



QUEEN ST TO HIGHWAY 7 BUS RAPID TRANSIT INITIAL BUSINESS CASE

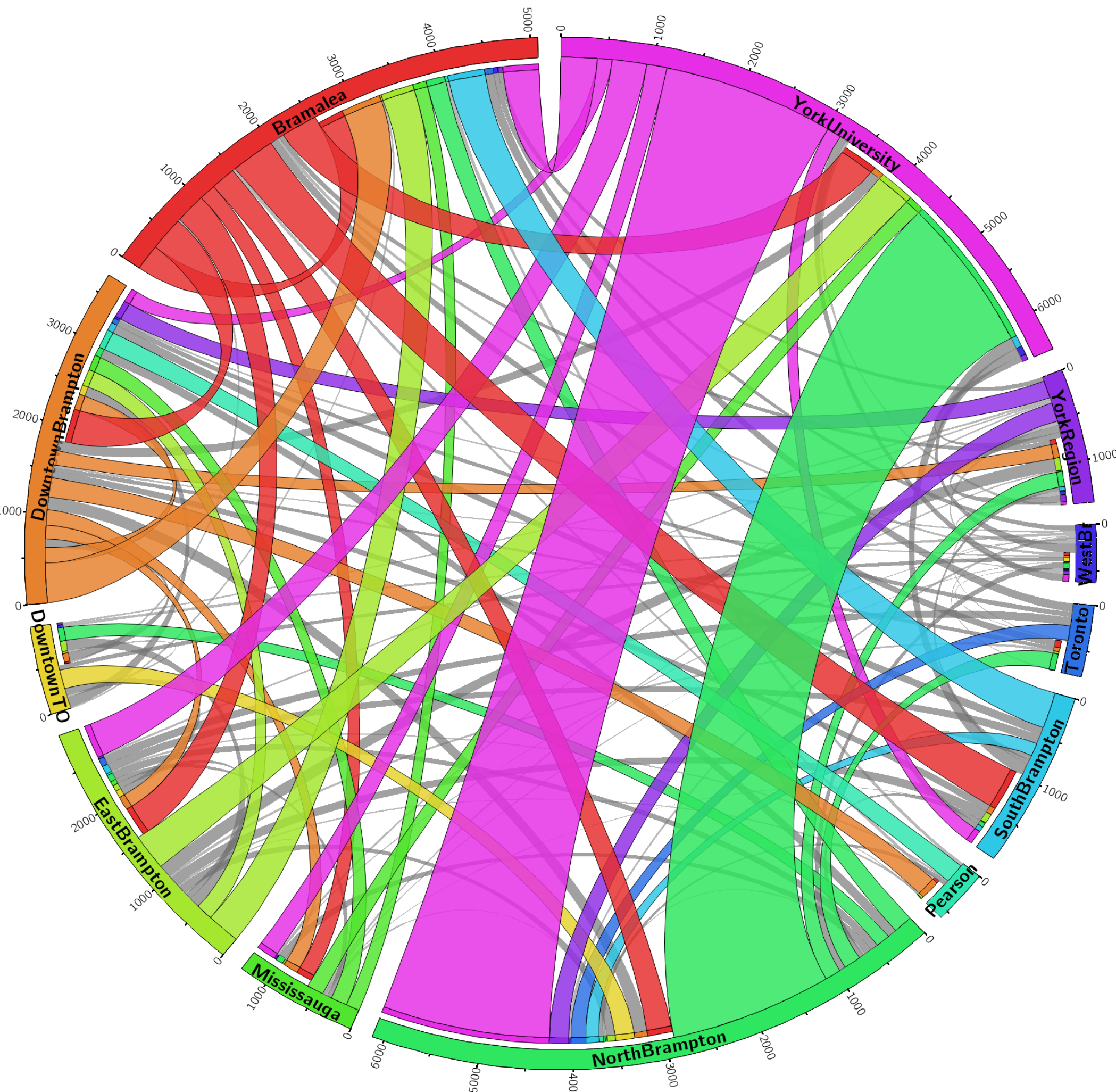
Metrolinx is working with the City of Brampton, Brampton Transit, Peel Region and York Region to advance the planning, design and engineering work for an approximately 24km Bus Rapid Transit (BRT) route connecting Downtown Brampton with the existing Viva rapidway on Highway 7 in York Region. An Initial Business Case is currently underway to determine what BRT infrastructure and services would best meet the current and future demand along the corridor. Specifically, the Initial Business Case aims to:

- Review different options for BRT infrastructure and services along Queen St in the City of Brampton to connect with the Viva rapidways along Highway 7 in York Region
- Identify opportunities for improved service integration between York Region Transit and Brampton Transit services;
- Identify preferred BRT stop locations; and
- Identify the benefits and financial costs of the project.

