

Planning a rapid transit corridor to connect the cities of Hamilton, Burlington, Oakville, Mississauga, and Toronto

Planning for Dundas Bus Rapid Transit (BRT)

Metrolinx is continuing to advance planning for the Dundas BRT working closely with the cities of Hamilton, Burlington, Oakville, Mississauga, and Toronto. Previous municipal planning studies and the Metrolinx Initial Business Case confirmed the need for improved bus transit infrastructure along Dundas Street.

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, would operate in bus lanes or in a dedicated right-of-way that is separate from other traffic and would allow for faster and more reliable transit connections.



Part of a bigger picture

The Dundas BRT is part of a 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, which sets out a broad vision for where and how our region will grow and identifies policies on transportation planning in the GTHA.

What is bus rapid transit (BRT)?

Bus rapid transit combines the flexibility of buses with the advantages of light rail transit to provide rapid transit at a lower cost. Where feasible, BRT uses express buses on dedicated lanes to bypass traffic congestion, shortening travel times and providing more reliable transit service. BRT can use smart signals that would adapt to support smoother traffic flow for all commuters including on buses, in personal vehicles, and on bicycles.



Anticipated BRT benefits

- **+30,000** net new daily riders
- **Decongestion** that would improve traffic flow resulting in 345,000-555,000 hours of decongestion benefits per year
- **Greenhouse gas** emissions would be reduced by 100,000-600,000 tonnes per year
- **Jobs** would become more accessible by creating connections to an estimated 230,000 to 465,000 jobs, placing them within 2km or an approximate 10-minute walk
- **Frequency** of transit service would be offered to 600,000-1,000,000 people living within 2km of the corridor
- **Commute** times on transit would be reduced along the corridor by approximately 14 minutes on average

Planning for the future

Provisions for future electrification technology are being considered in the planning of the corridor. This may be considered as the existing electrification technology allows transit vehicles to run smoothly without the use of fossil fuels, making transit a more locally green mode of transportation.

Instead of fueling each morning/evening, electric buses charge overnight at bus depots and, if required, schedule midday recharging layovers at garages or pass through discrete charging stations at potential layover locations during the day to ensure a smooth ride through the Dundas Street corridor.

Have questions or wish to hear about future Public Information Centres for this project? Contact us at:

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This background document can be translated into a different language upon request. Email us at one of the following:

Ce document d'information est disponible en français. Si vous êtes intéressé, veuillez envoyer un courriel à l'un des suivants :

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