

# 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

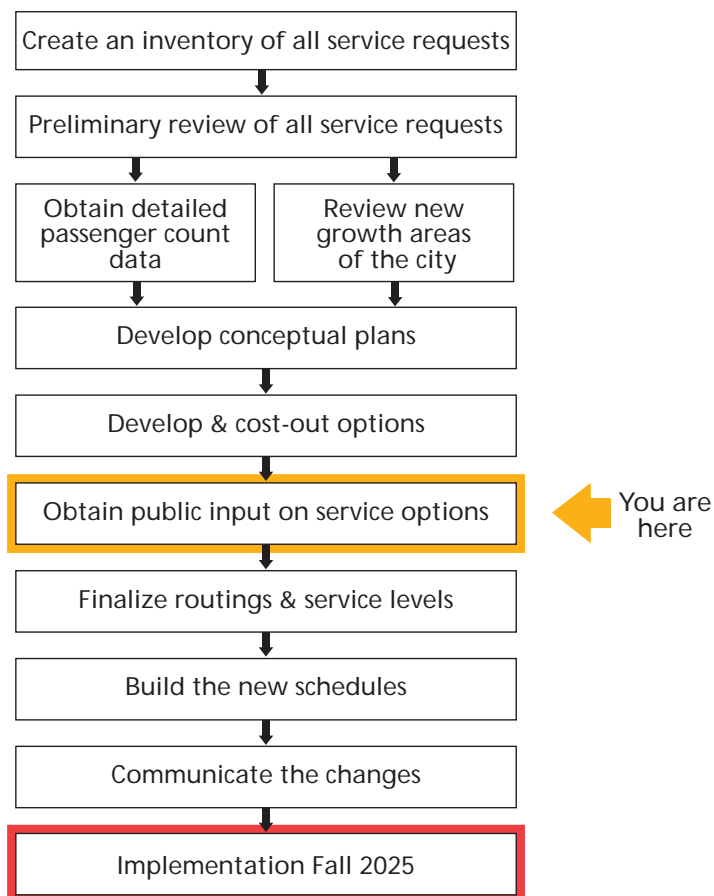


# 2025 Service Plan Goals and Objectives

## Goals and Objectives of the 2025 Service Plan

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

## Annual Service Plan Process



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

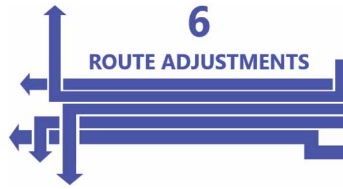
# Brampton Transit Year in Review

148,000+  
NEW SERVICE HOURS



6

ROUTE ADJUSTMENTS

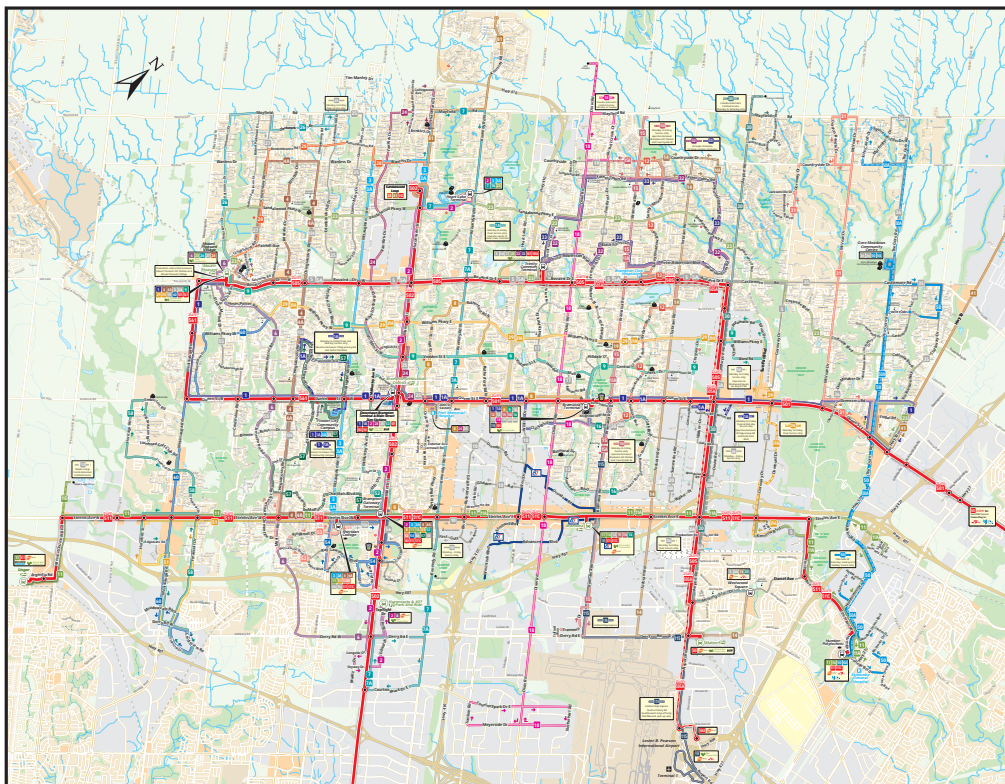


41

NEW SHELTERS INSTALLED



1. **148,000 New Service Hours (11.2% Increase):** Brampton Transit increased its total service hours by 148,000, marking an 11.2% rise year-over-year. This was done to improve frequency, extend hours of service, and meet the growing demand for public transit.
2. **Service Improvements to 39 Routes:** One of the major improvements was the upgrade of 39 existing bus routes. These changes focused on increasing service frequency, adjusting schedules to better match demand, and improving connections to key destinations.
3. **Realigned 4 Bus Routes:**
  - o **Route 6:** Adjustments were made to improve connectivity and reliability.
  - o **Route 26:** Realigned to better serve areas with higher demand.
  - o **Routes 50/50A:** Changes were made to enhance the overall coverage.
  - o **Route 58:** Realigned for better accessibility and to serve more passengers.
