

Dundas Bus Rapid Transit: Engagement Summary Report

June 2021

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Dundas Bus Rapid Transit: Engagement Summary Report

June 2021

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Dundas BRT

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1 Introduction

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1.1 Background

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 corridor. The purpose of the Dundas Bus Rapid Transit Project (the Project/ 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 Dundas Bus Rapid Transit, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

The Project 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.

Public feedback is important to this process. The first round of engagement sought public and stakeholder feedback on initial works. The presentation materials demonstrated the preliminary Dundas Bus Rapid Transit route, identified pinch point areas (areas constrained by the built or natural environment) and considerations for the preliminary design of the corridor. Public input gathered from this round will refine the various elements to reflect a Dundas Bus Rapid Transit that meets the needs of the community.

1.2 Purpose of Report

This report summarizes the communication and engagement activities, as well as the feedback received from stakeholders and members of the public as a result of these activities, during the first phase of engagement for the Project.

This report combines the comments received through online engagement via Metrolinx Engage. All public input will be considered by the Project Team and form part of the public record.

2 Communication and Engagement Process Overview

2.1 Communication and Engagement Process

The first phase of communication and engagement focused on:

- Who is Metrolinx?
- What is a Bus Rapid Transit?
- Why is Dundas Bus Rapid Transit needed?
 - Provide faster, more reliable public transit;
 - Reduce greenhouse gas emissions;
 - Improve connectivity; and
 - Align investment to support growth.
- Initial Business Case
- Background – Project History
- What does Dundas look like today?
- How will the work be divided?
- Dundas Bus Rapid Transit Infrastructure Alignment
- What formal process will be followed?
 - Transit Project Assessment Process;
 - Preliminary Design; and
 - Preliminary Design Business Case.
- Project Process
- Dundas Street in Toronto
- Dundas Street in Mississauga
- Dundas Street in Halton & Hamilton
- Service Options Analyzed in the Initial Business Case
- Pinch Point Considerations
- Dundas BRT benefits:
 - Travel time savings;
 - Technology and capacity;
 - Technology and infrastructure;
 - Less crowding on your commute;
 - Improved access; and
 - Above-ground alignment benefits.

- Transit Project Assessment Process (TPAP) Studies Underway – Existing Conditions:
 - Natural Environment;
 - Socio-Economic & Land Use Characteristics;
 - Cultural Heritage;
 - Noise & Vibration;
 - Archaeology;
 - Climate Change & Sustainability;
 - Traffic & Transportation; and
 - Air Quality.
- What is a Preliminary Design Business Case?
- Next Steps
- Provide Feedback

Online communication and engagement tactics included:

- An English and French Project webpage (**Appendix A**) to provide information about the Project, and links to related Project materials and studies;
- Online engagement through Metrolinx Engage including a ‘submit a question’ feature through the “Contact Us” webpage, and an online feedback form;
- Postcard mailouts to inform members of the public about the Project and feedback opportunities available on the Dundas Bus Rapid Transit Metrolinx Engage website;
- Regional newsletters sent to individuals subscribed to receive emails from Metrolinx;
- News release (screenshots available in **Appendix C**) prepared by the City of Mississauga and posted to their website;
- A webpage (screenshots available in **Appendix C**) prepared by the City of Mississauga to provide information about the Project’s environmental assessment and to inform members of the public about the feedback opportunities available on the Dundas Bus Rapid Transit Metrolinx Engage website; and
- An introductory Project video was created to introduce the Project and overall process.

2.1.1 Communication and Engagement Goals

The following engagement activities allowed the Project Team to:

- Introduce the project and provide background information;
- Introduce the study process, current design and environmental studies underway for the Project;
- Engage with interested members of the public and stakeholders; and
- Gather feedback related to key engagement questions to help inform the decision-making process.

2.2 Communication and Promotional Tactics

As part of the communication and engagement strategy for the Project, a number of activities were carried out to notify and promote the Project and invite stakeholders to view the virtual open house materials. Communication materials were designed to make it easy for the public to get involved and to be meaningful, transparent, inclusive and accessible.

2.2.1 Project Webpage

The Project webpage (www.metrolinxengage.com/dundasbrt) incorporates requirements outlined in the Accessibility for Ontarians with Disabilities Act (AODA) and was created in both English and French to serve as an information and engagement hub. The webpage provides interested parties with:

- Project information;
- Copies of community notices;
- Links to background information such as the Initial Business Case;
- Ways to get involved; and
- Project Team contact information.

The webpage will continue to be updated as planning for the Project progresses. Screenshots of the Project webpage can be found in **Appendix A**.

2.2.2 Metrolinx Engage Webpage

Metrolinx Engage has a dedicated webpage for the Project (<https://www.metrolinxengage.com/en/engagement-initiatives/dundasbrt>). This site provides high-level information, key facts, official documents, public engagement materials and information for the public about how to get involved in the Project and how to contact Metrolinx. The webpage includes links to information session materials (e.g., display boards), the fillable 'Contact Us' form where participants provide their name, topic and comment/question for the Project Team, and includes a 'Stay Involved' section that includes a list of dedicated 'Community Relations' team emails for each region along the Dundas Bus Rapid Transit corridor:

- TorontoWest@metrolinx.com
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

All submitted comments and questions received through Metrolinx Engage, as well as feedback form submissions via the Contact Us web page and by email have been incorporated in **Section 3** and are provided in **Appendix E and F**.

2.2.3 Project Distribution List

Email contact lists were developed for the Dundas Bus Rapid Transit Technical Advisory Committee and the Dundas Bus Rapid Transit Stakeholder Advisory Group(s) at the outset of the Project. Additional email contacts were collected through the Project webpage where individuals could submit their email addresses, the Metrolinx Engage website (<https://www.metrolinxengage.com/en/content/contact-dundas-brt-team>) and through the first round of engagement. The Project Team also provided information (i.e., postcard) to Councillors and local Members of Provincial Parliament to share with their constituents and post on their platforms, as appropriate. Additional contact information gathered during this round of engagement – through those who subscribed to the project distribution list via the Project webpage <https://www.metrolinxengage.com/en/content/contact-dundas-brt-team>) - will be used

to inform individuals of future Dundas Bus Rapid Transit engagement, news and updates. Individuals have the opportunity to subscribe or unsubscribe to the project distribution list at any time.

2.2.4 Postcard Mailouts

A postcard was created to provide members of the public with information about the Dundas Bus Rapid Transit virtual open house. The postcard was mailed to a total of 78,969 addresses on April 19, 2021. The mailout area was comprised of houses (66%), apartments (26%), farms (<1%) and businesses (8%). The postcard is provided in **Appendix B**.

2.2.5 Regional Newsletters, Metrolinx Blog and Social Media

To promote the Project and draw awareness amongst people living and working along the Dundas Bus Rapid Transit corridor, Metrolinx distributed newsletters via email to people registered to the Toronto West, Mississauga, Halton Region and Hamilton regional email updates. The newsletter contained a brief Project description, link to the Project video, and contact information. Newsletters are provided in **Appendix C**. On April 14, the Metrolinx Blog (<https://blog.metrolinx.com>) was used to promote the virtual open house ahead of its opening. Screenshots of the Metrolinx Blog and the City of Mississauga's social media posts can be found in **Appendix C**.

2.3 Community Engagement

As part of the communication and engagement strategy for the Project, the Metrolinx Engage website was launched on April 19, 2021 with Round One Engagement materials and opportunities for participants to provide feedback for a two week period.

2.3.1 Advisory Committees

Select members of the public and key stakeholders were invited to join and participate in the Technical Advisory Committee and Stakeholder Advisory Group. The Technical Advisory

Committee is comprised of key stakeholders and technical experts. Technical Advisory Committee members were provided with the opportunity to meet the Project Team, learn about and provide input on the Project at a virtual meeting. The Stakeholder Advisory Groups will be comprised of community leaders, advocates and experts from each section of the Study Area (Toronto, Mississauga, Hamilton and Halton). During Round One Engagement, Stakeholder Advisory Group members were informed about the future formation of the Stakeholder Advisory Group, invited to learn more about the Project, and encouraged to provide their feedback through the online virtual open house from April 19 to April 30, 2021. Additional email contacts were collected through the Project webpage where individuals could submit their email addresses, the Metrolinx Engage website (<https://www.metrolinxengage.com/en/content/contact-dundas-brt-team>) and through the first round of engagement.

2.3.2 Virtual Open House

One virtual open house was held from April 19 to April 30, 2021 to reach a broad spectrum of residents located within the Study Area.

The virtual open house included the following activities and materials:

- An introductory Project video;
- An option to sign up for Project updates;
- Dundas Bus Rapid Transit maps;
- A presentation; and
- An online feedback form.

During the virtual open house, an online feedback form provided virtual open house attendees with an opportunity to share their thoughts and ideas related to key engagement questions and key elements of the Project. The feedback form questions were provided to attendees via the Metrolinx Engage website and returned to the Project Team via website submission or email. A total of 41 feedback form submissions (in addition to 14 emails and four comments/ questions

submitted via the 'Contact Us' webpage) were shared with AECOM by Metrolinx and are provided in **Appendix F**, with personal information redacted.

In lieu of display boards, a presentation was available at the virtual open house on:

- The purpose of delivering the Dundas Bus Rapid Transit corridor;
- What a Bus Rapid Transit corridor is;
- Why the Dundas Bus Rapid Transit is needed;
- Initial Business Case;
- How the work will be divided (by section);
- Proposed Bus Rapid Transit infrastructure;
- Project process and key milestones;
- Key growth insights and pinch point (constrained areas) information per section;
- Service options analysed in the Initial Business Case;
- Pinch point screening considerations;
- Preliminary Design Business Case; and
- Next steps and Project contact information.

The public was given the opportunity to freely explore the online presentation during the virtual open house. The presentation is provided in **Appendix D**.

2.3.3 Engagement Questions

The Project Team identified seven key engagement questions for the first virtual open house. The public was invited to provide their feedback to these key engagement questions through the feedback form provided online via Metrolinx Engage.

The following questions were asked via the Metrolinx Engage website:

To receive feedback related to the preliminary design – specifically pre-identified 'pinch points' (constrained areas) in all regions along the Dundas Bus Rapid Transit corridor:

Having reviewed the pinch points in Toronto, do you have any specific insights or concerns?

- a) Pinch point: East Mall to Aukland Road

- b) Pinch point: Kipling Transit Hub/Aukland Road

Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns?

- Pinch point: Cooksville Area
- Pinch point: Erindale Valley Area

Do you have any specific insights or concerns in Halton Region or Hamilton?

To receive feedback related to pinch point screening considerations:

Please rank the following pinch point screening considerations from one (most important) to four (least important) in your perspective.

- Traffic Considerations
- Geometrics/ Infrastructure Considerations
- Property Considerations
- Environmental Considerations

To receive general feedback related to the Project not captured in the above questions:

Do you have any other feedback or comments? If so, please explain.

To learn what Project information stakeholders would like to learn more about in future public consultations:

What would you like to hear more about? Please select all that apply.

- Transit Project Assessment Process
- 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
- Preliminary Design

- Preliminary Design Business Case
- Other

To learn how stakeholders prefer to receive information from Metrolinx regarding the Dundas Bus Rapid Transit Project:

How would you like to hear from us?

- Public/ Virtual Events
- Email
- Newsletters
- Mail
- Other

3 Summary of Engagement

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3.1 Introduction

During the virtual open house, over 1,144 stakeholders visited the Dundas Bus Rapid Transit Metrolinx Engage website and the Project Team received 41 feedback forms between April 19 and May 7, 2021. **Figure 1** and **Figure 2** below summarizes website analytic data provided for the Dundas Bus Rapid Transit Metrolinx Engage website (www.metrolinxengage.com/dundasbrt) between April 19 and May 7, 2021.

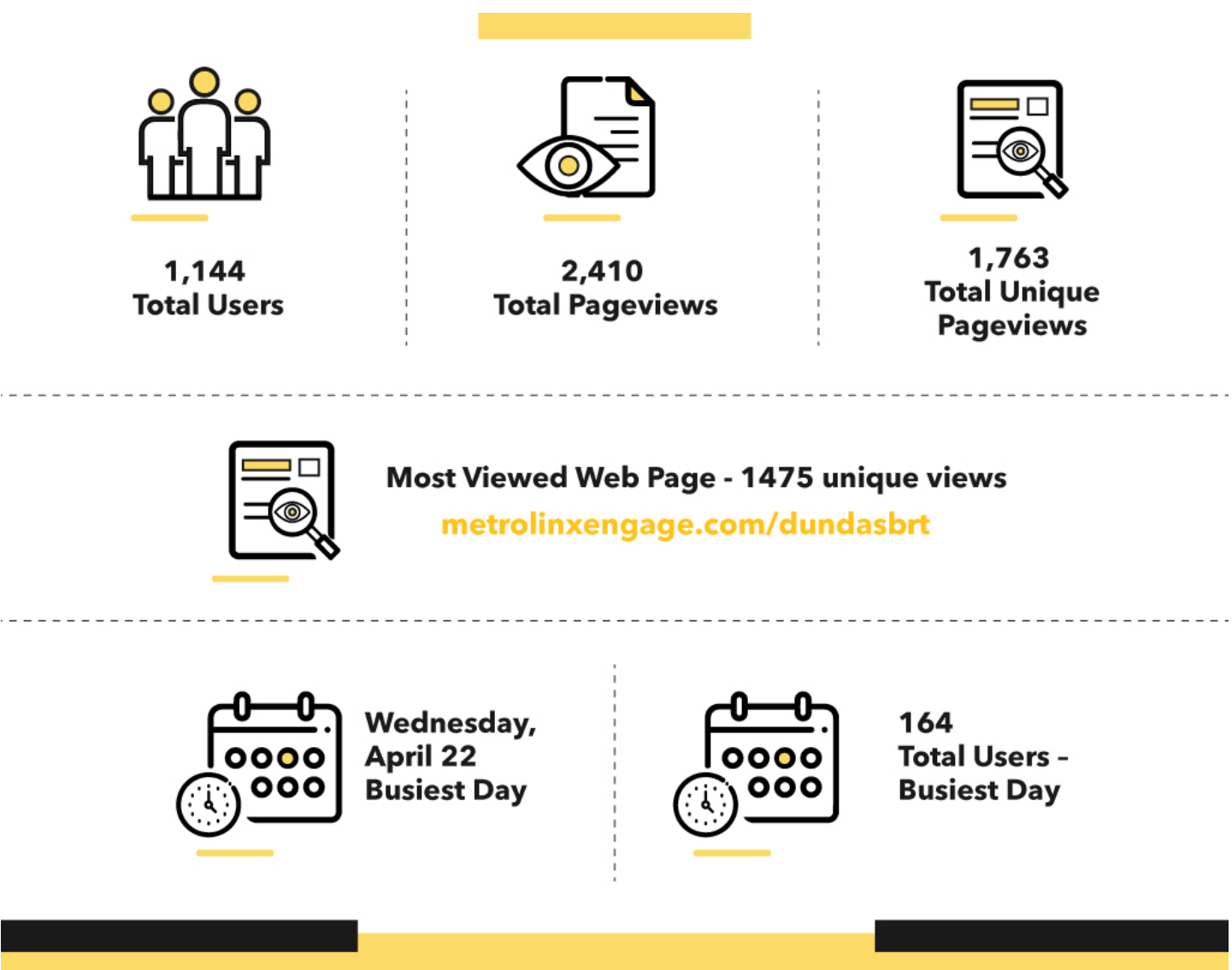


Figure 1 - Summary of Metrolinx Engage Interactions

*A User is an individual person browsing the website (technically, a unique browser cookie). A Pageview is reported when a page has been viewed by a user on the website. Total Pageviews include web pages visited multiple times by the same user.

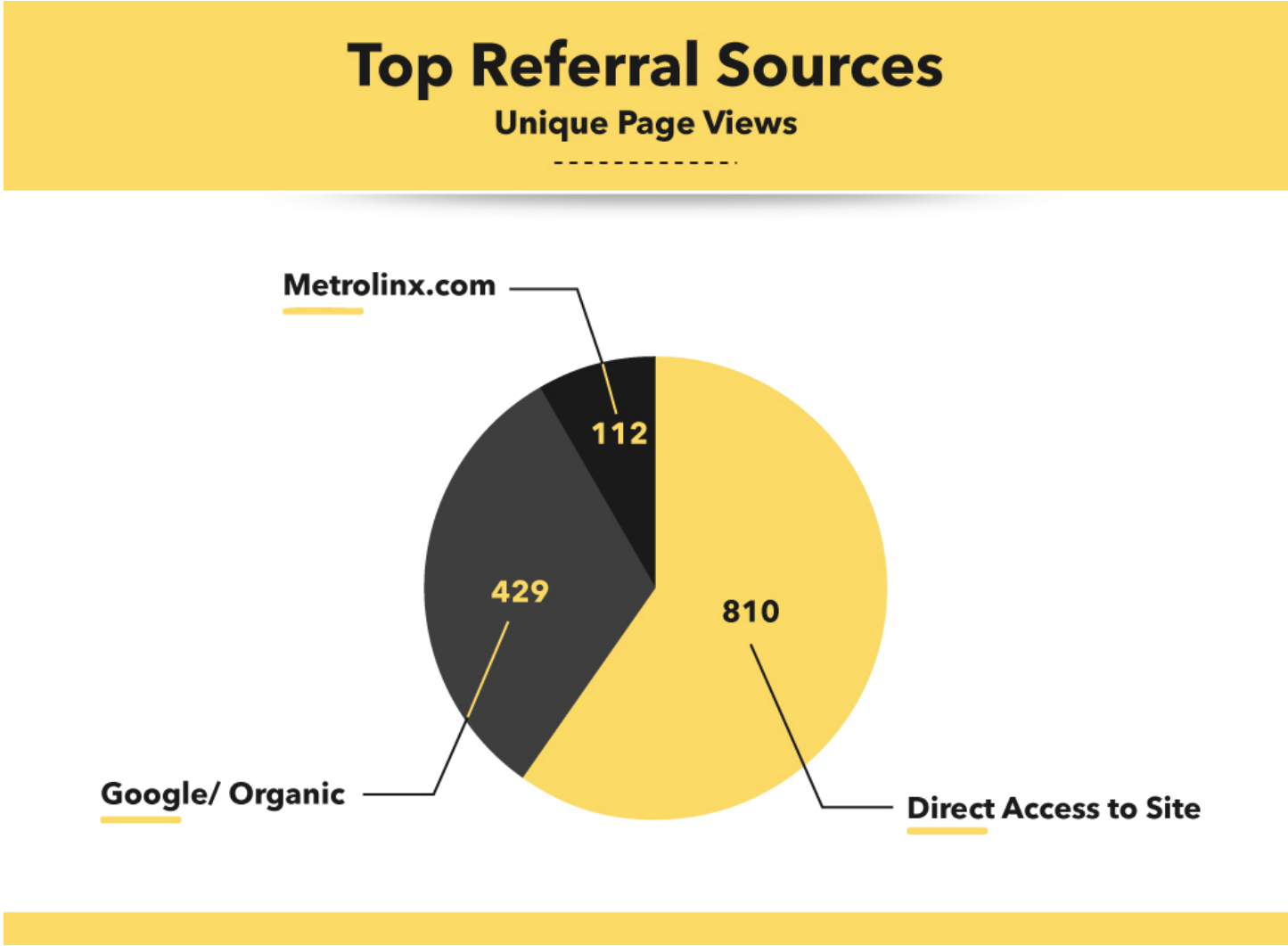


Figure 2 – Additional Metrolinx Engage Interactions

*A Referral is reported when a user clicks through to the website from another third-party website.

