.Eng.
Consultant Project Manager
HDR Corporation
andrew.shea@hdrinc.com
613.907.7379

Brampton Transit Website – Web Banner (November 15)



HDR's Landing Page – Webex Details (November 15)



Downtown Brampton Transit Hub Project Website – PIC #1 (Post December 21, 2023)

Projects and Initiatives

Downtown Brampton Transit Hub

Current Status

The project team is carrying out the pre-planning activities including initiation notices, background reviews, technical studies, and initial outreach to the stakeholders. The first virtual Public Information Centre took place on Wednesday, November 22, 2023. Please see the Public Information Centre #1 presentation materials and recording below.

Public Information Centre #1

[PIC 1 Presentation Materials](#)



The commenting period for the first Public Information Centre has now closed. However, should you have any questions or comments, please contact the Project Team.

Join our stakeholder list to be notified of important project developments and upcoming events.

[Join Now](#)

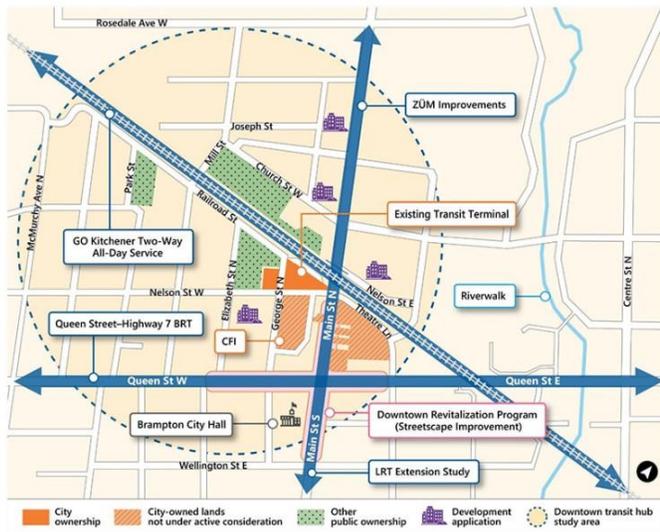
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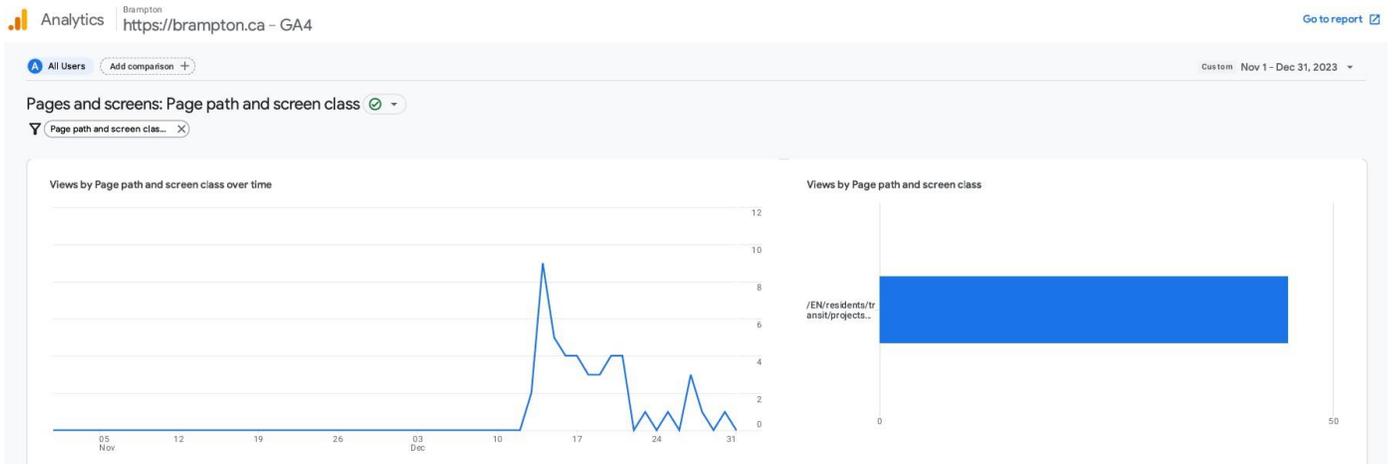
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Views	Users	Views per user	Average Engagement Time	Event counts	Conversions
45 100% of total	32 100% of total	1.41 Avg 0%	1m 15 s Avg 0%	151 100% of total	0.00



