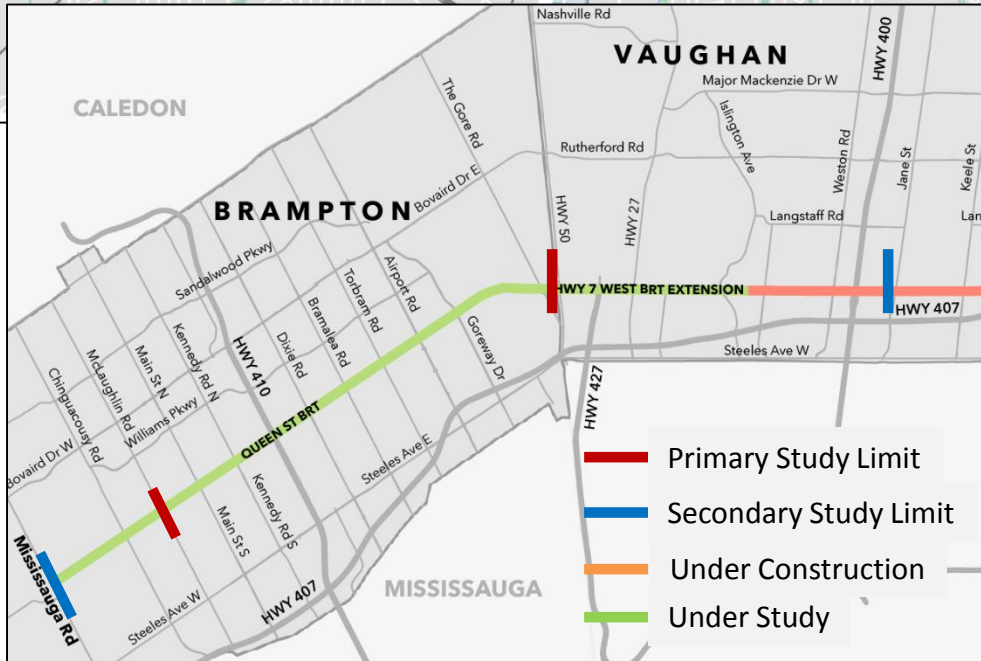
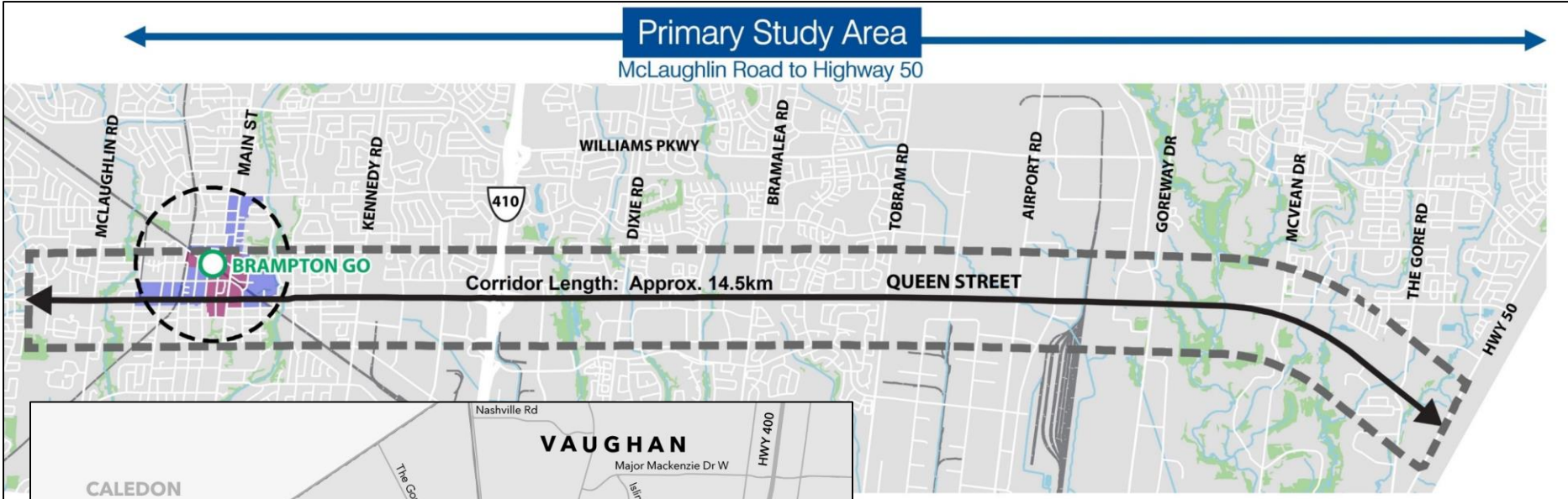




