Public Information
Centre

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Welcome to the Brampton Transit Public Information Centre for the Annual Transit Service Plan

The purpose of this Public Information Centre is:

- To obtain input on service proposals and options
- To help prioritize service proposals
- To help provide input for future service plans

BRAMPTON

Brampton Transit

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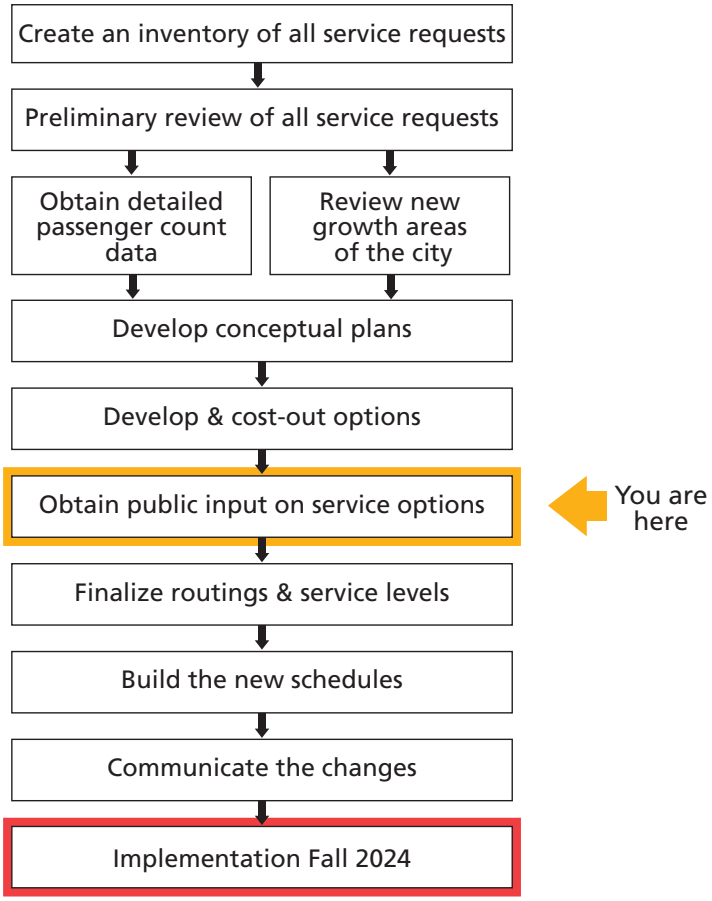
2024 Service Plan
Goals and Objectives

Goals and Objectives of the 2024 Service Plan

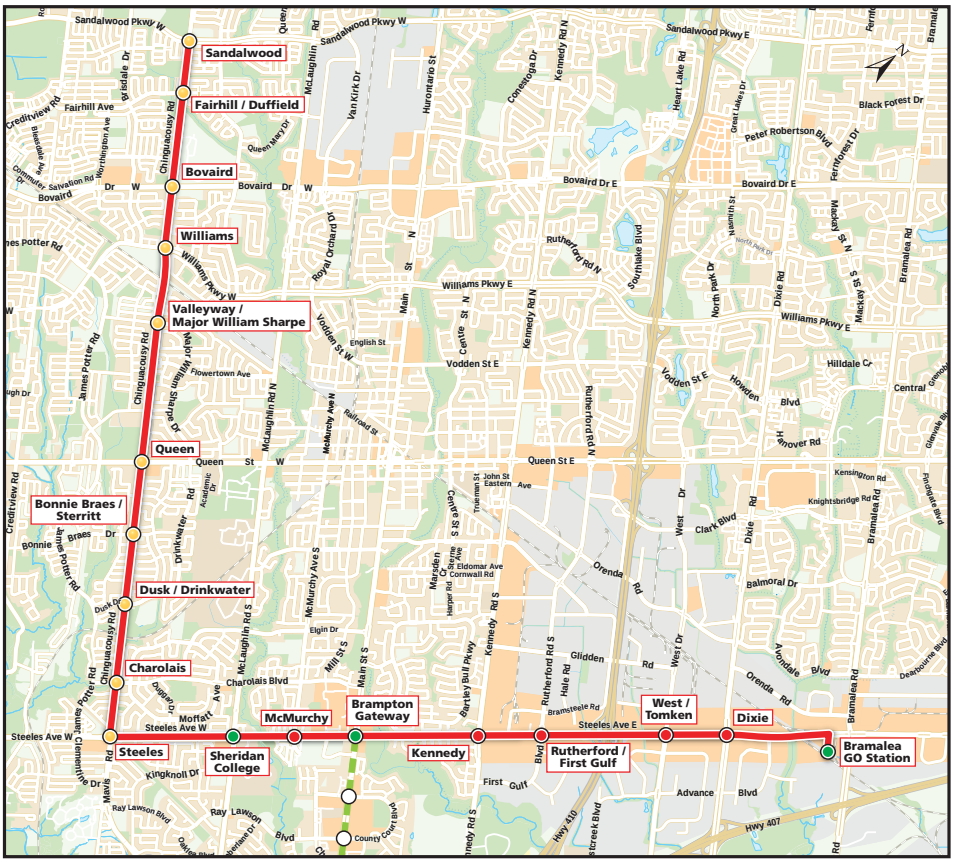
- Match service levels to ridership demand
- Address under-serviced transit corridors
- Provide service to new growth areas

Annual Service Plan Process



NOTE: All proposed changes are subject to Council budget approval and availability of resources.

Züm Chinguacousy



Legend

- New Züm Stations
- Existing Züm Stations
- Existing Terminal
- Proposed HuLRT Stations
- Hazel McCallion Line (Hurontario LRT)

504 Züm Chinguacousy Summary:

- Operates in both directions along Chinguacousy Road and Steeles Avenue between Sandalwood Parkway and Bramalea GO Station
- Service launch in connection with the opening of the Hazel McCallion Line (Hurontario LRT)
- Services nine (9) new Züm Stations within Brampton
  - Sandalwood Parkway
  - Bovaird Drive
  - Valleyway Drive / Major William Sharpe Drive
  - Bonnie Braes Drive / Sterritt Drive
  - Charolais Boulevard
  - Fairhill Avenue / Duffield Road
  - Williams Parkway
  - Queen Street
  - Dusk Drive / Drinkwater Road
  - Steeles Avenue
- Services all existing Züm stations along Steeles Avenue between Chinguacousy Road and Bramalea GO Station and Sheridan College, Brampton Gateway Terminal, and Bramalea GO Station
  - Enhances service levels along Steeles Corridor
- Route 4/4A Chinguacousy will continue to provide local service along Chinguacousy Road
- Route 104 Chinguacousy Express to be discontinued
- Connects to various Brampton Transit and MiWay routes, MiWay, GO Transit bus and train services and the Hazel McCallion Line LRT

2024 Service Plan
Proposed Service Quality Improvements

Brampton Transit has been experiencing higher than average ridership recovery and continuing growth compared to other transit systems across Ontario.

Service Frequency Improvements can be:

- An overall increase in the scheduled service frequency for an entire route for all or part of a particular time period
- Additional trips (extras) at peak ridership times
- Some extra trips may start mid-point along a route, as required by ridership, to protect "core" service
- Starting or ending "peak periods" earlier or later
- Earlier or later service

Other schedule or service frequency adjustments are also under review, to better match service levels to demand, improve utilization of resources, and meet service performance targets set out in Brampton Transit's Service Guidelines.

