

LET'S **CONNECT**  
QUEEN ST.  
**TRANSIT**  
MASTER PLAN

## Queen Street Transit Master Plan

# Welcome

## to Public Open House 1

LET'S **CONNECT**

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## Queen Street Transit Master Plan

# Station 1

Project Overview and Vision

# What is this study about?

## Purpose

- 

Identify a preferred **transit technology**
- 

Transform Queen Street into a place to **support future development and economic growth**
- 

Develop Queen Street into a **multimodal corridor**  
Prepare a conceptual design for Queen Street that will include **all modes of travel, streetscaping, and an enhanced public realm**
- 

Define a conceptual land use and transportation plan (a Concept Plan) for the **Downtown Mobility Hub area**

## Objectives



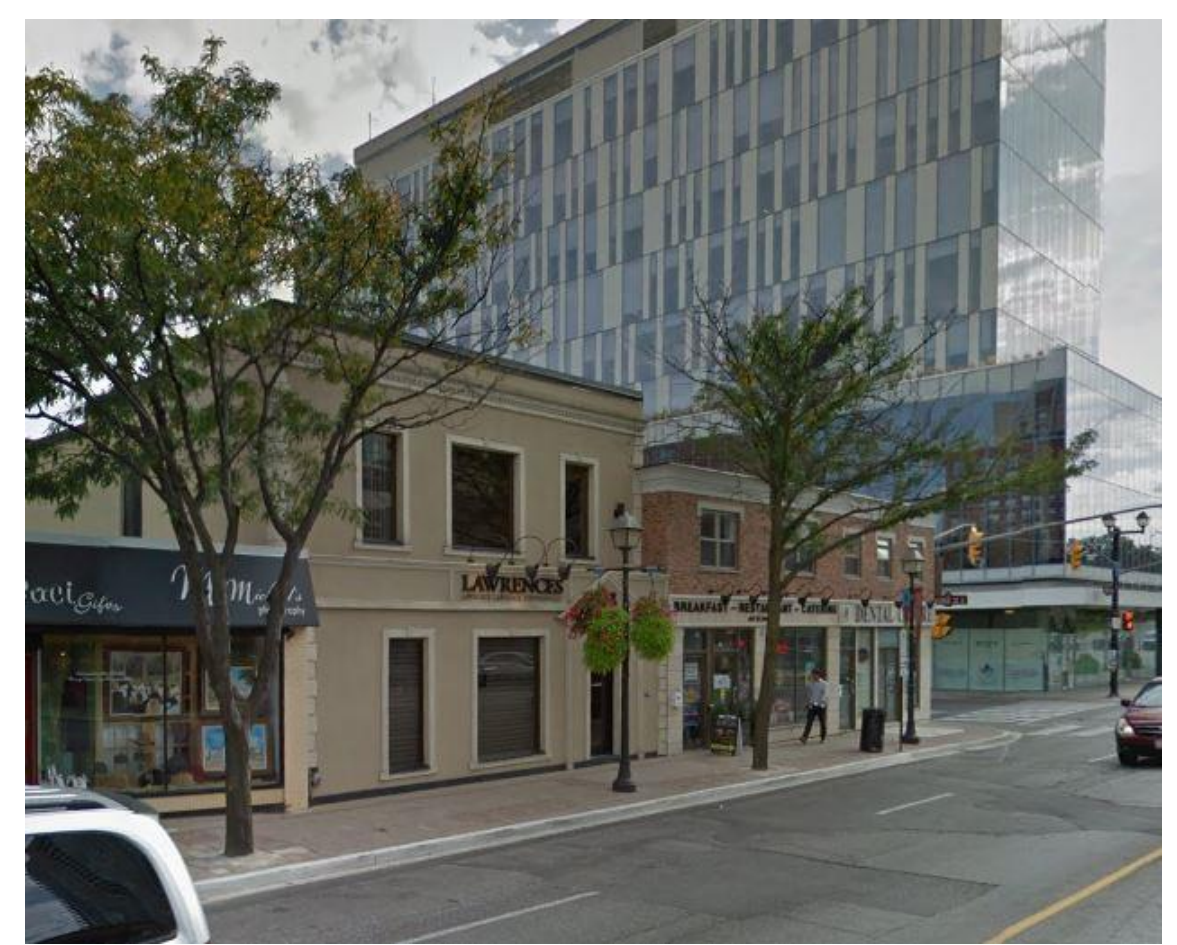
Create vibrant public spaces for all ages and abilities



Move people safely and efficiently



Enhance main street features

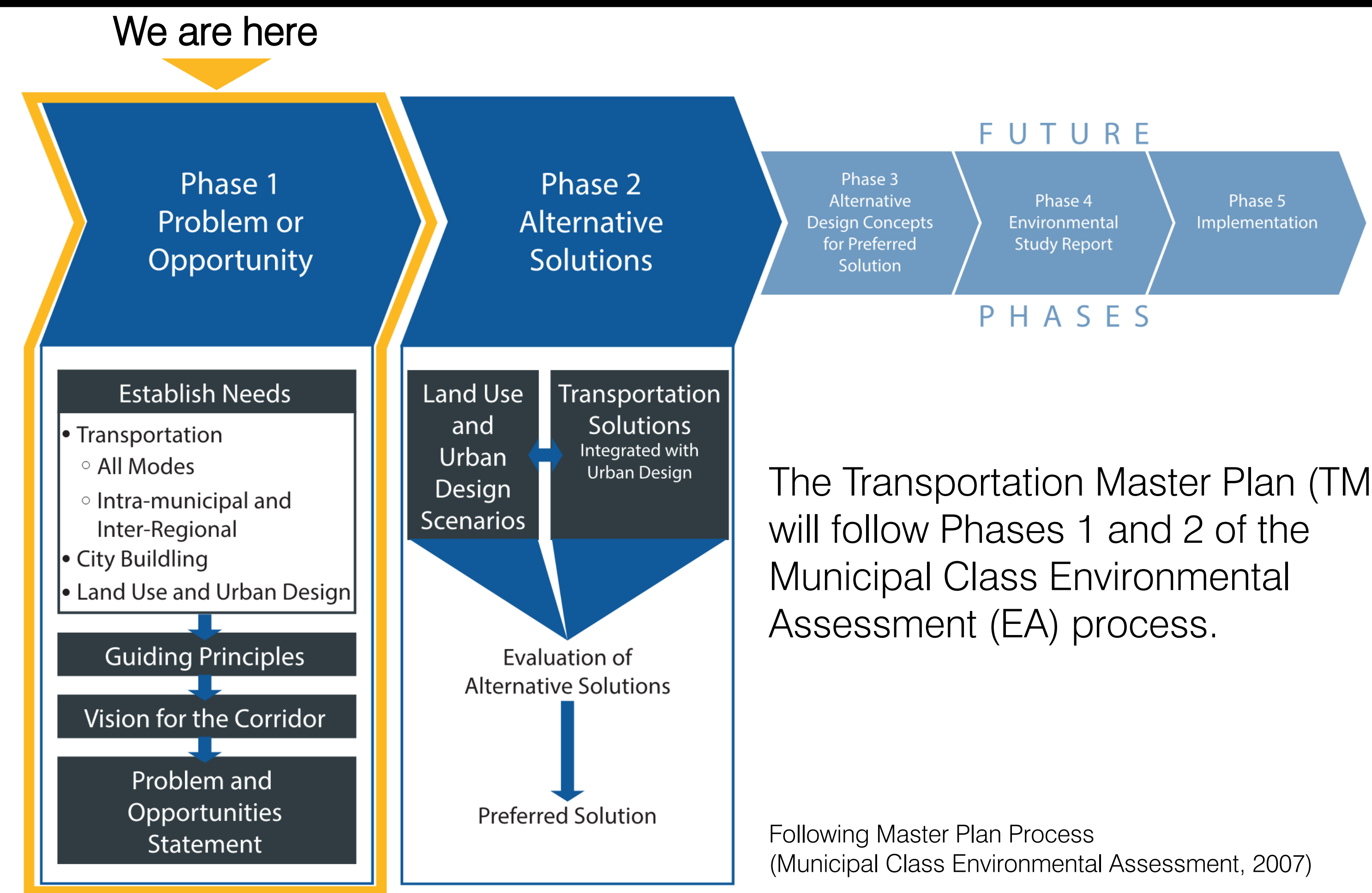


Promote prosperity for local businesses



Integrate transportation and land use

## Process



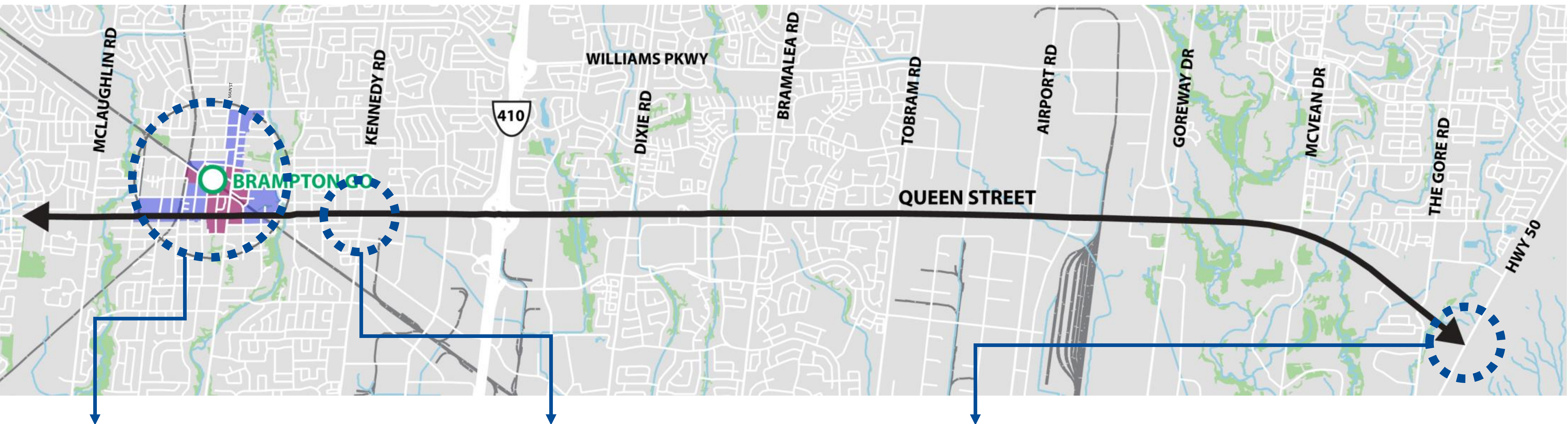


# Coordination with Other Studies

Current Studies Influencing or Being Influenced by Queen St Transit Master Plan

## CITY PLANNING CONTEXT

- Official Plan Review
- Active Transportation Master Plan
- Mobility Hubs and Intensification Corridors Study
- Retail Policy Review (OP Review)
- Market and Economic Development Opportunity Study for the Peel Memorial Centre



## CORRIDOR SPECIFIC PLANNING CONTEXT

### DOWNTOWN

- Downtown Streetscape EA
- Central Area Master Plan
- Mobility Hub Area Study (part of QSTMP)

### RAPID TRANSIT

- Hurontario LRT North Extension EA

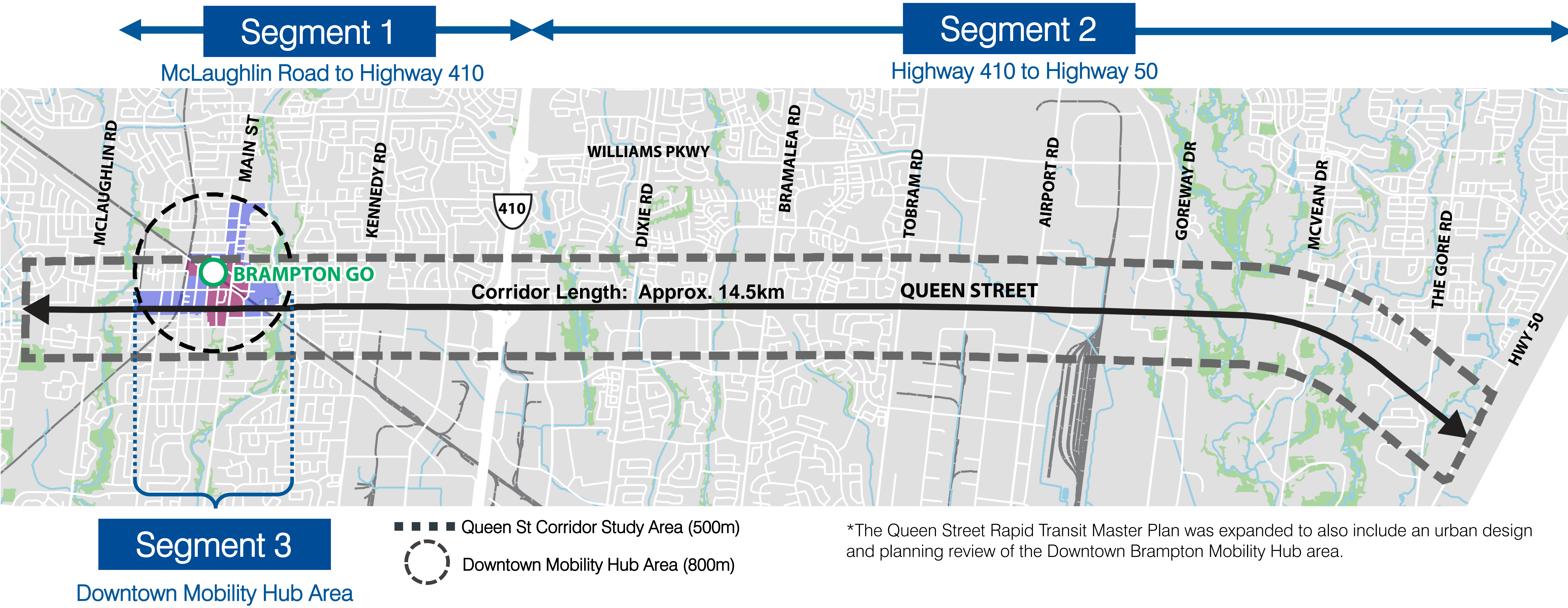
### YORK REGION

- Future Rapid Transit Connection in York Region (Highway 7 Transitway, Vaughan Metropolitan Centre, 407 Subway Station)

# Study Area

Study Corridor limits are between McLaughlin Road and Highway 50 (East City Limit).

