

# Welcome to the Dundas Bus Rapid Transit



Virtual Open House



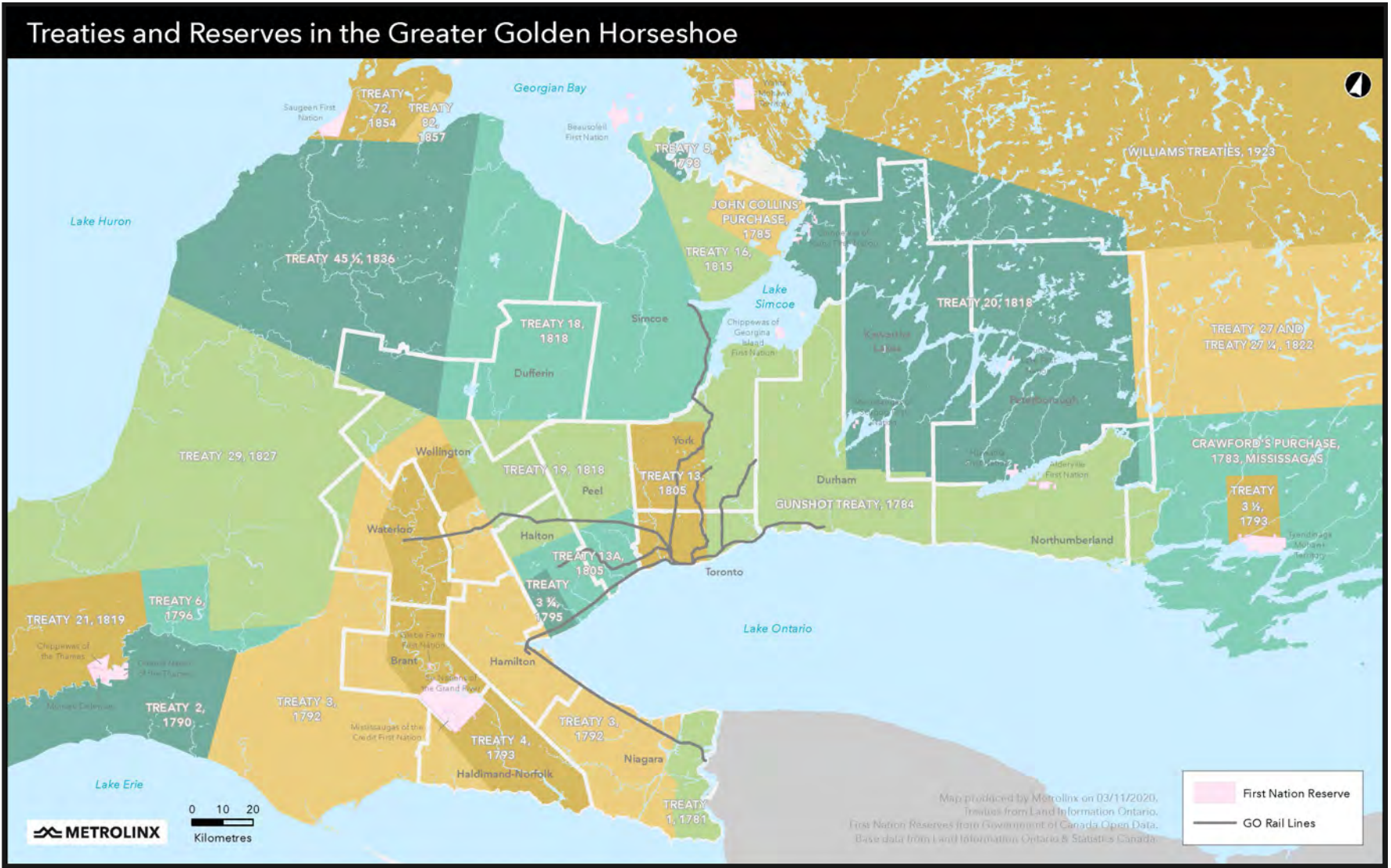
# Indigenous Relations at Metrolinx

In 2018, Metrolinx made a commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers, in alignment with its strategic objectives. Metrolinx’s operating area transverses three traditional territories and 19 treaties.

**Did you know?**

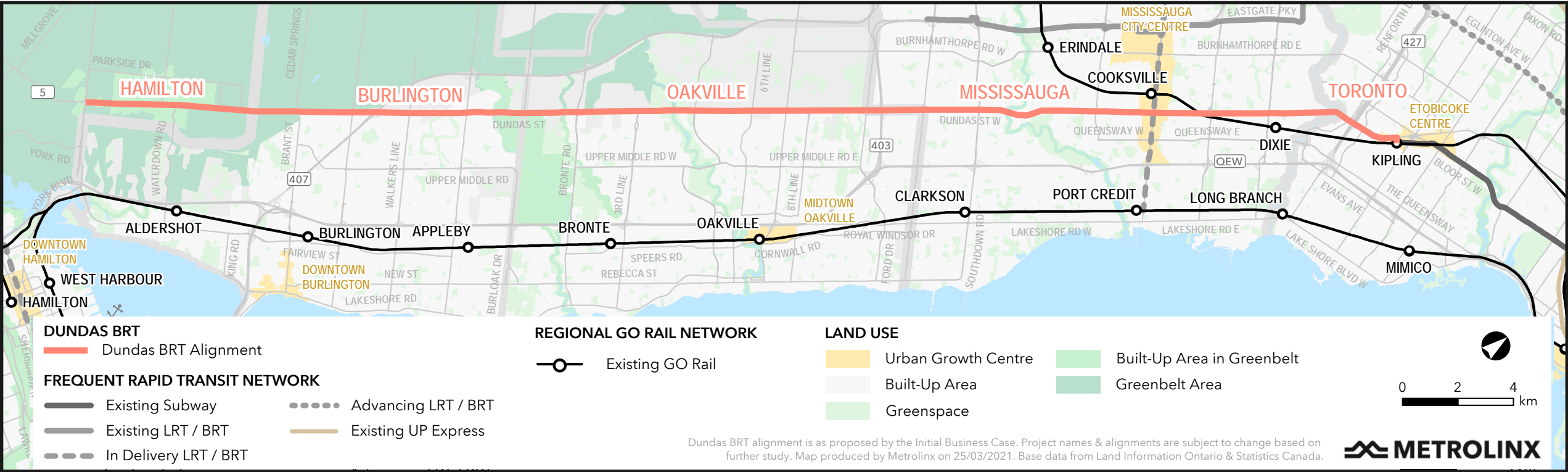
Metrolinx regularly engages with 13 Indigenous Nations:

- Williams Treaties First Nations
- Six Nations of the Grand River
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Mississaugas of the Credit First Nation
- Métis Nation of Ontario
- Haudenosaunee Confederacy Chiefs Council



# Why are we here?

Previous municipal planning studies and the Metrolinx [Initial Business Case](#) indicated the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20 kilometres, of the 48 kilometre BRT, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.



