

BRT

Welcome to the Queen Street-Highway 7 Bus Rapid Transit Project

Public Information
Centre #1—Virtual Live Meeting



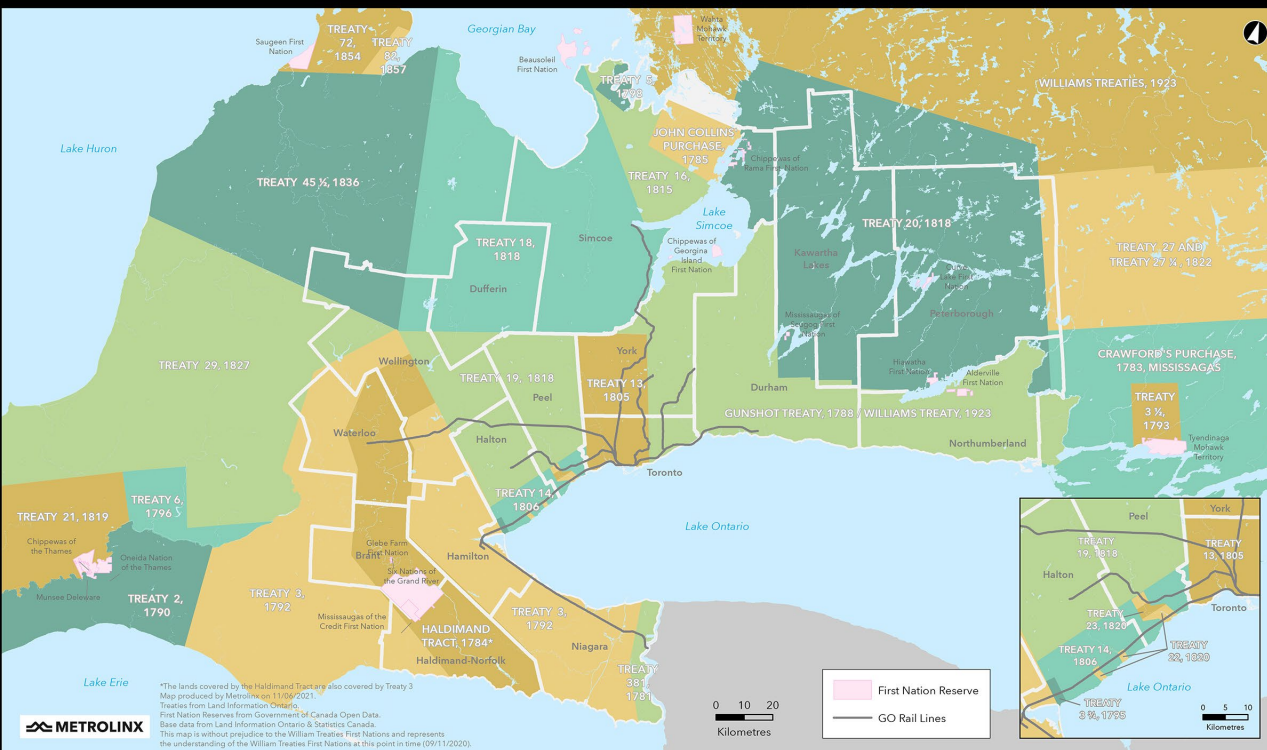
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Land Acknowledgment

Treaties and Reserves in the Greater Golden Horseshoe



Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous communities including the Anishnabeg, the Haudenosaunee, and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation or generations past.

We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous Communities, Nations, and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect, and collaboration.

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**

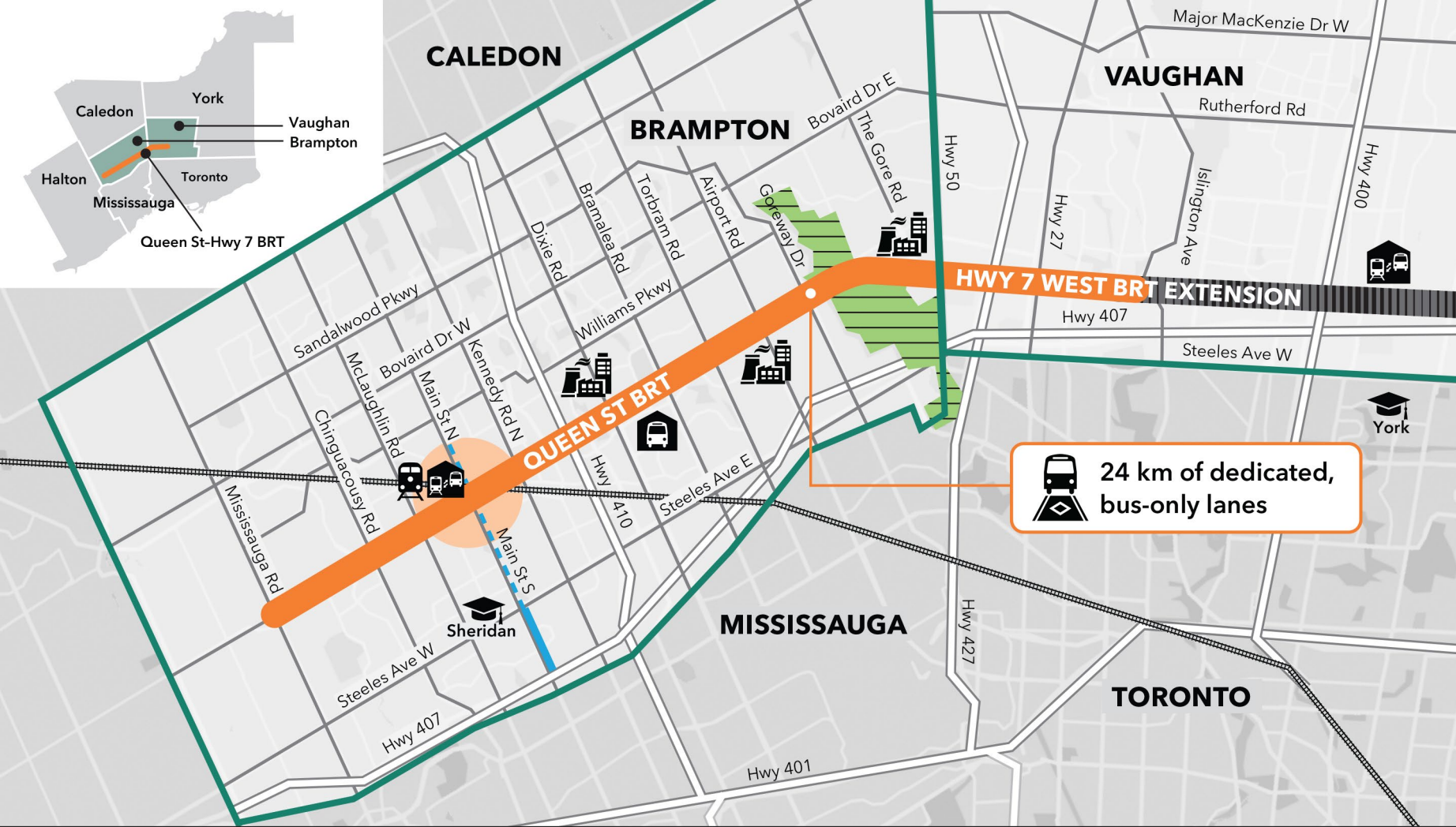


**Passenger
information
systems**

Project Overview

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

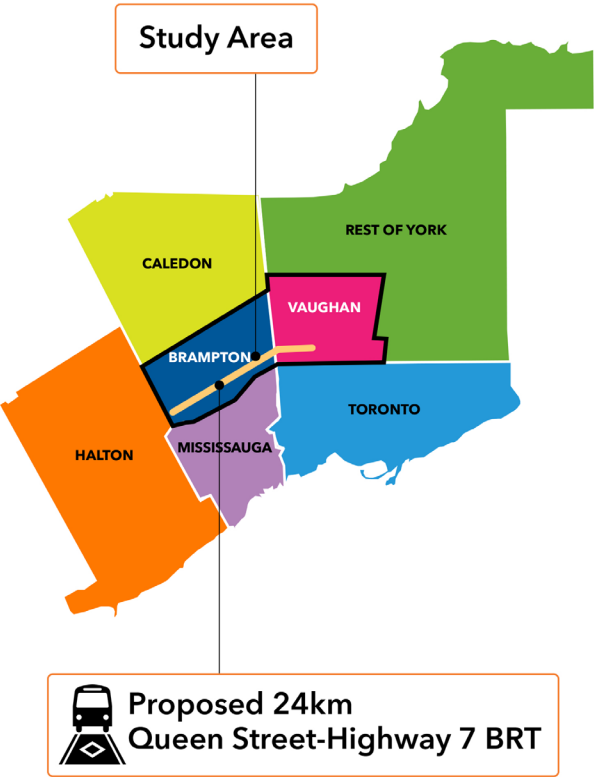
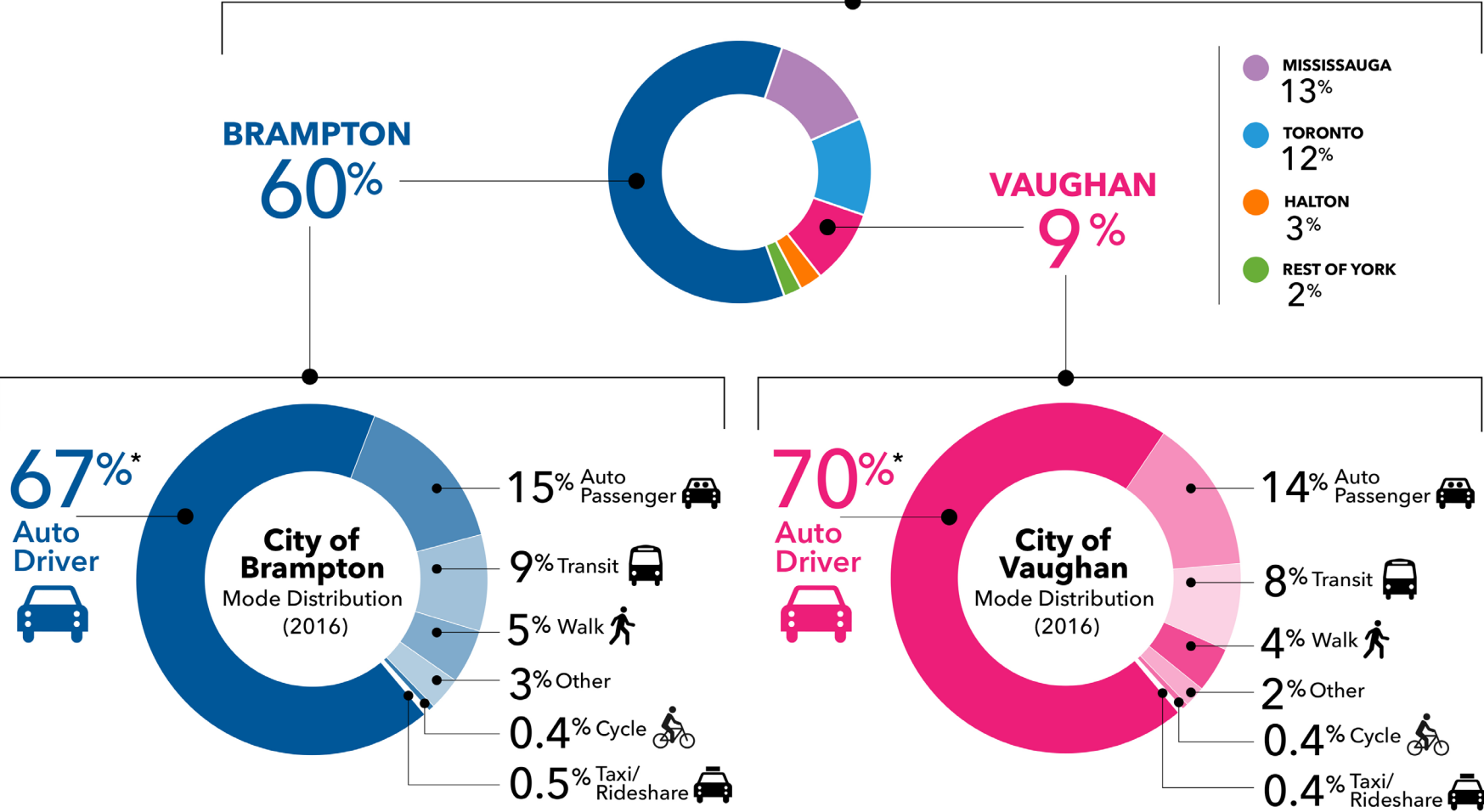
City Boundaries	Claireville Conservation Area	College/University
Downtown Brampton	Commercial/Industrial Area	Western end of the Viva Rapidway on Hwy 7
Queen Street BRT	Brampton GO	Proposed Rapid Transit Extension*
GO Rail	Bramalea City Centre and Bus Terminal	
Hazel McCallion Line	Transit Hub	