The majority of comments received from stakeholders and the public during the first phase of engagement for the Project were positive and supportive of the Project overall. The following sections highlight the key findings and level of public interest related to the various topics/ questions asked during the online engagement period. All responses summarized in this section of the report were received during the first online engagement period from April 19, 2021 to April 30, 2021 (with comments recieved and included up to May 7, 2021). Comments received via email,

while not directly responding to the feedback form, fell mostly within the themes of the feedback form. Responses are provided in **Appendix E**.

Overall themes that emerged from the feedback include:

- Active transportation prioritization;
- Environmental and community impacts;
- Connectivity to future rapid transit projects; and
- General preliminary design.

These themes align with those presented on the Metrolinx Engage website.

3.2 Pinch points

After reviewing specific pinch point mapping and area descriptions and being asked “Having reviewed the pinch points, do you have any specific insights or concerns?”, the majority of participants responded within the four main themes identified in **Section 3 - Summary of Participant Feedback: Introduction**, with most attention being focused on prioritizing active transportation, including concerns related to cycling safety along Dundas Street. A summary of feedback related to this question is outlined in the subsections below (based on the specific regions).

3.2.1 Pinch Points in Toronto

The majority of participants who provided input on the pinch points in Toronto suggested the implementation of physically protected bike lanes and the use of transit-priority signals along the Dundas Bus Rapid Transit route. The top concerns expressed in this section are summarized below.

Active transportation prioritization

More than half of all responses received that provided input on this question expressed the need for dedicated, physically protected bike lanes along the entire Dundas Bus Rapid Transit corridor, including the Toronto section. Participants noted that preference is on physical protection (i.e., curbs) and expressed concern in implementing unprotected measures like painted bike lanes.

Several participants also indicated the need for more pedestrian friendly infrastructure in and around Kipling Station (i.e., larger sidewalks).

Environmental and community impacts

Several participants noted that this section currently has six lanes available for vehicular traffic in certain areas and suggested the existing space be utilized for the Dundas Bus Rapid Transit corridor rather than adding traffic lanes.

General preliminary design

Several participants suggested the use of transit-priority signals along this stretch of the corridor to improve transit efficiency (i.e., entering and exiting Kipling station).

3.2.2 Pinch points in Mississauga

The majority of participants who provided input on the pinch points in Mississauga suggested the implementation of physically protected bike lanes, cautioned against adding additional traffic lanes and suggested integrating and connecting Dundas Bus Rapid Transit to the Hurontario Light Rail Transit corridor. The top concerns expressed in this section are summarized below.

Connectivity to future rapid transit projects

Several participants noted the importance of implementing the Project as part of the Dundas Connects Master Plan that the City of Mississauga is leading. Similarly, an equal amount of responses noted the need for a Dundas Bus Rapid Transit stop at Hurontario Street to connect to the future Hurontario Light Rail Transit corridor.

Active transportation prioritization

More than half of all responses received for this question expressed the need for dedicated, physically protected bike lanes along the entire Dundas Bus Rapid Transit corridor, including the Mississauga section. Participants noted that preference is on physical protection (i.e., curbs) and expressed concern in implementing unprotected measures like painted bike lanes.

Environmental and community impacts

Several participants noted that this section currently has six lanes available for vehicular traffic in certain areas and suggested the existing space be utilized for the Dundas Bus Rapid Transit corridor rather than adding traffic lanes. Additionally, several participants noted that the Erindale Valley section includes portions of environmentally sensitive areas. These participants believe this area should be protected as much as possible throughout the design and implementation of the Project.

3.2.3 Pinch points in Halton Region and Hamilton

The majority of participants who provided input on the pinch points in Halton Region and Hamilton cautioned against adding any additional lanes of traffic in this section. The top concerns expressed in this section are summarized below.

Environmental and community impacts

The majority of participants who provided an answer for this question noted the proximity of dense urban neighbourhoods to Dundas Street in this section. The participants are concerned about any added noise and vibration that might occur with the implementation of the Project. Several participants expressed concern in adding any additional traffic lanes and suggested the Dundas Bus Rapid Transit lanes utilize existing traffic lanes as much as possible.

Active transportation prioritization

More than half of all responses received expressed the need for dedicated, physically protected bike lanes along the entire Dundas Bus Rapid Transit corridor, including the Halton Region and Hamilton section. Participants noted that preference is on physical protection (i.e., curbs) and expressed concern in implementing unprotected measures like painted bike lanes.

3.3 Rank pinch point screening considerations

When asked “please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective”, the majority of participants ranked Environmental Considerations as the most important and Property Considerations as the least important. Please see ranking overview and summary of results in **Table 1** below.

- Environmental considerations (ranked most important)

- Geometric/ Infrastructure considerations (ranked second most important)
- Traffic considerations (ranked second least important)
- Property considerations (ranked least important)

Pinch Point Screening Considerations	Ranked Most Important (Number of Participants)	Ranked Second Most Important (Number of Participants)	Ranked Second Least Important (Number of Participants)	Ranked Least Important (Number of Participants)	Total Ranking Value (Number of Participants x Ranking Value (1-4))
Environmental Considerations	15	9	6	2	59
Geometrics/ Infrastructure Considerations	9	14	6	2	63
Traffic Considerations	7	4	7	14	92
Property Considerations	2	5	11	13	97

Table 1 - Pinch point screening considerations ranking

*The screening consideration with the lowest ranking value is most important.

3.4 What would you like to hear more about?

When asked “What would you like to hear more about? (select all that apply)” the majority of participants responded that they would like to hear more about preliminary design. Other responses include (from most popular, to least popular):

- Transportation and Traffic Impact Analysis;
- Climate Change and Sustainability Report;
- Noise and Vibration Impact Assessment;
- Preliminary Business Case;
- Natural Environment Report;
- Air Quality Impact Assessment;
- Socio-Economic and Land Use Study;
- Transit Project Assessment Process;
- Stage 1 Archaeology Assessment Report;
- Cultural Heritage Report; and
- Other: Active Transportation.

Please see summary of participant's feedback in **Table 2** below.

What would you like to hear more about?	Number of Participants
Preliminary Design	16
Transportation and Traffic Impact Analysis	15
Climate Change and Sustainability Report	14
Noise and Vibration Impact Assessment	12
Preliminary Design Business Case	11
Natural Environment Report	11
Air Quality Impact Assessment	10
Socio-Economic and Land Use Study	7
Transit Project Assessment Process	7
Stage 1 Archeology Assessment Report	4
Cultural Heritage Report	2
Other:	2 (Active Transportation)

Table 2 - What would you like to hear more about summary

3.5 How would you like to hear from us going forward?

When asked “How would you like to hear more about this Project?”, most participants stated that email was the best way to connect. Other responses include: (in order of most popular):

- Public/ Virtual Events;
- Newsletters;
- Mail; and
- Other: Social media.

Please see summary of participant’s feedback in **Table 3** below.

How would you like to hear from us?	Number of Participants
Email	20
Public/ Virtual Events	17
Newsletters	12
Mail	3
Other	2 (Social Media)

Table 3 - How would you like to hear from us summary

3.6 Is there anything we missed? Additional thoughts or concerns?

When asked “Do you have any other feedback or comments? If so, please explain.” responses generally fell within the four main themes identified in **Section 3 - Summary of Participant Feedback: Introduction**. Most individuals focused on general preliminary design input. A few additional recurring themes are included below.

- Act and build the Dundas Bus Rapid Transit corridor sooner rather than later – participants are excited for this Project, in fact, through the Metrolinx Engage feedback, very little to no negative feedback was received during this round of public consultation.
- More information about the stops – participants are interested in knowing how the stops will be designed and where they will be located.

- Noise impacts to neighbourhoods along the Dundas Bus Rapid Transit corridor – participants are specifically concerned with the Halton and Hamilton section (e.g., participants noted that Waterdown is seen as a more rural area.)
- Consider electric bus vehicles – a participant suggested the Dundas Bus Rapid Transit utilize electric buses to reduce greenhouse gas emission and potential noise pollution.
- Design with vision zero in mind – several participants suggested utilizing “Dutch-style” intersections to prioritize the safety of pedestrians and cyclists along the Dundas Bus Rapid Transit corridor. Most responses received also suggested physically protected bike lanes run along the entire Dundas BRT corridor.
- Mixed preference on service options – although the question was not directly included in this round of engagement. Some participants provided input on service options and the preference for through running service, segmented service and overlapping services was split amongst participants.

4 Next Steps

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4.1 Next Steps

Public participation is a key input in the decision-making process for the Project. The next phase of public engagement is being planned for August 2021. Metrolinx will continue to engage the public through the study process, as outlined in **Figure 3** below.

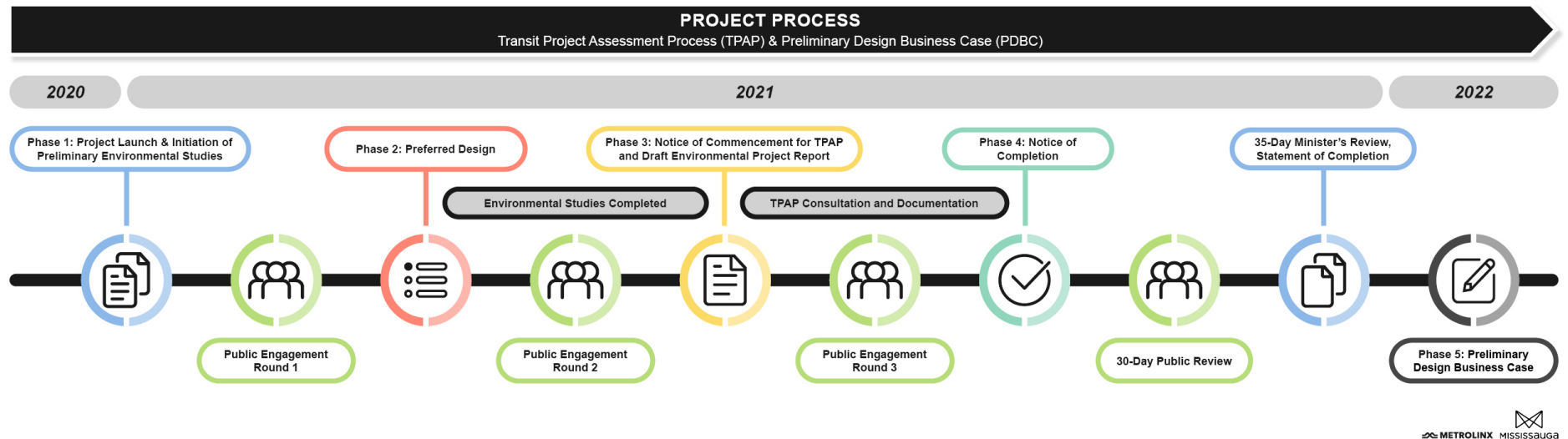


Figure 3 - What's Next

Project Process: Transit Project Assessment Process and Preliminary Design Business Case

2020/ 2021

- Phase 1: Project Launch and Initiation of Preliminary Environmental Studies

2021

- Public Engagement Round 1
- Phase 2: Preferred Design
- Environmental Studies Completed
- Public Engagement Round 2
- Phase 3: Notice of Commencement for Transit Project Assessment Process and Draft Environmental Project Report
- Transit Project Assessment Process Consultation and Documentation
- Public Engagement Round 3
- Phase 4: Notice of Completion
- 30-Day Public Review

2021/ 2022

- 35-Day Minister's Review, Statement of Completion

2022

- Phase 5: Preliminary Design Business Case

Appendix A

Project Webpage

- English
- French

Appendix A

Project Webpage

- English



Dundas BRT

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Dundas BRT

Updates & News

April 19 – 30, 2021 | Public Engagement

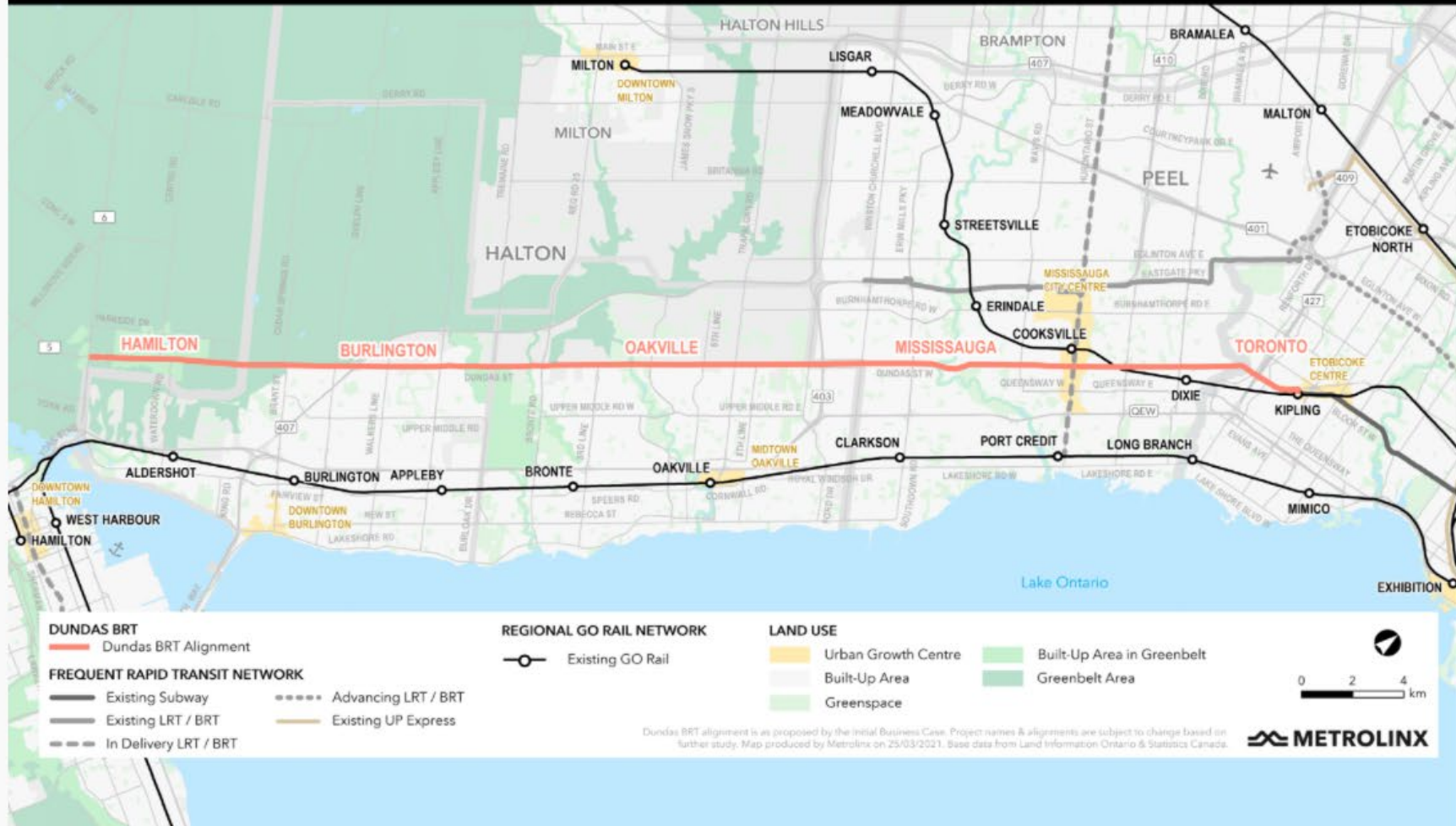
Learn more about the project:

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

Project Overview

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.

Dundas BRT Infrastructure Alignment as Proposed by the IBC



Previous municipal planning studies and the Metrolinx Initial Business Case (IBC) confirmed the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit (BRT) corridor.

Why is Dundas BRT needed?

Typically, the Greater Toronto and Hamilton Area welcomes about 110,00 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.

Read more about the [Dundas BRT Project Benefits](#).

Initial Business Case Findings

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

How will previous work be considered?

Previous work studying the Dundas Corridor will be incorporated into this project. The Initial Business Case is foundational since it defines the preferred Bus Rapid Transit strategy and 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

Service Options Analyzed in The Initial Business Case

The Dundas BRT Initial Business Case considered the following three service options. All 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.



Through running 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



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.

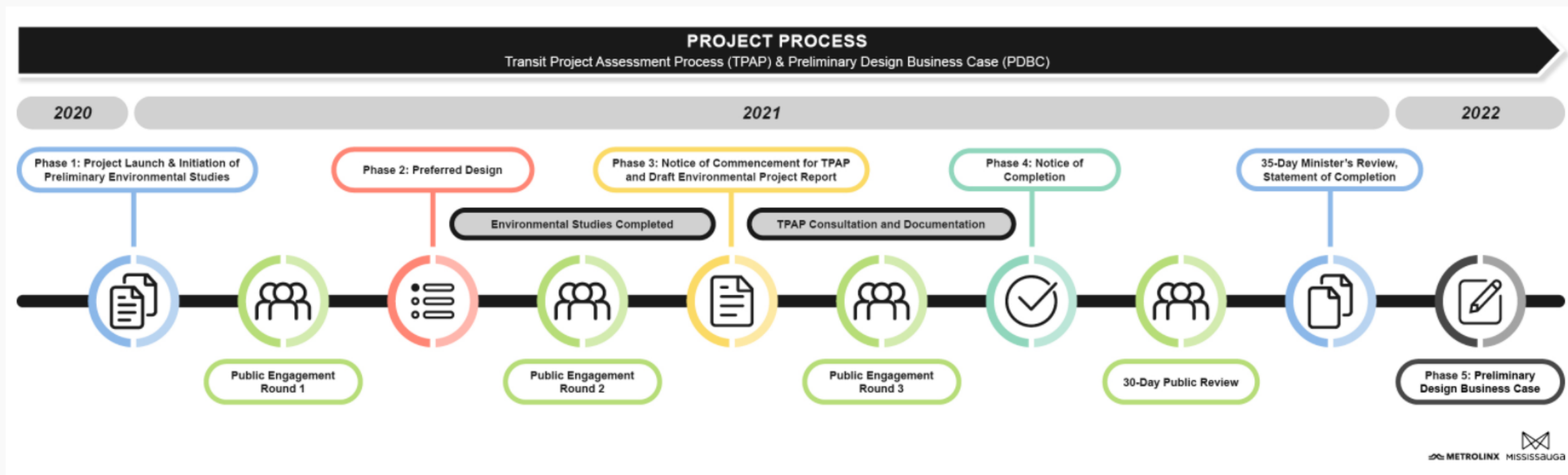


Overlapping services

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.

Timelines & 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.



Get Engaged

Round 1 (April 19-30, 2021) | Public Information Centre – Full Presentation



Background Information

Background on the project, its timeline and how we got here.

Learn more: [Slide 1, 3, 6, 9, 10](#)



Project Processes

Overview of processes this project will follow.

Learn more: [Slide 13, 14](#)



Preliminary Designs

Several pinch points have been identified as part of the Preliminary Design.

Learn more: [Slide 11, 15 - 22](#)



Transit Project Assessment Process (TPAP)

Our commitment to preserving the environment.

Learn more: [Slide 23 - 25](#)



Preliminary Design Business Case (PDBC)

Preliminary Design Business Case and impacts on the Project.

Learn more: [Slide 26 - 27](#)

If you need assistance accessing the project information and/or have questions about this consultation, please leave us a voicemail at (416) 202-7500 and we will get back to you with more information.



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Dundas BRT

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Neighbours & Engagement

Metrolinx believes that our transportation system gets stronger when you have your say. We are committed to keeping you informed, building understanding and collecting your feedback. During this time, all engagement activities will remain online, in accordance with public health advice, to protect both the community and our staff.

