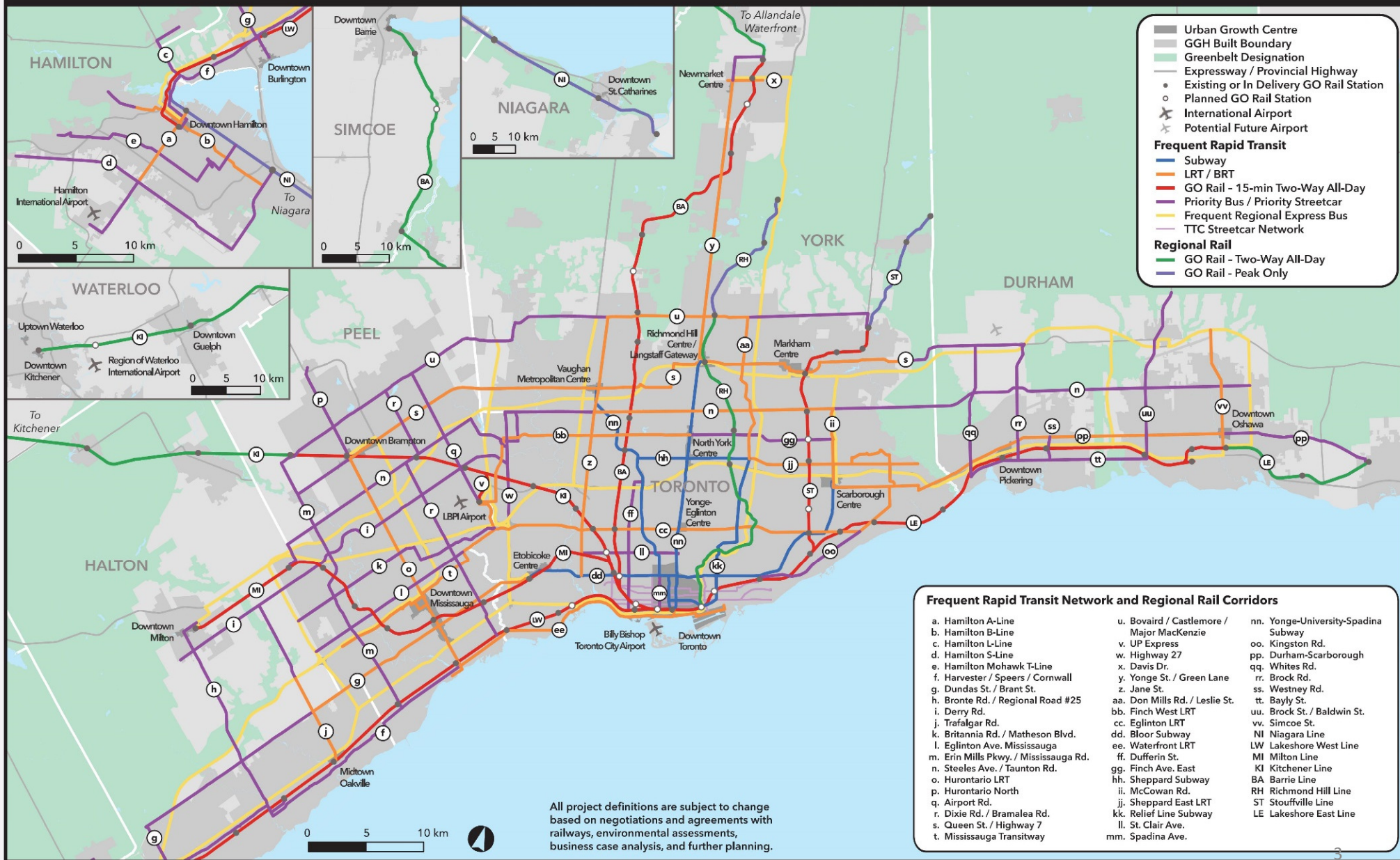


# Queen Street Bus Rapid Transit Initiative

**Brampton Real Estate Board**  
September 12, 2018



## Map 6: Complete 2041 Frequent Rapid Transit Network



- Frequent Rapid Transit Network and Regional Rail Corridors**
- |                                       |   |                                     |
|---------------------------------------|---|-------------------------------------|
| a. Hamilton A-Line                    | u. Bovaird / Castlemore / Major MacKenzie | nn. Yonge-University-Spadina Subway |
| b. Hamilton B-Line                    | v. UP Express                             | oo. Kingston Rd.                    |
| c. Hamilton L-Line                    | w. Highway 27                             | pp. Durham-Scarborough              |
| d. Hamilton S-Line                    | x. Davis Dr.                              | qq. Whites Rd.                      |
| e. Hamilton Mohawk T-Line             | y. Yonge St. / Green Lane                 | rr. Brock Rd.                       |
| f. Harvester / Speers / Cornwall      | z. Jane St.                               | ss. Westney Rd.                     |
| g. Dundas St. / Brant St.             | aa. Don Mills Rd. / Leslie St.            | tt. Bayly St.                       |
| h. Bronte Rd. / Regional Road #25     | bb. Finch West LRT                        | uu. Brock St. / Baldwin St.         |
| i. Derry Rd.                          | cc. Eglinton LRT                          | vv. Simcoe St.                      |
