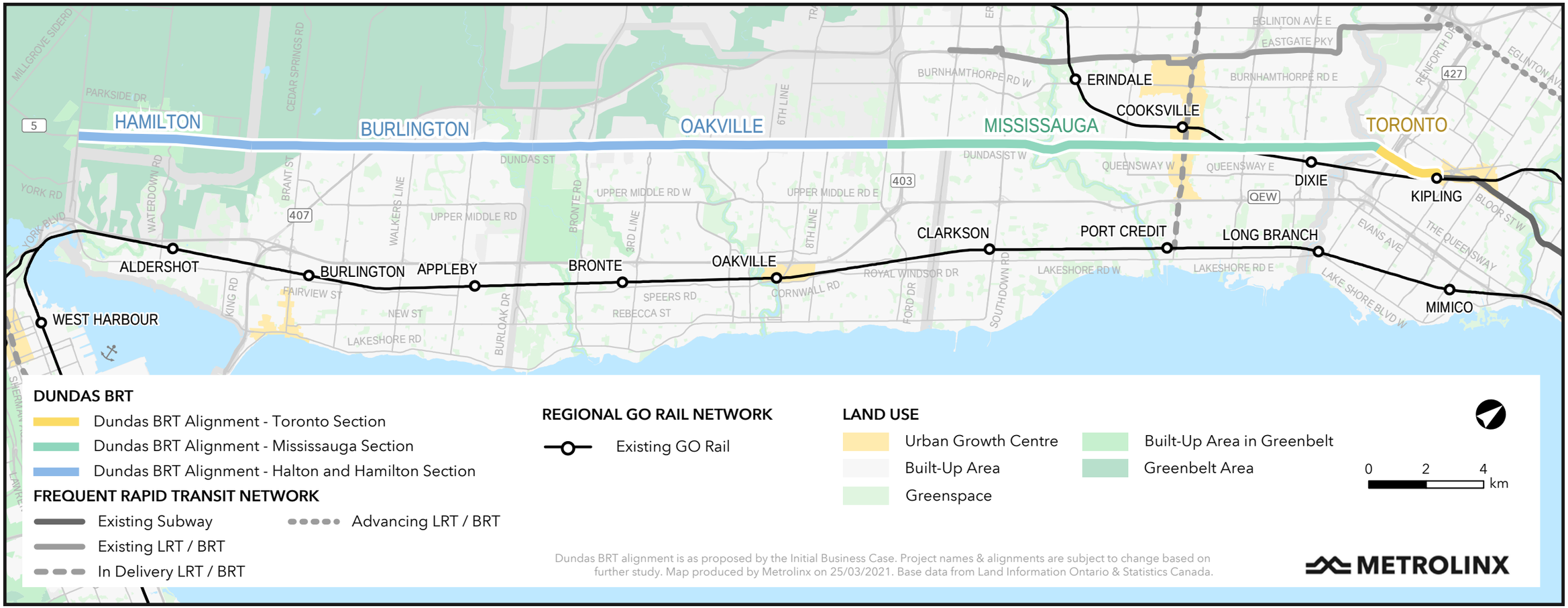
How will the work be divided?

This project has been divided based on jurisdictional boundaries and to recognize differences in planning studies completed along the corridor:

- Toronto
- Mississauga
- Halton and Hamilton



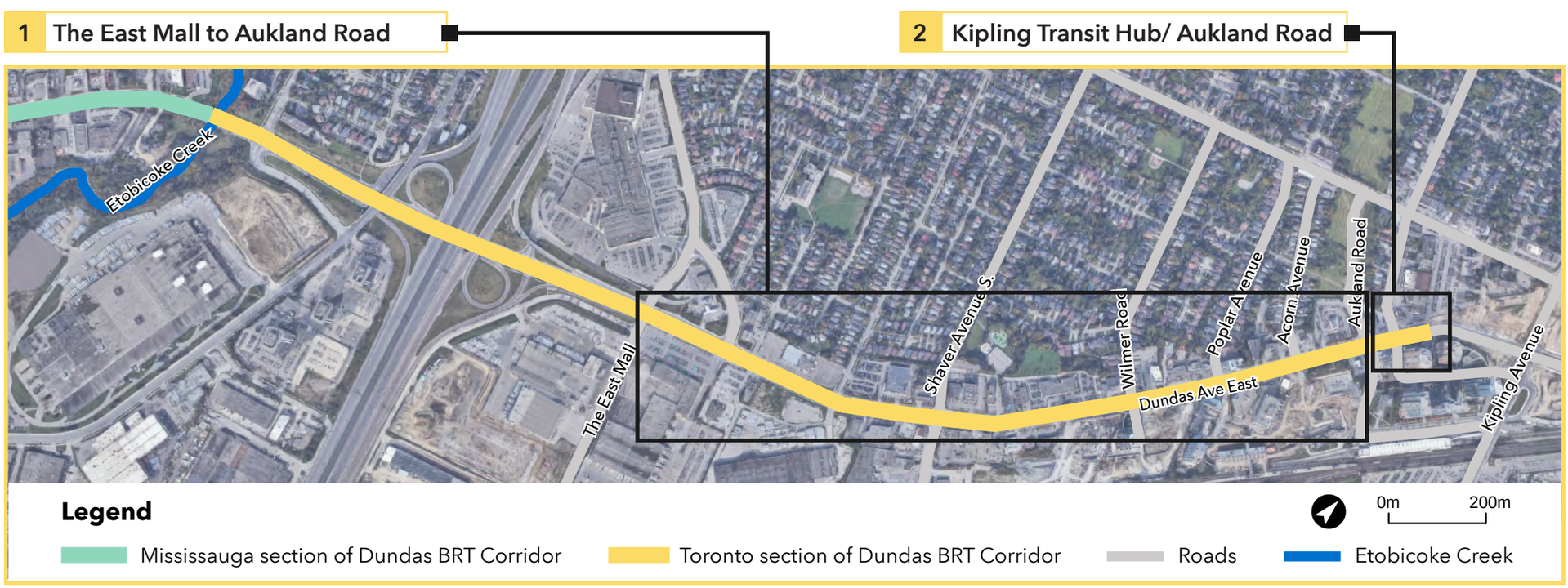
Dundas Street in Toronto (Kipling Transit Hub to Etobicoke Creek)

The Toronto section runs from the Kipling Transit Hub in the east to Etobicoke Creek in the west. The Kipling Transit Hub is the BRT route's eastern terminus.

Key Growth Insights: Population & Employment

- Population and employment growth are steady and expected to continue in areas around the Kipling Transit Hub
- 5% of the total population growth and 2% of total employment growth in Toronto is expected to occur on the corridor

Identified Pinch Points* and East Terminus



What is a pinch point?*

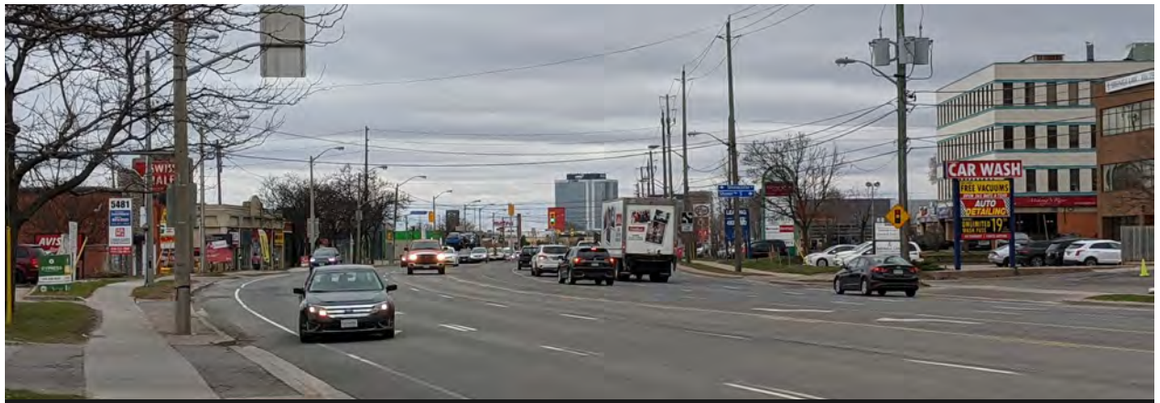
Pinch points are areas of special interest where necessary road widening is constrained by the existing environment or where other design challenges are present (e.g., integrating BRT service into and gaining access to an existing transit station). The study of each portion of the route will include an analysis of identified pinch points. This will consider and assess a variety of environmental factors in order to identify an optimum plan balancing impacts and project needs.

