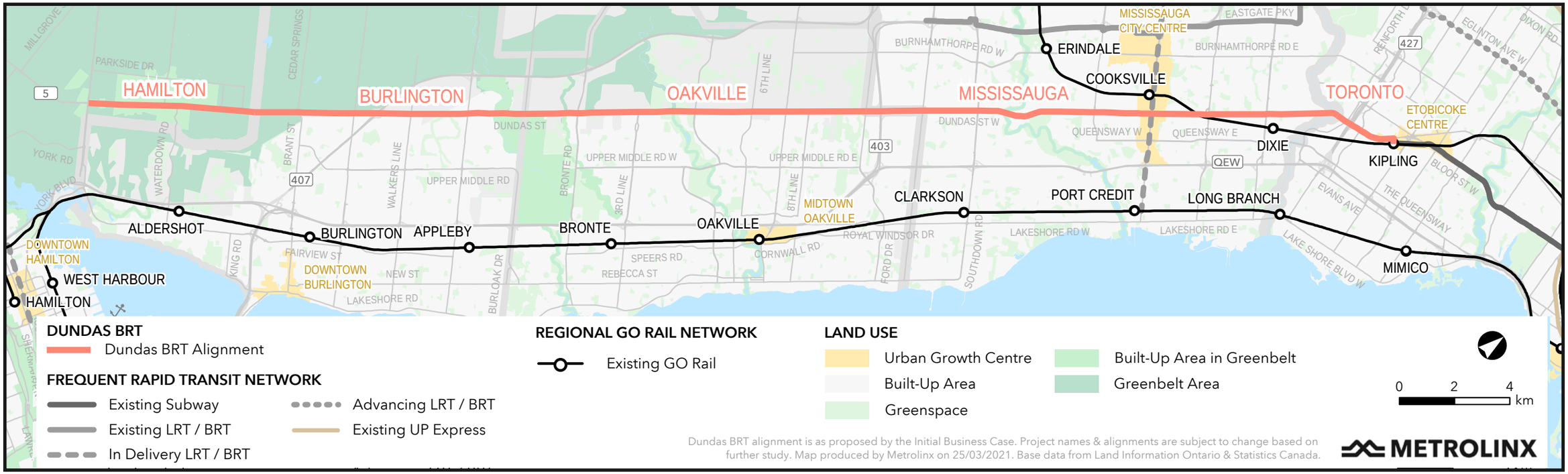
Welcome to the Dundas Bus Rapid Transit

Virtual Open House

METROLINX

Why are we here?

Previous municipal planning studies and the Metrolinx Initial Business Case indicated the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20 kilometres, of the 48 kilometre BRT, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.



The Dundas BRT is part of Metrolinx's bigger picture for an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, 2017, which sets out a broad vision for where and how our region will grow and identifies policies on transportation planning in the Greater Toronto and Hamilton Area.

We want to hear from you.

Public feedback is important to this process. For this first round of engagement, we want to gather your feedback on our initial work. The presentation materials show the preliminary route for the BRT, the identification of the pinch points (areas that are constrained by the built or natural environment) and considerations for the preliminary design of the BRT corridor. Your input will help us refine these various elements to reflect a BRT that better meets the needs of the community.

What is BRT?

BRT provides an efficient rapid transit alternative at-grade system in a number of cities across North America (see the examples below), with the following features:

- **Dedicated lanes** for buses, where feasible, resulting in shorter travel times and more reliable transit service
- **Frequent service** with a bus every 5 minutes or less during peak hours
- **Smart signals** will adapt to support smoother traffic flow for all commutes – on buses, in personal vehicles, and on bicycles
- **Better connections** to TTC, MiWay, Oakville Transit, Burlington Transit, Hamilton Street Rail (HSR) and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel through the region
- **Reliable service** with buses that are separated from general traffic in most areas

Where dedicated lanes are not being implemented, certain design options can be considered to optimize conditions and contribute to shorter, more efficient rides. These include:

- **Queue jump lanes** are short, dedicated transit lanes that allow transit vehicles to bypass queues at intersections and, in combination with transit signal priority, allow buses to easily enter traffic flow in a priority position
- **Transit priority measures** are techniques designed to minimize delays for buses at intersections and along congested roads to provide a faster, more reliable trip