The Downtown Mobility Hub Area is 800m from the Downtown GO station.

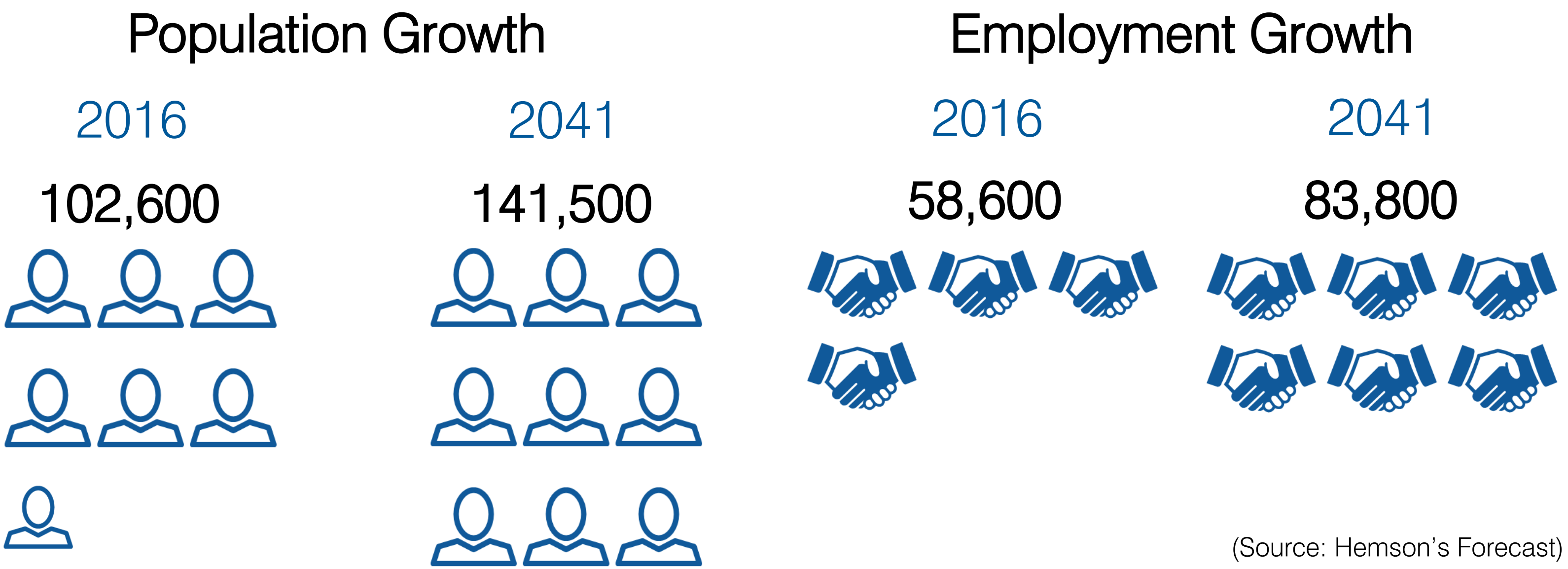


\*The Queen Street Rapid Transit Master Plan was expanded to also include an urban design and planning review of the Downtown Brampton Mobility Hub area.



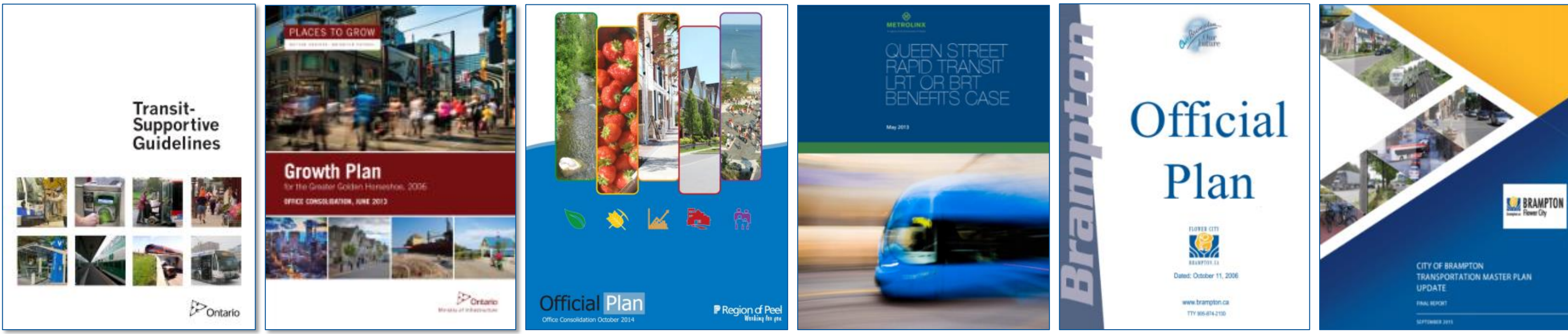
# Queen Street Tomorrow Planned Growth in the Corridor

The Study Area is expected to grow by approximately 39,000 people and 25,000 jobs between 2016 and 2041.



# Planning Context

Queen Street is designated as a **rapid transit corridor** in the City of Brampton Official Plan and the Transportation Master Plan.



Provincial, Regional, and City documents provide the planning context and area specific policies and plans for the Queen Street Corridor. Provincial Policies identify Queen Street Corridor as an **Urban Growth Centre (UGC)** in the Greater-Toronto-Hamilton Area (GTHA).

# Future Land Use & Transportation

Transit Service Type	Suggested Minimum Density to Support Transit
<b>Basic Transit</b> (One bus every 20-30 minutes)	50 people and jobs per hectare
<b>Frequent Transit</b> (One bus every 10-5 minutes)	80 people and jobs per hectare
<b>Very Frequent Transit</b> (One bus every 5 minutes)	100 people and jobs per hectare
<b>Dedicated Rapid Transit</b> (LRT/BRT)	> 160 people and jobs per hectare

(Source: Ontario Ministry of Transportation (2012). Transit Supportive Guidelines, p. 24.)

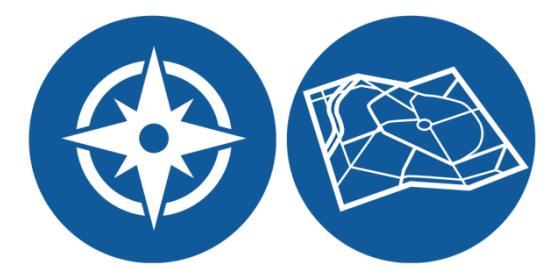
Future Population and Employment Density (2041)





(Source: Data provided by City of Brampton)



# What is a Mobility Hub?

- 

Downtown Brampton is identified as an “Anchor Mobility Hub” by the province that provides connectivity between regional and rapid transit services.
- 

It has strategic importance given its location and role as a primary gateway and its potential to transform the city structure and regional transportation system.
- 

The start, end, and transfer point between different modes of transportation.

# Planning Priorities

Two potential future scenarios for the Downtown Mobility Hub:

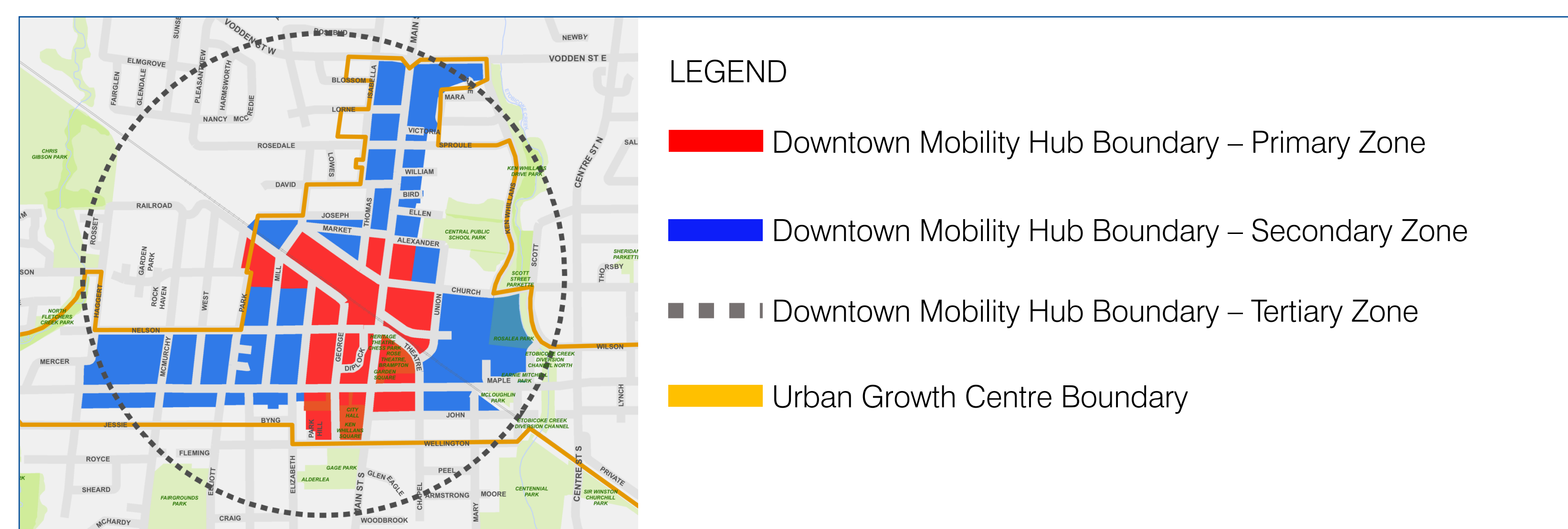
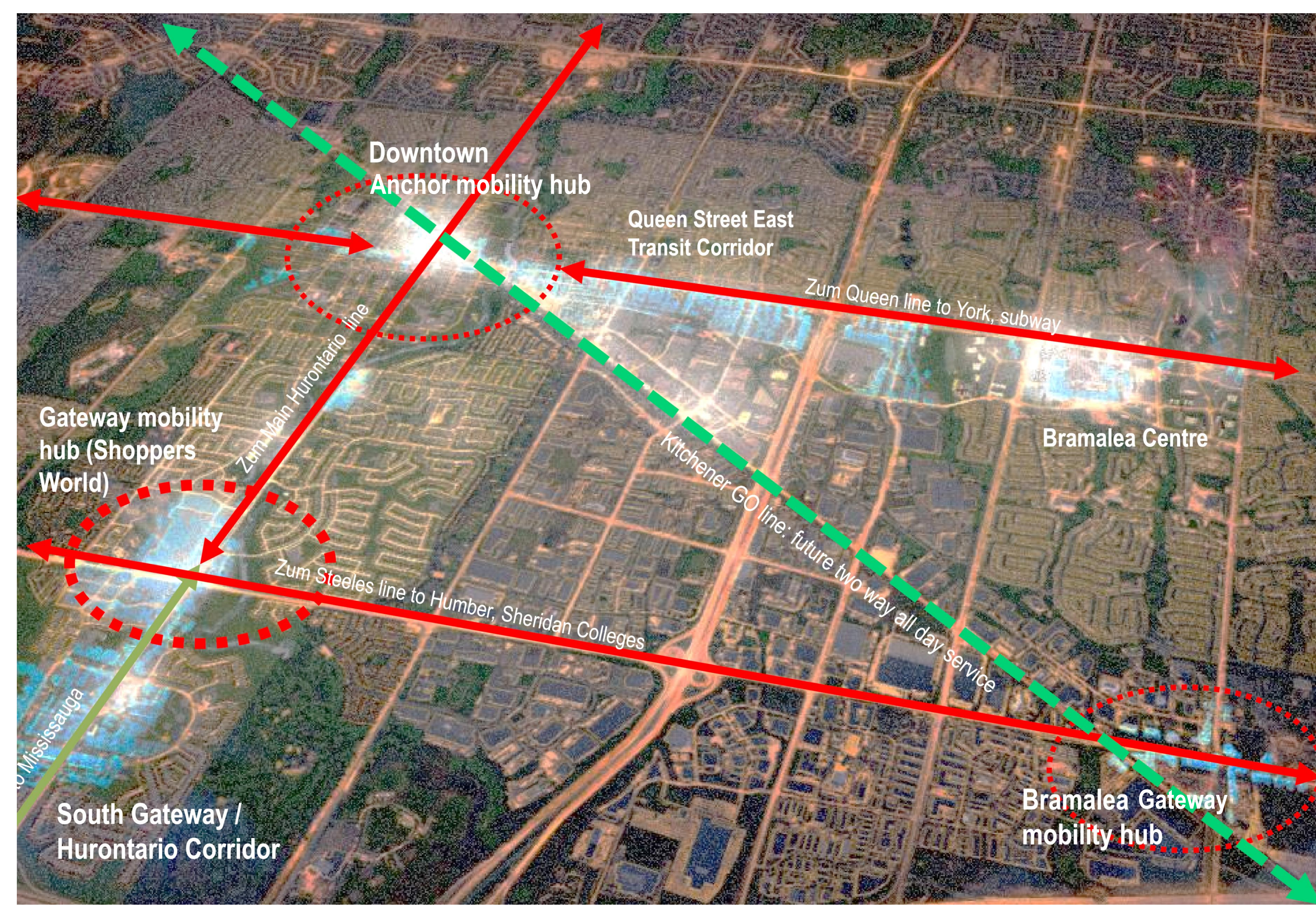
## 2041 Downtown Vision