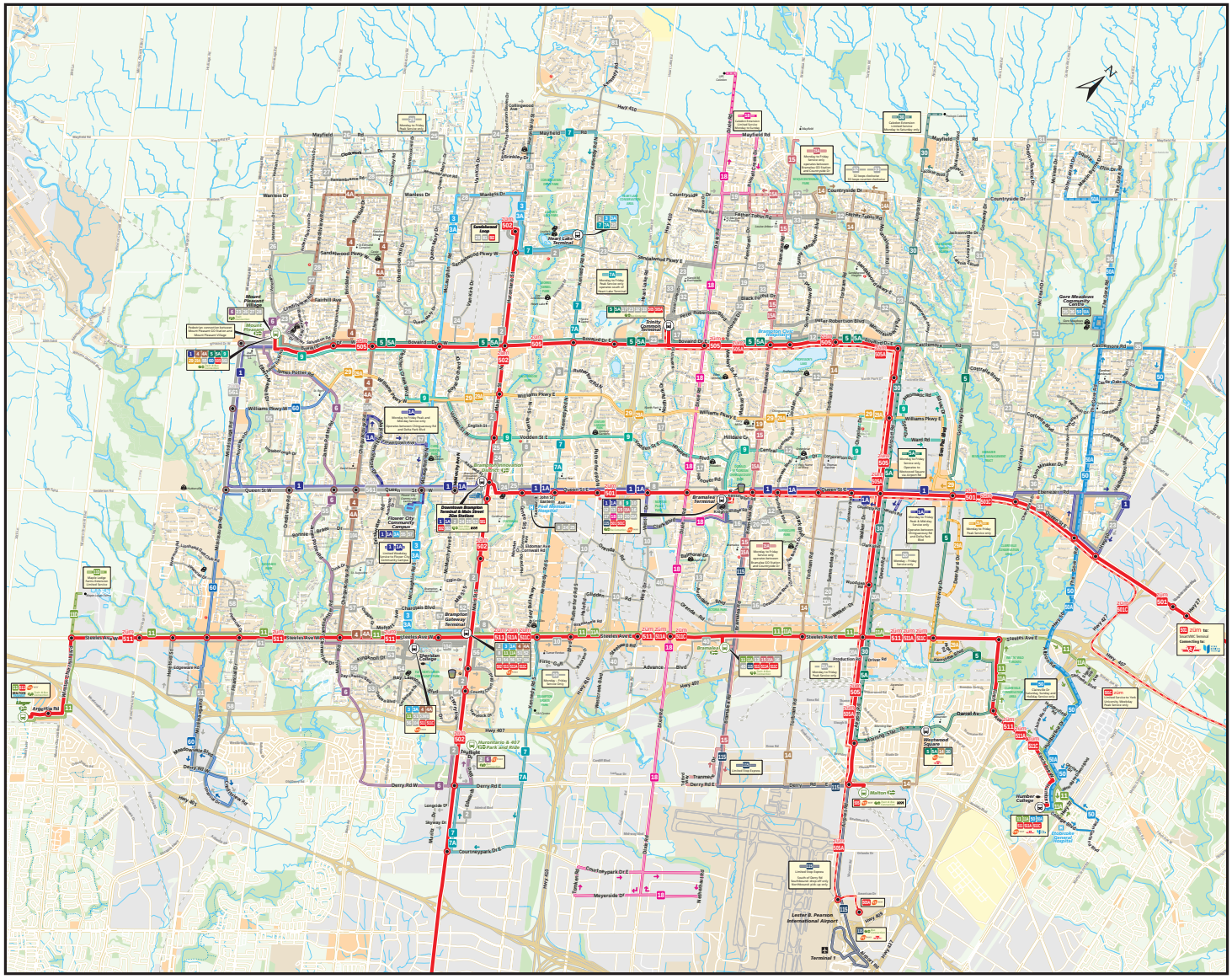
Service Frequency Improvements are subject to Council budget approval and availability of resources.

While all services are reviewed on an annual basis, the routes undergoing a detailed review and prioritized for potential improvements in 2024 are shown below.

Route Name and Number		Weekday			Weekend
		AM/PM Peak	Midday	Evening	
1/1A	Queen	●	●	●	●
3/3A	McLaughlin	●	●	●	●
4/4A	Chinguacousy	●	●	●	●
5/5A	Bovaird	●	●		●
6	James Potter	●	●	●	
7/7A	Kennedy	●	●		●
9	Vodden	●	●		●
11/11A/11D	Steeles	●			●
14/14A	Torbram	●	●		●
15/15A	Bramalea	●	●	●	●
18	Dixie	●	●		
29/29A	Williams	●			
30	Airport	●			●
50/50A	Gore Rd	●			●
60	Mississauga Rd	●	●	●	●
115	Airport Express				●
501	Züm Queen	●			●
502	Züm Main	●			●
505/505A	Züm Bovaird	●	●	●	●
511	Züm Steeles	●			●

2024 Service Plan

Map of Proposed Service Quality Improvements



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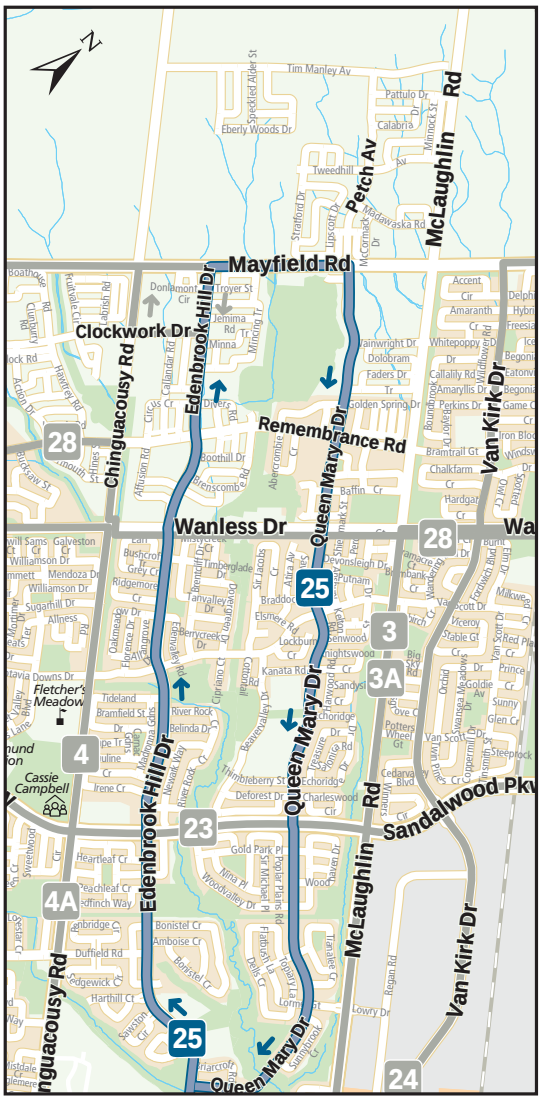
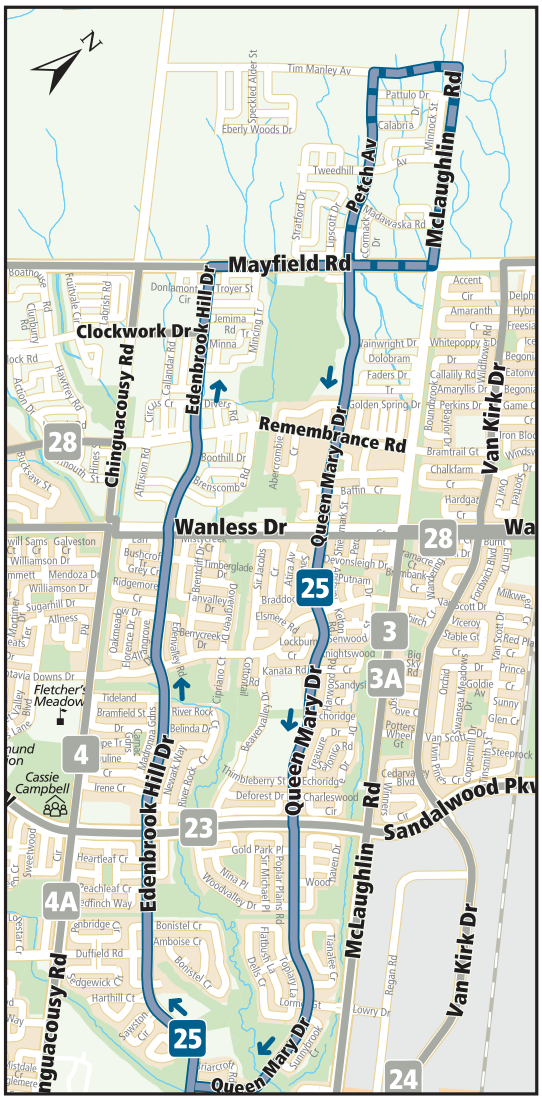
Route 25 Service Review
Proposed Changes

