

BRT

Queen Street-Highway 7 Bus Rapid Transit Project

City Council Briefing - 18 Jan 2022
City of Brampton



Table of Contents

1. What is Bus Rapid Transit (BRT)?
2. Project Overview and History
3. The Business Case Process
4. Next Steps



What is Bus Rapid Transit (BRT)?

What is BRT?



Dedicated lanes and
shorter travel times



Frequent
service



Enhanced transit stops
with higher standards of
passenger amenities



Smart signals to
support smoother
traffic flow



Passenger information
systems

Examples of Frequent Rapid Transit

Priority Bus

- On the corridor today (Züm).
- Traffic signal priority and bus-only queue jump lanes at key intersections along Queen Street, Main Street, and Steeles Avenue.
- Brampton Transit's rides per capita has increased by 78% since introducing Züm.



Median Bus

- York Region's Viva service.
- 34 km of dedicated bus rapidway.
- 15-39% faster than curbside transit before rapidway construction.
- Ridership on completed rapidways has increased by 18-67% since operations commenced.



Curbside Bus Lane

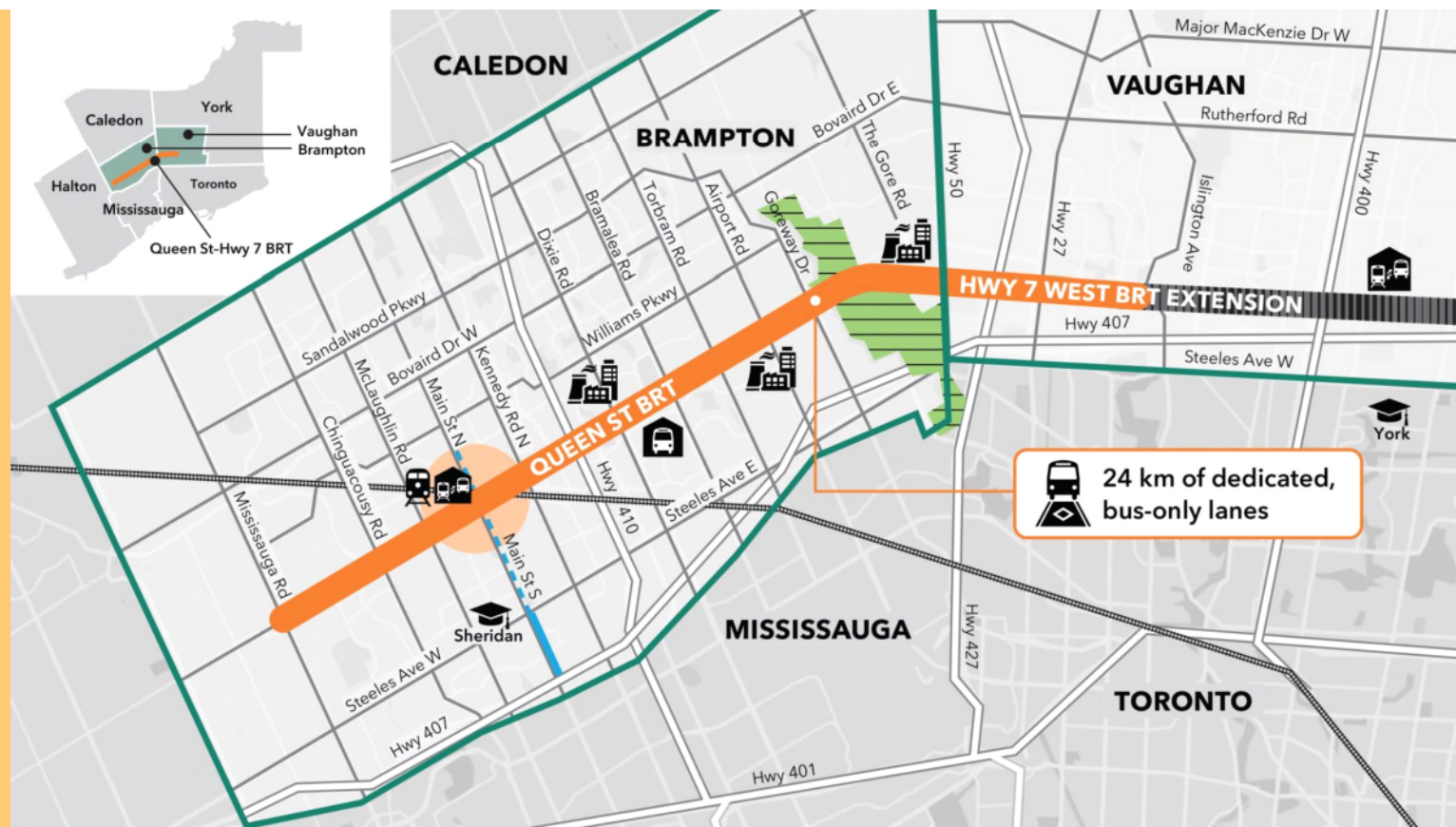
- Durham Region's Pulse BRT.
- First phase included segments of curbside bus lanes at strategic locations throughout corridor.