The Dundas BRT is part of Metrolinx’s bigger picture for an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports [Ontario’s Growth Plan for the Greater Golden Horseshoe](#), 2017, which sets out a broad vision for where and how our region will grow and identifies policies on transportation planning in the Greater Toronto and Hamilton Area.

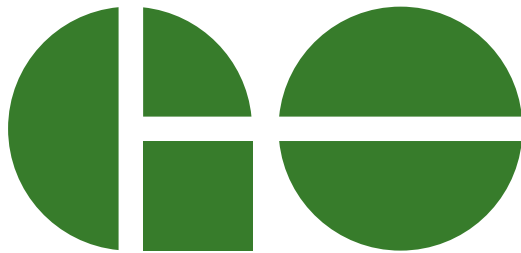
## We want to hear from you.

[Public feedback](#) is important to this process. For this first round of engagement, we want to gather your feedback on our initial work. The presentation materials show the preliminary route for the BRT, the identification of the pinch points (areas that are constrained by the built or natural environment) and considerations for the preliminary design of the BRT corridor. Your input will help us refine these various elements to reflect a BRT that better meets the needs of the community.

# Who is Metrolinx?

Metrolinx, an agency of the Government of Ontario under the Metrolinx Act, 2006, was created to improve the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area (GTHA).

Metrolinx is undertaking the largest transportation investment in Ontario's history to get you where you need to go better, faster, easier, while also operating GO Transit, UP Express and PRESTO.



- GO serves a population of more than 7 million across more than 11,000 square kilometres stretching from Hamilton and Kitchener-Waterloo in the west to Newcastle and Peterborough in the east, and from Orangeville and Beaverton in the north to Niagara Falls in the south
- GO has been in operation since 1967, and now accommodates more than 81 million customer journeys a year







- PRESTO is the smart card fare payment system seamlessly connecting 11 transit agencies across the GTHA and Ottawa
- PRESTO replaces the need for tickets, tokens, passes or cash
- PRESTO currently has over 2 million PRESTO cards in use



- UP Express connects the country's two busiest transportation hubs, Toronto Pearson International Airport and Union Station in downtown Toronto, offering a 25-minute journey from end to end, with trains departing every 15 minutes

# Who is Metrolinx?

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan. The goals of the 2041 Regional Transportation Plan (RTP) are to create strong connections, complete travel experiences and sustainable communities. We are building a greater region through the following projects:

<div>GO Rail Expansion</div> <div><ul style="list-style-type: none"><li>• Lakeshore West Line</li><li>• Lakeshore East Line</li><li>• Milton Line</li><li>• Stouffville Line</li><li>• Richmond Hill Line</li><li>• Kitchener Line</li><li>• Barrie Line</li></ul></div>	<div>Subway Program</div> <div><ul style="list-style-type: none"><li>• Ontario Line</li><li>• Scarborough Subway Extension</li><li>• Eglinton Crosstown West Extension</li><li>• Yonge North Subway Extension</li></ul></div>	<div>Regional Hubs</div> <div><ul style="list-style-type: none"><li>• Union Station</li><li>• Union Station Bus Terminal</li><li>• Highway 407 Bus Terminal</li><li>• Kipling Transit Hub</li><li>• Mount Dennis Mobility Hub</li><li>• Caledonia Station</li><li>• Kennedy Station</li></ul></div>	<div>Rapid Transit</div> <div><ul style="list-style-type: none"><li>• <b>Dundas BRT</b></li><li>• Hurontario Light Rail Transit (LRT)</li><li>• Finch West LRT</li><li>• Eglinton Crosstown LRT</li><li>• Mississauga Transitway</li><li>• Viva Rapidway</li><li>• Union Pearson Express</li><li>• Durham-Scarborough BRT</li></ul></div>
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Whether it's trains, buses, stations, or stops, everything we are building adds up to one purpose - bringing together the entire region, getting you there better, faster and easier than ever before.



# What is BRT?

BRT provides an efficient rapid transit alternative at-grade system in a number of cities across North America (see the examples below), with the following features:

- **Dedicated lanes** for buses, where feasible, resulting in shorter travel times and more reliable transit service
- **Frequent service** with a bus every 5 minutes or less during peak hours
- **Smart signals** will adapt to support smoother traffic flow for all commutes - on buses, in personal vehicles, and on bicycles
- **Better connections** to TTC, MiWay, Oakville Transit, Burlington Transit, Hamilton Street Rail (HSR) and GO Transit routes can use the dedicated lanes and share the same stops, making it easier to travel through the region
- **Reliable service** with buses that are separated from general traffic in most areas

Where dedicated lanes are not being implemented, certain design options can be considered to optimize conditions and contribute to shorter, more efficient rides. These include:

- **Queue jump lanes** are short, dedicated transit lanes that allow transit vehicles to bypass queues at intersections and, in combination with transit signal priority, allow buses to easily enter traffic flow in a priority position
- **Transit priority measures** are techniques designed to minimize delays for buses at intersections and along congested roads to provide a faster, more reliable trip



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



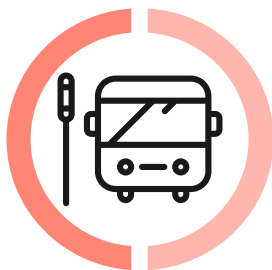
Le Corbusier BRT - Laval, Québec

# Why is Dundas BRT needed?

Typically, the Greater Toronto and Hamilton Area welcomes about 110,000 new residents every year and is anticipated to hit a population of over 10 million people by 2041. Growth in our communities means that a reliable transportation system is needed to support the convenient and reliable movement of people as they travel from their homes for work and recreation.