4. **New Routes 41 and 300:** In addition to the realignments, brand-new routes, **Route 41 and 300**, were introduced. These routes were designed to serve new areas, providing greater access and convenience for passengers who previously had limited transit options.
5. **41 New Bus Shelters:** To further improve the transit experience, Brampton Transit installed 41 new bus shelters across the city. These shelters provide passengers with protection from the elements while waiting for their buses, making the experience more comfortable and convenient.



# 501 Züm Queen



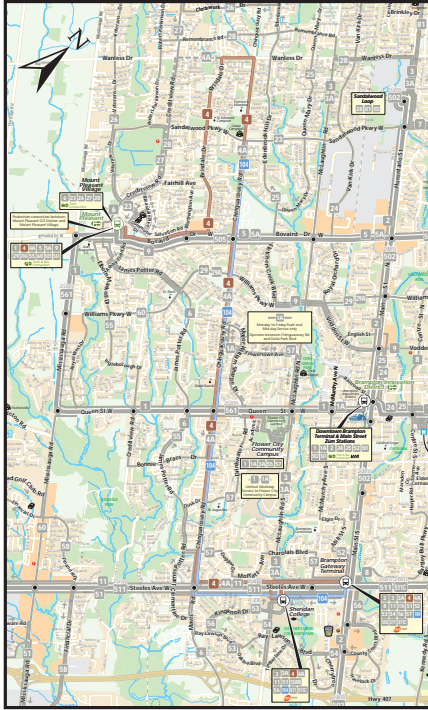
- Brampton Transit realigned the Route 501 Züm Queen service to have all trips operate exclusively on Highway 7 via the York Region Transit (YRT) Rapidway. Passengers destined to York University can transfer to the TTC Subway at no additional cost (no double fare).
- The realignment of the Route 501 Züm Queen service also allowed for service levels to be increased on the route between Downtown Brampton and the Vaughan Metropolitan Centre to better meet customers needs.
- This change provides for direct connections to the major transit hub at the Vaughan Metropolitan Centre, where there are also YRT/VIVA and TTC subway services. It leverages the province's significant investment in higher order transit infrastructure such as the York Region Transit (YRT) Rapidway and the TTC Subway, which the 501C Züm Queen largely duplicated. The change also takes advantage of the province's One Fare Program, where customers can transfer for free between Brampton Transit and the TTC.