Notice Mail-out

Canada Post

Quantity – 11,014



Transit

Downtown Transit Hub – Bus Terminal Public Meeting Notice – Public Information Centre #1 (PIC #1)

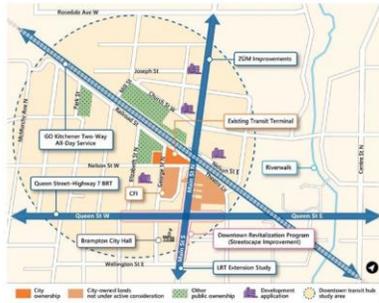
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Time: 7 p.m. to 8 p.m.
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The Corporation of the City of Brampton
2 Wellington Street West, Brampton, ON L6Y 4R2 T: 905.874.2000 TTY: 905.874.2130

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Get Involved:

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For more information about the project, visit www.brampton.ca/transithub

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Andrew Shea, P. Eng.
Consultant Project Manager
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Tel: 613-907-7379
E-mail: Andrew.Shea@hdrinc.com

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Released on November 08, 2023.

Appendix C – Online Survey Results

1. Is there anything you feel is missing from the problem and opportunity statement?	2. How do you envision transit services in Downtown Brampton?	3. Which objectives in the long list evaluation do you believe are the most important?	4. Of the options presented, which one do you prefer? Tell us about it.
	Better connected, Accessibility made far better & ppl being able to connect to transit safely & without fear of being attacked or harassed by panhandlers.	Accessibility & Safety.	
<p>Quick preface that I am just a layperson who doesn't drive and relies exclusively on transit to get around. I don't have a deep knowledge of EVERY ongoing plan to improve transit in Brampton. To me, the problem/opportunity statement sounds adequate. Brampton already has a high ridership and the Hurontario LRT and Q7BRT will presumably increase people's use of transit so "capacity constraints" and "improved connection between municipal and interregional transit networks" are definitely priorities.</p>	<p>I envision public transit as the main transportation method in downtown Brampton, complemented by bike infrastructure and accessible sidewalks for people to walk and roll.</p> <p>Right now downtown Brampton feels a lot like a place that people just drive through, not a place that people want to come and stay. Having frequent, reliable, comfortable, and accessible transit service to help people get around the city and to neighbouring cities - making transit just as good or even better than driving - will make downtown Brampton more of a destination.</p>	<p>What I mentioned in my response to question 2 sort of summarizes what I think is most important. The objectives listed in the "strategic case" seem most important to me, namely: "Integrating the transit network in downtown Brampton," "Support city-building objectives by connecting with future mixed-use development" (having better transit can only help with the increased density that downtown Brampton needs), "Improve comfort and quality of service" (let transit users have the same dignity that anyone driving a car has), "Provide safe and efficient access and transfers for transit passengers," and</p>	<p>Options 2C or 2D are my preference. They look compact so as to reduce walking for people making transfers and they're not too far from the GO station or Main St, to facilitate connections to the current 502 route, eventual LRT and the businesses/amenities on Main St. The split exchanges (Option 3), to be very frank, look awful to me, with how much walking is required to make a transfer or get to Main St. And Option 1 makes me uneasy, with through traffic being allowed - I feel like it would only make things more complicated for transit users AND people driving cars.</p>

1. Is there anything you feel is missing from the problem and opportunity statement?	2. How do you envision transit services in Downtown Brampton?	3. Which objectives in the long list evaluation do you believe are the most important?	4. Of the options presented, which one do you prefer? Tell us about it.
		"Improve quality of life and public health" (making downtown Brampton a destination!)	
Displacement of the low income residents of the area affected by construction and removal/demolition of homes and apartments.	I fully agree transit needs the improvement however building high cost high rise buildings will not attract people because there is nothing in the Brampton downtown core. Lower income housing for those who will put up with the noisy trains for the comfort of having an affordable place to live would be beneficial.	As stated above.	
What about WIFI on each bus and extend the transfer more than two hours?	More better service and professionalism by the employees.,those who are rude need better training.	Safety add more protection for the operators with each thick plexi glass on each bus.	Safety,more added cameras all throughout each bus to record of any incidents occur.
No discussion for Direct bus route from dt core to Mayfeild:hyway 410 north	More frequent - especially to North of sandlewood loop to Mayfeild or 419	LRT great idea -in future to Orangeville ?!	More attention and focus on travelling from Brampton train station to North of the city !!

