

LET'S **CONNECT**  
**LRT**  
EXTENSION



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# **CITY OF BRAMPTON**

## **LRT EXTENSION STUDY**

**Public Feedback Report from the  
Online Public Open House  
June 22 to July 31, 2020**

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## About This Report

The City of Brampton is committed to informing and engaging the public on the LRT Extension Study. To help protect the health and safety of residents during the COVID-19 pandemic and following the advice of Ontario’s Chief Medical Officer of Health, the City held an Online Public Open House from June 22, 2020 to July 31, 2020. The City has identified an initial long list of LRT options and is recommending that a number of options be carried forward for further analysis. The purpose of the Online Public Open House was to present the evaluation of the long list LRT options and receive feedback from the public on the resulting short list.

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

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

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## 1 HOW WAS THE ONLINE PUBLIC OPEN HOUSE #1 ORGANIZED?

Extending the planned Hurontario LRT from the Brampton Gateway Terminal at Steeles Avenue to the Brampton GO station is a key transit priority and city-building project for the City of Brampton. Much more than a way to get from A to B, this LRT project will play an important role in the long term rapid transit network in Brampton and is essential for supporting the sustainable growth and evolution of the Downtown Core and Central Area. The Study involves evaluating alternative LRT routes along Main Street. A preferred route will be recommended based on criteria associated with the natural, social, economic, and cultural environment as well as transportation factors.

In May 2019, the LRT Extension Study was updated to consider three options:

- The 2014 Hurontario-Main LRT approved surface route
- A Main-George Street one-way surface loop
- A tunnel – from Nanwood Drive to the Brampton GO Station.

These options will be evaluated for their potential to best address Brampton’s current and future needs.

The City has identified an initial long list of LRT options and is recommending that a number of options be carried forward for further analysis. The purpose of the public open house was to present the evaluation of the long list LRT options and receive feedback from the public on the resulting short list.

The City is committed to informing and engaging the public on the LRT Extension Study. To help protect the health and safety of residents during the COVID-19 pandemic and following the advice of Ontario’s Chief Medical Officer of Health, Open House #1 was held online from June 22, 2020 to July 31, 2020. Community members participated in the online public meeting by:

- Viewing Open House materials on the City website from June 22 to July 31, 2020
- Completing the online survey style commenting form
- Emailing additional comments to the City

The Online Open House materials are provided in Appendix 1. The information was organized in key topics as shown in **Figure 1**.

**Figure 1: Online Public Open House Topics**

SECTION	TOPIC
1	Introduction, Study Purpose, Process and Schedule
2	Vision, Policies and Evaluation
3	Corridor Segmentation
4	Long List Options
5	Short List Options
6	Potential Stations
7	Next Steps

During this period, the website was visited by 906 people who participated for an average time of 5.53 minutes with 50% using their desktop and 50% using either their mobile or tablets. More than 50% of the users were noted to be residents or businesses within the City. 111 people completed the online comment survey form. This feedback report includes all the responses and verbatim feedback received through the online public meeting. All comments and input are being considered.

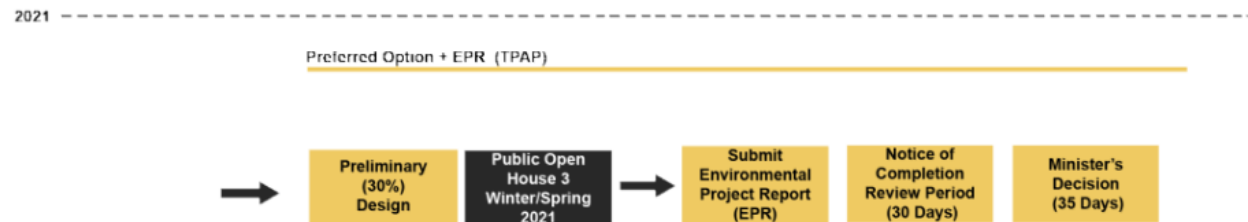
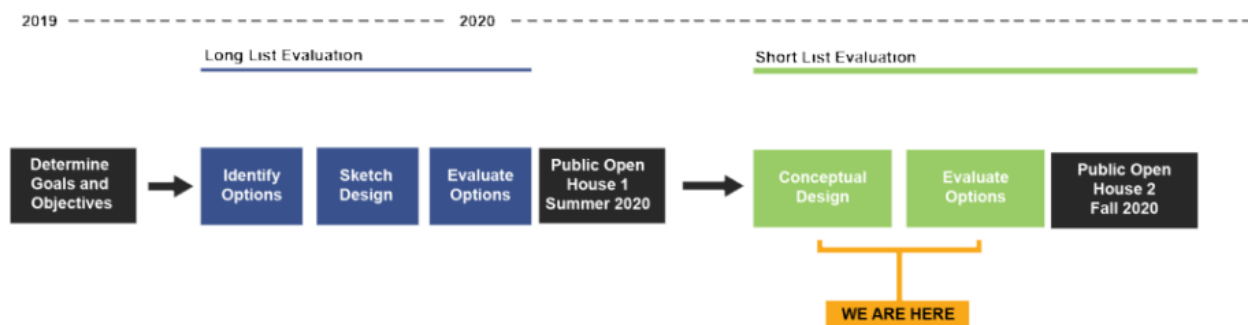
*Next Steps*

The comments received through online public open house are being considered by the Project Team and will inform the project as it moves into the Short List Evaluation Stage.

Following the online public open house, the project team is moving into the next phase of the study which includes:

- Reviewing public feedback and confirming the recommended short list.
- Preparing more detailed concepts for each short-listed option.
- Evaluating the short list and preparing a preliminary design business case (PDBC) to ultimately inform a preferred underground and surface option for City Council consideration.
- Presenting the evaluation of short list at the next public open house.

**Figure 2 – High Level Project Timeline**



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 the specified timeframes.

## 2 WHAT WAS HEARD

The City is committed to ensuring that there is full transparency in reporting on what was heard to ensure that the public feedback received is widely known and considered in the evaluation of the short list of options. The online public open house included a survey style commenting form with ten questions which were designed to seek specific input on the evaluation criteria, long list of options, potential stations and to ensure an open question for learning about general comments and other public interests and ideas. Not everyone who responded to the survey completed every question and some were left blank. 111 community members provided input through the survey. This report section is organized to include the feedback organized by the question topics and includes the verbatim comments noted.

### 2.1. Frequently Noted Key Messages on Overall LRT Extension Project

There are several key messages that were frequently noted about the overall LRT Extension Project and these have been synthesized by the independent facilitator in **Figure 3**. These are numbered for reference purposes only and are in random order. These should be reviewed in the context of the detailed verbatim input included in this report.

**Figure 3 – Frequently Noted Key Messages on Overall LRT Extension Project**

#### Frequently Noted Key Messages on Overall LRT Extension Project

1. Those commenting recognize the need for the extension and view it as an important transportation and community building project that needs to be expedited.
2. Others continue to express concern about the project citing concerns about the impact to Main Street South, costs of the project, impact to Downtown, etc.
3. The project when built should serve as an express line with fewer stops.
4. There should be a focus on having one station in the downtown at the Brampton GO Station to serve as a transit hub connecting other transit service routes from there.
5. The station location and design in the Downtown needs to be planned to minimize travel distance to destinations, to provide for a comfortable walking distance and pedestrian friendly environment. It is important to support the downtown businesses with the LRT providing good access to these businesses and mitigating impacts so that the LRT could be an important catalyst for revitalization in the Downtown.
6. It is important to preserve downtown buildings and the heritage of the core. Commenters expressed a desire to see plans for what the surface buildings will look like.
7. Priority should be given to quick and easy access to transfers to stations as well as accommodation for secure lock-up for bicycles and vehicle parking.
8. Impacts to streets surrounding the Downtown and ability to handle additional traffic were questioned. There is interest in seeing traffic calming measures put in place to deal with the potential of increased vehicles in surrounding residential streets.
9. The long-term future expansion of the LRT north of the Brampton GO Station should be factored into the project planning to provide for future needs and opportunities.

**Frequently Noted Key Messages on Overall LRT Extension Project**

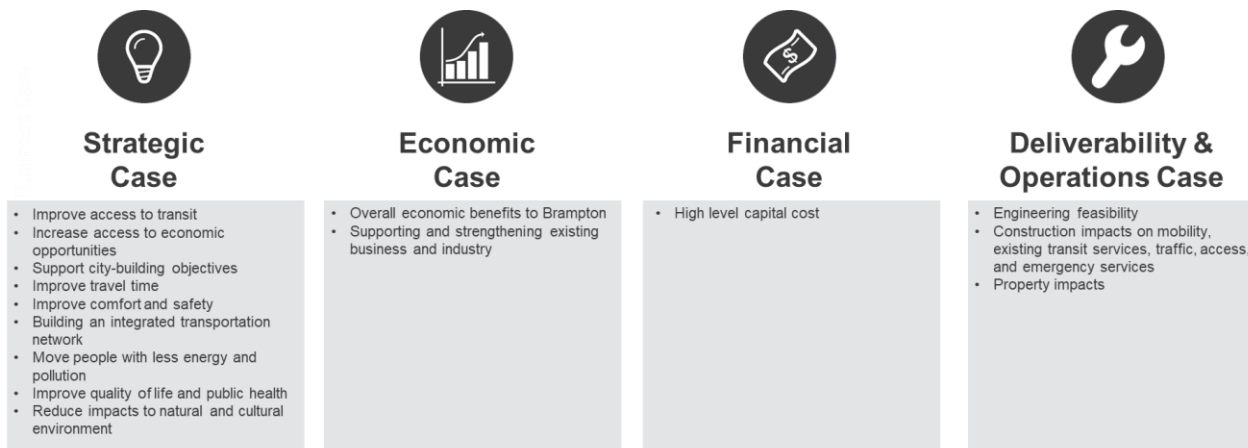
10. Funding for the project remains a big question and issue for commenters who note the importance of securing funding from the Province. Questions about the likelihood of funding and costs for the project and whether a surface or underground option would be more likely funded were frequently noted.