The full Initial Business Case will be available on the Metrolinx and Brampton Transit websites in Spring 2019.



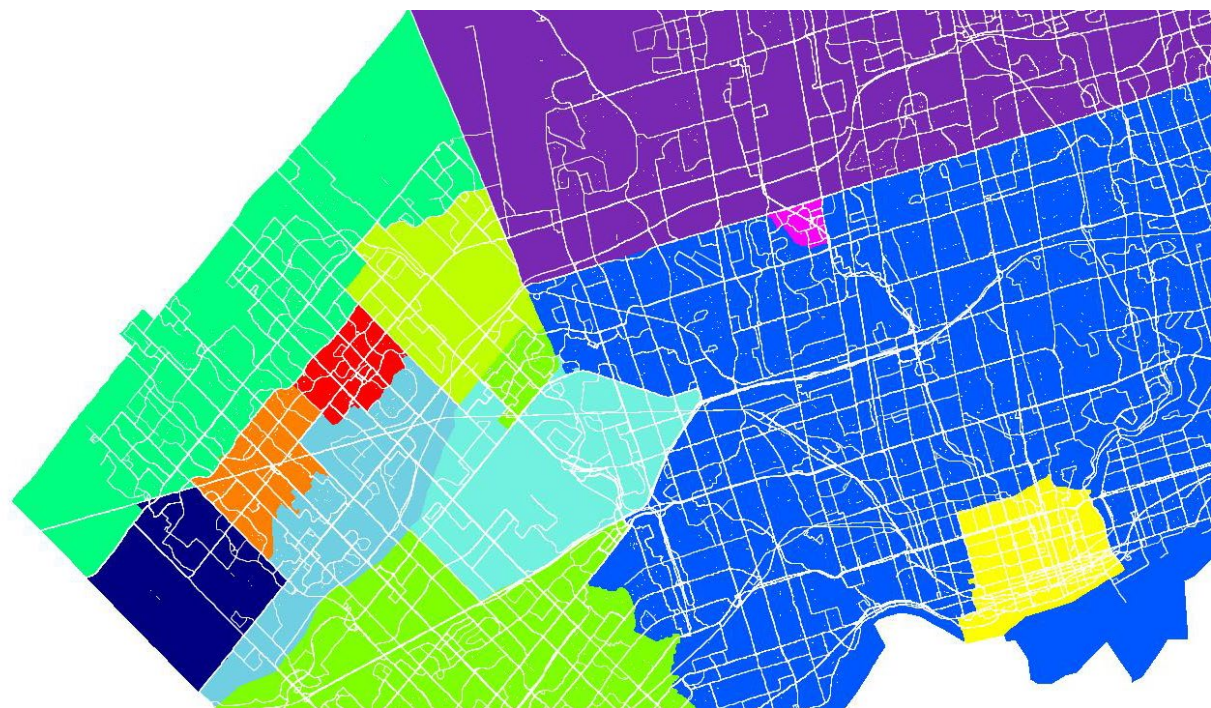
WHERE ARE PEOPLE TRAVELLING AROUND THE REGION?