Toronto Section

1 The East Mall to Aukland Road Pinch Point

This area is constrained due to the narrow right-of-way (ROW) and numerous approved development applications in the area. The project team will consider:

- Integration of Toronto Council approved urban space to be implemented from six points interchange to Highway 427
- Consideration, impacts and integration to existing approved development applications e.g. streetscaping, pedestrian clearways
- Consideration for bus bypass lanes, local transit integration and additional stop location

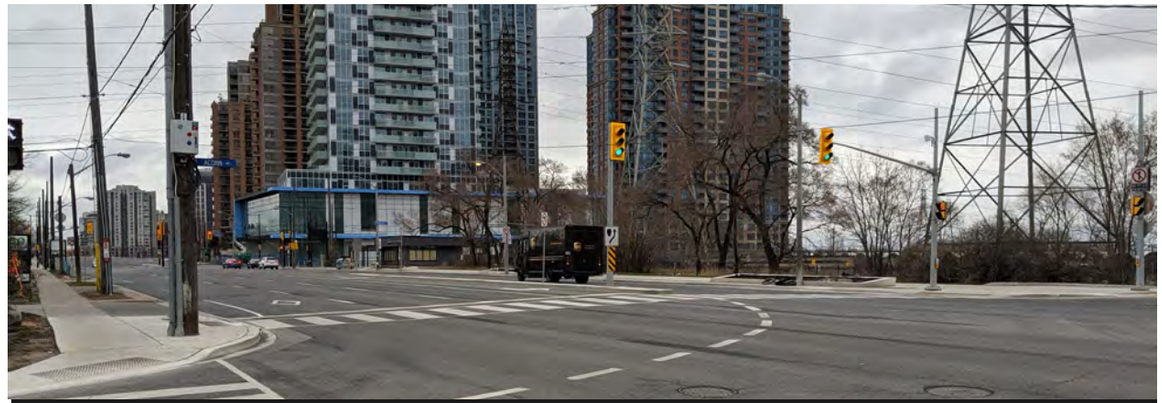


Dundas and The East Mall

2 Kipling Transit Hub/ Aukland Road East Terminus

This area is constrained by the narrow ROW and numerous approved developments in the area. The project team will consider:

- Analysis of existing capacity at the newly constructed Miway/ GO Bus terminal at Aukland Road to accommodate new BRT buses within the terminal
- Assessment of how buses will move from the newly constructed station to the BRT facility. Potential options include:
  - Weave across general traffic to the Aukland Road intersection
  - End at bus-only signalized intersection at Aukland Road
  - Some other variation/ hybrid



Dundas and Aukland

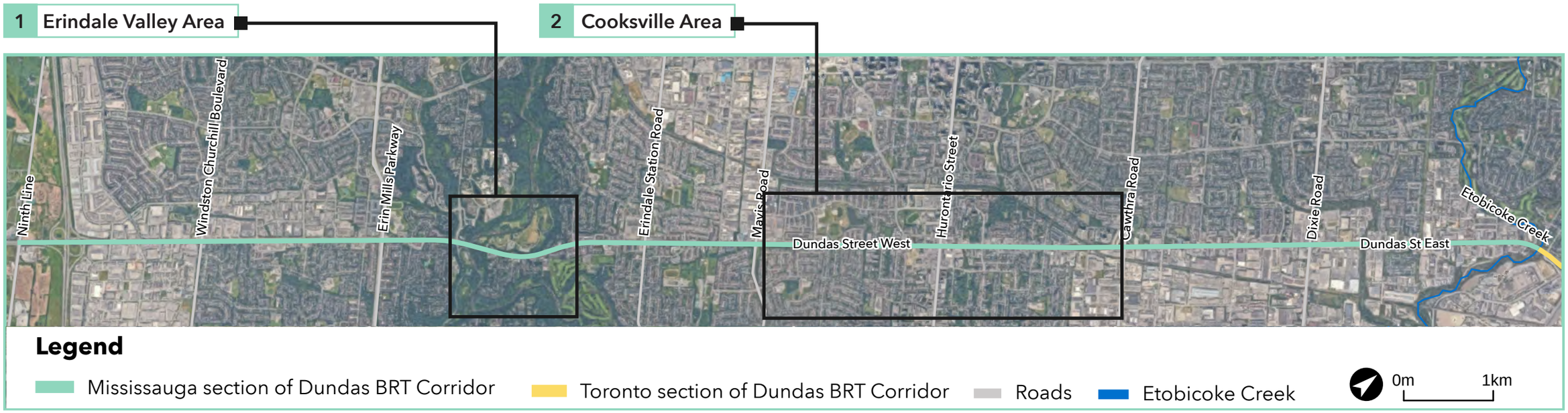
Dundas Street in Mississauga (Etobicoke Creek to Ninth Line)