It was also noted that commenters appreciate quality of information and public consultation on the project so far.

**2.2. Responses to the Draft Long List Evaluation Criteria (Question #2)**

The City has identified an initial long list of LRT options and is recommending that a number of options be carried forward for further analysis. The purpose of the evaluation is to identify at least one surface, loop, and underground option to carry forward to the short list. The draft criteria, used to evaluate the long list options, consider all aspects of the environment, and align with the framework used by the City of Brampton and Metrolinx. The long list evaluation criteria, seen in **Figure 4**, were presented for public comment and display a set of indicators under each case. This evaluation will form the basis of the recommendations for the project.

**Figure 4: Draft Long List Evaluation Criteria Presented for Public Comment**

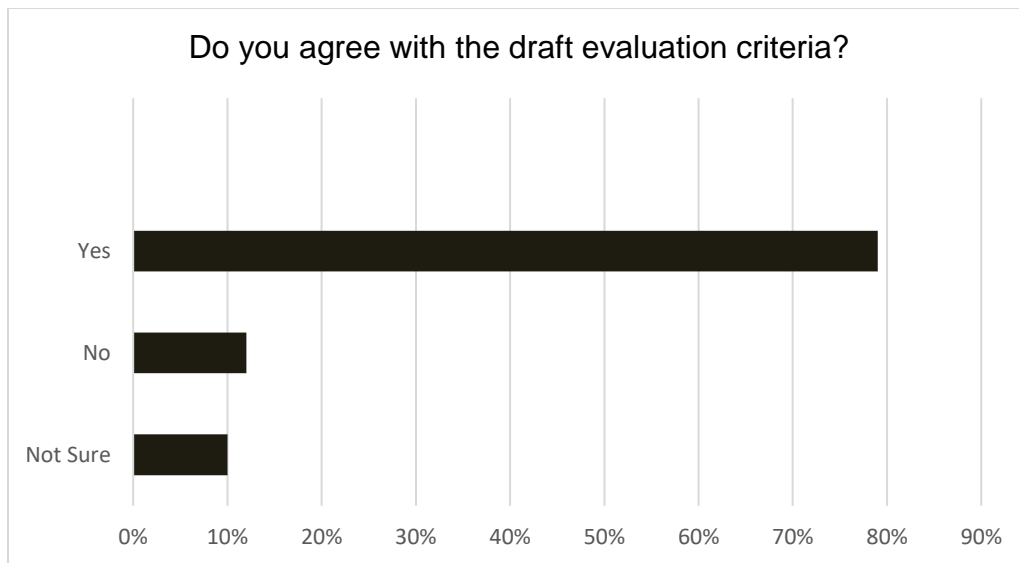


Community members were provided with the draft evaluation criteria and asked whether they agreed with these. 42 community members responded to this question:

- 79% agreed with the evaluation criteria as stated in the open house materials.
- A further 11% did not agree.
- 10% were not sure.

The responses are shown on **Figure 5**. Additional comments were noted about the evaluation criteria and these are included verbatim in **Figure 6**. Each number represents a different commenter’s perspective. These are numbered for reference purposes only. Additional general comments notes for this question are also included.

**Figure 5 – Feedback on Draft Evaluation Criteria**



**Figure 6**

**Comments noted about the Draft Evaluation Criteria?**

1. Time to implement also needs to be a consideration, downtown continues to suffer, and kicking around project ideas with nothing ever getting done is seriously harming it.
2. The criteria are well-aligned with Brampton's Grow Green Master Plan, 2040 Vision, Vision Zero, and Community Energy and Emissions Reduction Plan
3. However, a lot of this information should be pulled from previous studies.
4. Economic should include cost to taxpayers to run and maintain the LRT. I am not happy with any extension of the route past Steeles. This was already voted down
5. The options should be evaluated through environmental lens specifically as it relates to the City's ability to reduce its carbon emissions. That includes carbon impact from both construction and operations.
6. The tunnel option meets the evaluation criteria
7. Perhaps stating reduction of traffic as a point separate from travel times would emphasize benefits to drivers.
8. Building for the long term and future of the city. Brampton downtown is not currently built for a growing /developing Future focused city though it should be.
9. I believe we should emphasize the encouragement towards public transit. I am thinking this is similar to the goal of reducing car traffic. These goals seem to be indirectly captured, but perhaps they should be more explicitly stated or emphasized.
10. Seems like the strategic is checking all the boxes that a healthy community would want. But the Economic/Financial and Deliverable is lacking substance

### Comments noted about the Draft Evaluation Criteria?

11. Shouldn't the criteria also include future expandability -- be it in the Main Street corridor (north, toward Mayfield Road), or ease of connection to a possible future Queen Street LRT (if ridership of Queen BRT suggests migrating to light rail)?
12. For deliverability, explicitly stating that business impacts during construction will be evaluated would be important.
13. I would like to see more green aspects being integrated such as solar panel shelters that power themselves. This is not a route that helps me in anyway, but it moves us and should be innovative and eco forward.

Other written input received in response to this question includes the following verbatim comments: Each bullet point represents a different commenter's perspective.

- Brampton needs this extension!
- Bring the LRT to Brampton GO
- Unnecessary expense scrap this project and dedicate 2 lanes on Hurontario as busy rapid transit. Grab some red paint and get Brampton moving!
- Unless the GO trains run seven days a week, to and from Brampton! Unless Downtown Brampton becomes a location spot where people want to be in Downtown Brampton. Unless Downtown Brampton is not just high-priced condo's and that is it. An LRT is unnecessary.
- You have completely ignored the fact that most commuters will be travelling into downtown Toronto and not south to Mississauga. Priority should be given to improving GO train/bus service over an LRT.
- Underground is more costly to build but is cost effective in long run. Loops have proven to be costly to keep up. TTC tried this years ago and found loops cause excessive wear on equipment all around. That is why they use Y terminals instead of loops.
- I would like to showcase and build on the historical aspects of Old Brampton. This could make Old Brampton a special jewel benefitting tourism and film. Maintain small town atmosphere within the larger urban area.
- I am looking at the 2 options presented for segment B. Why are these the only 2 options? Why can't we appropriate land in this segment to increase the width of the ROW? There seems to be a ton of excess setback property in this segment by my recollection. If we could do that, we could have the same cross-section in this segment as segment A. This would allow for the left-turn at Wellington and alleviate garbage and emergency vehicle concerns.