* Unfunded

The Case for Change

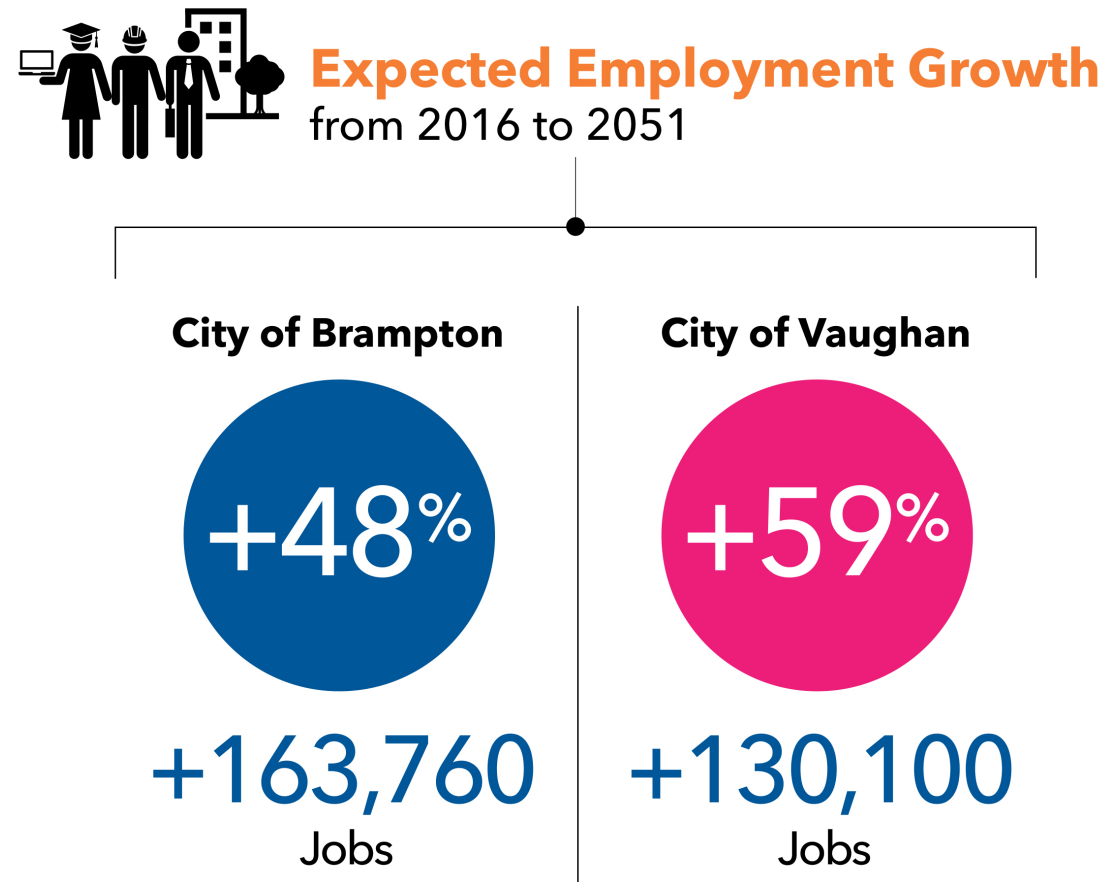
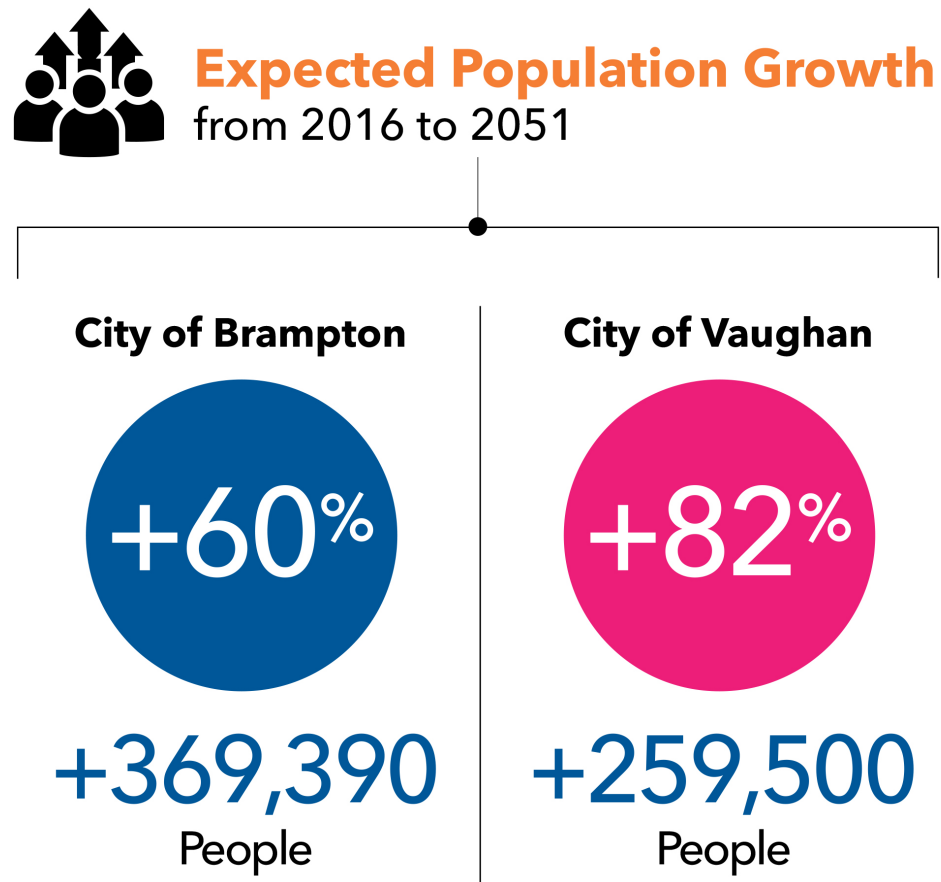
Queen Street-Highway 7 Study Area Today

220,000 Daily Trips to and from the Study Area



* Data from 2016 Tomorrow Toronto Survey (TTS)

The Case for Change



Opportunities and Challenges

Opportunities



Connect to Viva, TTC, and GO.



Move more people along the corridor.



Support sustainable mobility and reduce GHGs.



Improve access to employment and education.

Challenges



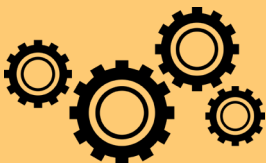
Truck and goods movement through the corridor.



Long distances between BRT stops.



Physical constraints (limited Right-of-Way) and traffic constraints to possible lane reductions.