Canada Line BRT - Richmond, British Columbia


Provo Orem BRT - Utah County, Utah

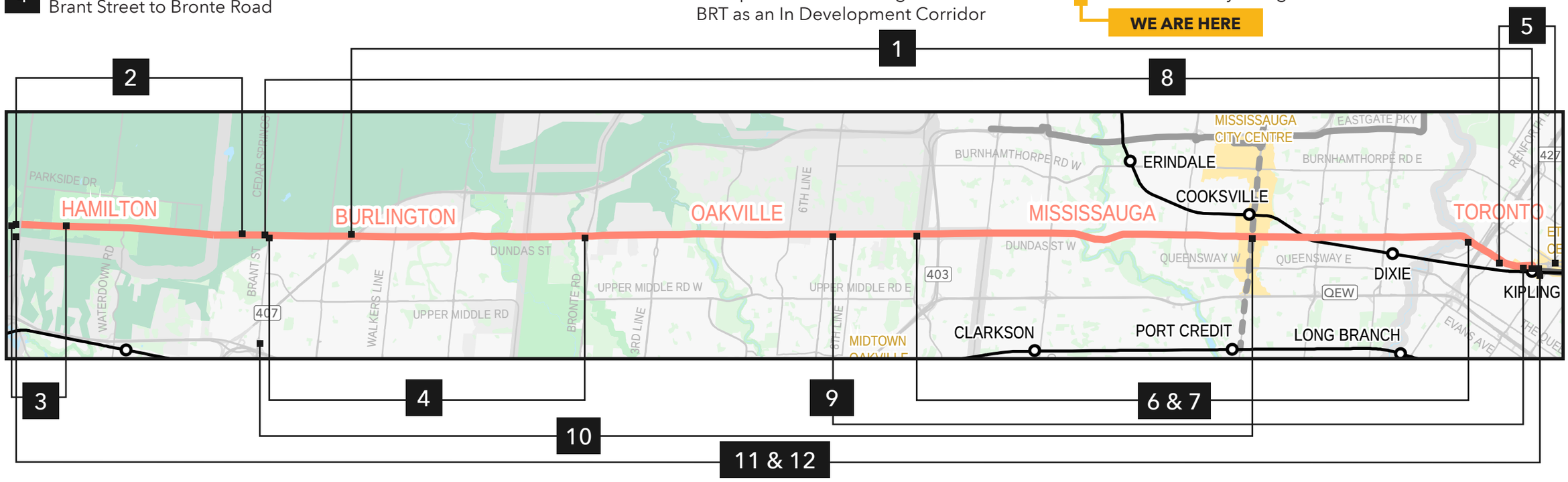

Le Corbusier BRT - Laval, Québec

Background - Project History

The timeline below highlights this project's history to date. This project will benefit from the multiple studies and environmental assessments previously completed for other projects along the corridor. Present day work will build upon these completed processes and incorporate their findings.

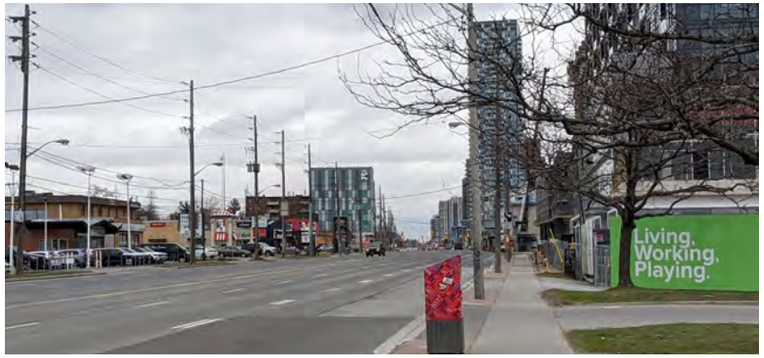
1. 2010 - Metrolinx Dundas Street Rapid Transit Benefits Case Analysis
2. 2012 - City of Hamilton New East-West Road Corridor Class EA (Highway 6 to Brant Street)
3. 2013 – Ministry of Transportation (MTO) Class Environmental Assessment (EA) future Highway 5/6 Interchange, Associated Municipal Roads and Commuter Parking Lot at Clappison's Corners
4. 2015 - Halton Region Class EA for Dundas Street Improvements Brant Street to Bronte Road
5. 2015 - Metrolinx Kipling Bus Terminal Feasibility Study
6. 2016 - City of Mississauga Dundas Connects Master Plan Study
7. 2018 - Dundas Connects Master Plan endorsed by Mississauga City Council
8. 2018 - Metrolinx's 2041 Regional Transportation Plan recognizes Dundas BRT as an In Development Corridor
9. 2019 - Metrolinx's Frequent Rapid Transit Network Prioritization recognizes Dundas BRT as a priority
10. 2020 - MTO 407 Transitway Transit Project Assessment Process Study
11. 2020 - Metrolinx Dundas BRT Initial Business Case
12. 2021 - Dundas BRT Transit Project Assessment Process and Preliminary Design Business Case Commences

WE ARE HERE



What does Dundas look like today?

The Dundas Corridor, as a former provincial highway, has connected communities from Waterdown to Etobicoke for over a century. Dundas serves many purposes and carries a significant amount of through-traffic that often has neither an origin or destination within the corridor. It functions as a local street for retailers in Cooksville, a commuter route for someone trying to cross the Credit River in rush hour, a busy arterial road for area residents and an interregional road for travelers trying to avoid the highway system.



The corridor ranges from three to seven lanes and changes in character from mainly commercial and mixed-use land uses in Toronto and Mississauga, to primarily residential land uses as it stretches out of Mississauga, through Halton Region and to Waterdown in Hamilton. Halton Region has commenced and/ or completed several Municipal Class Environment Assessments and construction projects where the curb lanes include provision to accommodate potential high occupancy vehicle and/ or bus only lanes. Many of these projects include road widenings along Dundas Street and intersecting north-south streets such as Ninth Line and Trafalgar Road.