The background image is a blurred, low-angle perspective of a modern transit station or tunnel. The structure is composed of blue and white elements, with a central perspective line leading towards a bright opening at the end. The motion blur suggests a fast-moving train or a dynamic environment.

Transit and Transportation

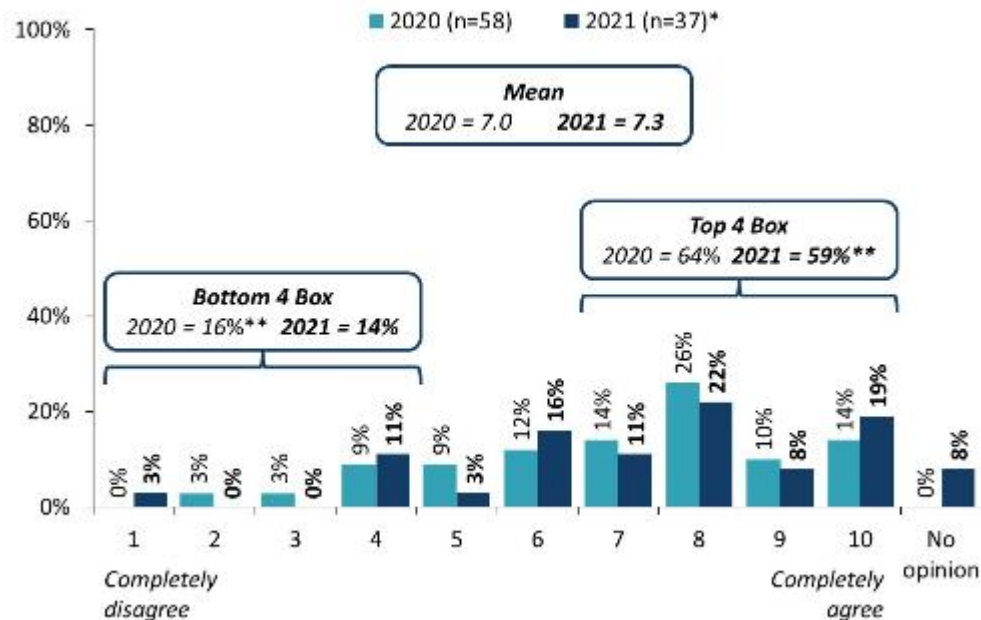
Transit and
Transportation



Brampton continues to be viewed as accessible from other regions, but difficult to navigate itself.

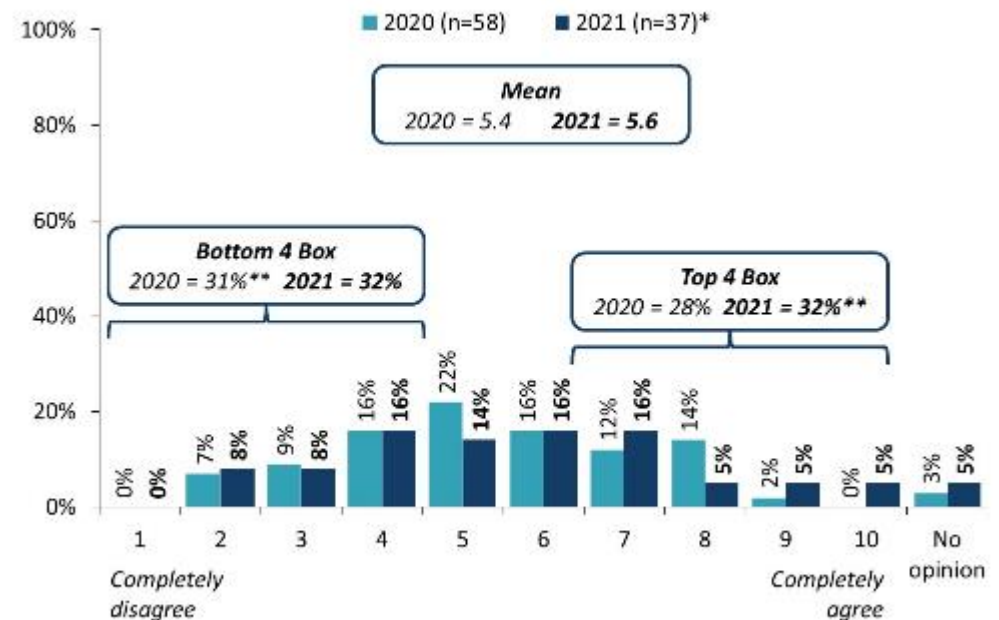
Business leaders consider Brampton to be *accessible from other regions* (59%; down 5 points). However, navigating within Brampton appears to continue to be an issue, with low or moderate scores given on that front. Indeed, only one third agree that *it is easy to get around within Brampton*. (Tables C1 and C2)

