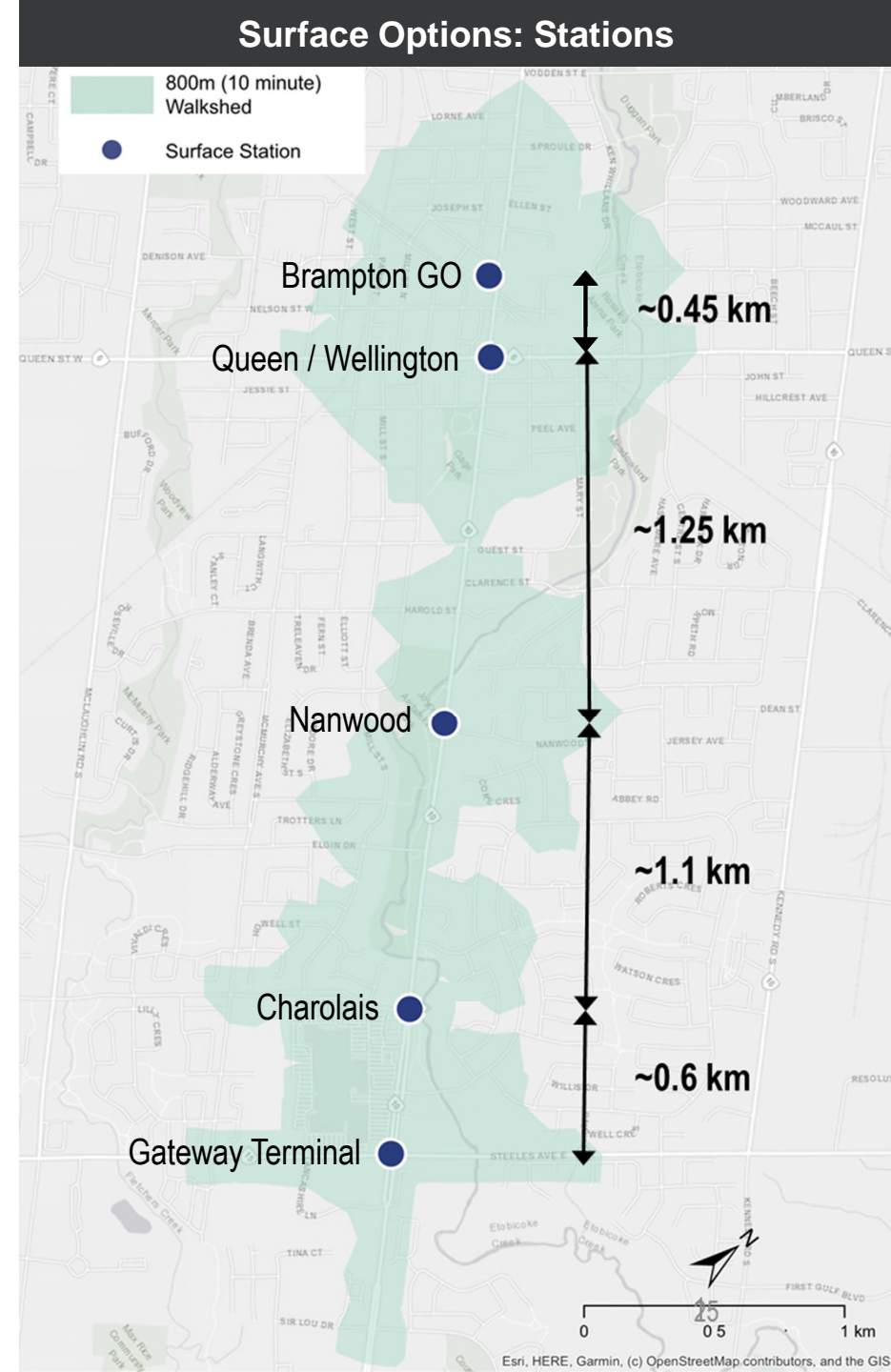


# Proposed Station Locations

For surface options, stations are proposed at:

- Brampton GO
- Downtown (split platform)
  - Queen (Northbound)
  - Wellington (Southbound)
- Nanwood
- Charolais
- Gateway Terminal