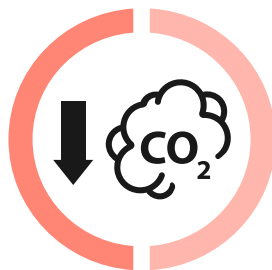
## Problem and Opportunity

Dundas is a major east-west corridor, formerly provincial Highway 5, that connects hundreds of thousands of people through major urban centres in one of the country’s most densely populated areas. Dundas BRT aims to solve a series of problems, including those identified below:



### Provide faster, more reliable public transit

East-west transit service expansion on Dundas would allow for more frequent and reliable services between key existing and planned centres and reduce travel times. This would improve transit’s role as an alternative to automobile trips along the corridor and alleviate congestion.



### Reduce greenhouse gas emissions

Dundas BRT will encourage sustainable travel behaviour change by increasing access to reliable and convenient public transit and making it a viable competitor to the personal vehicle. Less vehicles sitting in congestion also means less harmful pollutants in our atmosphere.



### Improve connectivity

Trips made within municipal borders represent 84% of the daily travel demand along the corridor. Low inter-municipal travel demand suggests that there is an opportunity to phase the development of an improved transit service along the corridor linking several urban centres and key destinations and developing a rapid transit network.



### Align investment to support growth


Dundas BRT will facilitate transit-oriented communities (TOC) around the Dundas Corridor to accommodate projected growth in population and employment. Improved transit services along the corridor have the potential to support growth plans, local businesses and the development of mobility hubs.

# Initial Business Case

In September 2020, Metrolinx completed and published an [Initial Business Case \(IBC\)](#) to assess the need for the Dundas BRT. The document provides an evidence-based assessment of the case for investment in the new rapid transit corridor. The IBC provides the information necessary for decision-makers, stakeholders and the public as an important part of the transparent and evidenced-based decision-making process. This document includes:

- A confirmation of the problem and/ or opportunity and identifies a set of investments that could address them
- Provides a high-level range of varying investments that could be implemented
- Gives insights and recommendations for future work


The IBC evaluated the early-stage feasibility of the Dundas BRT by examining the strategic, economic, financial and deliverability and operations cases. The IBC found that the BRT could:



+30,000


NET DAILY RIDERS

Accommodate more than 30,000 new net daily riders




BETWEEN 345,000 & 555,000 HOURS OF DECONGESTION

Benefit traffic flow resulting in between 345,000 and 555,000 hours of decongestion benefits per year




BETWEEN 100,000 TO 600,000 TONNES

Decrease greenhouse gas emissions by between 100,000 to 600,000 tonnes per year




230,000 TO 465,000 JOBS WITHIN 2KM

Unlock economic and regional development by connecting rapid transit to 230,000 to 465,000 jobs found within 2 kilometres of the catchment area (approximately a 10-minute walk)




FREQUENT SERVICE

Offer frequent rapid transit service to 600,000 to 1,000,000 people living within 2 kilometres of the corridor



14 MINUTES

Reduce transit commute times along the corridor by approximately 14 minutes on average

 METROLINX



# Background - Project History

The timeline below highlights this project’s history to date. This project will benefit from the multiple studies and environmental assessments previously completed for other projects along the corridor. Present day work will build upon these completed processes and incorporate their findings.

- 1

2010 - Metrolinx Dundas Street Rapid Transit Benefits Case Analysis
- 2

2012 - City of Hamilton New East-West Road Corridor Class EA (Highway 6 to Brant Street)
- 3

2013 - Ministry of Transportation (MTO) Class Environmental Assessment (EA) future Highway 5/6 Interchange, Associated Municipal Roads and Commuter Parking Lot at Clappison’s Corners
- 4

2015 - Halton Region Class EA for Dundas Street Improvements Brant Street to Bronte Road
- 5

2015 - Metrolinx Kipling Bus Terminal Feasibility Study
- 6

2016 - City of Mississauga Dundas Connects Master Plan Study
- 7

2018 - Dundas Connects Master Plan endorsed by Mississauga City Council
- 8

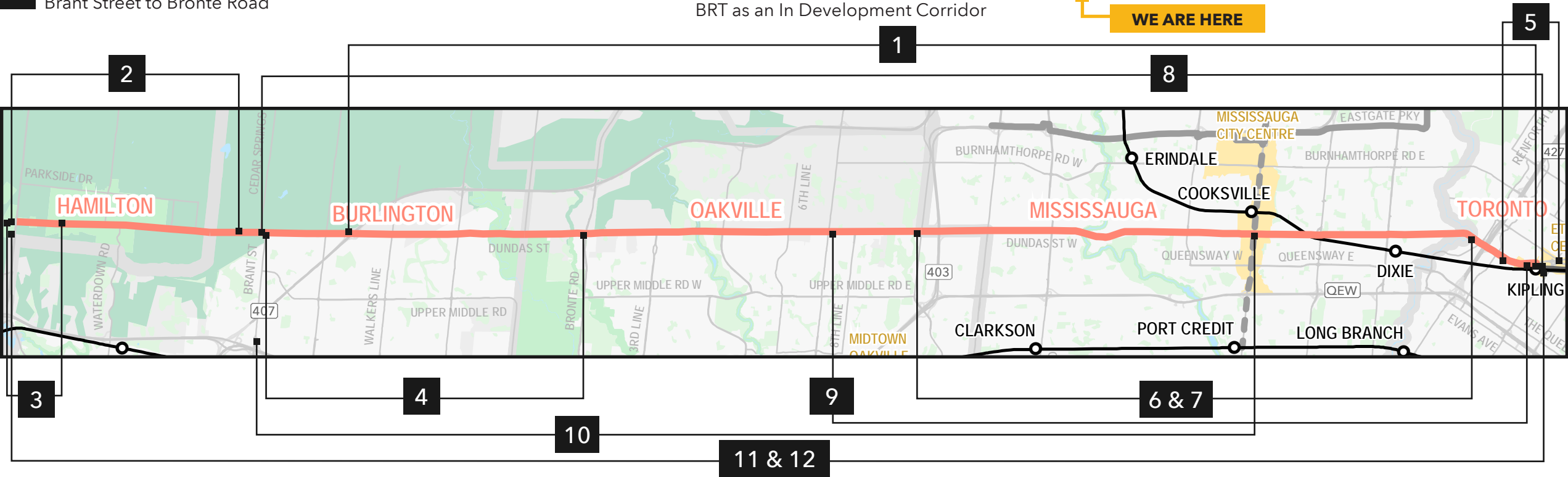
2018 - Metrolinx’s 2041 Regional Transportation Plan recognizes Dundas BRT as an In Development Corridor
- 9

2019 - Metrolinx’s Frequent Rapid Transit Network Prioritization recognizes Dundas BRT as a priority
- 10

2020 - MTO 407 Transitway Transit Project Assessment Process Study
- 11

2020 - Metrolinx Dundas BRT Initial Business Case
- 12

2021 - Dundas BRT Transit Project Assessment Process and Preliminary Design Business Case Commences



# What does Dundas look like today?

The Dundas Corridor, as a former provincial highway, has connected communities from Waterdown to Etobicoke for over a century. Dundas serves many purposes and carries a significant amount of through-traffic that often has neither an origin or destination within the corridor. It functions as a local street for retailers in Cooksville, a commuter route for someone trying to cross the Credit River in rush hour, a busy arterial road for area residents and an interregional road for travelers trying to avoid the highway system.