City of Brampton is Easily Accessible From Other Regions



Q.C1: To what extent do you agree that the City of Brampton is easily accessible from other regions? Note: Responses of 'No opinion' are excluded from the calculation of the mean. *Caution: Small sample size. **Due to rounding.

Easy to Get Around Within Brampton



Q.C2: And to what extent do you agree that It is easy to get around within Brampton? Note: Responses of 'No opinion' are excluded from the calculation of the mean. *Caution: Small sample size. **Due to rounding.



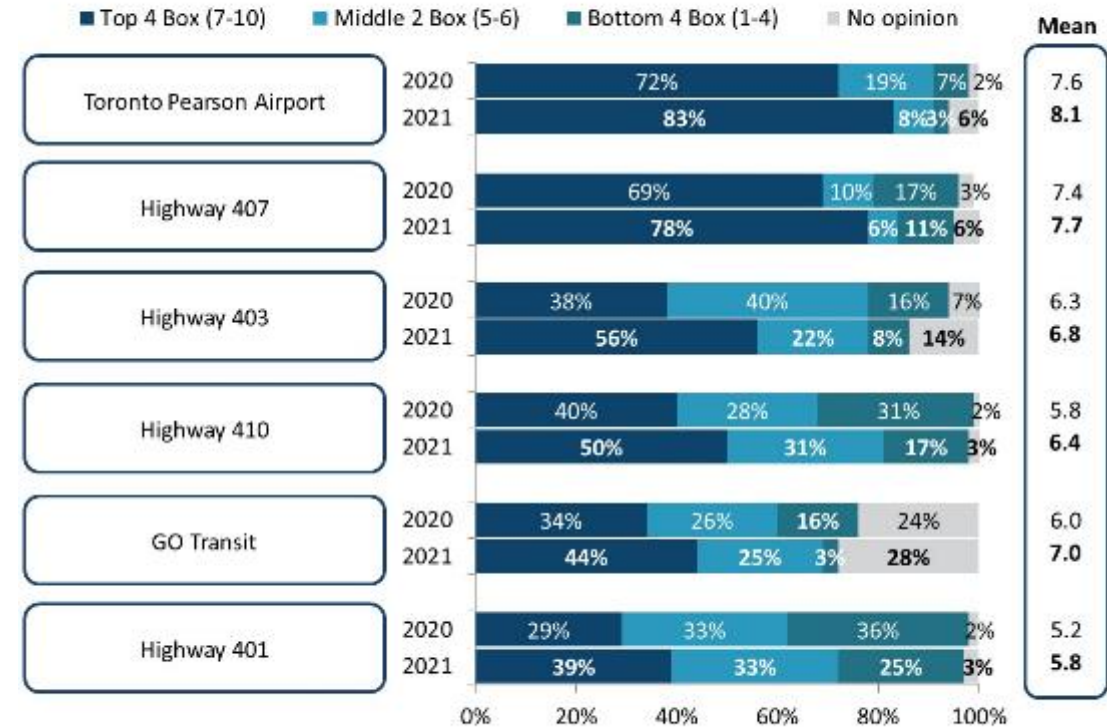
Satisfaction with Transportation Assets

Despite dissatisfaction with transportation within Brampton, there is growing satisfaction with surrounding transportation infrastructure.

Satisfaction with local and surrounding transportation assets has generally improved in the last year. Business leaders are now more satisfied with *Toronto Pearson Airport* (83%; up 9 points) followed by *Highway 407* (78%; up 9 points). Satisfaction remains lower but is on the rise for other highways, including *Highway 403* (56%; up 18 points), *Highway 410* (50%; up 10 points) and *Highway 401* (39%; up 10 points). Satisfaction with GO transit remains only moderate (44%; up 10 points), though of note a significant minority had no opinion (likely no experience with) this transportation asset. (Tables C3a-f)

Satisfaction with Local and Surrounding Transportation Assets

Ratings on 1-10 Scale, 1=Completely dissatisfied, 10=Completely satisfied



Q.C3a-f: Thinking of local and surrounding transportation assets, how satisfied are you with...? (2020: n=58; 2021: n=36)*) Note: Responses of 'No opinion' are excluded from the calculation of the mean. *Caution: Small sample size.