| j. Trafalgar Rd.                      | dd. Bloor Subway                          | Ni Niagara Line                     |
| k. Britannia Rd. / Matheson Blvd.     | ee. Waterfront LRT                        | LW Lakeshore West Line              |
| l. Eglinton Ave. Mississauga          | ff. Dufferin St.                          | MI Milton Line                      |
| m. Erin Mills Pkwy. / Mississauga Rd. | gg. Finch Ave. East                       | KI Kitchener Line                   |
| n. Steeles Ave. / Taunton Rd.         | hh. Sheppard Subway                       | BA Barrie Line                      |
| o. Hurontario LRT                     | ii. McCowan Rd.                           | RH Richmond Hill Line               |
| p. Hurontario North                   | jj. Sheppard East LRT                     | ST Stouffville Line                 |
| q. Airport Rd.                        | kk. Relief Line Subway                    | LE Lakeshore East Line              |
| r. Dixie Rd. / Bramalea Rd.           | ll. St. Clair Ave.                        |                                     |
| s. Queen St. / Highway 7              | mm. Spadina Ave.                          |                                     |
| t. Mississauga Transitway             |   |                                     |

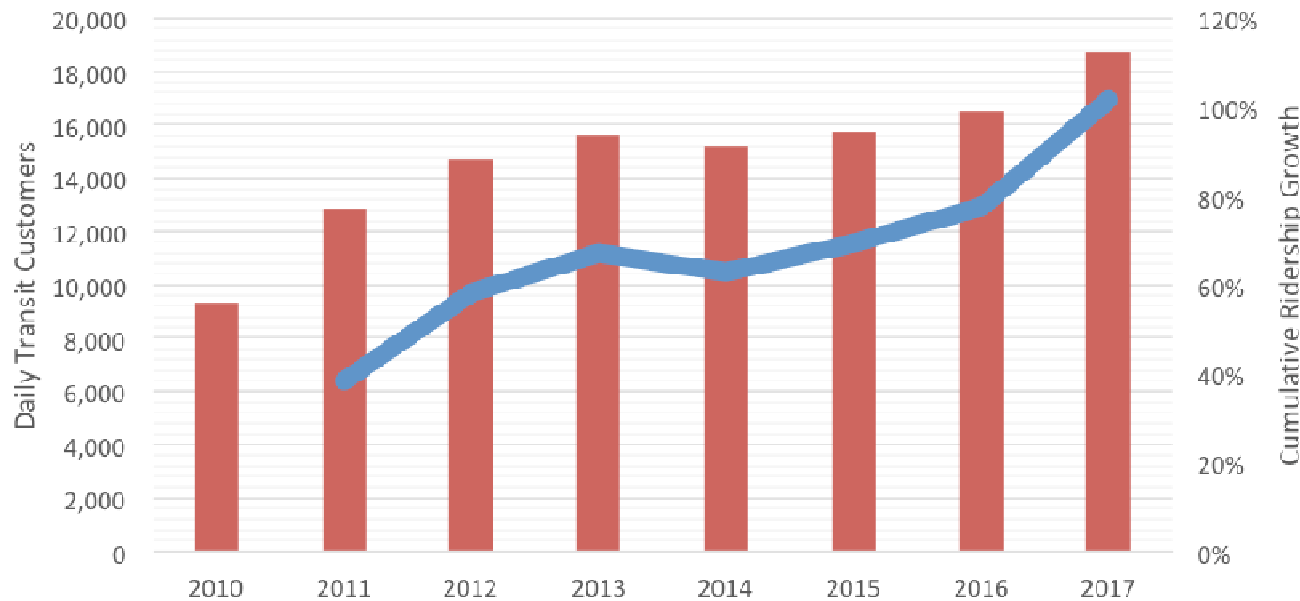
All project definitions are subject to change based on negotiations and agreements with railways, environmental assessments, business case analysis, and further planning.