- Main Origins**

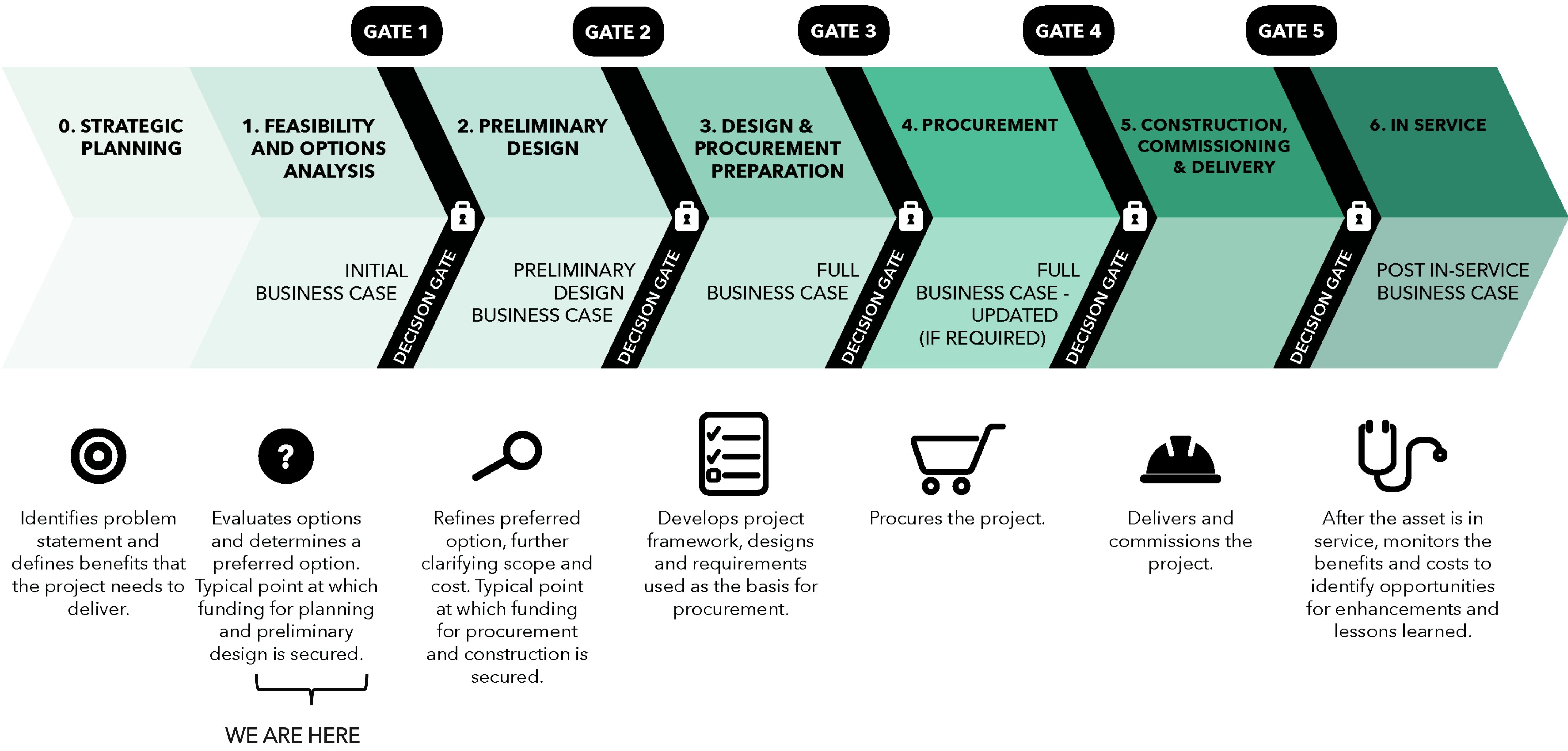
 - Around the Queen street/Hwy 7 corridor:
 - 1. Northwest Brampton
 - 2. SouthWest Brampton
 - 3. Northeast Brampton
- Main Destinations**

 - On Queen street/Hwy 7 corridor:
 - 1. Brampton downtown & Bramalea city Centre
 - 2. Hwy 7 area (between Hwy 50 and Helen street)
 - 3. Vaughan Metropolitan Centre - line 1 Metro
 - Around the Queen street/Hwy 7 corridor:
 - 1. York University and surroundings
 - 2. Mississauga East (and West)
 - 3. Pearson Airport
 - 4. Go stations (Mount pleasant, Brampton, Bramalea)
 - 5. (Toronto City Centre)



Legend

THE METROLINX BENEFITS MANAGEMENT PROCESS



PROJECT NEXT STEPS

- 2019 Finalize and publish the Initial Business Case for the corridor
- 2019-2020 (TBD) Preliminary design and engineering work for the corridor, including public consultation and engagement

WHAT IS IN THE INITIAL BUSINESS CASE?

The Metrolinx Business Case Framework follows 4 Chapters to provide a collection of evidence to understand the impact, costs and benefits of a transit project. The main aspects of each of the cases is presented below:

STRATEGIC CASE

- Population growth and travel demand between the City of Brampton and York Region will continue to increase and a higher capacity form of transit is required.
- Significant increase in the number of people using Brampton Transit and York Region Transit services to travel between City of Brampton and York Region.
- The travel time on transit is reduced by using dedicated bus infrastructure.
- Brampton Transit services will have access to the infrastructure, and options for better integration of all types of services is recommended.

OPERATIONS AND DELIVERABILITY CASE

- This IBC will identify several constraints which could impact successful delivery of the project including:
 - constrained right of way
 - physical structures and bridges
 - natural features
- These constraints require further analysis and consultation with our partners and the community in the next phases of work.