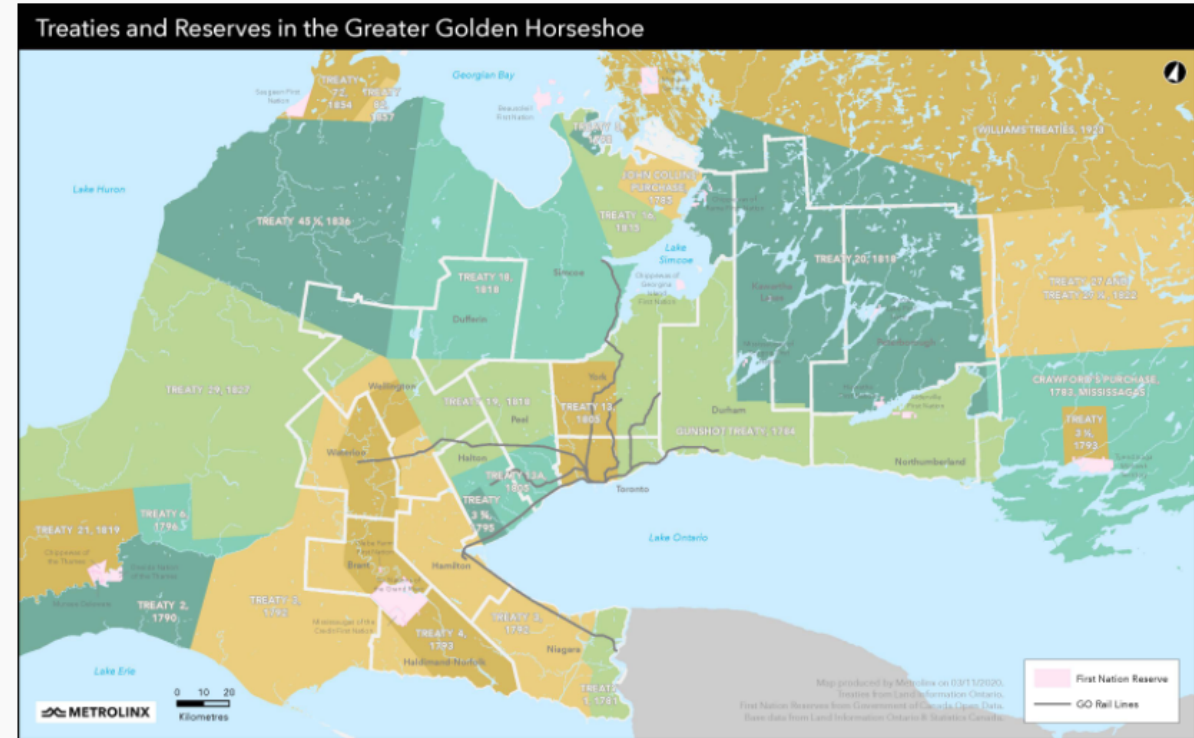
Land Acknowledgement

Metrolinx wishes to recognize the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat peoples. We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

In particular, we acknowledge that the Dundas Bus Rapid Transit project is occurring on the Treaty and traditional lands of the Mississaugas of the Credit First Nation and specifically is being proposed on lands covered by Treaty 13 (1805), Treaty 14 (1806), Treaty 3 ¾ (1795). Metrolinx has a responsibility to work with the original keepers of this territory and the many Indigenous Peoples living here today.

Metrolinx wishes to build a strong, meaningful and mutually respectful relationship with Indigenous Nations. Metrolinx is committed to engaging with Indigenous Nations on the Dundas Bus Rapid Transit Project throughout the project lifecycle.

Please find additional resources from our municipal partners on the traditional territories in your community:



- [City of Toronto,](#)
- [City of Mississauga,](#)
- [Town of Oakville,](#)
- [City of Burlington,](#)
- [City of Hamilton.](#)

Meet the Team

Colin Burns

Community Relations and Issues
Specialist (Toronto West)

Jessica Singh

Community Relations and Issues
Specialist (Peel)

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Community Relations and Issues
Specialist (Halton)

Jessica Scott

Community Relations and Issues
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Let's Connect



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Dundas BRT - Provide Your Feedback

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed 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.

Dundas BRT Infrastructure Alignment as Proposed by the IBC



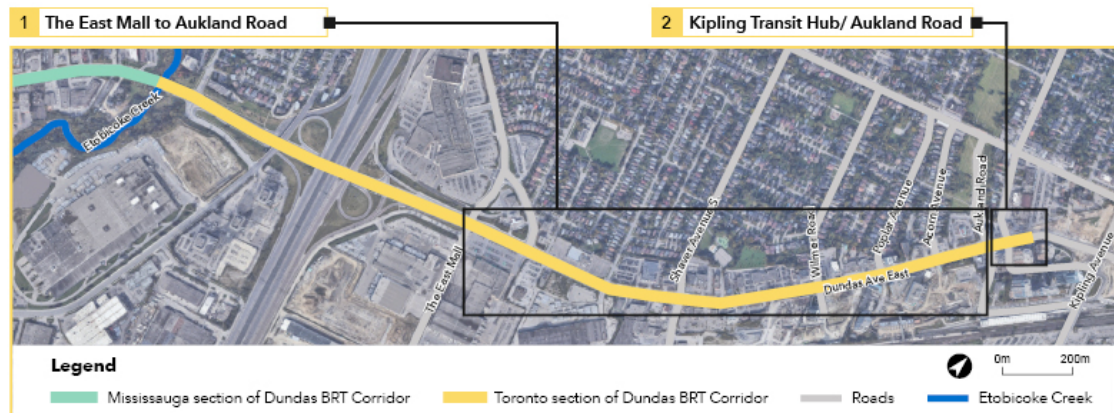


The Dundas BRT is part of a bigger picture for an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, 2017, which sets out a broad vision for where and how our region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

Preliminary Design Feedback

The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process (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.

- 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 a thorough analysis of identified pinch points. Pinch Point Analysis is a systematic process for engineering design which involves considering several concepts to identify the optional use of resources.



1. Having reviewed the pinch points in Toronto, do you have any specific insights or concerns?

a) Pinch point: East Mall to Aukland Road

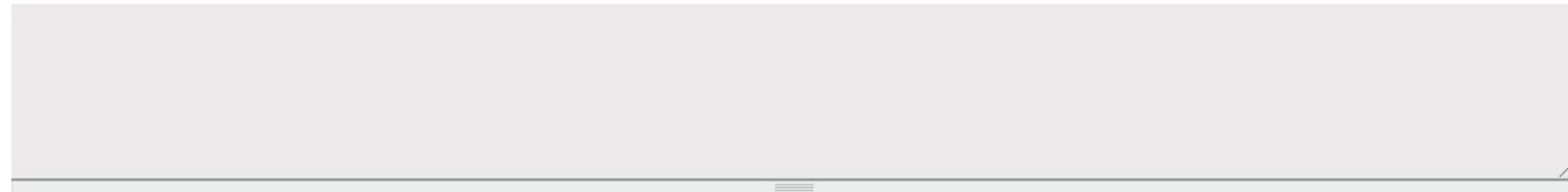
b) Pinch point: Kipling Transit Hub/Aukland Road



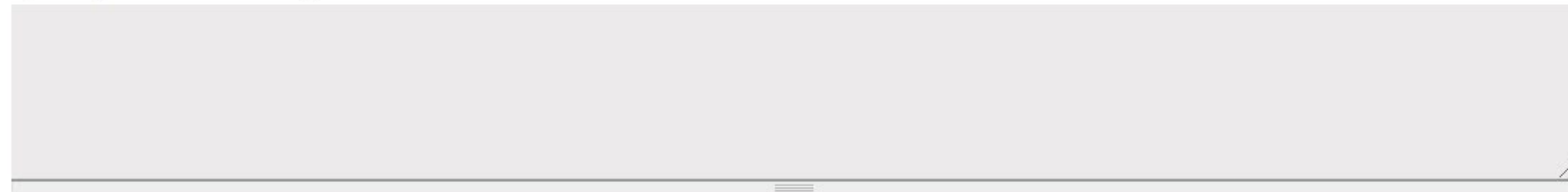
2. Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns?

a) Pinch point: Cooksville Area

a) Pinch point: Cooksville Area



b) Pinch point: Erindale Valley Area



3. Do you have any specific insights or concerns in Halton Region or Hamilton?

4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective.

	1 - Most Important	2	3	4 - Least Important
Traffic Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geometrics/ Infrastructure Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Property Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Do you have any other feedback or comments? If so, please explain.

6. What would you like to hear more about? Please select all that apply.

- ☐ TPAP
- ☐ Natural Environment Report
- ☐ Stage 1 Archeology 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
- ☐ Preliminary Design
- ☐ Preliminary Design Business Case
- ☐ Other...

7. How would you like to hear from us?

- ☐ Public/ Virtual Events
- ☐ Email
- ☐ Newsletters
- ☐ Mail
- ☐ Other...

Stay Involved

We appreciate the time you have taken to learn more about our plans and value your opinions. Please submit your feedback by April 30, 2021.

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

- TorontoWest@metrolinx.com
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

MetroLinx is committed to maintaining the accuracy, security and privacy of the personal information we collect and use, in accordance with the Freedom of Information and Protection of Privacy Act. All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by MetroLinx for the purpose of transparency and consultation. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

For more information, please visit <http://www.metrolinx.com/en/aboutus/privacy.aspx> or contact: MetroLinx' Senior Privacy Officer at (416) 202-5941.

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Contact the Dundas BRT Team

Your name *

Your e-mail address *

Subject *

Message *

Submit

Appendix A

Project Webpage

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SAR de Dundas

Voisinage et engagement

Votre Avis

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SAR de Dundas

Mises à jour et nouvelles

19 - 30 avril 2021 | Engagement public

En savoir plus sur le projet:

- SAR de Dundas dans votre communauté
- Qu'est-ce qui importe le plus pour vous dans ce projet
- Facteurs que vous considérez comme importants pour évaluer les contraintes)

Aperçu du projet

L'objectif du projet SRB Dundas est d'évaluer le corridor de transit proposé le long d'une section de 48 kilomètres de la Dundas Street depuis l'autoroute 6 dans la Ville de Hamilton jusqu'au Centre de transport en commun Kipling dans la Ville de Toronto, reliant les centres-villes des villes d'Etobicoke et de Mississauga. Plus de 20 kilomètres sur ces 48 kilomètres de SRB utiliseront des voies de bus ou des emprises consacrées, séparées du reste de la circulation, permettant des connexions de transport plus rapides et plus fiables

Tracé de l'infrastructure du SAR de Dundas tel que proposé dans l'ARI



Des études précédentes de planification municipale et l'analyse de rentabilité préliminaire de Metrolinx ont indiqué la nécessité d'améliorer l'infrastructure de transport en commun par autobus le long de la rue Dundas. À présent, Metrolinx est en train de développer les plans pour le corridor de service rapide par bus (SRB) Dundas.

Pourquoi le SRB Dundas est-il nécessaire?

En général, la région du Grand Toronto et de Hamilton accueille environ 110 000 nouveaux résidents chaque année et il est prévu que la population de la région atteigne 10 millions d'ici 2041. La croissance de nos communautés signifie qu'il est nécessaire d'avoir un système de transport fiable pour étayer un mouvement pratique et fiable des gens dans leurs déplacements depuis chez eux pour des raisons de travail ou de divertissements.

Analyse de rentabilité initiale - Constatations

En septembre 2020, Metrolinx a achevé et a publié une [analyse de rentabilité préliminaire \(ARP\)](#) afin d'évaluer le besoin d'un SRB Dundas. Ce document fournit une évaluation basée sur des preuves en faveur de l'investissement dans le nouveau corridor de transports en commun rapide. L'ARP fournit les informations nécessaires aux décideurs, aux parties prenantes et au public, comme partie importante d'un système de prise de décision transparent et basé sur des preuves.

Ce document comprend:

- une confirmation du problème et/ou de l'opportunité et il identifie un ensemble d'investissements pouvant y répondre
- une gamme d'investissements de haut niveau pouvant être appliquée
- des informations et des recommandations concernant du travail futur

L'ARP analyse la faisabilité initiale du SRB Dundas en examinant les aspects stratégiques, économiques, financiers, livrables et opérationnels. L'ARP a permis de déterminer que le SRB pourrait :



Comment ma contribution sera-t-elle prise en compte?

Les travaux précédents étudiant le corridor Dundas seront incorporés dans ce projet. Les recommandations de l'analyse de rentabilité préliminaire est fondamentale, car elle définit la stratégie préférée en matière de service rapide par bus et servira de guide aux concepts préliminaires afin de répondre aux défis identifiés (points de pincement) le long de la route.

Le plan directeur de connexion de Dundas, achevé et approuvé par le conseil municipal de Mississauga en 2018, a identifié les points suivants, qui seront approfondis dans le cadre du travail en cours :

- le type de transports en commun adapté au corridor
- les opportunités d'amélioration de connectivité le long du corridor
- la conception des rues et des installations de transports actifs
- les solutions de conception initiale pour les sections ayant des contraintes dans le corridor

Options de services analysées dans le cadre de l'analyse de rentabilité préliminaire

L'analyse de rentabilité préliminaire du SRB Dundas considère les trois options de service suivantes. Toutes les options fonctionnent bien et soutiennent fortement l'investissement, démontrant les avantages de l'intégration des services dans le corridor Dundas en soutien à l'investissement en infrastructure du SRB.

CONCEPT 1 Through Service

- HWY 407 CARPOOL - KIPLING
- UTM - KIPLING
- McMASTER - KIPLING
- BRONTE - KIPLING



Services passants

Un ensemble de services SRB est-ouest le long du corridor jusqu'au Centre de transport en commun Kipling, avec plusieurs points de démarrage (par ex. l'université McMaster, l'Université de Toronto – Mississauga, Bronte Road) et finissant tous au Centre de transport en commun Kipling.

CONCEPT 2 Segmented Service

- HWY 407 CARPOOL - SHERIDAN COLLEGE
- UTM - KIPLING
- McMASTER - HWY 407 CARPOOL
- SHERIDAN COLLEGE - UTM - RENFORTH

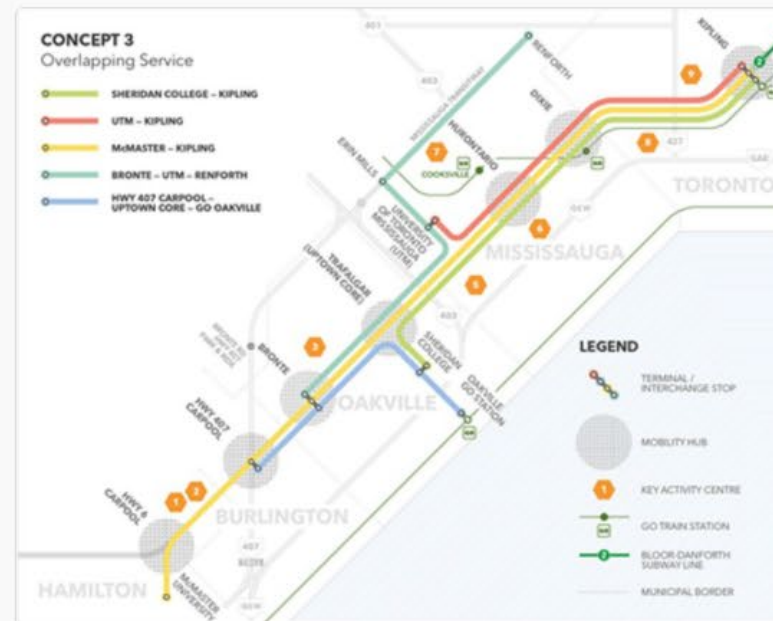


Services segmentés

Un ensemble de services SRB est-ouest qui généralement provient du nord ou du sud du corridor, avec seulement quelques services terminant au Centre de transport en commun Kipling.

CONCEPT 3 Overlapping Service

- SHERIDAN COLLEGE - KIPLING
- UTM - KIPLING
- McMASTER - KIPLING
- BRONTE - UTM - RENFORTH
- HWY 407 CARPOOL - UPTOWN CORE - GO OAKVILLE

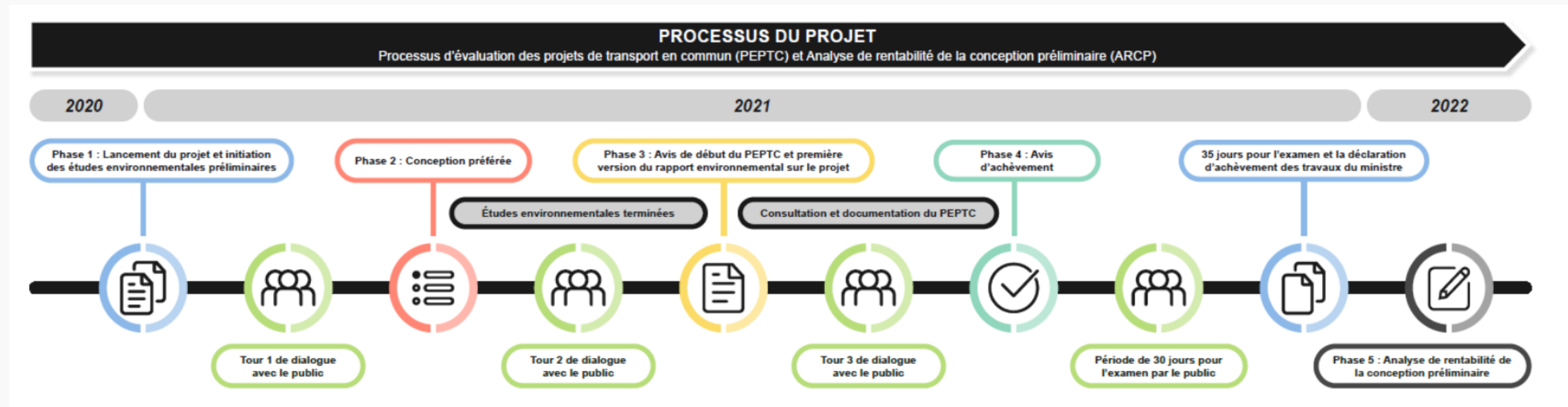


Services chevauchants

Une combinaison des conceptions 1 et 2, avec certains services fonctionnant sur la longueur totale du corridor et d'autres services reliant le corridor à des destinations au nord ou au sud de Dundas Street.

Délais et processus

La représentation graphique montre la procédure du projet et indique où le public participera. Le dialogue est aligné de manière stratégique sur les principaux jalons du projet afin de permettre à l'équipe de projet de valider leurs études techniques et d'informer le développement de futur travail. L'échéancier tient aussi compte de l'achèvement des études environnementales demandées.



S'engager

1er tour (19-30 avril 2021)



Contexte

Historique du projet, sa chronologie et comment nous en sommes arrivés là.

En savoir Plus: Diapositives 1, 3, 6, 9, 10



Processus de projet

Aperçu des processus que ce projet suivra.

En savoir plus: Diapositives 13, 14



Conception préliminaire :

Plusieurs contraintes ont été identifiées dans le cadre de l'avant-projet.

En savoir plus: Diapositives 11, 15 - 22



Processus d'évaluation des projets de transport en commun(TPAP)

Notre engagement à préserver l'environnement.

En savoir plus: Diapositives 23 - 25



Analyse de rentabilité de la conception préliminaire (ARCP)

Analyse de rentabilité de la conception préliminaire et impacts sur le projet.

En savoir plus: Diapositives 26 - 27

If you need assistance accessing the project information and/or have questions about this consultation, please leave us a voicemail at (416) 202-7500 and we will get back to you with more information.



