

# TMP + Capital Plan Interim Strategy

Planning & Development Committee

July 26, 2021



# Agenda

## OVERVIEW

- Transportation Master Plan (TMP)
  - Background
- TMP Review
  - Objectives + Principles
- Interim Strategy for TMP + Capital Plan
  - Coordination Committee
  - Six-Lane Projects Review
  - Strategic Projects
  - TMP Principles Scorecard
- Interim Strategy: Implementation Update
  - Review of Torbram Road + Recommendations

# Transportation Master Plan

2015 TMP BACKGROUND

+

TMP REVIEW

# Transportation Master Plan

## BACKGROUND

- Long term strategy for multi-modal transportation planning
- High level directions for roads, transit, freight, active transportation and transportation demand management
- Integration of strategic transportation, land use and growth management
- Current plan endorsed in 2015 with previous 2009, 2004 plans
- Updated every 5 years





# TMP 2015

## ACHIEVEMENTS

- Successful growth of **transit** portfolio – Züm, HMLRT, TWAD GO Advocacy
- Early framework for recommendations for **Active Transportation Master Plan**, later endorsed in 2019
- Directions for **Complete Streets** Approach/Guidelines



City of Brampton

FINAL REPORT  
July 2019

Prepared by IBI Group

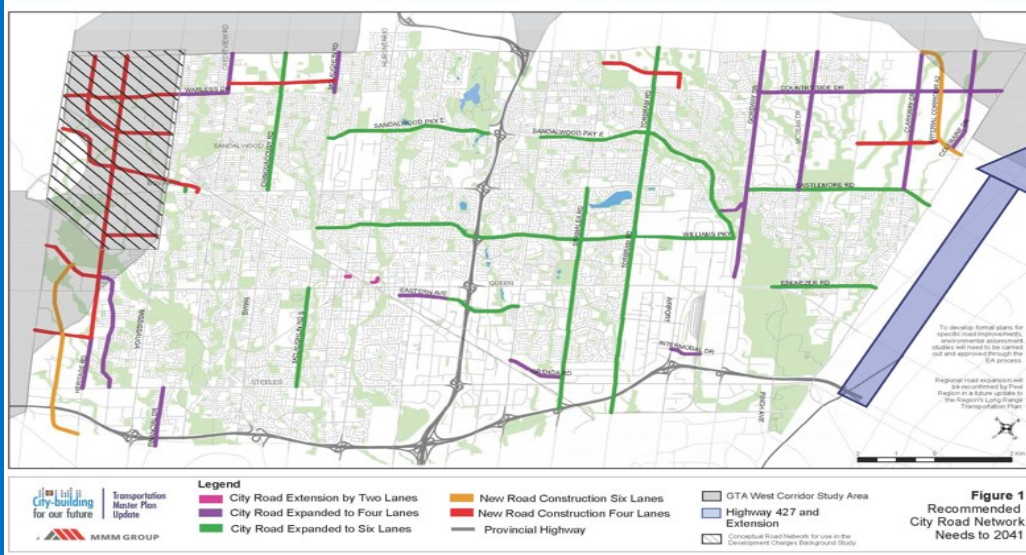


# TMP 2015

## EMERGING CONSIDERATIONS

- Technical analysis to support Development Charges evaluation criteria vs. policy-based approaches
- Employment and population forecasts driving an increase in auto trips and triggering road widening projects
- Outcome:
  - Projects driven by auto demand and capacity in a constrained right-of-way
  - Missing community design elements – street trees, pedestrian/cycling level of comfort, attractiveness

### ROADS RECOMMENDED NETWORK NEEDS TO 2041





# TMP Review

## DRIVERS FOR CHANGE

- Changes in policy, best practices and industry trends
- Better understanding of more detailed planning implications
- Shifts in direction and priority



LIVING  
THE  
MOSAIC

**Brampton 2040 Vision**

May 2018



**Vision 2040**

**Brampton Plan**

**Complete Streets**

**Term of Council Priorities**



# Complete Streets

...are designed for all ages, abilities and modes of travel

- Safe and comfortable access for pedestrians, cyclists, transit users and people with disabilities is not an afterthought but an integral feature
- Ensure that transportation planners and engineers consistently design the entire street network for all road users



# Principles

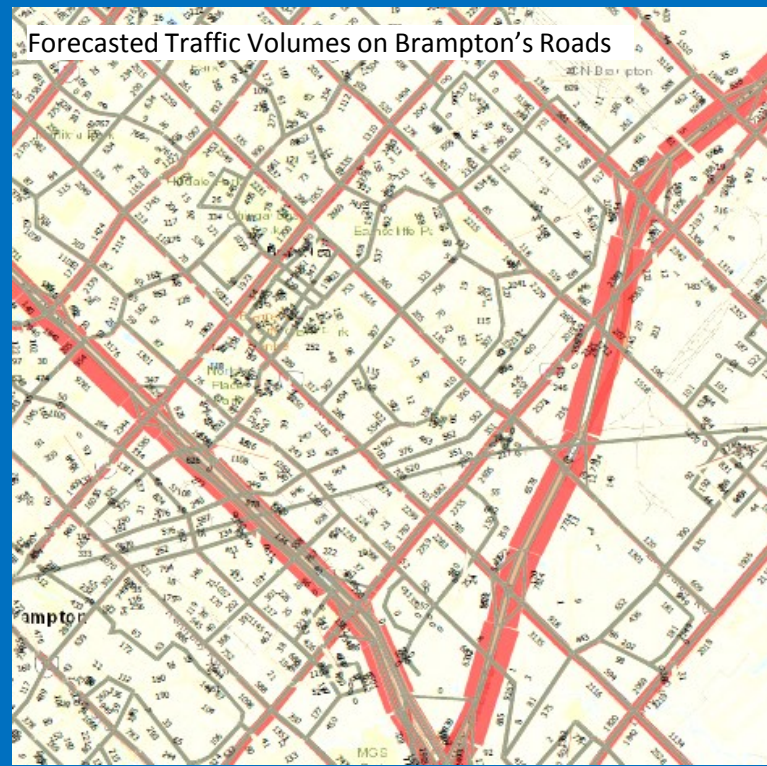
- Create safe and accessible streets
- Promote healthy and active living
- Improve transportation choice and balance priorities
- Develop connected networks
- Respect existing and planned development context
- Create vibrant and beautiful places
- Enhance economic vitality
- Improve sustainability and resiliency