# Queen Street Rapid Transit Study



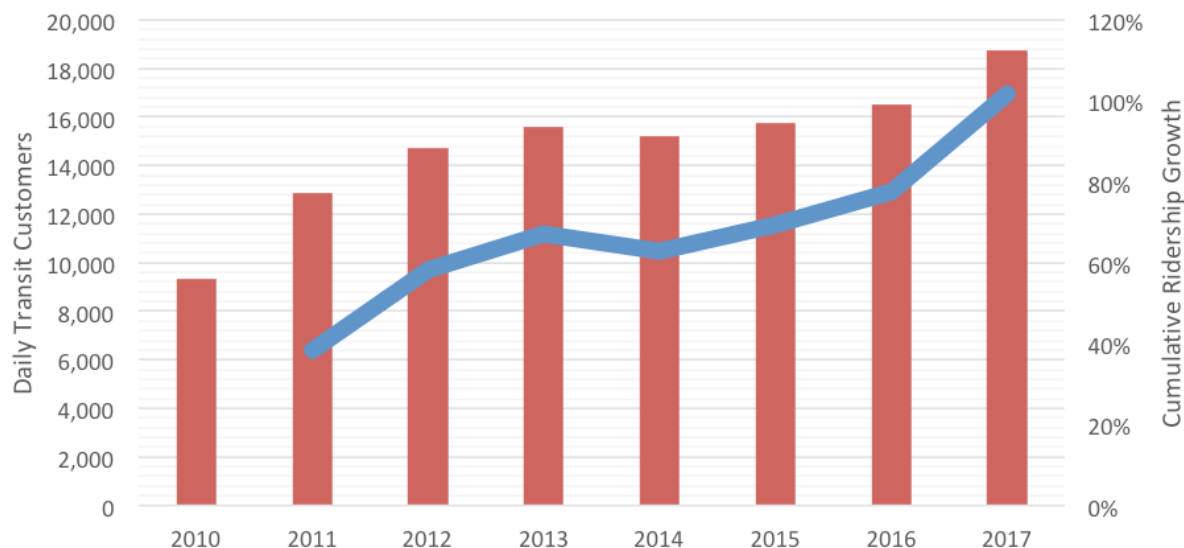
- Q1 2016:** Study initiated
- Q2 2017:** First public meeting
- Q2 2018:** Second public meeting
- Q1 2019:** Estimated completion



- LRT Extension Study Area
- Queen Street Rapid Transit Study
- Downtown Reimagined
- U Future Ryerson University Campus

# Queen Street Züm Today

## Züm 501 Queen East Daily Ridership



**Rush Hours Frequency**  
Average between 6 to 9am  
Eastbound

- 2010: 7.5 minutes
- 2018: ~4 minutes
- **2022: ~3 minutes**



The most popular service operated by Brampton Transit



~19,000 boardings on a typical weekday (Fall 2017)




Weekday ridership grew on average 7% per year between 2011 and 2017.