**Note:** Station locations for surface options are consistent with 2014 TPAP recommendations.

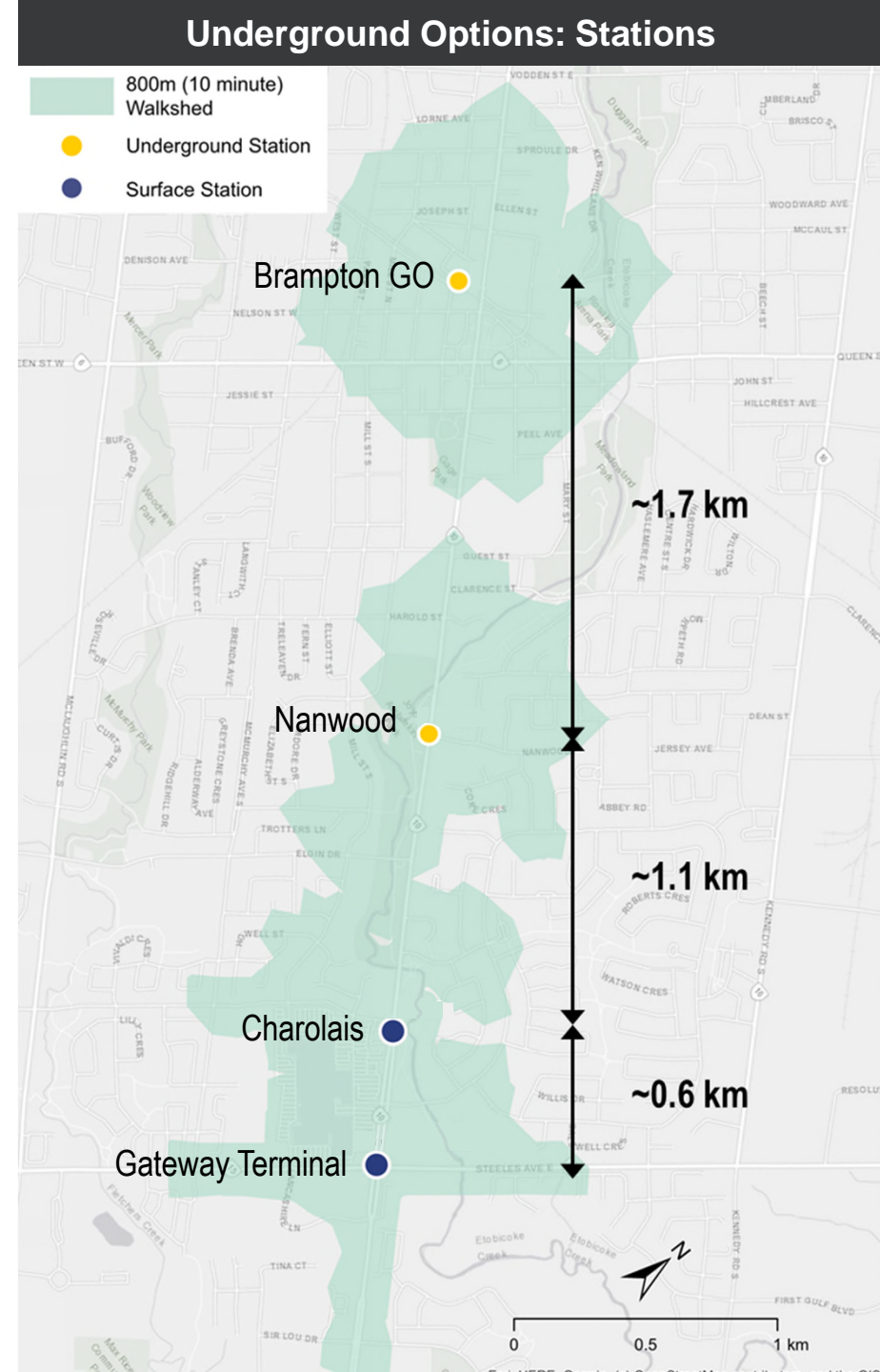


# Proposed Station Locations

For underground options, stations are proposed at:

- Brampton GO
- Nanwood
- Charolais (surface stop)
- Gateway Terminal (surface stop)

**Note:** A station at Wellington Street was screened out during short list phase due its proximity to Brampton GO Station and high cost.