# TMP Review

## OBJECTIVES

- Develop policies and decision-making framework in line with 2040 Vision
- Rethink conventional tools for planning a multi-modal network
- Build on collaboration and public engagement developed by 2040 Vision + Brampton Plan to communicate goals, relationships and impacts beyond mobility





# TMP Review

## PRINCIPLES



Enhance Mobility and Travel Options for People and Goods



Advance Multi-Modal Transportation Equity



Integrate Transportation and Land Use Planning



Protect Public Health and Safety



Improve Environmental Sustainability



Leverage Technology



Emphasize Community Engagement and Collaboration



# TMP + Capital Plan

INTERIM STRATEGY

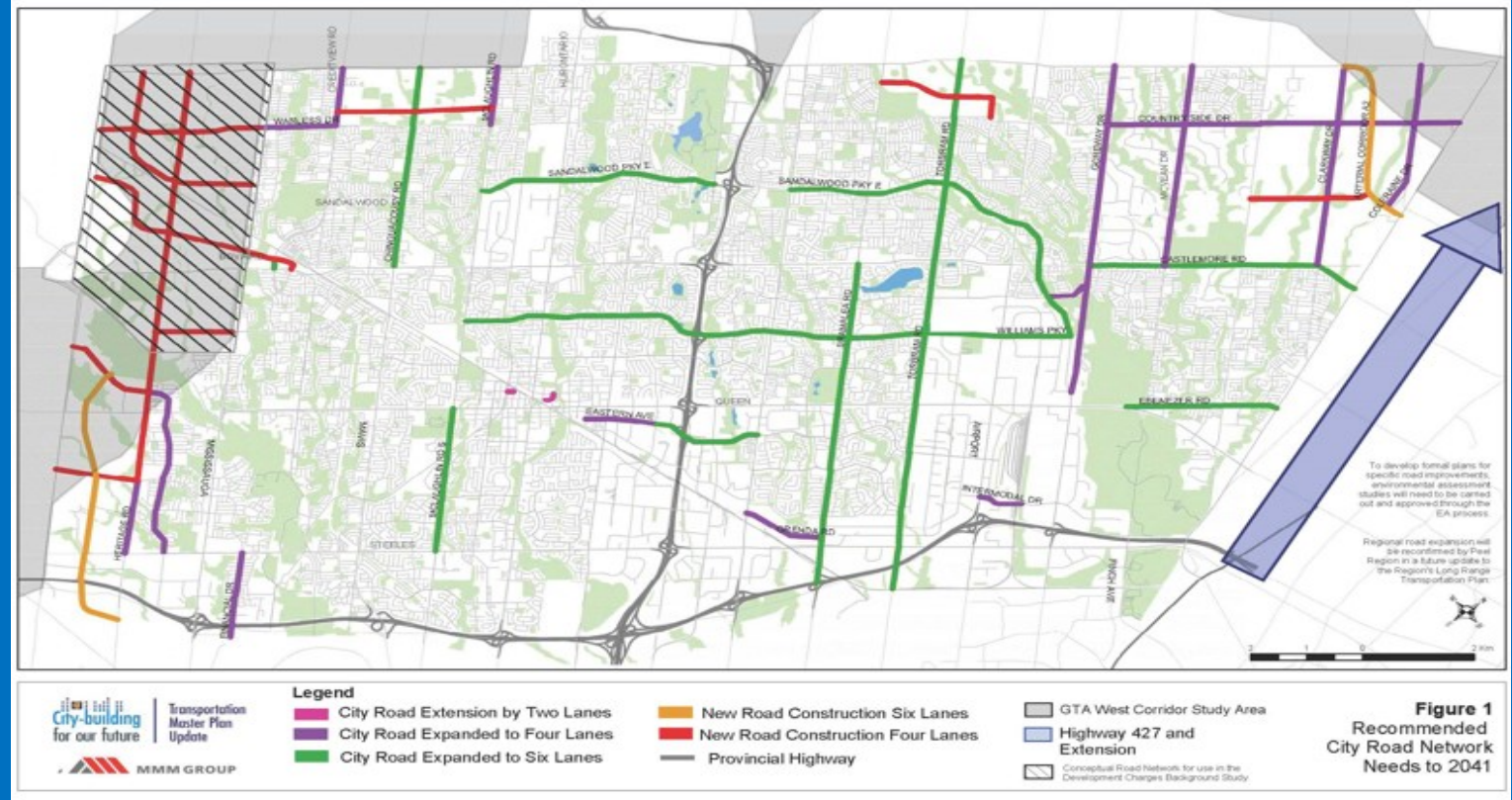


# Interim Strategy

## THE NEED

- Long-List of Six-Lane Road Projects
  - Pre-2040 Vision, Complete Streets, Term of Council Priorities
- Consider Emerging Decision-Making Framework
  - Impacts Beyond Mobility
  - Safe, healthy, green, people-oriented Brampton
- Application
  - Lessons Learned from Williams Parkway Review
  - TMP Objectives + Principles