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No	It's very good	Time schedule	
Bus # 52 always come late. Bus driver (from Gateway Terminal always out of the bus on break. Unlike Mississauga & TTC Buses always full.at times did not show up as Schedule.	More busses, on time and reliable. Hire more good drivers. Supervisors need to monitor how drivers work /performance. Specially at Brampton Gateway Terminal.		
<p>I joined for the on-line presentation last evening on Nov 22. I have lived on Lorne Ave since 1980 and use the GO Train / GO bus service once a month to travel to Toronto. Super service. Thanks for asking for public feedback.</p> <p>My first comment is that the LRT track terminal location needs to be finalized at or before determining the best location for more bus bays. LRT rail tracks have limitations on turning radius, elevation change, overhead power lines etc which presents more challenges than siting bus bays. Best to do the difficult planning first.</p>	<p>Five years ago I was not in favor of the LRT coming up Main street north of Steeles. I have changed my mind. This is how I recommend laying tracks north of Elgin. Make the LRT tracks flush with street level (no concrete curbs/barriers) so car, truck & bus traffic can easily share. Note, traffic on Main Street moves quickly, as there are no retail shops and no street parking requirements. LRT tracks should turn west at Wellington and north onto George. The existing parking lot at Elizabeth & Railroad should be the site of both the LRT terminal and the new Bus bays. The parking lot could be</p>	<p>Downtown Brampton is in need of investment in infrastructure. One caller last night suggested housing should be part of the plan. I agree. I also think people will use transit if they have a place to park their cars. And if the place has more ambience than a warehouse. Here is an idea of how the Elizabeth street parking lot could be rebuilt and used: George Street level - LRT terminal Elizabeth Street Level - BUS terminal, waiting lounge, coffee shops etc. Floors 2 - Retail, grocery etc. Floors 3, 4 & 5 - Car parking (paid parking for city revenue stream) Floors 6 & 7 -</p>	<p>Thanks for your interest.</p>

1. Is there anything you feel is missing from the problem and opportunity statement?	2. How do you envision transit services in Downtown Brampton?	3. Which objectives in the long list evaluation do you believe are the most important?	4. Of the options presented, which one do you prefer? Tell us about it.
	<p>excavated to build the LRT terminal at the George street elevation. The northbound LTR line could swing counterclockwise around the two brick buildings at George and Nelson. The southbound track could then enter onto Nelson at the foot of the street incline, before turning right onto George. The new bus bays could be built above the LRT terminal at the Elizabeth Street elevation. Provide an indoor waiting area for both bus and LRT passengers if you wish to encourage public riders. Especially welcomed by seniors like me.</p>	<p>Community space (e.g. daycare) Floor 8 to 24 - Apartments (private development would pay for floors 6 thru 24)</p>	
<p>I think that pedestrian access and safety needs to be further emphasized. With higher density coming to Railroad St. west of Mill St., and no crosswalk, stop signs, or traffic lights at the Railroad and Mill intersection, anticipated increases in pedestrian traffic should be accounted for. This can already be a dangerous intersections for both pedestrians and vehicles, especially when the gate is</p>	<p>Downtown Brampton should serve as a hub, connecting LRT, GO, BRT, and local bus services, while promoting transit-oriented housing development, and local retail and community destinations, while also acting as a gateway to Toronto and other areas in the region.</p>	<ul style="list-style-type: none"> -Minimize Travel Time for buses and Passenger transfers -Integrating the transit network in downtown Brampton -Support Transit-oriented communities -Retail opportunities -Distance to nearby bike lanes and sidewalks -Shelter for poor weather conditions 	<p>I prefer option 2a, as it minimizes travel and transfer times, while providing a good integrated transit network, while still encouraging some city-building and transit-oriented objectives. Option 3b is also enticing for its higher transit- oriented development potential, access to GO platforms, and lower impacts to the road network. Whichever option is taken, all of these factors should remain in consideration to optimize the transfer network and development opportunities.</p>

1. Is there anything you feel is missing from the problem and opportunity statement?	2. How do you envision transit services in Downtown Brampton?	3. Which objectives in the long list evaluation do you believe are the most important?	4. Of the options presented, which one do you prefer? Tell us about it.
<p>down while trains pass and cars block the entire intersection. This is even more important considering some of the options that cut off Railroad, Nelson, and Elizabeth to cars will funnel even more traffic to Mill St.</p>			
	<p>The bus service should be after every 15 to 20 min in winters and at least after every 30min in summers</p>	<p>If the bus is missed or detoured it's the responsibility of Brampton transit to let know via app or google</p>	<p>Having more bus service will help people especially students</p>