Project Overview and History

Project Overview

- 24 km study area of Queen Street and Highway 7 (18 km within Peel Region and 6 km within York Region).
- Main transit spine, connecting Brampton and Vaughan.
- Crucial transportation corridor connecting the northwest and northcentral sections of the Greater Toronto and Hamilton Area (GTHA).
- Enables faster, more reliable connections to:
 - Downtown Brampton transit hub.
 - Vaughan Metropolitan Centre.
 - Toronto-York Spadina Subway Extension (TYSSE).



Queen Street-Highway 7 BRT

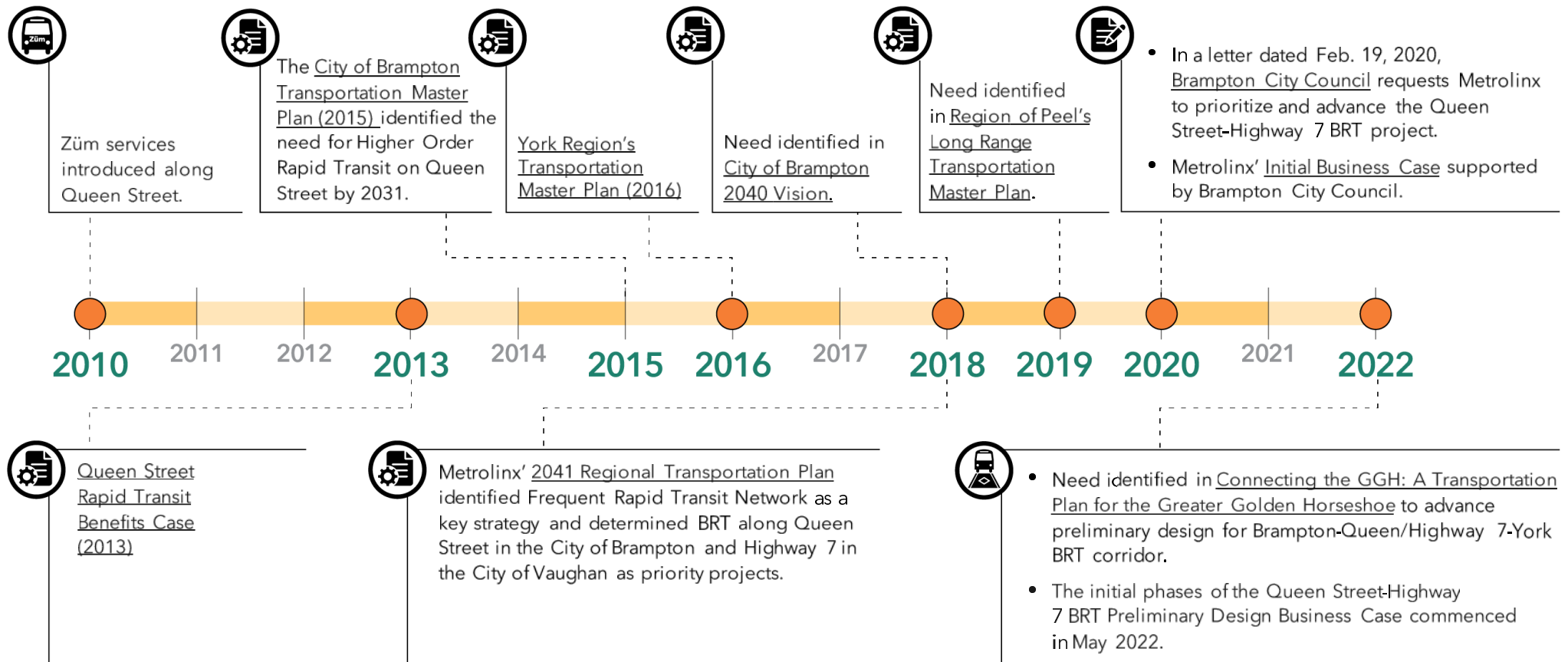
- City Boundaries
- Downtown Brampton
- Queen Street BRT
- GO Rail
- Hazel McCallion Line