## ROADS RECOMMENDED NETWORK NEEDS TO 2041



# Interim Strategy

## COORDINATING COMMITTEE

- 1. Six- Lane Projects Review
  - Project Type, Current Status + Forecasted Timelines
  - Project Context, Background + Key Issues
  - Prioritizing + Pausing?
- 2. Strategic Projects
  - Shorter-Term Refocus + Delivery
    - Streets for People
    - Equalizing All Forms of Transportation

6 Lane road capacity improvement projects	WARD	STATUS	Total Cost	Construction	
				forecast	Timing in TTMP
<u>Torbram Road (Queen St to South City limit)</u>	7 & 8	Design in progress	\$49M	2023	2021
<u>Sandalwood Parkway (McLaughlin Rd to Heart Lake Rd)</u>	2 & 6	EA in Progress	\$66M	2027	2021
<u>Torbram Road (Queen St to Bovaird Dr)</u>	8, 9, 10	EA in Progress	\$38M	2030	2021
<u>Bramalea Road (South City limit to Queen St)</u>	7 & 8	EA in Progress	\$67M	2030/2035	2021
<u>Williams Parkway (McLaughlin Rd to North Park Dr)</u> (Council direction to not widen at this time)	1, 5, 7	Design in progress	\$TBD	resurface only (2022)	2021
<u>Clark Boulevard (500m East of Dixie Rd to Rutherford Rd)</u> (Widening under review, May not be required)	3 & 7	Design in process	\$20M	Under review	2021
<u>Bramwest Parkway (Steeles Ave to Financial Dr.)</u>	4 & 6	EA Complete	\$50M	2027	2021
<u>Sandalwood Parkway (Dixie Road to Airport Rd)</u>	9 & 10	EA Complete	\$58M	2029	2031
<u>Williams Parkway (Torbram Rd to Humberwest Pkwy)</u>	8	EA Complete	\$32M	2028	2031
<u>Humberwest Parkway (Castlemore Rd to Williams Pkwy)</u>	8 & 10	EA complete	\$17M	2030	2021
<u>Castlemore Road (McVean Dr to The Gore Rd)</u>	8 & 10	EA complete	\$51M	2026/2029	2021
<u>Castlemore Road (The Gore Rd to Highway 50)</u>	8 & 10	EA complete	\$51M	2026/2029	2021
<u>Williams Parkway (North Park Dr to Torbram Rd)</u>	7 & 8	EA not started	\$37M	2028	2021
<u>Bramalea Road (Queen St to Bovaird Dr)</u>	7, 8, 9	EA not started	\$27M	2034	2021
<u>Chinguacousy Rd (Bovaird Dr to Wanless Dr)</u>	5 & 6	EA not started	\$34M	2038	2041
<u>McLaughlin Road (Queen St to Steeles Ave)</u>	1,3,4,5	EA not started	\$30M	2035	2041
<u>Torbram Road (Bovaird Dr to Mayfield Rd)</u>	8, 9, 10	EA not started	\$60M	2041	2041
<u>Ebenezer Road (Queen St to Highway 50)</u>	8 & 10	EA not started	\$30M	2037	2041
<u>Humberwest Parkway (Airport Rd to Castlemore Rd)</u>	8 & 10	EA not started	\$13M	2030	2021





# Interim Strategy

## SIX-LANE REVIEW OUTCOMES

- Capital Refocus
- Priority Evaluation Coordination
- Committee Reframe + Ongoing Review
- Paused Projects

Six-Lane Road Capacity Improvement Projects	WARD	STATUS	Total Cost	Construction Forecast	Timing in TMP
<b>CAPITAL REFOCUS PROJECTS</b>					
<u>Williams Parkway (McLaughlin Rd to North Park Dr)</u>	1, 5, 7	Design in progress	\$TBD	<i>resurface only (2022)</i>	<u>2021</u>
<b>PRIORITY EVALUATION PROJECTS</b>					
<u>Torbram Road (Queen St to South City limit)</u>	7 & 8	Design in progress	\$49M	2023	<u>2021</u>
<u>Sandalwood Parkway (McLaughlin Rd to Heart Lake Rd)</u>	2 & 6	EA in Progress	\$66M	2027	<u>2021</u>
<b>COORDINATION COMMITTEE REFRAME &amp; ONGOING REVIEW PROJECTS</b>					
<u>Torbram Road (Queen St to Bovaird Dr)</u>	8, 9, 10	EA in Progress	\$38M	2030	<u>2021</u>
<u>Bramalea Road (South City limit to Queen St)</u>	7 & 8	EA in Progress	\$67M	2030/2035	<u>2021</u>
<i>(Council direction to not widen at this time)</i>					
<u>Clark Boulevard (500m East of Dixie Rd to Rutherford Rd)</u>	3 & 7	Design in process	\$20M	<i>Under review</i>	<u>2021</u>
<i>(Widening under review, May not be required)</i>					
<u>Sandalwood Parkway (Dixie Road to Airport Rd)</u>	9 & 10	EA Complete	\$58M	2029	<u>2031</u>
<u>Williams Parkway (Torbram Rd to Humberwest Pkwy)</u>	8	EA Complete	\$32M	2028	<u>2031</u>
<u>Williams Parkway (North Park Dr to Torbram Rd)</u>	7 & 8	EA not started	\$37M	2028	<u>2021</u>
<u>Bramalea Road (Queen St to Bovaird Dr)</u>	7, 8, 9	EA not started	\$27M	2034	<u>2021</u>