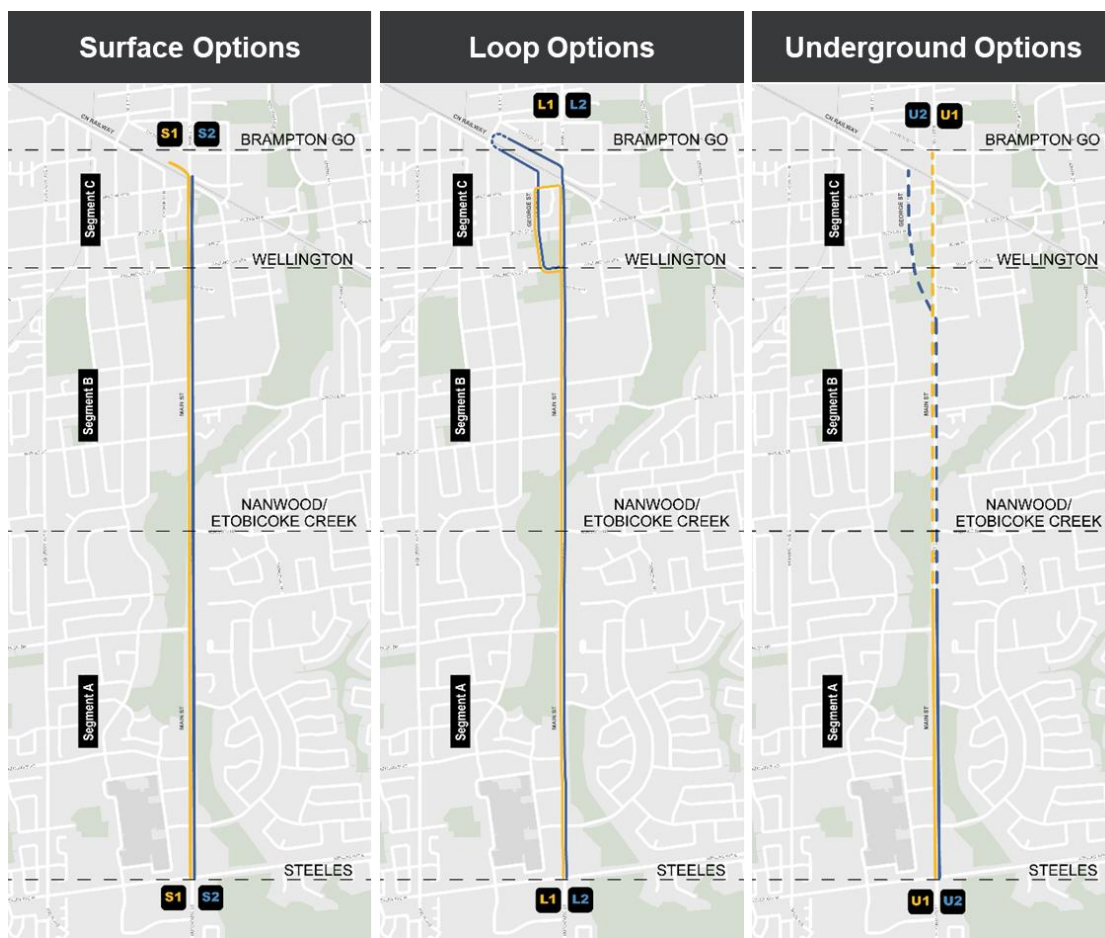


### 2.3. Responses to questions about the Long List of Options

There are three (3) families of options:

- Surface
- Loop
- Underground

The purpose of the evaluation is to identify at least one surface, loop, and underground option to carry forward to the short list. The study area was divided or organized into three different segments based on the existing conditions, area characteristics and potential alignment options.



The City is carrying forward surface, loop, and underground options for further evaluation in the next stage. The decision of whether the LRT would be at the surface or underground has not been made and will be considered by Council following additional consultation during the short list evaluation stage.

Community members were asked to provide their feedback on the family of options shown and were presented with the Project Teams evaluation of the alignment options. The online comment survey form sought input on agreement with the selected options to be

carried forward and additional comment on the family of options presented. The following sections provide the responses received.

## 2.4. Responses on the Surface Options

Community Member were provided with different surface alignment options and asked for their preferences. For Segment A, there was only one alignment option identified and it will be carried forward to the short list evaluation. There were different alignment options for consideration in segments B and C. The following feedback was noted.

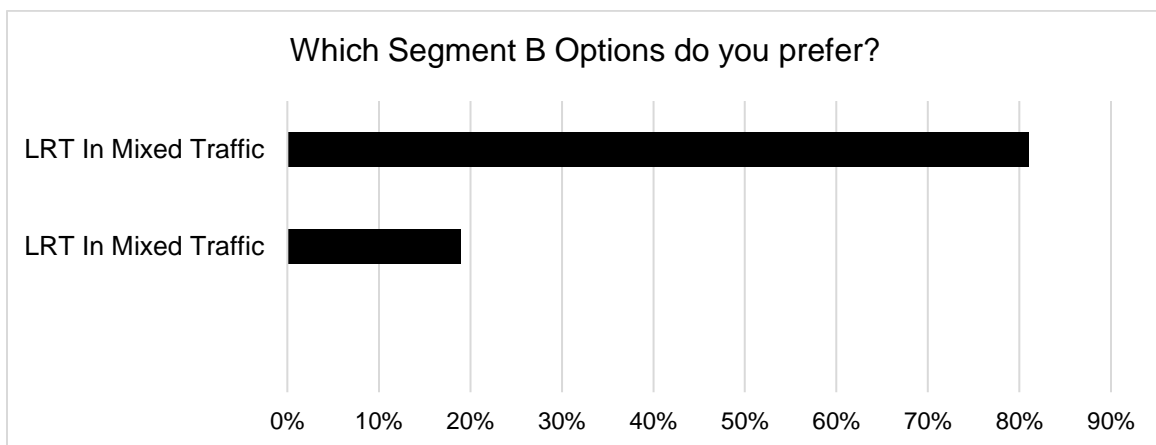
### ***Feedback on Which Segment B Option is preferred (Question #3)***

Community members were provided with the two Segment B Options and asked which option they preferred – LRT in Dedicated Lanes and LRT in Mixed Traffic. 43 community members responded to this question:

- 81% indicated a preference for LRT in Dedicated Lanes
- 19% indicated a preference for LRT in Mixed Traffic.

The responses are shown on **Figure 7**.

**Figure 7 - Which Segment B Option do you prefer?**



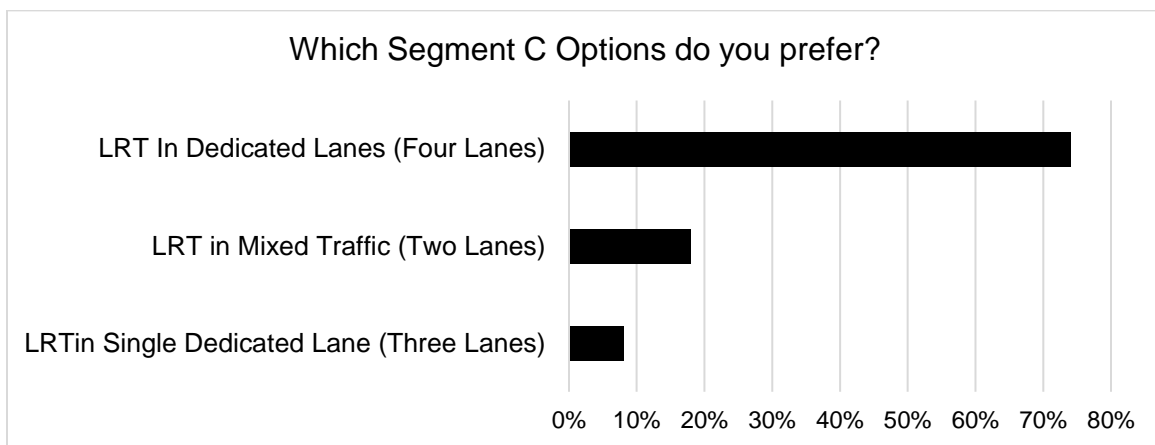
### ***Feedback on Which Segment C Option is preferred (Question #4)***

Community members were provided with the three Segment C Options and asked which options they preferred – LRT in Dedicated Lanes (Four Lanes), LRT in Mixed Traffic (Two Lanes) and LRT in Single Dedicated Lane (Three Lanes). 38 community members responded to this question:

- 74% indicated a preference for LRT in Dedicated Lanes (Four Lanes)
- 18% indicated a preference for LRT in Mixed Traffic (Two Lanes)
- 8% indicated a preference for LRT in Single Dedicated Lane (Three Lanes).

The responses are shown on **Figure 8**.

**Figure 8 - Which Segment C Option do you prefer?**



In addition to being asked about which segment options were preferred, a general question was provided which asked, “What do you think of the short list options being carried forward?”.

77 commenters provided input on this question. In this report section, the comments received pertaining to surface options routes are shown in **Figure 9**. Each bullet represents a different commenter’s perspective. The following are the verbatim comments about the surface options.

**Figure 9**

Comments noted about the Surface options (verbatim)
<ul style="list-style-type: none"> <li>• I support the surface options. I have many concerns about the tunnel.</li> <li>• Surface route only, Nelson loop, with no underground.</li> <li>• Of all of them, I prefer the surface option the most with dedicated lanes as much as possible. I think this has the most versatility for stop availability as well. I do like the underground option as well, but I am concerned about the cost mostly and any possible flooding issues (not sure if this area is a flood plain risk). I would also like to be able to physically see the LRT on the streets so that is another factor in favour of the surface option for me. I would also be okay with segment A and B surface level and segment C underground as that allows for dedicated LRT "lanes" while allowing for streetscaping as well. Overall, my preference will be for shortened transit times at the highest level with cost being 2nd place so if the time savings of using underground transit is significant, then I am okay with the underground option in its entirety.</li> <li>• The option that keeps public transit faster i.e. LRT in dedicated lanes for all segments.</li> <li>• For the surface option, I feel that there should only be a station at either Queen or Wellington, but not both</li> <li>• Either Surface option 1 or Loop option 1 make sense. there is no need for the underground option</li> </ul>