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Dundas BRT

A wide-angle photograph of a busy multi-lane road, identified as Dundas BRT. The road is filled with traffic, including cars, a white delivery truck, and a blue bus. On the left side of the road, there are several tall utility poles with many power lines. Trees and greenery are visible on the far left. In the distance, city buildings are visible under a clear sky. A blue street sign on the right side of the road points 'To Cawthra'.[SAR de Dundas](#)[Voisinage et engagement](#)[Votre Avis](#)[Contactez](#)

Voisinage et engagement

Metrolinx croit que notre système de transport se renforce lorsque vous avez votre mot à dire. Nous nous engageons à vous tenir informé, à favoriser la compréhension et à recueillir vos réactions. Pendant cette période, toutes les activités d'engagement resteront en ligne, conformément aux conseils de santé publique, afin de protéger à la fois la communauté et notre personnel.

Reconnaissance du territoire

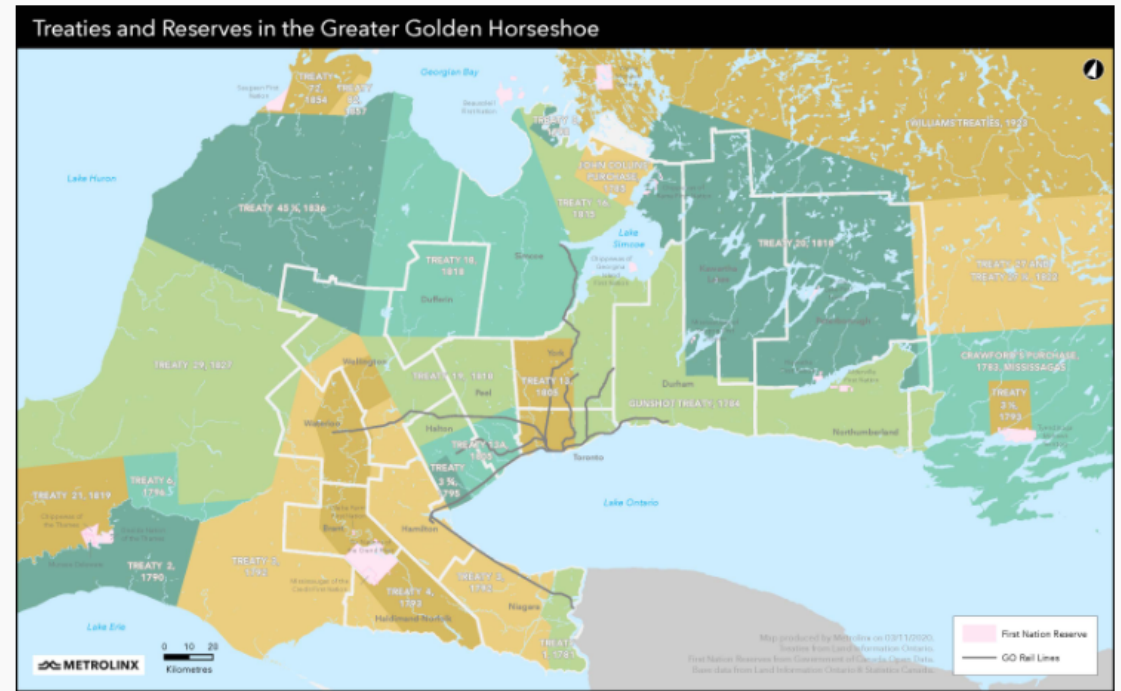
Metrolinx souhaite reconnaître les territoires traditionnels des Anishnabés, des Haudenosaunee et des Wendat. Nous reconnaissons que Metrolinx opère sur ces terres et a la responsabilité de travailler avec les gardiens originaux de ce territoire et des nombreuses diverses Premières Nations qui y vivent aujourd'hui.

En particulier, nous reconnaissons que le projet transport en commun par autobus rapides (BRT) de Dundas est développé sur les terres traditionnelles des Mississauga une Première Nation de la rivière Credit et couverte par Traité et est spécifiquement proposé pour les terres couvertes par le Traité 13 (1805), le Traité 14 (1806) et le Traité 3 ¾ (1795). Metrolinx a la responsabilité de collaborer avec les gardiens originaux de ce territoire et les nombreuses Premières Nations qui y vivent aujourd'hui. Metrolinx souhaite établir une relation forte, significative et mutuellement respectueuse avec les Premières Nations.

Metrolinx est dévoué à engager les Premières Nations tout au long du cycle de vie du projet transport en commun par autobus rapides de Dundas.

Ressources supplémentaires de nos partenaires municipaux sur les territoires traditionnels de chaque communauté :

- Ville de Toronto,
- Ville de Mississauga,
- Ville d'Oakville,
- Ville de Burlington,
- Ville de Hamilton.



Rencontrez l'équipe

Colin Burns

Spécialiste des relations et des questions communautaires
(Toronto Ouest)

Jessica Singh

Spécialiste des relations et des questions communautaires (Peel)

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Donnez votre avis

De précédentes études de planification municipale et l'analyse de rentabilité préliminaire de Metrolinx ont confirmé la nécessité d'améliorer l'infrastructure de transport en commun par autobus le long de la rue Dundas. Metrolinx fait maintenant avancer les plans pour le corridor de service rapide par bus (SRB) Dundas. L'objectif du projet de SRB Dundas consiste à évaluer un corridor de transport en commun le long d'un tronçon de 48 kilomètres de la rue Dundas s'étendant de l'autoroute 6 dans la ville de Hamilton jusqu'au centre de transport en commun Kipling dans la ville de Toronto, reliant les centres-villes d'Etobicoke et de Mississauga. Plus de 20 des 48 kilomètres du SRB consisteront en des artères ou des voies réservées aux autobus, séparés du reste de la circulation, ce qui permettra des correspondances de transport en commun plus rapides et plus fiables.

Tracé de l'infrastructure du SAR de Dundas tel que proposé dans l'ARI

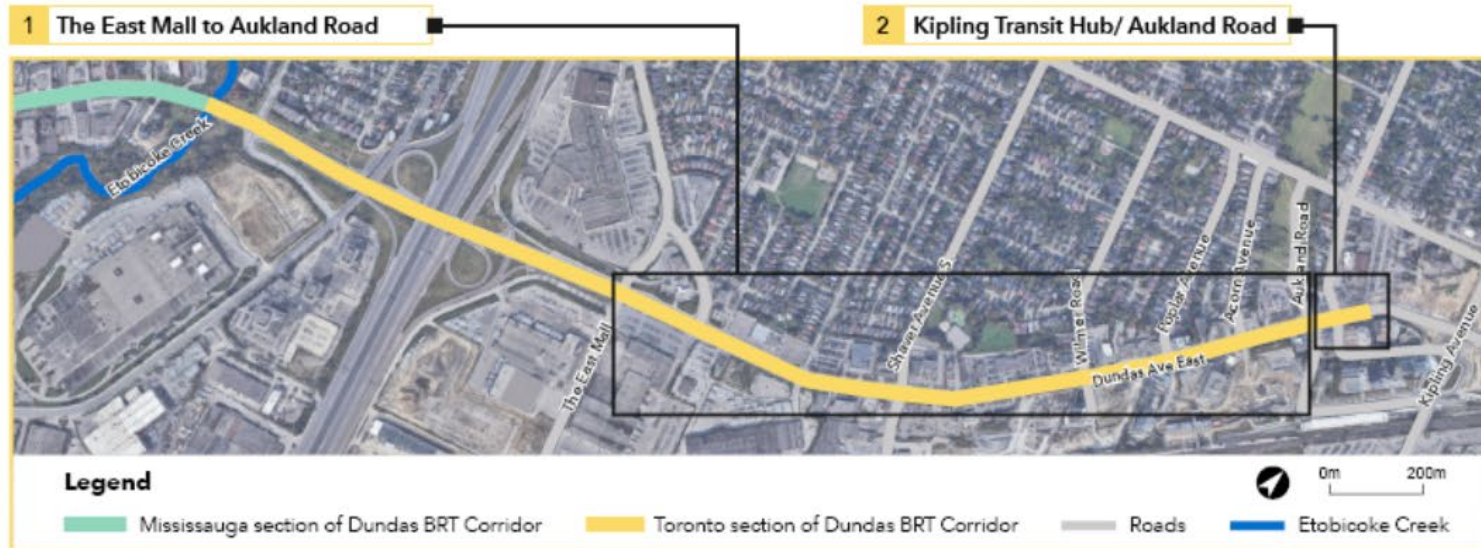


Le SRB Dundas s'inscrit dans le cadre d'un réseau régional de transport multimodal intégré qui répondra aux besoins des résidents, des entreprises et des institutions. Il appuie le Plan de croissance de la région élargie du Golden Horseshoe de l'Ontario de 2017, qui énonce une vision générale de la croissance de notre région et de la façon dont elle se fera, et qui définit les politiques de planification du transport dans la RGTH.

Conception Préliminaire - Commentaires

La phase de conception préliminaire s'appuiera sur la planification préalable réalisée dans le cadre du processus d'évaluation des projets de transport en commun (PEPTC) de Toronto et de Mississauga. Au cours de cette phase, l'équipe de projet utilisera l'étude d'impact sur l'environnement du PEPTC pour peaufiner une partie de la conception du SRB, soit 30 %. Cette portion de la conception visera à peaufiner davantage les largeurs de l'infrastructure du corridor, comme les voies, les espaces tampons, les boulevards, les installations de transport actif et les limites de nivellement, afin de réduire les impacts propres au site identifiés dans le PEPTC. La conception préliminaire générera l'information analytique à inclure dans l'ARP qui sera réalisée par l'équipe de projet afin de permettre à Metrolinx de prendre des décisions d'investissement fondées sur des données probantes.

- Les **points de congestion** sont des zones présentant un intérêt particulier où l'élargissement nécessaire de la route est limité par l'environnement existant ou présente d'autres défis de conception (p. ex., intégration du SRB dans une station de transport en commun existante et accès à celle-ci). L'étude de chaque portion du tracé comprendra une analyse approfondie des points de congestion relevés. L'analyse des points de congestion est un processus systématique de conception technique qui consiste à envisager plusieurs concepts pour déterminer l'utilisation facultative des ressources.

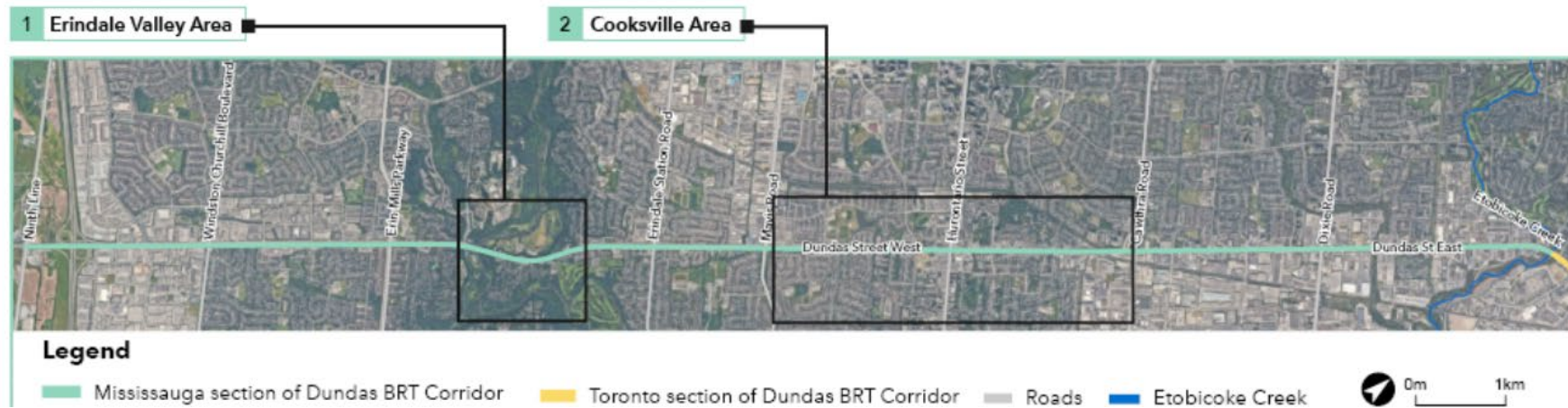


1. Après avoir examiné les points de congestion à Toronto, avez-vous des idées ou des préoccupations particulières?

a) Points de congestion : Du East Mall à Aukland Road

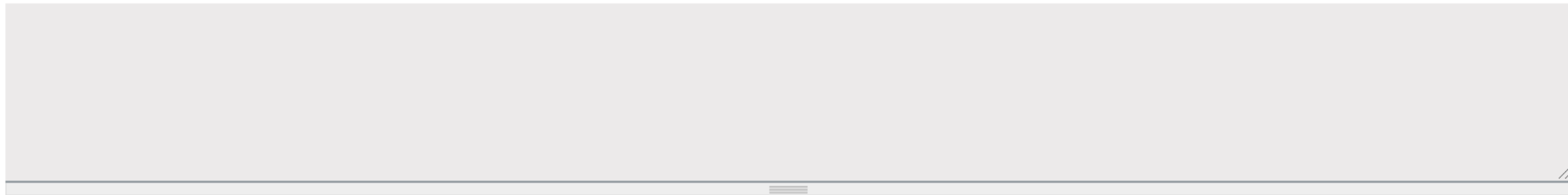


b) Points de congestion: Centre de transport en commun Kipling/Aukland Road

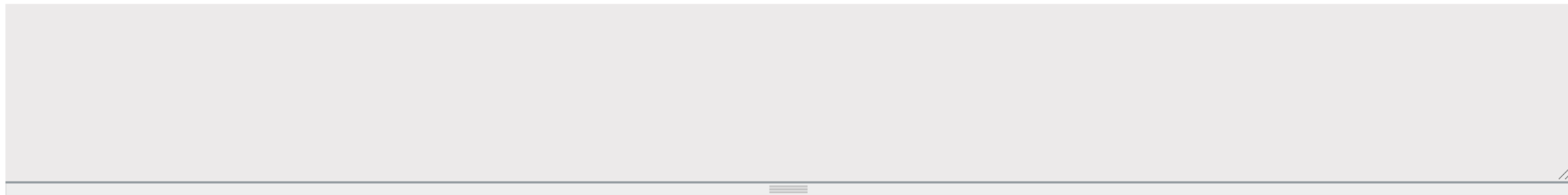


2. Après avoir examiné les points de congestion à Mississauga, avez-vous des idées ou des préoccupations particulières?

a) Points de congestion : Région de Cooksville



b) Points de congestion: Région de la vallée d'Erindale





Avez-vous des idées ou des préoccupations particulières concernant la région de Halton ou Hamilton?

4. Veuillez classer les facteurs suivants dans la détermination des points de congestion de 1 (le plus important) à 4 (le moins important), selon votre point de vue.

1 - Le plus
important

2

3

4 - le moins
important

Facteurs liés à la circulation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facteurs liés à la géométrie ou à l'infrastructure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facteurs liés aux biens	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facteurs environnementaux	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Avez-vous d'autres commentaires? Si oui, veuillez préciser.

6. Quels sujets aimeriez-vous que l'on aborde plus? Sélectionnez tout ce qui s'applique.

- ☐ PEPTC
- ☐ Rapport sur l'environnement naturel
- ☐ Rapport d'évaluation archéologique de premier stade
- ☐ Rapport sur le patrimoine culturel
- ☐ Étude des aspects socio-économiques et de l'aménagement du territoire
- ☐ Rapport sur les changements climatiques et le développement durable
- ☐ Étude d'impact sur la qualité de l'air
- ☐ Étude d'impact du bruit et des vibrations
- ☐ Étude d'impact sur le transport et la circulation
- ☐ Conception préliminaire

☐ Autre...

7. Comment aimeriez-vous que l'on communique avec vous?

☐ Événements publics/virtuels

☐ Courriel

☐ Bulletins d'information

☐ Par la poste

☐ Autre...

Restez Impliqué

Nous vous remercions d'avoir pris le temps d'en apprendre davantage sur nos plans et accordons une grande importance à votre opinion. Veuillez soumettre vos commentaires d'ici le 30 avril 2021.

Nous disposons d'une équipe des relations communautaires pour chaque région, qui est disponible pour répondre à vos questions en tout temps.

- TorontoWest@metrolinx.com

- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

Metrolinx est engagée à maintenir l'exactitude, la confidentialité et la sécurité des renseignements personnels qu'elle recueille et utilise, conformément à la Loi sur l'accès à l'information et la protection de la vie privée. Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels.

Pour obtenir de plus amples renseignements, veuillez visiter le <http://www.metrolinx.com/fr/aboutus/privacy.aspx> ou communiquer avec l'officier principal de la protection de la vie privée au 416-202-5941.

Soumettre



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Votre nom *

Votre adresse e-mail *

Objet *

Message *

Soumettre

Appendix B

Postcard

Join us for an online virtual open house



Dundas Bus Rapid Transit

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit (BRT). 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.

Join us online between April 19 and April 30, 2021!

We invite you to learn more and provide your feedback virtually. Here you'll learn more about:

- The proposed corridor
- Why a better-connected corridor is needed
- Environmental studies
- Preliminary design
- Community engagement opportunities

Get Involved

Visit:

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

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

TorontoWest@metrolinx.com

Peel@metrolinx.com

HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

Appendix C

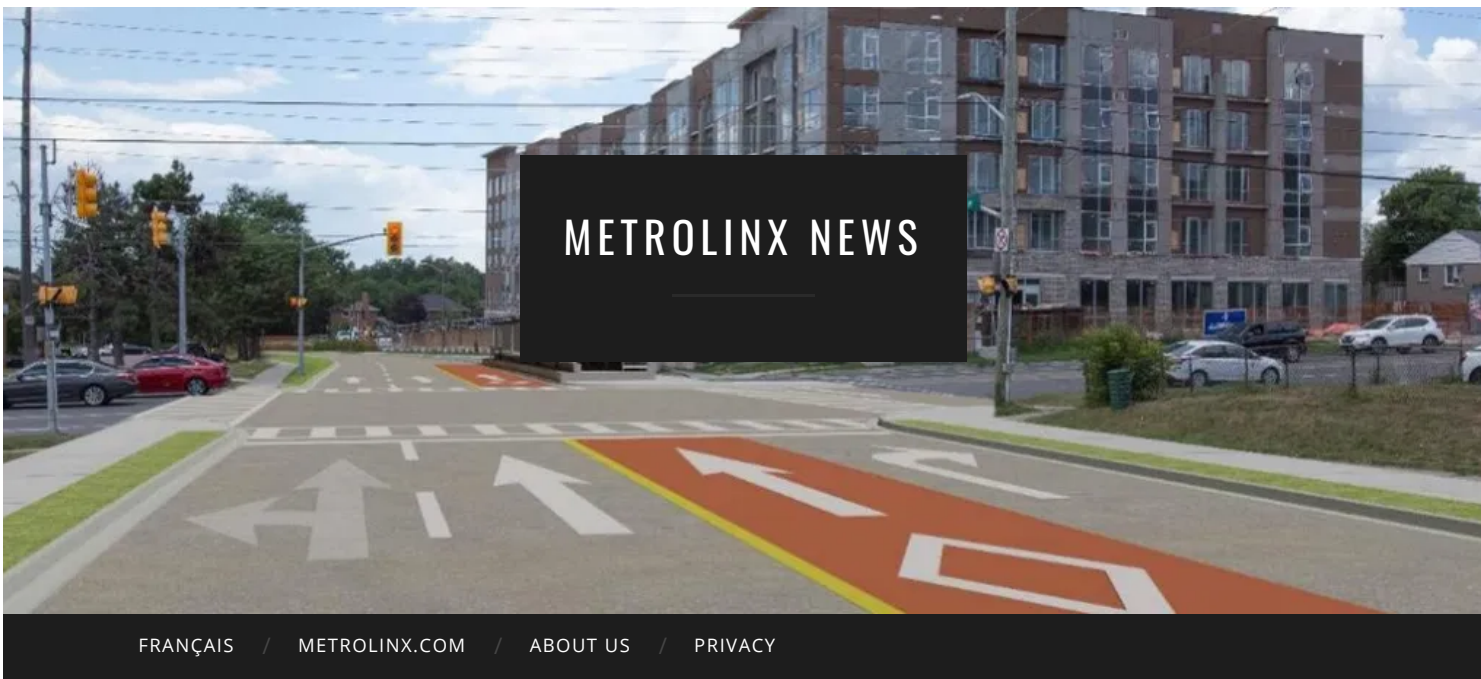
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- City of Mississauga LinkedIn
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- City of Mississauga Project
Webpage

Appendix C

Print and Digital Advertisements and News Features

- **Metrolinx Blog**



FRANÇAIS / METROLINX.COM / ABOUT US / PRIVACY

Enhancing transit connections from Etobicoke to Hamilton: learn more about the Dundas BRT

APRIL 14, 2021

Have your say on the Dundas Bus Rapid Transit (BRT) project as Metrolinx hosts the first public engagement session for the proposed new route this month. Learn more about the project and find out how to get involved.