Appendix D – Online Comments Summary with Response

Comment	Theme	Response
1. Put more buses for route 5, which regulates from west wood mall terminal. Currently the service is after the interval of 30 minutes, sometimes buses are cancelled than one have to wait for long period for the next bus.	Service Planning/ Route related	Noted with thanks - the project team will pass on the information to transit operations staff for consideration.
2. Regular bus schedule 29 Williams. I ride the bus 29 everyday from Main St and Williams, I take it at 5:32 am going to work and going home at 3:06 from intermodal stop. Everyday is a struggle in having a seat, it is always delayed and it is super packed from passengers from Intermodal until my stop again at Main St. Hope you can improve the service this is one of the poor service that you offer to us your regular customers. People inside the bus are tired everyday of the situation that we have. Please help us by improving your services. The driver of the bus as well is having difficulty of the people and the situation.	Service Planning/ Route related	Noted with thanks - the project team will pass on the information to transit operations staff for consideration.
3. There apparently have been 4 business cases undertaken to look at the various alternatives for a new bus terminal. Will the City open these cases to independent third party review to ensure that the best option for Bramptonians is selected? Will Brampton agree to independent third party review of the business cases?	Business Case	As a component of this study, the design alternatives for the Transit Hub are being evaluated through the four components of the Metrolinx's Business Case Process (Strategic Case, Economic Case, Financial Case, and Deliverability and Operability Case). The full Business Case Report is anticipated to be completed later this year, and the report will be shared for public review when available.
4. Why limit the review of the bus terminal options to decisions about the bus terminal only? Brampton has the opportunity to	Transit Oriented Communities	The design development is being carried out under the planning and policy umbrella of the Brampton Plan, Transportation Masterplan, Downtown Revitalization,

<p>develop a much more ambitious plan that includes bus transit, parking and housing at a hugely important downtown Brampton transit hub, and this team is focused only on buses. Can we please expand the mandate of this project to a more comprehensive, city-building, downtown-supporting project?</p>	<p>Development</p>	<p>Riverwalk and the Brampton GO MTSA. While the mandate of this project is to design a bus terminal, as such the design will consider the overall planning context including alignment with potential future transit oriented communities development.</p>
<p>5. Metrolinx built an asphalt surface parking lot on Railroad and Elizabeth Streets on a property that is designated in the Brampton Official Plan for mixed uses that include residential and commercial uses. Basically, Metrolinx could have built anything here other than industrial uses. And Brampton thinks it's okay to build an asphalt surface parking lot. Is this the highest and best use for a major property right next to an important transit hub in our downtown? Not a chance. Show some backbone. Think bigger. Work together and do what's best for Brampton's Downtown. Why isn't there housing right next to a major transit hub in Brampton?</p>	<p>Transit Oriented Communities Development</p>	<p>The planning and design for the Transit Hub (bus terminal) is being carried forward considering that the bus terminal could be implemented as part of mixed-use development, and also as a standalone structure that aligns with development of the surrounding lands. The project team is cognizant of the development potential of the lands around Brampton GO and engaging with City's planning and economic development staff as key stakeholders.</p>
<p>6. Is the best we can come up with is a transit facility that moves people out of Brampton with no proposal to increase housing around that same transit facility? We have the ability to meet housing targets within existing urban boundaries, and building housing around Brampton GO would do more to support Brampton Downtown and maintain the Greenbelt than building parking lots and relocating bus terminals. Can we ask you to do better?</p>	<p>Transit Oriented Communities Development</p>	<p>See Response to Comment #5, above.</p>

<p>7. In the maps shown in the presentation on the evening of November 22, Main Street was labelled as Hurontario Street and Vivians Lane was shown as California Street. Main Street has been Main Street since Brampton was known as Buffy's Corners back in the 1800's and California Street was eliminated 20 years ago. Has any of this project team ever visited downtown Brampton? Do any of these people even know Brampton?</p>	<p>Typo</p>	<p>The old street names were inadvertently carried forward with the base mapping. The project team apologizes for the typographical inaccuracies and will fix them for future reference. Thank you for pointing them out.</p>
<p>8. Received notice of the November 22 meeting on the same day that the meeting took place - I had 5 hours advance notice. The meeting was limited to one hour. There were only 40 participants on the meeting. Three questions: 1. was the notice of meeting delayed to limit the number of participants? 2. since when does a public meeting have a time limit? 3. are 40 people really enough to provide an accurate barometer of how people in Brampton feel about this if they (like me) all received the notice on the same day as the meeting?</p>	<p>Meeting notice/ logistics</p>	<p>The project team's intent was to have the hard copy notices delivered a week in advance of the event through Canada Post. The Project team has made note of the receipt of the notices on the same day of the event, and will take steps to ensure the delivery is done with sufficient advance time for the next PIC.</p> <p>In addition to the hard copy mail out, the PIC notices were canvassed through a number of communication channels including local news media, social media, ethnic media, and City's messaging portals.</p> <p>The number of attendees is generally consistent with turnout at first public information center for infrastructure planning projects. There are a number of avenues for providing input and comments, including phone call to the City, and emails. The project has a dedicated web page with the contact information.</p> <p>https://www.brampton.ca/EN/residents/transit/Projects-Initiatives/Pages/Downtown-Brampton-Transit-Hub.aspx</p>