\*Technical Support

# Queen Street Züm Today – in Mixed Traffic

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



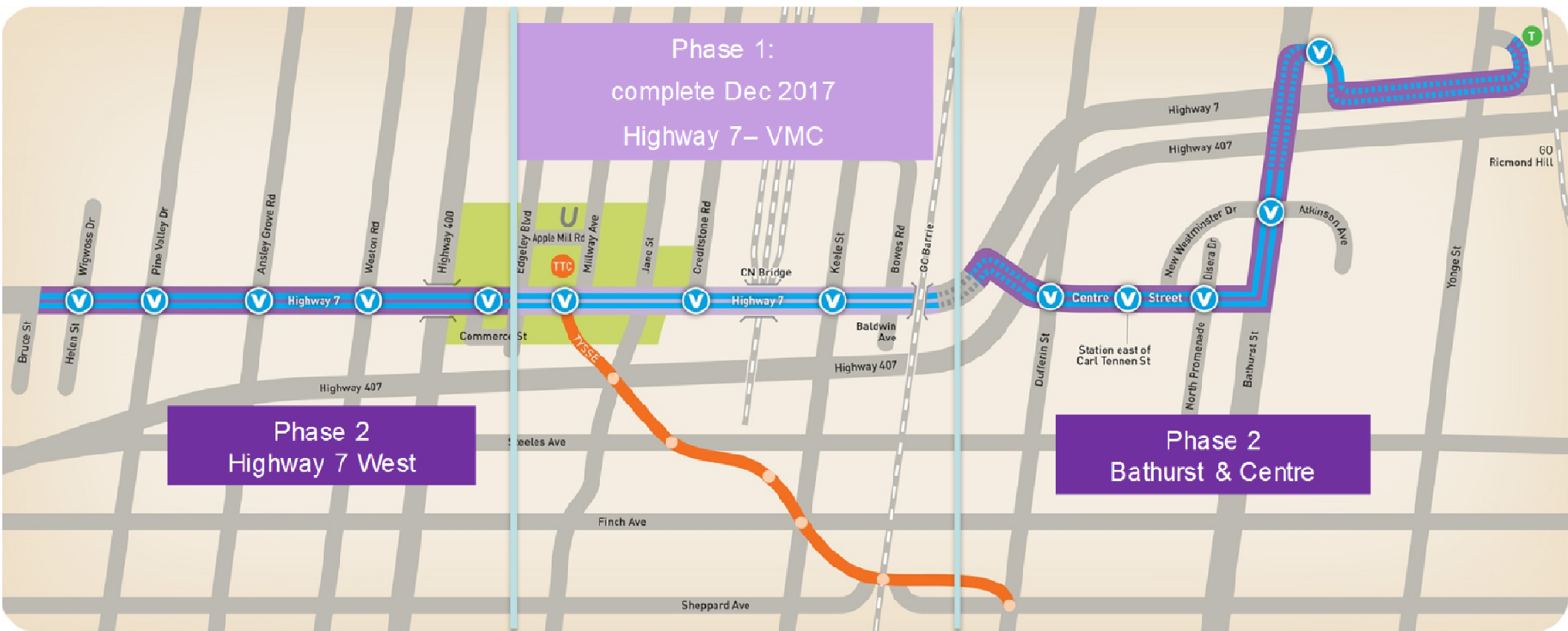
~19,000 boardings on a typical weekday (Fall 2017)



