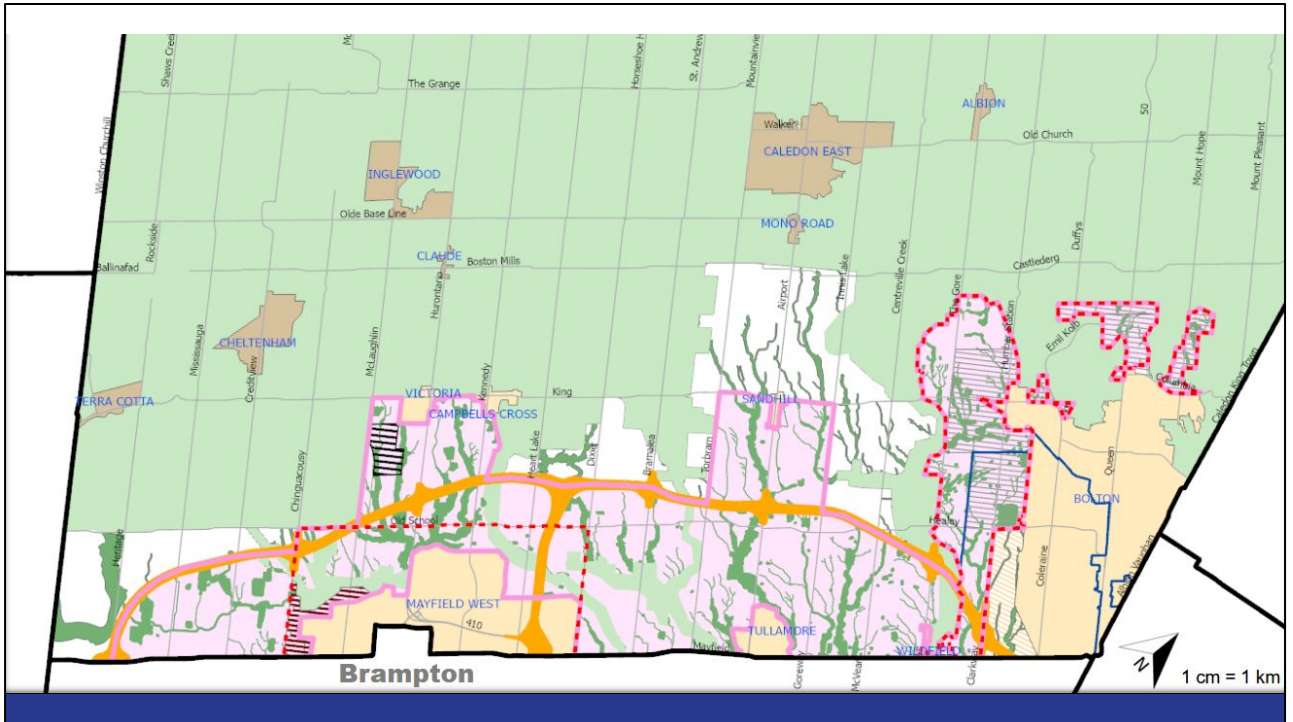


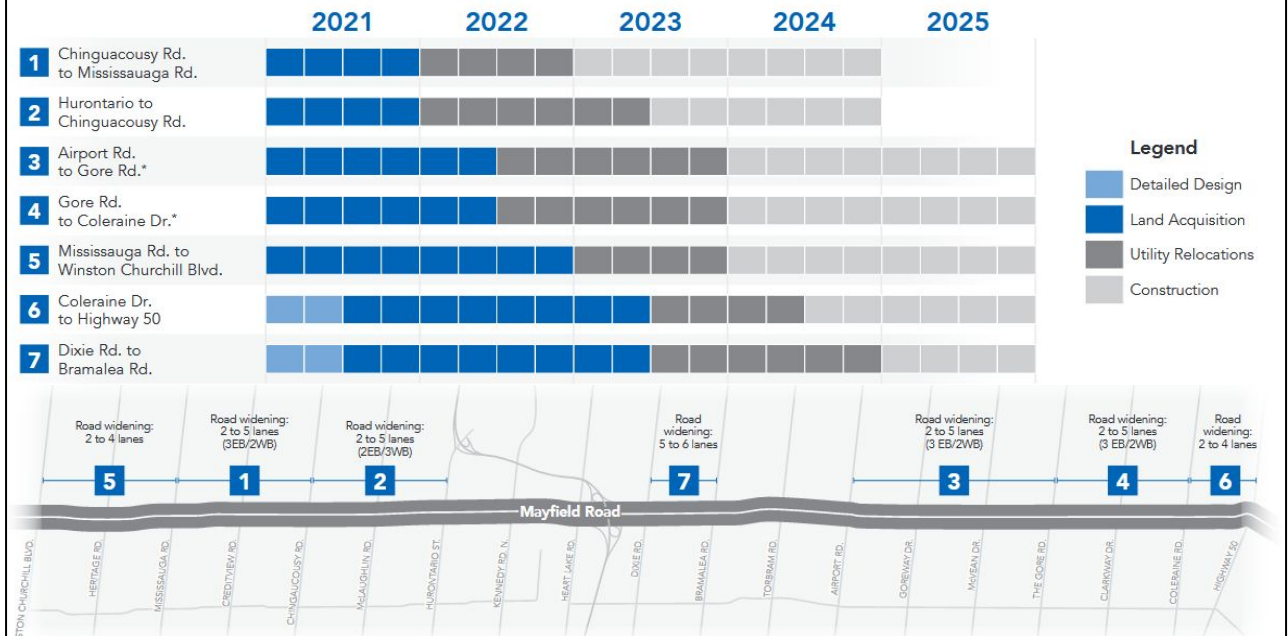
# Mayfield Road & the TMP

Good morning, we have a serious and urgent problem in Mayfield Road and how it relates to the Transportation Master Plan,



The first problem with Mayfield Road is that the current design was intended to be complemented the GTA West Corridor, which seems to be increasingly unlikely, and means there is wholly insufficient transportation capacity in the area between Wanless/Countryside and Old School Road, this is likely to result in severe capacity problems if the highway component fails to get built, unless we have a viable alternative to handle all that long distance travel. The area also is going to have far more population than originally planned. There is good news though, there is a way to build an alternative, that isn't autocratic.

# Working with You to Deliver **Mayfield Road**



That answer is Mayfield Road itself, a BRT on Mayfield Road would significantly improve the maximum capacity of the road. It might sound incredibly odd to suggest a BRT on a road which currently doesn't have bus service, but it makes sense to plan for it, one of the biggest costs for a BRT can be utility relocates, the actual BRT itself isn't that complicated, it is mostly, ripping out some medians, putting in platforms, and restriping lanes, if you planned the road for it. The expensive and time consuming construction part is spending several years to remove and relocate water and sewer mains. The good news is that because most of Mayfield Road is being widened massively from its current 2 lane to 5-6 lanes, the mains have to be relocated anyway, if the Region plans ahead and has the mains located out of the way to begin with, the overall cost goes down massively. Because the cost to build