Metrolinx is working to improve transit along Dundas Street, an arterial road and key transit corridor for many GTA municipalities.

The Dundas BRT project envisions a better-connected transit corridor along 48 kilometres of Dundas Street – running through Toronto, Mississauga, Oakville, Burlington, and Hamilton from Highway 6 in the City of Hamilton through to Kipling Station in Toronto.

Specifically, the project considers a mix of dedicated bus-only lanes, shared bus/HOV lanes, and bus priority measures along the route.

The project also considers a more frequent and seamless rapid transit service that will enhance the connectivity between urban activity areas and regional transit hubs along the corridor.

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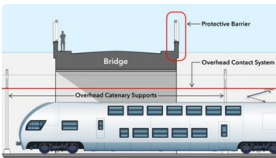
Tweets by @Metrolinx ⓘ



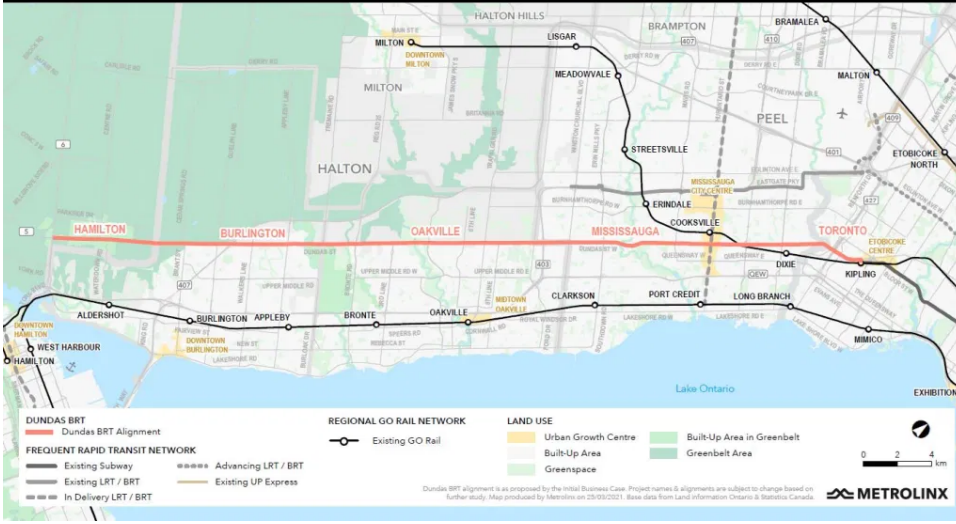
Metrolinx
@Metrolinx



Protecting the birds
Electrifying the GO Transit network means installing protective bridge barriers. To help keep birds from crashing into the clear panels, we're communicating indirectly with them – using Morse code. Here's how:
bit.ly/3hbJ497 #MetrolinxFYI



Dundas BRT Infrastructure Alignment as Proposed by the IBC



A map showing the route of the proposed Dundas BRT running east-west along Dundas Street. (Metrolinx photo)

[Click here to see an bigger version of the map.](#)

[Download](#)

How to get involved

The Dundas BRT project will launch its first public consultation period starting on Monday, April 19.

Metrolinx is looking for your ideas, suggestions, and feedback to help inform the technical work, environmental studies, and preliminary design work.

The project's [initial business case](#) was released at the end of 2020. Metrolinx business cases help assess the benefits, costs, and impacts of a range of potential transportation investments. The initial business case compares investment options and selects a preferred option for further refinement and design.

The project, which will seek approval through the Transit Project Assessment Process (TPAP), will improve connectivity to areas currently underserved by continuous east-west transit connections, particularly for those without access to a car.

As a sustainable mode of transportation, the Dundas BRT project will reflect the needs for improved transit alternatives in the region by providing a faster and more reliable form of public transit.

Learn more about the Dundas BRT project on [Metrolinx Engage](#). If you need help accessing the project information, please leave a voicemail at (416) 202-7500 and a member of community relations team will get back to you with more information.

RECENT POSTS

Guelph bridge work the next phase of Kitchener GO Line expansion May 13, 2021

Corktown Station Early Works Report brings Ontario Line another step closer to reality May 12, 2021

Drone video footage from Crosstown LRT project flies over Science Centre Station May 12, 2021

SEARCH

SEARCH

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Story by Erika D’Urbano, Metrolinx community engagement senior advisor

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 BRT

 DUNDAS BRT

← Have your voice heard: Metrolinx hosting another series of virtual open houses for Ontario Line

A new use for an old track: How an existing rail line provides the most environmentally-friendly location for a transit layover →



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Appendix C

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- **Halton Region Newsletter**

Halton Region

Dundas Street BRT Virtual Open House

Typically, the Greater Toronto and Hamilton Area (GTHA) welcomes about 110,000 new residents every year. Growth in our communities means that a reliable transportation system is needed. 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.

Join us for a Virtual Open House April 19, 2021 to April 30, 2021!

Learn about:

- The proposed corridor
- Why a better-connected corridor is needed
- Environmental studies
- Preliminary design
- Community engagement opportunities

You can provide your feedback directly on the [Metrolinx Engage website](#) by completing a feedback form, submitting a question, or sending the project team an email.

If you need help accessing the project information, please leave a voicemail at (416) 202-7500 and a member of our community relations team will get back to you with more information.



Bus Service Changes

As with all our services, we have been closely monitoring ridership demand throughout the pandemic. Beginning May 1, some GO Bus services will be adjusted.

For more details on upcoming bus service changes, see our latest story on [Metrolinx News](#).

For all upcoming service changes, visit gotransit.com.

Check schedules and pay before you board

- Before you GO, check schedules at gotransit.com.
- Now, all mobile users – whether they have an Android or an iPhone – can instantly load funds and passes onto their PRESTO card.
- Avoid the lines. Buy your GO Transit tickets online to enjoy the ease and convenience of a GO Transit e-ticket.
- The health and safety of our customers is our top priority. A stay-at-home order is now in effect in Ontario. Avoid all local travel unless it's for groceries, prescriptions, medical appointments, or if you are an essential worker. Be assured that GO and UP Express is still here for

Burlington GO Station: Elevator Upgrades

The elevators remain out of service while we complete some important upgrades at [Burlington GO Station](#). This will mean some temporary changes for customers who use the elevator at Burlington GO. While work is underway both the north and south platforms will not be accessible by elevator.



I need an elevator, what should I do?

- Customers with accessibility needs are able to use the elevators at both neighbouring GO stations (Appleby and Aldershot).
- You can also request an accessible shuttle service which will transfer you between Burlington GO and Appleby GO or Aldershot GO. To use the accessibility shuttle, customers can register with GO Transit through the [Contact Centre](#).

Construction Updates



Kerr Street in Oakville

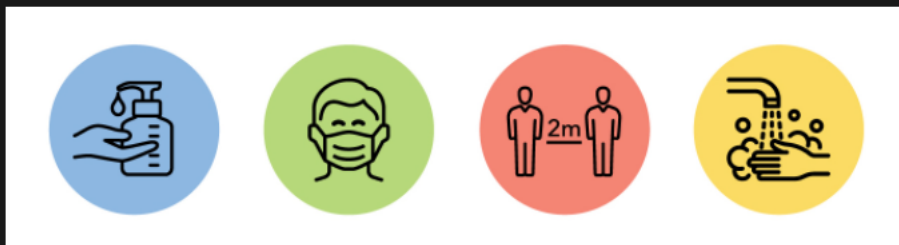
Preparatory work for the [Kerr Street grade separation](#) has begun. [Trans-Canada Pipeline Inc.](#) is relocating a pipeline which runs underneath Kerr Street. The work is expected to be completed this summer.

Annual Track Maintenance Program

The GO Transit network acts as a lifeline to the region and we want to ensure that our service remains available to those who depend on it. Starting this spring and continuing through the summer we will be completing essential maintenance work across the network. Safety is central to our work and ongoing maintenance will ensure community and passenger safety by correcting slight geometric defects in our tracks.

[This work](#) is expected to start in Halton Region in June. Stay tuned for more details.

Metrolinx COVID-19 Updates



During the current provincial measures, GO Transit and UP Express services will still operate as an essential service. Public health officials

stress that even once you are vaccinated, it is important to follow health and safety measures that help keep us and others safe such as properly wearing face coverings, keeping a safe distance and washing hands. This includes while on public transit. [Learn more about Metrolinx's COVID-19 safety](#)

Train time is any time, in any direction.

Your safety is our top priority.

Need us? Call Transit Safety at 1-877-297-0642.

Visit gotransit.com/safety for safety tips.

We have a dedicated Community Relations team available to answer your questions at any time by email or over the phone.

E: HaltonRegion@metrolinx.com

T: 416.202.4738



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- **Hamilton Newsletter**

IT'S HAPPENING.



Hamilton

Service Update: GO Bus Route 16

As with all our services, we have been closely monitoring ridership demand throughout the pandemic. Beginning May 1, GO Bus service on Route 16, Hamilton GO express to Union, will resume off-peak service.

For more details on upcoming bus service changes, see our latest story on [Metrolinx News](#).

For all upcoming service changes, visit gotransit.com.



Check schedules and pay before you board

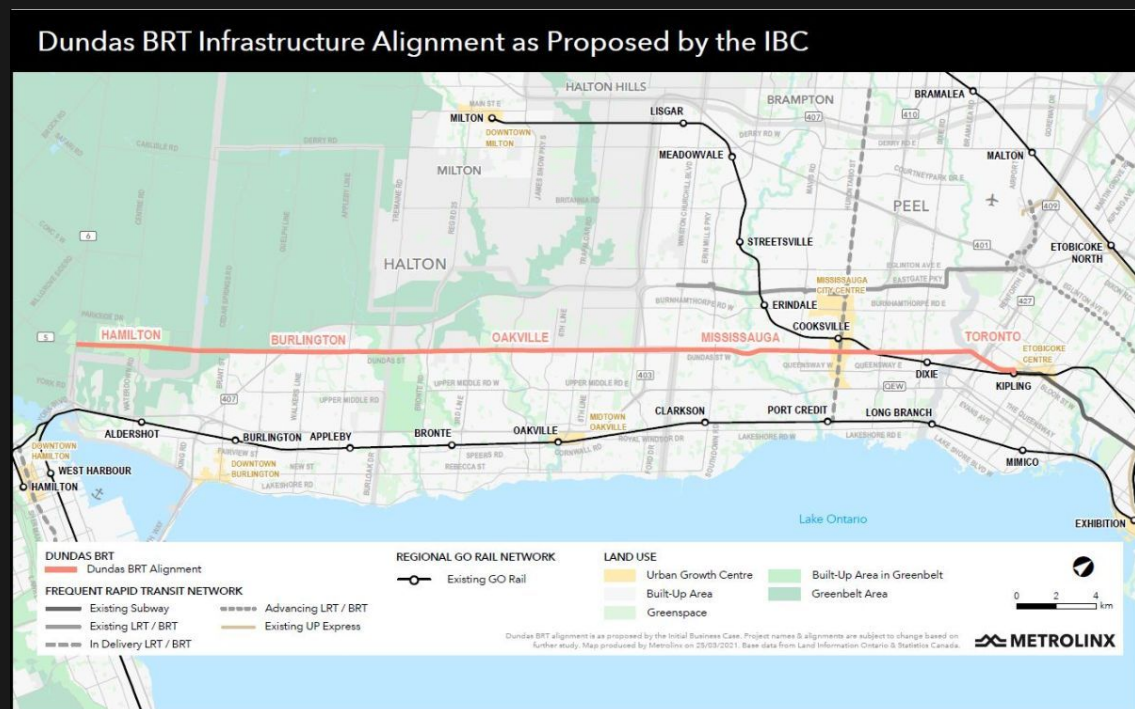
- Before you GO, check schedules at gotransit.com
- Now, all mobile users – whether they have an Android or an iPhone – can instantly load funds and passes onto their PRESTO

card.

- Avoid the lines. Buy your GO Transit tickets online to enjoy the ease and convenience of a GO Transit e-ticket.

The health and safety of our customers is our top priority. A stay-at-home order is now in effect in Ontario. Avoid all local travel unless it's for groceries, prescriptions, medical appointments, or if you are an essential worker. Be assured that GO is still here for you – public transit is an essential service.

Dundas Street BRT Virtual Open House



Typically, the Greater Toronto and Hamilton Area (GTHA) welcomes about 110,000 new residents every year. Growth in our communities means that a reliable transportation system is needed. 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.

Join us for a Virtual Open House April 19, 2021 to April 30, 2021!

Learn about:

- The proposed corridor
- Why a better-connected corridor is needed
- Environmental studies
- Preliminary design
- Community engagement opportunities

You can provide your feedback directly on the Metrolinx Engage website by completing a feedback form, submitting a question, or sending the project team an email. For more information, visit our Dundas BRT web page [here](#).

If you need help accessing the project information, please leave a voicemail at (416) 202-7500 and a member of our community relations team will get back to you with more information.

See the blog story on Metrolinx News

<https://blog.metrolinx.com/2021/04/14/enhancing-transit-connections-from-etobicoke-to-hamilton-learn-more-about-the-dundas-brt/>

More from Metrolinx News

[The causes of mid-trip changes to GO train rides and the best tips on dealing with them](#)

April 20, 2021

[Rail corridor around mighty Union Station sees series of significant strides: Here are the improvements coming down Canada's most used stretch of track](#)

April 19, 2021

COVID-19 Update

[Metrolinx ramps up efforts to keep staff and customers safe during third wave](#)

April 16, 2021

Contact Us

Contact the Hamilton-Niagara Community Relations Office
Email: Hamilton@metrolinx.com | Voicemail: 905-521-1003



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Appendix C

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and News Features**

- **Your Peel Newsletter**

IT'S HAPPENING.



Peel

April 22, 2021



Hurontario LRT: Construction in your community

Work is progressing along Hurontario Street in Mississauga and Brampton. Keep up to date with what is happening, and where!

Mississauga South

Construction update Oriole Avenue - New (Night work) High Street to the Queen Elizabeth Way (QEW) - Ongoing
Port Credit GO Station - Ongoing
Lakeshore Road East to Pinetree Way - Ongoing

Mississauga Cooksville and Centre

The Queensway and Hurontario Street - Ongoing
Dundas Street to Matheson Boulevard - Ongoing

Mississauga North

Matheson Boulevard to Highway 407 - Ongoing

Brampton South

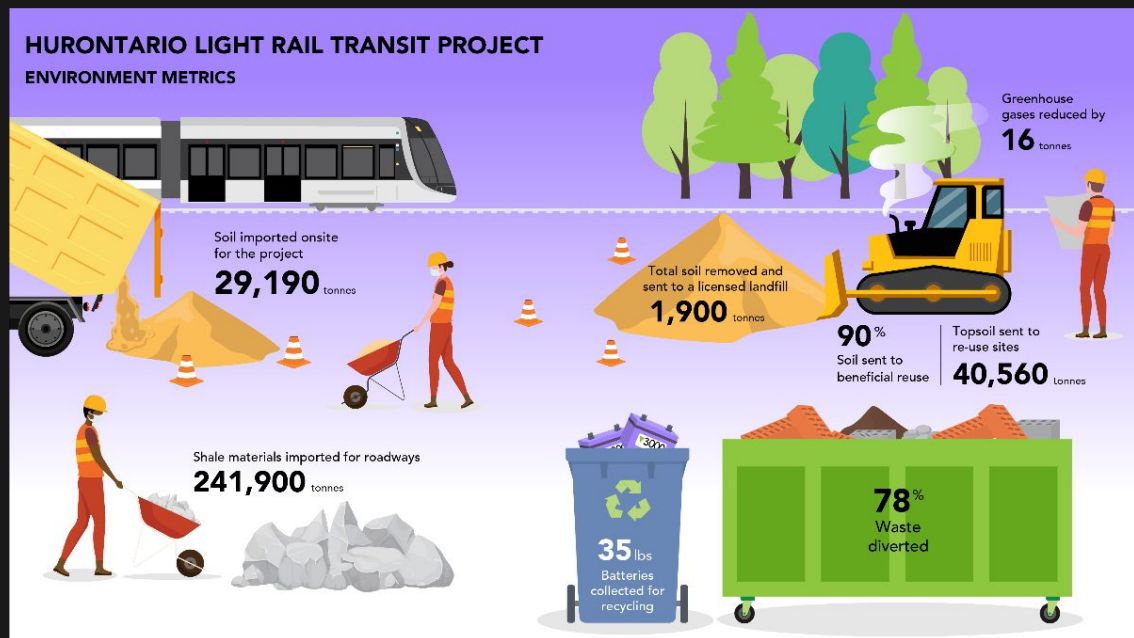
Derrycrest Drive to Bartley Bull Parkway - Ongoing

Curious about what's happening in your area? Connect directly with a Community Relations Specialist at 416-202-7500 or set up an appointment during virtual office hours via peel@metrolinx.com.



Hurontario LRT: Earth Day

Did you know 78% of waste generated through the #HuLRT project is recycled? Wood, scrap metals, paper and cardboard are processed to be used again. The remaining materials go to a licensed landfill.



Dundas BRT: Have your say

Typically, the Greater Toronto and Hamilton Area (GTHA) welcomes about 110,000 new residents every year. Growth in our communities means that a reliable transportation system is needed. 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.

Join us for a Virtual Open House April 19, 2021 to April 30, 2021!