Ways to Improve Transportation and Accessibility

There is a desire for LRT service, widened roads, all day GO train service, and an improved traffic light system, among other key suggestions.

Business leaders offered a variety of suggestions of how transportation and accessibility could be improved. Although based on small numbers, there were suggestions for *LRT service, widened roads, all day GO train service, improved traffic lights, improved highway capabilities, and tackling gridlock*, along with suggestions more broadly for *better public transit*. (Table C4)

“Ensure infrastructure growth equals population growth. A lot of additional development has taken place around Brampton and roads have not been expanded as quickly leading to increased congestion.”

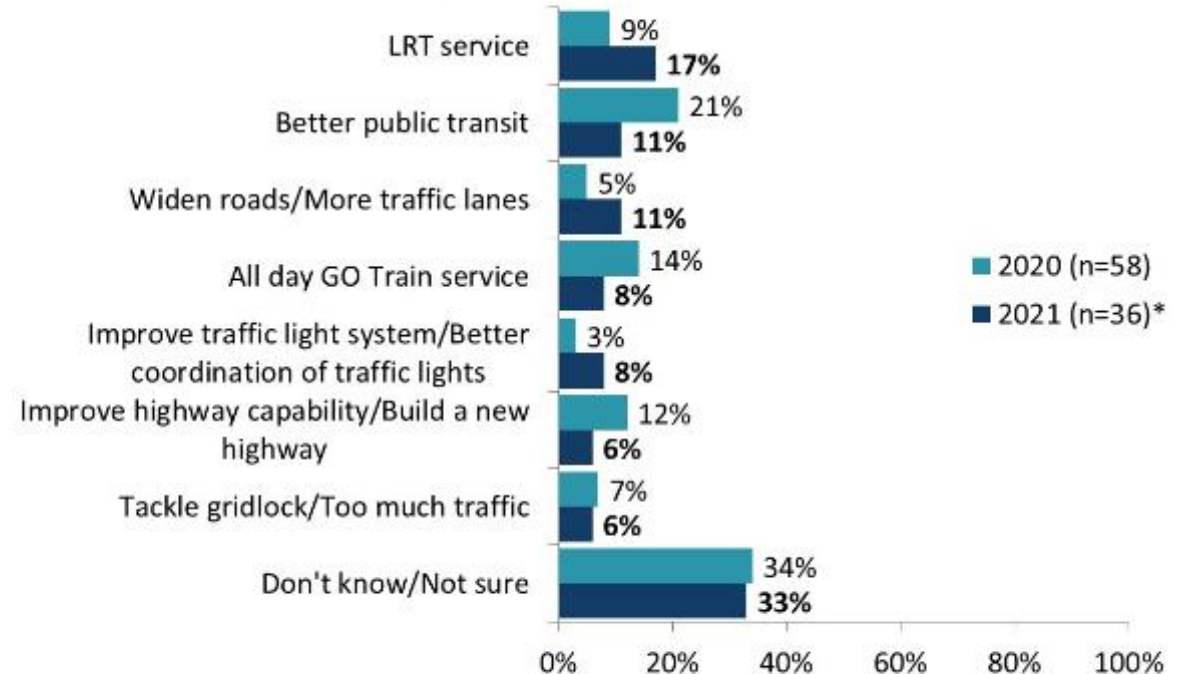
“Continue to enhance bus service, all-day, two-way GO train service, add more bus service to Pearson.”

“Implement an intelligent integrated traffic light system.”

“Faster completion of road construction projects, make a decision and move forward with LRT plans.”

Ways to Improve Transportation and Accessibility Both Into and Within Brampton

Key Unaided Mentions



Q.C4: What, if anything, could be done to improve transportation and accessibility both into and within Brampton?

*Caution: Small sample size.