Appendix E – Questions and Answers

- 1. Is there an issue with the current grade of land which slopes down from Elizabeth George? This option looks like it would be more expensive than others, has that been factored into the weighting?**

It is a concern that will be addressed as we develop the shortlisted options, although we have done some preliminary tests. Ultimately, in order to conform to accessibility requirements, there is a minimum grade that the platforms must be. If this option is pursued, some regrading would need to be done to ensure that the roadway conforms to the accessibility requirements. We have considered the regrading in the ranking; however we do not have a dollar value cost estimate at this point in the study.

- 2. Why is transit usability not being considered at a higher rating in comparison to just development potential?**

In the detailed evaluation, we outline the passenger connectivity between all the various modes of transportation. This includes measurements of walking distances as well as commentary on the challenges with grade changes (e.g. stairs, ramps, etc). We are committed to taking the passenger experience very seriously and it is represented thoroughly in the evaluation. The type of feedback that will aid us in this study is a better understanding of what the communities priorities are and applying those to the evaluation criteria.

- 3. Where will the LRT connect?**

For the surface LRT alignment, the LRT will come inbound from the north side of the track, turning in from Main Street on the Brampton GO station property. For the tunnel alignment, the station will be located directly under Main Street south of the CN Rail overpass, and the headhouse will be located at the 8 Nelson site. Both options are considered into the design of the work being done for the transit hub study.

- 4. In terms of the two preferred LRT alignments being advanced, will they have any impact on the transit hub design options?**

It will depend on the selection of the final location for the transit hub and the LRT alignment advanced. If the transit hub is on the south side and the LRT surface alignment is advanced, the two will still be connected, although they will not blend into each other. Similarly, if the LRT tunnel alignment is advanced and the transit hub is on the north side, then the two will be connected but blended into each other. Also, if the LRT tunnel alignment is advanced and the transit hub is on the south side, the two will be connected and possibly blended together. We have provided pros and cons for each of the options in a table, along with incompatibilities of options with LRT, which can be referenced for further information.

- 5. Are you looking at bus lanes along Main Street to help bring busses to the terminal?**

Not at this time. The expectation here is that the LRT will be the predominant mode for people coming up Main Street.

6. When will we have a final decision and construction schedule for the LRT extension to downtown Brampton GO?

In the spring of 2023, we had a report go to council which directed staff to do some additional advocacy work at the federal and provincial level for funding and consult with Metrolinx on the project. Staff are still working on this and expect to go back to council with recommendations soon but cannot offer definitive timelines at the moment.

7. Are you considering accommodating the deliveries that need to be made? Working for a company who delivers to 8 Nelson Street often, there is currently nowhere to pull over my vehicle without being in a bus area.

For the 8 Nelson site, this will really depend on how the site is redeveloped and when. When we are developing the functional design, we will consider delivery options at that time.

8. For option 2C, would it be possible to have a tunnel underneath the bus terminal, connecting to the GO station tunnel for better bus and rail access? For the integrated overhead development option for 2C, would that go on top of the white island where all the busses have their platforms?

Yes, it is feasible to have a pedestrian crossing underneath the bus terminal and it is something we will explore as get into the detailed review, should this option be selected to proceed. For the overhead development, there is flexibility in where it can be placed, provided the location has the structural function and integrity to host such a development.

9. Is there an option 3C where the southside bus bays are between George Street and Elizabeth Street on Railroad Street? This will shorten bus-to-bus transfer time for people transferring between the north and south loop.

The Project Team developed an early option that looked akin to this, but considering the amount of regrading that would have had to be done in order to accommodate a small number of bus bays, made it less appealing as a competitive choice.