# Interim Strategy

## SIX- LANE REVIEW OUTCOMES

- Capital Refocus
- Priority Evaluation Coordination
- Committee Reframe + Ongoing Review
- **Paused Projects**

### PAUSED PROJECTS

<u>Bramwest Parkway (Steeles Ave to Financial Dr.)</u>	4 & 6	EA Complete	\$50M	2027	2021
<u>Humberwest Parkway (Castlemore Rd to Williams Pkwy)</u>	8 & 10	EA complete	\$17M	2030	2021
<u>Castlemore Road (McVean Dr to The Gore Rd)</u>	8 & 10	EA complete	\$51M	2026/2029	2021
<u>Castlemore Road (The Gore Rd to Highway 50)</u>	8 & 10	EA complete	\$51M	2026/2029	2021
<u>Chinguacousy Rd (Bovaird Dr to Wanless Dr)</u>	5 & 6	EA not started	\$34M	2038	2041
<u>McLaughlin Road (Queen St to Steeles Ave)</u>	1,3,4,5	EA not started	\$30M	2035	2041
<u>Torbram Road (Bovaird Dr to Mayfield Rd)</u>	8, 9, 10	EA not started	\$60M	2041	2041
<u>Ebenezer Road (Queen St to Highway 50)</u>	8 & 10	EA not started	\$30M	2037	2041
<u>Humberwest Parkway (Airport Rd to Castlemore Rd)</u>	8 & 10	EA not started	\$13M	2030	2021

# Interim Strategy

## STRATEGIC PROJECTS

- Apply Principles Lens to identify new projects
- I.e.. Integration of Transportation + Land Use
  - Unlock City Structure
  - Downtown, Uptown, Town Centres, Boulevards + Main Streets
  - High density, mixed use, transit-oriented, walk + cycle priority





# Interim Strategy

## TMP PRINCIPLES SCORECARD



Enhance Mobility and Travel Options for People and Goods



Advance Multi-Modal Transportation Equity



Integrate Transportation and Land Use Planning



Protect Public Health and Safety



Improve Environmental Sustainability



Leverage Technology



Emphasize Community Engagement and Collaboration



# Interim Strategy

## TMP PRINCIPLES SCORECARD

TMP Principles Scorecard	Yes	No
<b>Enhance Mobility and Travel Options</b>		
Does the current project design to accommodate growth in a more sustainable way, driven by sustainable infrastructure improvements?		
Does this project reduce vehicle kilometers travelled (VKT)?		
<b>Advance Multi-Modal Transportation Equity</b>		
Does this project prioritize in order: walking, cycling, transit, goods movement, shared vehicles, private vehicles?		
Does this reduce right-of-way space for auto travel and parking and reclaim it for other users and activities?		
Is the design speed of the road less than or equal to 50km/hr?		
Have lane widths been generally reduced to 3.5 m for curb lane and 3.3 m for through lanes?		
Are there dedicated cycling facilities on both sides of the road?		
Does the project improve pedestrian facilities – is the sidewalk improved from existing?		
Does the project improve pedestrian facilities - Does it meet the minimum buffer of 1.0-1.5 metre buffer between active transportation facility and curb?		
Does the project improve pedestrian facilities - Does the design improve/enhance the noted buffer to enhance the experience of all ages and abilities		

Protect Public Health and Safety	Yes	No
Does this project reduce pedestrian crossing distances at intersections?		
Does this project increase the number of mid-block crossings and/or average spacing between crossings?		
<b>Improve Environmental Sustainability</b>		
Does this project prioritize reduced single occupant vehicle trips?		
Does this project protect mature trees and natural heritage?		
Does this project contribute net positively to the City's one million trees program?		
Does this project reduce greenhouse gases?		
<b>Leverage Technology</b>		
Has an interim strategy been considered to use traffic management technology to increase efficiency of road in the shorter term?		
<b>Emphasize Community Engagement and Collaboration</b>		
Has the project engaged residents and stakeholders in a systematic way to communicate goals and objectives of the 2040 Vision and how this project does or does not satisfy?		
Has the project design been engaged with residents within ≤ 2 years		
Has the project design been engaged with residents within ≤ 5 years		



# Interim Strategy

## COMMITTEE PROJECTS

- Priority Evaluation Coordination
- Committee Reframe + Ongoing Review

### PRIORITY EVALUATION PROJECTS

Torbram Road (Queen St to South City limit)	7 & 8	Design in progress	\$49M	2023	2021
Sandalwood Parkway (McLaughlin Rd to Heart Lake Rd)	2 & 6	EA in Progress	\$66M	2027	2021

### COORDINATION COMMITTEE REFRAME & ONGOING REVIEW PROJECTS

Torbram Road (Queen St to Bovaird Dr)	8, 9, 10	EA in Progress	\$38M	2030	2021
Bramalea Road (South City limit to Queen St)	7 & 8	EA in Progress	\$67M	2030/2035	2021
<i>(Council direction to not widen at this time)</i>					
Clark Boulevard (500m East of Dixie Rd to Rutherford Rd)	3 & 7	Design in process	\$20M	<i>Under review</i>	2021
<i>(Widening under review, May not be required)</i>					
Sandalwood Parkway (Dixie Road to Airport Rd)	9 & 10	EA Complete	\$58M	2029	2031
Williams Parkway (Torbram Rd to Humberwest Pkwy)	8	EA Complete	\$32M	2028	2031
Williams Parkway (North Park Dr to Torbram Rd)	7 & 8	EA not started	\$37M	2028	2021
Bramalea Road (Queen St to Bovaird Dr)	7, 8, 9	EA not started	\$27M	2034	2021