### Comments noted about the Surface options (verbatim)

- My first choice is the Nanwood would you please. My second choice is underground.
- Surface is best
- I prefer the surface option, as it was proposed and recommended during the first evaluation. Second reason is that a underground option may be flooded if a major hurricane occurred in our area. The third item I would like to recommend is that the existing railway track right of way going to Orangeville should be used / incorporated into the design where possible in future phases.
- The distance from the LRT stop to the GO stop should not be overlooked. As a young man who can run up the stairs at Nelson and Main - a sprint has been the difference between catching a train and waiting an hour. For people with mobility issues or the elderly (who often use transit) they would have to go all the way to the station building which can be difficult to reach (given the large bus driveways). The location of the LRT stop itself and walk times is unclear so I voted assuming I would run up the underpass stairs rather than walk to the building. This distance should be emphasized and accounted for because transit should not be difficult to access by crossing the large bus loop.
- The original concept with dedicated LRT lines in the middle of Main Street is still the best option. Underground is, to my mind, totally wrong-headed.
- Only those where the LRT has exclusive lanes are acceptable. Having the LRT share lanes with other traffic only subjects it to the same delays experienced by buses and therefore does not provide the reduced travel time and reduced risk of exposure to delays caused by other traffic. The benefits of the LRT system are minimized by running in shared lanes.
- The best option by far is the Hurontario-Main LRT TPAP approved at-grade route with dedicated LRT lanes in the centre of the roadway south of Nanwood Drive, shared running LRT/vehicular traffic lanes in the centre of the roadway between Nanwood Drive and Wellington Street, and dedicated LRT in the curb lanes north of Wellington Street into the Brampton GO station. Any option involving a tunnel is far too expensive and should be eliminated. The huge expense associated with a tunnel will likely lead to significantly higher property taxes. We have to avoid increasing the tax burden on citizens of Brampton.
- The surface option is the best. Surface LRTs work efficiently and quickly with appropriate transit signal priority. The density being called for Downtown Brampton does not warrant an underground alignment. My only concern though is the downtown section. Make it a transit mall (aka ban cars from it). This works all over Europe and North America. And during the Downtown Brampton streetscape study, the city and the external consultants stupidly rejected the full pedestrianization option that was preferred by the majority of business owners after the first public info sessions. Why not go back and right your wrongs and create a true, proper experience, instead of continuing to cater to car owners?
- I want surface option. Loop south of rail. For segment C I want mixed traffic cross

### Comments noted about the Surface options (verbatim)

section

- Surface Option: What's difference from original plan by Metro-Link funded by Provincial government? Just let Province do it. Loop Option is 2nd preference. Yes, there is no need to go north of CN track. Passengers can walk to GO station from Bus station as planned in this short list.
- A surface option (not a loop) makes much more sense and would work better for transit users as well as accommodate bicycles better.
- I think the two-lane mixed cross-section for Segment C will only work if the City actively discourages or prohibits vehicular traffic on Main Street through downtown Brampton. Alternative routes should be enhanced/enlarged in advance of this project to accommodate the re-routed traffic.
- What's difference from original plan by Metro-Link funded by Provincial government? Just let Province do it. Loop Option is 2nd preference. Yes, there is no need to go north of CN track. Passengers can walk to GO station from Bus station as planned in this short list.
- For the surface option, instead of a turn into the GO Station driveway, I would plan to keep the LRT station on Main St and configure the GO access accordingly, since any extension north would render the off-street station obsolete.

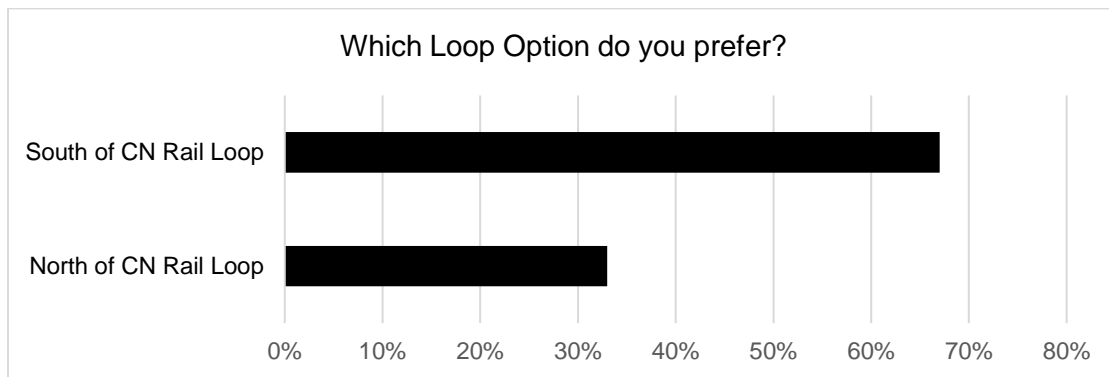
## 2.5. Responses on the Loop Options (Question #5)

Community members were provided with the two Loop Options and asked which option they preferred – South of CN Rail Loop and North of CN Rail Loop. 42 community members responded to this question:

- 67% indicated a preference for South of CN Rail Loop
- 33% indicated a preference for North of CN Rail Loop.

The responses are shown on **Figure 10**. The comments received pertaining to loop options are shown in **Figure 11**. Each bullet represents a different commenter's perspective.

**Figure 10 - Which Loop Option do you prefer?**



The following are the verbatim comments about the loop options.

**Figure 11**

**General Comments noted about the Loop options?**

- The biggest problem is changing directions with any rail bound vehicle. Because the wheels are on a solid axle any change in direction causes a squeal. Both wheels on an axle always turn at the same speed causing these terrible squeals and vibrations at every turn. There is no solution only by making the loop bigger lessens the vibration and noise. These loops should not be near any sleeping or working people. I have worked both on the railroad and TTC and know the troubles these loops create.
- Either Surface option 1 or Loop option 1 make sense. there is no need for the underground option
- I prefer the loop option. I think the underground option could be more costly.
- I like the loop option, as it will have less impact to the downtown core.
- I want surface option. Loop south of rail. For segment C I want mixed traffic cross section
- Generally good, understanding limitations. Underground options seem unnecessary and likely expensive - would prefer aboveground route.
- Segment B loop Option - as a person that has health issues I had not choice but to pick South - you should have a comment section for this. Wish that there was more of what it looks like now to the option you are showing - you indicate what it will look like but what were you taking away and what the potential hazards are to buildings and streetscaping that is already there. How will that impact our everyday lives and commute done Main Street. Main Street in the downtown core is already horrible and to add this construction - show me how you are to control this during construction - what study have you done to show the impact on environment and how this will impact the stores in downtown.
- Consider moving LRT to the centre lane in Segment C. This might eliminate (or at least reduce) impacts to northbound vehicle flow at Nelson and remove the LRT/vehicle lane

### General Comments noted about the Loop options?

crossing for northbound traffic at Wellington.

- I feel the loop option(s) is not very desirable. If the loop is constructed it will be using one-way tracks in the downtown core. At present that may be an acceptable option but when it comes time to extend the LRT further north, adding more tracks to Main St will cause more disruptions. Adding another dedicated LRT lane on Main St will be difficult and might require the LRT to run in mixed traffic. Also having an LRT running next to the sidewalk on Main St (between Wellington and Nelson) seems dangerous as the walkway is not very wide.

The LRT may have to run at lower speeds which is not desirable as a rapid transit solution is trying to incentivize people to use public transit for its faster travel times. Adding another LRT lane on Main St. in the future will require that the streetscape constructed now would need to be altered again. This is why an underground option is better. It may be more expensive, but it allows for faster travel times, and allows the system to be extended with ease. The Main St. underground option seems better as that would require a straight tunnel and would make further extensions easier.

- The Loop would be my choice for the above ground option.
- For the loop option, if that gets carried forward it should maintain adequate clearance (e.g. through the turn at Main and Nelson) to add tracks heading north out of downtown later.

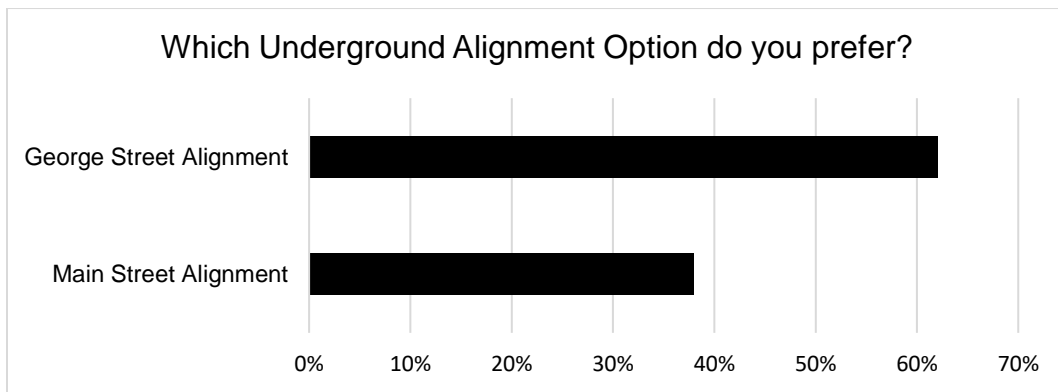
## 2.6. Responses on the Underground Options (Question #6)

Community members were provided with the two underground options and asked which underground alignment they preferred – George Street Alignment or Main Street Alignment. 45 community members responded to this question:

- 62% noted a preference for the George Street Alignment
- 38% indicated a preference for the Main Street Alignment.

The responses are shown on **Figure 12**. The comments received pertaining to underground options are shown in **Figure 13** and **Figure 14**. Each bullet represents a different commenter's perspective.

**Figure 12 – Feedback on Long List Underground Options**



The following are the verbatim comments about the underground options. These are organized in two sections showing comments that do and do not prefer underground option noting reasons why.