Existing



Proposed Caldeon Extension



Existing Service Needs and Opportunities:

- Newly developed portions are outside desired 400m walk distance to transit service
- Efficiently matching service coverage to demand and effective use of available resources

Summary:

- Proposed Route 25 extension to extend into new Mayfield West II development area in Caledon

Service every 25-30 minutes during weekday peak periods only

Route 501 Züm Queen Service Review

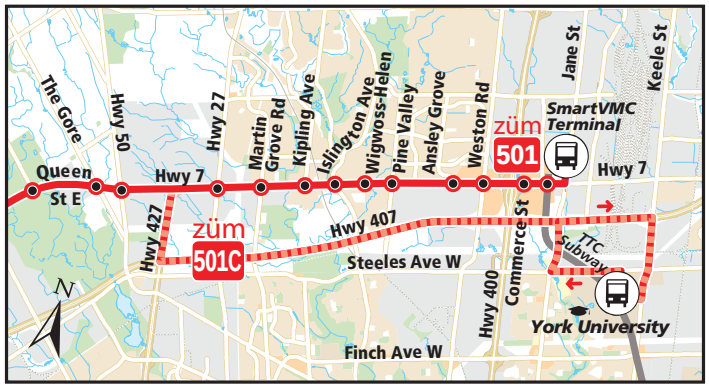
Issues:

- The current alignments of the 501 service to York University has been in place to help save Brampton residents from having to pay the double fare when transferring to/from TTC services to access the campus.
  - o One Fare program has now eliminated this double fare and transit customers can now transfer between all Brampton Transit and TTC services without paying two fares.
- 501C services operating along Highway 407 have a high operating cost due to increasing costs of 407 tolls.
- 501C services duplicates billions of dollars of investment in existing higher-order transit infrastructure (York Region Transit Highway 7 Rapidway & TTC Subway).

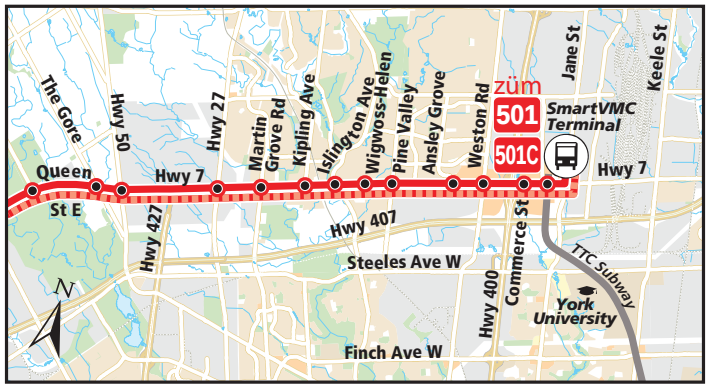
Proposed Changes:

- Route 501C realigned off of Highway 407 to operate between Bramalea Transit Terminal and SmartVMC Terminal via Queen Street / Highway 7 and the York Region Transit (YRT) Rapidway
- Free transfer to TTC Subway and York Region Transit Services at Vaughan Metropolitan Centre Station and SmartVMC Transit Terminal

Existing



Proposed



Proposed Service Levels:

Route #	AM Peak		Mid-Day		PM Peak	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
501	12	12	12	12	12	12
501C	12	-	-	-	-	12
Combined	6	12	12	12	12	6

Ontario's One Fare Program
Fare Integration

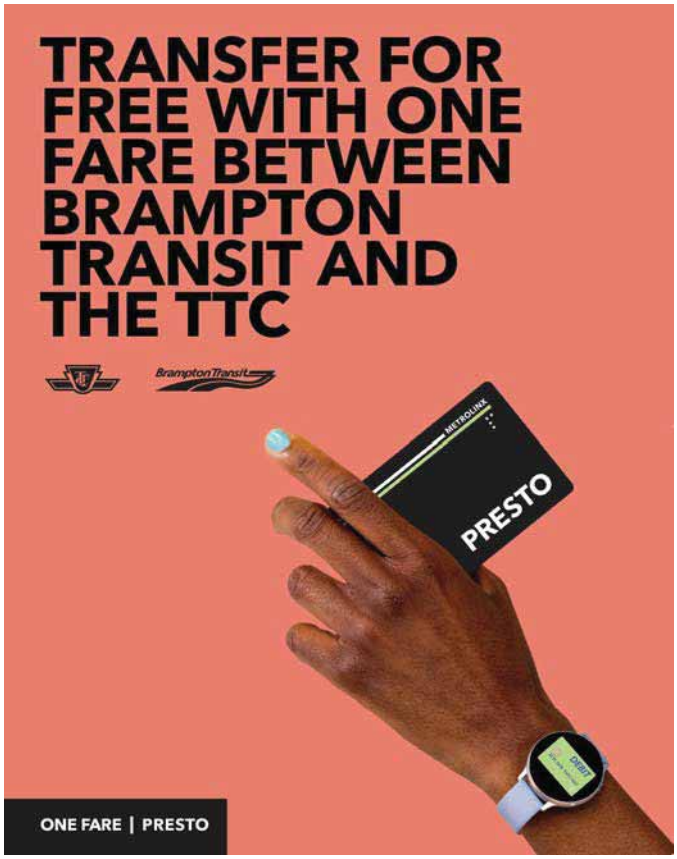
Ontario's One Fare Program
Fare Integration

Starting February 26, 2024, Ontario's One Fare Program is allowing transit riders to only pay once when connecting to and from Brampton Transit, GO Transit, Toronto Transit Commission (TTC), MiWay, York Region Transit, and Durham Region Transit.

Ontario's One Fare Program supports the 2041 Regional Transportation Plan (RTP) advancing the integration of transit services and fares, by reducing barriers and enabling cost-savings to make transferring between transit agencies easier for customers.