- **Redevelopment** is focused around the Primary Mobility Hub Planning Zone
- **Connected neighbourhoods** that are compact, transit-oriented, and pedestrian friendly
- Promote **mixed-use** with strong connectivity to **parks and open spaces**

## 2041+ Beyond

- Identifies **additional potential redevelopment sites**
- An extension of the downtown street and block pattern to create a **new urban interface**

# The City Vision – Central Core



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Queen Street Transit Master Plan

# Station 2

Experience and Opportunities



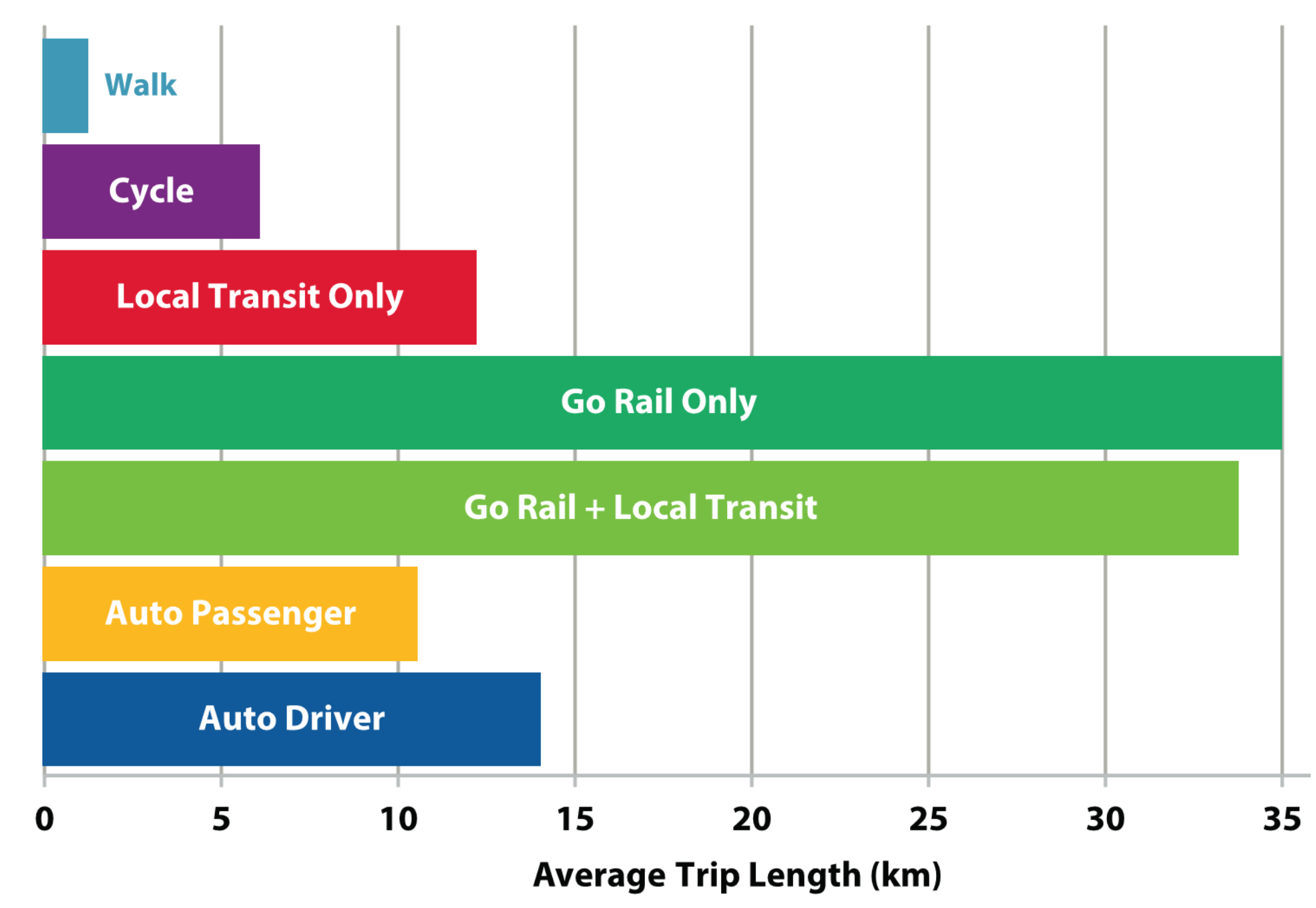
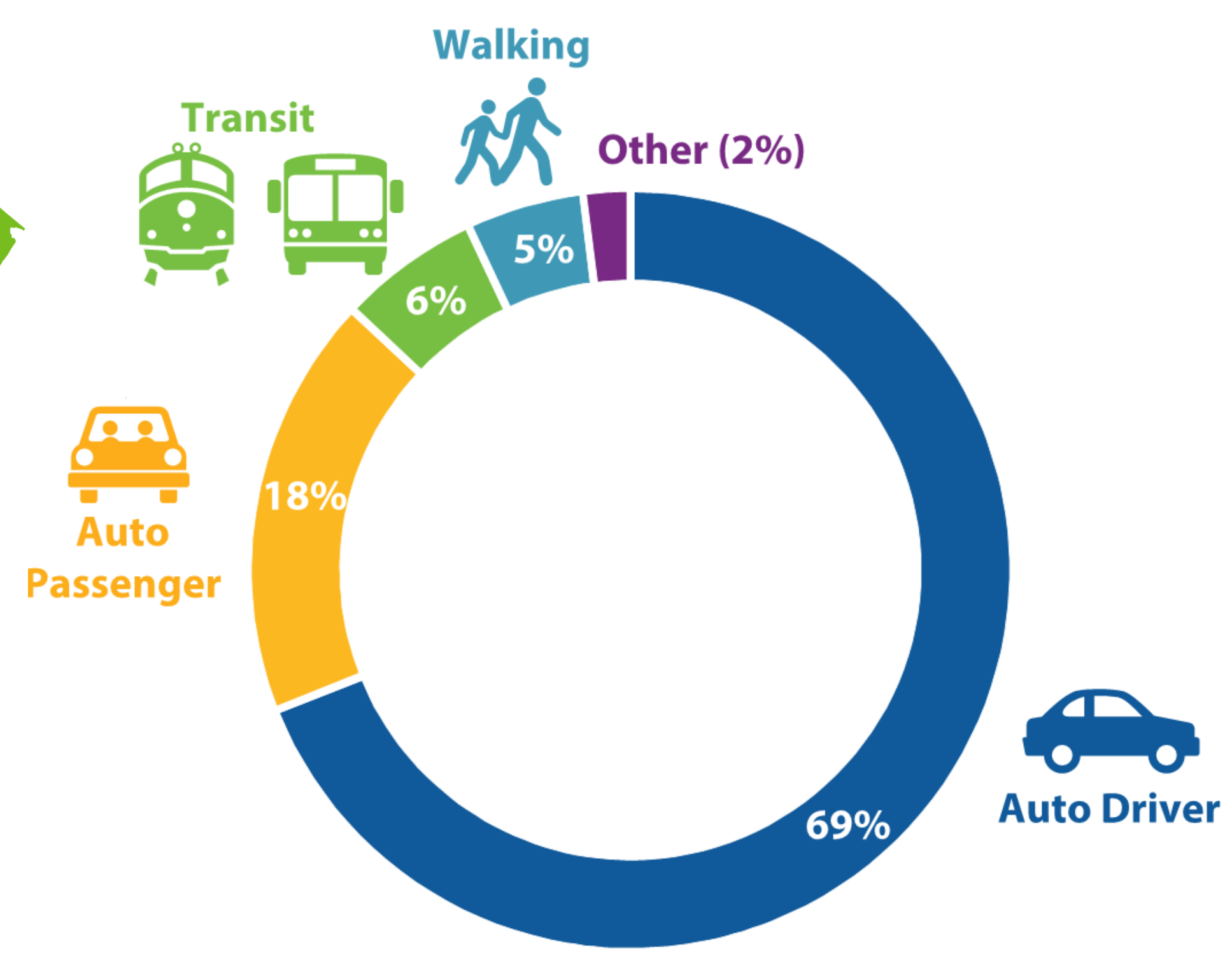
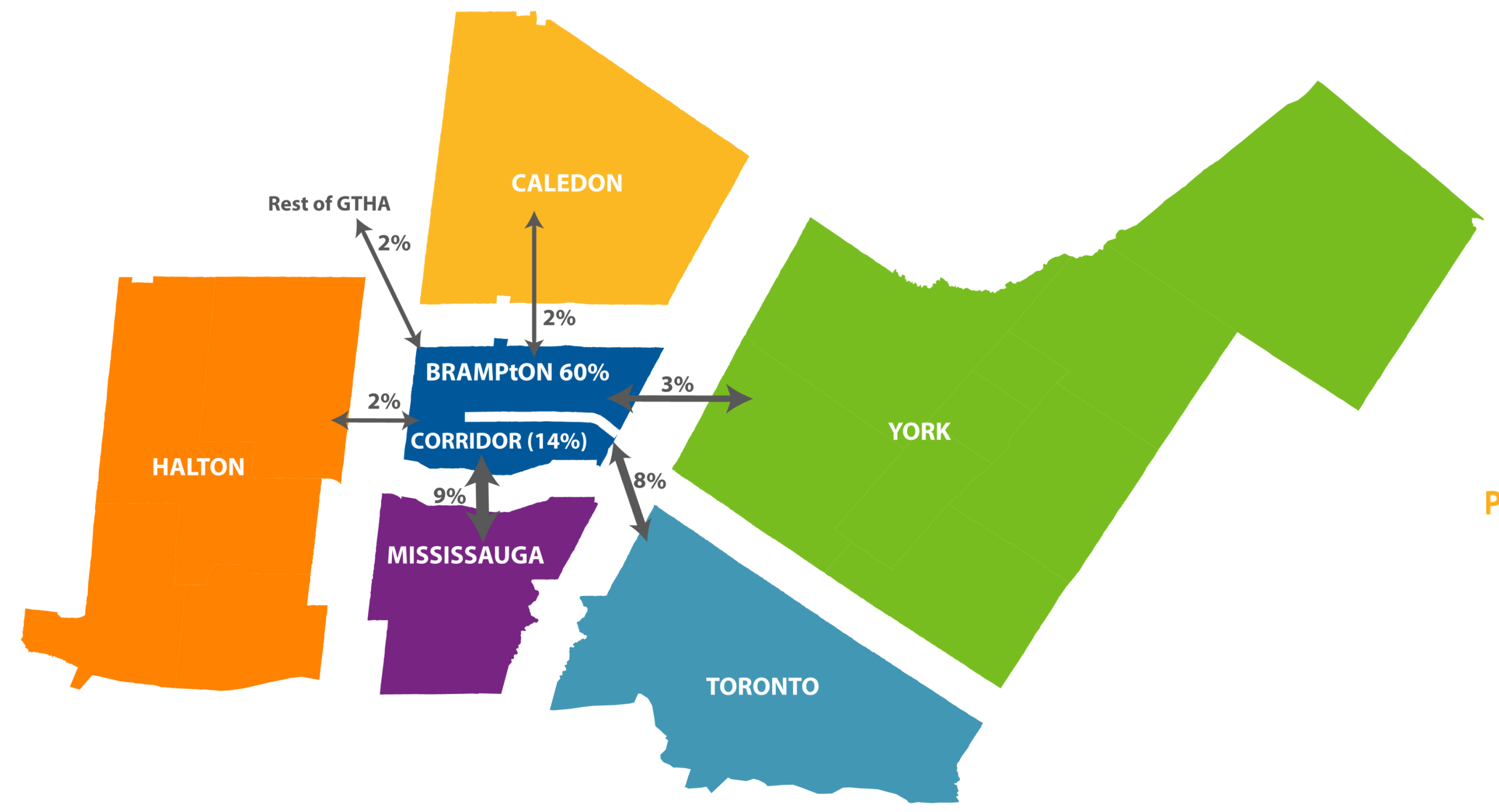
# Queen Street Today Daily Travel Patterns