The Mississauga section runs from Etobicoke Creek in the east to Ninth Line in the west.

Key Growth Insights: Population & Employment

- Employment growth on the corridor will be significant and expected to occur in areas within and around the Dixie Employment Lands Area (expected to grow 61% by 2041)
- 48% of total population growth and 25% of total employment growth in Mississauga will occur on the Dundas Corridor

Identified Pinch Points



Metrolinx and the City of Mississauga are co-proponents under the Transit Project Assessment Process for the Mississauga section of the Dundas BRT corridor.

Mississauga Section

1 Erindale Valley Area Pinch Point

- The Erindale Valley Area is constrained due to the need to protect the natural environment of the Credit River Valley and Erindale Park. There are also several heritage sites that need to be considered between Mississauga Road and The Credit Woodlands:
  - Potential options to be considered include a single reversible BRT lane or two BRT lanes, and widening along Dundas Street (that is, to the north or about the centreline)

2 Cooksville Area Pinch Point

- A median BRT route in the Cooksville area is in a constrained right-of-way from Confederation Parkway to Jaguar Valley Drive, with many existing structures with shallow setbacks from the street, heritage properties, and congested traffic operations:
  - Potential options to be considered include stop locations, reduced number of lanes, and targeted widening along Dundas Street (that is, to the north, to the south, or about the centreline)