## Service Levels:

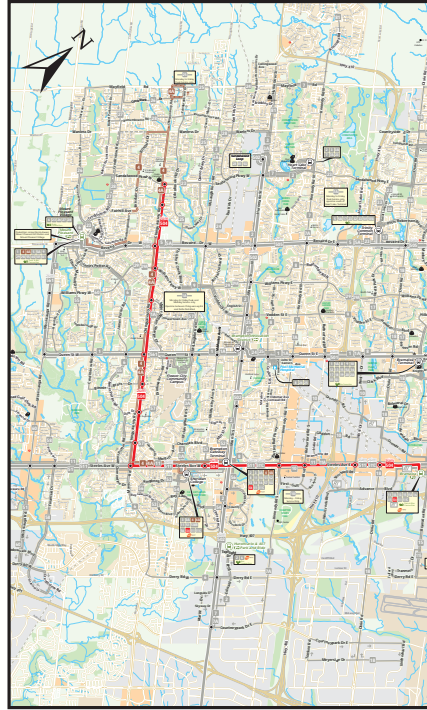
AM Peak		Mid-Day		PM Peak	
Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
5	10	10	10	10	5

# Züm Chinguacousy

Existing



Züm Chinguacousy Implementation



Future Service Concepts



## 504 Züm Chinguacousy Summary:

- Operates in both directions along Chinguacousy Road and Steeles Avenue between Sandalwood Parkway and Bramalea GO Station
- Service launch tentatively targeted for fall of 2026
- Services ten (10) new Züm Stations within Brampton
 

Sandalwood Parkway	Fairhill Avenue / Duffield Road
Bovaird Drive	Williams Parkway
Valleyway Drive / Major William Sharpe Drive	Queen Street
Bonnie Braes Drive / Sterritt Drive	Dusk Drive / Drinkwater Road
Charolais Boulevard	Steeles Avenue
- Services all existing Züm stations along Steeles Avenue between Chinguacousy Road and Bramalea GO Station
  - o 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 replaced with 504 Züm Chinguacousy
- Connects to multiple Brampton Transit and MiWay routes, GO Transit bus and train service and the future Hazel McCallion Line LRT