# Queen Street Züm is integrated with Viva Highway 7 BRT and Dedicated Lanes




## Top concerns for travelling in the corridor


### Walking

 Conflict with cyclists and vehicles


### Cycling

 Conflict with high speed vehicles

### Transit

 Poor connections to other transit services

### Driving

 Traffic delays and congestion

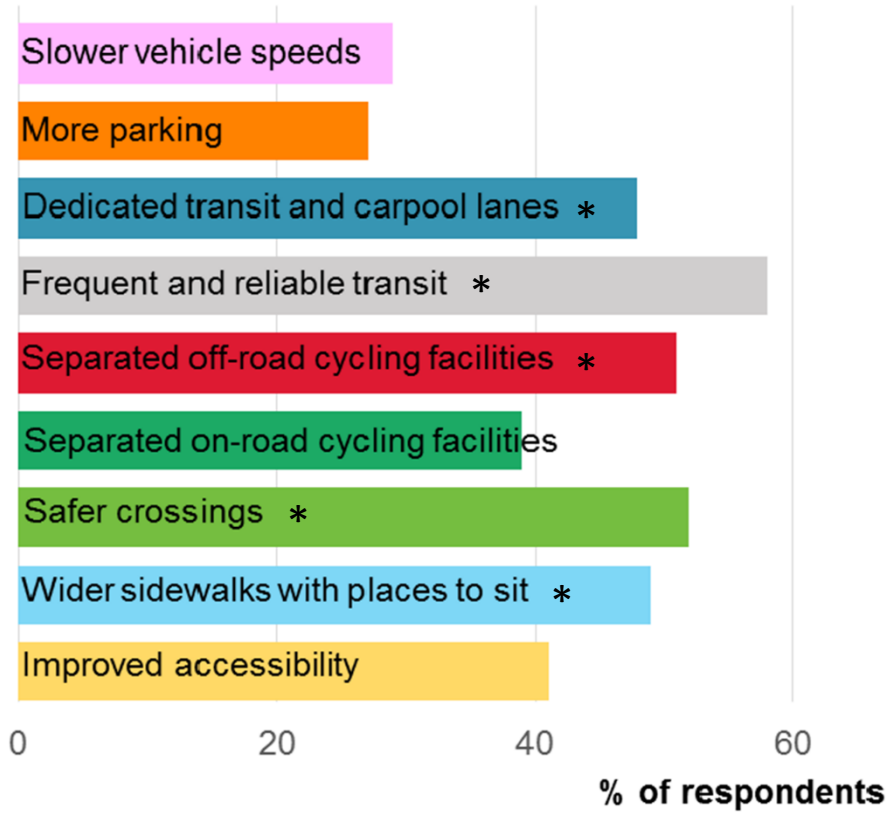
## Three most important factors to make transit the likely choice for travel

**80%** said reliable service that arrives on time\*

**69%** said ease of transfer to other transit services\*

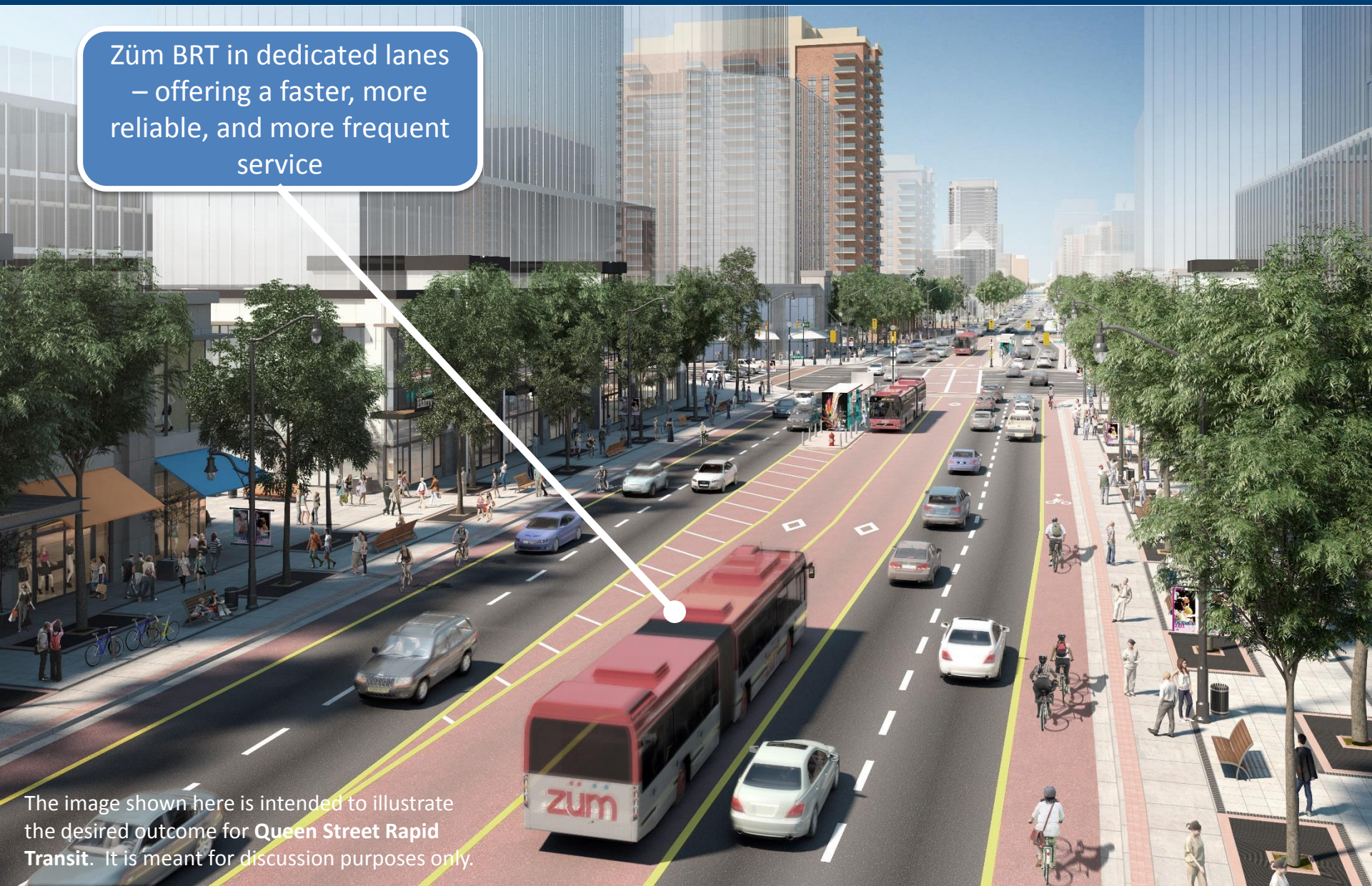
**65%** said shorter travel time with higher travel speeds and fewer stops\*