**Figure 13**

**Comments noted that prefer Underground Options**

- Of all three, I prefer the underground option. I think it will cause the least traffic congestion along Main St. I do not agree that a lane should be taken away and fully dedicated to the LRT, nor do I like the idea of sharing a lane with one. I believe the underground option would give more space to drivers on Main St without hindering the LRT in any way. Also, I really like the wide pedestrian pathways proposed in segment A, and the dedicated bike lanes!
- The underground option provides the best opportunity for future expansion North with minimal throw a way costs (any loop) and will have minimal impact on surface routes.
- I expect the underground option would allow future road traffic to run without LRT interference and vice versa. All options provide a long-term gain following short term pain (construction). The underground option also provides for the best opportunity.
- All good options. Underground option is the best option. But how you going to get funding? Province already took the funding away since the council could not agree on this.
- I think the underground options are the best choices to help reduce the impact to downtown traffic, and that the one straight up Main Street makes the most sense due to the station at Wellington, unless you can put a station at Wellington and George, then would could be okay.
- Underground option would be the best.
- Nothing should be surface route as it will destroy Main Street heritage homes. With surface routes, traffic will be increased on side streets, adding to already too busy residential streets. Underground may damage heritage structures.
- You have done a thorough job of analyzing as many options as possible and taken into



### Comments noted that prefer Underground Options

consideration costs, future development, and growth. I appreciate that you are taking cyclists and pedestrians into consideration. Depending on the City's emphasis on alternative methods of travel, this consideration will determine the outcome.

My first option would be the underground option, which would be the most costly. My concern is how that would affect the problems with the waterways and flooding concerns. I am torn between the mixed lanes and dedicated lanes as they both pose different problems that would impact different residents in different ways (e.g. one way traffic could lead to heavy traffic on other parallel roads.) I look forward to more consultations on the study.

- Underground would be my preference from these options, but I believe it would be a major cost. I do not like the road options in the downtown core as they take up a huge ground footprint in an already congested area. I would like to see the City look outside the box. I propose the following a few years ago and it was declined by the Conservation Authority because of the route I choose over the floodplain.
- The surface route options are simply not viable options. The best and only option is the underground proposal to preserve the heritage section of downtown Brampton and to avoid further traffic related issues along Main Street.
- BURY IT!
- I do not think they are very creative. My preference is U2 underground option. One concern is how this option would tie in with the existing underground infrastructure challenges.
- I have always wanted this whole system to be a subway. So, the underground routes are my way to go.
- I think they are good option but underground 1 is the best. With it not affecting Gage Park and keeping the “ugly wires” hidden it will not affect the heritage portion of the City. It also allows for easier further expansion North in the future.
- Underground option is best and least disruptive to main street traffic and ecology (subject to cost).
- Bear in mind how the tunnel design will impact the cost of a northward extension from Brampton GO, and how this design might impact LRT-BRT transfers at Queen. Also, the tunnel option will impact how a possible future Queen LRT would need to be designed so that light rail vehicles could move from Main to Queen and vice versa.
- Underground.
- For the underground option, keep in mind whether a George St alignment would complicate a future northern extension due to the apartment building on the north side of the GO tracks, roughly opposite George.

Figure 14

### Comments noted that do not prefer Underground Options

- I support the surface options. I have many concerns about the tunnel.
- Surface route only, Nelson loop, with no underground.
- Not underground in Downtown.
- I think an underground extension would be too expensive/ disruptive in building, compared to the surface option.
- Do not waste time or money on unnecessary underground option. Streetcars do not detract from heritage or livability aspects in other cities. Get rid of buses and cars in this corridor - simply make them detour. Be very thankful if the Ontario allows Brampton to undo the colossal mistake of rejecting the logical LRT planned between GO station nodes. That is why we voted out the old mayor and council!
- I prefer the surface option, as it was proposed and recommended during the first evaluation. Second reason is that an underground option may be flooded if a major hurricane occurred in our area.
- Underground seems unnecessary and expensive.... divert car traffic out of the downtown onto other major routes.... Regional Express Rail should come to Downtown Brampton to connect to this for complete network connectivity. Let's build and expedite this process.
- The underground option seems too expensive to be put worth - we should only consider it if it meets the number of riders needed. We do not need a Sheppard "Subway" situation.
- Underground Option: Many issues: Higher construction cost and time. Who is paying it? Long term cost of station maintenance, vulnerable to crime site (safety concern), etc. Last option.
- The original concept with dedicated LRT lines in the middle of Main Street is still the best option. Underground is, to my mind, totally wrong-headed.
- Is underground a realistic option?
- I see no benefit to tunneling. It is an expensive solution looking for a problem.
- The underground option will be considerably more than the above ground options.
- The density being called for Downtown Brampton does not warrant an underground alignment.
- Any option involving a tunnel is far too expensive and should be eliminated. The huge expense associated with a tunnel will likely lead to significantly higher property taxes. We have to avoid increasing the tax burden on citizens of Brampton.
- Underground Option: Many issues: Higher construction cost and time. Who is paying it? Long term cost of station maintenance, vulnerable to crime site (safety concern), etc. Last option.
- Beyond that, all 3 options seem viable. The Underground option seems like a bit of a waste of public money when the surface route is being built through the denser Mississauga city centre.

### 2.7. Responses on Potential Stations (Questions #7 and #8)

Community members were provided with potential station locations for the surface/loop options and asked which station locations they believed should and should not be included in the LRT Extension under Question #7. 111 community members responded to this question:

More preferred	Stations at Brampton GO and at Nanwood
Less preferred	Stations at Wellington (Southbound) and at Queen (Northbound)

Community members were also provided with potential station locations for underground options and asked which station locations they believed should and shouldn't be included in the LRT Extension under Question #8. 108 community members responded to this question:

More preferred	A station at Brampton GO was the most preferred followed by stations at Wellington and Nanwood.
Less preferred	A station at Charolais was the least preferred.

**Figure 15: Comments about Station locations and Stations**

Comments noted about Station locations and Stations
<ul style="list-style-type: none"> <li>• For the surface option, I feel that there should only be a station at either Queen or Wellington, but not both.</li> <li>• The distance from the LRT stop to the GO stop should not be overlooked. As a young man who can run up the stairs at Nelson and Main - a sprint has been the difference between catching a train and waiting an hour. For people with mobility issues or the elderly (who often use transit) they would have to go all the way to the station building which can be difficult to reach (given the large bus driveways). The location of the LRT stop itself and walk times is unclear so I voted assuming I would run up the underpass stairs rather than walk to the building. This distance should be emphasized and accounted for because transit should not be difficult to access (like by crossing the large bus loop).</li> <li>• Definitely dedicated NB &amp; SB LRT lanes. Priority should be moving people quickly from system to system so shorter transfer times (people already have to travel far for work). Agree with positioning of stations and why need it to be partially underground. Should aim for future growth and making downtown a vibrant hub so including bike lanes is an excellent idea. The main intersections should be surrounded by boutique shops and entertainment instead of banks. The banks do not need those prominent locations... people will still come in if the move a block over.</li> <li>• If you have reduced stops or go with the underground, make sure to still have a bus line for the smaller and north-of-GO stops. Also try to make them as accessible and human friendly as possible.</li> <li>• Treat the LRT as an express backbone, like the very beneficial Zum BRT. Do not slow it down with excessive small frequent stops like Charolais (that is still Shoppers World!)</li> </ul>

### Comments noted about Station locations and Stations

or Queen/Wellington (Brampton GO is the only downtown requirement!)

- Less stations for quicker regional transit. Forget wellington and queen stations, move all traffic to downtown Brampton GO Station and make all ZUM and bus connections there.
- Has consideration or studies been developed that determines the potential volume of people who will be transferring to other public transit at the Brampton GO stop. At rush hours the volume of pedestrians needs to be addressed.
- Priority should be easy and quick access to transfers. Incorporating bike lanes is a great idea to reduce the number of cars, however infrastructure needs to be in place to secure bikes and for those who still drive, enough parking facilities. Can still have small town charm in a more modern downtown.
- Bike parking and storage and vehicle parking should be located at stops.

## 2.8. General/Other Comments noted (Question #9)

The online survey comment form included a general or other comments question and 61 commenters provided input here. The following are the verbatim responses received and are numbered for reference purposes. Each number represents a different individual's comment. Specific addresses have been omitted from this report and are being considered by the Project Team.

1. The underground LRT option would displace the Scarborough Subway Extension as the greatest transit boondoggle in Ontario history.  
  
Bus lanes from Steeles to Downtown would have far superior value for money benefits, with almost the same value for a tiny fraction of the cost. Take the surface option, use the dedicated lanes options for Segment B. For Segment C, use a two-lane approach, with both for the BRT. Have the cars route around Four Corners, with buses only between Wellington and Nelson, and Theatre Lane and George Street. All the structured parking remains available, and the City can immediately move ahead with Downtown Reimagined. It also makes it vastly easier to extend it north, so we could have Rapid Transit all the way to Mayfield, and a BRT from Steeles to Mayfield would probably cost a similar amount to a surface LRT option.
2. There is no way that the underground options should go any further. The surface options make the most sense, contribute to the redevelopment of downtown in ways that are better than the underground option and are respectful of taxpayer money.
3. Please provide as much public information as possible. Details, renderings, track plans, data. The tunnel is extremely expensive. I worry that it will use funds that could go to other projects. The surface option is the best option.
4. Please extend LRT to Brampton GO station not by putting some small train but by fully and exactly extending the line that is coming from Mississauga.