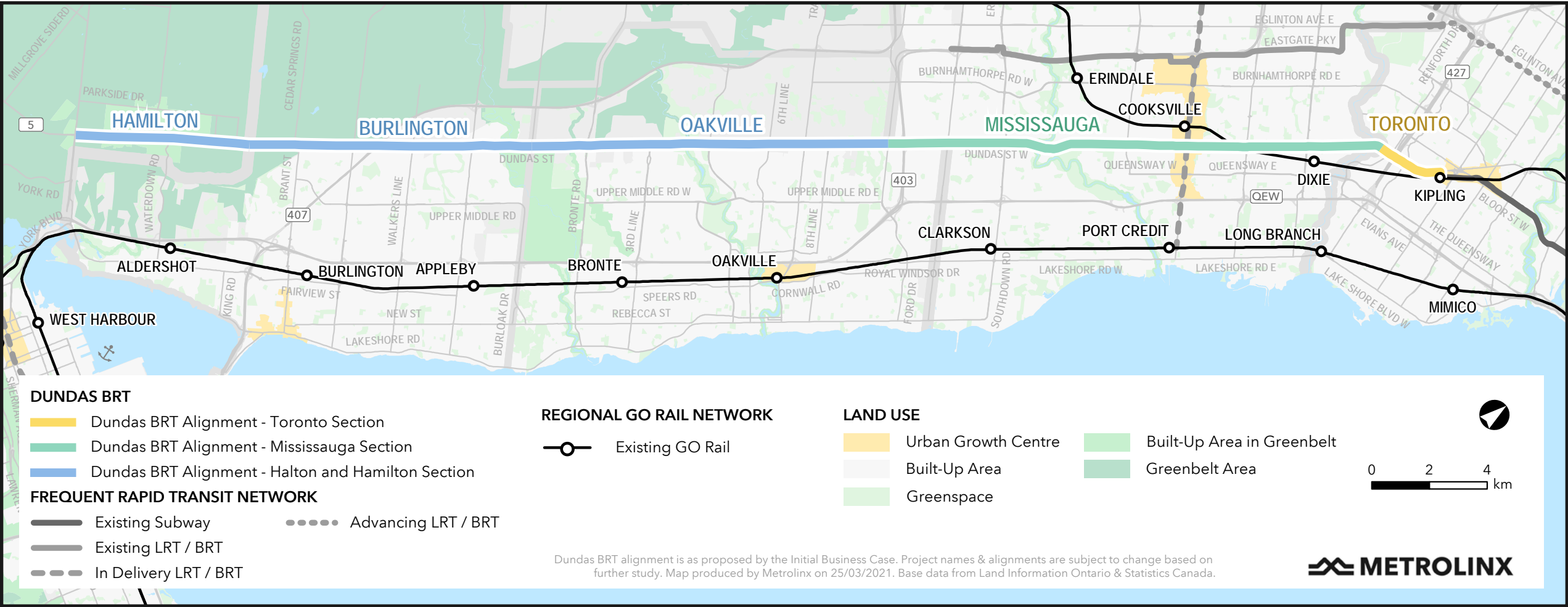
The corridor ranges from three to seven lanes and changes in character from mainly commercial and mixed-use land uses in Toronto and Mississauga, to primarily residential land uses as it stretches out of Mississauga, through Halton Region and to Waterdown in Hamilton. Halton Region has commenced and/ or completed several Municipal Class Environment Assessments and construction projects where the curb lanes include provision to accommodate potential high occupancy vehicle and/ or bus only lanes. Many of these projects include road widenings along Dundas Street and intersecting north-south streets such as Ninth Line and Trafalgar Road.



# 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



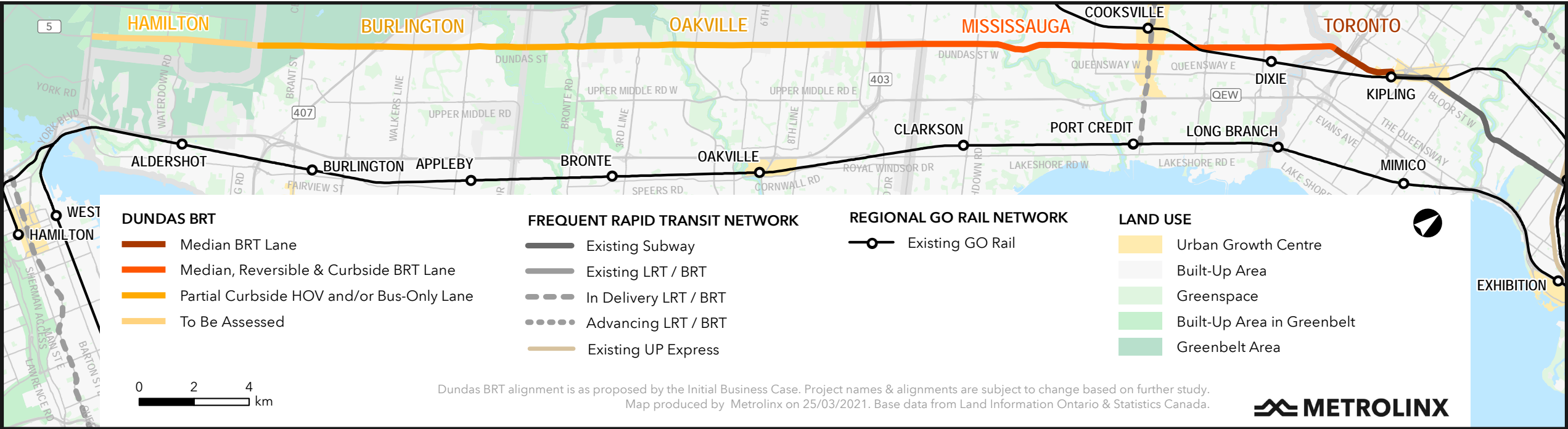


# Dundas BRT Infrastructure Alignment as Proposed by the IBC

Previous work studying the Dundas Corridor will be incorporated into this project. The Initial Business Case recommendations will guide the preliminary designs to address identified challenges (pinch points) along the route.