## Factors most likely to improve travelling experience





Züm BRT in dedicated lanes  
– offering a faster, more  
reliable, and more frequent  
service



The image shown here is intended to illustrate the desired outcome for **Queen Street Rapid Transit**. It is meant for discussion purposes only.



A new Queen Street that  
moves people and goods  
more efficiently and safely

The image shown here is intended to illustrate  
the desired outcome for **Queen Street Rapid  
Transit**. It is meant for discussion purposes only.





Land use intensification and  
transit- supportive  
development



The image shown here is intended to illustrate the desired outcome for **Queen Street Rapid Transit**. It is meant for discussion purposes only.



**BRAMPTON**  
Flower City



The image shown here is intended to illustrate the desired outcome for **Queen Street Rapid Transit**. It is meant for discussion purposes only.

Transform Queen Street into a pedestrian-friendly environment through public realm expansion

# Building Flexibility for Our Future



# Building Flexibility for Our Future



Montreal, Quebec



Vancouver, BC



Sweden

# Building Flexibility for Our Future



Malmo, Sweden



Metz, France



# Building Flexibility for Our Future



Kaohsiung, Taiwan



# Building Flexibility for Our Future



Zhuzhou, China



## Steering Committee (Management Level)



 **BRAMPTON**

 **METROLINX**

 **Region of Peel**  
*Working for you*

## Working Group (Staff Level)



 **BRAMPTON**

 **METROLINX**

 **Region of Peel**  
*Working for you*

 **York Region**

 **VAUGHAN**

 **VIVAnext**

 **YORK REGION TRANSIT**

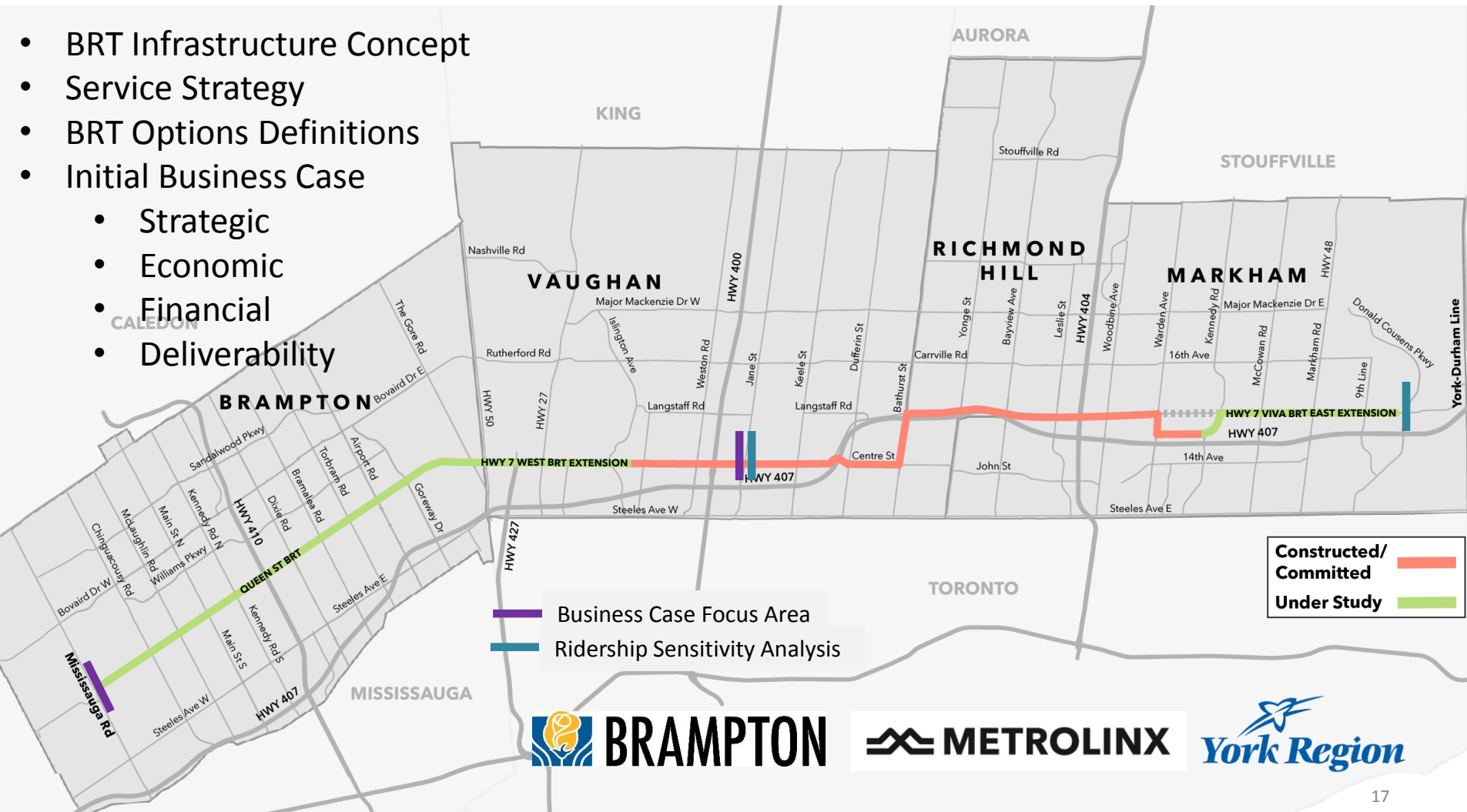
 **VIVA**

\*Technical Support



# Queen/Hwy 7 West BRT Corridor Initial Business Case

- BRT Infrastructure Concept
- Service Strategy
- BRT Options Definitions
- Initial Business Case
  - Strategic
  - Economic
  - Financial
  - Deliverability



LET'S **CONNECT**  
QUEEN ST.  
**TRANSIT**  
MASTER PLAN



## Public Information Centres



Join us at our Public Information Centre events to learn about planning for **Queen Street Rapid Transit**, speak with the project team and provide your feedback.



**Thursday, June 21**

**5 – 8 pm**

Civic Centre Lobby  
(South of Bramalea Terminal)  
150 Central Park Drive

**Monday, June 25**

**6 – 8 pm**

City Hall Conservatory  
(Please use Queen Street entrance)  
2 Wellington Street West

For project updates, visit [brampton.ca/qstmp](http://brampton.ca/qstmp)