TMP Principles Scorecard	Yes	No
Does this project reduce vehicle kilometers travelled (VKT)?		
Is the design speed of the road less than or equal to 50km/hr?		
Have lane widths been generally reduced to 3.5 m for curb lane and 3.3 m for through lanes?		
Are there dedicated cycling facilities on both sides of the road?		
Does the project improve pedestrian facilities - Does it meet the minimum buffer of 1.0-1.5 metre buffer between active transportation facility and curb?		
Does the project improve pedestrian facilities - Does the design improve/enhance the noted buffer to enhance the experience of all ages and abilities		



# Interim Strategy Implementation Update

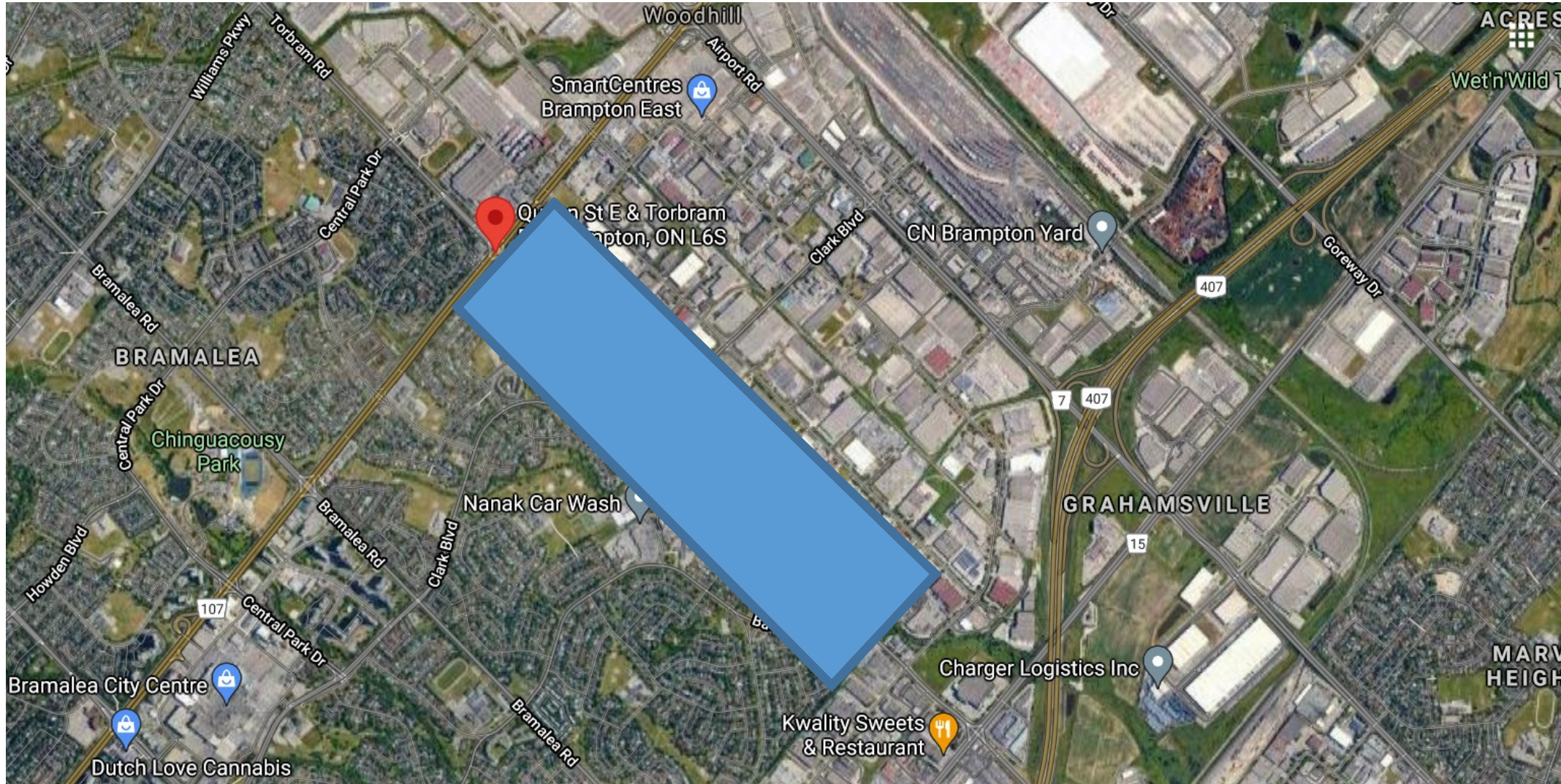
PRIORITY EVALUATION:

TORBRAM ROAD



# Interim Strategy

## PRIORITY EVALUATION: TORBRAM ROAD





# Torbram Road

## CHARACTERIZATION





# Interim Strategy

## TORBRAM ROAD

- Background
  - Previous TMPs
  - Environmental Assessment 2011
  - 2019 Reassessment
  - Detailed Design ~80%
- Current Assessment
  - Visualization
  - TMP Principles Scorecard