**60%** of daily trips to or from the Study Area are within the City of Brampton

**550,000** daily trips to or from the Study Area are made during a typical day

**13%** of daily trips are non-auto

**13km** average trip Length within study area

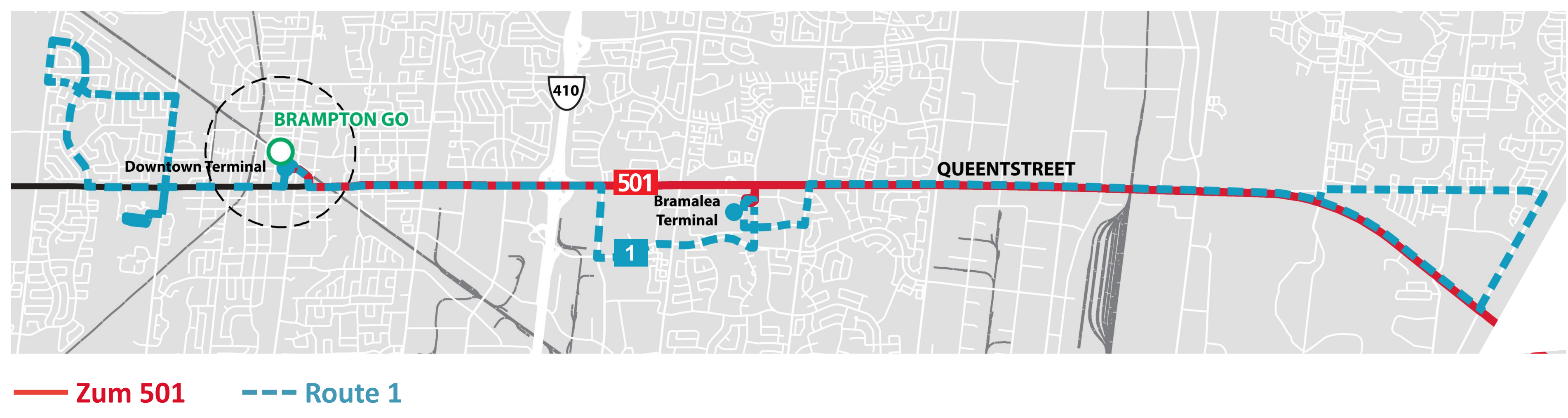


## Transit

- 4** Brampton Transit routes along the Queen Street study corridor
- 13** Connections to other GO Transit routes via Downtown Brampton Terminal
- 16,295** Average Daily Transit Ridership for Züm 501/501A on a Weekday\*
- 6,160** Average Daily Transit Ridership for Brampton Transit Route 1/1A on a weekday\*

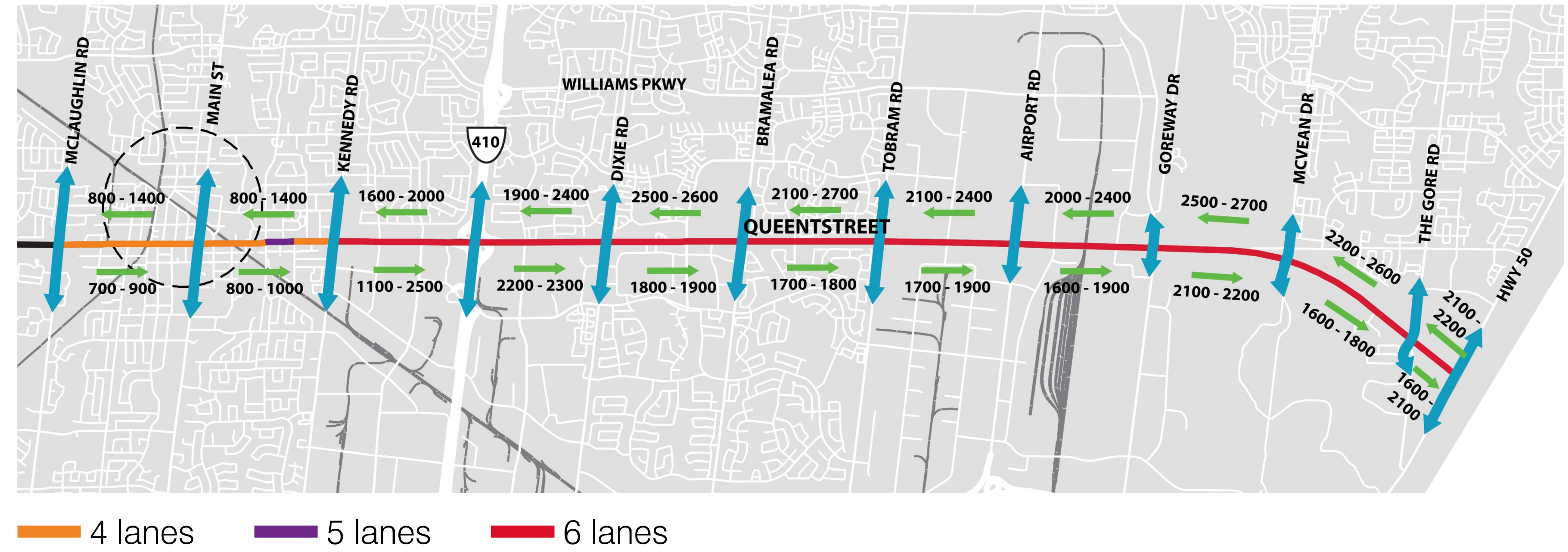
\*Based on average daily boardings 2016

### Existing Transit Service on Queen Street



# Queen Street Today PM Peak Hour Traffic Volumes

Total traffic volumes in vehicle per hour (vph):



# Traffic Safety (2010 – 2014)

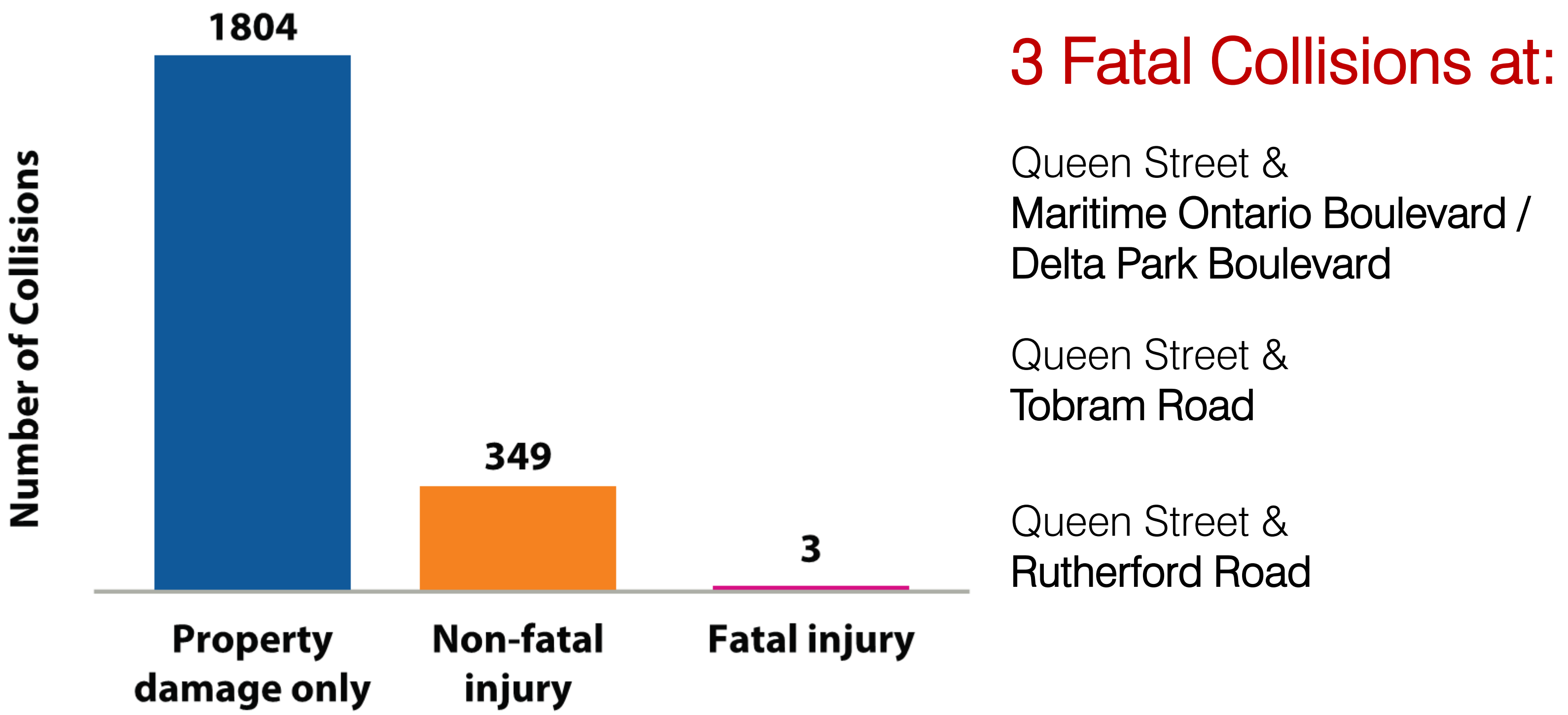
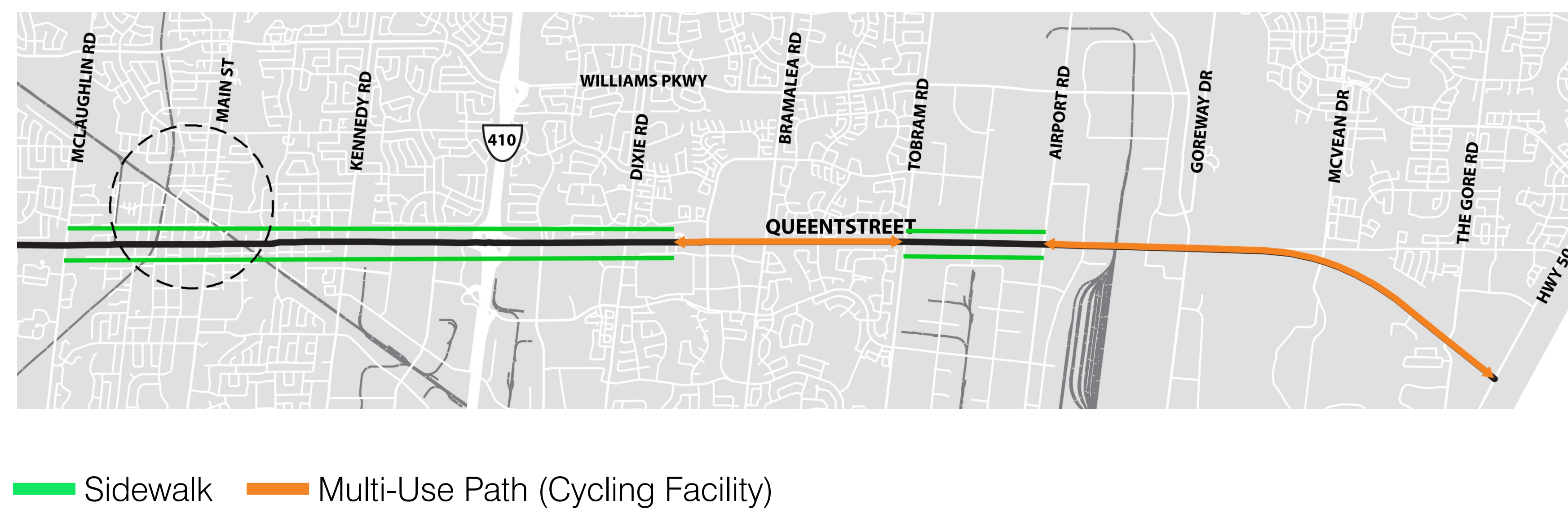
Top four intersections with highest collision rates in the study area are:

- 1 Queen Street & Rutherford Road
- 2 Queen Street & Tobram Road
- 3 Queen Street & West Drive / Laurelwood Crescent
- 4 Queen Street & McLaughlin Road

The most common impact type was **rear-end collisions**.