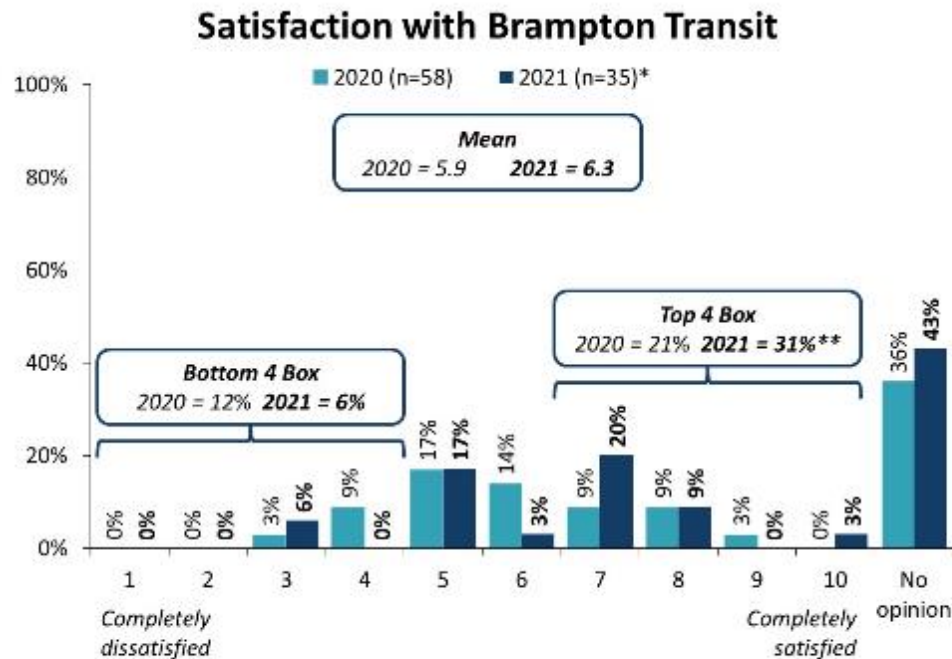


Satisfaction with Brampton Transit

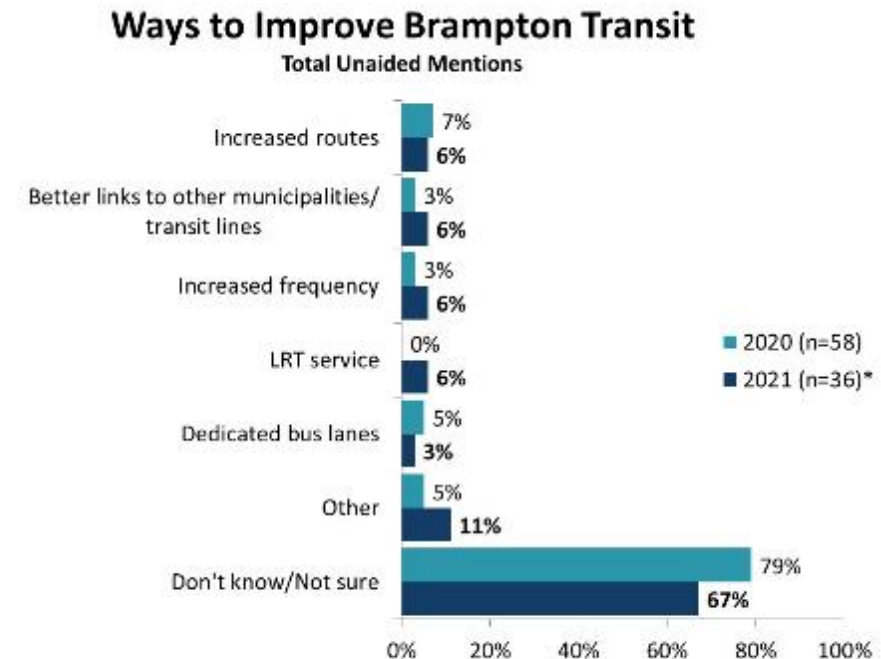
Satisfaction with Brampton Transit remains moderate.

Although only based on small numbers this year, satisfaction with Brampton Transit appears to be moderately improving. Three in ten offer higher scores (31%; up 10 points) while many scores were given in the neutral range (20% scores of 5 – 6). Of note, it again appears that experience with the public transportation system is limited, as four in ten had no opinion on this front. (Table C5)

Suggestions for improving the public transit system include *increased routes, better links to other municipalities or transit lines, increased frequency, LRT service, and dedicated bus lanes.* (Table C7)



Q.C5: How satisfied are you with Brampton Transit, Brampton's current public transit system? Note: Responses of 'No opinion' are excluded from the calculation of the mean. *Caution: Small sample size. **Due to rounding.