# Torbram Road

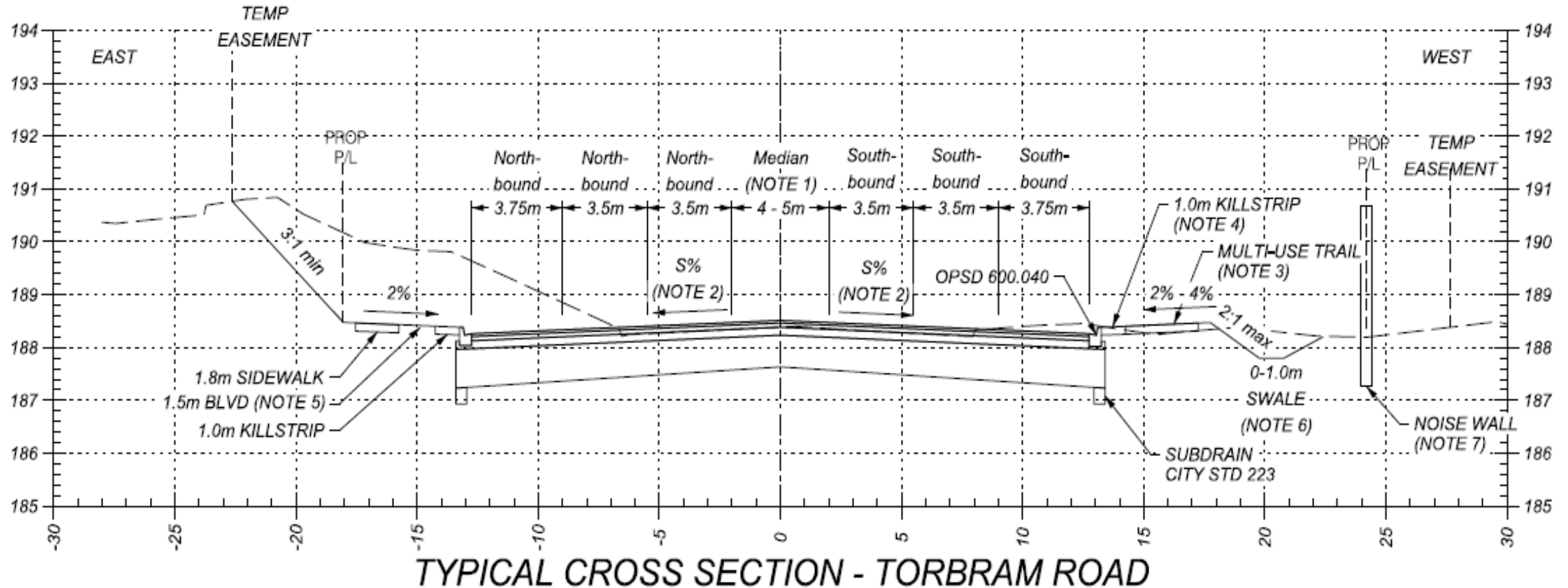
## CONVENTIONAL CONSIDERATIONS – LEVELS OF SERVICE

MEASURE OF EFFECTIVENESS (MOE)	PERIOD	DIRECTION	DO NOTHING - 4 LANES (2021)	DO NOTHING - 4 LANES (2031-2041)	IMPROVED - 6 LANES (2021)	IMPROVED - 6 LANES (2031-2041)
Arterial LOS	AM	SB	D	D	C	C
	PM	NB	D	D	C	C
Arterial Speed (km/hr)	AM	SB	33	28	37	35
	PM	NB	33	31	35	34
Travel Time (s)	AM	SB	515	599	461	479
	PM	NB	498	539	482	492



# Torbram Road

## VISUALIZATION + CROSS SECTION





# Torbram Road

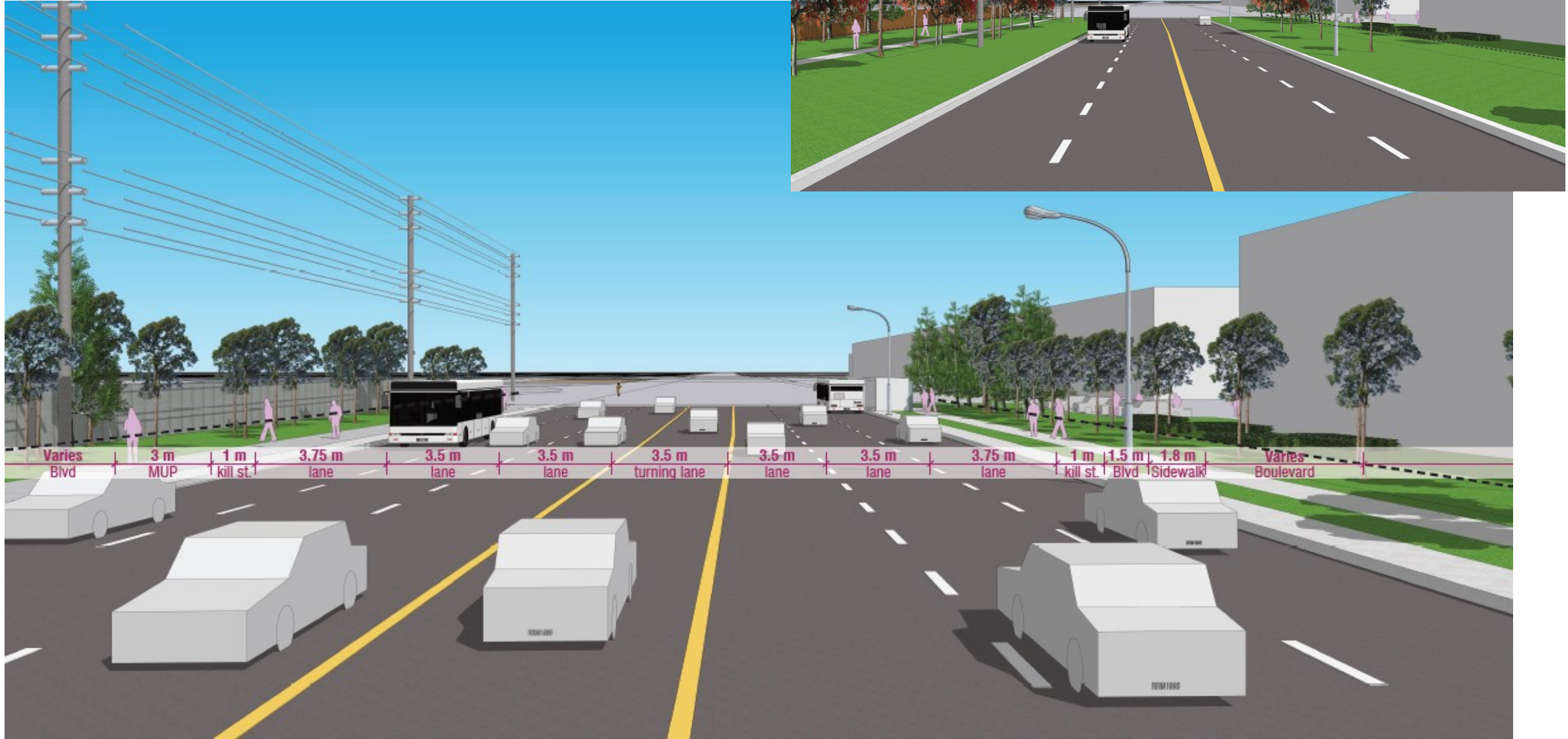
EXISTING @ CLARK BLVD. TO QUEEN ST.