# Short List: Surface Options



	Option S1	Option S2	Option S3	Option S4	Option S5
Segment C	<b>LRT in Dedicated Curbside Lanes</b> (4 lanes, cycling in mixed traffic)		<b>LRT in Mixed Traffic</b> (2 lanes, cycle tracks)		
Segment B	<b>LRT in Dedicated Lanes</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Mixed Traffic</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Dedicated Lanes</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Mixed Traffic</b> (4 lanes, cycling in mixed traffic)	<b>LRT in Mixed Traffic</b> (2 lanes, cycle tracks)
Segment A	<b>LRT in Dedicated Lanes</b> (6 lanes, cycle tracks)				

All boulevard configurations shown are subject to change.




# Surface Options: Evaluation Summary

Comparison of how each option performs relative to the rest.



The evaluation summarizes key performance measures to help compare the surface options.

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

**Transit Travel Time\***

**Auto Travel Time\***


**Cycling Conditions**

	Option S1	Option S2	Option S3	Option S4	Option S5
Transit Travel Time*	8 minutes	11 minutes	9 minutes	12 minutes	12 minutes
Auto Travel Time*	6 minutes	6 minutes	7 minutes	6 minutes	7 minutes
Cycling Conditions	Cycle Tracks in Segment A, Discontinuous network on Main St	Cycle Tracks in Segment A, Discontinuous network on Main St	Cycle Tracks in Segment A and C, Discontinuous network on Main St	Cycle Tracks in Segment A and C, Discontinuous network on Main St	Cycle Tracks in Segment A and C, Continuous network on Main St

**Economic Case**   
What is the investment' value to society?


**Value for Money**

Value for Money	Highest	Lower	Higher	Lower	Lower
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**Financial Case**   
What are the financial implications of delivering the investment?

**Total Costs**

Total Costs	Comparable Total Costs				
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**Deliverability and Operations Case**   
What are the risks and requirement to consider to deliver and operate the investment?






**Driveway Access Impacts**

**Utility Conflicts**

**Property Requirements**

Driveway Access Impacts	77 driveways converted to right-in, right-out	19 driveways converted to right-in, right-out	73 driveways converted to right-in, right-out	15 driveways converted to right-in, right-out	15 driveways converted to right-in, right-out. Safety concerns for left turns from driveways
Utility Conflicts	24 utility conflicts to be relocated				
Property Requirements	Up to 5,100 m <sup>2</sup> of property required				

\* Travel time between Steeles Avenue and Church Street

	S1	S2	S3	S4	S5
<b>Recommendation</b>	 <b>Do Not Carry Forward</b>	 <b>Do Not Carry Forward</b>	 <b>Carry Forward</b>	 <b>Do Not Carry Forward</b>	 <b>Do Not Carry Forward</b>
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>Inability to provide an improved streetscape in Downtown (wider sidewalks, cycle tracks...)</li> </ul>	<ul style="list-style-type: none"> <li>Inability to provide an improved streetscape in Downtown (wider sidewalks, cycle tracks...)</li> <li>Longer transit travel time</li> <li>Lower value for money (economic benefits)</li> </ul>	<ul style="list-style-type: none"> <li>Ability to provide an improved streetscape in Downtown while minimizing transit and auto travel time</li> <li>Higher value for money (economic benefits)</li> </ul>	<ul style="list-style-type: none"> <li>Longer transit travel time</li> <li>Lower value for money (economic benefits)</li> </ul>	<ul style="list-style-type: none"> <li>Longer transit travel time</li> <li>Lower value for money (economic benefits)</li> <li>Safety concerns for left turns from driveways in Segment B</li> </ul>

