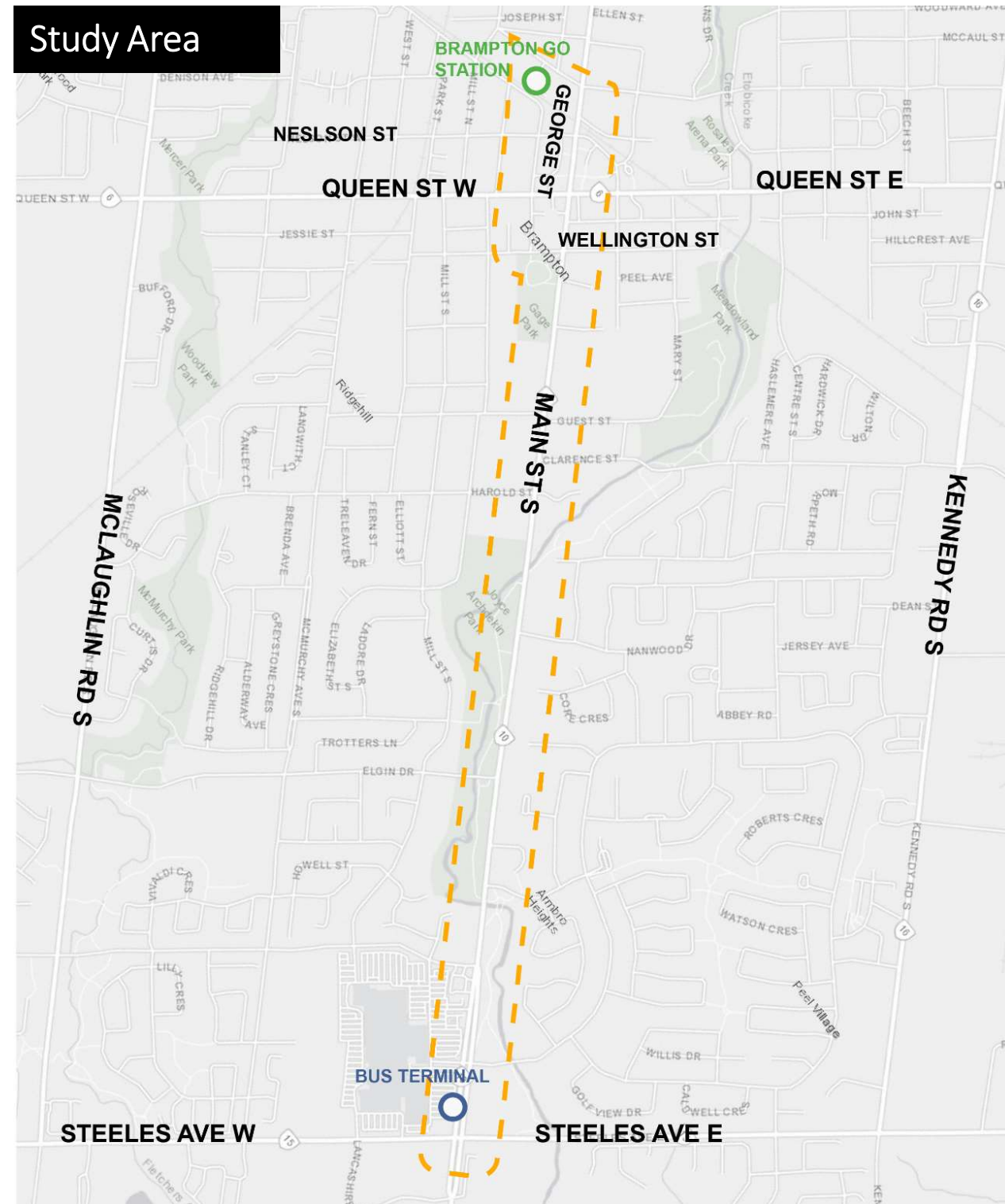


# LRT Extension Study

June 23, 2021  
Committee of Council



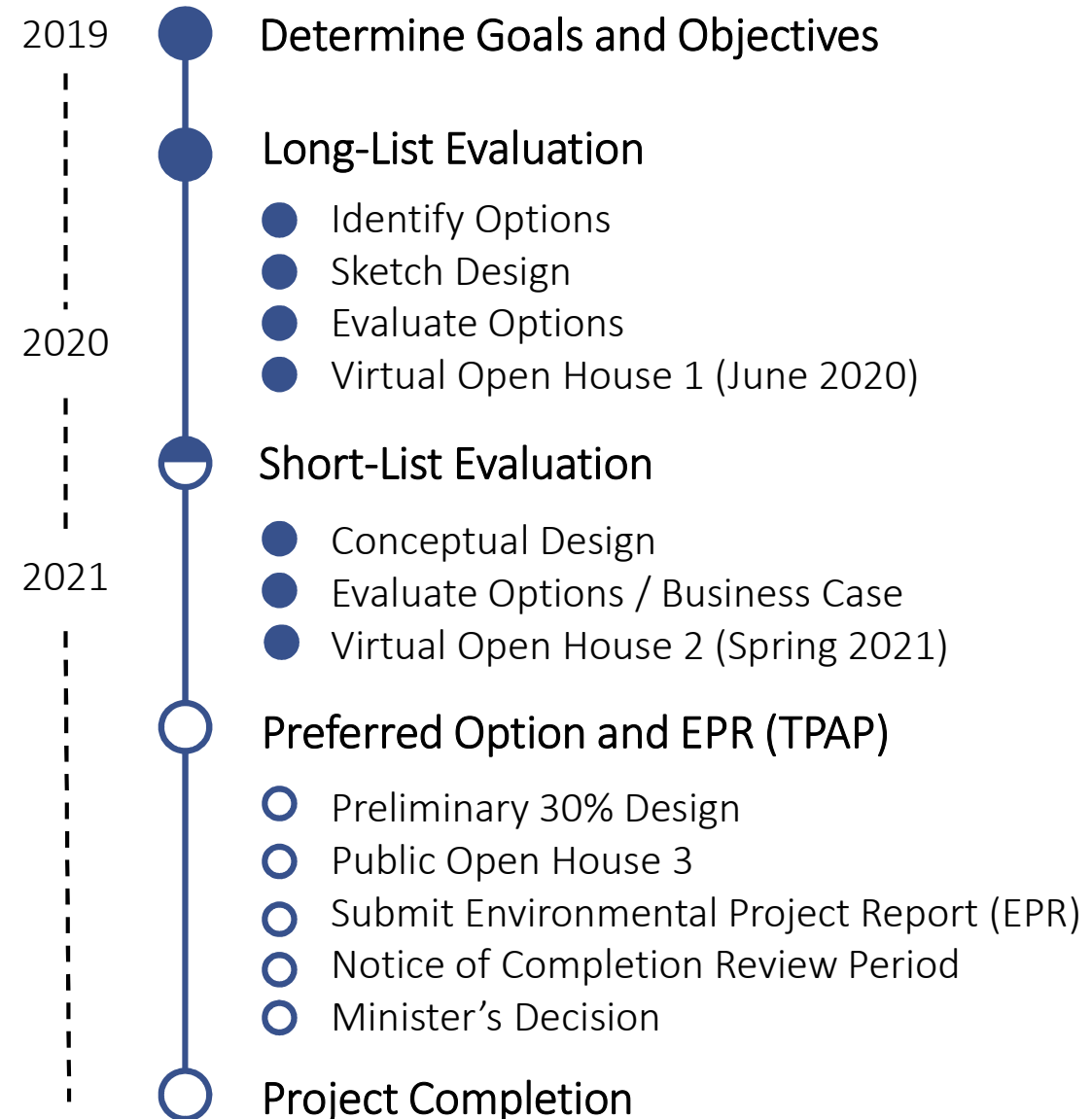
# Study Process

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

Through the three-level process, the long list of LRT options was evaluated and narrowed down to a short list. The short list was evaluated and was presented at Virtual Open House 2.