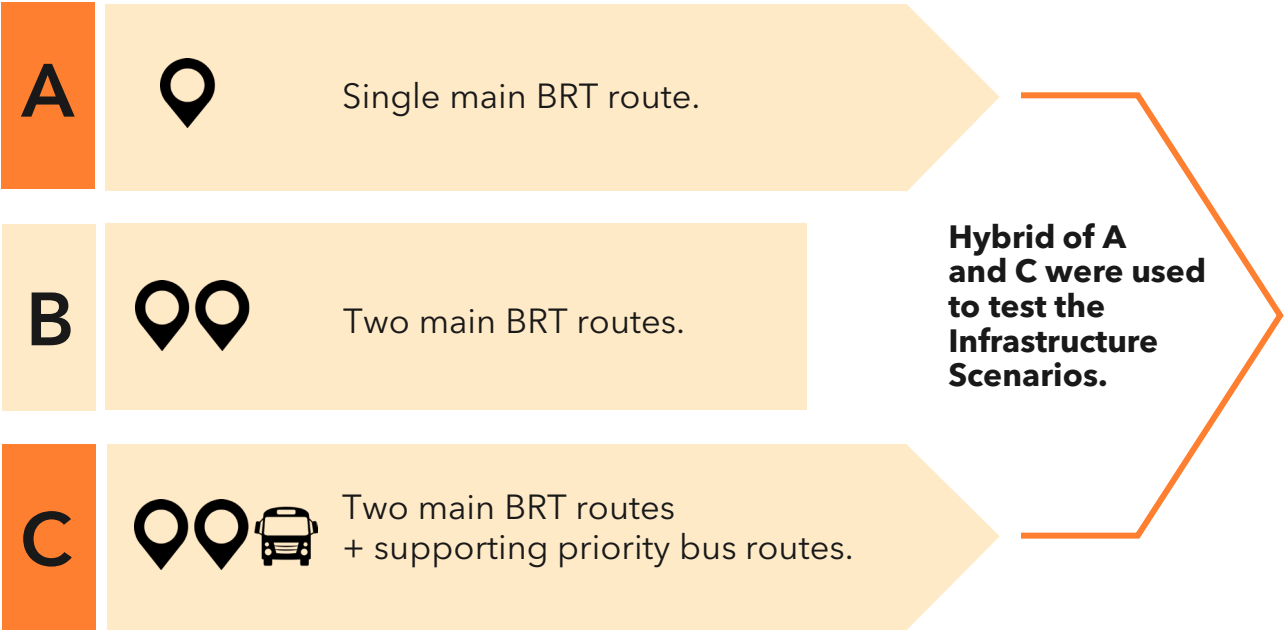
Inter-agency service operational coordination between Züm, Viva, TTC, and GO Transit.

The Business Case Process

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

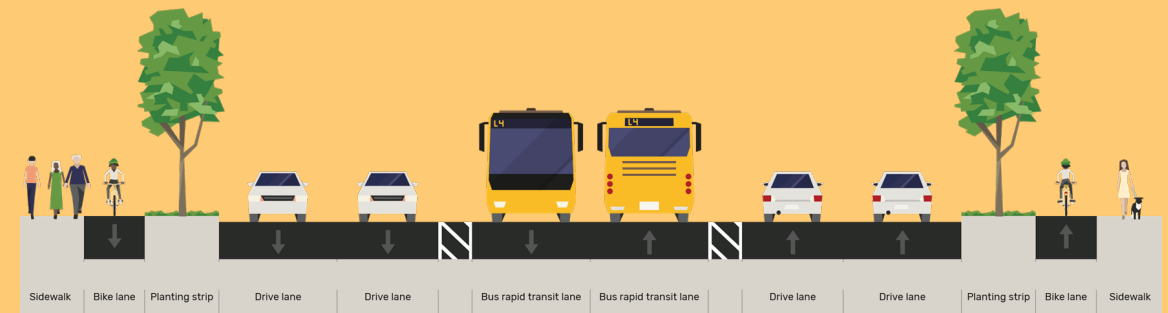
1	Centre median operation. Conversion of one traffic lane in each direction.	PREFERRED
2	Centre median operation. Addition of a transit lane in each direction, except in Downtown Brampton where conversion of one general purpose traffic lane in each direction.	
3	Hybrid operation. Addition of transit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

Why Median BRT versus Curbside?

Median BRT is preferred for this corridor where possible for the following reasons:

1. Provides service reliability with fewer delays on busy streets.
2. Maintains seamless cross-regional transit network integrations.
3. Enhances safety with fewer conflicts between turning traffic and transit.
4. Future-ready for LRT, as dedicated lanes in the centre of the street are more flexible for future conversions.

Median BRT



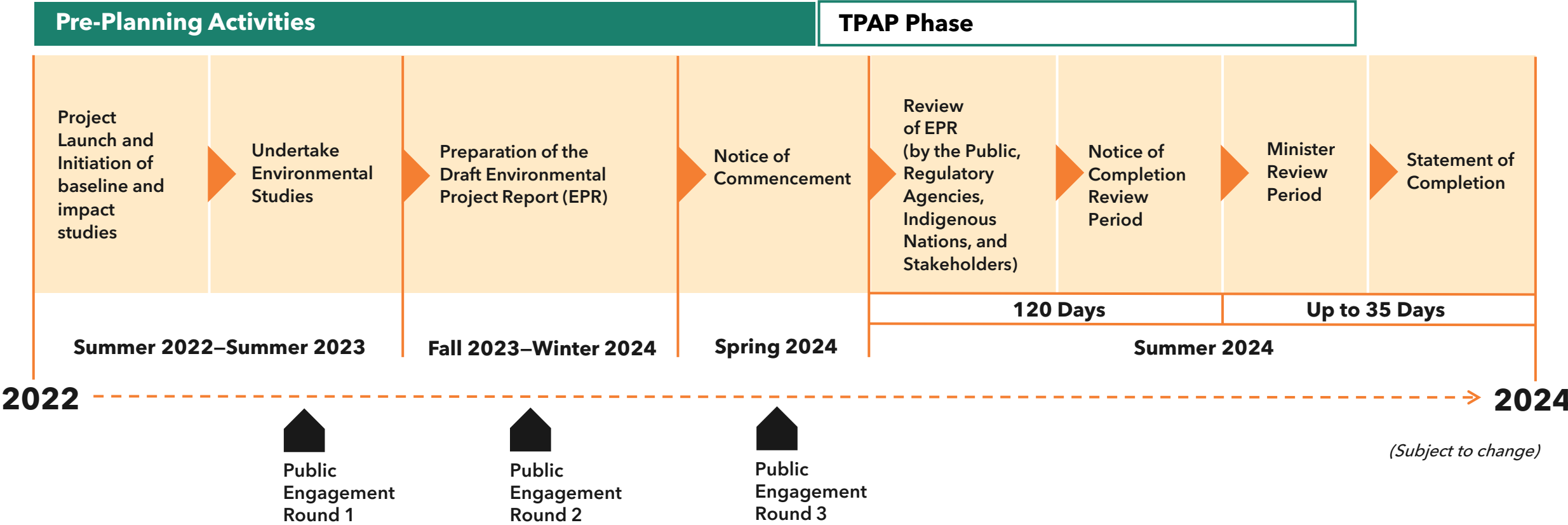
For illustration purposes only.

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.**



Transit Project Assessment Process



How is the community involved?

Metrolinx believes that when you have your say our transportation system gets stronger. We are committed to keeping you informed, building understanding and collecting your feedback. Engagement presents an opportunity for you to provide your input.

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.**



Project Study Area

Corridor Segments and Focus Areas

SEGMENTS

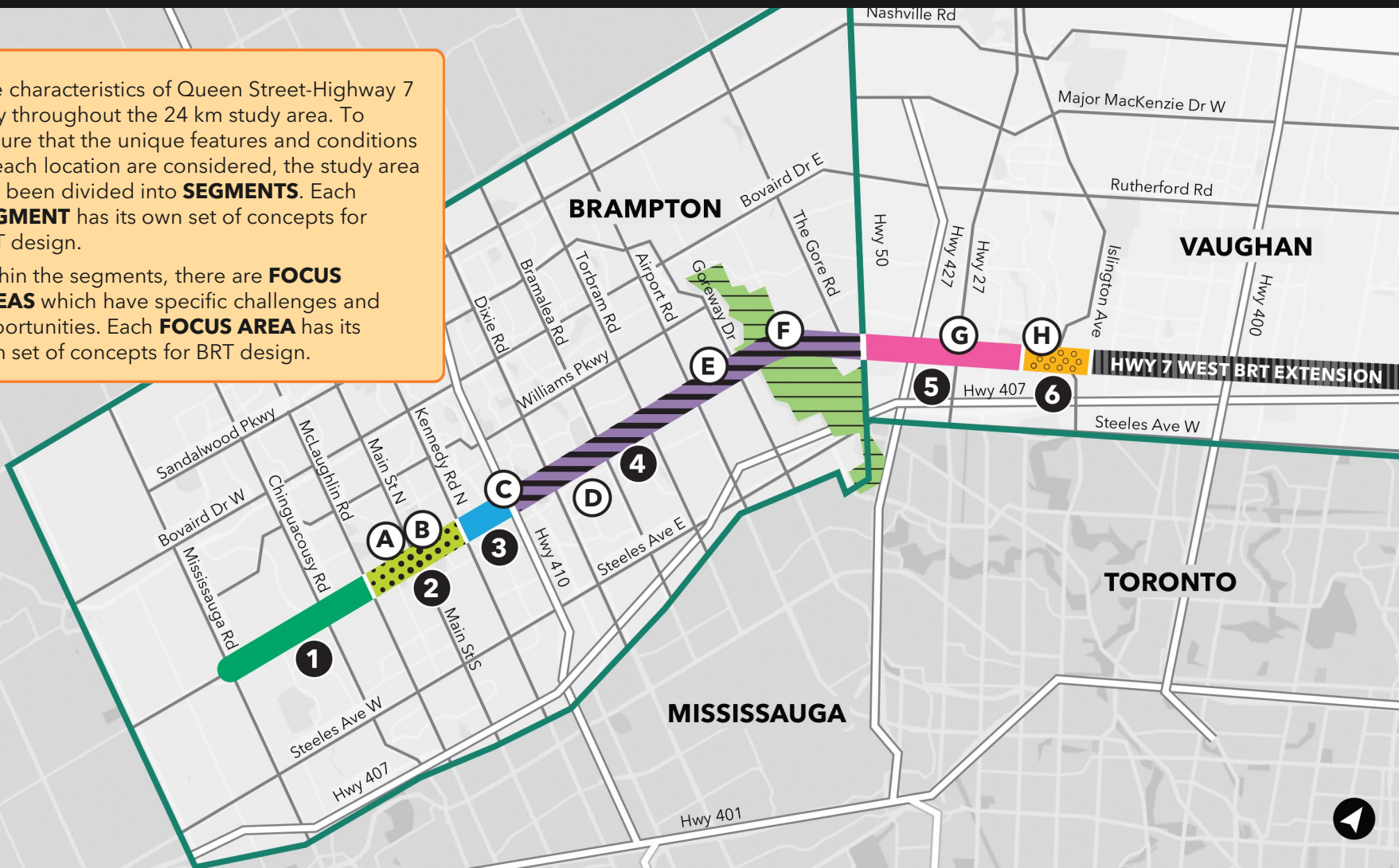
- 1 Mississauga Road to McLaughlin Road
- 2 McLaughlin Road to Kennedy Road
- 3 Kennedy Road to Highway 410
- 4 Highway 410 to Highway 50
- 5 Highway 50 to Kipling Avenue
- 6 Kipling Avenue to Wigwoss Drive

FOCUS AREAS

- A Downtown Bus Terminal / GO Station
- B Kitchener-Georgetown GO Rail Corridor Underpass
- C Highway 410 Interchange
- D Bramalea City Centre Transit Hub
- E Delta Park Boulevard to Auction Lane & Rail Structure at CN Intermodal Yard
- F Claireville Conservation Area (Goreway Drive to The Gore Road)
- G Highway 427 Interchange - 6 Lane Structure
- H Humber River / Rail Corridor

The characteristics of Queen Street-Highway 7 vary throughout the 24 km study area. To ensure that the unique features and conditions of each location are considered, the study area has been divided into **SEGMENTS**. Each **SEGMENT** has its own set of concepts for BRT design.