a BRT would go down massively, while not affecting benefits, it also makes it vastly easier to get funding. There is of course a catch, the detailed design work is done, it would need to be redone to ensure Mayfield Road can easily accommodate a BRT, if you think throwing away detailed design work you just paid for is bad, consider that the cost to rip out mains that are only 20-30 years into their 75 year lifespan will be orders of magnitude more expensive. Will residents be irritated at waiting a couple years for it to be widened? Yes, but waiting with no construction happening for two years is a lot nicer than an extra two years of construction.

So why is a regional road and regional utilities a City of Brampton issue? If the people there aren't taking transit, they are going to drive, so if you want to prevent massive congestion, you need transit, and a utility relocate done proactively means the BRT could be so cheap when it is needed that you actually wouldn't need provincial funding to fund it, the City and Region can do it ourselves. I have talked to Regional staff, they understand the potential for needing the BRT and the significant financial cost to relocate utilities again, but even if they were 100% sure that it will be needed in 30 years, and that redoing the design work now would save an enormous amount of money, they don't have the documents to back up their decision, and the documents they need are from the City, they need some kind of authoritative document from the City, such as a transportation master plan saying you will need a BRT there. Buy staff the time and resources needed to get the TMP done ASAP while ensuring the document is good, if you don't, then we are likely to have hundreds of millions in waste because the City procrastinated on starting the new TMP.