




# INFORMATION UPDATE

<b>TO:</b>	Mayor and Members City Council
<b>DATE:</b>	October 8, 2020
<b>SUBJECT:</b>	Dundas Street Bus Rapid Transit Corridor Initial Business Case (Ward 15)
<b>WARD(S) AFFECTED:</b>	Ward 15
<b>SUBMITTED BY:</b>	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
<b>SIGNATURE:</b>	

The purpose of this Information Update is to provide Council with a synopsis of the Dundas Street Bus Rapid Transit (BRT) Initial Business Case (IBC), which will soon be finalized by Metrolinx. Staff from Transportation Planning and HSR were consulted during the preparation of this Business Case and have reviewed a Draft Report.

The study evaluated options for a BRT corridor along a 40 km section of Dundas Street between Kipling Subway station in the City of Toronto and the village of Waterdown in the City of Hamilton. This corridor spans five municipalities, Toronto, Mississauga, Oakville, Burlington, and Hamilton, as shown in Appendix “A” attached to this Update.

The Report states that by 2041, 6% (284,000) of all employment in the Greater Toronto Hamilton Area (GTHA) and 8% (808,000) of the Region’s total population will be living on the Dundas Corridor. It highlights that the existing transit network does not allow for efficient movement across the corridor as there is no integrated transit service provided along the full length of the corridor. In terms of travel demand, approximately 5% of trips originating in the corridor are from the Hamilton segment of the corridor. This compares with Toronto (20%), Mississauga (46%), Oakville (16%), and Burlington (14%). This is reflective of the lower development densities along the segment between Hamilton and Burlington.

The study has identified three service options that could serve the corridor using BRT infrastructure in the Toronto and Mississauga segments and HOV/Bus lanes in the Oakville and Burlington segments. The three options include: Option 1: Through

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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Running Service; Option 2: Segmented Service; and Option 3: Overlapping Service, combining Options 1 and 2. The evaluation by Metrolinx concluded that Option 3 (Overlapping Service) is the preferred Option. This Option demonstrated the strongest performance, against the majority of benefits, due to a comprehensive network of BRT services that connect the Dundas Corridor to the Western GTHA.

The IBC Report is recommending dedicated bus lanes between Kipling Station and through the City of Mississauga. Through Halton, the potential to utilizing the future curb lanes for buses along Dundas Street, was identified.

Metrolinx is not recommending dedicated BRT infrastructure through Waterdown, primarily due to the lower travel demand. In addition, the segment of the Dundas Street corridor in Hamilton between Waterdown Road to Hamilton Street is constrained with only one lane per direction.

Concurrent to the Metrolinx Report, Transportation Planning staff have been leading the ongoing Waterdown Transportation Management Plan (WTMP), with transit considerations being one component of the study. Work completed as part of the WTMP supports a regional bus service through Waterdown. A Public Information Centre (PIC) is scheduled for October 21, 2020 to present the draft recommendations, and, it is anticipated the study will be completed by year end or early next year.

Overall, based on the work completed to date, it is Metrolinx's intention to continue to work with all transit operators to develop a service plan that responds to demand across the entire corridor, and that maximizes the use of the infrastructure at the east end in Mississauga and Toronto, and locally, serves to connect the Dundas Street park and ride lot in Burlington and Waterdown.

If you have any questions regarding the above, please contact Steve Molloy, Manager, Transportation Planning, at Ext. 2975 or via email.

**APPENDICES AND SCHEDULES ATTACHED**

Appendix "A" - Dundas Street Bus Rapid Transit Corridor Segments

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### Dundas Street Bus Rapid Transit Corridor