Within the segments, there are **FOCUS AREAS** which have specific challenges and opportunities. Each **FOCUS AREA** has its own set of concepts for BRT design.



How are Planning Concepts Screened?

Screening Criteria for Long List Planning Concepts*

Planning concepts for BRT infrastructure scenarios are screened using the below criteria:

* Concept illustrations are for discussion purposes only and are subject to change once the design phase has been initiated.

Strategic



Natural Environment

Support and enhance natural areas and avoid or mitigate negative impacts.



Social Environment

Strengthen neighbourhood, promote development, and create an environment to live, work, and play.



Transportation

Integrate existing transportation network to provide more choice, reduce congestion/travel times, and make travel more reliable.

Financial and Economic



Financial

Costs—what will the option cost? Consider property impacts and operating costs.



Economic

Benefits—ridership benefits, potential for integrated corridor development and transit time improvements.

Delivery and Operations



Project Delivery

Consider potential risks to construction for complex elements.



Facility Operations

Consider potential for delays to multi-year construction schedule.

What is a Constrained vs. Non-constrained Area?

When considering planning concepts for Queen Street-Highway 7 BRT, Segments and Focus Area are screened separately to account for their unique characteristics.

Constrained areas	Non-constrained areas
Locations with features that limit the potential to widen the road (i.e., rail overpasses, highway ramps, Downtown Brampton, major bridges, etc.).	Locations with fewer limitations that prevent the potential to widen the road. Most of the study area is considered non-constrained.



We need your input on the long list planning concepts. Please use our interactive mapping tool beginning January 23, 2023 to learn more about planning concepts for each area and provide your feedback.

Planning Concepts

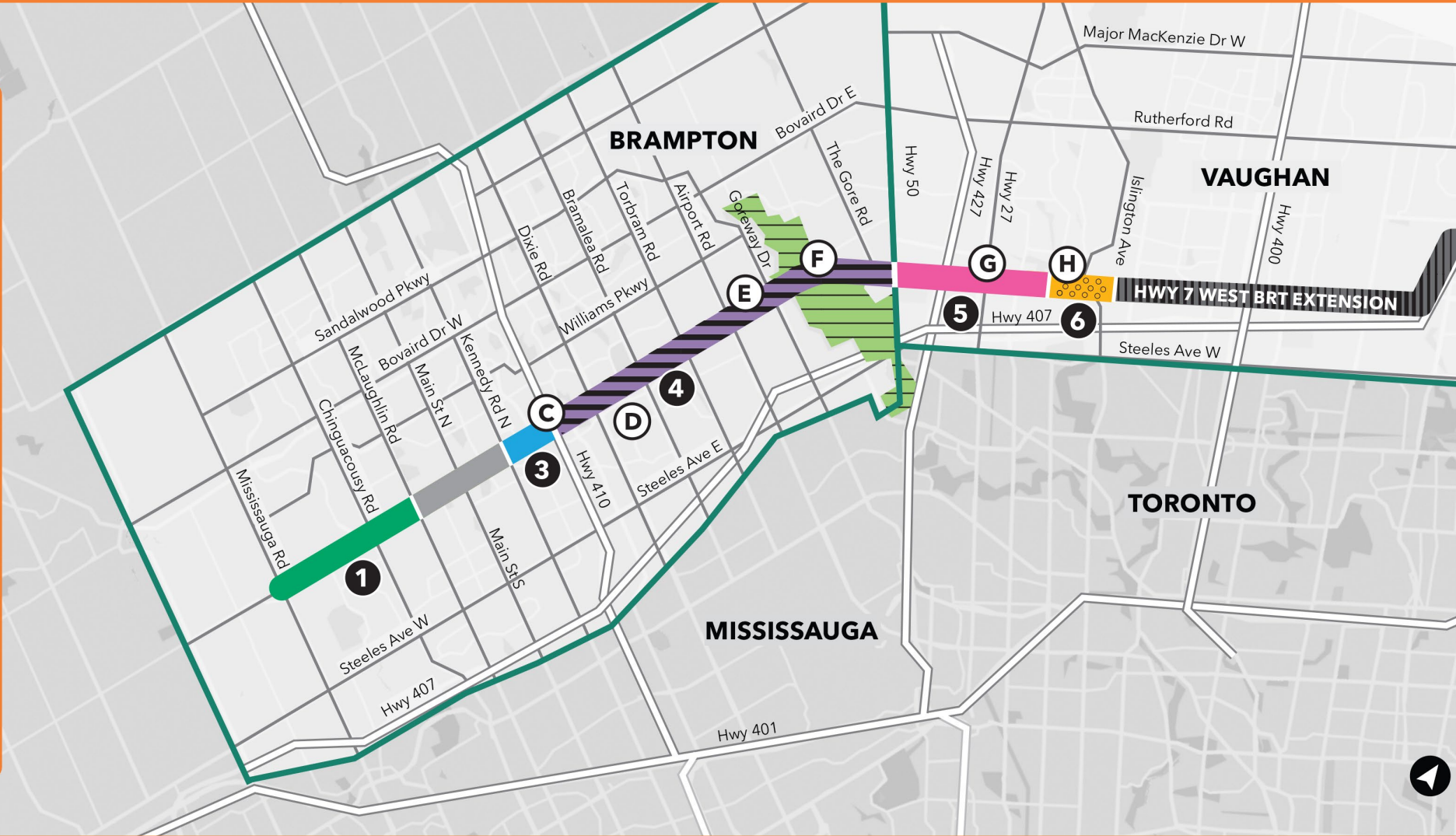
Planning Concepts for Segment 1, 3, 4, 5 and 6 (Non-constrained)

SEGMENTS

- 1** Mississauga Road to McLaughlin Road
- 3** Kennedy Road to Highway 410
- 4** Highway 410 to Highway 50
- 5** Highway 50 to Kipling Avenue
- 6** Kipling Avenue to Wigwoss Drive

FOCUS AREAS

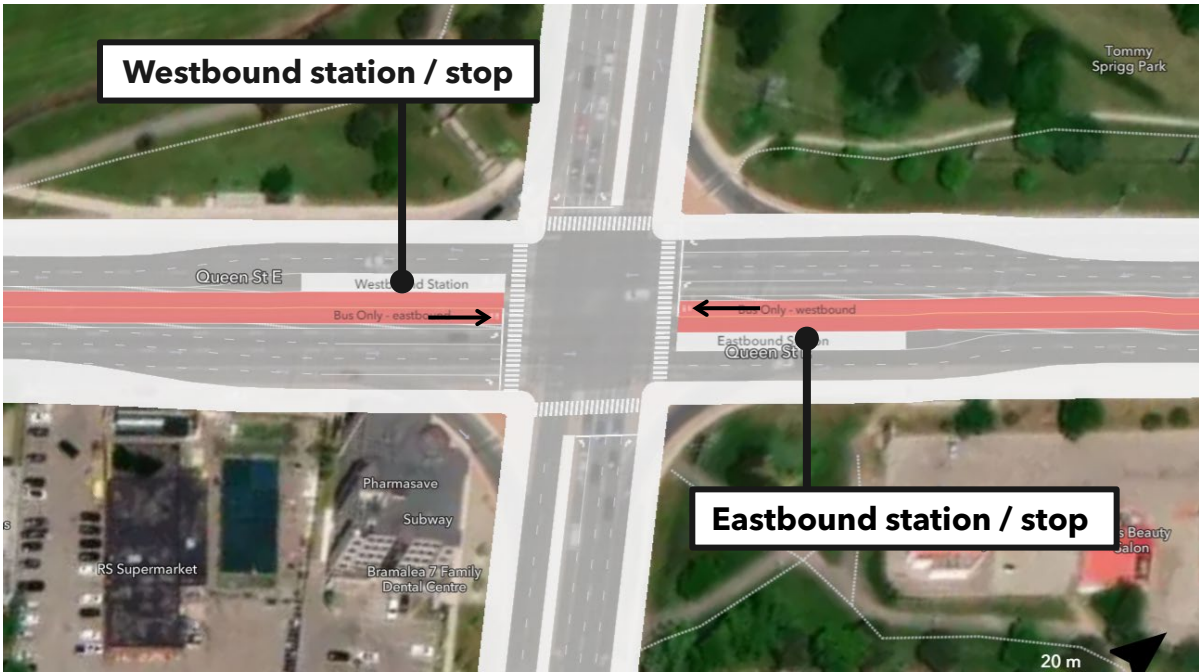
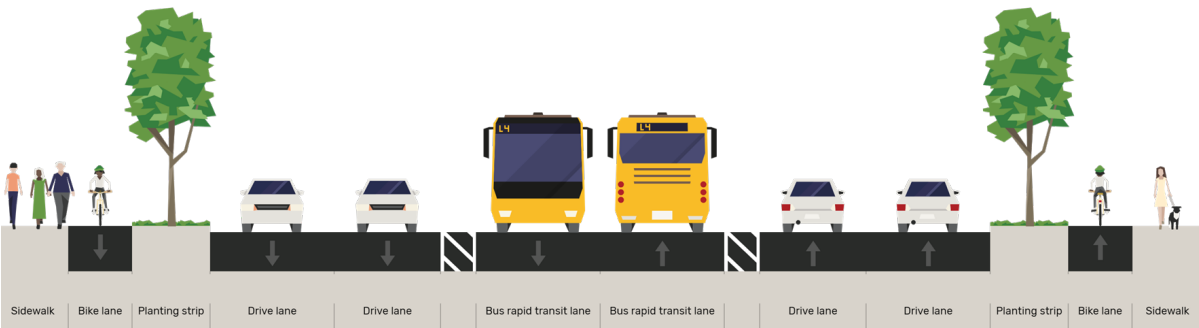
- C** Highway 410 Interchange
- D** Bramalea City Centre Transit Hub
- E** Delta Park Boulevard to Auction Lane & Rail Structure at CN Intermodal Yard
- F** Claireville Conservation Area (Goreway Drive to The Gore Road)
- G** Highway 427 Interchange - 6 Lane Structure
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Planning Concepts for Non-Constrained

Concept A:

Convert general purpose lane for median BRT.



