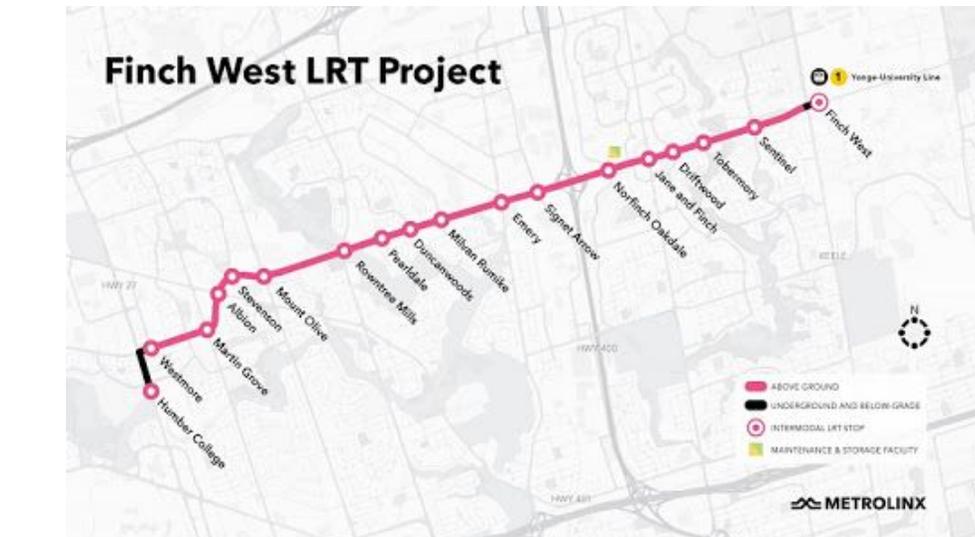




Brampton Transit & Regional Service Improvements

Effects of Line 6 Finch West, and GO RER to Bramalea on Brampton Transit

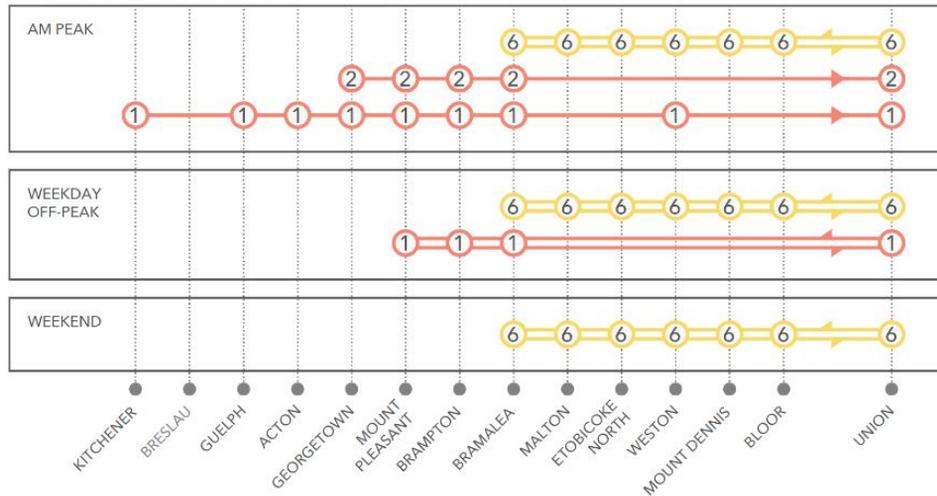
Line 6 Finch West



The Line 6 Finch West LRT is currently expected to be completed in 2023, this will provide faster service than the bus line it is largely replacing, and interconnect to Line 1. The impact on Brampton Transit is that it goes to Humber College, which is the terminus for a number of Brampton routes, such as the 11/511 on Steeles, and route 50 The Gore Road, and could potentially increase ridership by several hundred per hour, necessitating additional buses and service hours. What is the plan for servicing increased ridership? Articulated buses take ~2 years from order to deployment, this is supposed to open in 2023, and the 2021 budget was passed in December.