- Claireville Conservation Area
- Commercial/Industrial Area
- Brampton GO
- Bramalea City Centre and Bus Terminal
- Transit Hub

- College/University
- Western end of the Viva Rapidway on Hwy 7
- Proposed Rapid Transit Extension*

* Unfunded

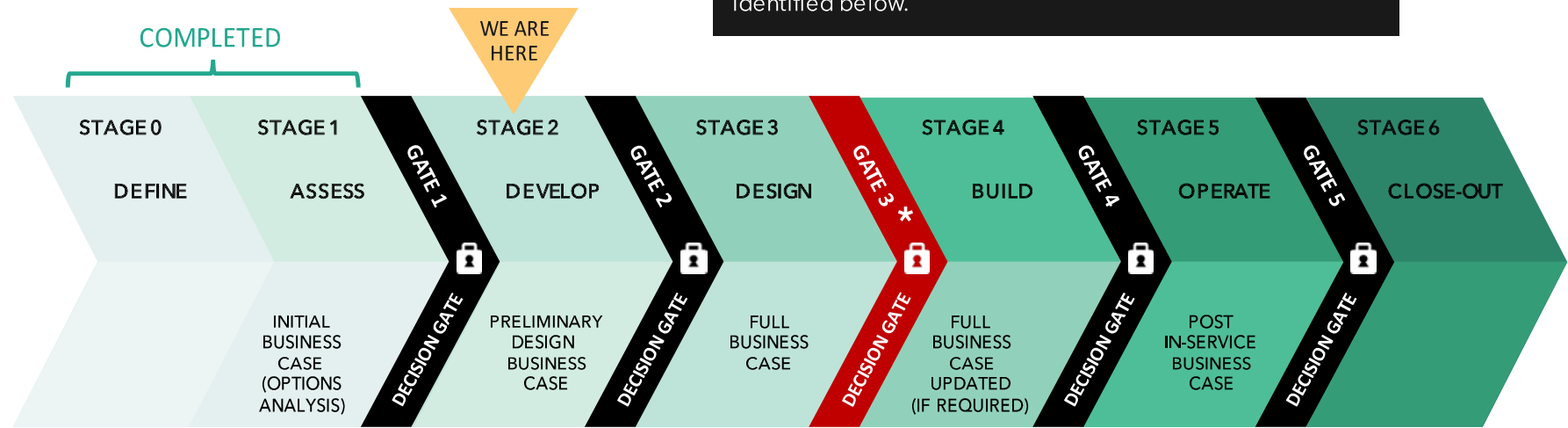
Project History



The Business Case Process

The Stage-Gate Process

Metrolinx developed a stage-gate process to guide decision-making for evaluating major transit investments. From project inception to the start of construction, stage gates—also known as “decision gates”—are applied at major milestones identified below.



Identifies problem statement and defines benefits that the project needs to deliver.



Evaluates options and determines a preferred option. Typical point at which funding for planning and preliminary design is secured.



Refines preferred option, further clarifying scope, and cost. Typical point at which funding for procurement and build is secured.