Q.C7: What, if anything, could be done to improve Brampton Transit, Brampton's public transit system? *Caution: Small sample size.

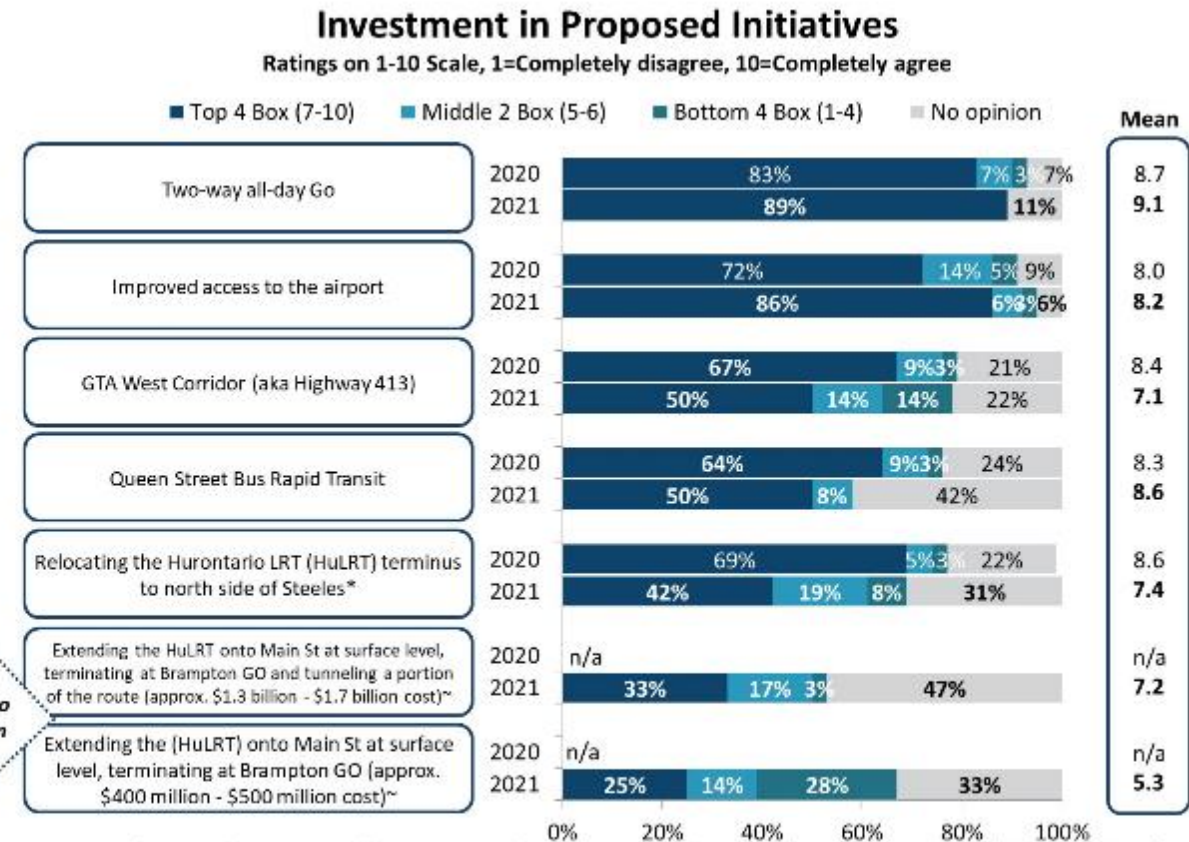


Investment in Proposed Initiatives

Business leaders are generally supportive of investment in proposed initiatives, with two-way all-day GO service again receiving the strongest support, very closely followed by improved access to the airport.