5. Take the LRT north of the downtown area. This does not benefit anyone. All the way to Mayfield.
6. I believe the Hurontario/Main St. LRT can be a catalyst for revitalizing the downtown, as has been done in many European cities.
7. I do not like any of them. The LRT should not be going from Steele's to Downtown Brampton.
8. Ensure to consider long term future expansion possibilities.
9. I think it was well done overall. Nothing I can think of to nitpick on and I am happy with how public engagement has been carried out (especially with Covid going on). While I did miss some of the earlier consultations, that is on me for forgetting.
10. Most important part is securing funding from province. Good luck with that.
11. If you have reduced stops or go with the underground, make sure to still have a bus line for the smaller and north-of-GO stops. Also try to make them as accessible and human friendly as possible.
12. This project is important to the Brampton community, and I understand that the process must be followed. But I hope this does not end up like other transit projects and take over a decade to complete.
13. Do NOT want any extension past Steeles. Can someone please comment on how this was suggested again after having been voted down?
14. The underground option destroyed the businesses along Eglinton Avenue in Toronto. How are you going to protect the businesses from the side effects of construction? Or is this part of a plan to destroy our heritage district and hand it over to developers?
15. Treat the LRT as an express backbone, like the very beneficial Zum BRT. Do not slow it down with excessive small frequent stops like Charolais (that is still Shoppers World!) or Queen/Wellington (Brampton GO is the only downtown requirement!)
16. Considering tunnel north of Nanwood will be capital intensive along with Flooding risk, should be rejected.
17. Build cheaply and quickly. Encourage Regional Express Rail from Bramalea to Downtown Brampton. Less stations for quicker regional transit. Forget wellington and queen stations, move all traffic to downtown Brampton go station and make all ZUM and bus connections there.
18. Where is the money coming from? When this was first introduced the province was paying for the LRT to go from Steeles to downtown Brampton. The city rejected the proposal and the funding was lost. Will the province provide funding for the project now???
19. Stop studying and let's get this built!
20. The world of transportation is evolving very rapidly, and Elon Musk's The Boring Company is building tunnel transportation as we speak for municipalities that have gone through the same tortuous process we have suffered with route planning to minimize

disruption and preserve what we have today. It is heartening to see that tunneling is now part of the plan, but it is undoubtedly very cost intensive and traditionally complex. The Boring Company, from what I have observed of the projects they have underway, would seem to offer a superior, less intrusive, more efficient, and much more quickly at a cost way less than the more traditional methods currently under consideration. I did contact Metrolinx to suggest they might look at this alternative, but they indicate they are too far into the current project to consider options. I disagree as construction has not really started and from all indications, the Boring Company alternative might be delivered in half the time at less than half the cost. I think this alternative should not be dismissed out of hand but should be investigated so that the cost to the taxpayer can be lessened and the end project can perhaps be delivered far more quickly and will be a superior and significantly less intrusive transportation system.

21. LRT is quick and fast to build but is subject to weather which makes it unreliable. Underground has a much more stable reliable system regardless of weather. The majority of Brampton can be done by open cut and fill which is cheaper than boring tunnels.
22. There will be many drivers who will take alternate routes through nearby neighbourhoods. I can imagine that Mill Street South will become very busy. What traffic calming measures will be employed to deal with the increase of automobiles on surrounding residential streets? Much of the traffic that currently runs north and south on Main Street does not intend to stop at the GO Station, drivers are travelling right through downtown Brampton to points north and south of the GO Station.
23. I much prefer the underground option over the other 2 options presented It preserves the beautiful area south of Gage Park
24. I believe that with the weather conditions we have that underground is the best way to go. But saying that it has to be all underground or none to keep the line running. If we had a loop at both ends, underground, we would be able to operate when the surface buses south of us would not be able to run.
25. Underground option is the best one
26. Airport Rd is more practical connections to Airport and GTA. For Bolton and Brampton reliving traffic through 427 and 400
27. Make this a BRT. It costs less and it can be done sooner.
28. Nothing as of yet.
29. I'm still upset we lots the funding for LRT all the way with the last Council.

I vote "NO to tunnel" and "YES to any of the surface roots outlined in the study".

Thank you for the opportunity to review the documents. The website is easy to navigate and understand.

30. Long overdue, time to build, I would recommend that as many Brampton residents as possible be engaged in the construction where possible.

31. Why has 410 widening stopped at Queen Street? Why does that work not continue. The squeezing of cars creates a traffic bottleneck unnecessarily causing many accidents. When will this work get done? Thanks
32. I think that the timeline for getting the LRT project completed should be expedited. Plus, the next phase of the LRT extension to north to Highway 410 (Mayfield Road near the Valleyfield area) should be started as soon as possible, ideally following and using the current existing railway right of way to Orangeville.
33. I did not see any costings for the LRT options
34. This process is taking a VERY long time, but I recognize that much thought and analysis are necessary. I live on George Street North and the physical surrounding is far from being picturesque and so I am looking forward to what is to come.
35. Longer term planning needs to be considered (how the LRT might expand north beyond Brampton GO, eventually). Also, how the LRT will benefit the rest of the city (which it will). Not just considering a few vocal downtown business people.
36. Priority should be easy and quick access to transfers. Incorporating bike lanes is a great idea to reduce the number of cars, however infrastructure needs to be in place to secure bikes and for those who still drive, enough parking facilities. Can still have small town charm in a more modern downtown.
37. Would like to preserve the heritage of the downtown core. So, using underground routes would be preferable. Has consideration or studies been developed that determines the potential volume of people who will be transferring to other public transit at the Brampton Go stop. At rush hours the volume of pedestrians needs to be addressed.
38. See previous comments. Underground would be a very bad idea.
39. We cannot afford any more politician led delays to the LRT extension between Brampton Gateway and downtown Brampton. Any concerns about traffic congestion and environmental impacts along Main Street will be far worse if buses have to be used in increasing numbers to serve the growing demand in this corridor. The area north of downtown Brampton is continuing to grow and this area will only survive if a suitable rapid transit system exists to provide an alternative to private vehicles. Provision should also be made for extending the LRT further north to Bovaird, Sandalwood and Mayfield, and east from downtown to the Bramalea City Centre.
40. Please do not go underground: this is an expensive and unfriendly option
41. PLEASE ELIMINATE THE UNDERGROUND OPTIONS. Any option involving a tunnel is far too expensive and should NOT be pursued any further. The huge expense associated with a tunnel will likely lead to significantly higher property taxes. We have to avoid increasing the tax burden on citizens of Brampton.
42. We do not want LRT on Main Street south. We were given to understand alternative were to be used instead. When did this change?!
43. Please, think outside the box and stop catering to the selfish car drivers who think their inefficient vehicles should have priority over dense transit.

And also, think past the rich, high income residents who live off Main who only think of themselves and for the greater community.

44. It needs to be planned and implemented quickly and do not waste years in further planning.
45. Do not tunnel. It is a huge waste of money. If rich people want it, they can pay for it themselves!
46. As I mentioned earlier, it is more important to me that a line is built rather than the type of build. We should pursue whatever is most likely to meet approval from all levels of government.
47. It needs to be completed.
48. Rather than trying to loop the LRC through the crowded downtown area, why not continue the line up Main Street and loop the tracks via the existing bus loop at Sandalwood? That would minimize the LRC interaction with vehicle traffic while providing better service to the northern part of the city. The LRC would then completely replace the existing 502 Zum service.
49. Not sure I support the underground system. I am thinking of time it will take the impact on the downtown business and heritage buildings
50. I did not see where to indicate alignment preference. My preference is the Main Street alignment (U1) rather than George Street (U2) because I feel this would be better strategically positioned for even further future expansion (i.e. continue up Main Street to Bovaird). It also would contribute to the most benefit for Main Street downtown revitalization and encourage LRT usage not only for Go Transit access but also as Brampton Downtown as a destination.
51. Can we please just agree to bury the line and get moving forward. The City needs to get this done so we can start thinking about Queen Street rapid transit.
52. This project is needed. Whatever takes place, again, 2 things:
  - It should be reliable / accessible (I do not think the latter will be a problem)
  - It should avoid major impact to existing / essential installations such as utilities.
53. We need to get this project up and running. It has been far too long without significant progress. Our previous Council could not come to consensus and we lost valuable time as a result and money from the province to fund this. Let's focus and move forward.
54. Underground option sounds expensive and unnecessary. Bike lanes should be part and parcel. Cars should have least consideration, can use other roads. One-way loop seems to be the best option. Make George street and Main Street in section C one-way roads for cars
55. Nelson St. E. is too crowded, it is better to put the last station location on the north of railway (as that in Surface Options)



56. I want to see more of what it looks like now overlay to what it will impact. Surface buildings, underground noise for drilling, what streetscaping will be impacted. Also looks like you are wanting more development of new building, when would that take effect and how will the affect the areas during development
57. The whole process is taking a long time, Highway 10 and Steeles is a bad design currently (who came up with the design of passengers waiting for buses on the edge of a major road, no safety in the design) and future proposed. A project like this should be done in 1 phase start to finish, not additional phase studies. Please get a second opinion on the entire design.
58. I see no benefit to tunneling. It is an expensive solution looking for a problem.
- A surface option (not a loop) makes much more sense and would work better for transit users as well as accommodate bicycles better.
59. Thank you. This was a well-designed presentation.
60. It is encouraging to see this project being revived - it will be great for connectivity in the city and regionally. For the station locations, the loop option is not really well represented: it is unclear what a stop configuration would look like at Brampton GO or along George Street.
61. Avoid mixed LRT/traffic lanes if you want to ensure that the massive investment going into this system pays off in an improved transit experience. The system will not be successful if it is stuck in rush hour traffic.