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.



# Preliminary Design Business Case

The City of Brampton evaluated the short list options using the Metrolinx Business Case framework. A preliminary design business case (PDBC) was used to assess the short-listed options.

The analysis included four (4) business cases: Strategic, Economic, Financial, and Deliverability and Operations.



## 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 Operator Case

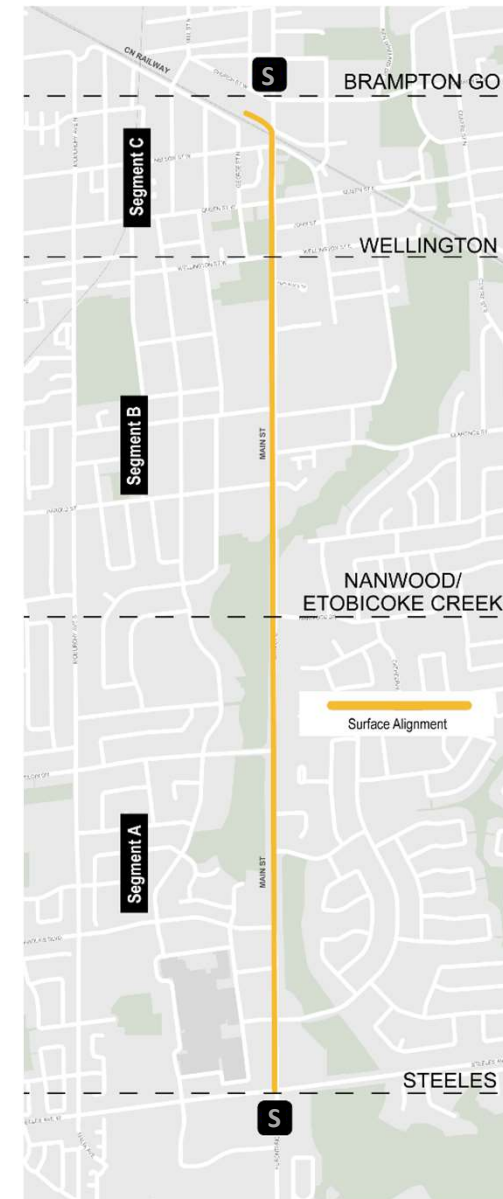
What are the risks and requirements to consider to deliver and operate the investment?

# Short List of Options

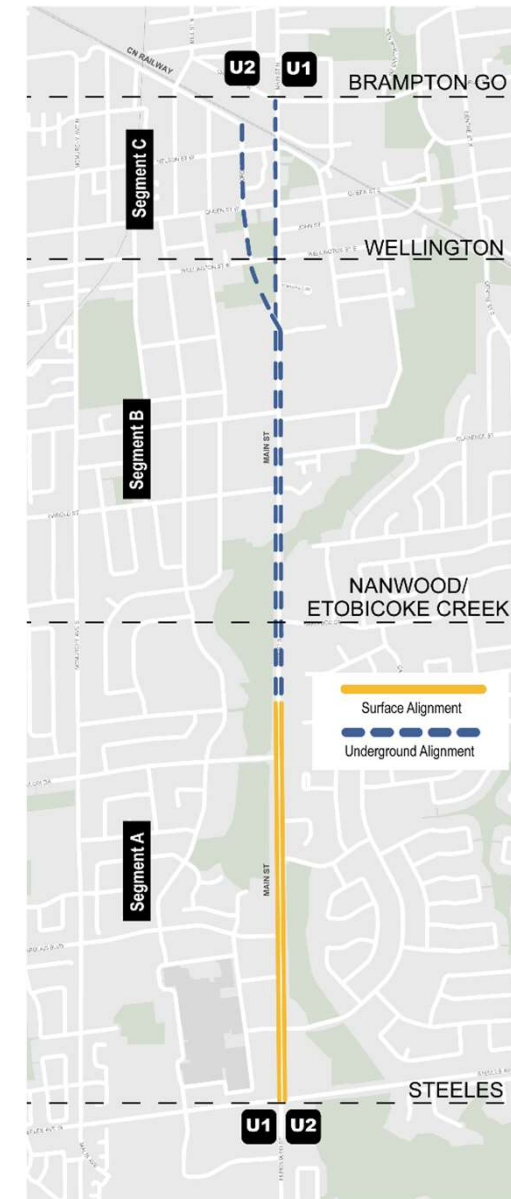
Since the first virtual open house in Summer 2020, we've evaluated the short list options (five surface and two underground) through the Metrolinx PDBC and the results were then presented at Virtual Open House #2.