When asked for their level of agreement or disagreement related to seven different proposed initiatives, there is clearly popularity in offering *two-way all-day GO service* (89%; up 6 points), with *improved access to the airport* coming in a close second (86%; up 14 points). Fewer now support the *GTA West Corridor* (50%; down 17 points), the idea of *Queen Street Bus Rapid Transit* (50%; down 14 points) or *relocating the Hurontario LRT* (42%; down 27 points). The question related to extending the HuLRT was split into two different questions this year, and there appears to be some lack of familiarity with the two options of either going underground or offering surface-level extension as from a third to half of respondents did not offer an opinion. That said, support among the small number who offered a view is moderate for either option, but marginally higher for the more expensive option of tunnelling a portion of the route. (Table C6a-g)

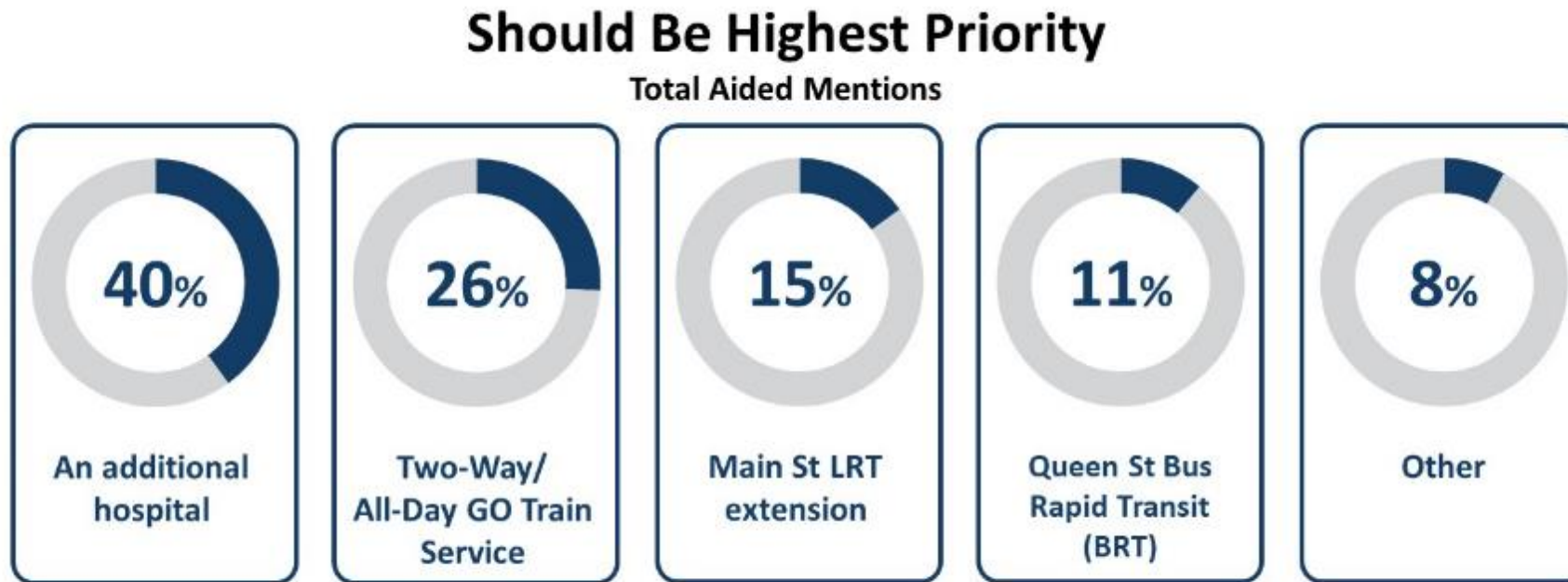
71% offered Top 4 Box ratings for extending the HuLRT to Main LRT to Brampton GO in 2020 (Mean = 8.2)



Q.C6a-g: To what extent do you agree with the investment in the following proposed initiatives? (2020: n=58; 2021: n=36)** Note: Responses of 'No opinion' are excluded from the calculation of the mean. *New statements in 2021, previously one statement: "Extending the HuLRT to Main LRT to Brampton GO." **Change in statement wording in 2021, previously: "Extending the HuLRT terminus to north side of Steeles." ***Caution: Small sample size.

An additional hospital is clearly viewed as a high priority by business leaders, followed by two-way, all-day GO train services.

When asked to choose among four different potential priority infrastructure projects (or to volunteer another type), business leaders are most likely to have chosen an additional hospital as being key, followed by two-way/all-day GO train service. Fewer selected the other two options (Main St LRT extension or Queen St Bus transit). (Table A26)



Q.A26: The business community has identified a number of priority projects. Of the following, which one do you think should be highest priority? (n=121) *Note: New question in 2021.*