Legend

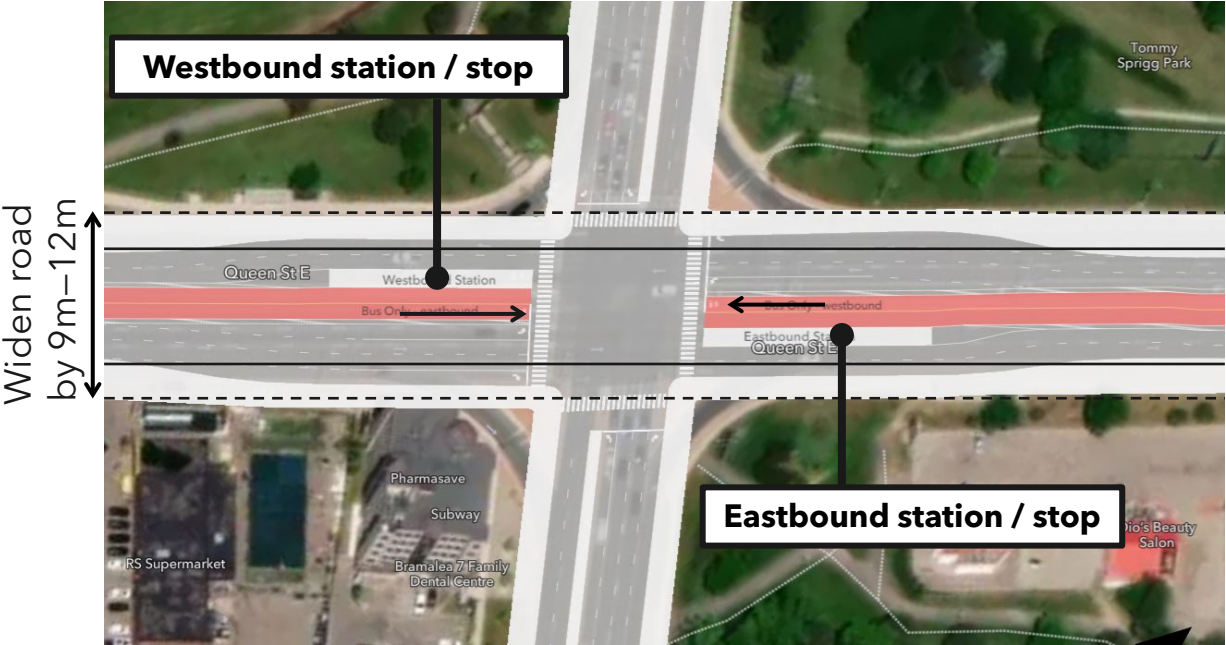
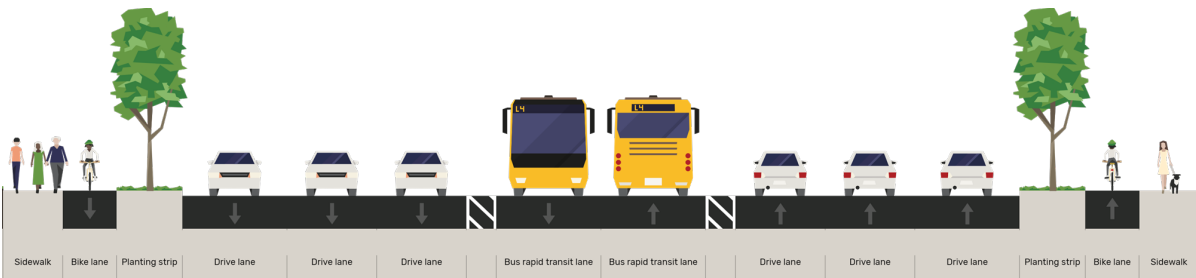
- Bus Only
- Drive Lane
- Sidewalk
- Direction of Travel

* Concept illustrations are for discussion purposes only and are subject to change once the design phase has been initiated.

Planning Concepts for Non-Constrained

Concept B:

Keep all existing lanes and widen to include median BRT.



Legend

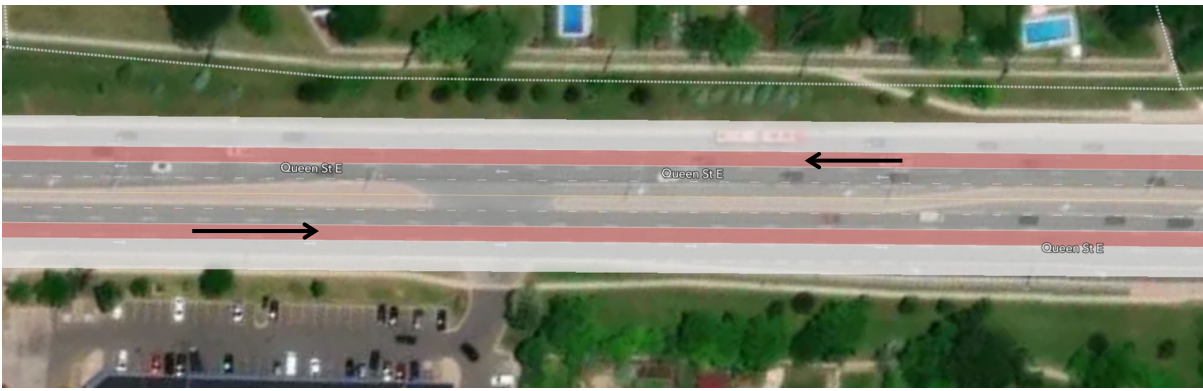
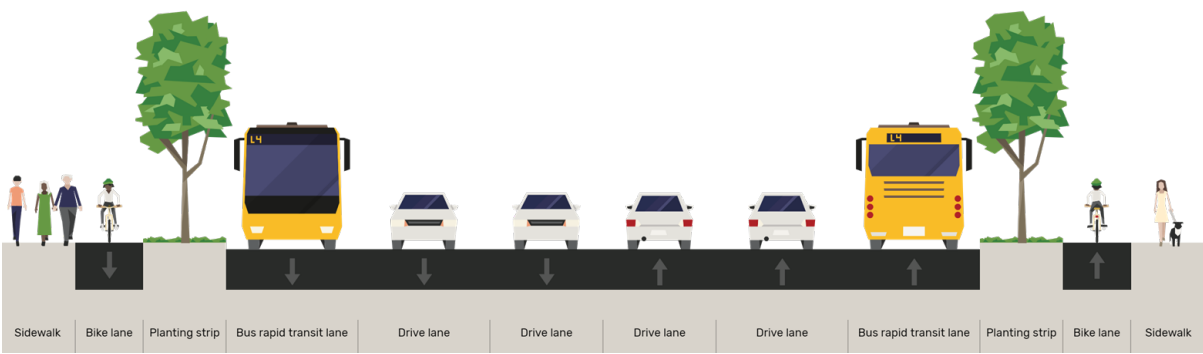
- Bus Only
- Drive Lane
- Sidewalk
- Direction of Travel

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Planning Concepts for Non-Constrained

Concept C:

Convert general purpose lane for curbside business access and transit lane.



Legend

Bus Only

Drive Lane

Sidewalk

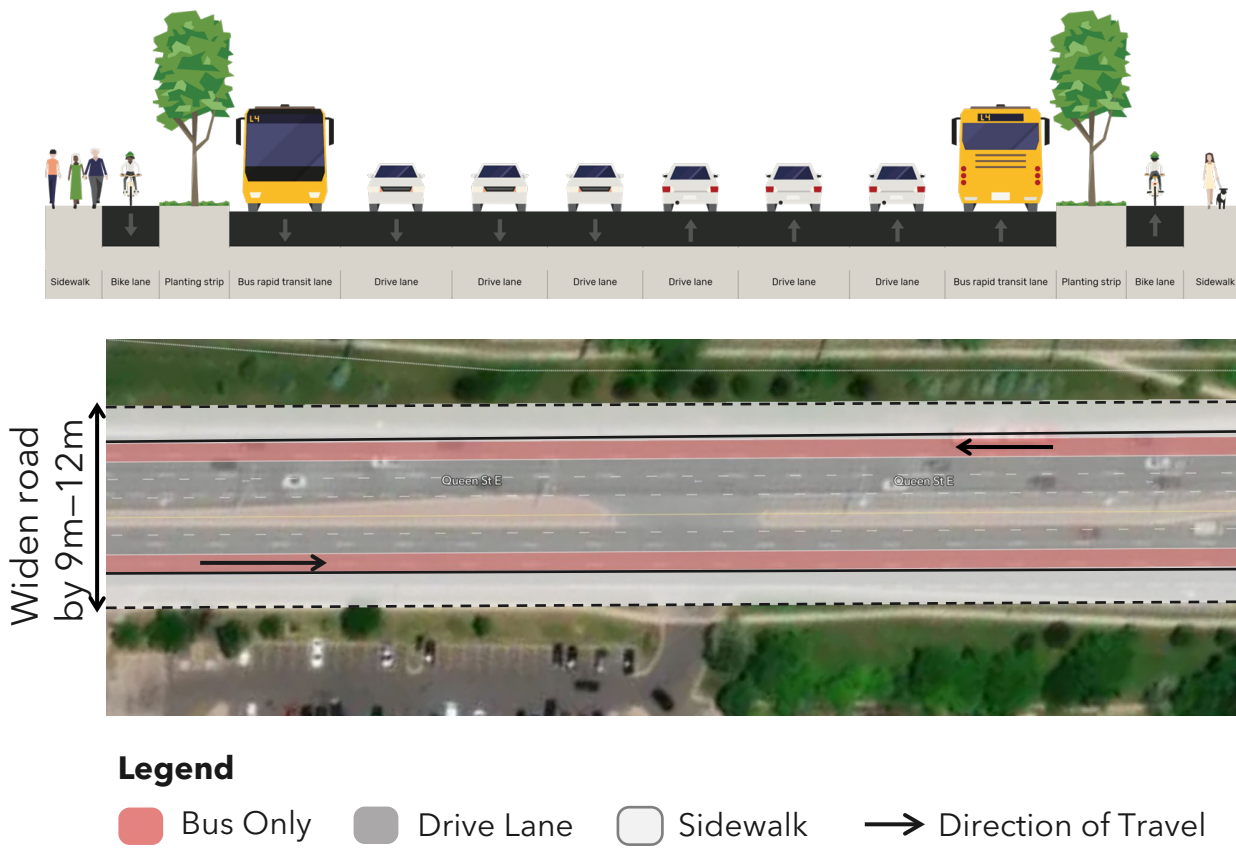
Direction of Travel

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Planning Concepts for Non-Constrained