FINANCIAL CASE

- The financial case estimates the capital costs and identifies the financial requirements to successfully deliver the project.
- The estimated costs of the project are then compared with the economic benefits to obtain a series of key performing indicators to represent the efficiency of the option in generating value for each dollar invested.
- The estimated capital costs of the project reported in this IBC will be further refined as the planning and engineering work progresses.

ECONOMIC CASE

- A wide range of benefits are monetized in the economic case to understand the value of these benefits to the region over time
- Some of the economic benefits which will be reported will include:
 - Increases in reliability of BRT infrastructure vs Without
 - Savings in vehicle operating costs (as people switch from driving along the corridor to taking transit)



WHAT MIGHT BE RECOMMENDED IN THE INITIAL BUSINESS CASE?

1. DEDICATED BRT LANES



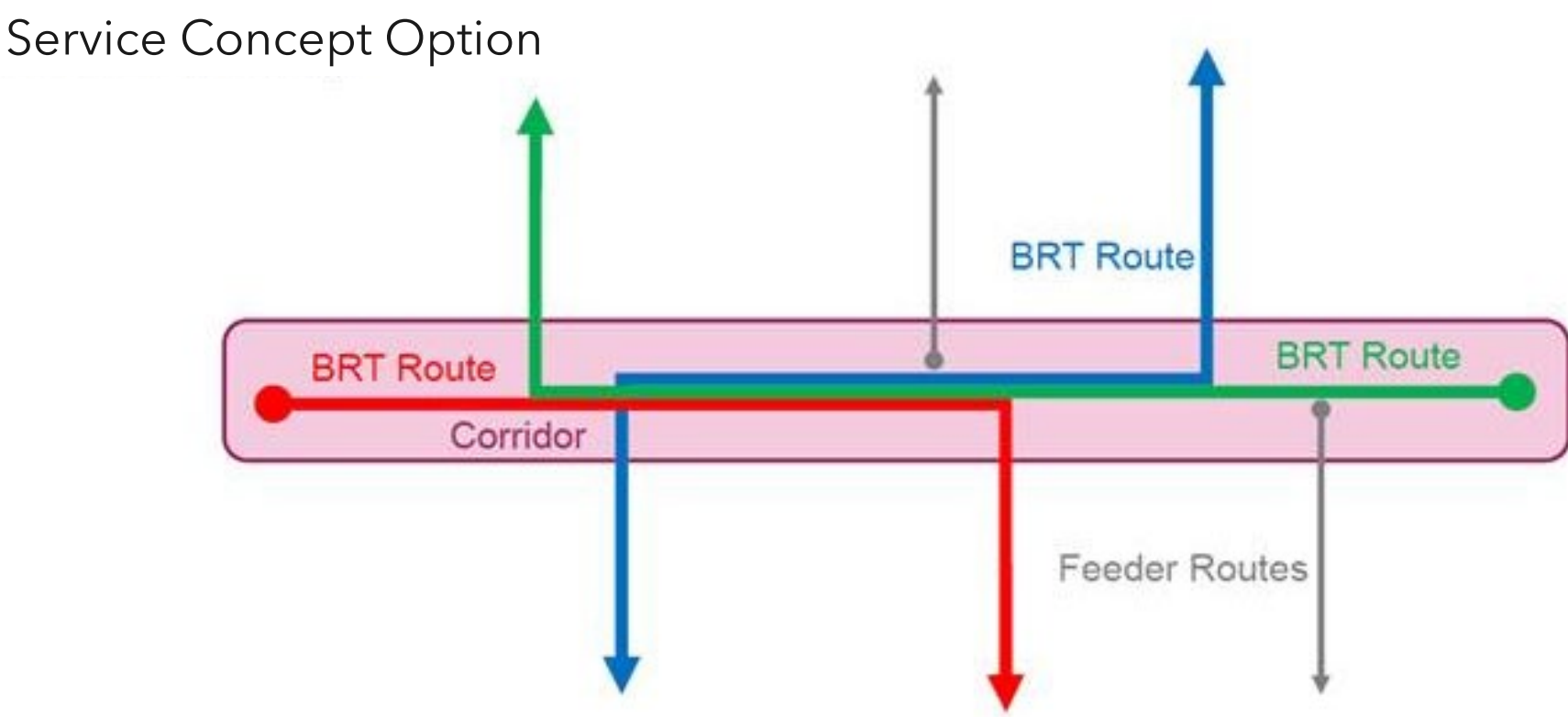
How should the corridor give priority to buses? The corridor will connect to the existing Viva rapidways in York Region.