# Northwest Brampton Züm Chinguacousy

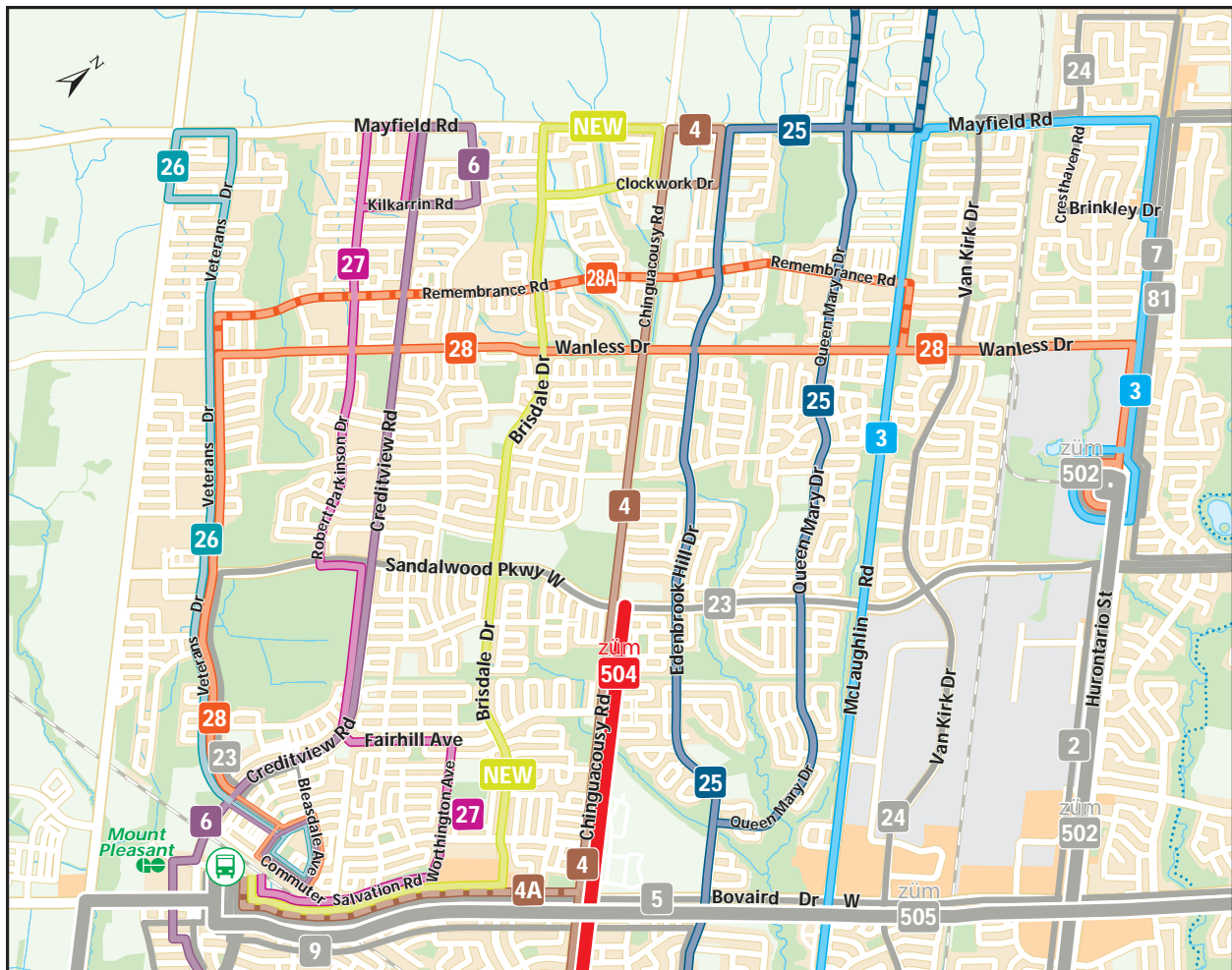
## Short to Medium Term Concepts

### 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 service to connect to the proposed Züm route will increase efficiencies in the transit network.

### Proposed Changes:

- Route 4 Chinguacousy realigned via Clockwork Drive, Edenbrook Hill Drive, and Mayfield Road
- Route 4A Chinguacousy realigned to service Mount Pleasant GO Station via Bovaird Drive
- Route 26 Mount Pleasant will no longer service Clockwork Drive
  - o Replaced by 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
- Route 28 Remembrance realigned via Wanless Drive with Route 28A Remembrance remaining on Remembrance Road