Concept D:

Keep all general purpose lanes and widen for curbside business access and transit lane.



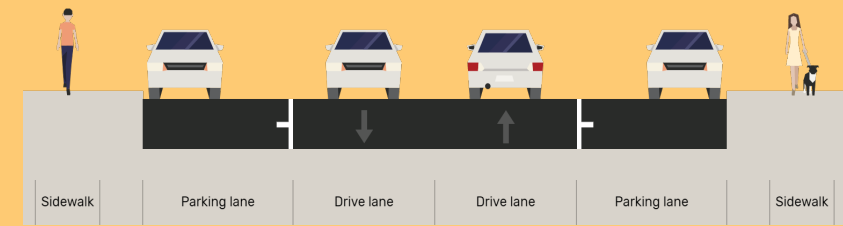
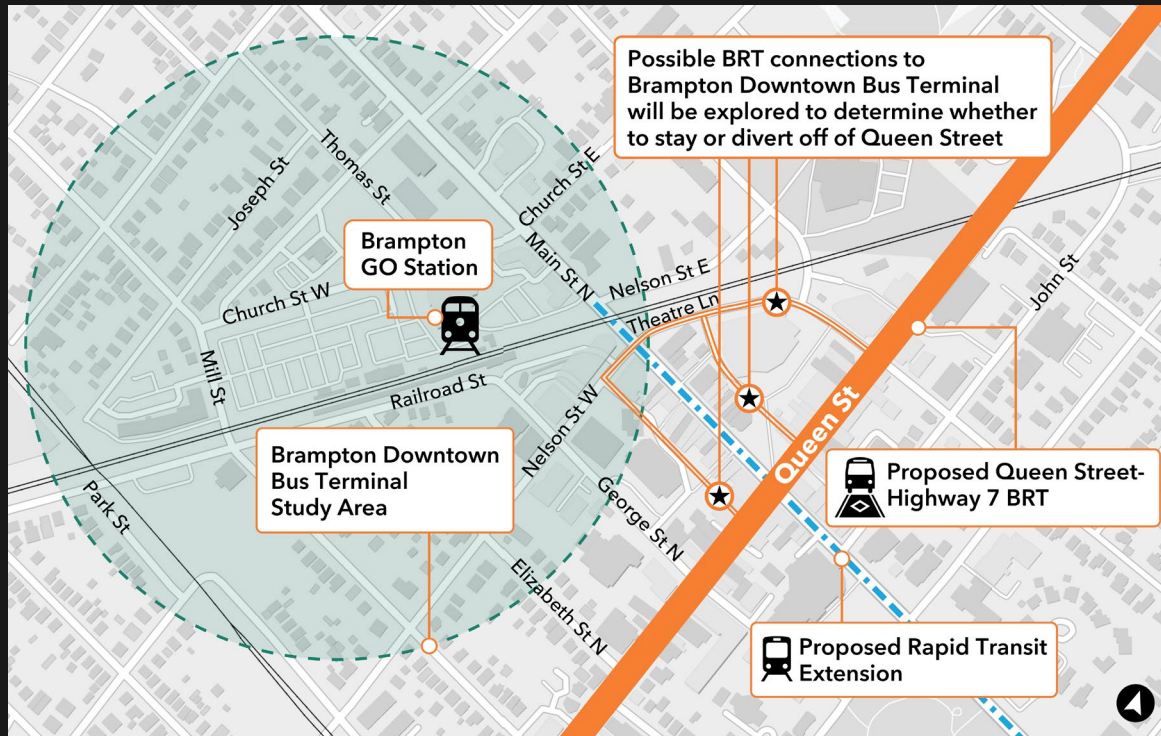
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Planning Concepts for Focus Areas A and D

Focus Area



Downtown Bus Terminal / GO Station



Existing Cross Section



Future Cross Section

This focus area has many future conditions that must be considered when screening planning concepts for Queen Street-Highway 7 BRT:

1. The potential rapid transit expansion east of Main Street. Undetermined if transit route will cross over Queen Street or go underground at this location.
2. Location for a new Brampton Downtown Bus Terminal is to be determined.
3. Queen Street Transformation will narrow this portion of Queen Street to one lane in each direction.
4. Widening of GO Train tracks.

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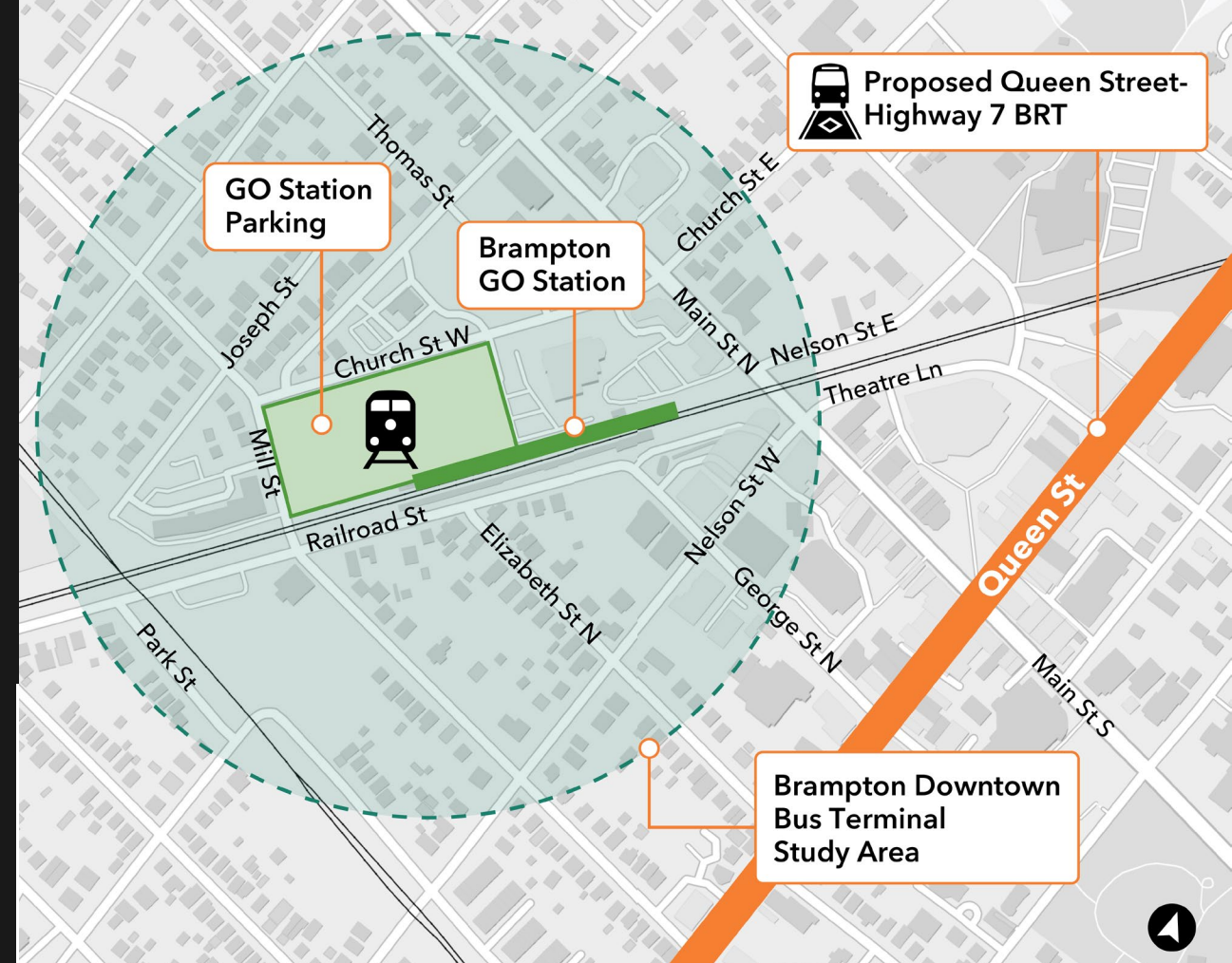
Focus Area



Downtown
Bus Terminal /
GO Station

Concept A:

**BRT stays on
Queen Street
with station located
near Main Street.**



Considerations:

- Faster, more direct BRT.
- Better service reliability.
- Inconvenient transfers.
- Accessibility concerns.
- Safety perception.
- Operational Issues.
- Weather obstacles.
- Queen Street delays.
- Location of downtown bus terminal to be confirmed in a separate study, currently underway

Focus Area



Downtown
Bus Terminal /
GO Station

Concept B:

**Divert BRT off Queen
Street to the Future
Bus Terminal or GO
Station.**



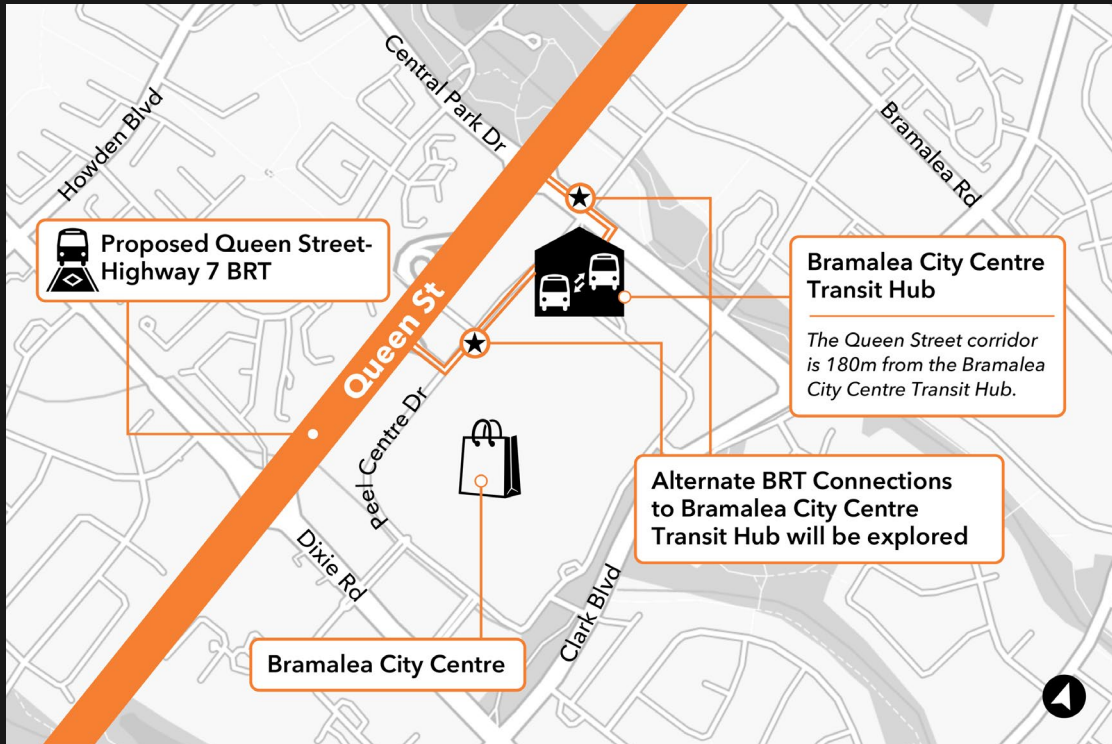
Considerations:

- Better LRT, bus, GO transfer.
- Improved accessibility.
- Transfer safety.
- Diversion travel times.
- Service reliability.
- Path through downtown affects neighbourhoods.
- Bus terminal site unconfirmed.

Focus Area



Bramalea City Centre

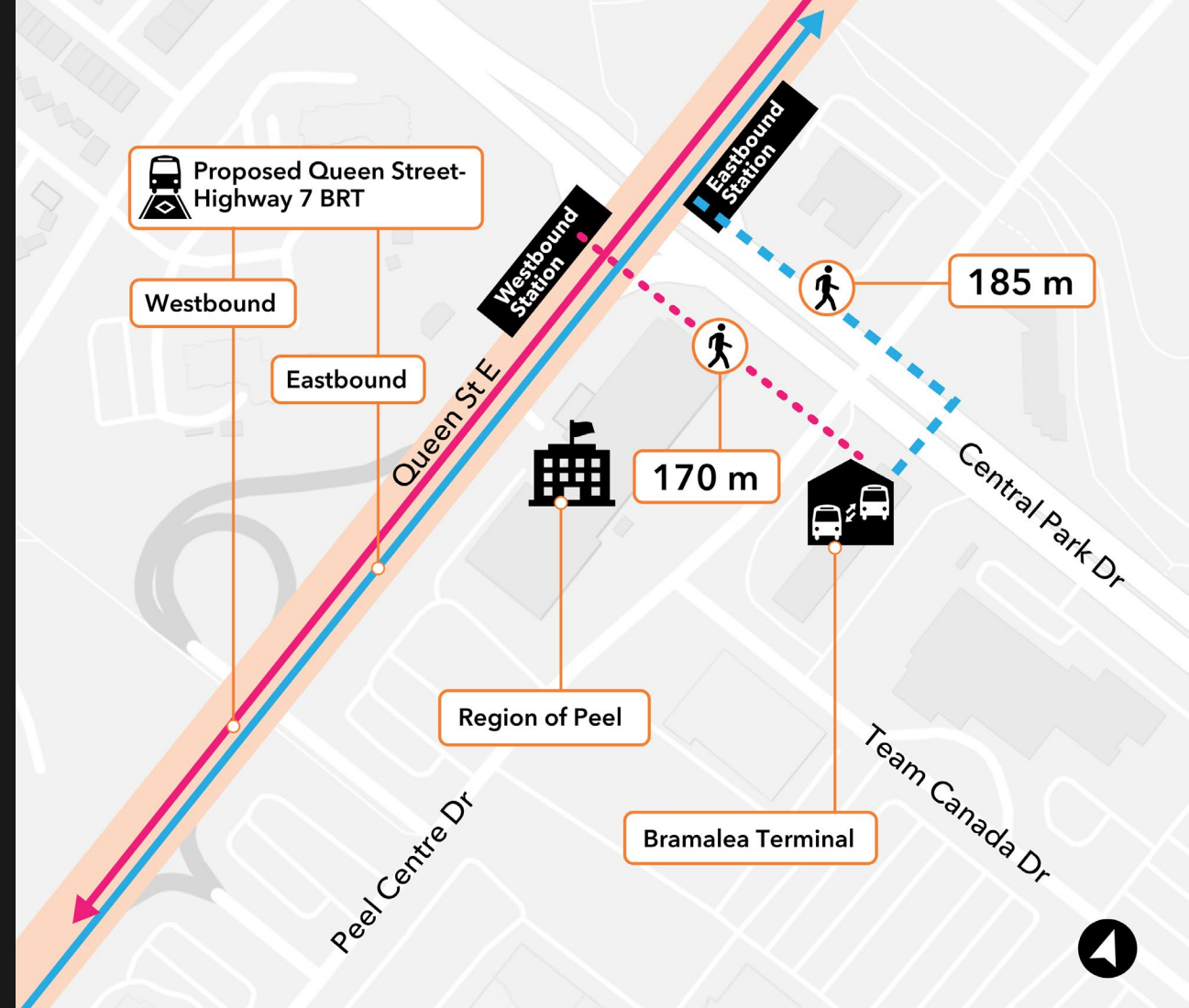


This focus area has future conditions that need to be considered when screening planning concepts for Queen Street-Highway 7 BRT:

1. The Brampton 2040 Vision includes the Bramalea New Town Concept, which includes three new, built-up districts that introduce various land uses to Bramalea City Centre such as commercial (retail and office), residential, recreational, and institutional.
2. The Bramalea New Town Concept is projected to increase population and density of the area.

Concept A:

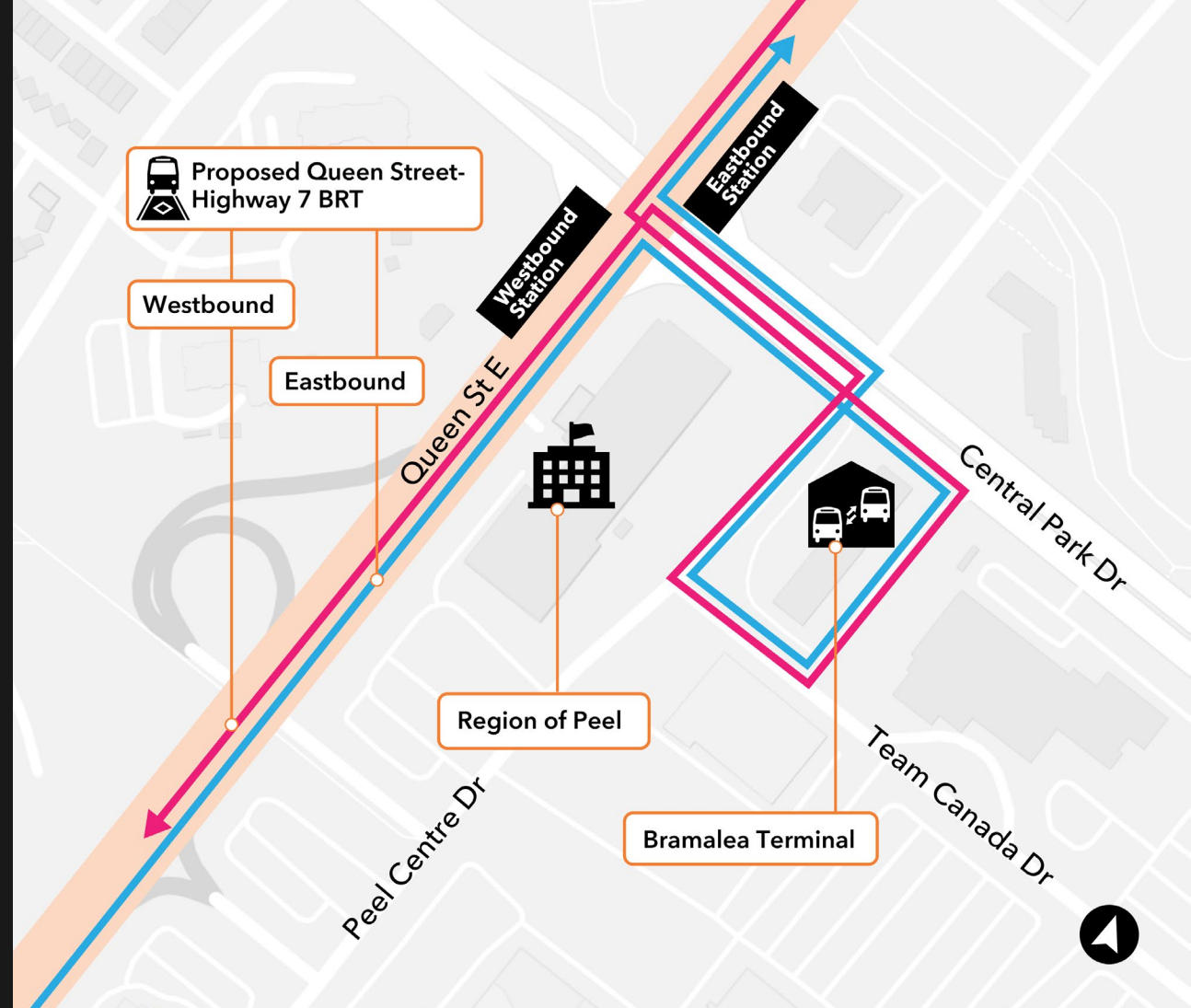
Station located on Queen Street.