Note: The loop options presented in the previous open house were not advanced to the short list for further assessment due to physical constraints (i.e. issues accommodating longer LRVs / impacts to property).

## 5 Surface Options



## 2 Underground Options



# Stakeholder Engagement

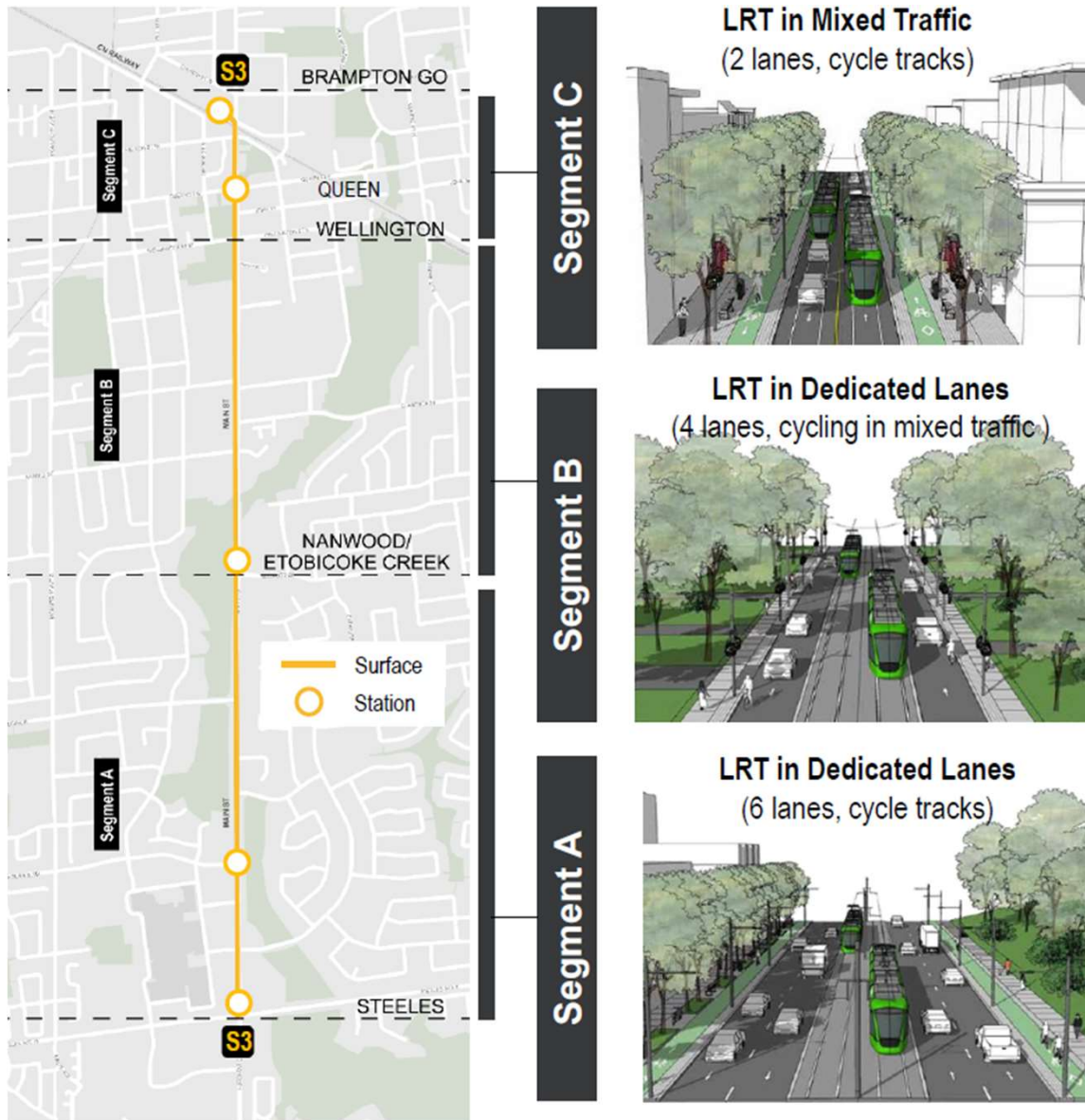


## Key Messages from Virtual Open House #2:

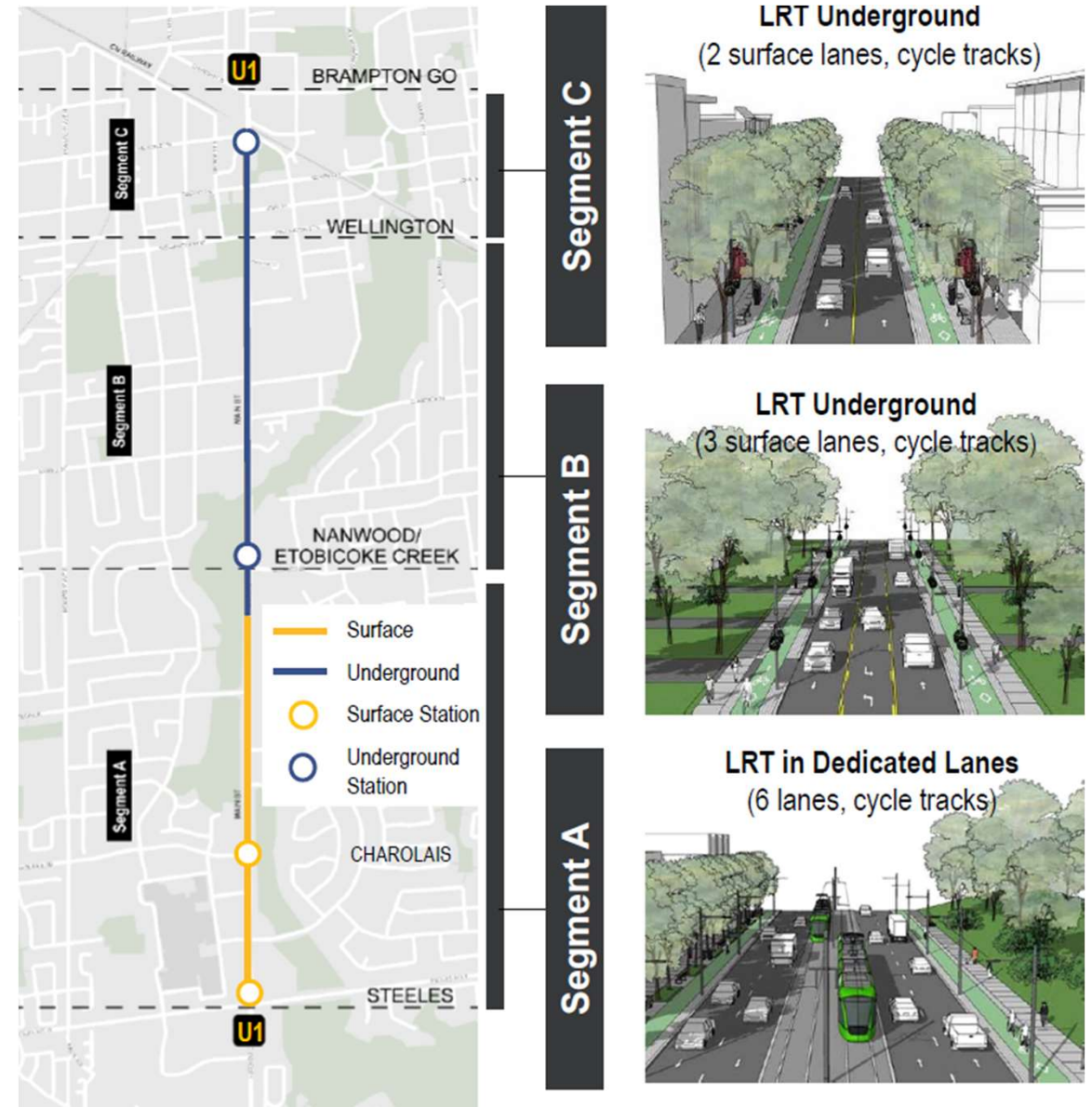
- Ability to extend the LRT northward in the future.
- Revitalized Downtown with a vibrant pedestrian realm and streetscape.
- Maintaining the character and opportunities for reimaging Downtown Brampton.
- Maintenance of the mature tree canopy on Main Street and less disruption to surface conditions.
- Securing funding from Province.
- 54 % of respondents showed a preference for Underground option U1, 46 % showed a preference for Surface option S3.