Learn about:

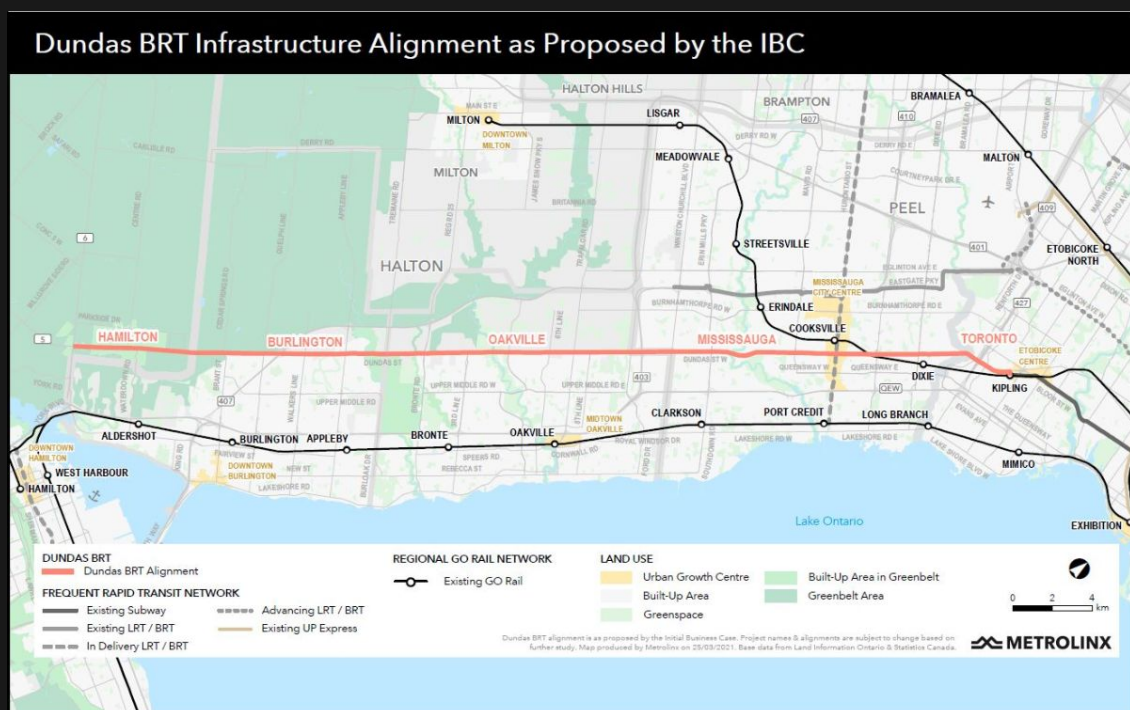
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- Why a better-connected corridor is needed
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- Community engagement opportunities

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sending the project team an email.

For more information, visit our [Dundas BRT web page](#) or learn more on [Metrolinx News](#).

If you need help accessing the project information, please leave a voicemail at (416) 202-7500 and a member of community relations team will get back to you with more information.



Lakeshore West GO Corridor: Alectra overhead to underground conversion

UPDATE: Work is now underway

Alectra is currently in the process of removing existing overhead conductors that are crossing the railway and installing them under the rail. Work is not expected to cause any disruptions for GO Train operations, however, some community impacts are expected.

Please see the attached Alectra information packages for further information on current working locations.

Port Credit GO Station: Accessibility upgrades

Work to complete upgrades on the south platform elevator at your station is almost finished, work is now under way on the elevator connecting the tunnel to the island platform will be out of service while we carry out important upgrades until later this spring. This will mean some temporary changes to how you get on the GO.

- If you are headed eastbound toward Union Station and have accessibility needs, please use the ramp at the northwest corner of the south parking lot by the Kiss & Ride to get to the south platform.
- If you are headed westbound toward Aldershot and have accessibility needs, please use our services at Clarkson GO station, located at 1110 Southdown Road in Mississauga, near the Southdown Road and Royal Windsor Drive intersection.
- If you need assistance to get to Clarkson GO, you can: Register for our accessible shuttle service by calling GO Transit at 416-869-3200 or 1-888-438-6646 (toll free). You can also request a paper copy of the request form from a Station Attendant at Port Credit GO station. Requests should be made 48 hours in advance of travel.
- If you need assistance when you arrive at Port Credit GO, you can: Talk to a Station Attendant: Staff are currently providing roving customer service throughout the station from 6:30 a.m. – 1:30 p.m., Monday to Friday, and from 9:30 a.m. – 4:30 p.m. on weekends and holidays. If you do not see a Station Attendant near you, check the service booth in the station.

The elevators at the station are reaching the end of their lifespan and these updates will make them more reliable.

We appreciate your patience during construction.

[Subscribe to On the GO alerts for up-to-date information about Port Credit GO and the Lakeshore West line here.](#)

Go Stations: Harnessing the power of UV light to help customers kill germs

Customers who must travel for essential purposes are now able to clean their phones for free in new disinfecting machines that are coming to select GO and UP stations and they use the latest UV light technology – just another way Metrolinx is adding to its arsenal against the virus which includes 40+ safety actions. Check out the list below to see where one is coming near you.

Station / Facility	Placement / Installation Location
Bramalea GO Station	North station building near customer service window
Clarkson GO Station	South station building (bus loop) near customer service counter
Cooksville GO Station	Main station building customer waiting area beside ticket vending machine
Meadowvale GO Station	Main station building
Mount Pleasant GO Station	Main station building near customer service window
Port Credit GO Station	South station building across from customer service window
Streetsville GO Station	Main station building between washrooms

[To learn more read our blog on Metrolinx News.](#)



Changes coming to select GO bus routes effective May 3

Starting May 3, some GO bus schedules are changing as we adjust service to meet demand. We're also adjusting the schedule to better reflect actual travel times, with some trips departing up to **five minutes earlier**.

You can always use [Triplinx](#) to help plan your trip, and keep up to date with [Bus Schedule Changes](#) by signing up for [On the Go alerts](#). Here's what you need to know about select routes in Peel Region:

Route 19 (Mississauga/North York)

- Late-night weekday Route 19 service will run every two hours while demand is low.
- The last trips of the night will continue to depart Square One at 12:10 a.m. and Finch Bus Terminal at 12:50 a.m.

Route 21 (Milton)

- We are temporarily combining some Route 21 trips while demand is low.
- Depending on your trip, your travel time may increase, but the trips will now offer more connection options between Square One and most Milton line GO stations.

Route 27 (Milton/North York)

- We are temporarily reducing some rush hour and late-night service on Route 27 while demand is low.
- Service during rush hours will be hourly and late-night service will run every two hours.
- **This route will no longer serve York Mills.** Please plan ahead and check your new route and travel times.

Route 29 (Guelph/Mississauga)

- Late-night weekday service on Route 29 will run every two hours while demand is low.
- The last trips of the night will continue to depart Guelph GO at 10:20 p.m. and Square One at 12:20 a.m.

Route 32 (Brampton Trinity Common/North York)

- We are temporarily reducing service during the rush hours on Route 32 to run hourly while demand is low.

We are constantly monitoring ridership and will adjust service if necessary. [Click here to see the new schedules](#) and be sure to check the website often for updates.

Eglinton Crosstown West Extension: Directional drilling along the ECWE

Even before the first phase of the Eglinton Crosstown LRT is finished, workers are on the ground for its extension through Etobicoke and into Mississauga. Crews are busy moving telecommunications cables out of

the way of two future stations using a horizontal direction drilling technique that minimizes traffic disruptions.

[Read more on Metrolinx News!](#)



Community Relations: Have questions? We're here for you!

Our community offices will remain closed until further notice, but that doesn't mean the conversation needs to end.

Our Community Relations team is available for virtual meetings Monday - Friday, 9:00 AM - 4:00 PM, just give us a call, email or reach out through social media to schedule your appointment!

Latest Updates: How Metrolinx is responding to COVID-19 pandemic

[Click here](#) to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing

Read the latest Metrolinx News stories

[Transit Safety officers make quick arrest after indecent exposure incident - April 20, 2021](#)

[The causes of mid-trip changes to GO train rides and the best tips on dealing with them - April 20, 2021](#)

[Rail corridor around mighty Union Station sees series of significant strides: Here are the improvements coming down Canada's most used stretch of track - April 19, 2021](#)

[See video as Crosstown light rail vehicle runs using automatic operating system for first time - April 13, 2021](#)

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Appendix C

Print and Digital Advertisements and News Features

- **Your Toronto West
Newsletters**

IT'S HAPPENING.



Toronto West

April 16, 2021

Davenport Community Live Town Hall

GO Expansion - Kitchener 4th Track

Join us for a Virtual Open House.



Join us at our next live town hall on Tuesday, April 27th from 6-7:30 p.m., where we will provide an update on the Kitchener 4th track project, including the West Toronto Railpath (WTRP) realignment as well as an update on the WTRP extension.

You can register for the live town hall in advance here - <https://www.metrolinxengage.com/en/Davenport-LIVE>.

Highway 401 and 409 Tunnel Progress



The second (western) portal of the crossovers from Tunnel 1 to Tunnel 2.

Davenport Diamond Guideway Progress



Immediately north of the CP Diamond is where the elevated guideway ends and MSE wall begins.

Davenport Diamond Guideway

UPDATE: Mitigating Overnight Construction

Overnight caisson drilling activities will be on hold until Sunday. Metrolinx will continue to closely monitor the noise levels during all stages of construction and consider similar measures where appropriate in the future. We appreciate the comments and conversations with neighbours and look forward to further discussions as we work to mitigate the overnight construction noise. Construction will commence on April 19, 2021

REMINDER: Bloor Street West Rail Bridge - Shoring and Excavation

Work on the shoring wall on the north side of the bridge should be complete by next week. Crews will then move to the south side of the bridge, where they will bring in a drill rig and spend most of next week assembling it. Once assembled, crews will begin drilling the shoring wall on the south side, which could begin later in the week and will continue for approximately two weeks.

More information is available [here](#).

UPDATE: Ground Improvement and Shoring Wall Construction (Day)

Ground improvement continues north of the CP Diamond until the first week of May.

More information is available [here](#).

UPDATE: Caisson Drilling (Day)

Crews resume working on Monday, April 19th from 7 a.m. to 12:30 a.m. as drilling gets closer to Antler Street. The work in the area can be expected for another two to three weeks, at which point crews will move down to Wallace Avenue.

Follow us [@GOExpansion](#) for regular updates and visit our website: www.metrolinx.com/davenport.



Davenport Diamond Greenway

Before construction can begin on the Davenport Diamond Greenway, experts must develop a detailed design. The greenway will consist of a number of public elements that will enhance the community including a multi-use path, extensive landscaping, and gathering places. Metrolinx has awarded a design contract, and we'll uncover what to expect in the months ahead.

Read more [here](#).



Barrie Corridor Double Track Enabling Works



Metrolinx's Barrie Double Track Enabling Works includes changes and upgrades to the existing rail corridor that will allow for the future installation of additional tracks. We will begin with some vegetation removals, then begin installing noise barriers, retaining walls and security fencing along the Barrie rail corridor. Work will begin later this spring and anticipate completion by end of 2022.

More information is available [here](#).

Kitchener Corridor Maintenance

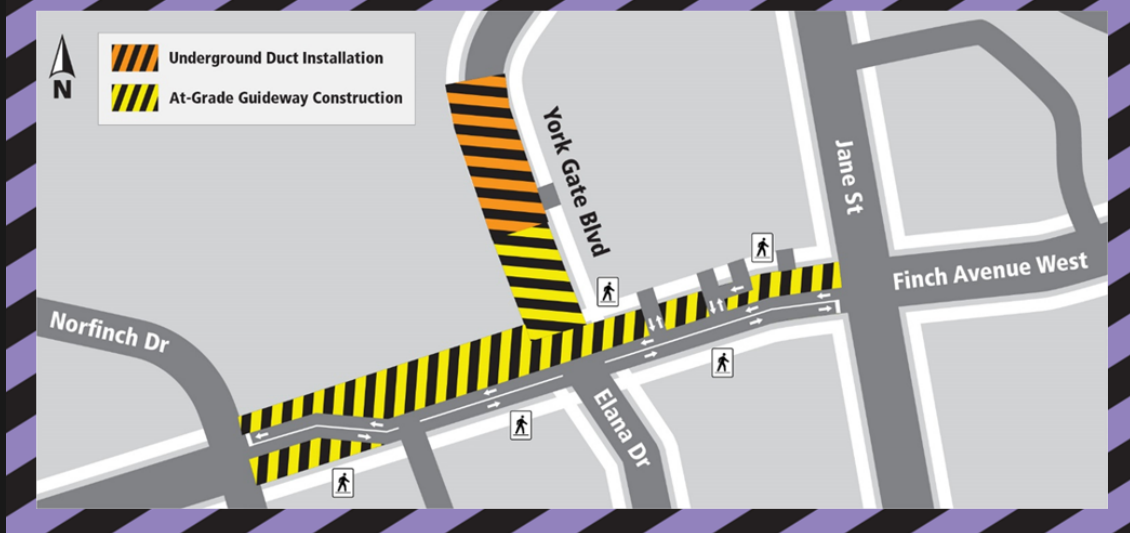
The GO Transit network acts as a lifeline to the region and we want to ensure that our service remains available to those who depend on it. Starting this spring and continuing through the summer we will be completing essential maintenance work across the network. Safety is central to our work and ongoing maintenance will ensure community and passenger safety by correcting slight geometric defects in our tracks.

Weather permitting, work to align and smooth out the tracks will begin in your community the week of April 20 – May 16.

The work will be completed travelling south to north moving approximately 1.5 kms every night. While we plan on working south to north we may revisit areas of the corridor as required. We will do our best to provide advanced notice of any work happening.



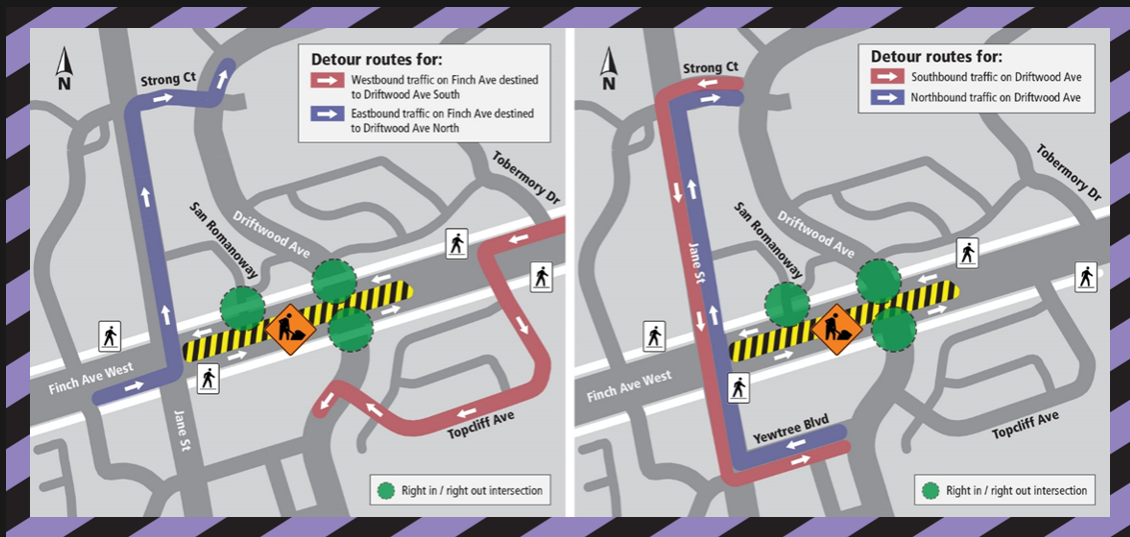
Finch West LRT Construction



UPCOMING: Road Closure at York Gate Blvd. and Finch Avenue West

Guideway work will occur at York Gate Boulevard and Finch Avenue West starting once the guideway installation is completed at the Jane Street and Finch Avenue West intersection.

During the work, York Gate Boulevard will be closed at Finch Avenue West. **This temporary closure is anticipated to start in late April and continue for two months, approximately.**



UPCOMING: Traffic Changes at Driftwood Avenue and Finch Avenue West

Guideway work will occur at Driftwood Avenue and Finch Avenue West starting in late April.

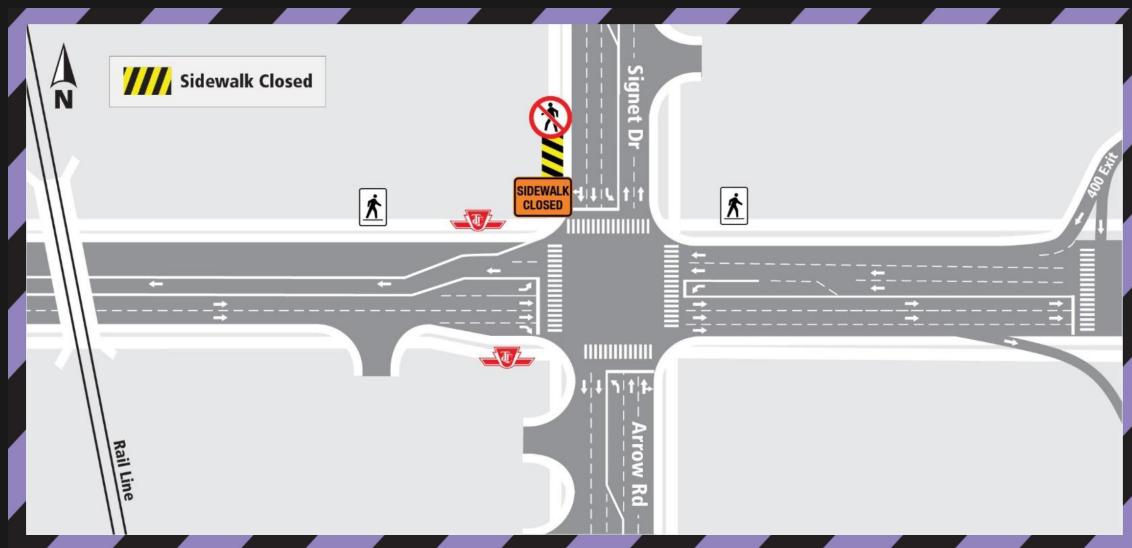
During the work, access at Driftwood Avenue and Finch Avenue West

will be limited to right-in and right-out traffic movements only. **This temporary traffic change is anticipated to start in late April and continue for three weeks, approximately.**



UPCOMING: Underground Civil and Electrical Work on Finch Avenue West Between Martin Grove Road and Kipling Avenue

Crews will be working on rebuilding and relocating the underground electrical system along Finch Avenue West between Martin Grove Road and Kipling Avenue. The work includes the replacement of the existing electrical cables and hydro poles. It is anticipated to start later in April, and will last for seven months, approximately.



Sidewalk Closure at Signet Drive

As part of the construction of the future Finch West Light Rail Train (LRT) line, crews are relocating utilities around Finch Avenue West and Signet Drive. To safely install underground Toronto Hydro

structures, the west sidewalks on Signet Drive, north of Finch Avenue West.

REMINDERS:

- The Humber River Bridge, located at Islington Avenue and Finch Avenue West, will be rehabilitated to accommodate the future LRT tracks in the centre of Finch Avenue West. More information is available [here](#).
- Traffic changes at Weston Road and Finch Avenue West. Read more [here](#).
- Traffic Changes for Finch/Keele Area. More information available [here](#).
- Traffic changes from Islington Avenue to Signet Drive/Arrow Road for utility work until July 2021. More information is available [here](#).

Follow us [@FinchWestLRT](#) for regular updates and visit our website: www.metrolinx.com/finchwestlrt.



Eglinton West LRT Construction

REMINDER: Investigative Drilling Work from Scarlett Road to East of Weston Road.

Crews continue with utility relocation and investigative drilling work from Scarlett Road to east of Weston Road. More information is available [here](#).



Dundas Bus Rapid Transit Extension

Join us for a Virtual Open House April 19, 2021 to April 30, 2021!
Learn about:

- The proposed corridor
- Why a better-connected corridor is needed

- Environmental studies
- Preliminary design
- Community engagement opportunities

You can provide your feedback directly on the Metrolinx Engage website by completing a feedback form, submitting a question, or sending the project team an email. For more information, visit our Dundas BRT web page [here](#).

Weston GO Station Construction



REMINDER: Weston GO Overnight Work

Change is coming to Weston GO Station to improve safety at the platform level, with the installation of yellow tactile safety tiles at the edge of the train platforms, and repair and placement platform curbs.

This work will take place overnight from 8:00 p.m. until 6:00 a.m. in three phases from April 5 – April 22, April 22 – May 11, and May 11 – May 28, 2021

There will be overnight noise impacts to the surrounding neighbourhood.