# Pedestrians and Cyclists

Sidewalks are provided on both sides of Queen Street while Cycling facilities (multi-use path) are not continuous along Queen Street.





# Existing Character

## Segment 1

McLaughlin Road to Highway 410

### Character Area 1

#### Outside of Downtown

- Mix of commercial and residential land uses on small sites
- Several vacant and underutilized sites

### Character Area 2

#### Centre Street to Highway 410

- Auto oriented suburban commercial strip, with small scale retail, commercial, and car dealerships
- Visual character is a mix of signage, flagpoles, billboards, and other furnishings along the street edge
- Landscape is dominated by parking lots that front 1-2 storey warehouse-type buildings
- In transition to intensification

### Character Area 3

#### Highway 410 to Bramalea Road

- Area around Bramalea City Centre (BCC) is composed of high-rise apartment buildings
- BCC is a major commercial and service centre
- Cluster of public buildings including the Lester B. Pearson Theatre, the Peel Region Centre, and the Peel Regional Police building

## Segment 2

Highway 410 to Highway 50

### Character Area 4

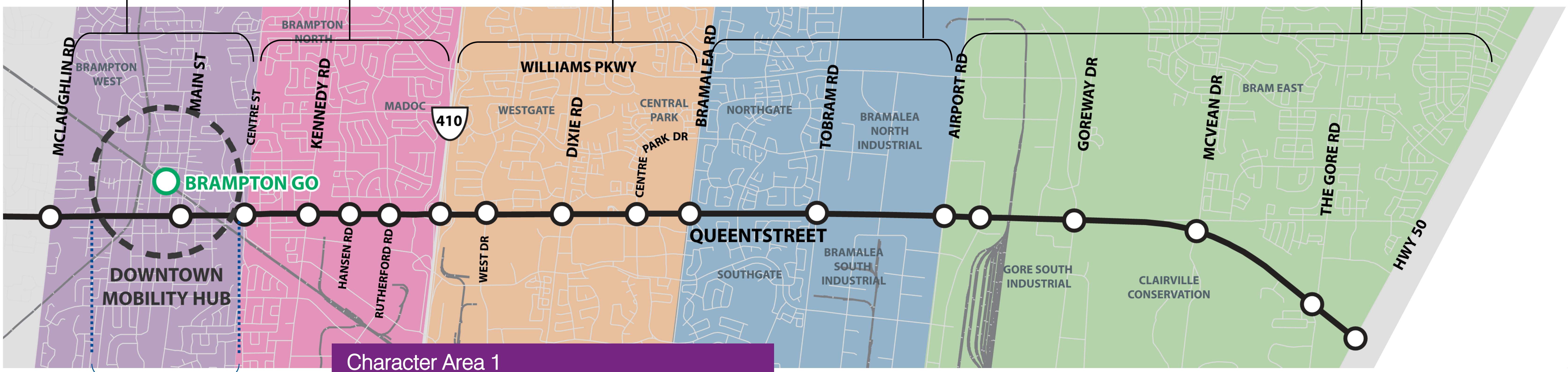
#### Bramalea Road to Airport Road

- West of Tobram Road - wide green landscaped frontage with berms and paths backed by single detached homes on both sides
- East of Torbram Road - Airport Road / Highway 7 Business Centre has large grain frontage lots with commercial/light industrial or large format retail buildings
- 1-2 storey warehouse-type buildings

### Character Area 5

#### Airport Road to Highway 50

- East of Airport Road, Queen Street transitions from an auto oriented commercial industrial strip to a 'parkway' with a rural character through the Clairville Conservation Area
- Small retail-commercial development west of Highway 50



## Segment 3

Downtown Mobility Hub Area

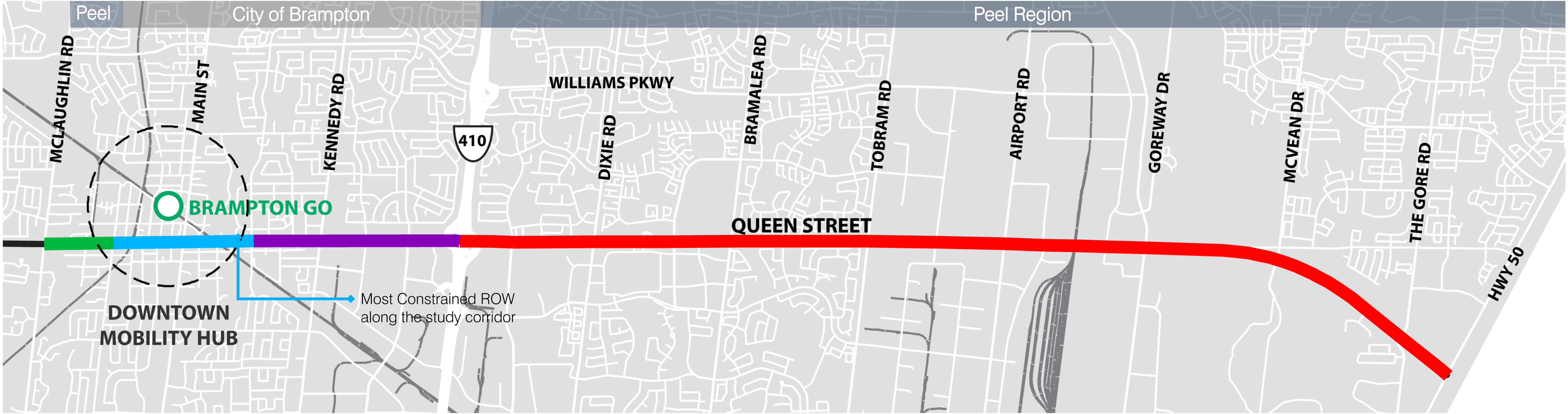
### Character Area 1

#### Downtown Mobility Hub Area

- Flooding constraints
- Connection to GO Station
- Strong heritage value
- Grid of streets and blocks with pockets of open space
- Walkable character

# Designated Official Plan Right-of-way Width

Designated Right-of-Way (ROW) are shown in the map below based on Brampton and Peel Region's Official Plans.



LEGEND █ 45 metres █ 40 - 45 metres █ 36 metres █ 26 - 30 metres

(Source: Brampton's Official Plan, Schedule B1 (2015) and Peel Region's Official Plan, Schedule F (June 2012))

ROW widths have implications on the type of transit operations that can be accommodated along Queen Street:

**Mixed Traffic (within Existing ROW)**

Brampton transit in mixed traffic conditions

**Partially - Exclusive ROW**

Bus / HOV Lane  
Bus Only Lane

Streetcar in mixed traffic

BRT 'Light' (Express Service)

**Exclusive ROW**

BRT In Exclusive ROW

LRT in Exclusive ROW



# Opportunities and Constraints in Downtown Mobility Hub

## Heritage



The heritage assets in Downtown Brampton establish the civic heart of the city.

The vision is to **conserve and enhance the existing heritage**.

## Parking



There is a surplus of parking supply within the Downtown Mobility Hub.

Explore the potential to **balance public parking needs** with **enhanced streetscape design** and pedestrian environment.

## Downtown Floodplain

The Downtown area is constrained by the **Etobicoke Creek floodplain**.

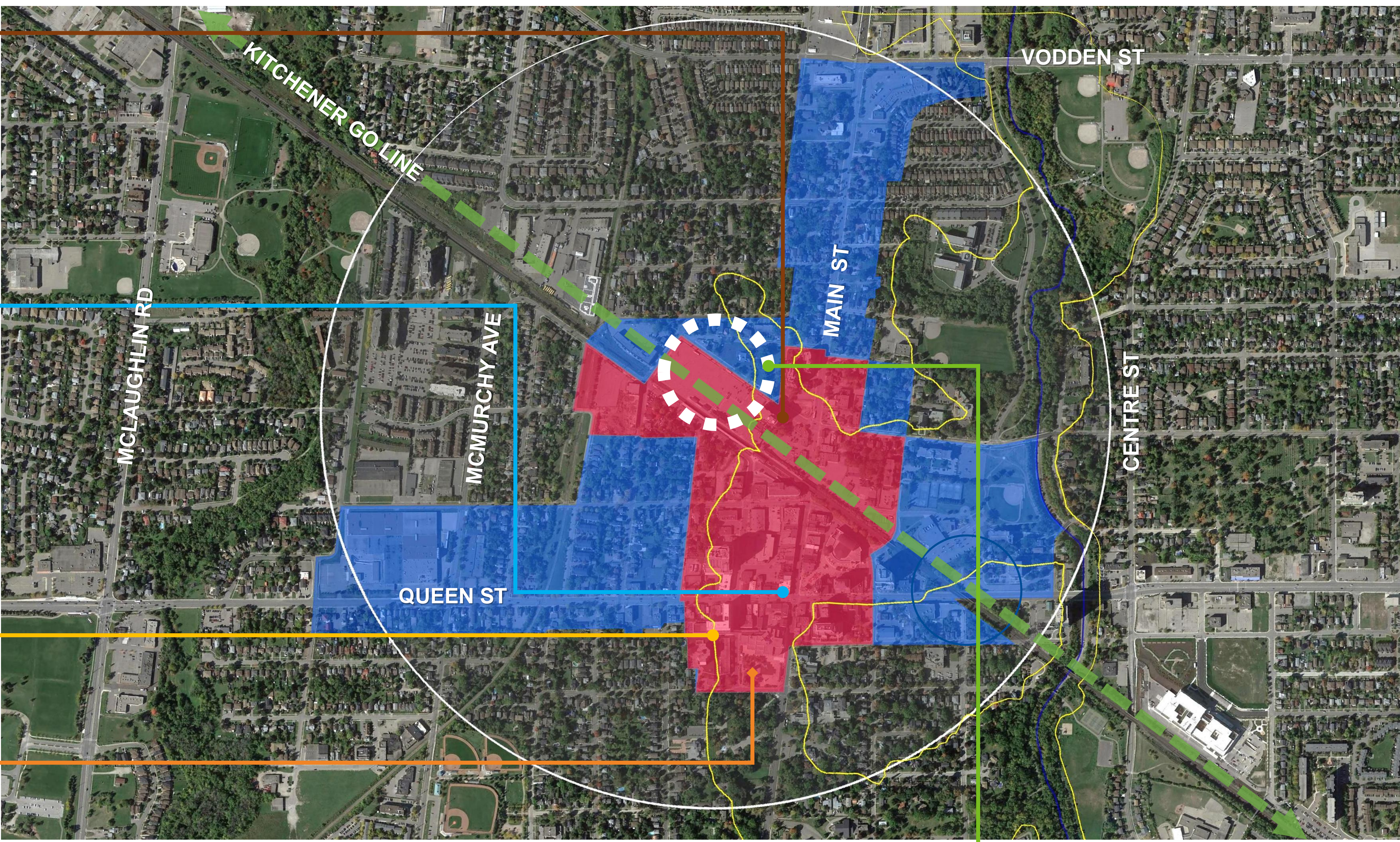
Properties around the intersection of Main Street and Queen Street are located in the Toronto and Region Conservation Area floodplain.

## Placemaking | Urban Design



Opportunities for **intensification** around transit station.

Incorporate a **rich and varied mix of building types** with transitions to surrounding residential neighbourhoods.



## Parks / Public Lands



Public owned lands in Downtown generate redevelopment opportunities that support transit and a **vibrant Downtown**.

The Metrolinx-owned **Brampton GO Station** has strong placemaking potential and is identified as a key opportunity for redevelopment.

Form a connected, multi-purpose park and trail system connected to the GO Station.

# Problem or Opportunity Statement



The Queen Street study corridor has a **diversity of uses** with tremendous potential for intensification and redevelopment.

A **balanced approach** to provide higher-order transit service and accommodate all road user types is needed to make Queen Street a **multi-modal corridor**.



The Queen Street study corridor is expected to grow by approximately **39,000 people and 25,000 jobs** between 2016 and 2041.



The **Downtown Mobility Hub** provides seamless connections with GO and transit services including the Hurontario LRT Extension.



Transform Queen Street into a **pedestrian-friendly environment** through successful public realm and urban design concepts.

Through the creation of **vibrant public spaces** and the **integration of transportation and land use**, a Queen Street that **moves people safely and efficiently** with greater reliance on **transit, walking, and cycling** can become a reality.

What are your ideas/comment on the problems and opportunities shown. What is your vision?  
Please share any additional comments with us!