# Northwest Brampton

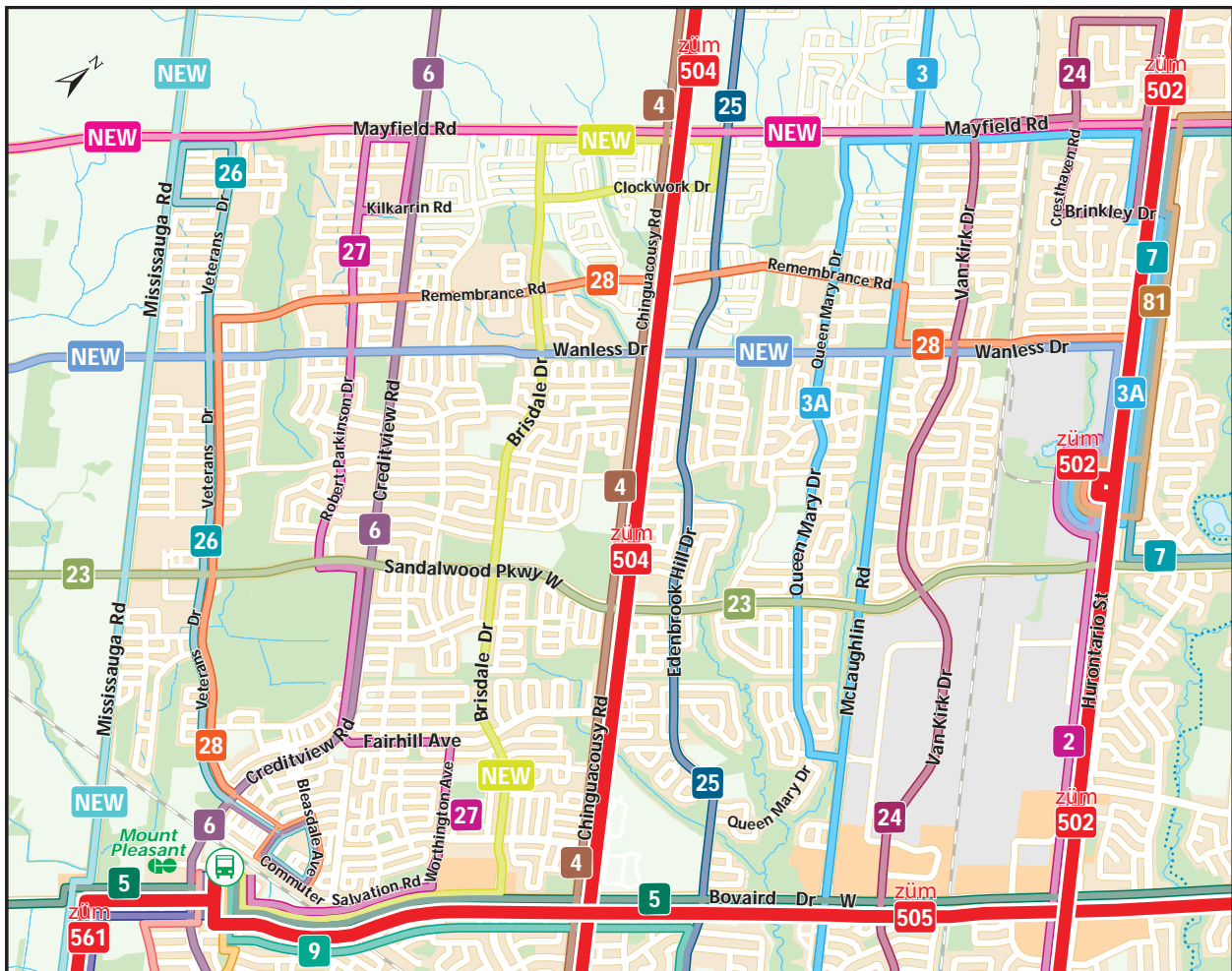
## Medium to Long Term Concepts

### 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



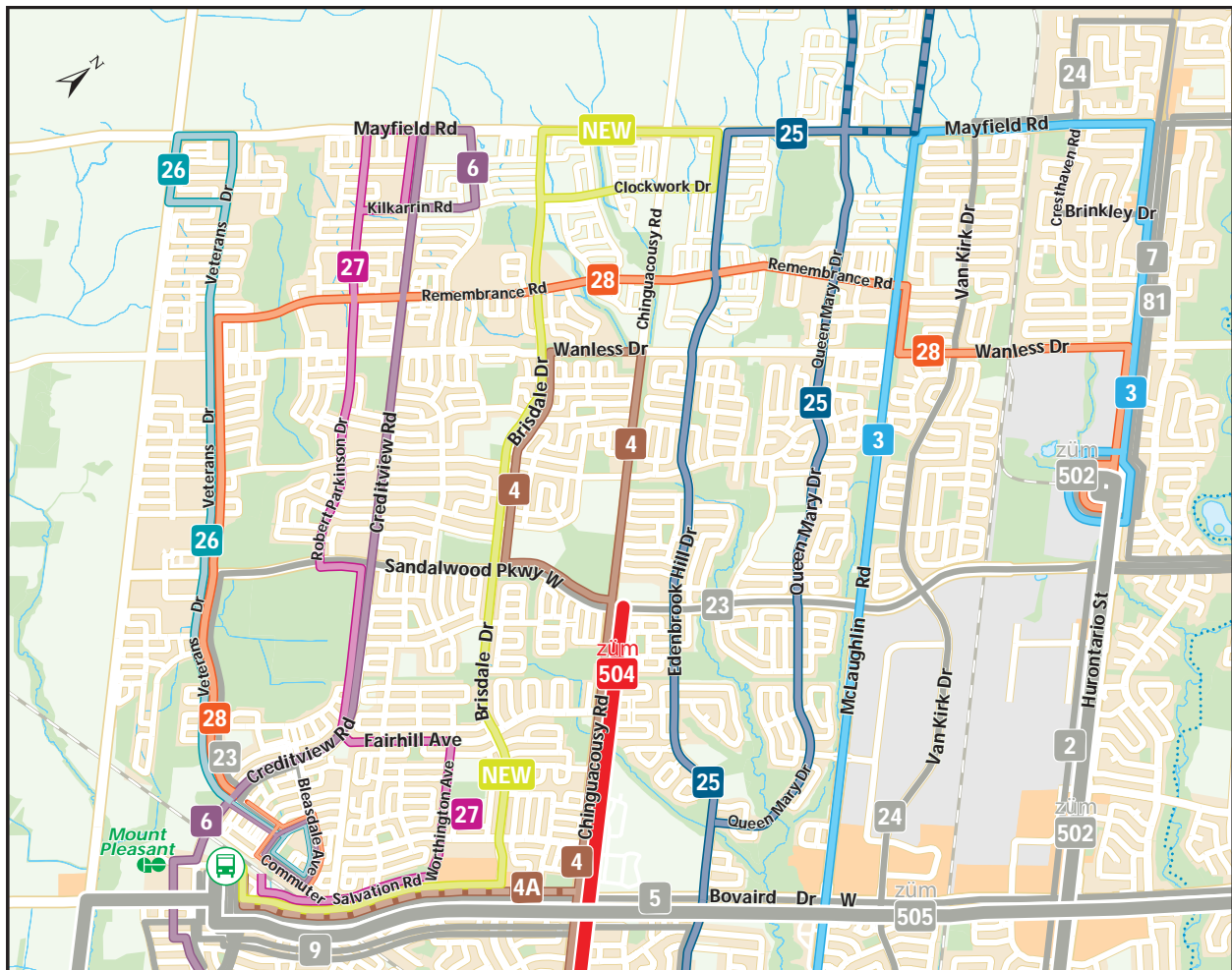
# Northwest Brampton 5 – 10 Year Service Concepts