- PRESTO automatically calculates a 100 per cent discount and applies it to a PRESTO card, credit or debit card or PRESTO in Google Wallet. Transit riders must tap on and off with the same card.
- Transfers are valid for two hours for trips started on local transit and within three hours of the start of a GO Transit trip.

For trips connecting between TTC and local transit systems, the second portion of the trip will become free (first payment will enable a two-hour free transfer across all systems).



https://www.metrolinx.com/en/projects-and-programs/fare-integration/one-fare-program

North West Brampton

Proposed Service Realignments for Chinguacousy Züm

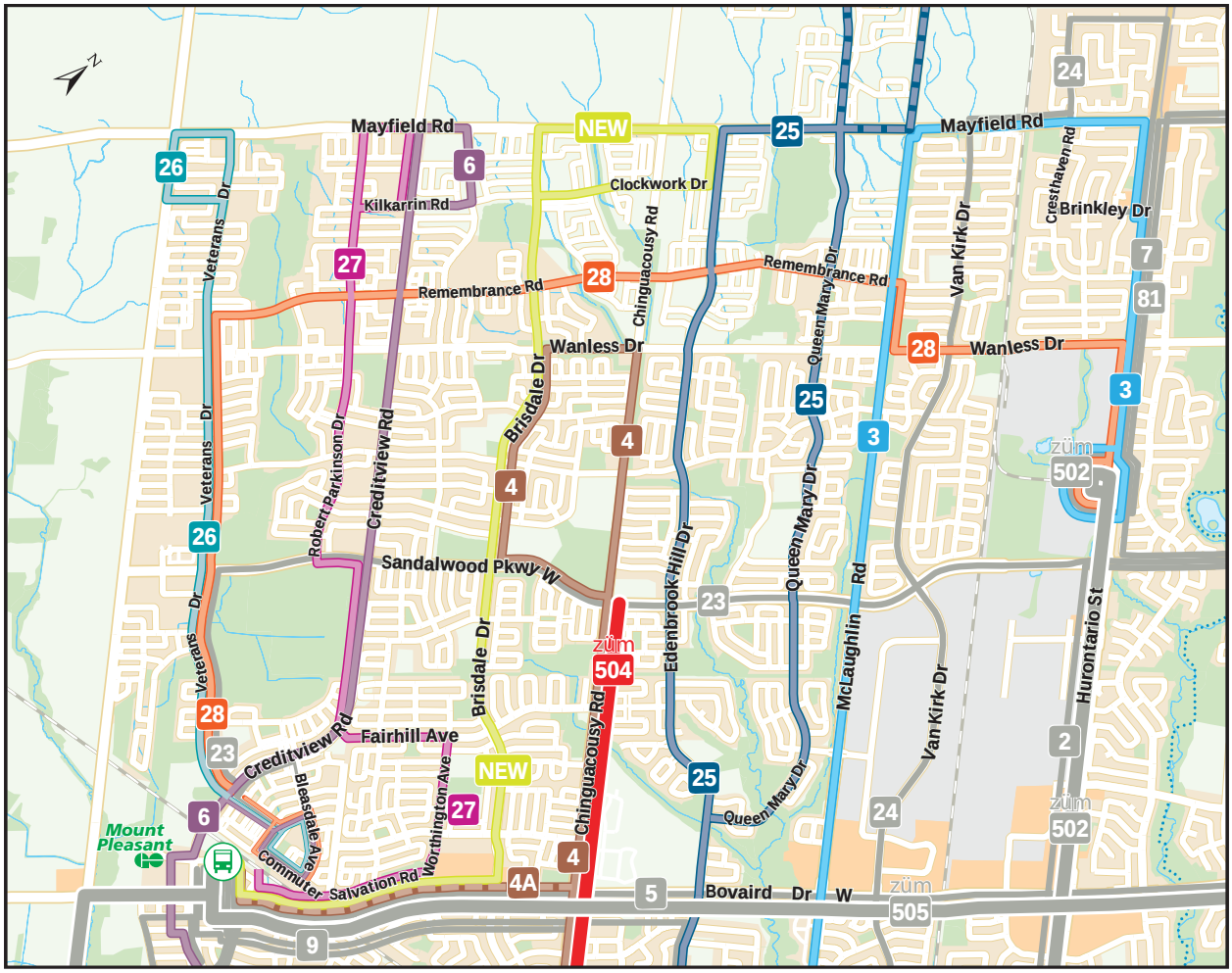
Issues:

- A new Züm route is planned to be launched between Sandalwood Parkway and Bramalea GO Station via Chinguacousy Road and Steeles Avenue. Realigning local services to connect to proposed Züm Route to increase efficiencies in the transit network.

Proposed Changes:

- Route 4 Chinguacousy realigned via Sandalwood Parkway, Brisdale Road and Wanless Drive
- Route 4A Chinguacousy realigned to service Mount Pleasant GO Station via Bovaird Drive
- A new local route created to service Brisdale Drive to Mayfield Road and Clockwork Road to replace Route 4 Chinguacousy service along Brisdale Drive
- Route 26 Mount Pleasant will no longer service Clockwork Road
  - o Replaced by a new Local Route
- Route 27 Robert Parkinson will service Worthington Drive to replace Route 4A Chinguacousy along Worthington Drive
- Route 6 James Potter will be extended along Creditview Road to Mayfield Road to replace Route 4A Chinguacousy along Creditview Road.