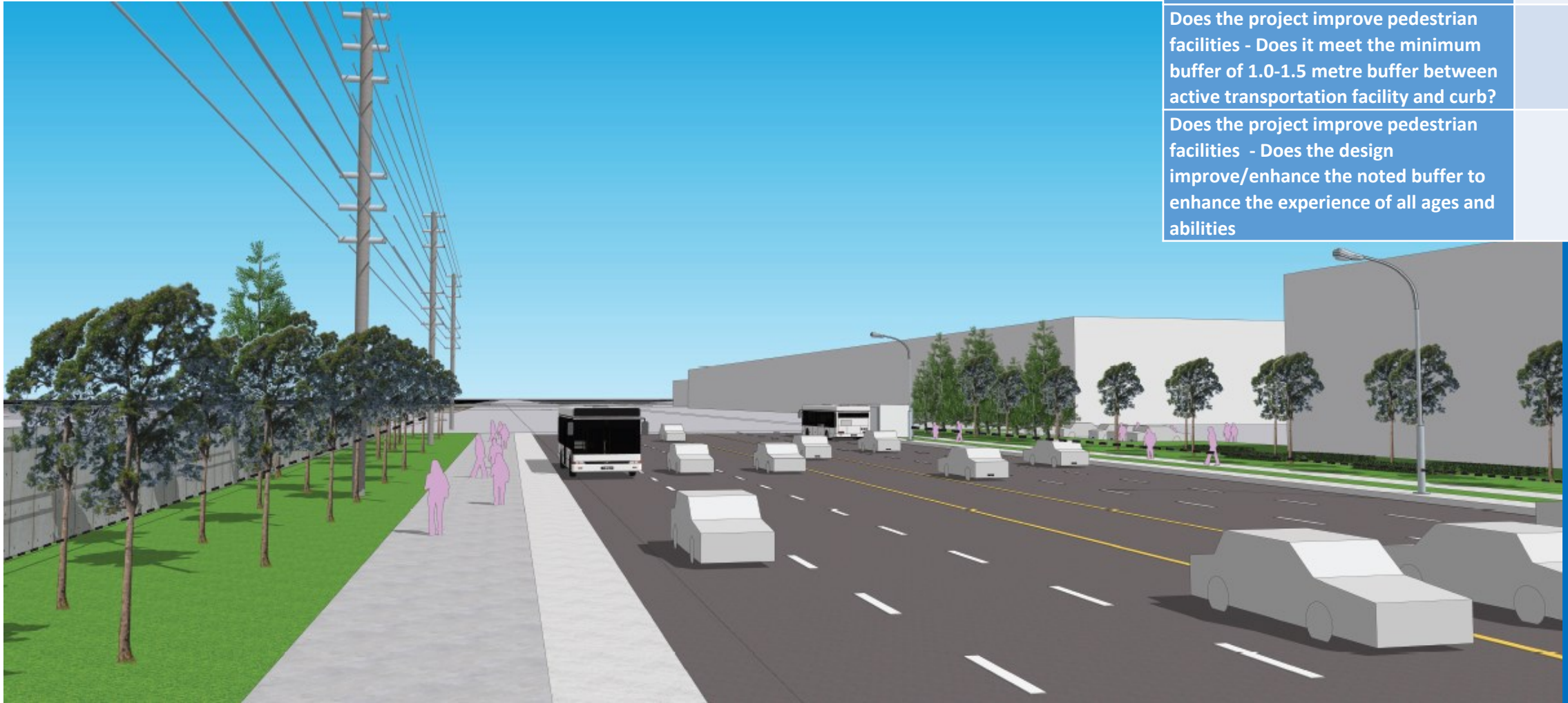
# Torbram Road

SIX-LANES @ CLARK BLVD. TO QUEEN ST.