## Issues:

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

## Proposed Changes:

- Route 4 Chinguacousy realigned via Clockwork Drive, Edenbrook Hill Drive, and Mayfield Road
- Route 4A Chinguacousy realigned to service Mount Pleasant GO Station via Bovaird Drive
- Route 26 Mount Pleasant will no longer service Clockwork Drive
  - Replaced by 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





# Northeast Brampton

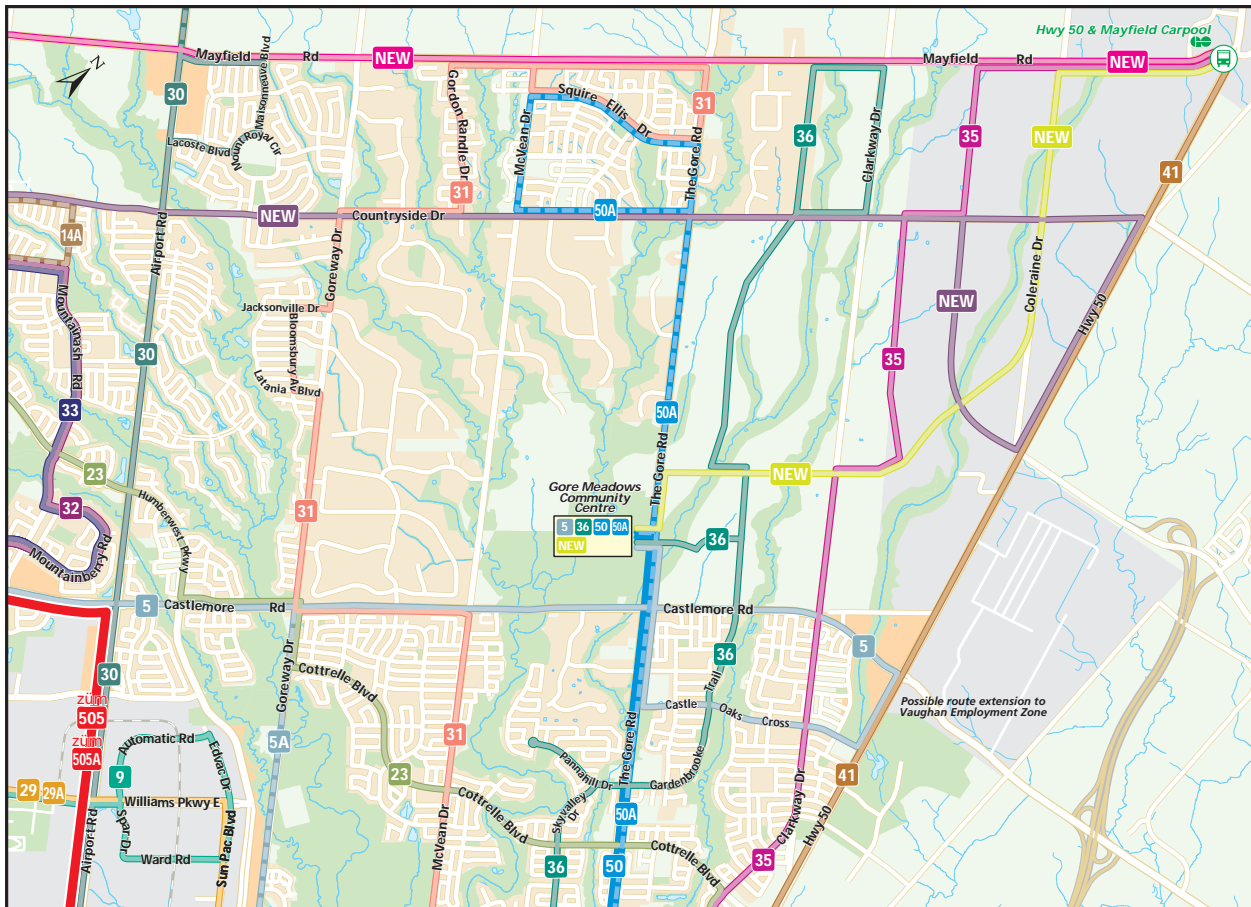
## Future Service Concepts

### Issues

- 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.