Erindale Valley

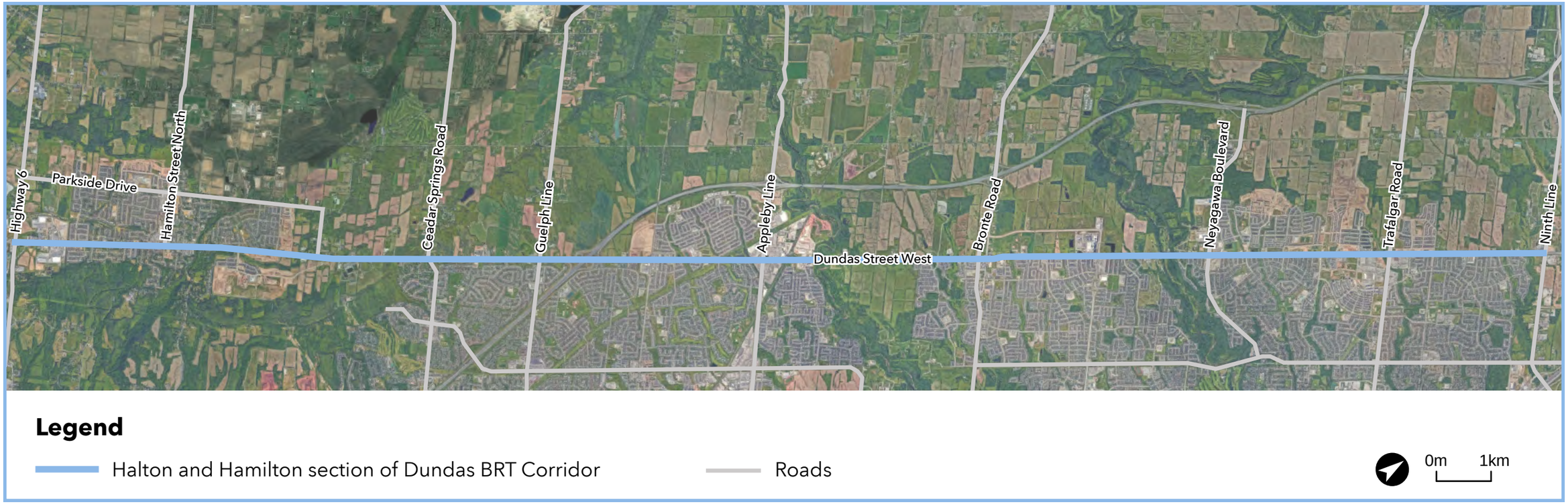

Erindale Valley

Cooksville

Cooksville

Dundas Street in Halton & Hamilton (Ninth Line to Highway 6)

The Halton and Hamilton section runs from the Ninth Line in the east to Highway 6 in the west. The BRT was identified as a priority for regional transportation expansion within Metrolinx's 2041 Regional Transportation Plan, Halton Region's Mobility Management Strategy and the Defining Major Transit Requirements in Halton Region Study. Several Municipal Class Environmental Assessments have been completed in Halton and Hamilton. This includes various road widening projects where, in Halton Region, the curb lanes include provision to accommodate potential high occupancy vehicle or bus-only lanes in the future.



Dundas Street in Halton & Hamilton (Ninth Line to Highway 6)

Key Growth Insights: Population & Employment

Oakville	Burlington	Hamilton
• Population growth is planned for areas north of the Dundas Corridor which is currently underdeveloped • Demand for housing will be significant in North Oakville (north of the Dundas Corridor) • Employment growth along the Dundas Corridor will be modest in comparison to population growth • 71% of Oakville's total population growth and 49% of total employment growth will occur within the Dundas Corridor*	• City-wide population growth is lower (approximately 10%) compared to other areas along the Dundas Corridor* • Employment will be expected to grow by approximately 60% (primarily east of the 407)*	• Will consider bus routing, stop placement, and transfer opportunities

*Key insights from the Dundas BRT Initial Business Case, September 2020.

The general approach being considered through to the preliminary design business case will be to utilize the existing/ planned cross-section, provide transit priority and bus service in high occupancy vehicle lanes and/or convert the curbside lane into a dedicated BRT lane. The Dundas BRT project will consider curbside bus stop locations and designs, and also consider requirements for buses turning on and off the corridor to select destinations, queue jump lanes, and transit signal priority.

Service Options Analyzed in the Initial Business Case

The Dundas BRT Initial Business Case considered the following three service options. All of the options perform well and show a robust case for investment, demonstrating the benefits of service integration on the Dundas corridor to support BRT infrastructure investment.

Concept 1

Through running service – A set of east-west running BRT services along the corridor to the Kipling Transit Hub, with multiple starting points (e.g., McMaster University, University of Toronto – Mississauga, Bronte Road) all terminating at the new Kipling Transit Hub.

Concept 2

Segmented service - A set of east-west running BRT services that typically originate north or south of the corridor, with only some services terminating at the Kipling Transit Hub.

Concept 3

Overlapping services – A combination of Concepts 1 and 2, with some services running the entire length of the corridor and other services connecting the corridor to locations north or south of Dundas Street.

Pinch Point Screening Considerations

Pinch point locations will undergo a technical screening to consider impacts end evaluate alternatives. This process will consist of a desktop overview utilizing existing available information such as mapping and aerial photography, traffic data, and available technical reports. This evaluation will consider the technical categories below pertaining to the natural, cultural and built environment in each pinch point location.

For this round of engagement, we want to know which of these screening considerations are most important to you.

Traffic Considerations

- BRT travel times
- Auto travel times/ operations
- Queue lengths
- Level of service

Geometrics/Infrastructure Considerations

- Minor vertical and horizontal alignment adjustments
- Multi-modal cross-section (transit lanes, general purpose lanes and active transportation facilities)
- Continuity of infrastructure (transit lanes, active transportation facilities and utilities)
- Capital cost

Property Considerations

- Land acquisition and building displacement
- Approved development applications
- Municipal development planning and policy

Environmental Considerations

- Natural features (trees, vegetation, watercourses)
- Known cultural/ built heritage resources
- Land uses
- Community character