

Appendix F:

TMP Principles Scorecard – Torbram Evaluation

Project: Torbram Road (Queen St. to Steeles Ave.)

TMP Objectives and Principles Scorecard:

VISION for the Transportation + Connectivity:

In 2040, Brampton will be a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit.

MISSION for the Transportation Master Plan Review:

- Develop a decision making framework to inform the Transportation Master Plan and Capital Plan that is in line with the values of Vision 2040, equalizing all forms of transportation, Vision Zero, and Complete Streets – a safe, healthy, green and “people-oriented” Brampton.
- Adopt a pedestrian- first approach and decision-making hierarchy – where Brampton’s transportation agenda is walk first, then bike, transit, goods movement, shared vehicles and single occupant vehicle trips. The experience of the pedestrian becomes a key indicator in reframing and assessing projects.
- Refocus capital improvements from suburban, auto-oriented level of service improvements to more tactical improvements to enhance sustainable transportation options in urban centres and network wide.

CONVENTIONAL VALUES:

- Accommodate mobility travel demand due to growth by prioritizing auto infrastructure and road widening improvements to minimize peak period delay

ENHANCED VALUES:

- Travel Choice
- Equity
- Design
- Urban Future + Intensification
- Sustainability
- Public Health + Safety
- Collaboration

INTERIM DECISION-MAKING FRAMEWORK + SCORECARD:

TMP Principles	Yes	No
Enhance Mobility and Travel Options		

Does the current project design to accommodate growth in a more sustainable way, and is the project driven by sustainable infrastructure improvements?		No
Does this project aim to make it easier to live without a personal vehicle?		No
Does this project reduce vehicle kilometers travelled (VKT)?		No
Advance Multi-Modal Transportation Equity		
Does this project prioritize in order: walking, cycling, transit, goods movement, shared vehicles, private vehicles?		No
Does this reduce right of way space for auto travel and parking and reclaim it for other users and activities?		No
Is the design speed of the road less than or equal to 50km/hr?		No
Have lane widths been generally reduced to 3.5 m for curb lane and 3.3 m for through lanes?		No
Are there dedicated cycling facilities on both sides of the road?		No
Does the project improve pedestrian facilities – is the sidewalk improved from the existing facility?	Yes	No
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?	Yes	No
Does the project improve pedestrian facilities - Does the design improve the noted buffer to enhance the user experience of all ages and abilities?		No
Does the project include pedestrian amenities – trees, shade, pedestrian scale lighting, and rest area/benches?		No
Does this project improve the integration of transit stops with safe pedestrian crossings, cycling connections and bicycle parking?		No
Integrate Transportation and Land Use Planning		
Does this project serve a strategic higher order transit corridor or a strategic node/intensification area/major transit station area as identified in the emerging Brampton Plan City Structure?	Yes	
Does this project prioritize short, local trips instead of long haul commute trips? Will the project outcome increase the likelihood of short trips? Does the project provide the possibility to move from long haul to shorter trips?		No
Is the project necessary for development approvals and planned growth? Will redesigning the project impact any development approvals?		No
Does this project prioritize streetscaping and enhance a sense of place **?		No
<i>**Does this project achieve components of great/attractive streets, contributing to neighbourhood character and identity?</i>		

<i>(I.e. Does the project include high quality public space, any neighbourhood specific design features i.e. neighbourhood specific signage, gateway features, painted murals, crosswalks, heritage/history preservation, enhanced landscaping or planters, wayfinding, mature trees, public seating, resident led place-making initiatives?)</i>		
Does this project support a broader range of land use typology (mix of uses and densities) and diversification of land uses over time?		No
Protect Public Health and Safety		
Is the project outcome going to improve the safety for pedestrians relative to vehicle speed, compared to the current design?		No
Does this project reduce pedestrian crossing distances at intersections?		No
Does this project increase the number of mid-block crossings and/or average spacing between crossings?		No
Does the proposed design prioritize the resolution of existing pedestrian safety issues over vehicle/driver safety issues?		No
Improve Environmental Sustainability		
Does this project prioritize reduced single occupant vehicle trips?		No
Does this project prioritize a reduced environmental footprint for travel?		No
Does this project protect mature trees and natural heritage?		No
Does this project contribute net positively to the City's one million trees program?		No
Does this project reduce greenhouse gases?		No
Does this project improve air quality?		No
Are low impact development practices integrated as part of the design of this project?		No
Leverage Technology		
Has the project fully used technology, advanced traffic management systems and transportation demand management measures to make more efficient use of/optimize the network?		No
Has an interim strategy been considered to use traffic management technology to increase efficiency of road in the shorter term?		No
Emphasize Community Engagement and Collaboration		
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?		No
Has the project design been engaged with residents within ≤ 2 years		No

Has the project design been engaged with residents within ≤ 5 years		No
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