The Dundas Connects Master Plan, completed and endorsed by Mississauga City Council in 2018, identified the following, which will be further explored as part of the current work:

- The type of transit suitable for the corridor
- Opportunities for enhanced connectivity along the corridor
- Streetscape design and active transportation facilities
- Initial design solutions to constrained sections of the corridor



# What Formal Process will be Followed?

Metrolinx is working with various municipalities to advance planning and design of the Dundas BRT:

- Transit Project Assessment Process (TPAP)
- Preliminary Design (PD)
- Preliminary Design Business Case (PDBC)

## What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused impact assessment created specifically for transit projects. The process involves a pre-planning phase followed by a regulated timeline (up to 120 days) and includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. A TPAP makes sure that the natural, social, cultural, and economic environments are addressed and any potential adverse effects from the proposed infrastructure are either avoided, mitigated, or minimized. TPAPs are regulated under Ontario's Environmental Assessment Act, and are submitted for the Minister of the Environment, Conservation and Parks' review prior to proceeding with the transit project.



## What is Preliminary Design (PD)?

The preliminary design phase will build upon the pre-planning completed as part of the TPAP for Toronto and Mississauga. In this phase, the project team will utilize the environmental impact assessment from the TPAP to refine the BRT design to a 30% design level. The 30% design will seek to further refine corridor infrastructure widths such as lanes, buffers, boulevards, active transportation facilities, and grading limits in order to reduce the site-specific impacts identified in the TPAP. The preliminary design will generate the analytic information to feed the PDBC that will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.



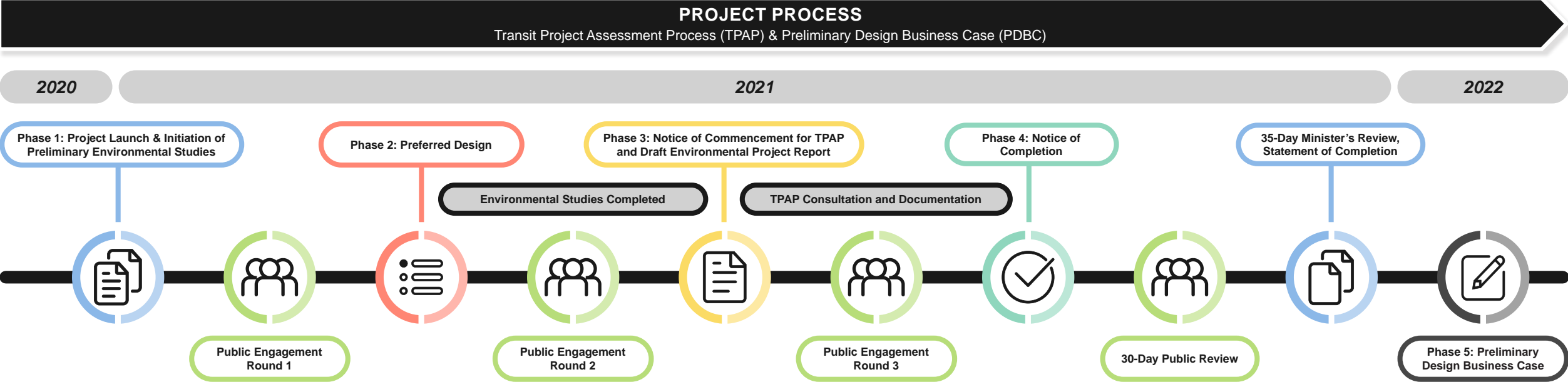
## What is the Preliminary Design Business Case (PDBC)?

The PDBC analyzes the Dundas BRT against strategic objectives, financial and economic impacts and operations considerations. The PDBC builds upon the work done in the Dundas BRT Initial Business Case and will compare the corridor against a business-as-usual scenario (i.e., without the project). The PDBC will assist in refining the service plan for the corridor. The PDBC will also identify risks and barriers that may impact the project as well as infrastructure and policy measures which may support its implementation.



# Project Process

This graphic shows the project process and demonstrates where public engagement will take place. Engagement is strategically aligned with key project milestones to allow the project team to validate their technical studies and inform the development of future work. The timeline also accounts for the completion of mandated environmental studies.



## How is the community involved?

Metrolinx believes that when you have your say our transportation system gets stronger. We are committed to keeping you informed, building understanding and collecting your feedback. Engagement presents an opportunity for you to provide your input on:

### Round 1 Engagement

- Dundas BRT in your community
- What is important to you about this project
- Factors you consider important for assessing the pinch points (constrained areas)

### Round 2 Engagement

- Environmental existing conditions
- Pinch point alternatives and preferred design
- Corridor design outside pinch points

### Round 3 Engagement

- Environmental summary reports
- Environmental impacts and mitigation measures
- Preliminary corridor design