**Considerations:**

- No diversion.
- Time lost.
- 3-4 minute walk to Terminal transfers.

Concept B:

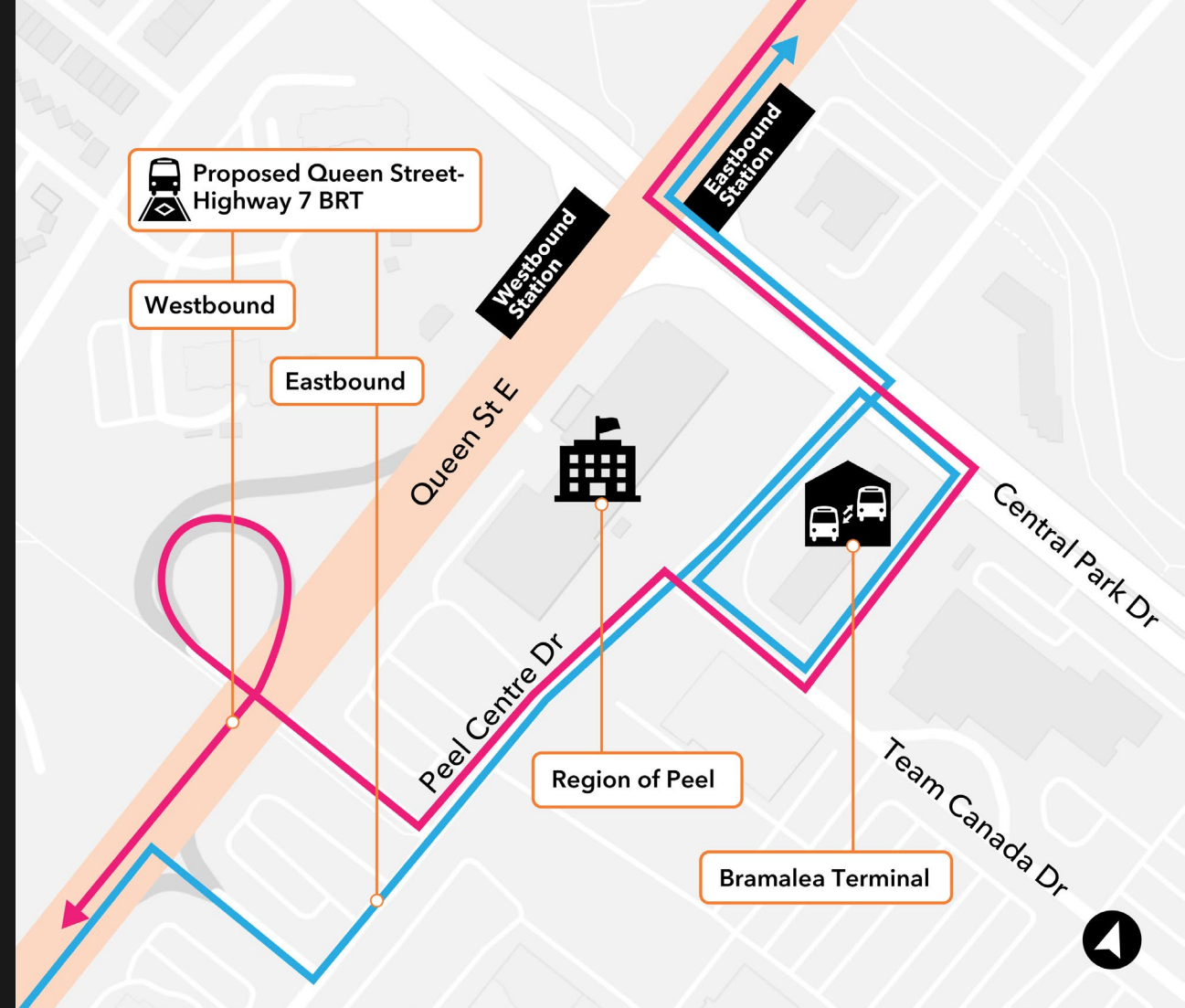
BRT diverts off Queen Street to Bramalea Terminal via Central Park Drive.

**Considerations:**

- 3-5 minute diversion from route.
- No added transfer or walk for passengers (same as Züm).
- Bus priority measures already in place.

Concept C:

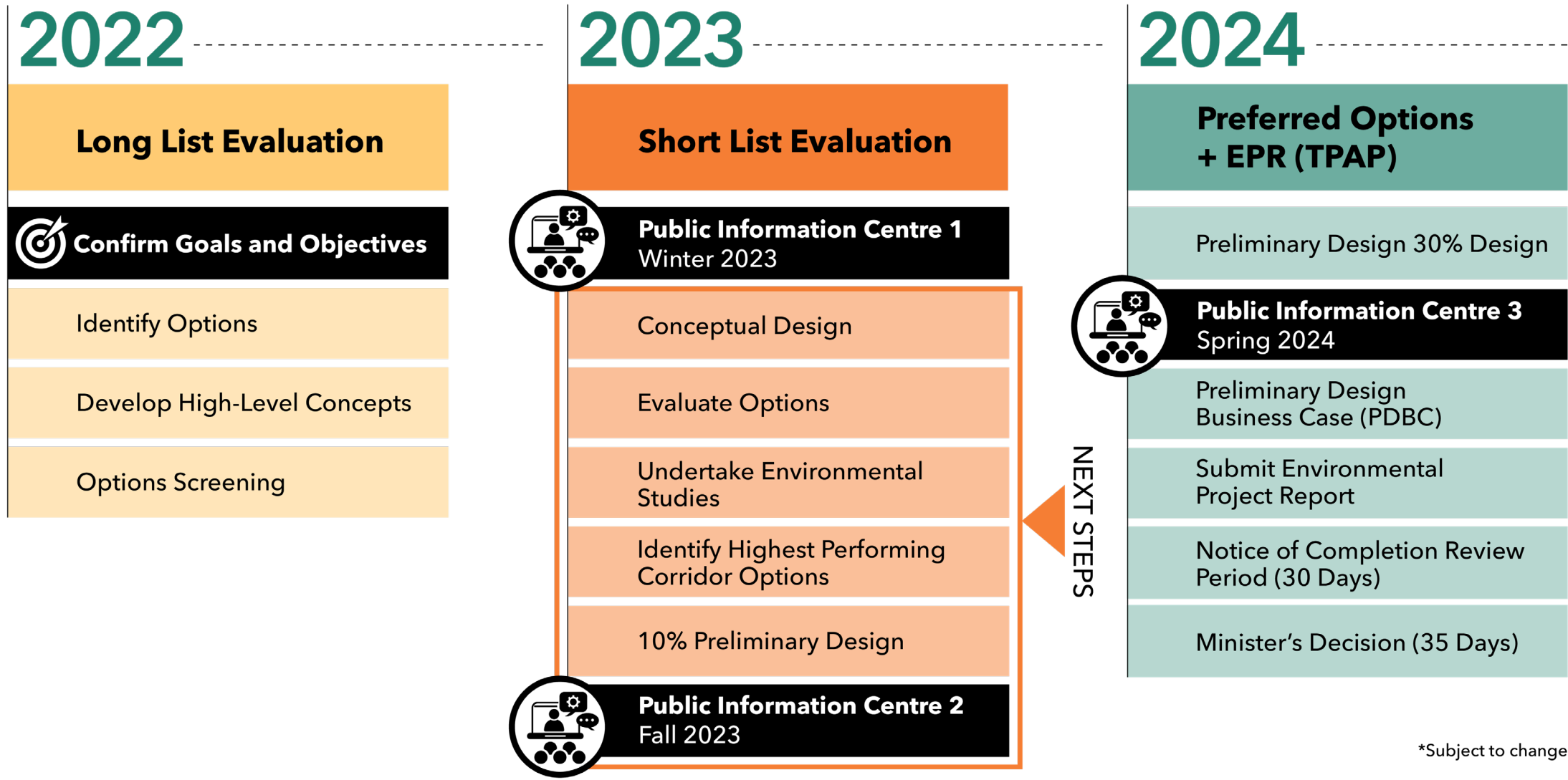
BRT diverts off Queen Street to Bramalea Terminal via Peel Centre Drive.

**Considerations:**

- 4-6 minute diversion from route.
- No added transfer or walk for passengers (same as Züm).
- No priority through mall parking lot (slightly longer diversion times).

Next Steps

Next Steps



*Subject to change.

We want to hear from you!

Public feedback is important to this process. We appreciate the time you have taken to learn more about the Queen Street-Highway 7 BRT, and we would greatly value your input on the following:

- The proposed Queen Street-Highway 7 BRT in your community.
- What is important to you about this project?
- Features of Queen Street and Highway 7 that you consider important for screening planning concepts.



Please complete the [online feedback form](#) and add your input to our interactive map starting January 23, 2023 at **metrolinx.com/Q7BRT** by

February 3, 2023.

Your input will help us to determine any additional considerations as we refine the planning concepts for Queen Street-Highway 7 BRT in advance of Transit Project Assessment Process (TPAP) commencement.

Thank you for attending this meeting.



We want to hear from you. Please use the online comment form found at metrolinx.com/Q7BRT to provide your thoughts on the project.



Use our interactive map beginning January 23, 2023 to share your thoughts on specific locations within the study area.



Alternatively, you can e-mail your comment to the project team at the address below: BramptonYorkBRT@metrolinx.com



Next Steps:

- All information from the virtual live meeting will be available at [**metrolinx.com/Q7BRT**](https://metrolinx.com/Q7BRT)
- The next round of public meetings are planned for Fall 2023.



Stay up to date by:

- Signing-up for the project mailing list.
- Visiting the project website: [**metrolinx.com/Q7BRT**](https://metrolinx.com/Q7BRT)

Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the Environmental Assessment Act. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