North West Brampton – Proposed Short Term Routings



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North West Brampton

Future Service Concepts

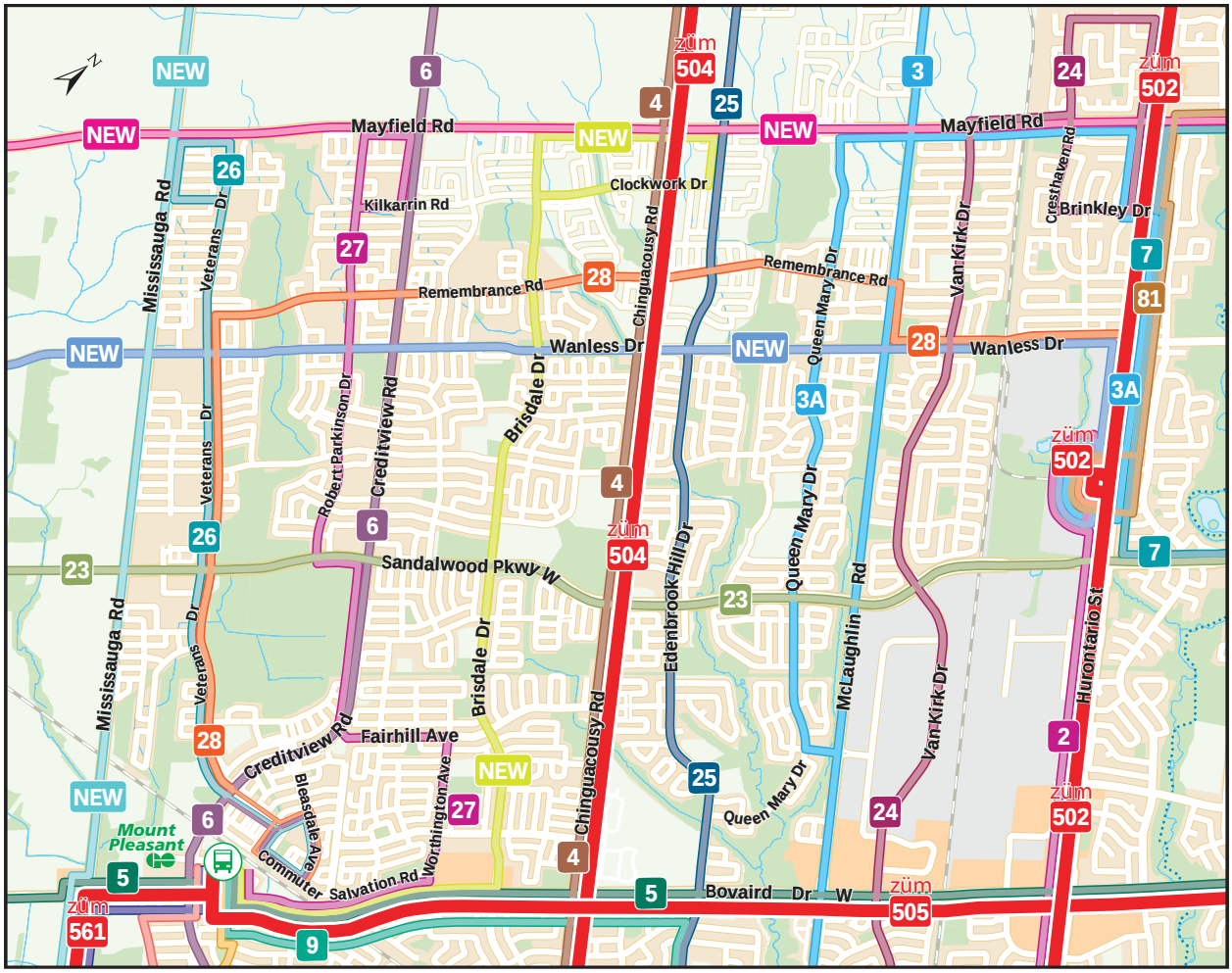
Issues:

- As growth in the Mount Pleasant area is nearing completion, further route realignments will allow for more efficient service coverage and increase travel options and connections.

Considerations:

- Minimize impact on established travel patterns.
- Provide for future (longer-term) growth without the need for additional significant restructuring.
  - Heritage Heights (west of Mississauga Road)
  - Mayfield West II area of Caledon
- Match service levels with demand, improve service coverage and provide connections to Züm, GO Transit.
- Provide services that support Transit Supportive Community goals for Mount Pleasant area.
- Extend "grid network" route structure into area.
  - Orient main routes to arterial roads supplemented by network of local service

North West Brampton Future Service Concepts



North East Brampton

Future Service Concepts

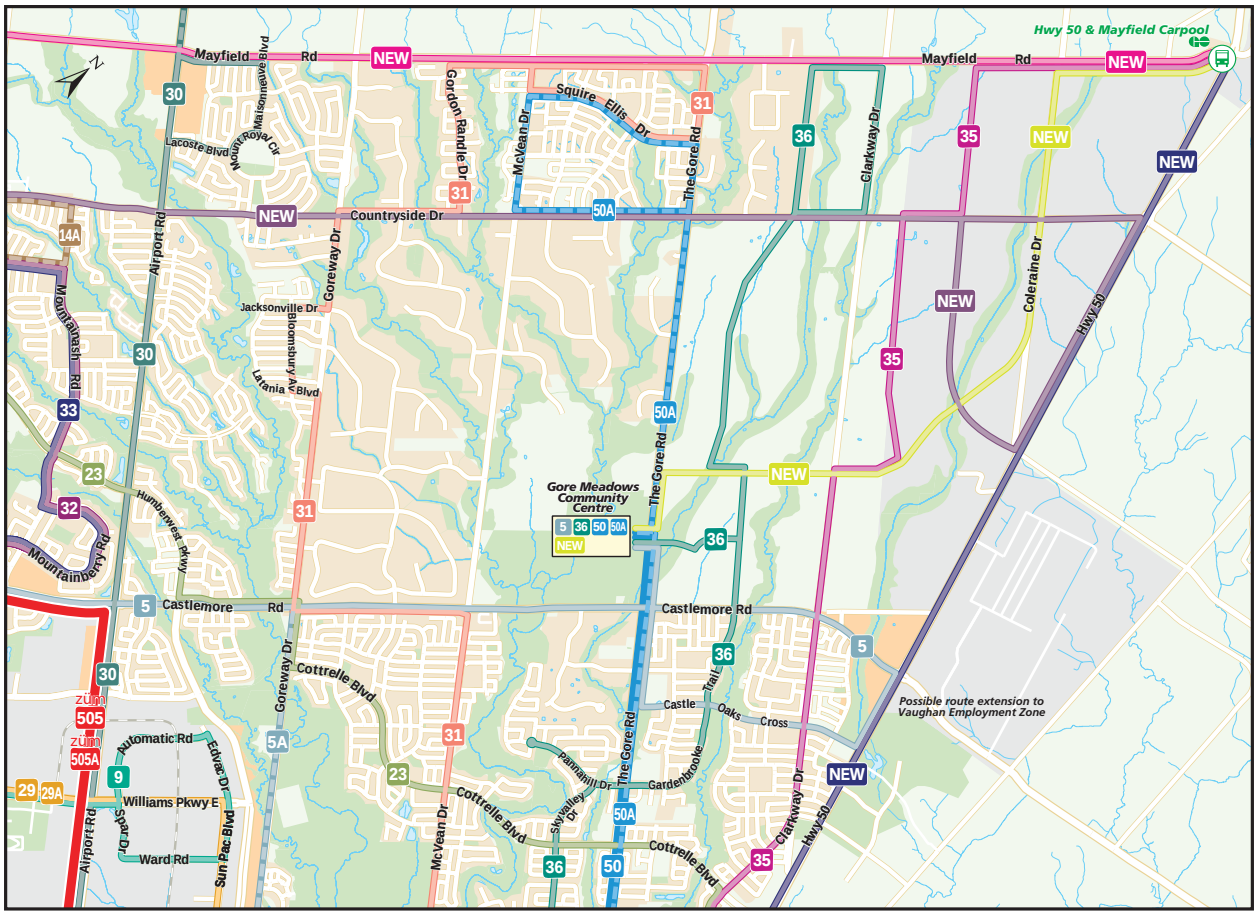
Short-Term Service Improvements

- Attempt to match service levels to demand, improve utilization of resources, and meet service performance targets set out in Brampton Transit's Service Guidelines.
- Service Frequency Improvements are subject to Council budget approval and availability of resources.

Long-Term Future Service Concept

- Further route realignments will be implemented to accommodate additional future growth east of The Gore Road, and allow for more efficient service coverage, and increase travel options and connections.
- Extend "grid network" route structure into new growth and employment areas along Countryside Drive, Clarkway Drive, Highway 50 and other collector roadways.
  - Orient main routes to arterial roads supplemented by network of local service
- Provide services that support Transit Supportive Community goals.