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





Phase 1:  
complete Dec 2017  
Highway 7- VMC

Phase 2  
Highway 7 West


Phase 2  
Bathurst & Centre

### Legend


- Phase 1 rapidway construction [2012-2016/2018]
- Phase 2 rapidway construction [2016-2019]
- Full dedicated rapidway
- Partial rapidway
- Transit in mixed traffic
- Vivastation
- SmartREIT Terminal
- Richmond Hill Centre Terminal
- Toronto-York Spadina Subway Extension [2011-2017]
- VMC development area designated by City of Vaughan

## 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

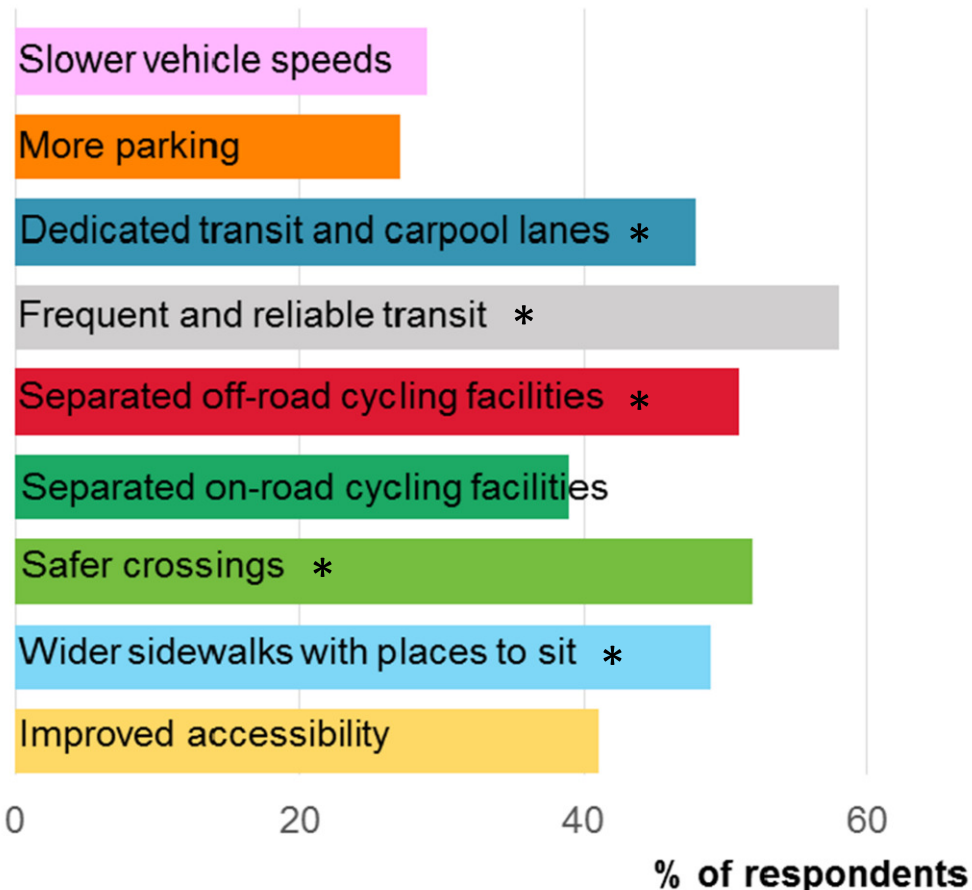
## Three most important factors to make transit the likely choice for travel

**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





Convert two general-purpose lanes...



Widen the roadway and the right-of-way...



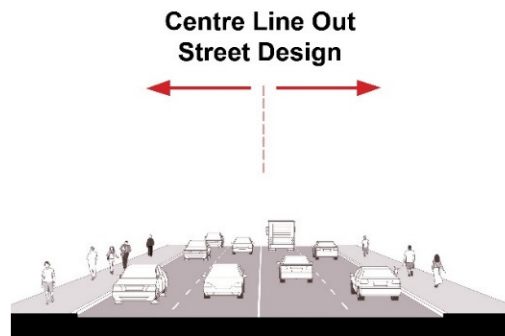
Convert curb lanes into reserved lanes for buses and HOVs...

...or combination of two or all of the above.