# Preferred Surface Option







# Preferred Tunnel Option



All boulevard configurations shown are subject to change.

# PDBC SUMMARY

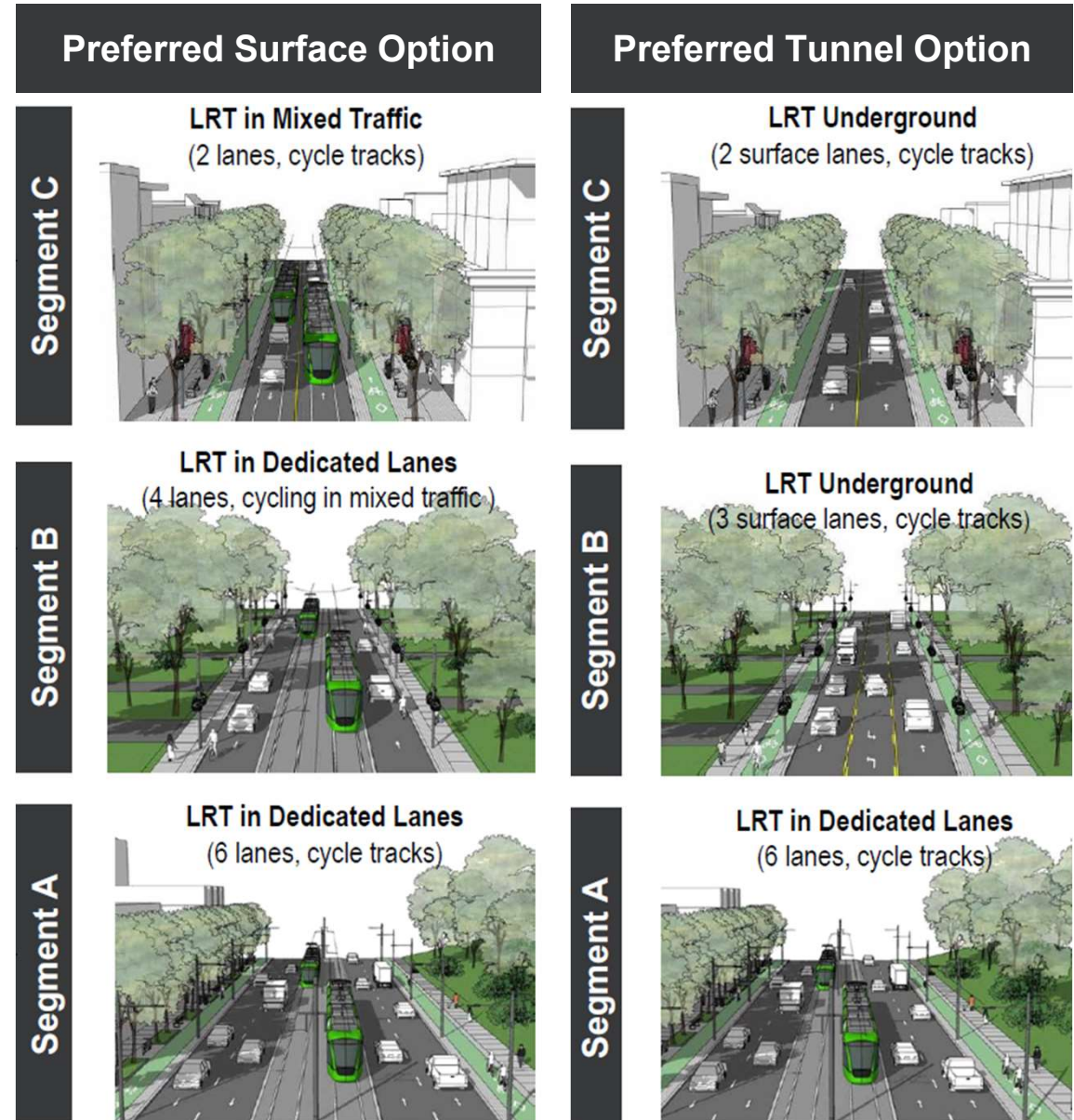
Comparison of how each option performs relative to the rest.