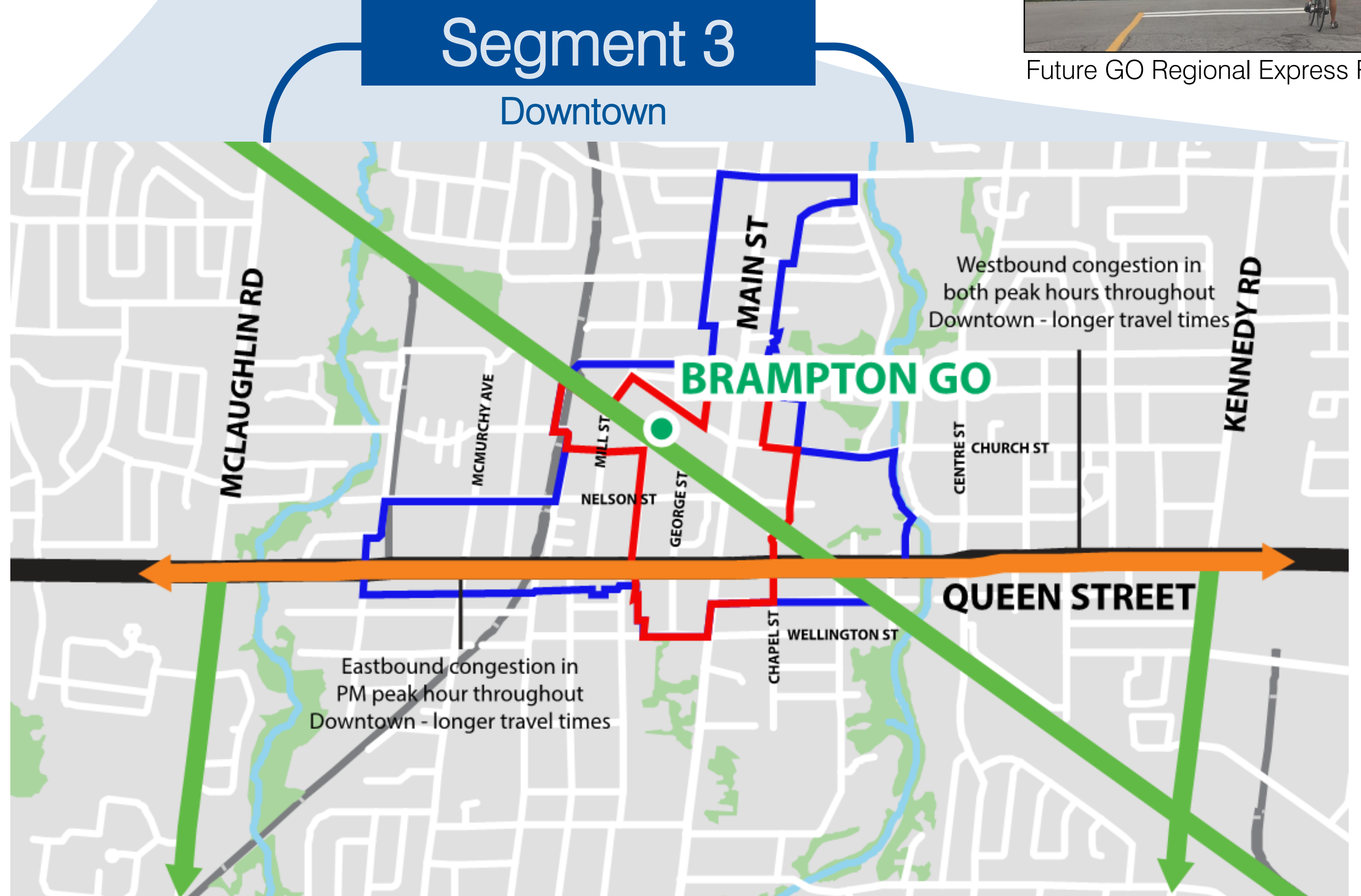
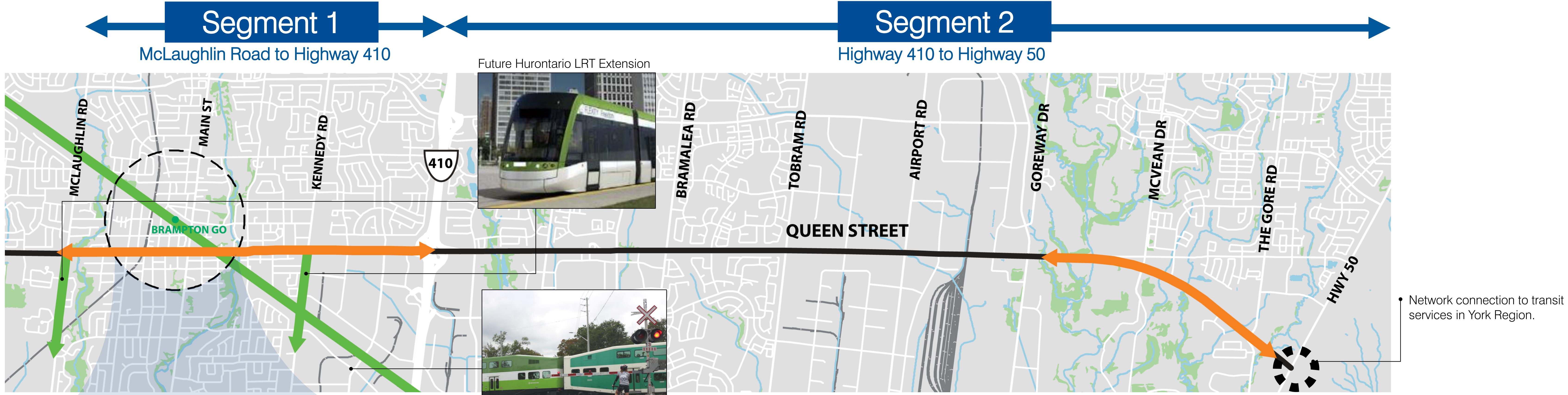
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# Station 3

Different Ways of Getting Around in the Study Area

# Transit Environment: Problem Locations and Planned Future Connections



## How can we improve transit along Queen Street?

Please write your feedback using the post-it notes or flip chart





# Vision: Transit



e.g. Brampton Transit

## Bus / HOV Lane

- Local Service
- Frequent Stops: 2-3 per kilometre
- Improves travel time reliability for transit and HOVs
- Convert 1 general purpose travel lane in each direction to a bus/HOV only lane



e.g. Hamilton Transit

## Bus Only Lane

- Local Service
- Frequent Stops: 2-3 per kilometre
- Improves travel time reliability for transit
- Convert 1 general purpose travel lane in each direction to a bus only lane



e.g. Toronto Transit – Legacy Lines

## Streetcar in Mixed Traffic

- Local Service
- Frequent Stops: 2-3 per kilometre
- Larger vehicles carry more passengers
- Operates at the speed of general traffic
- Maintain 4 lanes of general purpose travel



e.g. Brampton Transit – Züm

## BRT 'Light'

- Express Service
- 1-2 stops per kilometre
- Upgraded station or stop amenities
- Improves travel time reliability for transit
- Local transit service maintained
- Maintain four lanes of general purpose travel



e.g. Mississauga Mi-Way Bus

## BRT in Exclusive Right-of-Way

- Express Service
- 1-2 stops per kilometre
- Upgraded station or stop amenities
- Improves travel time reliability for transit
- Local transit service maintained
- Greater routing and service flexibility – fewer transfers
- Convert 1 general purpose travel lane in each direction to a BRT lane



e.g. Hurontario LRT

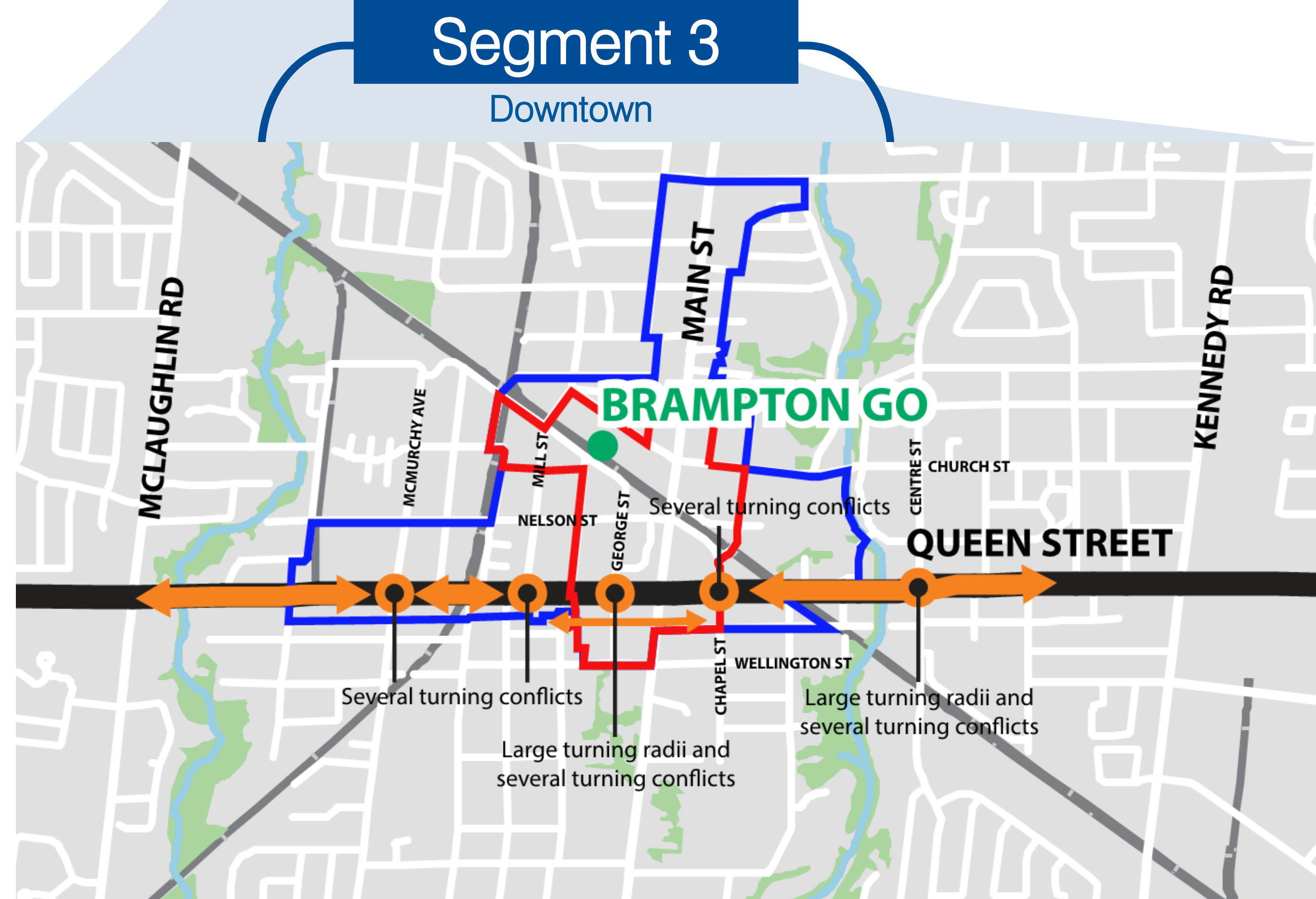
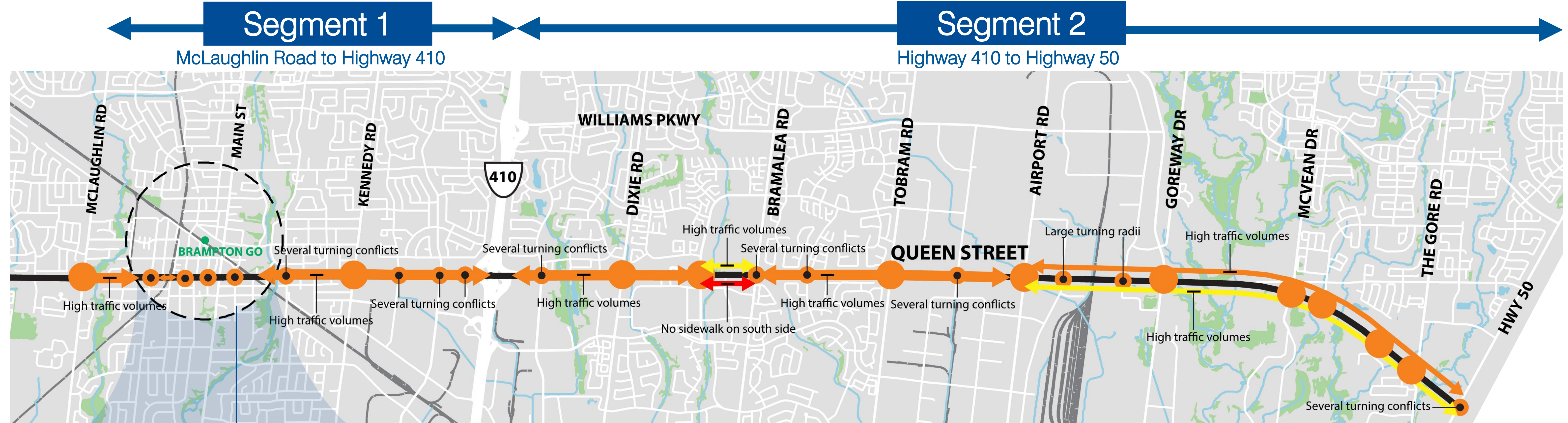
## LRT in Exclusive Right-of-Way