# Dundas Street in Toronto

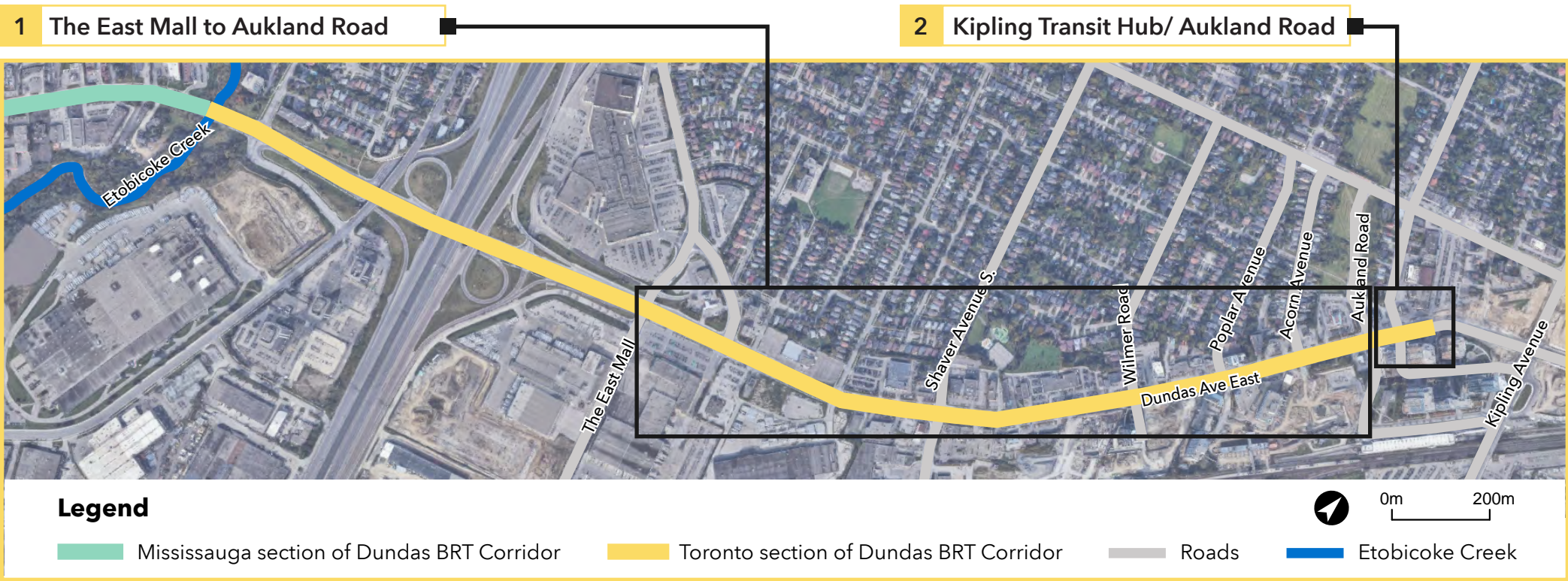
## (Kipling Transit Hub to Etobicoke Creek)

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

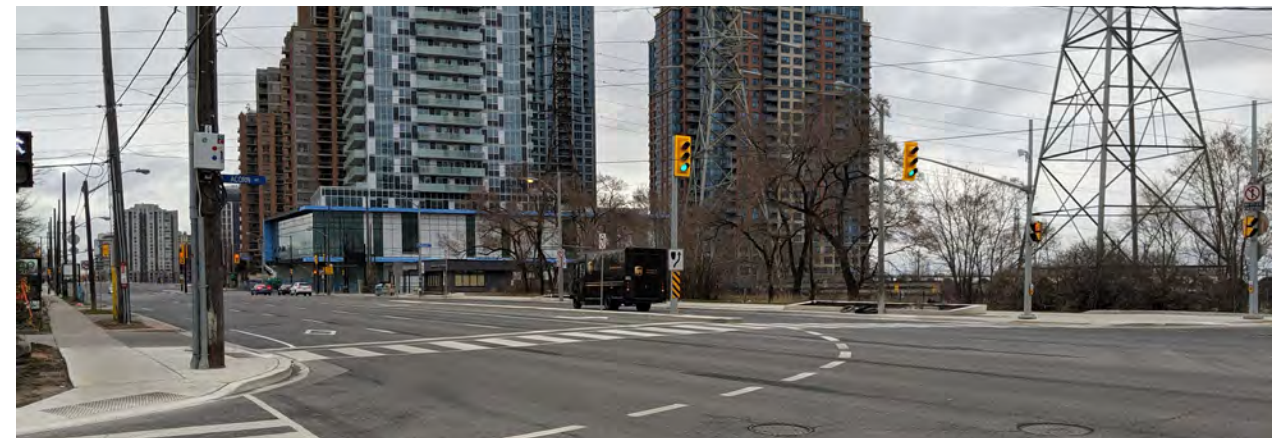


Dundas and The East Mall

## 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

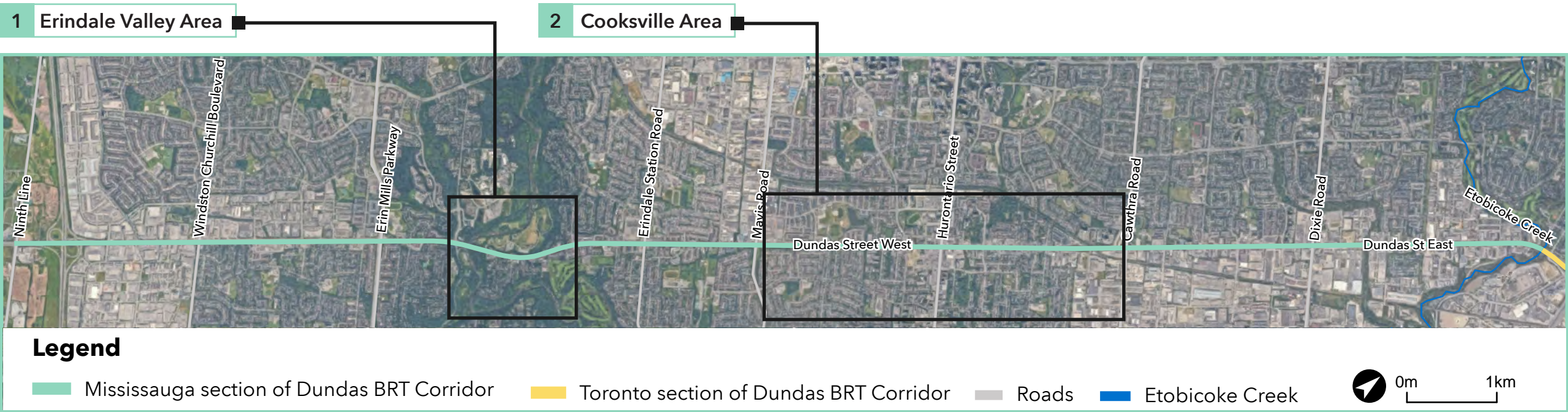
# Dundas Street in Mississauga (Etobicoke Creek to Ninth Line)

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)