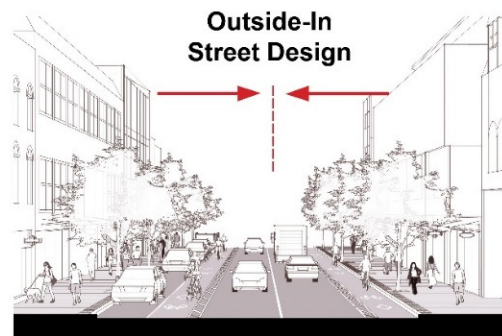
# Complete Streets Approach to Transforming Queen Street

## Context Sensitive Design

Fundamental to Complete Streets is to consider the place that streets exist within and whom they serve, moving beyond simply designing to satisfy an auto-centric transportation role and function.



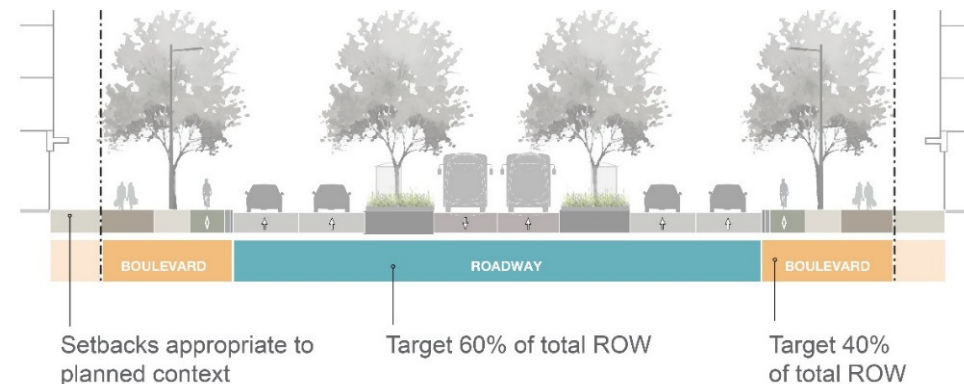
**Focus of Traditional Approaches:**  
Auto Mobility  
Automobile Safety



**Complete Street Approach:**  
Multi-modal Mobility + Access  
Public Health & Safety  
Economic Development  
Environmental Quality  
Livability / Quality of Life  
Equity

## A Proportional and Equitable Street

Having adequate space for non-vehicular uses is important to create inviting and vibrant city streets that are places as well as corridors for movement. Working from the Outside-In, the street can provide a comfortable proportion that can support and encourage public life.