Union Station Rail Corridor



UPCOMING: Bungalow Foundation Work between Bathurst and Spadina Avenue

The USRC Signalling System Project is designed to improve the reliability of our signalling and train control systems. As a part of this ongoing project, we will be conducting bungalow foundation work. The work is underway and is scheduled to be conducted on April 18, 20 and 21, 2021



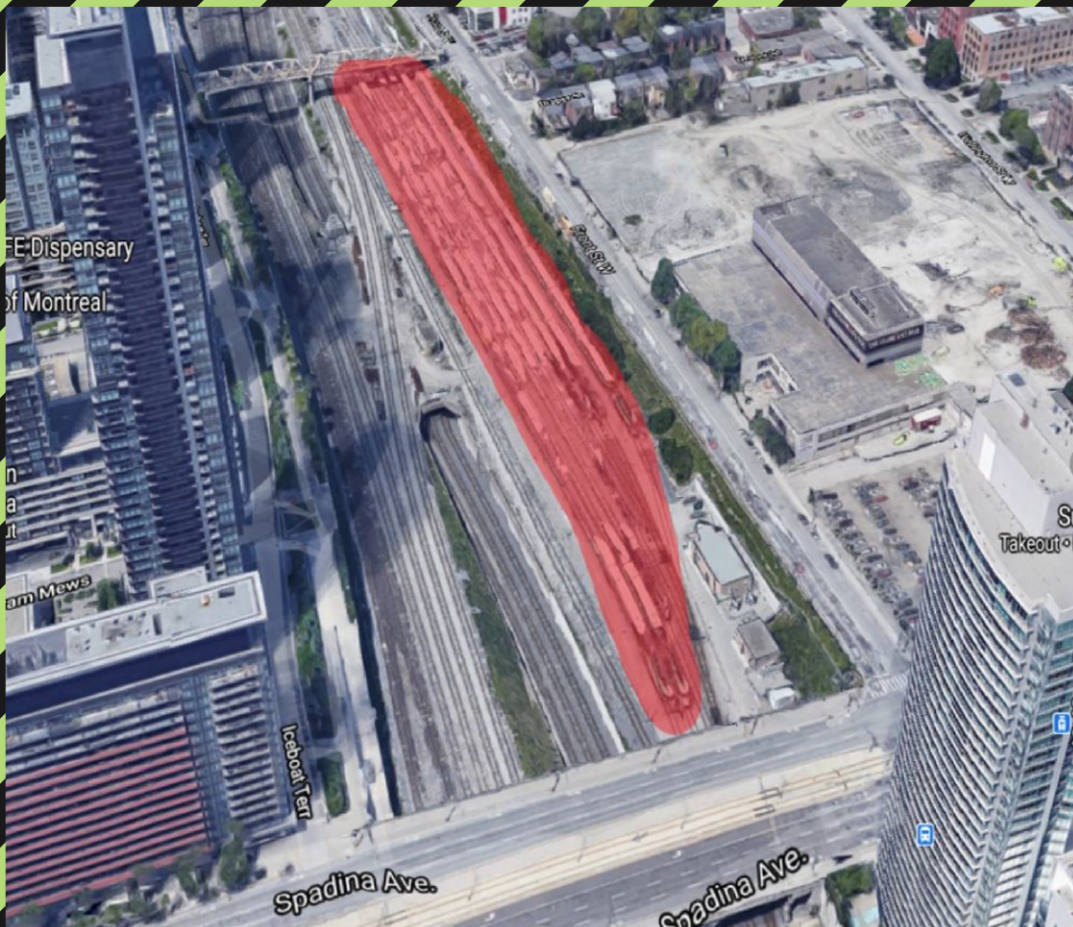
UPCOMING: Cable Installation Work Between York Street and Peter Street

The USRC Signalling System Project is designed to improve reliability of our signalling and train control systems. As a part of this ongoing project, we will be conducting cable installation work.

Heavy machinery such as vacuum trucks, excavators, jackhammers, boom trucks, and corridor lighting will be used. Metrolinx is working with subcontractors to mitigate impacts by using white noise backup beepers and redirecting lighting away from nearby windows when possible.

The work is scheduled to take place from Friday, April 16 to Monday April 19. Continuous hours of operation will begin on 10 p.m. on Friday evening and continue until 6 a.m. on Monday morning.

More information available [here](#).



UPDATE: Spare Train in the Bathurst North Yard

Since January 2021, there's been a spare train at the Bathurst North Yard in the west to accommodate construction activity in the east. Acting as an emergency contingency back-up between the hours of 8 p.m. to 10 p.m. to support operational service, it is moved to another storage location every evening after 10 p.m.

We're pleased to announce that the spare train has been moved to another temporary storage location until May 28 to provide some relief for residents near the Bathurst North Yard.

On April 15th, 2021, an accident involving Mosaic Construction occurred. This resulted in a fatality of a pedestrian. Our thoughts are with the victim, and Metrolinx and Mosaic are cooperating with the authorities. Metrolinx will continue its commitment to safety in the Finch West community.

Train time is any time, in any direction.

Your safety is our top priority.

Need us? Call Transit Safety at 1-877-297-0642.

Visit gotransit.com/safety for safety tips.

Community Features Call Out

We are looking to spotlight local groups, clubs or organizations that are making a positive impact in the Toronto West Region. [Contact us](#) for a chance to be featured in upcoming editions of our newsletter.

Latest Updates - How Metrolinx is Responding to COVID-19 Pandemic

The most current information for our customers and communities is available [here](#).

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APRIL 14, 2021

[Have your voice heard: Metrolinx hosting another series of virtual open houses for Ontario Line](#)

APRIL 13, 2021

[Directional drilling along the Eglinton Crosstown West Extension: A first step for new stations at Kipling and Martin Grove](#)

APRIL 13, 2021

[Directional drilling along the Eglinton Crosstown West Extension: A first step for new stations at Kipling and Martin Grove](#)

APRIL 13, 2021

Contact Us

If you have any questions or concerns about this work, please contact us any time at TorontoWest@Metrolinx.com. For Finch West LRT inquiries, call 416-202-6500 and for all other Toronto West inquiries, call 416-202-6911.



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IT'S HAPPENING.



Toronto West

April 23, 2021

Highway 401 and 409 Tunnel Progress



The cast in place tunnel liner is being prepared and moved into tunnel two to start the final liner installation.

Davenport Diamond Guideway Progress



Building an elevated guideway in an active rail corridor with trains running is challenging and requires additional safety measures be put in place to keep crews safe in the limited work space available.

Davenport Community Live Town Hall

GO Expansion - Kitchener 4th Track

Join us for a Virtual Open House.



Join us at our next live town hall on Tuesday, April 27 from 6-7:30 p.m., where we will provide an update on the Kitchener fourth track project, including the West Toronto Railpath (WTRP) realignment as well as an update on the WTRP extension.

You can register for the live town hall and post questions in advance [here](#).

Dundas Bus Rapid Transit Virtual Open House



Join us for a Virtual Open House until April 30!

Learn about:

- The proposed corridor
- Why a better-connected corridor is needed
- Environmental studies
- Preliminary design
- Community engagement opportunities

You can provide your feedback directly on the Metrolinx Engage website [here](#) by completing a feedback form, submitting a question, or sending the project team an email.



Davenport Diamond Guideway

REMINDER: Bloor Street West Rail Bridge - Shoring and Excavation

Crews have started drilling the temporary shoring piles on the south side of the bridge, which will continue for about two weeks. Work hours are approximately 7 a.m. to 5 p.m. daily, including this weekend and next weekend (April 24/25 and May 1/2).

More information is available [here](#).

UPDATE: Ground Improvement and Shoring Wall Construction (Day)

Ground improvement just north of the CP Diamond continues for approximately one more week. Work hours are approximately 7 a.m. to 5 p.m.

More information is available [here](#).

UPDATE: Caisson Drilling

There will be no caisson drilling activities next week, April 26 to May 2. Crews will resume drilling caissons north of Antler Street the week of May 2. Caisson drilling will stop at approximately 11:00 p.m. Wrap up and clean up will continue afterwards and crews will be off site by approximately 12:30 a.m.

Follow us [@GOExpansion](#) for regular updates and visit our website: www.metrolinx.com/davenport.

Davenport Diamond Guideway Project Map



Davenport Diamond Greenway

Before construction can begin on the Davenport Diamond Greenway, experts must develop a detailed design. The greenway will consist of a number of public elements that will enhance the community including a multi-use path, extensive landscaping, and gathering places. Metrolinx has awarded a design contract, and we'll uncover what to expect in the months ahead.

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Barrie Corridor Double Track Enabling Works



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More information is available [here](#).

Kitchener Corridor Maintenance

The GO Transit network acts as a lifeline to the region and we want to ensure that our service remains available to those who depend on it. Starting this spring and continuing through the summer we will be completing essential maintenance work across the network. Safety is central to our work and ongoing maintenance will ensure community and passenger safety by correcting slight geometric defects in our tracks.

Weather permitting, work to align and smooth out the tracks began in your community this week and will be ongoing until May 16.

The work will be completed travelling south to north moving approximately 1.5 kms every night. While we plan on working south to north we may revisit areas of the corridor as required. We will do our best to provide advanced notice of any work happening.



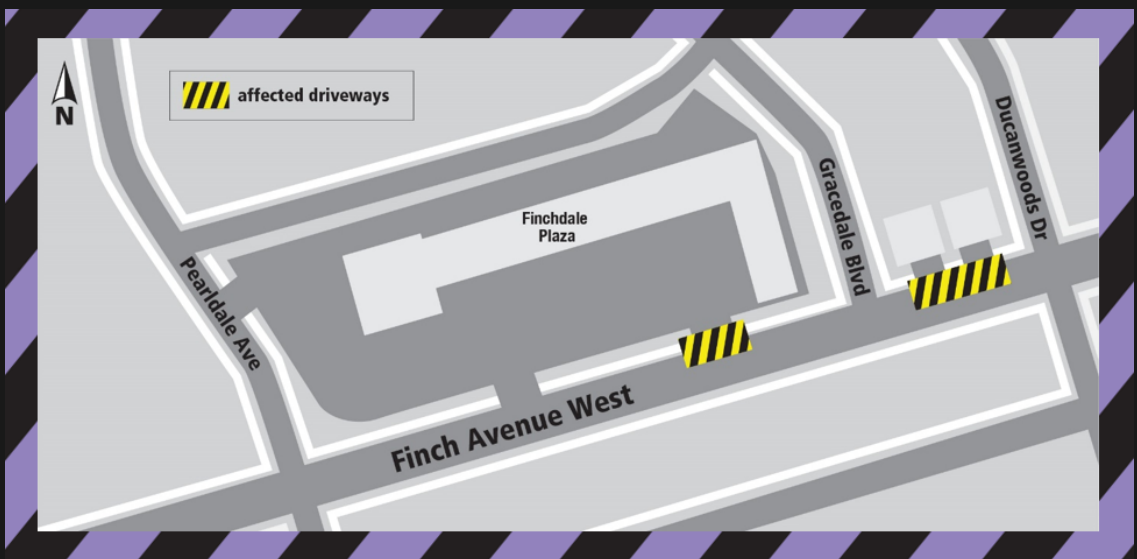
Finch West LRT Construction



Permanent Traffic Changes from Pelican Gate to Sentinel Road

Guideway and track installation continue down the centre of Finch Avenue West as part of the Finch West Light Rail Transit (LRT). The first section of guideway and track will be installed between Sentinel Road and Norfinch Drive/Oakdale Road.

There are traffic impacts associated with the installation of the guideway and track, and there will be important permanent changes to how motorists use intersections and lanes once the installation is completed.



Driveway Impacts between Pearldale Avenue and Duncanwoods Drive

To install a watermain on the north side of Finch Avenue West, between Pearldale Avenue and Duncanwoods Drive, the following

driveways will be impacted (see map above):

- 2492 Finch Avenue West
- 1 Gracedale Blvd.
- The easterly driveway on Finch Avenue West that provides access to the Finchdale Plaza.

Each driveway will be impacted for two to three days. Watermain installation commenced on Monday, April 19, and will take two weeks, approximately.

REMINDERS:

- Road Closure at York Gate Blvd. and Finch Avenue West. More information available [here](#).
- Traffic Changes at Driftwood Avenue and Finch Avenue West. Read more [here](#).
- The Humber River Bridge, located at Islington Avenue and Finch Avenue West, will be rehabilitated to accommodate the future LRT tracks in the centre of Finch Avenue West. More information is available [here](#).
- Traffic changes from Islington Avenue to Signet Drive/Arrow Road for utility work until July 2021. More information is available [here](#).

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Eglinton West LRT Construction

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Crews continue with utility relocation and investigative drilling work from Scarlett Road to east of Weston Road. More information is available [here](#).



Weston GO Station Construction



REMINDER: Weston GO Overnight Work

Change is coming to Weston GO Station to improve safety at the platform level, with the installation of yellow tactile safety tiles at the edge of the train platforms, and repair and placement platform curbs.

This work will continue to take place overnight from 8:00 p.m. until 6:00 a.m. in two remaining phases from April 22 – May 11, and May 11 – May 28, 2021

There will be overnight noise impacts to the surrounding neighbourhood.

Union Station Rail Corridor



UPCOMING: Bungalow Foundation Work Between Bathurst and Blue Jays Way

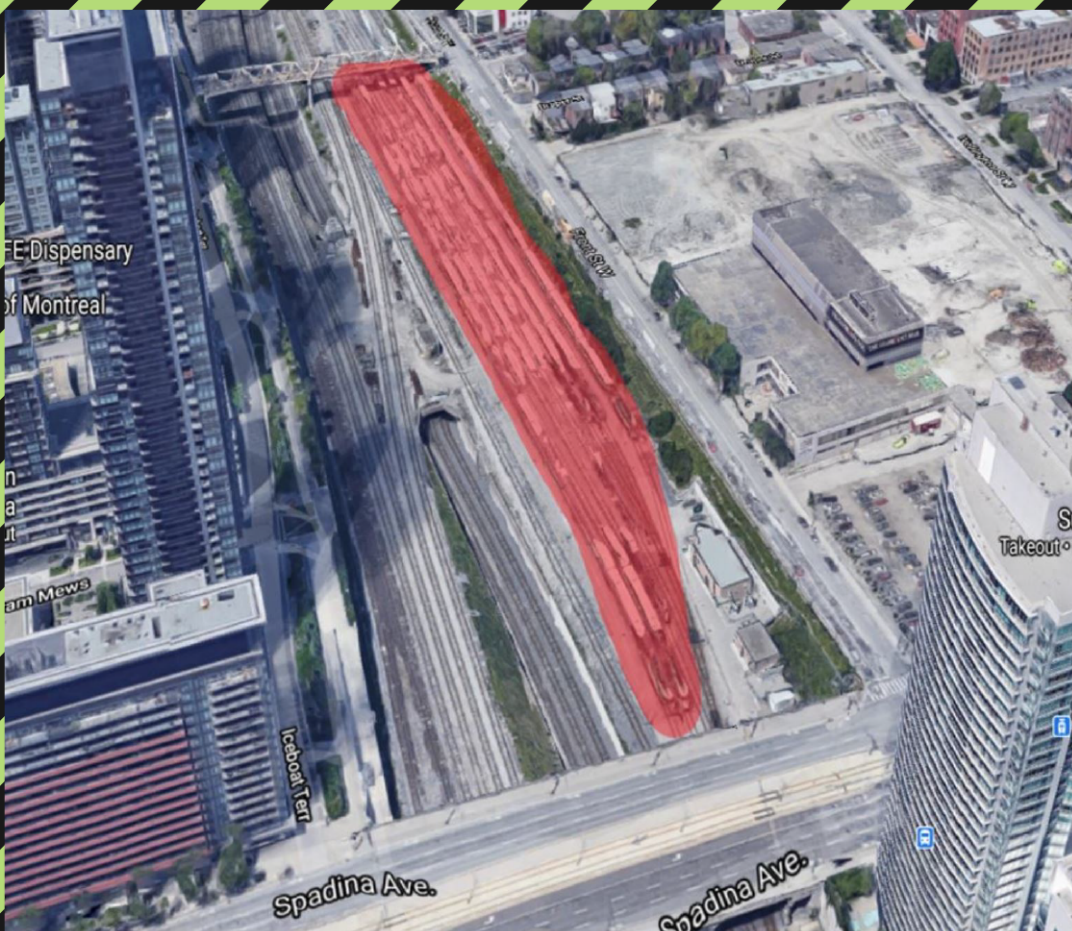
The USRC Signalling System Project is part of Metrolinx Signalling and Train Control Improvement Program designed to improve reliability of our signalling and train control systems. As a part of this ongoing project, we will be conducting bungalow foundation work. The work is scheduled to be conducted on April 28 and 29.



UPCOMING: Signal Project Cable Installation Between Simcoe and John Street

The USRC Signalling System Project is part of Metrolinx Signalling and Train Control Improvement Program designed to improve reliability of our signalling and train control systems. As a part of this ongoing project, we will be conducting cable installation work.

The work is scheduled to take place from Friday, April 30 to Monday May 3. Continuous hours of operation will begin on 10 p.m. on Friday evening and continue until 6 a.m. on Monday morning.



UPDATE: Spare Train in the Bathurst North Yard

Since January 2021, there's been a spare train at the Bathurst North Yard in the west to accommodate construction activity in the east. Acting as an emergency contingency back-up between the hours of 8 p.m. to 10 p.m. to support operational service, it is moved to another storage location every evening after 10 p.m.

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The most current information for our customers and communities is available [here](#).

Latest Metrolinx News Posts

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April 21, 2021

[Transit Safety officers make quick arrest after indecent exposure incident](#)

April 20, 2021

[The causes of mid-trip changes to GO train rides and the best tips on dealing with them](#)

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[Rail corridor around mighty Union Station sees series of significant strides: Here are the improvements coming down Canada's most used stretch of track](#)

April 19, 2021

Contact Us

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Appendix C

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- **City of Mississauga Twitter**



City of Mississauga

@citymississauga

...

We're working with [@Metrolinx](#) on planning for the Dundas Bus Rapid Transit Project and we want to hear from you! Take part in the online engagement session & provide your input from April 19 – 30. Learn more: ow.ly/b0ea50EsrkF

Dundas Bus Rapid Transit

Join us for an online virtual open house



METROLINX



City of Mississauga

@citymississauga

We want to hear from you! Learn more about the planning for the Dundas Bus Rapid Transit Project and share your feedback with us until April 30. Visit: mississauga.ca/dundas-bus-rap... @Metrolinx

Dundas Bus Rapid Transit

Join us for an online virtual open house



METROLINX



City of Mississauga

@citymississauga

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We're working with [@Metrolinx](#) to plan for the Dundas Bus Rapid Transit Project and we want to hear from you! Take part in the online engagement session & provide your input until April 30. Visit: mississauga.ca/dundas-bus-rap...

Dundas Bus Rapid Transit

Join us for an online virtual open house



METROLINX



City of Mississauga

@citymississauga



Don't miss your chance to provide input into the first round of engagement for the Dundas Bus Rapid Transit Project – feedback is welcome until April 30. Visit: mississauga.ca/dundas-bus-rap... @Metrolinx

Dundas Bus Rapid Transit

Join us for an online virtual open house



Appendix C

Print and Digital Advertisements and News Features

- **City of Mississauga
Facebook**



City of Mississauga - Municipal Government

April 26 · 🌐

We're working with [Metrolinx](#) to plan for the Dundas Bus Rapid Transit Project and we want to hear from you! Take part in the online engagement session & provide your input until April 30. Visit: <http://ow.ly/Bjms50Euhod>

Dundas Bus Rapid Transit

Join us for an online virtual open house





City of Mississauga - Municipal Government

April 19 · 🌐

We're working with **Metrolinx** on planning for the Dundas Bus Rapid Transit Project and we want to hear from you! Take part in the online engagement session & provide your input from April 19 – 30. Learn more:

<http://ow.ly/b0ea50EsrkF>

Dundas Bus Rapid Transit

Join us for an online virtual open house



Appendix C

Print and Digital Advertisements and News Features

- City of Mississauga
LinkedIn



City of Mississauga

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We're working with [Metrolinx](#) on planning for the Dundas Bus Rapid Transit Project and we want to hear from you! Take part in the online engagement session & provide your input from April 19 – 30. Learn more: <http://ow.ly/b0ea50EsrkF>

Dundas Bus Rapid Transit

Join us for an online virtual open house



Appendix C

Print and Digital Advertisements and News Features

- **City of Mississauga News
Release**

Share



News release

Have Your Say on the Dundas Bus Rapid Transit Project April 19 to 30

City building | April 19, 2021

The City of Mississauga and [Metrolinx](#) are working together to complete environmental assessment approvals through the Transit Project Assessment Process (TPAP) for the [Dundas Bus Rapid Transit \(BRT\) Project](#).