Erindale Valley



Erindale Valley

## 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)



Cooksville

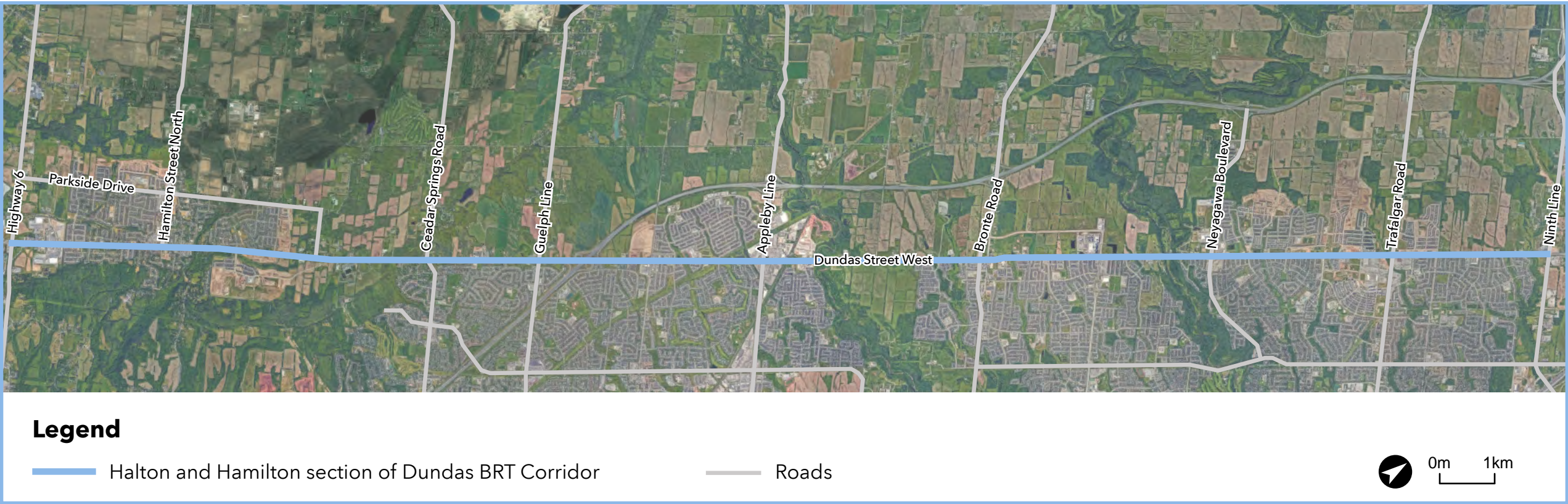


Cooksville



# 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
<ul style="list-style-type: none"><li>• Population growth is planned for areas north of the Dundas Corridor which is currently underdeveloped</li><li>• Demand for housing will be significant in North Oakville (north of the Dundas Corridor)</li><li>• Employment growth along the Dundas Corridor will be modest in comparison to population growth</li><li>• 71% of Oakville’s total population growth and 49% of total employment growth will occur within the Dundas Corridor*</li></ul>	<ul style="list-style-type: none"><li>• City-wide population growth is lower (approximately 10%) compared to other areas along the Dundas Corridor*</li><li>• Employment will be expected to grow by approximately 60% (primarily east of the 407)*</li></ul>	<ul style="list-style-type: none"><li>• Will consider bus routing, stop placement, and transfer opportunities</li></ul>

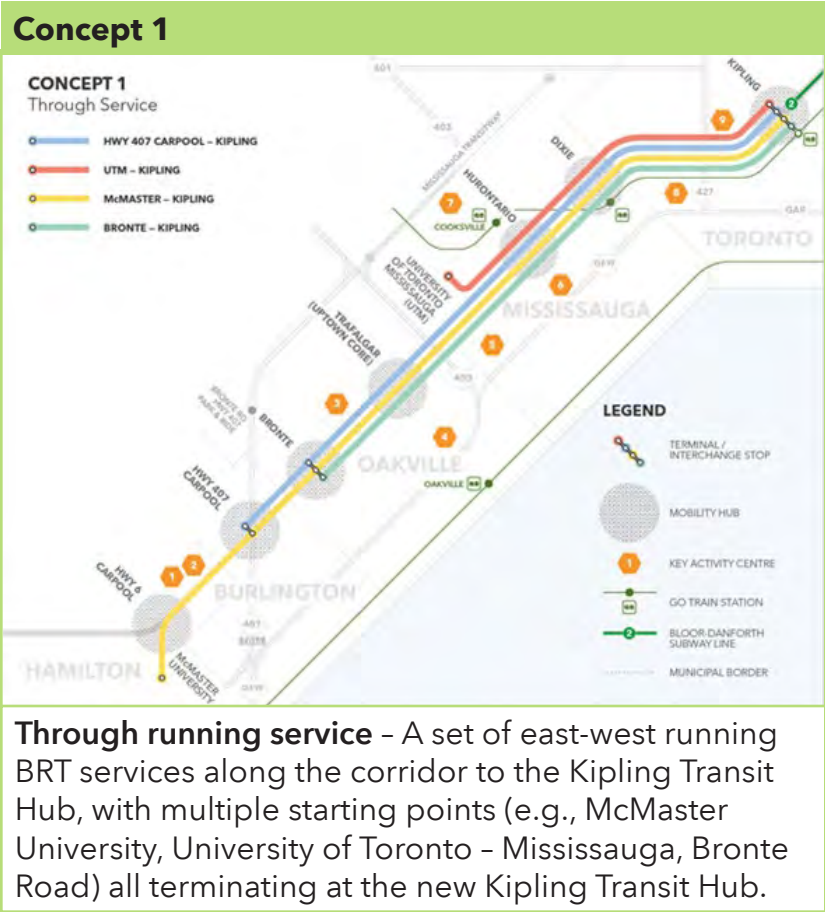
\*Key insights from the Dundas BRT Initial Business Case, September 2020.

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.



# Pinch Point Screening Considerations

Pinch point locations will undergo a technical screening to consider impacts and 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

# Transit Project Assessment Process (TPAP)

## Studies Underway – Existing Conditions

We are completing studies to identify the baseline conditions, determine any potential for impacts and propose measures to mitigate potential negative impacts for Toronto and Mississauga. The studies to be conducted by the project team are identified below.



**Natural Environment**



**Socio-Economic & Land Use  
Characteristics**



**Cultural Heritage**



**Noise & Vibration**



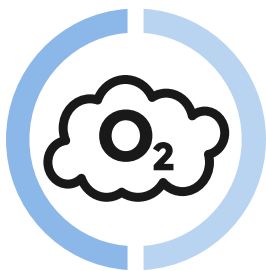
**Archaeology**



**Climate Change & Sustainability**



**Traffic & Transportation**



**Air Quality**

Much of the corridor in Halton and Hamilton was previously studied through various Municipal Class Environmental Assessment studies. The corridor in this area has already been widened or has Environmental Assessment (EA) approval in place for the widening. In Halton Region the curb lanes include provision to accommodate potential high occupancy vehicle and/or bus-only lanes in the future.



