



TRANSPORT ACTION ONTARIO

(formerly Transport 2000 Ontario)

Advocating for Sustainable Public and Freight Transportation
Box 6418, Station "A" Toronto, ON M5W 1X3

Committee Members
Planning and Infrastructure Services Committee
Council of the Corporation of the City of Brampton
Brampton, ON

By email: cityclerksoffice@brampton.ca

June 17, 2015

Dear Committee Members:

Correspondence for Planning and Infrastructure Services Meeting, June 22, 2015 Item E6 and H10: Hurontario-Main Light Rail Transit Project Update

Transport Action Ontario (TAO) is an Ontario-wide non-government organization that has been advocating for sustainable transportation for over 30 years. Our membership includes residents of Brampton and Peel Region. We have been very active in the discussions on technology and route for all of the major rapid transit projects in the GTHA – including Bus Rapid Transit (BRT, eg Zum), Light Rail Transit (LRT), subway and heavy surface rail (GO).

We have participated in the Hurontario-Main Rapid Transit project since 2010, with release of the first Metrolinx Benefits Case Analysis. We feel rapid transit on this corridor is an excellent project, as it connects 2 urban growth centres, 5 mobility hubs and 7 major east-west transit corridors. We also see merit in a potential future extension to Mayfield Road.

We support the staff report of June 9, 2015, recommending a full length “urban style” surface LRT along Main Street for the Brampton portion of this corridor, between Steeles Ave and Brampton GO station. There are a number of reasons for this:

- BRT (Zum) north of Steeles does not have sufficient capacity to meet future ridership demand
- The staff study (SNC- Lavalin) and the peer review (Hatch Mott MacDonald) identified major technical concerns with all alternative LRT routings except a tunnel under Main St. or George St.
- The tunnel option would have an additional capital cost of \$380M to be borne by the City of Brampton., versus zero cost for surface LRT (fully provincially funded)
- The staff report demonstrates that street events in downtown Brampton can still occur, and that there will be no material changes to the road cross section, turning movements, major trees or existing buildings

Our colleagues at Code Red TO have shown that urban style surface LRT is fully compatible with heritage areas of cities, as demonstrated in numerous cities in Europe. Additionally, surface LRT is known to be a development catalyst to attracting business and visitors, which would benefit downtown Brampton.

In conclusion, we urge Committee to support LRT along the Main Street surface route that was recommended in the TPAP report. This will allow rapid implementation of this exciting and important project.

Yours truly,

Peter Miasek

Peter Miasek
President, Transport Action Ontario