

Zum Line Construction

Timeline of Zum

2010 501 Queen

2011 502 Main

2012 511 Steeles (East)

2014 505 Bovaird

2015 511 Steeles (West Extension)

2016 561 Queen West

2018 505 Bovaird Extension to Malton GO

2022 505A to Viscount Station (Airport)

2025? 504 Chinguacousy

What can be noticed here was that in the first 9 years of Zum, 7 years had Zum lines or major extensions constructed, yet now the plan is that in the decade after the 505 Extension to Malton GO, we will build one Zum line

Project	km	Stns	Stns/km	Cost	Open	In 2019 \$'	2019 \$/km**
Yonge***	7.4	12	1.6	\$67M	(1954)	\$648M	\$87.6M
Uni-BD***	16.0	25	1.6	\$206M	(1966)	\$1.6B	\$100.0M
BD exts.	9.9	9	0.9	\$77.8M	(1968)	\$565.7M	\$57.1M
YSNE	8.0	4	0.5	\$140M	(1974)	\$751.8M	\$94.0M
Spadina***	10.0	8	0.8	\$220M	(1978)	\$833.8M	\$83.4M
Kip. + Ken.	4.3	2	0.47	\$127M	(1980)	\$402.6M	\$93.6M
Downsview	1.6	1	0.63	\$117M	(1996)	\$179.0M	\$111.9M
Sheppard	6.4	5	0.78	\$934M	(2002)	\$1.3B	\$203.1M
TYSSE	8.6	6	0.70	\$3.2B	(2017)	\$3.3B	\$383.7M
Xtown***	19.0	25	1.31	\$5.3B	n.a.	\$6.2B	\$326.3M
Finch W****	11.0	18	1.63	\$2.5B	n.a.	\$2.6B	\$236.4M
XtownW	n.a.	n.a.	n.a.	\$4.7B*	n.a.	\$4.7B	n.a.
ON Line***	15.5	15	0.97	\$10.9B*	n.a.	\$10.9B	\$703.2M
SSE	7.6	3	0.39	\$5.5B*	n.a.	\$5.5B	\$723.7M
Yonge N	7.4	6	0.81	\$5.6B*	n.a.	\$5.6B	\$756.8M

In Toronto for 30 years, they managed to keep subway construction under control and stay roughly the same adjusted for inflation, and then they stopped building. All that knowledge and expertise to build it rotted away. Now in Toronto they spend twice as much to build a glorified streetcar on Finch, as they did to build a subway through downtown Toronto, and that streetcar will be slower than the bus it replaces. Cities require continuous exercise of state capacity in order to maintain skills, and transfer them on to new people, so the question becomes, can we justify building new Zum lines, if so, how many?

A yardstick to gauge ridership per line

In 2017, Brampton Transit had deemed the 4/4A Chinguacousy as in need of a Zum line, it had 8,881 rides per day.

Routes that approximate or exceed that (from 2023 ridership)

12,978 18 Dixie

11,725 7 Kennedy

9,467 14 Torbram

9,049 23 Sandalwood

8,572 15 Bramalea

There are approximately 5 routes which equal or exceed what the 4 Chinguacousy had in 2017, while Bramalea is slightly lower (3.5% less), once the rail service to Bramalea GO is increased, ridership will likely notably increase.

But isn't ridership sagging?

Yes, but we have been here before

In 2009, after ridership grew by 36% over 3 years, it fell by 0.25%

Question, how much do you think ridership grew over the following 3 years?

- a) 5 %
- b) 10%
- c) 25%
- d) 50%

The correct answer is 50% ridership growth over the following 3 years. How did it go from falling to skyrocketing? They added service hours and introduced Zum, ridership growth was robust when we were building out Zum and adding service hours.

Present a compelling package for politicians to support

Zum has good value for money

Fast to build (you can fund it and cut the ribbon on opening before the election)

Low cost per line completed, meaning it can benefit many ridings

Kennedy/Bramalea/Sandalwood Zums would cover 5 Brampton ridings.

When I asked people in MP offices if they would support a package of Zum phase 3, and laid out the business case for it, they strongly endorsed the idea, there was just one problem, the City doesn't bring it up in advocacy according to them, you have to actually package it and put it in front of them.