## 2.9 Comments on the Short List of Options (Question #10)

The online survey comment form included a question for “What do you think of the short list options being carried forward?” 77 commenters provided a response. The following are the verbatim responses received and are numbered for reference purposes. Each number represents a different individual’s comment.

1. Options S1 and L1 are both great. The underground options are absolutely ridiculous.
2. I support the surface options. I have many concerns about the tunnel.
3. Too short. This does not benefit me at all if it will not go north of Queen. Take it all the way to Mayfield once you are north of Church St it gets wider and easier to carry this onward through the northern half of Brampton. Otherwise, it only benefits people who live downtown and want to go to Shoppers World or Square One. Which is not surprising, if the City could just once care about things outside the downtown area, that would be great.
4. I am curious about the Underground option. There is a lot of merit in keeping the LRT in a completely grade separated ROW. It will be able to keep up with future frequency demands. Since there is not enough room on the road to include two lanes for the LRT, two lanes for traffic, AND two bike lanes, have you considered that it could be built on a modern elevated guideway? Then you could have fully grade separated LRT, retain the original streetscape plan, AND it would likely be less expensive than digging. Guideways could be integrated into the downtown streetscape to retain its "character."
5. Surface route only, Nelson loop, with no underground.
6. You have put a lot of thought and research into finding optimum designs for the LRT
7. This should not be going through Main St South. The EMF alone in this residential neighbourhood will have long term consequences. This is our main reason, but the list is long. Definitely AGAINST the LRT going through Main St S. Was told previously when this was hot on the table that Main St S was NO longer an option. But looks like that was incorrect information!
8. Of all three, I prefer the underground option. I think it will cause the least traffic congestion along Main St. I do not agree that a lane should be taken away and fully dedicated to the LRT, nor do I like the idea of sharing a lane with one. I believe the underground option would give more space to drivers on Main St without hindering the LRT in any way. Also, I really like the wide pedestrian pathways proposed in segment A, and the dedicated bike lanes!
9. The underground option provides the best opportunity for future expansion North with minimal throw a way costs (any loop) and will have minimal impact on surface routes.
10. I expect the underground option would allow future road traffic to run without LRT interference and vice versa. All options provide a long-term gain following short term pain (construction). The underground option also provides for the best opportunity
11. Neither.

12. I agree that they are desirable options. However, it would be interesting to compare costs vs. building it on Kennedy road

13. Of all of them, I prefer the surface option the most with dedicated lanes as much as possible. I think this has the most versatility for stop availability as well. I do like the underground option as well but I'm concerned about the cost mostly and any possible flooding issues (not sure if this area is a flood plain risk).

I'd also like to be able to physically see the LRT on the streets so that's another factor in favour of the surface option for me.

I'd also be okay with segment A and B surface level and segment C underground as that allows for dedicated LRT "lanes" while allowing for streetscaping as well.

Overall, my preference will be for shortened transit times at the highest level with cost being 2nd place so if the time savings of using underground transit is significant, then I'm okay with the underground option in its entirety.

14. All good options. Underground option is the best option. But how you going to get funding? Province already took the funding away since the council could not agree on this.

15. I think the underground options are the best choices to help reduce the impact to downtown traffic, and that the one straight up Main Street makes the most sense due to the station at Wellington, unless you can put a station at Wellington and George, then would could be okay.

16. Underground option would be the best.

17. They look pretty good. L1 and U2 are the better options for their categories, though I still wonder if underground is a safe option from flooding risks. Either way, I am glad this administration is re-visiting the LRT option.

18. They look good to me but consider pedestrian safety when asking to place them in the middle. I worry about people being put in harm's way

19. I think it is a good start to a project that should have been approved many years ago. Transportation is the key to the development of Brampton given the influx of new residents. Mississauga has finally got it and is building the infrastructure needed to sustain their growing population and future residents. Brampton needs to urgently do the same. I personally like the LRT in single dedicated lanes because of the volume of drivers in Brampton. I think it will encourage pedestrian activity which will be good for local business.

20. Nothing should be surface route as it will destroy Main Street heritage homes. With surface routes, traffic will be increased on side streets, adding to already too busy residential streets. Underground may damage heritage structures.

21. Not underground in DT

22. You have done a thorough job of analyzing as many options as possible and taken into consideration costs, future development, and growth.

I appreciate that you are taking cyclists and pedestrians into consideration. Depending on the City's emphasis on alternative methods of travel, this consideration will determine the outcome.

My first option would be the underground option, which would be the most costly. My concern is how would that affect the problems with the waterways and flooding concerns. I am torn between the mixed lanes and dedicated lanes as they both pose different problems that would impact different residents in different ways (e.g., one way traffic could lead to heavy traffic on other parallel roads.)

I look forward to more consultations on the study.

23. Do NOT waste time or money on unnecessary underground option. Streetcars do not detract from heritage or livability aspects in other cities. Get rid of buses and cars in this corridor - simply make them detour. Be very thankful if the Ontario allows Brampton to undo the colossal mistake of rejecting the logical LRT planned between GO station nodes. That is why we voted out the old mayor and council!
24. The option that keeps public transit faster i.e. LRT in dedicated lanes for all segments.
25. Underground seems unnecessary and expensive.... divert car traffic out of the downtown onto other major routes.... Regional Express Rail should come to Downtown Brampton to connect to this for complete network connectivity. Let's build and expedite this process.
26. The underground option except the cost will be considerably more than the above ground options. The Loop would be my choice for the above ground option.
27. Please choose Corridor Segmentation. Otherwise it will be waste of money without having the required future capacity.
28. Several of these options appear to be wider than the existing roadway. Because of the space constraints, particularly from Nanwood to Nelson, car access needs to be restricted and priority should be given to transit, pedestrian and bicycle traffic. Existing boulevard trees must not be sacrificed.
29. Underground would be my preference from these options, but I believe it would be a major cost. I do not like the road options in the downtown core as they take up a huge ground footprint in an already congested area. I would like to see the City look outside the box. I propose the following a few years ago and it was declined by the Conservation Authority because of the route I choose over the floodplain. Here is the concept: I believe this could be a way to improve public transit with the thought of faster functionality. I hope you will find the following interesting, as it is something I believe is a flexible and an easier way to expand and connect areas to current transportation systems as well as a move away from traditional ground based fossil fuel systems and traffic congestion.

These environmentally friendly urban rail transit systems are characterized by under-rail trains that can achieve a smaller ground footprint and be built faster using a modular format. It can offer a supplementary development with ease of access to conventional bus and over-the-road rail transit. The modular concept allows sections to be built and become functional more quickly. The trains can be formed as 2, 3 or 4 individual cabin units suspended from the track, which is protected from the elements, and can be moved by steel, rubber or neoprene type wheels equipped with electric DC motors. The operation can also be fully automated. This type of transportation system can follow the current roadway infrastructures and can operate above narrow roads, along hills, run through tunnels, over or through buildings and go places that conventional rail systems just cannot.

Since a picture is worth a thousand words, I hope the following video links will offer more clarity.

These videos will highlight their overall versatility:

SMT concept - Rail Greenest Smart Mass Transit:

<https://www.youtube.com/watch?v=JydTAoQugcl>

Germany - 90 Years of service: <https://ospe.on.ca/community/historic-feat-engineering-wuppertal-schwebbahn/>

Russian suspended monorail components: <https://www.youtube.com/watch?v=U-MZt3Uy5-4>

Shonan, Japan Monorail: <https://www.youtube.com/watch?v=AXtAf1550Hg>

China's highest speed mounted monorail train:

<https://www.youtube.com/watch?v=kYVd5TwFSok>

Düsseldorf, Germany Sky Train:

[https://www.youtube.com/watch?v=HMij\\_t1BKcQ&feature=emb\\_rel\\_end](https://www.youtube.com/watch?v=HMij_t1BKcQ&feature=emb_rel_end)

If high-speed Hyperloop technology ever comes to fruition it should be easily adaptable and will complement these systems.

[https://www.youtube.com/watch?v=O\\_FyOBCVGWE](https://www.youtube.com/watch?v=O_FyOBCVGWE)

30. I feel it is a great idea

31. I believe these are all feasible. There has to be strong willingness to actually see this through. For way too many years Brampton has been overlooked as a viable contender for smart, attractive transit solutions. It is high time that we stand up for Brampton and insist on funding and project completion. Stop planning and start doing. Downtown Brampton has stood still for 50 years and allowed to deteriorate. Let's go!

32. For the surface option, I feel that there should only be a station at either Queen or Wellington, but not both

33. The surface route options are simply not viable options. The best and only option is the underground proposal to preserve the heritage section of downtown Brampton and to avoid further traffic related issues along Main Street.