Develops project framework, designs, and requirements used as a basis for procurement.



Procures and delivers the project.



After the asset is in service, monitors the benefits and costs to identify opportunities for enhancements and lessons learned.



Closes out the project number and documentation after assurance that all remaining project work and contractual and financial obligations are settled.

What is an Initial Business Case?

The Initial Business Case (IBC) evaluated the investment options and recommended a preferred option for further refinement and design.

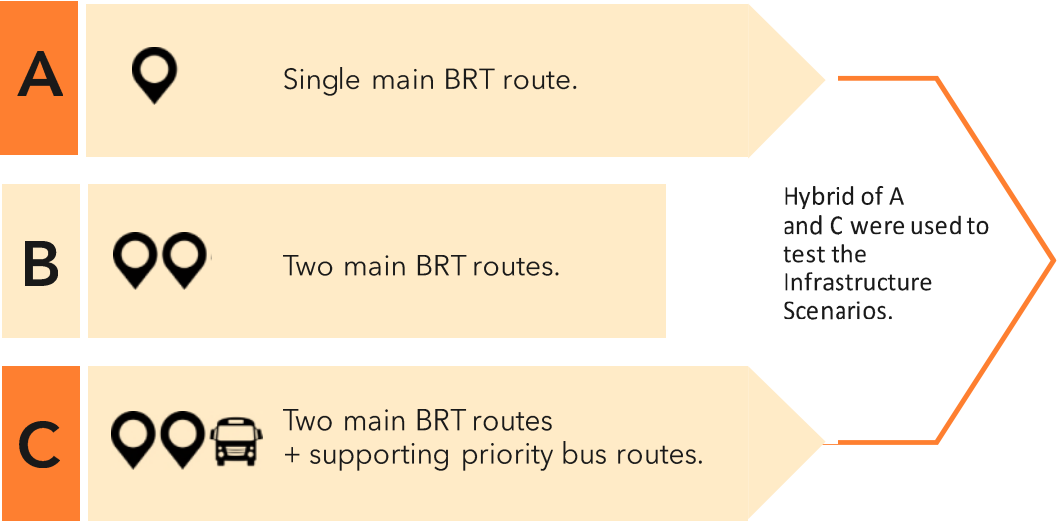
The Brampton Queen Street—York Region Highway 7 BRT Initial Business Case was completed in 2020.



Initial Business Case Study

IBC tested three BRT service options and three infrastructure scenarios for the Queen Street-Highway 7 corridor:

Service Option Scenarios



Infrastructure Scenarios

1	Centre median operation. Conversion of one traffic lane in each direction.	PREFERRED
2	Centre median operation. Addition of a transit lane in each direction, except in Downtown Brampton where conversion of one general purpose traffic lane in each direction.	
3	Hybrid operation. Addition of transit lane in each direction on the majority of the corridor, except in constrained areas where buses will operate in mixed traffic.	

What is a Preliminary Design Business Case?

- The PDBC evaluates the costs and benefits of the project based on preliminary design and environmental studies.
- This stage of the business case lifecycle typically occurs in parallel with the Environmental Assessment process.
- The initial phases of the Queen Street-Highway 7 BRT Preliminary Design Business Case commenced in May 2022.