North East Brampton Future Service Concepts



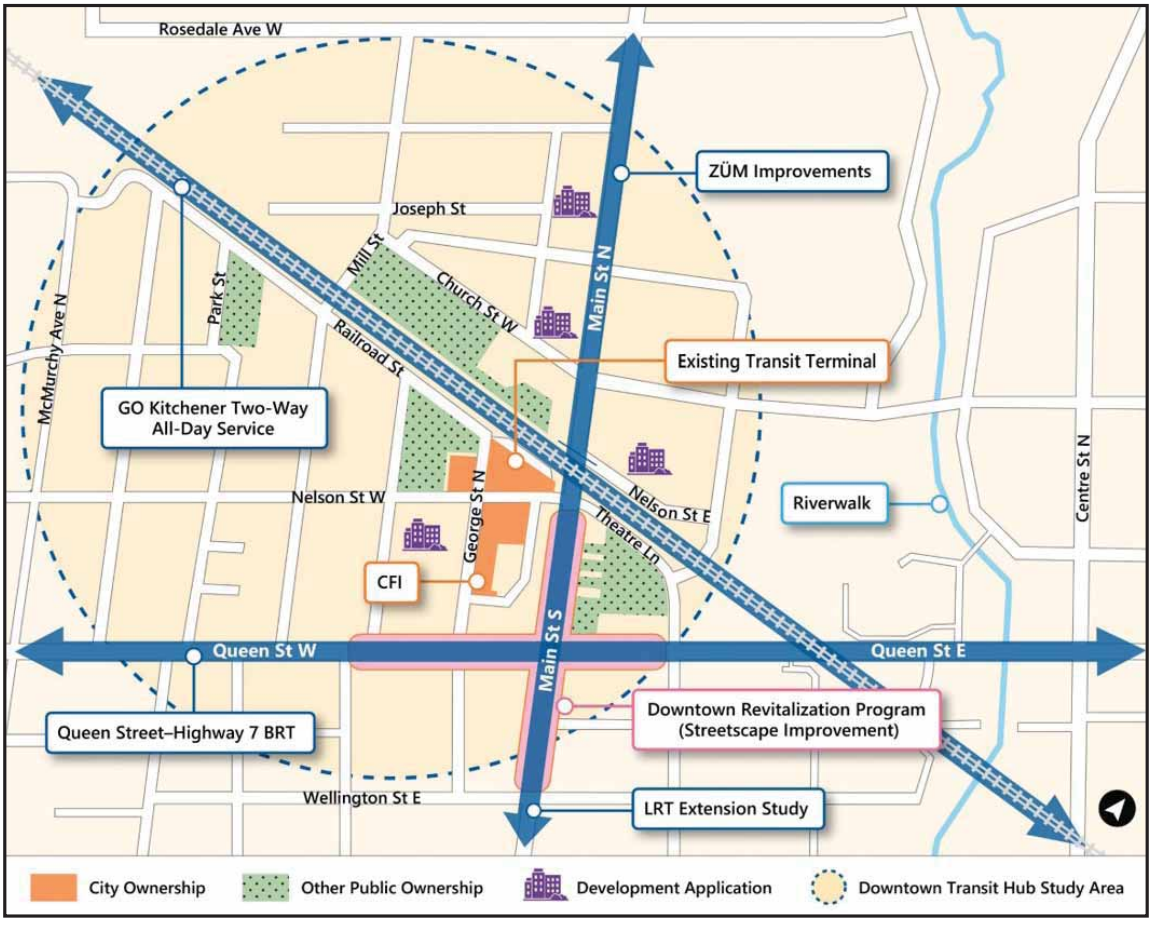
NOTE: proposed routing east of The Gore Road subject to change based on completed portions of new development and collector road network

Downtown Brampton Transit Hub

Study Overview

- Develop a Preliminary Design and Site Plan for a new transit terminal in Downtown Brampton.
- Plan and design a transit hub that is flexible and adaptable to future needs.
- Identify the most appropriate delivery model:
  - Development Style — stand-alone facility vs. mixed-use.
  - Procurement Model — traditional vs. P3.
- Obtain approval through the Transit Project Assessment Process (TPAP).

https://www.brampton.ca/transithub
Status: Preliminary design



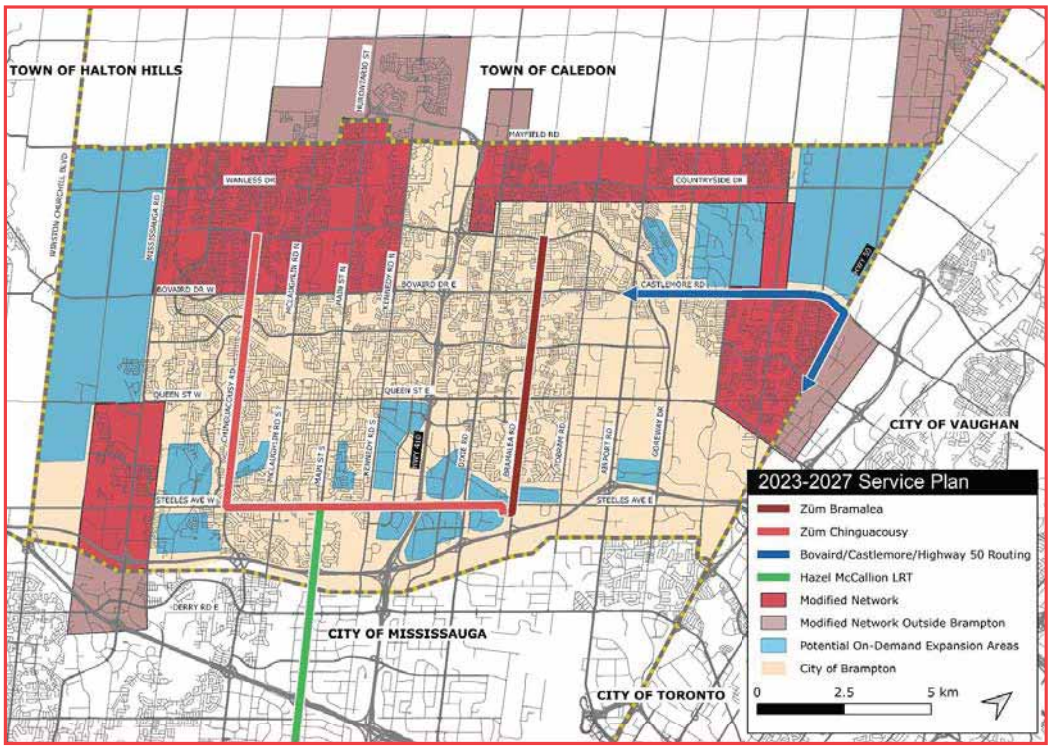
Five-Year Service Plan
2023-2027

Business Plan Strategic Directions

- Meet the needs of an Evolving Community
- Smart and Sustainable Innovation
- Maximize the Customer Experience
- Collaborations and Partnerships

2023-2027 Service Plan Summary

- Increase service on main travel corridors
- Increase service in off peak periods
- Expand and modify network in growth areas
- Launch Chinguacousy and Bramalea Züm Services
- Launch Overnight Services
- Expand On-Demand Services

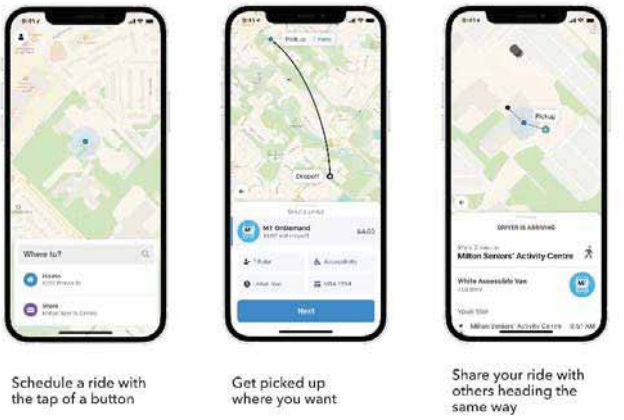


BT On-Demand Transit

What is On-Demand Transit?

