

Sylvia Roberts

Queen Street BRT Update

Good morning Council, I hope you had time to enjoy your winter holidays.

As numerous members of council from the last term can attest, the Queen Street BRT has been the project I have been begging to be the transportation focus of the City, it has by far the most transformative potential of any transportation project in the City, there are what, tens of thousands of units worth of applications currently active along it, with tens of thousands more coming very soon? This project is not just important in itself, it also sets the stage for planning beyond it, for example, Brampton is also planning for a BRT along Steeles. If the City and Metrolinx carefully consider how the planning will be done on the Queen Street BRT, such as having more planning done with in house staff, this will make it much easier for the City to move from this project to the Steeles BRT, having learned from this project. If the Queen Street BRT is very consultant heavy, with little done in house, you waste both money and talent. Once the Steeles BRT is done planning, there will likely be other major corridors in need of upgrades such as Bovaird, if things like Heritage Heights come to pass.

While there is a great transformative potential for the Queen Street Corridor, this needs planning work done, and you have done some work for example some planning work has been done on a postage stamp sized area regarding the downtown, and another tiny bit has been done with the Queen Street Land Use Study, but of course these are woefully out of date and need to be redone because they don't consider how Brampton needs to aim to deliver 110,000 units in a decade. Good news though the City of Brampton is holding a meeting tomorrow about the Major Transit Station Areas in Bramalea, which is inexplicably being held at Century Gardens at Rutherford and Vodden, which is notably not in Bramalea, and a 20 minute walk from the nearest 501 Zum stop. Can anyone please explain how the City decided the best place to hold the meeting is away from the affected community and at a transit poor area when the Bramalea Civic Centre is within the MTSA areas being discussed, is extremely central relative to Bramalea overall and has good transit access? If I were a cynic I might think this was a deliberate effort by the City to minimize the public participation of residents, but since I have much experience with the City, the more likely answer is this was planned by people who do not live in Brampton, and have not bothered to learn enough about the city to conduct proper public engagement.

Summary: The City should push to have a significant portion of the Queen Street BRT planned in house, acquiring in house talent as needed, so that it can be used for future BRT projects. The City should hold a second Bramalea MTSA meeting held at the Civic Centre, to make it easier for the public to attend. The City in the future needs to ensure that public meetings are held at locations that are relevant for the discussed item and for the affected communities, especially ensuring that items relevant to a large portion of Bramalea are held at the Civic Centre