34. BURY IT!

35. The biggest problem is changing directions with any rail bound vehicle. Because the wheels are on a solid axle any change in direction causes a squeal. Both wheels on an axle always turn at the same speed causing these terrible squeals and vibrations at every turn. There is no solution only by making the loop bigger lessens the vibration and noise. These loops should not be near any sleeping or working people. I have worked both on the railroad and TTC and know the troubles these loops create.
36. Either Surface option 1 or Loop option 1 make sense. there is no need for the underground option
37. You already had a meeting about using Hurontario why are we back here again?????
38. My first choice is the Nanwood would you please. My second choice is underground.
39. I do not think they are very creative. My preference is U2 underground option. One concern is how this option would tie in with the existing underground infrastructure challenges.
40. Surface is best
41. I think an underground extension would be too expensive/ disruptive in building, compared to the surface option.
42. I prefer the surface option, as it was proposed and recommended during the first evaluation. Second reason is that an underground option may be flooded if a major hurricane occurred in our area. The third item I would like to recommend is that the existing railway track right of way going to Orangeville should be used / incorporated into the design where possible in future phases.
43. Surface option
44. I prefer the loop option. I think the underground option could be more costly.
45. The underground option seems too expensive to be put worth - we should only consider it if it meets the number of riders needed. We do not need a Sheppard "Stub-way" situation.
46. The distance from the LRT stop to the GO stop should not be overlooked. As a young man who can run up the stairs at Nelson and Main - a sprint has been the difference between catching a train and waiting an hour. For people with mobility issues or the elderly (who often use transit) they would have to go all the way to the station building which can be difficult to reach (given the large bus driveways). The location of the LRT stop itself and walk times is unclear so I voted assuming I would run up the underpass stairs rather than walk to the building. This distance should be emphasized and accounted for because transit should not be difficult to access (like by crossing the large bus loop).
47. Definitely dedicated NB & SB LRT lanes. Priority should be moving people quickly from system to system so shorter transfer times. (People already have to travel far for work). Agree with positioning of stations and why need it to be partially underground. Should aim for future growth and making downtown a vibrant hub so including bike lanes is an excellent idea. The main intersections should be surrounded by boutique shops and

entertainment instead of banks. The banks do not need those prominent locations... people will still come in if the move a block over.

48. I have always wanted this whole system to be a subway. So, the underground routes are my way to go.
49. The original concept with dedicated LRT lines in the middle of Main Street is still the best option. Underground is, to my mind, totally wrong-headed.
50. Only those where the LRT has exclusive lanes are acceptable. Having the LRT share lanes with other traffic only subjects it to the same delays experienced by buses and therefore does not provide the reduced travel time and reduced risk of exposure to delays caused by other traffic. The benefits of the LRT system are minimized by running in shared lanes.
51. I like the loop option, as it will have less impact to the downtown core.
52. The best option by far is the Hurontario-Main LRT TPAP approved at-grade route with dedicated LRT lanes in the centre of the roadway south of Nanwood Drive, shared running LRT/vehicular traffic lanes in the centre of the roadway between Nanwood Drive and Wellington Street, and dedicated LRT in the curb lanes north of Wellington Street into the Brampton GO station.
53. Any option involving a tunnel is far too expensive and should be eliminated. The huge expense associated with a tunnel will likely lead to significantly higher property taxes. We have to avoid increasing the tax burden on citizens of Brampton.
54. OK
55. The surface option is the best. I am a former Brampton resident who now lives in the UK and frequently hops over to mainland Europe. Surface LRTs work efficiently and quickly with appropriate transit signal priority. The density being called for DT Brampton does not warrant an underground alignment.  
  
My only concern thought is the downtown section. Make it a transit mall (aka ban cars from it). This works all over Europe and North America. And during the Downtown Brampton streetscape study, the city and the external consultants stupidly rejected the full pedestrianization option that was preferred by the majority of business owners after the first public info sessions. Why not go back and right your wrongs and create a true, proper experience, instead of continuing to cater to car owners?
56. Good options. Glad to see the main street option is the short list choice
57. I want surface option. Loop south of rail. For segment C I want mixed traffic cross section
58. I am happy with any of them, as long as something is built. The tunnel option may appease most residents, but I also worry about funding issues due to higher cost.
59. The project needs to go ahead.
60. Surface Option: What's difference from original plan by Metro-Link funded by Provincial government? Just let Province do it. Loop Option is 2nd preference. Yes, there is no

need to go north of CN track. Passengers can walk to GO station from Bus station as planned in this short list.

Underground Option: Many issues: Higher construction cost and time. Who is paying it? Long term cost of station maintenance, vulnerable to crime site (safety concern), etc. Last option.

61. I think we are being short-sighted if we do not look into appropriating land in segment B to maintain the same cross-section as segment A. In this segment there is an abundance of open land, and on the private properties it is essentially "extra" driveway that would be in the ROW zone. This is how we build great cities. Short-term pain (protests) for long-term gain.
62. I think they are good option but underground 1 is the best. With it not affecting Gage Park and keeping the "ugly wires" hidden it will not affect the heritage portion of the City. And allows for easier further expansion North in the future.
63. Underground option is best and least disruptive to main street traffic and ecology (subject to cost).
64. Generally good, understanding limitations. Underground options seem unnecessary and likely expensive - would prefer aboveground route.
65. Whatever is decided, major factors, if not the most important, in that the chosen option makes it easier for the LRT to operate, to make it more reliable; also, to minimize the existing utilities installations. I think that people will be OK with LTR if it is reliable.
66. Ok. Let's just get this LRT in already, our downtown sorely needs it for economic growth.
67. It is all dependent on budget. The more money you have to spend the better, thus Underground > Loop > Surface
68. Segment B loop Option - as a person that has health issues I had no choice but to pick South - you should have a comment section for this. Wish that there was more of what it looks like now to the option you are showing - you indicate what it will look like but what were you taking away and what the potential hazards are to buildings and streetscaping that is already there. How will that impact our everyday lives and commute done Main Street. Main Street in the downtown core is already horrible and to add this construction - show me how you are to control this during construction - what study have you done to show the impact on environment and how this will impact the stores in downtown.
69. I see cycle tracks on segment A & C but none on B. Cyclists would therefore have to take to the road to connect between A & C. I have no problem with this personally as I cycle these roads right now. But I am not your normal everyday cyclist.
70. Well thought out
71. Is underground a realistic option?
72. I see no benefit to tunneling. It is an expensive solution looking for a problem. A surface option (not a loop) makes much more sense and would work better for transit users as well as accommodate bicycles better.



### 73. SURFACE

I think the two-lane mixed cross-section for Segment C will only work if the City actively discourages or prohibits vehicular traffic on Main Street through downtown Brampton. Alternative routes should be enhanced/enlarged in advance of this project to accommodate the re-routed traffic.

#### LOOP

Consider moving LRT to the centre lane in Segment C. This might eliminate (or at least reduce) impacts to northbound vehicle flow at Nelson, and remove the LRT/vehicle lane crossing for northbound traffic at Wellington.

#### TUNNEL

Bear in mind how the tunnel design will impact the cost of a northward extension from Brampton GO, and how this design might impact LRT-BRT transfers at Queen. Also, the tunnel option will impact how a possible future Queen LRT would need to be designed so that light rail vehicles could move from Main to Queen and vice versa.

74. Extendibility to the north is a feature that I think is essential to build in regardless of the option selected. For the surface option, instead of a turn into the GO Station driveway, I would plan to keep the LRT station on Main St and configure the GO access accordingly, since any extension north would render the off-street station obsolete. For the loop option, if that gets carried forward it should maintain adequate clearance (e.g. through the turn at Main and Nelson) to add tracks heading north out of downtown later. For the underground option, keep in mind whether a George St alignment would complicate a future northern extension due to the apartment building on the north side of the GO tracks, roughly opposite George.
75. Any mixed LRT/traffic lanes will slow down operations of the whole system. It makes the dedicated lanes in the Mississauga portion pointless as it will create bottlenecks which will ripple across the whole system.

Beyond that, all 3 options seem viable. The Underground option seems like a bit of a waste of public money when the surface route is being built through the denser Mississauga city centre.

### 76. Underground

77. I feel the loop option(s) is not very desirable. If the loop is constructed it will be using one-way tracks in the downtown core. At present that may be an acceptable option but when it comes time to extend the LRT further north, adding more tracks to Main St will cause more disruptions. Adding another dedicated LRT lane on Main St will be difficult and might require the LRT to run in mixed traffic. Also having an LRT running next to the sidewalk on Main St (between Wellington and Nelson) seems dangerous as the walkway is not very wide. The LRT may have to run at lower speeds which is not desirable as a rapid transit solution is trying to incentivize people to use public transit for its faster travel times. Adding another LRT lane on Main St. in the future will require that the streetscape constructed now would need to be altered again. This is why an underground option is better. It may be more expensive, but it allows for faster travel

times, and allows the system to be extended with ease. The Main St. underground option seems better as that would require a straight tunnel and would make further extensions easier.

## **Appendix 1: Online Public Open House Boards**