- Flexible routing or scheduling based on customer demand
- Use of mobile applications to connect transit vehicles to demand
- Use of regular transit buses as well as smaller, more flexible vehicles
- Connecting multiple transportation services to complete a trip

Example of an On-Demand App:



Potential On-Demand Applications in Brampton:

- Use of regular transit buses as well as smaller, more flexible vehicles in the future
- Connecting multiple transportation services to complete a trip
- Service areas may include:
  - Expanding service to new growth areas
  - Expand route coverage and hours of service in employment lands
  - First mile/last mile connections to/from other services, GO Station, etc.

BT On-Demand Pilot Project:

- Service provided by Brampton Transit operators using conventional buses and existing bus stop locations
- Modified "flex route" based on demand and trip bookings
- Route 40 Central Industrial will be replaced with BT On-Demand service
- Evaluate operating costs, customer service, and determine criteria for further deployment
- Existing Route 40 trips to be replaced by all day coverage through BT On-Demand service

Hazel McCallion
Light Rail Transit (LRT)

Project Overview:

- The 18-kilometre Hazel McCallion Line will bring a new, environmentally friendly and reliable method of transportation
- 19 stops traveling through two urban growth centres and connect to major transit systems including GO Transit (Milton and Lakeshore West lines), the Mississauga Transitway, Brampton Transit, ZUM and MiWay
- Clean, electrically powered light rail vehicles, producing near zero emissions.

Status: in construction

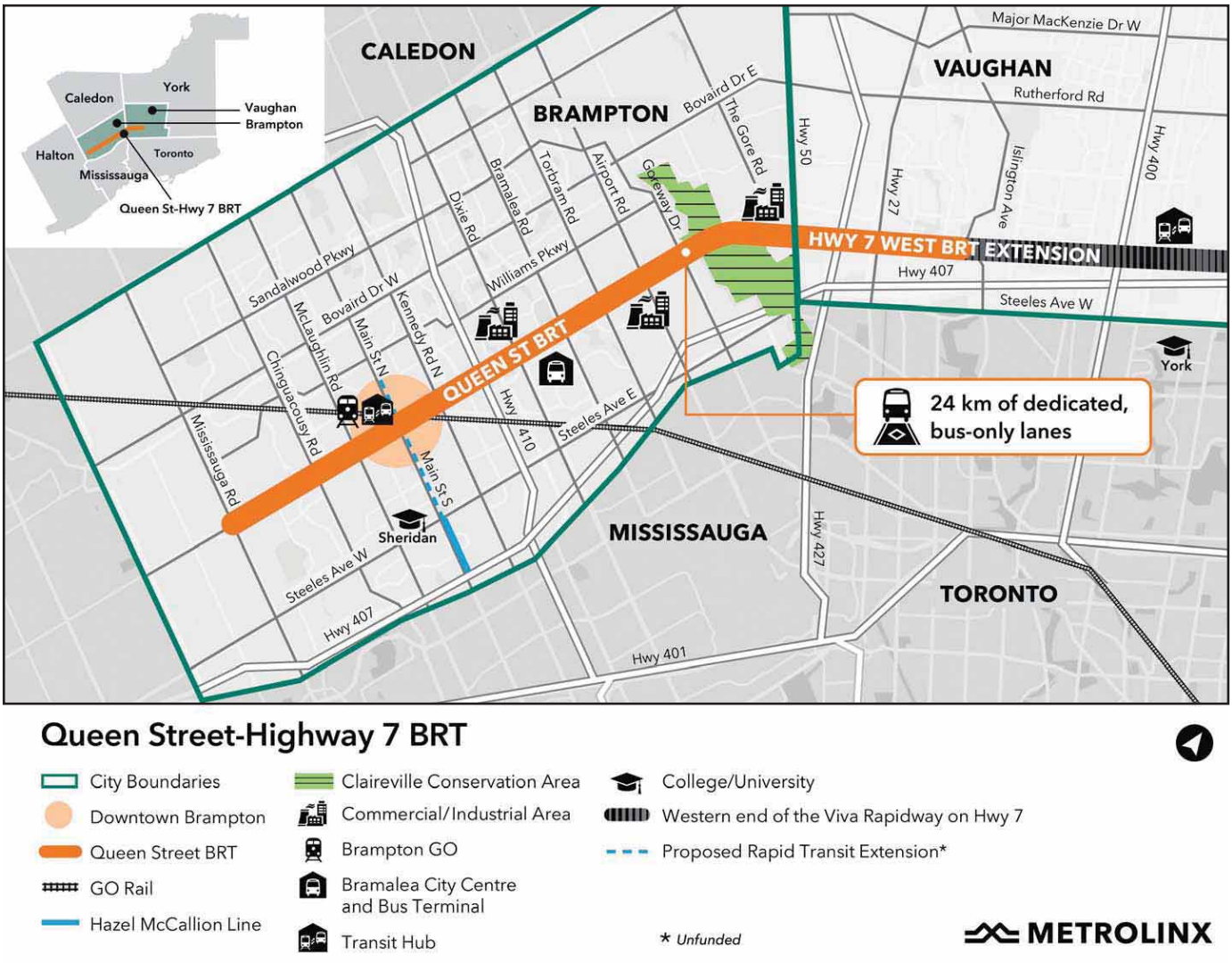
For more information visit metrolinx.com

Queen Street - Highway 7
Bus Rapid Transit (BRT)

Project Overview:

- The 24-kilometre corridor will consist of dedicated bus-only lanes along Queen Street and Highway 7.
- Main transit spine, connecting Brampton and Vaughan.
- Crucial transportation corridor connecting the northwest and northcentral sections of the Greater Toronto and Hamilton Area (GTHA).
- Key connections:
  - Downtown Brampton transit hub
  - Vaughan Metropolitan Centre
  - Toronto-York Spadina Subway Extension (TYSSE)

Status: Preliminary design



For more information visit metrolinx.com

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Light Rail Transit (LRT) Extension

Completion of the Hazel McCallion Line into Downtown Brampton

- Fills a gap in the regional rapid transit network by **connecting** the Hazel McCallion Line directly to the Kitchener GO Rail line (Brampton GO Station) and future Queen St – Highway 7 BRT.
- Connects the Downtown Brampton Anchor Mobility Hub to the Hurontario-Steeles Gateway Mobility Hub.
- Completion of the Hazel McCallion Line (tunnel option) is expected to generate **17,000+ new jobs**.