- Express Service
- 1-2 stops per kilometre
- Upgraded stop amenities
- Local transit service maintained
- Offers less routing and service flexibility –more transfers
- Strong positive impact on urban development
- Convert 1 general purpose travel lane in each direction to an LRT lane

Indicate with a dot under each image you feel would improve the transit environment

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# Pedestrian Environment: Problem Locations



- Long Crossing Distances and Large Turning Radii
- ↔ Narrow Sidewalks
- ↔ High Traffic Volumes
- ↔ No Sidewalks

## How can we improve the pedestrian environment along Queen Street?

Please write your feedback using the post-it notes or flip chart



# Vision: Pedestrian Environment



**Sidewalks**

- Provide for dedicated pedestrian space, street furnishings, and in some cases sidewalks cafes
- Width informed by context/anticipated pedestrian volumes
- May require configuration of boulevards, possible reduction in travel lane widths, and potential removal of on-street parking



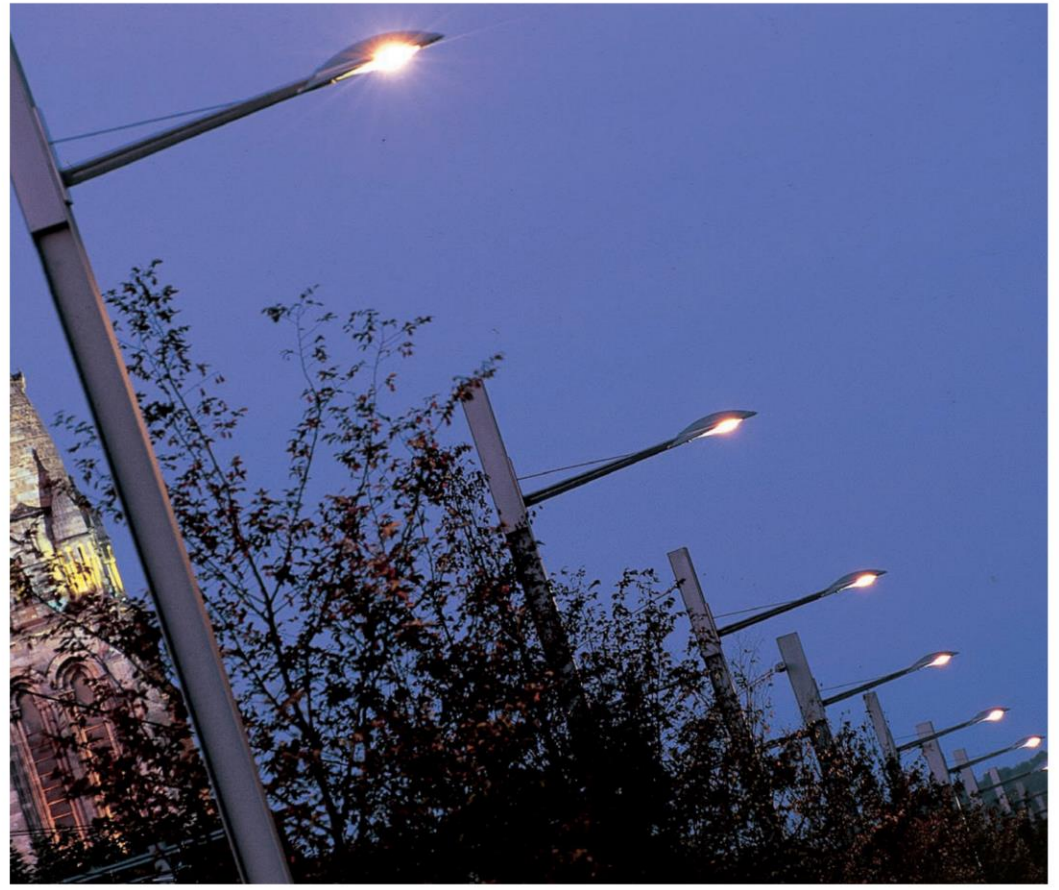
**Street Furniture**

- Visually appealing
- More places to sit and rest
- Requires sufficient space in boulevard finishing zone



**Curb Extensions / Bulbouts**

- Increases the available space for street furniture, benches, plantings, and street trees
- Shorter crossing distances, safer for pedestrians
- May impact transit operations – buses not able to navigate tight turns
- Would require modified boulevards and potential on-street parking removal



**Street Lighting**

- Visually appealing
- Adds to character and placemaking
- Requires sufficient space in boulevard finishing



**Green Infrastructure / Street Trees**

- Visually appealing
- Adds to character, placemaking, and pedestrian comfort
- Provides environmental benefits to natural systems, reduced flooding, and increases natural habitat
- Requires space on sidewalks or in curb extensions



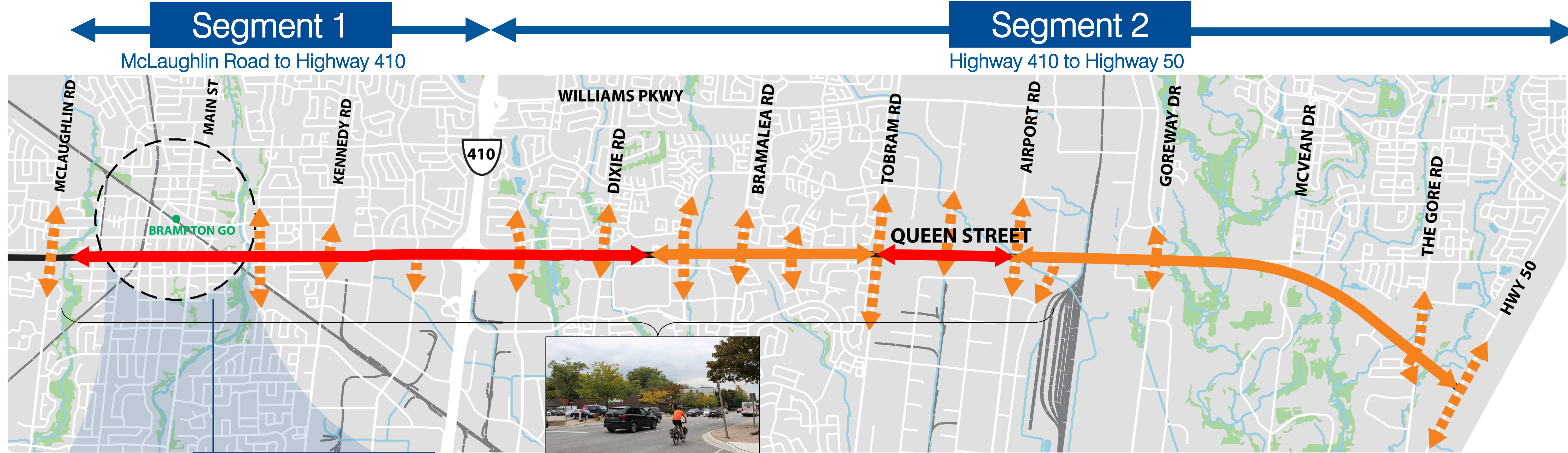
**Public Art (Vibrant Spaces)**

- Visually appealing
- Adds to character and placemaking
- Create interesting landscapes for walking

Indicate with a dot under each image you feel would improve the pedestrian environment

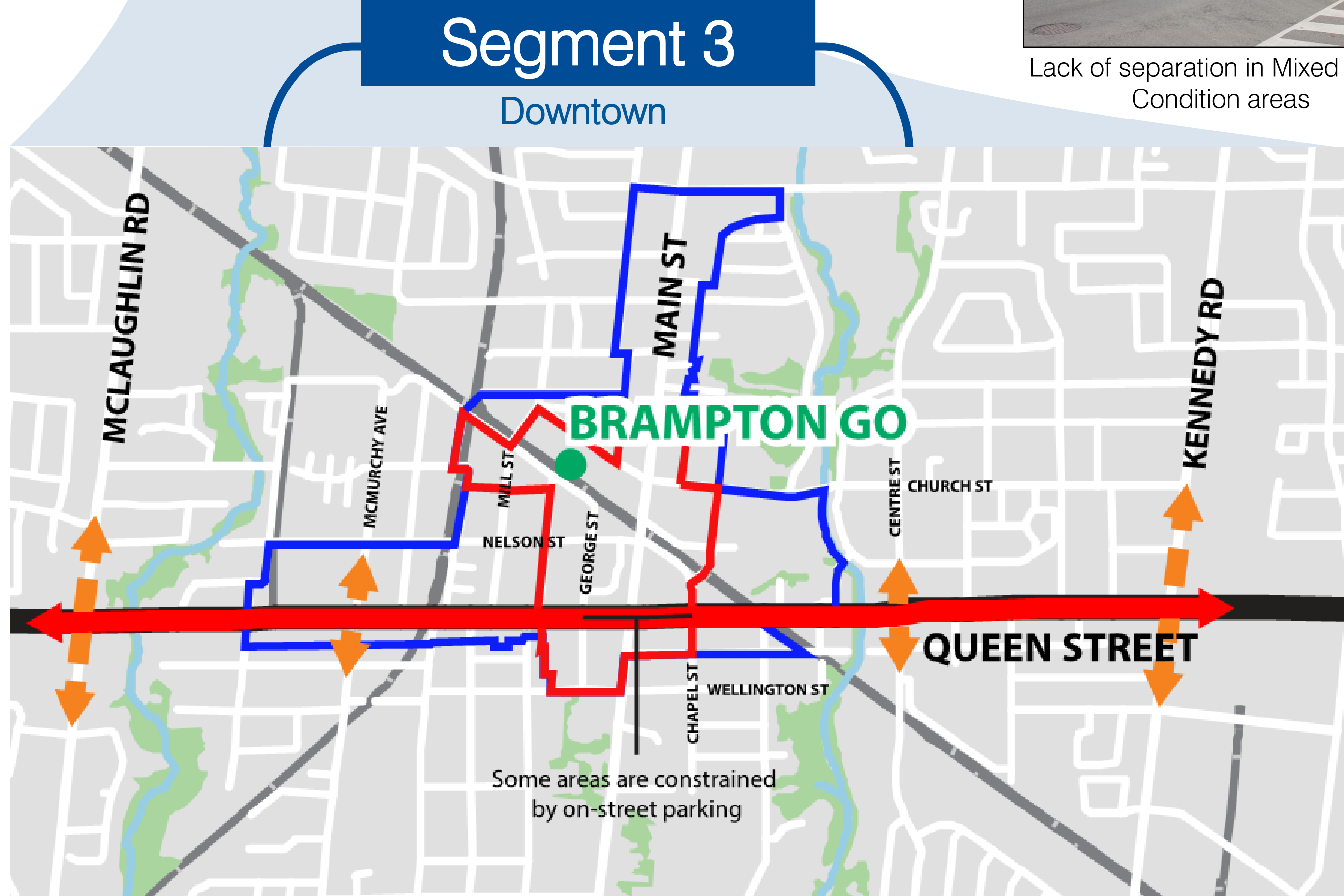
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# Cycling Facilities: Problem Locations and Planned Future Connections



Lack of separation in Mixed Traffic Condition areas

- Multi-use Path
- Cycling facilities in Mixed Traffic Conditions (both sides of Queen Street)
- Planned Future Cycling Connection



## How can we improve the cycling facilities along Queen Street?

Please write your feedback using the post-it notes or flip chart



# Vision: Cycling Environment



## Shared Use Lanes "Sharrows"

- Directional signs; not a facility
- Not dedicated to cyclists, shared lane with vehicles
- No separation from traffic
- Does not require narrowing of travel lanes or removal of on-street parking



## Conventional Bike Lanes

- On-road facility
- Dedicated to cyclists
- Some separation from traffic
- Accommodates cyclists on both sides of the street
- May require narrowing of travel lanes to accommodate bike lanes



## Buffered Bike Lanes

- On-road facility
- Dedicated to cyclists
- Separated from traffic by painted buffer
- Accommodates cyclists on both sides of the street
- May require narrowing of travel lanes or removal of on-street parking to accommodate bike lanes



## Protected Cycle Tracks

- On-road facility
- Dedicated to cyclists
- Separated from traffic by physical buffer
- Accommodates cyclists on one or both sides of the street
- Would require narrowing of travel lanes or removal of on-street parking to accommodate cycle tracks



## Raised Cycle Tracks

- Off-road facility
- Dedicated to cyclists
- Fully separated from traffic at level of sidewalk
- Accommodates cyclists on one or both sides of the street
- Would require reconfiguration of boulevards and removal of on-street parking to accommodate cycle track



