
For Information

REPORT TITLE: Hurontario Light Rail Transit North Extension Update

FROM: Kealy Dedman, Commissioner of Public Works

OBJECTIVE

To provide Regional Council with an update on the City of Brampton's Hurontario Light Rail Transit North Extension Update.

REPORT HIGHLIGHTS

- The City of Brampton has initiated preliminary design for two options for the extension of the Hurontario Light Rail Transit along Main Street to Downtown Brampton GO Station: one surface option and one underground option
 - City of Brampton Council has identified the underground option as preferred and is seeking \$1.7 billion of Provincial and Federal Funding for the implementation of the project.
 - Regional staff are engaged in the study and are working with City Staff to identify and mitigate impacts to Regional infrastructure through the preliminary design process
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DISCUSSION

1. Background

The City of Brampton's Light Rail Transit (LRT) Extension Study spans along Main Street from Steeles Avenue to Downtown Brampton GO Station and is an extension of Metrolinx's Hurontario LRT, which is planned to terminate at Steeles Avenue.

In 2014, Metrolinx completed the Hurontario-Main LRT Environmental Assessment (EA) which recommended LRT along the Hurontario-Main corridor from Port Credit GO Station in the City of Mississauga to the Downtown Brampton GO Station. Subsequently, in 2015, the scope of the project was narrowed to terminate at Steeles Avenue to address City Council's concerns regarding impacts to the City's historic downtown.

In 2019, Brampton Council directed City staff to update the 2014 Metrolinx Hurontario-Main LRT EA to explore various options along Main Street, including surface and underground alignments, for extending the Hurontario LRT to the Downtown Brampton GO Station with consideration for the Downtown Reimagined streetscaping elements.

In 2021, the options were presented to City of Brampton Council and staff were directed to carry both the underground and surface options forward to the preliminary design stage. Brampton Council also endorsed support for the underground option as the preferred option

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and directed staff to advance funding advocacy with the current provincial and federal governments.

The alignment is divided into three segments and the proposed cross sections for each are as follows (Also See Appendix I):

	Underground Option	Surface Option
Segment A: Steeles to Nanwood	Median LRT in dedicated transit lanes, 2 general purpose lanes, 2 unidirectional cycle tracks (LRT to go underground near Elgin)	Median LRT in dedicated transit lanes, 6 general purpose lanes and 2 unidirectional cycle tracks
Segment B: Nanwood to Wellington	LRT Underground, 3 surface level general purpose lanes and 2 unidirectional cycle tracks	Median LRT in dedicated transit lanes, 2 general purpose lands and cycling in mixed traffic
Segment C: Wellington to Brampton GO	LRT Underground, 2 surface level general purpose lanes and 2 unidirectional cycle tracks	2 travel lanes with LRT in mixed and 2 unidirectional cycle tracks
LRT Stops	Steeles, Charolais, Nanwood, Brampton GO	Steeles, Charolais, Nanwood, Queen, Brampton GO

The estimated costs for the underground option is approximately \$1.7 billion and estimated cost of the surface options is approximately \$500 million. City of Brampton staff are currently in the process of advocating to the current Federal and Provincial governments for \$1.7 billion in order to fully fund the underground option.

2. Regional Interests

The LRT Extension will fill a notable gap in the Regional rapid transit network by connecting the Hurontario LRT directly to the Kitchener GO Rail Line, existing Zum service, and future proposed BRT on Queen Street. This project will connect the Downtown Brampton Urban Growth Centre to the Hurontario-Steeles Gateway Node, identified as “Uptown” in the Brampton 2040 Vision and is anticipated to intensify significantly to the 2041 and 2051 horizons.

The project also helps to improve inter-municipal transit and active transportation connections between the City of Brampton and City of Mississauga and supports the Region’s goal of a 50 per cent sustainable mode share by 2041.

Notwithstanding, both the surface and underground alignments for the project are expected to have unique impacts on Regional infrastructure assets. Based on a preliminary evaluation, both options may require significant relocation of water and wastewater infrastructure due to the proximity of the infrastructure to the proposed LRT tracks. Regional staff are working with City staff to better understand the magnitude of these impacts, and opportunities for mitigation and resolution. Preliminary Regional comments are identified below:

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Transportation: The project will require the extension of the LRT tracks, Multi-Use Path, and relocation of the Steeles and Hurontario stop (Gateway Terminal stop) from the south side of Steeles and Hurontario to the north side, resulting in changes to the Regional intersection configuration.

Regional staff are supportive of the City of Brampton's plan to relocate the Gateway Terminal LRT stop from the south side of Steeles Avenue as currently planned by Metrolinx through the Hurontario LRT to the north side. According to traffic analysis, if the stop remains on the south side of Steeles Avenue, the number of pedestrians crossing is expected to increase substantially as a result of future growth and transfers from the LRT stop to the Brampton Gateway Terminal which is on the north side. This number is expected to increase if the LRT stop remains south of Steeles Avenue as a result of the Hurontario LRT Extension. Relocating the stop to the north side of Steeles would result in fewer conflict points, lowering the risk of vehicular collisions with vulnerable road users.

Water and Wastewater Assets: Currently there are numerous water and wastewater assets along the proposed LRT route which will be impacted by its construction. This infrastructure may require relocation in some areas. The cost of relocation or protection of this infrastructure will vary depending on size, location, material, and depth among other factors. Further studies are required from the City to better understand cost impacts and underground conditions near or surrounding these assets. Any water/wastewater infrastructure that will conflict with the alignment of the proposed LRT would have to be relocated. The water assets deemed to be within the zone of influence of the LRT must be relocated in accordance with the Region's design standards for adjacency to LRT infrastructure.

Watermain, Sewer and Road Works in Downtown Brampton: Region of Peel and City of Brampton have a combined project in the Downtown Core to complete an interim replacement of the existing water/wastewater assets as well as resurface the roads in the Downtown Core. The project is proceeding to construction in January 2022 and is recognized as an "interim" solution to the aging infrastructure in the Downtown Core in light of the on-going LRT Extension Study. Permanent replacement of these assets can only take place following more certainty on the LRT Extension.

Public Sector Network: The Public Sector Network (PSN) is a fibre optic network owned and maintained by the Region of Peel, Town of Caledon, City of Brampton, and City of Mississauga for government data communications. The fibre network provides instant flow of data communications between municipal facilities and users such as police, fire, ambulance and hospitals within the Region of Peel. PSN has existing underground infrastructures along Hurontario St, along the boulevard within the road allowance, from Steeles Ave to Brampton GO Station. LRT Project will need to identify if proposed LRT designs conflict with existing PSN infrastructures and utility relocation is required.

3. Next Steps

Regional staff will continue to work with City of Brampton staff to identify opportunities to mitigate impacts to Regional infrastructure throughout the preliminary design process which is expected to be completed in Spring 2022. Following confirmation of the LRT alignment and infrastructure impacts, a cost sharing agreement will be required with the City of Brampton to recover any costs for Regional utility relocations or impacts to infrastructure. Regional staff will report back to Council on key decisions, impacts to Regional interests, and next steps.

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CONCLUSION

In conclusion, the City of Brampton has initiated the preliminary design for two options for the extension of the Hurontario LRT to Downtown Brampton GO Station. Regional staff have been engaged in the study process, are working with City staff to identify and mitigate impacts to Regional infrastructure and will report back to Council on key project updates and milestones.

APPENDICES

Appendix I – LRT Extension Study - Cross Sections of the Underground and Surface Options

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