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

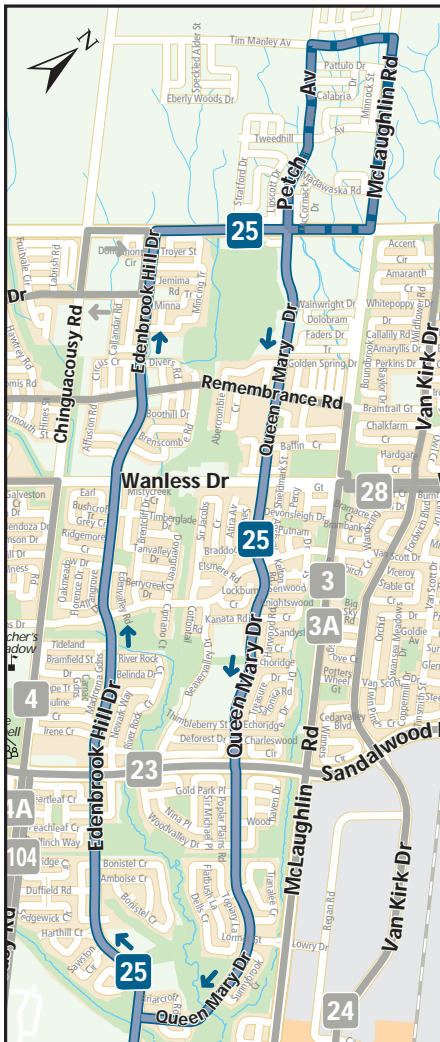
# Brampton Transit in Caledon

Brampton Transit works closely with our neighbours north of Mayfield Rd. in providing affordable public transit to the Town of Caledon. These fully subsidized services allow for greater regional connectivity for the City of Brampton and a more economically friendly solution to public transportation for the Town of Caledon.

In current operations are Routes 18, 24, 30 & 81, providing access to residents and industry north of Mayfield. Additionally, the Route 41, supplies a direct connection to Bolton and the Highway 50 business parks.

In 2025, these services will continue to expand as part of Caledon's 2025 Budget and the continuing partnership with Brampton Transit.