# Torbram Road

PUBLIC REALM DEMONSTRATION  
@ CLARK BLVD. TO QUEEN ST.



TMP Principles Scorecard	Yes	No
Does this project reduce vehicle kilometers travelled (VKT)?		
Is the design speed of the road less than or equal to 50km/hr?		
Have lane widths been generally reduced to 3.5 m for curb lane and 3.3 m for through lanes?		
Are there dedicated cycling facilities on both sides of the road?		
Does the project improve pedestrian facilities - Does it meet the minimum buffer of 1.0-1.5 metre buffer between active transportation facility and curb?		
Does the project improve pedestrian facilities - Does the design improve/enhance the noted buffer to enhance the experience of all ages and abilities		



# Torbram Road

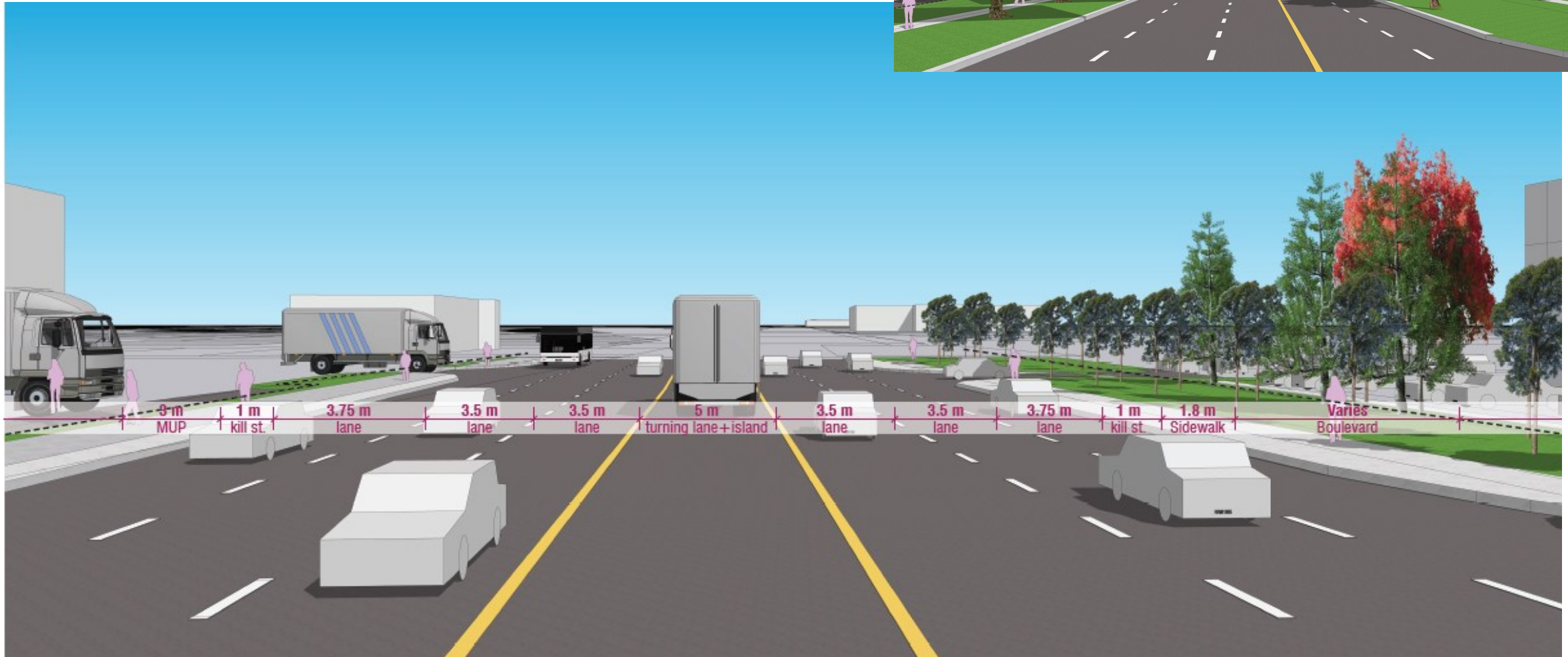
EXISTING @ EAST DR./WALKER DR. TO  
BALMORAL DR.





# Torbram Road

SIX-LANE @ EAST DR./WALKER DR. TO  
BALMORAL DR.



# Torbram Road

PUBLIC REALM DEMONSTRATION

@EAST DR./WALKER DR. TO BALMORAL DR.



# Torbram Road

## RECOMMENDATIONS

- **THAT** Council provide direction to **cancel the six-lane road widening of Torbram Road from Queen Street to Steeles Avenue**
- **Redesign of Torbam**
  - Apply the TMP Principles Scorecard as a framework for **redesigning this segment of Torbram Road**
  - Maintain a **four-lane cross-section** that incorporates provisions for active transportation, enhanced multi-modal safety, operational efficiencies, and improved landscaping



# Streetscape Outcomes

EXAMPLE: WILLIAMS PARKWAY





# Conclusion + Next Steps

## SUMMARY

- Transportation Master Plan (TMP) Implementation Considerations
- Interim Strategy for TMP + Capital Plan
  - Priority Evaluation
  - Coordination Committee Reframe Projects + Ongoing Review
  - Report Back
  - TMP Principles Scorecard as Tool to assess
- TMP Review Kick-off
- Implementation Update
  - Redesign for Torbram Road + Report Back



*Bramalea Road*



*Sandalwood Parkway*