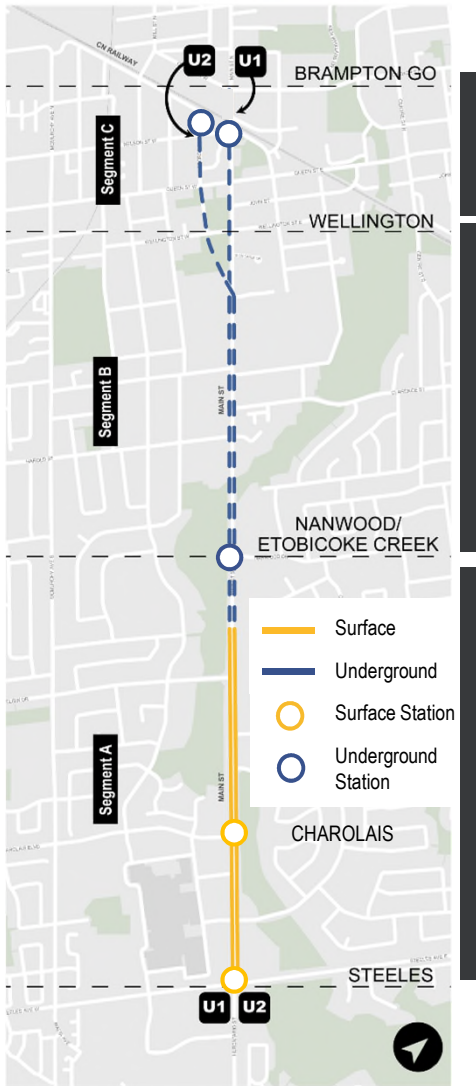
# Surface Options: Evaluation Summary

All surface options perform relatively similar; however, Option S3 provides the opportunity to revitalize Downtown Brampton into an aesthetically beautiful, place-making destination with wider sidewalks, streetscaping, and cycle tracks (consistent with Downtown Reimagined Vision) while minimizing overall transit travel time.

Driveway accesses will be modified as a result of the dedicated LRT right-of-way, but this will ensure safe and efficient travel for all users of the street.

**Therefore, Option S3 is the emerging preferred surface option.**

# Short List: Underground Options 1 (Main St) & 2 (George St)



Segment C

**LRT Underground  
(2 lanes, cycle tracks)**

Note: Cross section is consistent with  
Downtown Reimagined Vision



Segment B

**LRT Underground  
(3 lanes, cycle tracks)**



Segment A

**LRT in Dedicated Median Lanes  
(6 lanes, cycle tracks)**



All boulevard configurations shown are subject to change.

# Underground Options: Evaluation Summary

Comparison of how each option performs relative to the rest.

The evaluation summarizes key performance measures to help compare the underground options.

		Worst		Comparable		Best			
		Option U1 (via Main St)				Option U2 (via George St)			
<b>Strategic Case</b> How and why should the investment be pursued; based on regional goals, plans and policies?	<b>Transit Travel Time*</b>	7 minutes				8 minutes			
	<b>Auto Travel Time*</b>	6 minutes							
	<b>Cycling Conditions</b>	Cycle Tracks in all Segments. Continuous Cycling Network.							
<b>Economic Case</b> What is the investment value to society?	<b>Value for Money</b>	Comparable Value for Money							
<b>Financial Case</b> What are the financial implications of delivering the investment?	<b>Total Costs</b>	Lower				Higher			
<b>Deliverability and Operations Case</b> What are the risks and requirement to consider to deliver and operate the investment?	<b>Driveway Access Impacts</b>	All driveways in Segment A converted to right-in, right-out access (9 driveways)							
	<b>Utility Conflicts</b>	Minor utility conflicts				Minor utility conflicts at Brampton GO station			
	<b>Property Requirements</b>	Up to 2,700 m <sup>2</sup> of property required				Up to 5,300 m <sup>2</sup> of property required			
	<b>Potential to Extend</b>	Able to extend north in the future along Main Street				More difficult to extend north in the future from George Street			

\* Travel time between Steeles Avenue and Church Street



**U1 (via Main St)****U2 (via George St)****Recommendation****Carry Forward****Do Not Carry Forward****Reasoning**

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• Shorter transit travel time</li><li>• North terminus station located closer to the heart of Downtown Brampton</li><li>• Lower cost</li><li>• Lower property requirements</li><li>• Able to extend north in the future</li></ul> | <ul style="list-style-type: none"><li>• Longer transit travel time</li><li>• North terminus station located further to the heart of Downtown Brampton</li><li>• Higher cost</li><li>• Higher property requirements</li><li>• Difficult to extend north in the future</li></ul> |
|---|--|

# Underground Options: Evaluation Summary

Option U1 (via Main Street) and U2 (via George Street) perform similarly from a strategic perspective. However, Option U1 is more preferred than U2 as it is less costly, located closer to the heart of Downtown Brampton, requires less property takings and is more easily extended north in the future.

**Therefore, Option U1 is the emerging preferred surface option.**