# Transit Project Assessment Process (TPAP)

## Studies Underway – Existing Conditions

The first step of the TPAP studies will be to research background information and undertake field investigations to obtain baseline conditions.

Findings from these studies will be used to complete an impact assessment and inform decisions about the design and operation of the BRT. Information from the existing conditions studies will be made available for public review at the next phase of community engagement slated for summer 2021.



### **Natural Environment**

- Plant inventories
- Aquatic habitat surveys
- Species at risk habitat screening



### **Archaeology**

- Review geographic, land use and historical information
- Visual inspection and photo documentation
- Confirm whether there are any known archaeological sites



### **Socio-Economic & Land Use Characteristics**

- Review of planning policy, neighbourhood characteristics, community amenities, population, employment and current development applications
- Review existing land use, planning documents and traffic studies



### **Cultural Heritage**

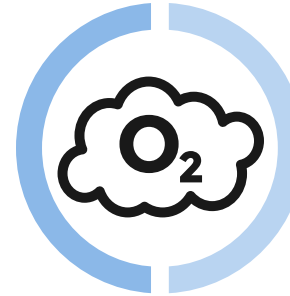
- Historical research, review of heritage registers and inventories, and identification of cultural heritage resources

# TPAP Studies Underway - Existing Conditions



## Noise & Vibration

- Identify noise and vibration sensitive receptors
- Collect noise and vibration measurements



## Air Quality

- Compile and review data from air quality monitoring stations, determine air contaminant sources and identify sensitive receptors
- Conduct air dispersion modelling to determine contaminant levels at sensitive receptor locations



## Climate Change & Sustainability

- Describe how the Transit Project Assessment Process incorporates the Ministry of the Environment, Conservation and Parks (MECP)'s guidance for considering climate change
- Highlight Metrolinx's current or planned sustainability initiatives in relation to the BRT, with the goal of improving environmental and social outcomes



## Traffic & Transportation

- Characterize existing transportation network, including road geometry, routes (e.g., transit, pedestrian, cycling and truck) and parking
- Determine existing travel demand (e.g., user volumes, and travel times)

# What is a Preliminary Design Business Case (PDBC)?

## A Business Case

- A Business Case is a comprehensive collection of evidence and analysis that sets out the rationale for why an investment should be implemented to solve a problem or address an opportunity
- Metrolinx uses a [Standard Business Case](#) process across all investments
- Business Cases provide evidence to decision-makers, stakeholders, and the public as part of evidence-based decision-making, and are used throughout a project's lifecycle
- Business Cases consider four cases – the Strategic Case, Economic Case, Financial Case, and Deliverability & Operations Case
- The [Initial Business Case](#) for Dundas BRT was completed in 2020, and analysed three different potential service options against the business-as-usual (do nothing) option. Initial Business Cases are typically used to secure funding from the Province for planning and preliminary design



## PDBC

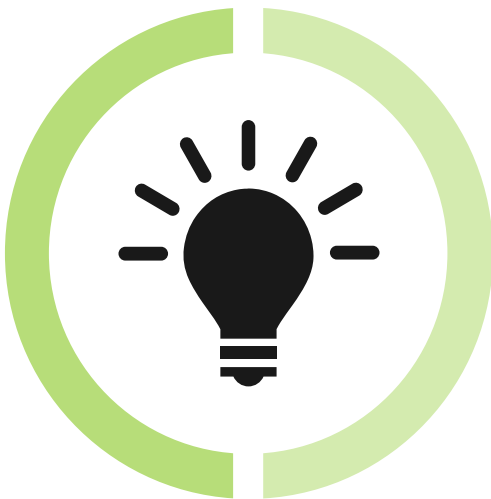
- The PDBC will build upon the Dundas BRT Initial Business Case completed by Metrolinx in 2020
- PDBC are typically used to secure funding from the Province for procurement and construction
- The BRT corridor will be compared against a business-as-usual scenario (i.e., without the project). Special focus will be put towards a more detailed service plan and stop locations
- The PDBC will identify risks or barriers that may impact the project as well as infrastructure and policy measures which may support its implementation





# What is a Preliminary Design Business Case (PDBC)?

The PDBC will assess the Dundas BRT against its own set of evaluation criteria. The four criteria, also referred to as cases, are described below.



**Strategic Case**

How does the investment achieve strategic goals and objectives?



**Economic Case**

What is the investment's overall value to society?



**Financial Case**

What are the financial implications of delivering the investment?



**Deliverability and Operations Case**

What risks and requirements must be considered for delivering and operating the investment?

# Next Steps

Thank you for participating!

The next round is planned for summer 2021

Next steps:

Transit Project Assessment Process (TPAP)

- Complete existing conditions mapping and reporting. Reports to be drafted include:
  - Natural Environment Report
  - Stage 1 Archaeology Assessment Report
  - Cultural Heritage Report
  - Socio-Economic and Land Use Study
  - Climate Change and Sustainability Report
  - Air Quality Impact Assessment
  - Noise and Vibration Impact Assessment
  - Transportation and Traffic Impact Analysis
- Prepare environmental impact and mitigation measures as part of the final Environmental Project Report (EPR)
- Public engagement
- Prepare for commencement of TPAP
- EPR preparation

Preliminary Design

- Develop design at pinch points
- Select and analyze preferred alternative
- Develop preferred corridor design for TPAP

Preliminary Design Business Case (PDBC)

- Takes the recommended option of the Initial Business Case and reviews different approaches to refine and optimize it, further clarifying scope and cost
- Comprehensive collection of evidence and analysis that sets out the rationale for the implementation of the Dundas BRT project
- No immediate next steps to be completed before the next round of public engagement.

# We want to hear from you!

We appreciate the time you have taken to learn more about the Dundas BRT, and we would greatly value your input on the following:

- The proposed Dundas BRT in your community
- What is important to you about this project
- Factors you consider important for assessing the pinch points

**Please complete the online feedback form by April 30, 2021.**

## Stay involved with the Dundas BRT.

We have a dedicated Community Relations team for each region available to answer your questions at any time.

### Email us at:

- [TorontoWest@metrolinx.com](mailto:TorontoWest@metrolinx.com)
- [Peel@metrolinx.com](mailto:Peel@metrolinx.com)
- [HaltonRegion@metrolinx.com](mailto:HaltonRegion@metrolinx.com)
- [Hamilton@metrolinx.com](mailto:Hamilton@metrolinx.com)

**Participate online:** [Metrolinxengage.com/DundasBRT](https://metrolinxengage.com/DundasBRT)