GO Expansion

Figure 7: BAU Service Pattern



This is the Kitchener GO Business As Usual Service Pattern, which is based on the previously approved GO Expansion Full Business Case

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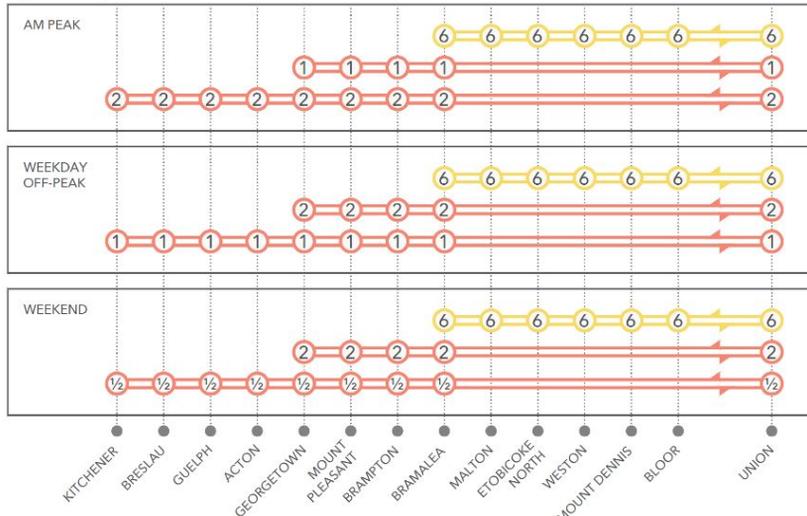
<http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-11-14-Kitchener-Mid-Term-Service-Expansion-IBC-Update-FINAL.pdf>

Page 45 of the GO Expansion Business Case

http://www.metrolinx.com/en/docs/pdf/board_agenda/20181206/20181206_BoardMtg_GO_Expansion_Full_Business_Case.PDF

Kitchener Line Expansion

Figure 8: Representative Service Pattern



This is the GO RER version, notice significantly improved service beyond Bramalea GO, however in both cases, Bramalea gets 6 electric trains peak, off peak, and weekends, and 9 per hour for peak, and the other Brampton stations get 3 per hour. The good news is a massive number of people will be able to take it, ~2000 per train, which means Bramalea will get capacity of ~17.5k The bad news is Brampton needs to figure out how to get that many people on the train, even if we just focus on the 6 trains that don't go past Bramalea, this is ~11.5k per hour, in comparison, the 11/511 only move ~2k per hour max, this means, Brampton is going to need significantly improve bus service to hope to get close to filling these trains, if we don't we might find Metrolinx not building up to this capacity, or if they start with this service, they may start cutting service. Even if we sandbag the capacity and say only 8k per hour will board at Bramalea GO, this is still the equivalent of over 100 articulated buses per hour, how do you get that many people there? Remember, Humber College is further east of Bramalea GO, and also needs service.

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<http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-11-14-Kitchener-Mid-Term-Service-Expansion-IBC-Update-FINAL.pdf>

Bramalea GO Mobility Hub



This is Plan B, the longer range plan for Bramalea GO, at the level of Brampton Transit service required for Bramalea GO RER, this is a significant benefit for the area, and strongly incentivizes intensification of employment in this area.

Bramalea GO Mobility Hub Land Use Assessment Page 38 (pdf page 53)
https://uwaterloo.ca/planning/sites/ca.planning/files/uploads/files/bramalea_go_mobility_hub_land_use_assessment_study.pdf



What does this mean?

- We need a transportation plan for Bramalea GO
- Implementation needs to start in the 2022 budget

In order to meet the significant increased need to service Bramalea GO, Brampton needs a plan how to achieve sufficient service, and it will need to be phased in to be able to afford it, while also covering the rest of the City, including expanding into the new greenfield areas. Implementation will need to start in 2022, even if the finished plan isn't done.