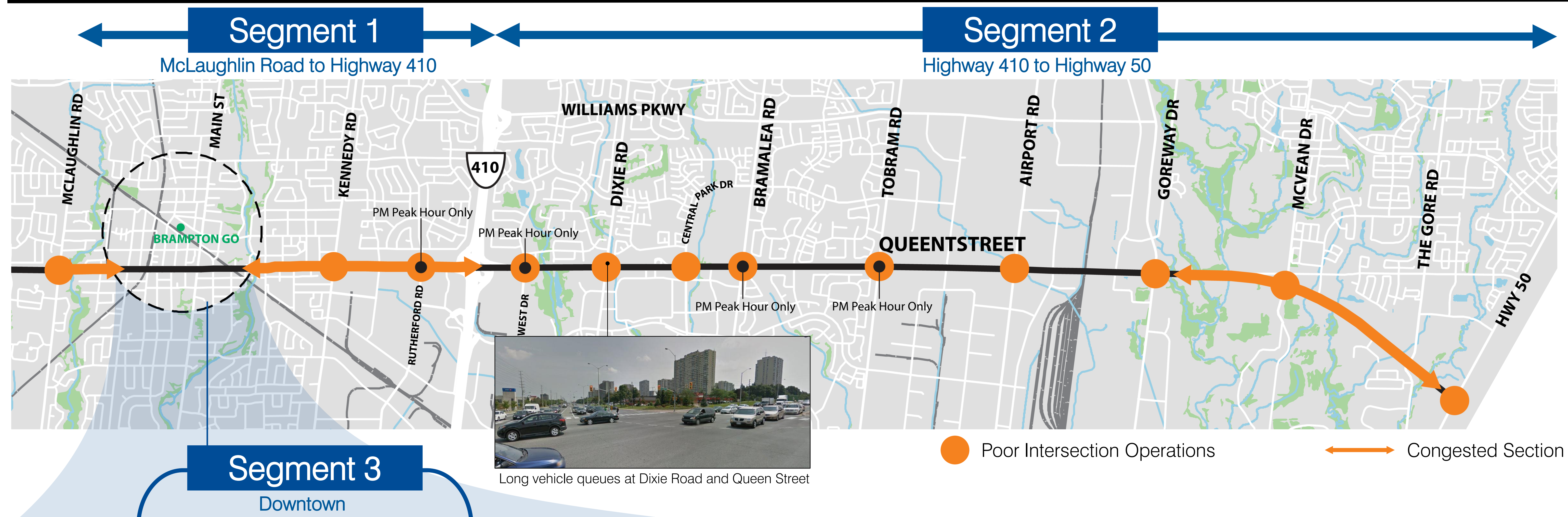
## Multi-Use Path

- Off-road facility
- Not dedicated to cyclists, shared with pedestrians
- Fully separated from traffic at level of sidewalk
- Accommodates cyclists on one side of the street only
- Would require reconfiguration of boulevards and removal of on-street parking to accommodate multi-use path

Indicate with a dot under each image you feel would improve the cycling environment

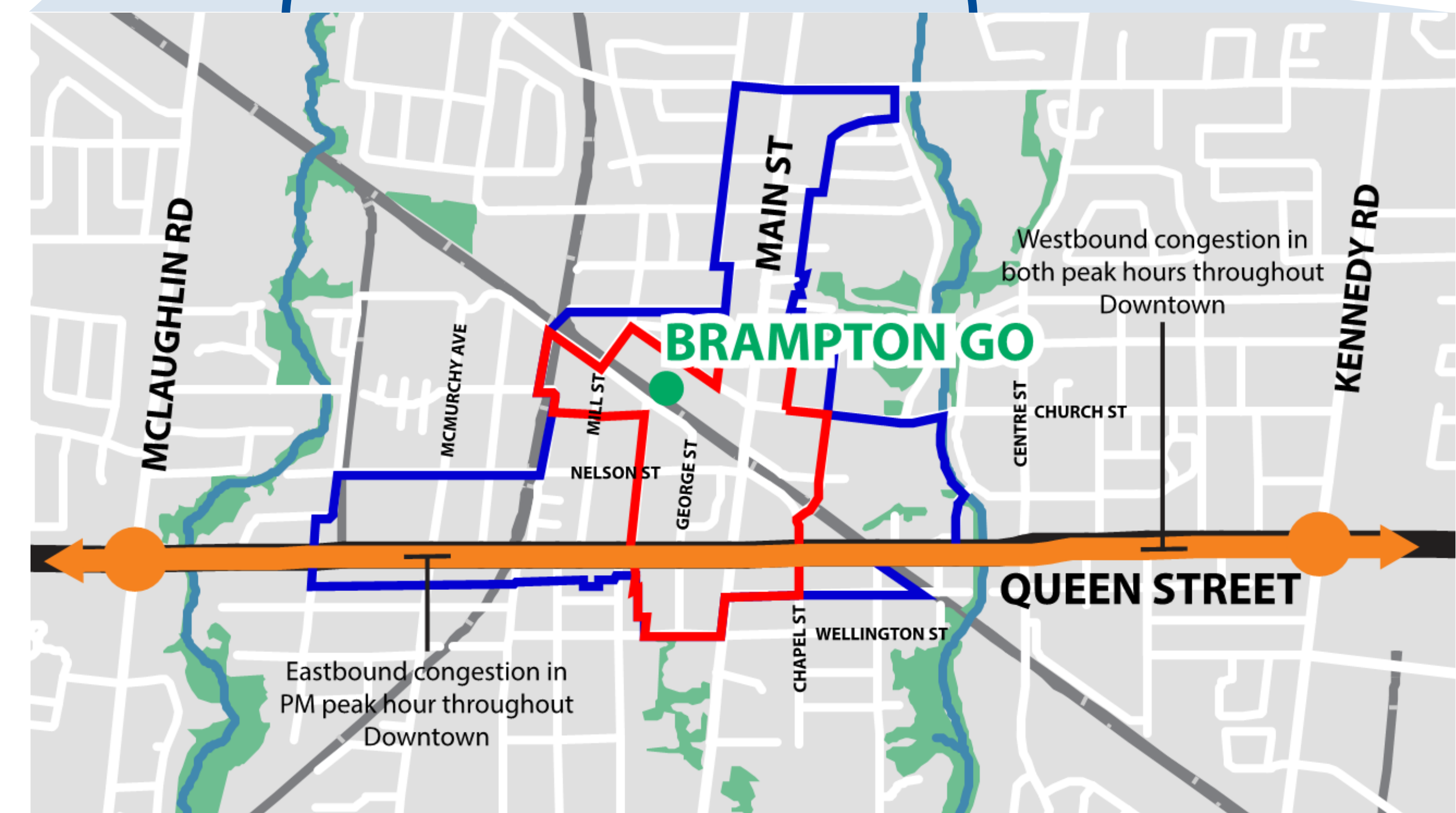
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# Autos and Trucks: Problem Locations



## How can we improve the movement of autos and trucks along Queen Street?

Please write your feedback using the post-it notes or flip chart





# Vision: Autos and Trucks



## Right-sizing Lanes "Lane Diet"

- Maintain the existing number of travel lanes on Queen Street but reduce width to make better use of available space to achieve the vision and objectives for the corridor, such as improving multi-modal transportation, safety, and place making



## Lane Reductions "Road Diet"

- Reduce the number of travel lanes on Queen Street to make better use of available space to achieve the vision and objectives for the corridor, such as improving multi-modal transportation, safety, and placemaking
- May have an impact on vehicular operations



## Continued Signal Timing Improvements

- The City currently coordinates traffic signals along Queen Street in network groups. Monitoring of traffic volumes with require signal timing changes to improve traffic flow and maximize the efficiency of the roadway and its capacity



## Right or Left Turn Restrictions

- Implement right or left turn restrictions during certain times of the day to improve traffic flow and minimize waiting due to turning vehicles

Indicate with a dot under each image you feel would improve the autos and trucks environment

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# Station 4

Placemaking and Urban Design





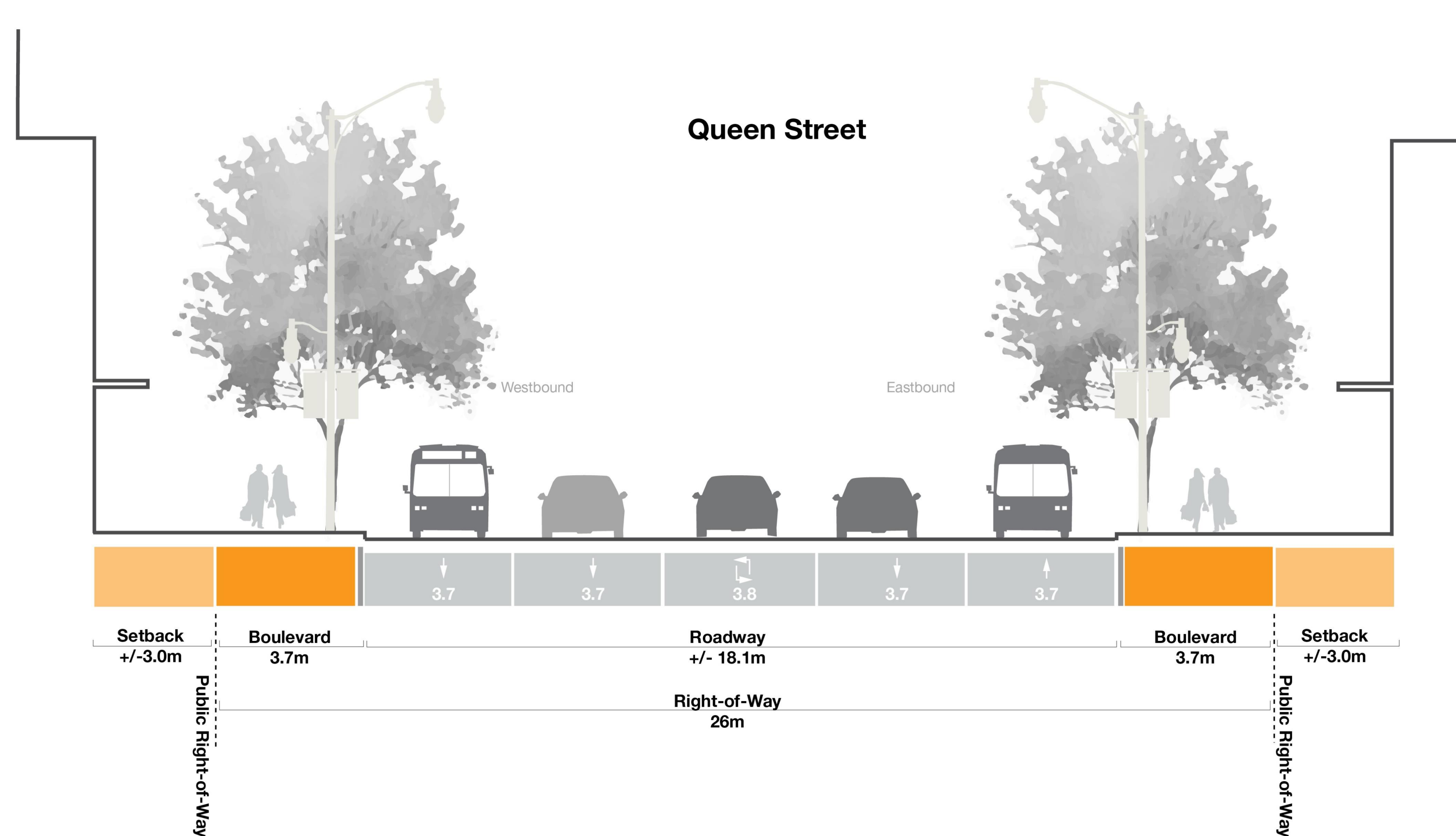
# Putting it all together

## Interactive Cross-section Activity

- Queen Street is constrained in some segments
- To create a multi-modal complete street, tradeoffs will need to be made
- Use the pieces provided to show us your preferred vision for Queen Street

## Show us what you would like to see in a 26 meter right-of-way.

This is an example of the existing Queen Street cross-section between Centre Street and Kennedy Road.





# Survey

## We value your input!

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The survey is asking for your input on how you would improve how people travel to work, school, shopping and everyday activities along the Queen Street corridor and within the Downtown Mobility Hub area. The survey should take approximately 15 minutes to complete. **Your input is important.** All responses and feedback will be considered.

You can also fill in the [Comment Form](#) to provide any additional feedback. Thank you.

Please complete the online survey by one of the following methods:



Complete Online Survey using this web link : <http://www.brampton.ca/QSTMP>



Complete the survey on an iPad

# Thank you for attending the Public Open House

## Your input is very valuable to us!



Please fill out the [comment form](#) and return it to us today or provide your comments online by **June 8, 2017**

## Contact Us

For more information visit us at:



<http://www.brampton.ca/QSTMP>

Please share your thoughts or opinions about Queen Street and the Downtown Mobility Hub Area by contacting our project team:

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Tyrone Gan, P. Eng.  
Consultant Project Manager  
tyrone.gan@hdrinc.com

## Get Involved



Complete the Online Survey



Join the study mailing list

## Next Phase