2. STOPS AND DESTINATIONS



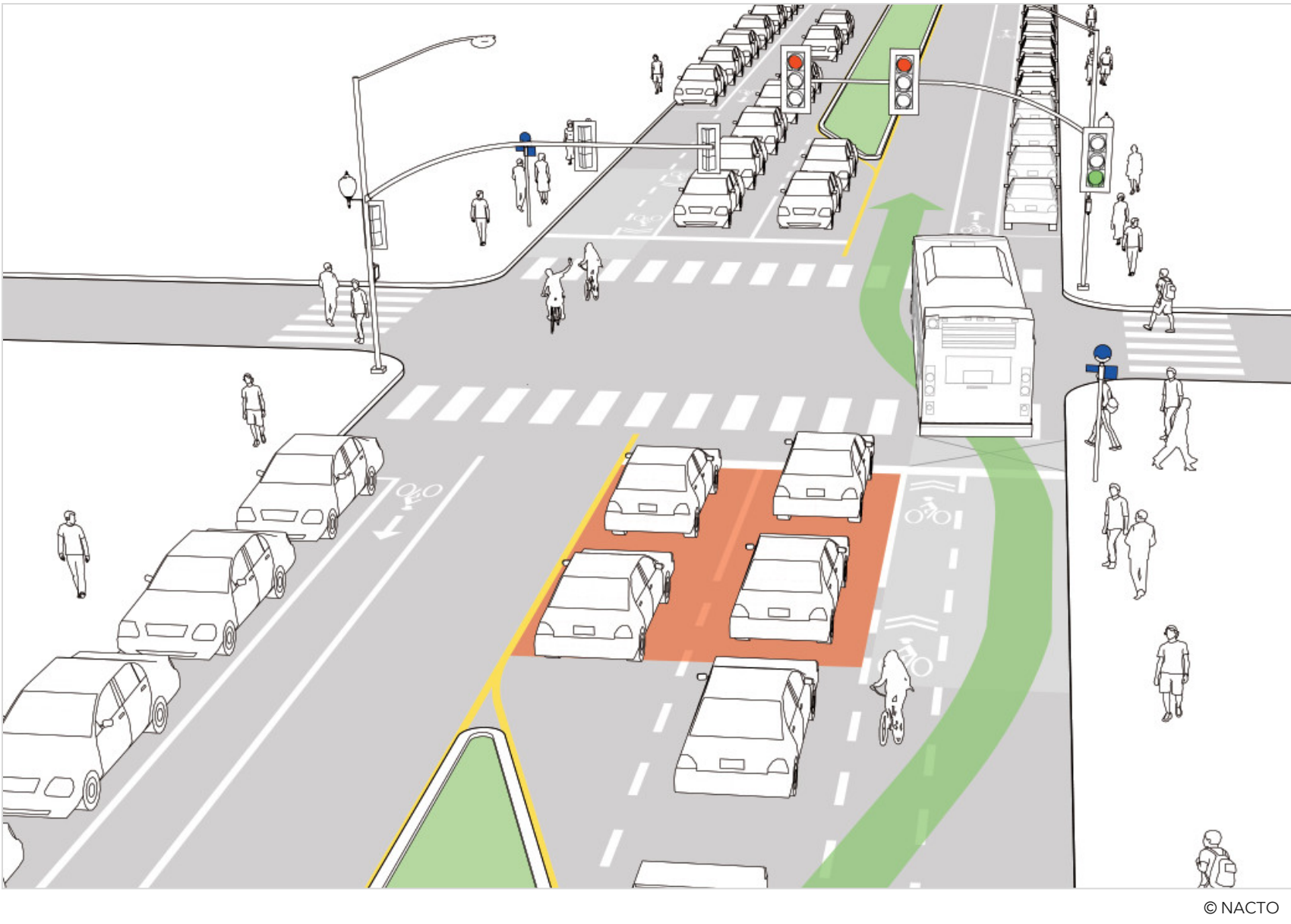
Where should BRT stops be located? How should destinations including Downtown Brampton, Peel Memorial Hospital and Bramalea City Centre be served?

3. FACILITATED TRANSFERS & FREQUENT SERVICE



How do we improve service integration between Brampton Transit, Viva and York Region services? As well as better connections to major destinations including the Vaughan Metropolitan Centre?

4. TRANSIT PRIORITY



In areas where the right-of-way is constrained, options for transit priority are being explored. Options could include queue jump lanes to enable buses to travel through as quickly as possible.

5. OVERALL BENEFITS AND COSTS

Which BRT configuration option could achieve the best trade-offs considering future planning objectives, ridership potential, operating and capital costs, economic benefits, as well as the feasibility and deliverability.