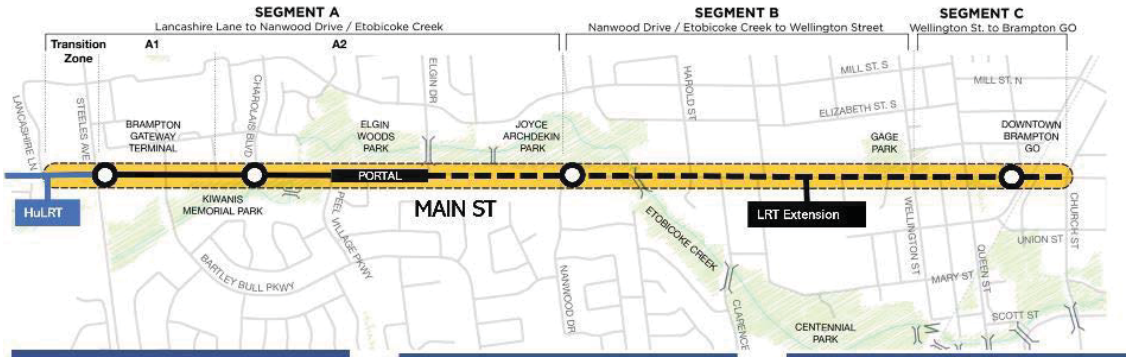
32,256 residential units

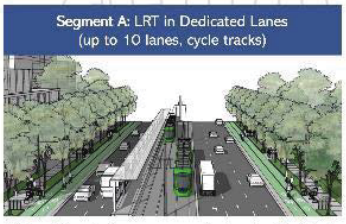
*Downtown Brampton & Hurontario LRT Corridor Residential Units Development Potential

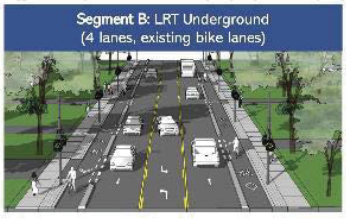
2,936 (up to)

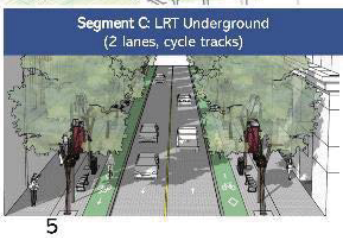
*Estimated average range of 2,047-2,936 for years 2030-2050

Preferred Tunnel Alignment









Note: All renderings are conceptual and subject to change.

Real **travel time savings** for transit riders, pedestrians, cyclists, and motorists.

Allows the City to **achieve its vision** for Main Street and Downtown Brampton.

Limits risks for implementation and operation of the LRT.

7 MIN
Travel from Steeles to Downtown Brampton

40%
faster than current Züm BRT service (11 mins)

25%
Faster than proposed surface alignment of the LRT (9 mins)

3.5x
Faster for auto trips travelling the same corridor with the surface LRT (24 mins)

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Transit Fleet Electrification

Transitioning to an all-electric zero tailpipe emission bus fleet builds on the City's commitments of reducing its carbon footprint and building a Green City. The electrification of transit vehicles is a critical milestone in the City's journey to reducing GHGs generated in Brampton by 80 per cent by 2050.

Electric Buses

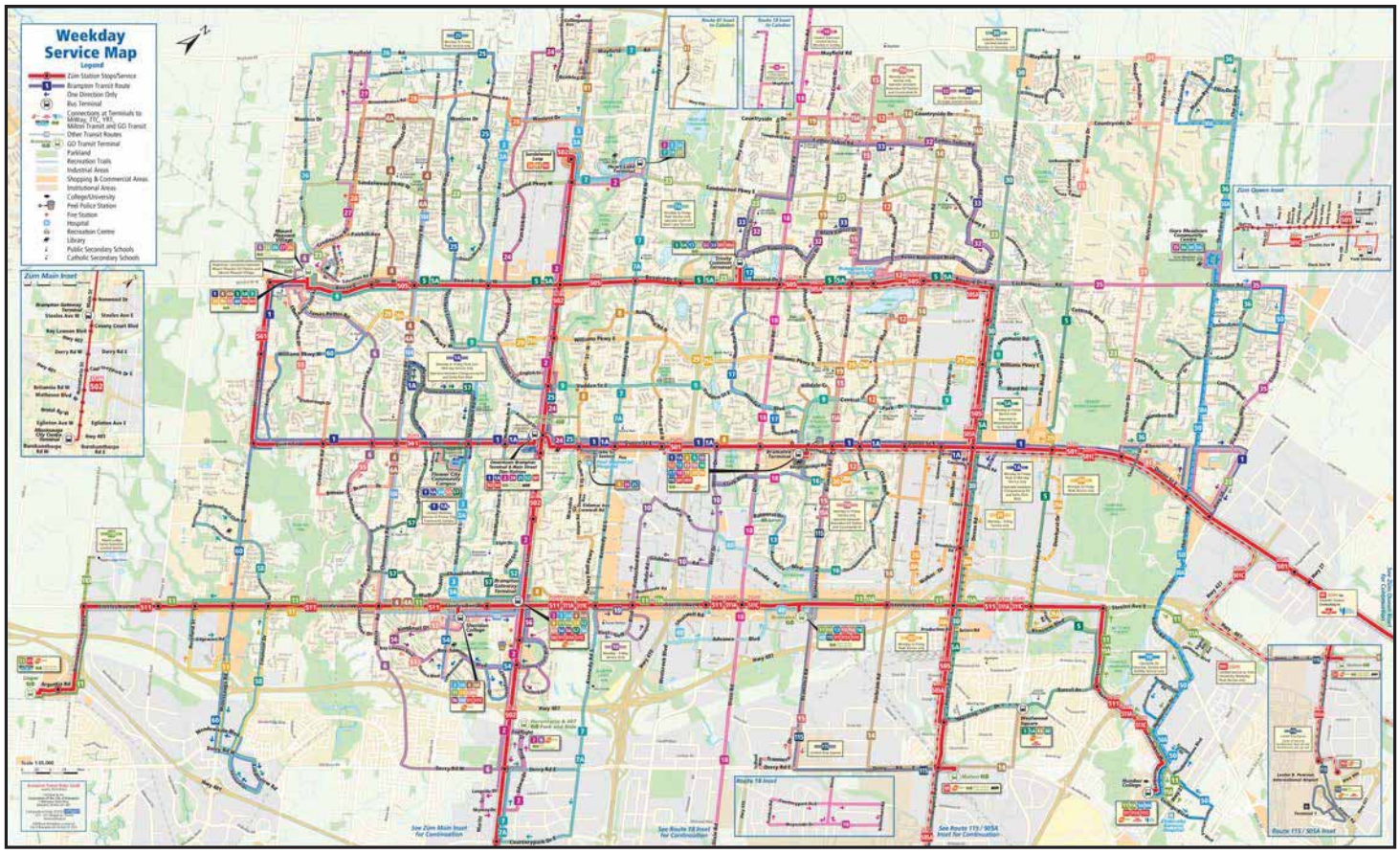
- In May 2021, Brampton Transit launched the largest global deployment to date of standardized and fully interoperable battery electric buses (BEBs) and high-powered overhead on-route charging systems, as part of the Canadian Urban Transit Research & Innovation Consortiums (CUTRICs) Pan Canadian BEB Demonstration and Integration Trial.
- Today, Brampton Transit's fleet includes eight battery electric buses and four overhead chargers saving an average of approximately 235 tonnes of CO2e (GHGs) per bus per year on the routes 23 and 26.
- Canada Infrastructure Bank has committed up to $400 million to support Brampton Transit's purchase of up to 450 zero-emission buses (ZEBs).
- Retrofitting Clark and Sandalwood facilities to accommodate electric buses.

Third Transit Facility

- Located at the southwest corner of Highway 50 and Cadetta Road.
- Facility design to start this year and construction in 2024.
- Full construction, subject to approval of additional funding, 2024 until 2027.
- Design will accommodate future charging equipment to support electric buses.

Weekday Service
Current System Map

Effective March 4, 2024



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