1

# Median Transit



# 2 Curbside Transit

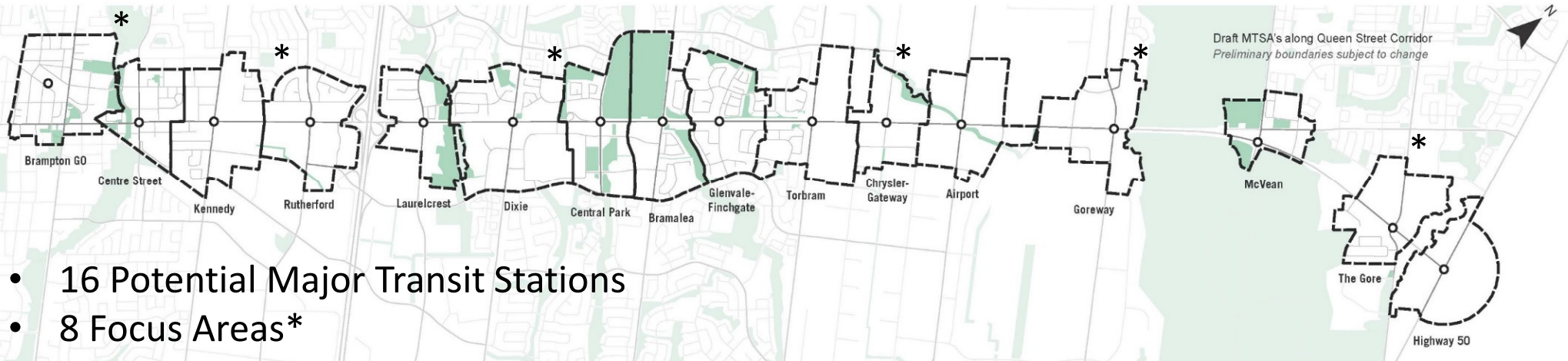


3

# One-Side Transit



# Major Transit Station Areas and Focus Areas



- 16 Potential Major Transit Stations
- 8 Focus Areas\*

5. The Goreway

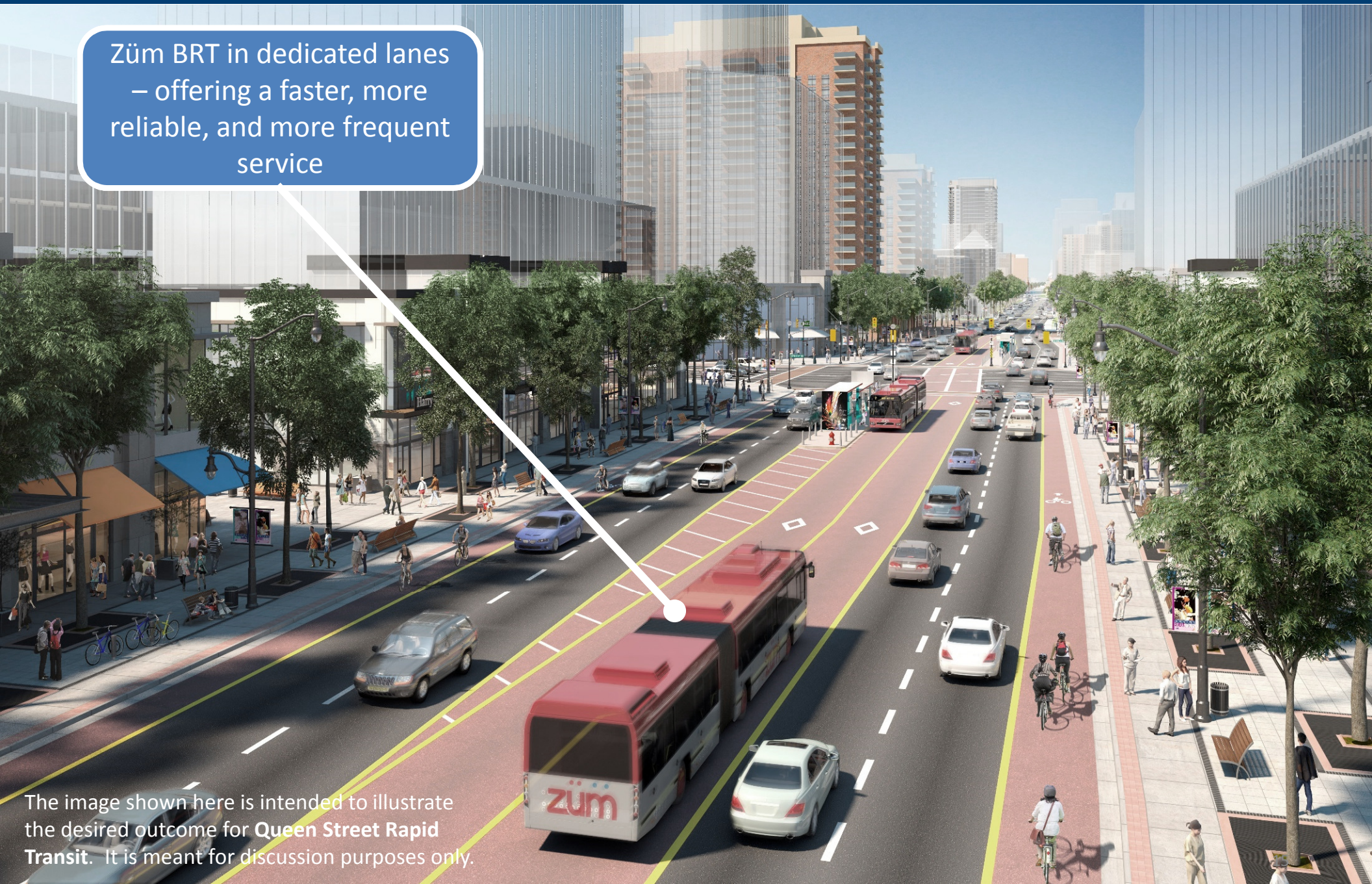


6. The Gore





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



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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