|   |                                     | Worst   | Comparable   | Best |
|---|-------------------------------------|---|--|------|
|   |                                     | Option S3   | Option U1 (via Main St)  |      |
| <b>Strategic Case</b>                        | Transit Travel Time                 | 9 minutes<br>from Steeles Ave to Church St  | 7 minutes<br>from Steeles Ave to Church St   |      |
|   | Auto Travel Time                    | 7 minutes<br>from Steeles Ave to Church St  | 6 minutes<br>from Steeles Ave to Church St   |      |
|   | Cycling Conditions                  | Discontinuous Cycling Network along Main Street<br>Cycle tracks in Segments A and C and cycling in mixed traffic in Segment B | Continuous Cycling Network along Main Street<br>Cycle tracks in all Segments                               |      |
|   | Pedestrian Conditions               | Enhanced Streetscape Features in Segments A and C,<br>including: widened sidewalks and furnishing zones.                      | Enhanced Streetscape Features in Segments A,B and C,<br>including: widened sidewalks and furnishing zones. |      |
|   | Civic Events                        | Limits Opportunity<br>to Close Downtown Streets for Civic Events  | Provides Opportunity<br>to Close Downtown Streets for Civic Events   |      |
|   | Cultural & Natural Heritage impacts | Greater Impacts   | Lower Impacts  |      |
| <b>Economic Case</b>                        | Value for Money                     | Higher  | Lower  |      |
| <b>Financial Case</b>                      | Total Costs                         | Lower   | Higher   |      |
| <b>Deliverability and Operations Case</b>  | Access Impacts                      | 73 driveways converted to right-in, right-out access<br>Potential for impact to EMS operations                                | 9 driveways converted to right-in, right-out access<br>Minimal impact to EMS operations                    |      |
|   | Utility Conflicts                   | 24 utility conflicts to be relocated  | Minor utility conflicts to be relocated  |      |
|   | Property Requirements               | Up to 5,100 m <sup>2</sup> of property required   | Up to 2,700 m <sup>2</sup> of property required  |      |



# Benefits of Moving both Preferred Options Forward

- Advanced design will help refine PDBC
- Potential Issues will be explored further
- Further Consultation
- Refine Cost Estimates





# Revised Study Process

- Move both preferred options forward to the 30% Preliminary Design & Draft EPR Phase of the LRT Extension Study.
- The relocation of the LRT stop from the south side to the north side of the Steeles and Hurontario intersection, be incorporated into future design work for the LRT Extension Study.