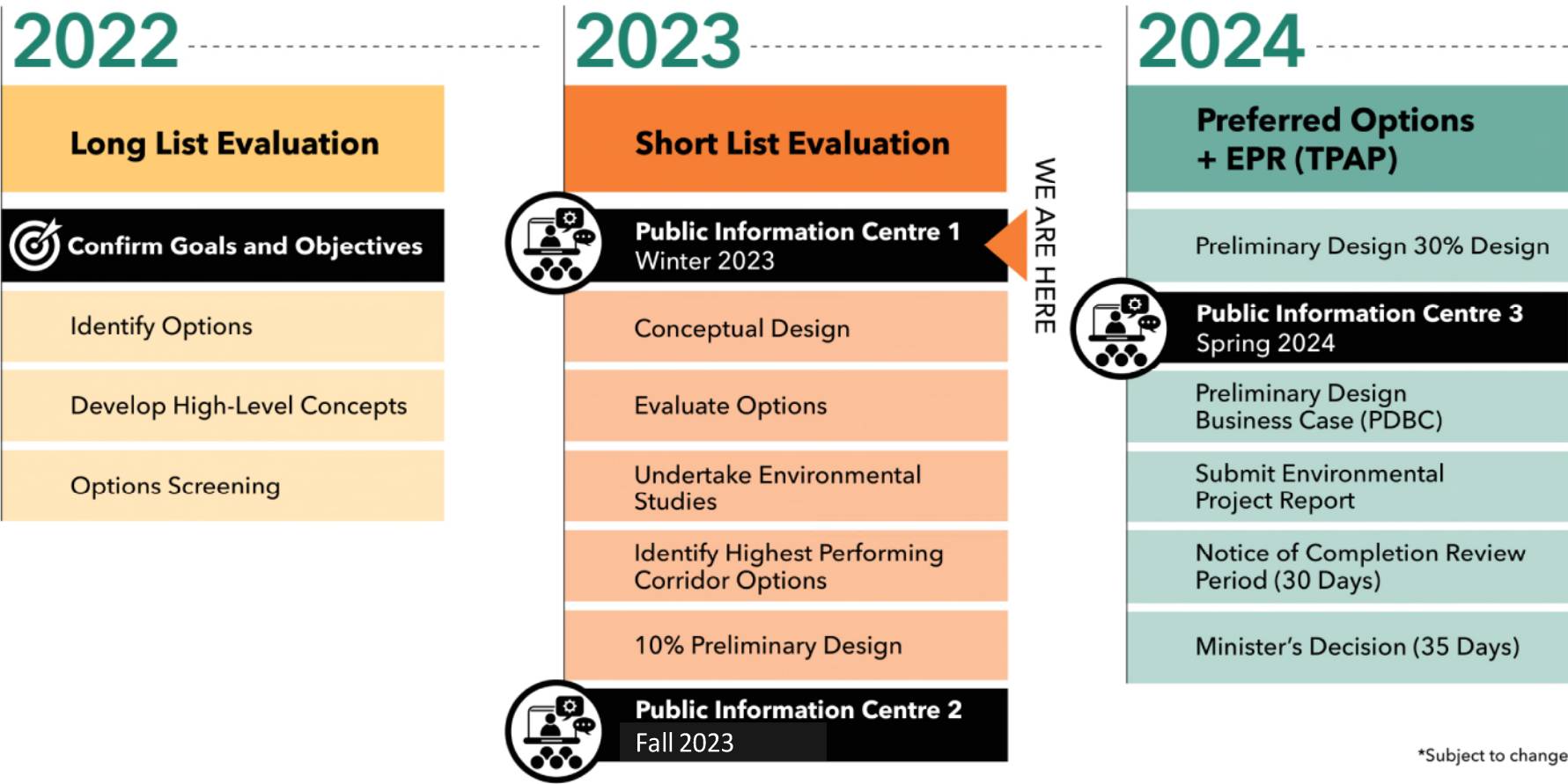


Our Goals for this Phase of Work

1. Plan, design, and advance an enhanced transit corridor along Queen Street and Highway 7 to support greater regional connectivity and mobility.
2. Advance the Preliminary Design, Environmental Assessment Process for Transit Project Assessment Process (TPAP), and Preliminary Design Business Case.



Our Process for this Phase of Work



*Subject to change.

Learn more about the project and register for the upcoming virtual live meeting at metrolinx.com/Q7BRT. Dates and times noted below.

Public Information Centre (PIC)

Jan 23-Feb 3, 2023

Virtual Live meeting

Jan 26, 2023 - 7-8 pm



Next Steps:

- Looking for Public feedback through PIC#1 to inform next stages of the project –
 - ✓ Conceptual Design
 - ✓ Options Evaluation
 - ✓ Undertake Environmental Studies
 - ✓ Select Best Performing Corridor Option
 - ✓ 10% Preliminary Design
- The next round of public meetings are planned for Fall 2023.