Malmö, Sweden



Metz, France

# Building Flexibility for Our Future



Zhuzhou, China



# Building Flexibility for Our Future

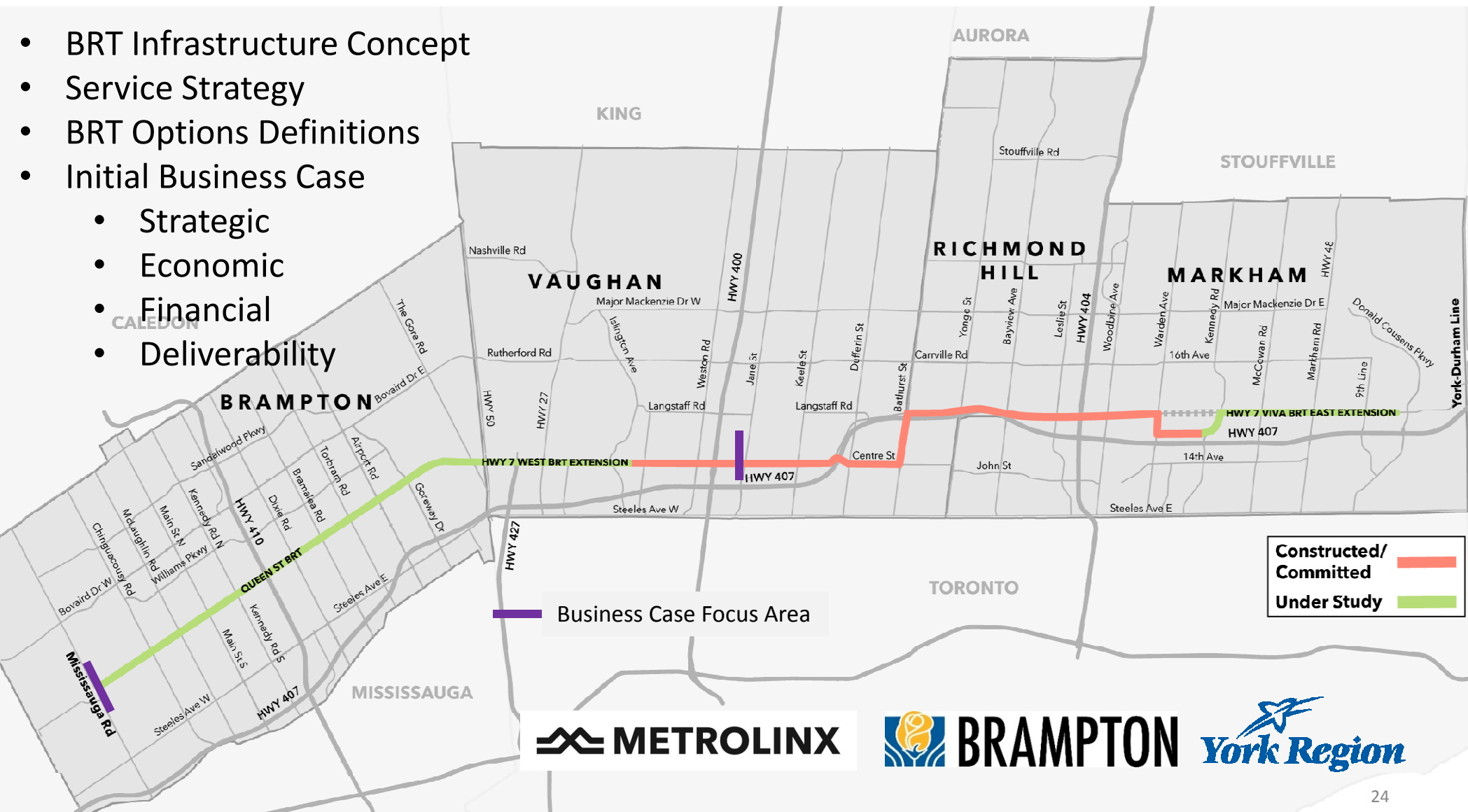


Kaohsiung, Taiwan



# Queen/Hwy 7 West BRT Corridor Initial Business Case

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





## Contact Information

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