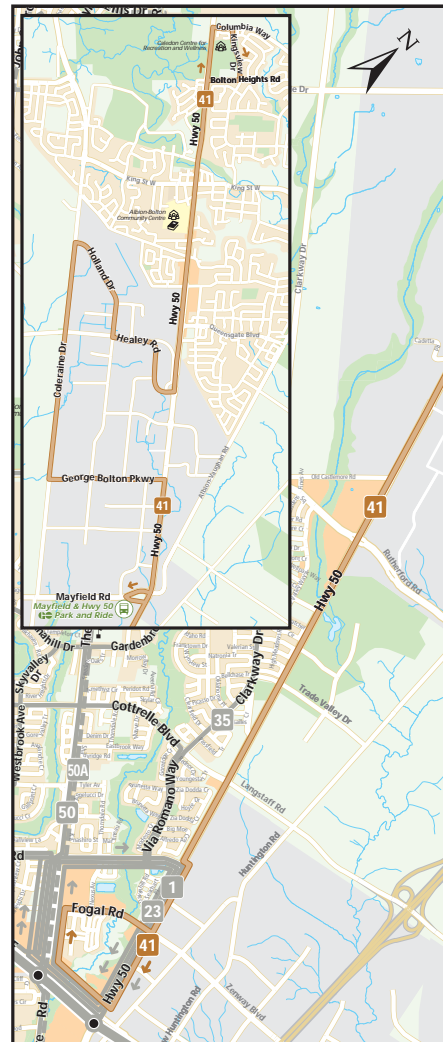
## Proposed Caldeon Extension



Route 25 – Weekday Service Only

AM/PM Peak	Mid-Day	Evening
40	-	65

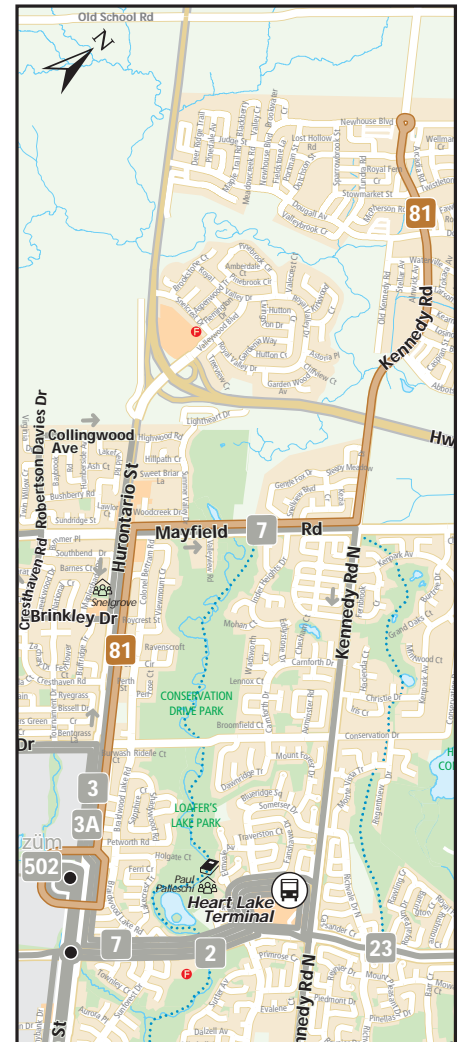
## Route 41



Route 41 – Weekday Peak Service Only

AM/PM Peak	Mid-Day	Evening
55	-	-

## Route 81



Route 81

AM/PM Peak	Mid-Day	Evening
45	45	-



# 2023-2027 Service Plan Checklist

Service Plan Improvement	Details	STATUS
Addressing Overcrowding	Reducing the number of overcrowded buses is a key short-term priority for Brampton Transit	<b>77,000 HOURS ADDED</b>
Züm Chinguacousy	The Züm route will replace the corresponding overlay express route that services Chinguacousy Road (Route 104 – Chinguacousy Express). Prior to the launch of the Züm route, service levels and spans on Route 104 will be extended to help build ridership towards the enhanced service	<b>PLANNED – 2026</b>
Züm Bramalea	Metrolinx is planning on implementing further service enhancements to the GO service on the Kitchener Line over the next several years. Brampton Transit plans on implementing Züm service along the Bramalea Rd corridor to help feed into these GO service improvements. Planning and design work for Züm Bramalea is currently ongoing	<b>PLANNED – TBD</b>
Züm Bovaird Enhancements to Pearson Airport	Route 505A service to Pearson Airport will be enhanced through both service span extension and frequency improvements	<b>PLANNED – 2026</b>
System Utilization Guidelines	Service investment in this category will allow Brampton to effectively keep pace with continued growth, grow ridership, adapt to changing travel patterns and provide more equitable service	<b>89% COMPLIANT</b>
Regional Higher-Order Transit Projects	These projects include 2-Way All Day GO service, Finch West LRT and Hazel McCallion LRT. These projects will increase ridership for Brampton Transit and require changes in the Brampton Transit network to optimize service provision	<b>ON-GOING</b>
Network Modifications	<b>Northeast:</b> This includes all municipal boundary areas between Highway 410 at Mayfield Road in the northwest and Queen Street at Highway 50 in the northeast	<b>DEFERRED TO 2028</b>
	<b>Northwest:</b> With the introduction of Züm Chinguacousy in 2024, western fixed-route services will be modified to better address new growth in the area and provide improved connection to the new Züm route	<b>PLANNED – 2025</b>
	<b>Southwest:</b> Southern route modifications will be less robust than in the northeast and northwest but are also mainly intended to better integrate the network into new growth areas	<b>PLANNED – 2026</b>
Adapt to Changes in Running Time	Continued increases in both traffic congestion and ridership will act to increase route running times	<b>24 ROUTES ADJUSTED</b>
Night Network (24hr Service)	Focus Investment in Off-Peak Periods and Work Towards 24/7 Service	<b>ON-GOING</b>
Service Span Expansion	Expanding the span of service on existing routes and operating into weekends	<b>25 ROUTES ADJUSTED</b>
On-Demand Service Expansion	Replacement of the Route 40 with Brampton Transit on On-Demand pilot	<b>ON-GOING</b>
Employment Shuttles	Enhance services to help improve connections to employers	<b>ON-GOING</b>