From Monday, April 19 to Friday, April 30, residents are invited to visit [Metrolinx Engage](#) to provide their ideas, suggestions and feedback to help inform the technical work, environmental studies and preliminary design work for the Dundas BRT. An online presentation has been posted on the [Metrolinx Engage](#) site with background and schedule information.

The Dundas BRT is planned to run for 48 kilometres along Dundas Street from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto, including approximately 17 kilometres in Mississauga.

In this section

[City of Mississauga news](#)[News](#)[Social media](#)

Related

[Mississauga Official Plan Review Meetings to Discuss Housing, Growth, Transportation and Environment](#)

[Community Meeting to Review Preliminary Recommendations in Lakeshore East Corridor Study](#)

[Learn More About Parking Regulations and How They Affect](#)

Engagement Details:

What:

Metrolinx and the City of Mississauga are looking for residents' ideas, suggestions and feedback to help inform the technical work, environmental studies and preliminary design work for the Dundas BRT.

Who:

- Transit users along the Dundas corridor
- Residents who live and work along Dundas (Property owners and renters)
- Business owners with businesses along the corridor
- Community groups
- Schools/Students who use transit along the Dundas corridor

Where:

Online at [Metrolinx Engage](#)

Metrolinx voicemail: 416-202-0884

When:

Monday, April 19 to Friday, April 30, 2021

The Dundas BRT is part of a bold, forward-looking transportation plan aimed at creating stronger connections and providing fast, frequent and reliable transit to those in the Greater Toronto and Hamilton Area (GTHA). More than 20 of the 48 kilometres will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing for faster and more reliable transit connections.

Media Contact:

You

70,000 Building Inspections in
2020: Ensuring a Safe Mississauga

New Session Added on May 11 –
Virtual Community Workshops for
Lakeshore East Corridor Study

Share





Irene McCutcheon



Senior Communications Advisor



City of Mississauga



905-615-3200, ext. 8907

irene.mccutcheon@mississauga.ca

TTY: 905-896-5151

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Appendix C

Print and Digital Advertisements and News Features

- **City of Mississauga
Project Webpage**

In progress Environmental assessment

Dundas Bus Rapid Transit

The City is working with Metrolinx to undertake environmental assessment approvals for the Dundas Street rapid transit corridor.

What's on this page

[↓ About](#)[↓ Public engagement](#)

About

Metrolinx and the City of Mississauga are working together to develop the preliminary design and complete the Transit Project Assessment Process for the Dundas Bus Rapid Transit (BRT) Project. The Dundas BRT is planned to extend for 48 km along Dundas Street from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto, including approximately 17 km in the City of Mississauga. The Dundas BRT is part of a bold, forward-looking transportation plan aimed at creating stronger connections and providing fast, frequent and reliable transit to those in the Greater Toronto and Hamilton Region.

Building upon previous [Dundas Connects](#) (2018) Study, this work supports the municipal submission to the Investing in Canada Infrastructure Program for the implementation of a segment of the Dundas BRT project in Mississauga from the eastern municipal border to Confederation Parkway.

This phase of work includes:

- Transit Project Assessment Process (TPAP is an expedited Environmental Assessment process in which the environmental effects of the project will be analyzed). Within Mississauga, the TPAP Notice of Commencement will be scheduled for later in 2021 and is anticipated to be completed in early 2022
- Preliminary Design and Preliminary Design Business case

Public engagement

Share your ideas and opinions on this project by visiting metrolinxengage.com.

Tags

Dundas Connects

Contact

If you have questions about this project, contact the project lead at matthew.williams@mississauga.ca.

Related projects

Completed in 2018

Dundas Connects

The Dundas Connects Master Plan guides future urban growth and intensification along the Dundas Street Corridor. It was endorsed by City Council on June 18, 2018.

Completed in 2020

Dundas Street Right-of-Way Width

As a key recommendation from the Dundas Connects Master Plan, the Dundas Street right-of-way will be widened from approximately 35 to 40-42 metres.

In progress

Dundas Street Special Policy Area Review

As a key recommendation from the Dundas Connects Master Plan, the City has begun a review of the Special Policy Areas (SPAs) along the Dundas corridor.

[View all projects >](#)

Services A - Z

- A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

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begun a review of the Special Policy Areas (SPAs) along the Dundas corridor.

[View all projects >](#)

Services A - Z

[A](#) [B](#) [C](#) [D](#) [E](#) [F](#) [G](#) [H](#) [I](#) [J](#) [K](#) [L](#) [M](#) [N](#) [O](#) [P](#) [Q](#) [R](#) [S](#) [T](#) [U](#) [V](#) [W](#) [X](#) [Y](#) [Z](#)

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Appendix D

Public Meeting Materials

Welcome to the Dundas Bus Rapid Transit



Virtual Open House

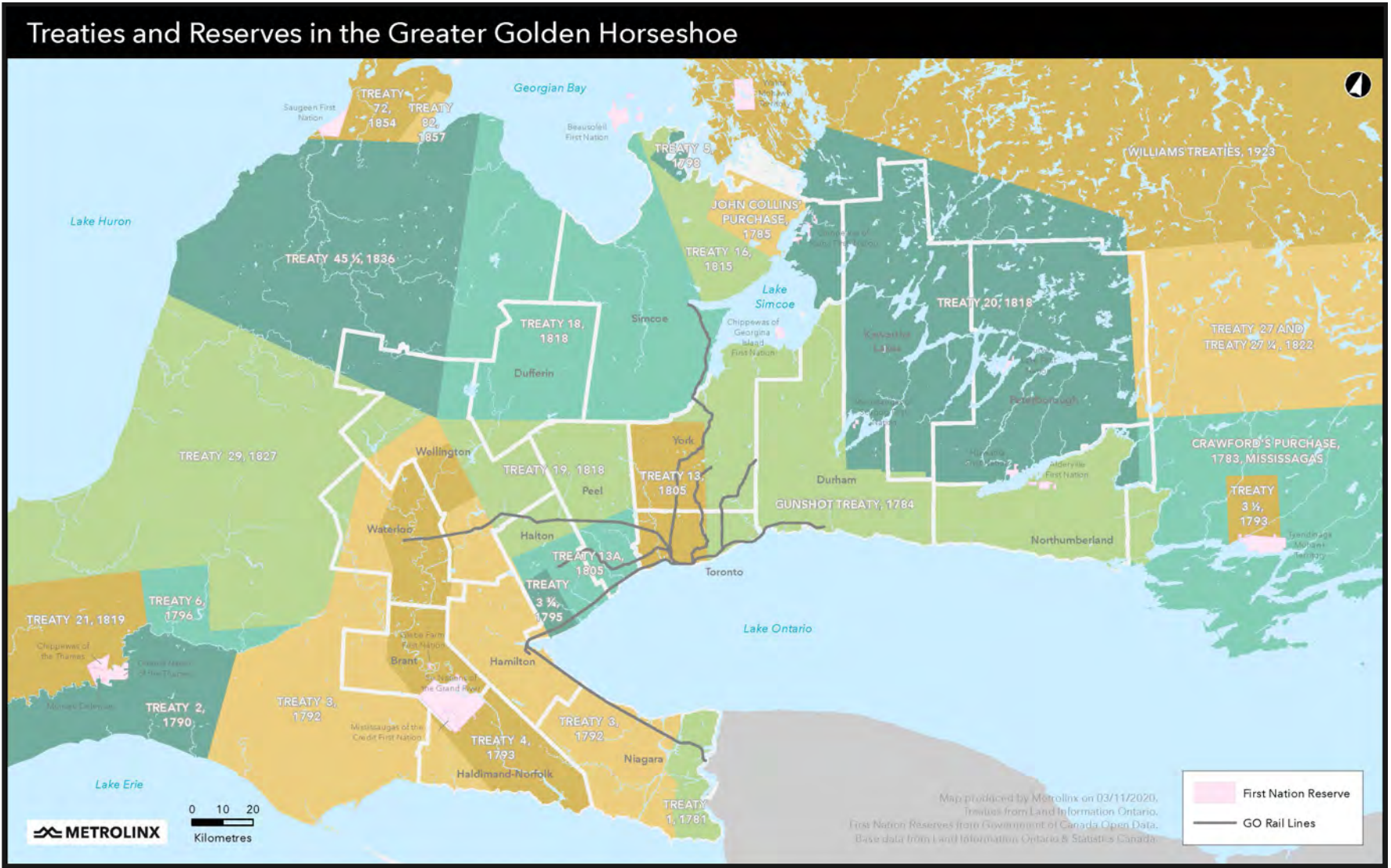
Indigenous Relations at Metrolinx

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?

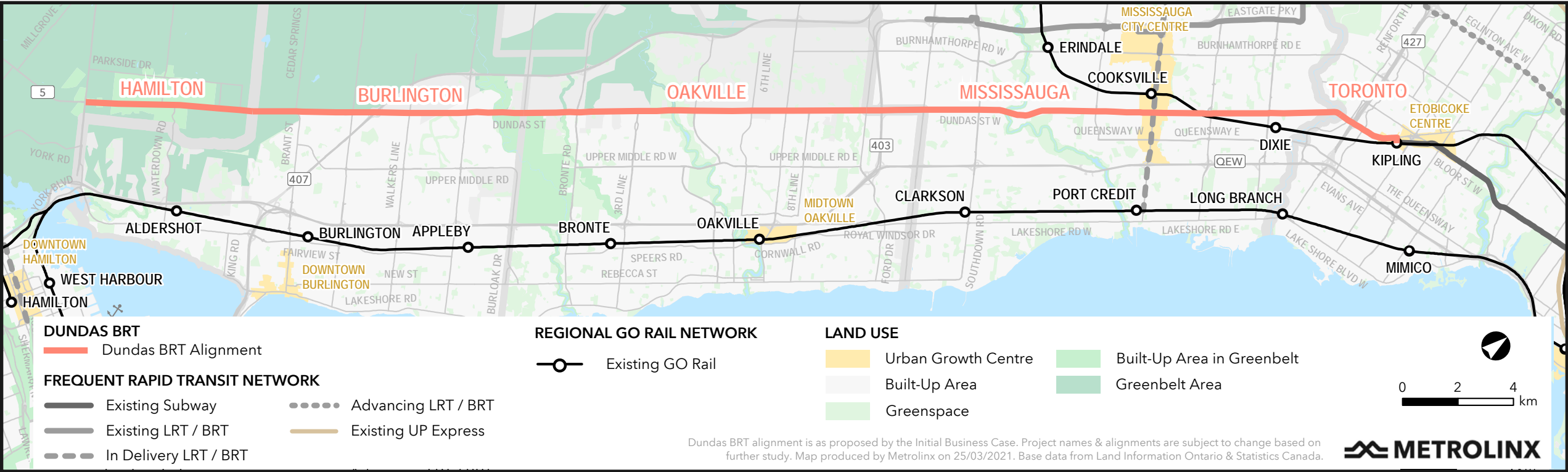
Metrolinx regularly engages with 13 Indigenous Nations:

- 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.

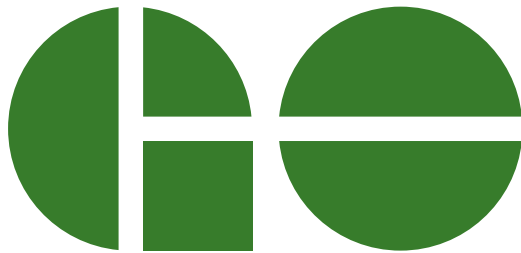
We want to hear from you.

[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">• Lakeshore West Line• Lakeshore East Line• Milton Line• Stouffville Line• Richmond Hill Line• Kitchener Line• Barrie Line</div>	<div>Subway Program</div> <div><ul style="list-style-type: none">• Ontario Line• Scarborough Subway Extension• Eglinton Crosstown West Extension• Yonge North Subway Extension</div>	<div>Regional Hubs</div> <div><ul style="list-style-type: none">• Union Station• Union Station Bus Terminal• Highway 407 Bus Terminal• Kipling Transit Hub• Mount Dennis Mobility Hub• Caledonia Station• Kennedy Station</div>	<div>Rapid Transit</div> <div><ul style="list-style-type: none">• Dundas BRT• Hurontario Light Rail Transit (LRT)• Finch West LRT• Eglinton Crosstown LRT• Mississauga Transitway• Viva Rapidway• Union Pearson Express• Durham-Scarborough BRT</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



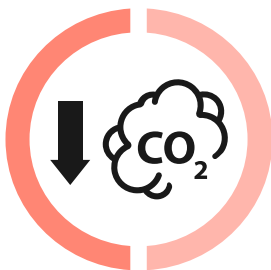
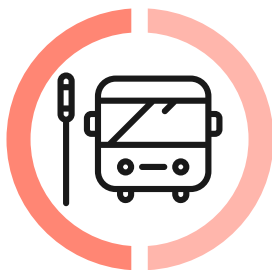
Le Corbusier BRT - Laval, Québec

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

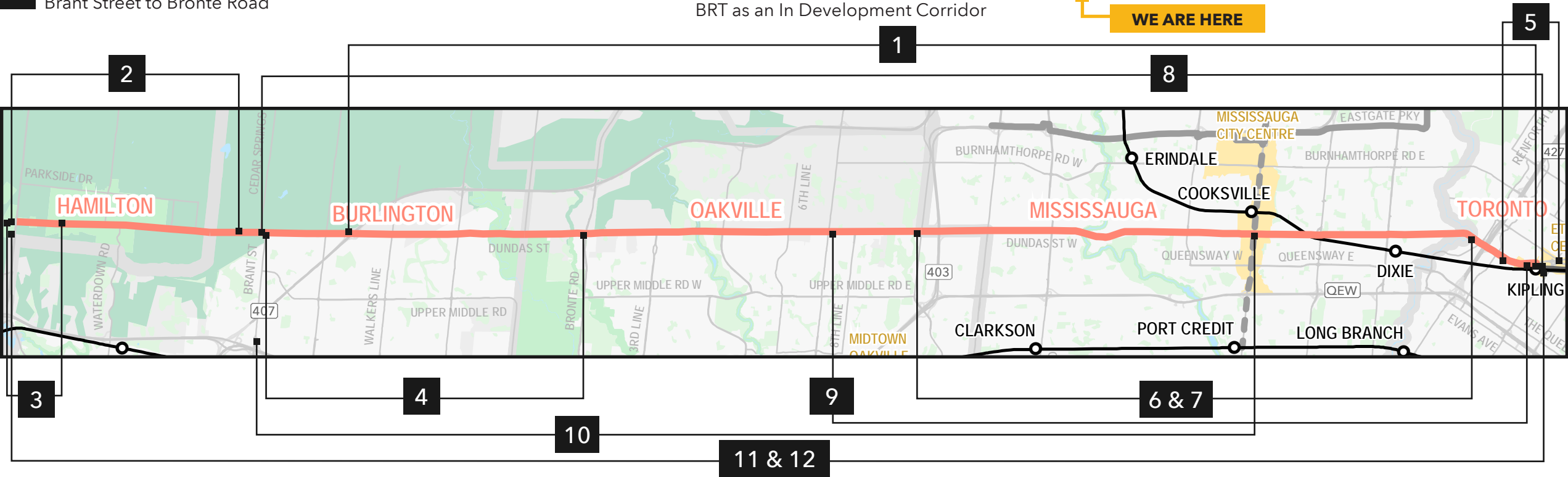
2018 - Metrolinx’s 2041 Regional Transportation Plan recognizes Dundas BRT as an In Development Corridor
- 9

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.

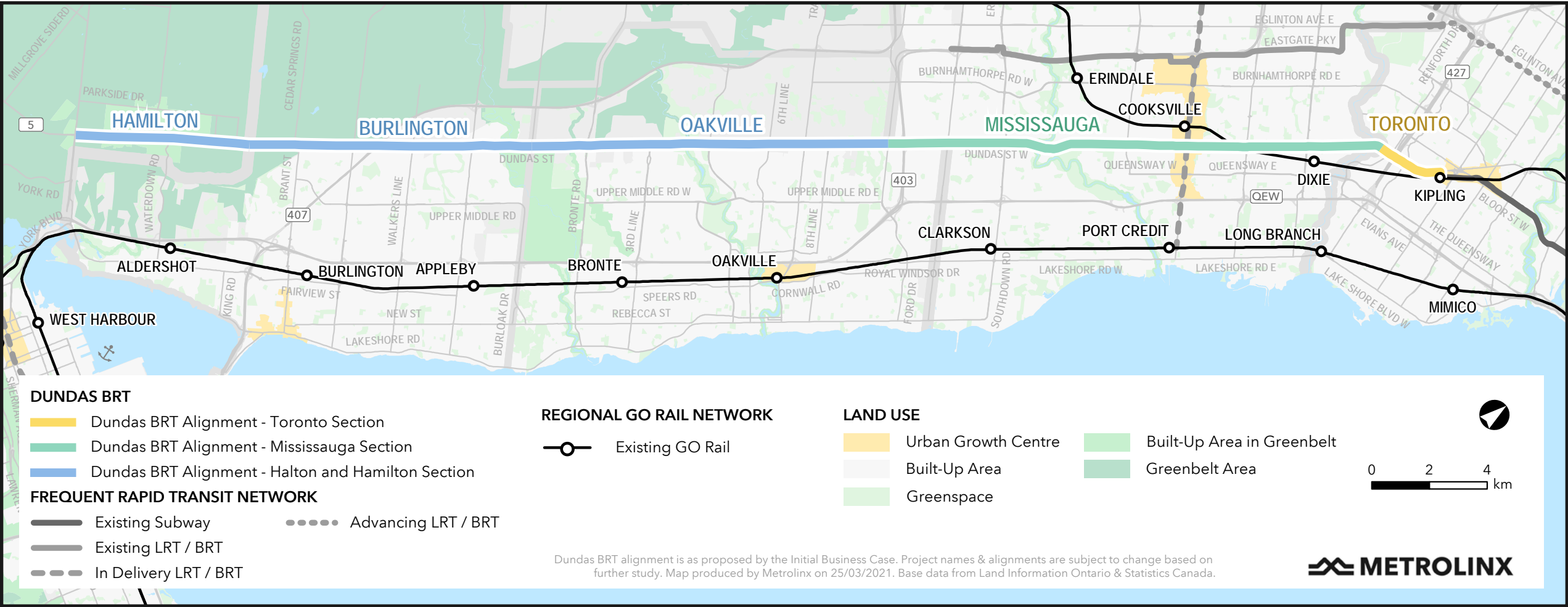


The corridor ranges from three to seven lanes and changes in character from mainly commercial and mixed-use land uses in Toronto and Mississauga, to primarily residential land uses as it stretches out of Mississauga, through Halton Region and to Waterdown in Hamilton. Halton Region has commenced and/ 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

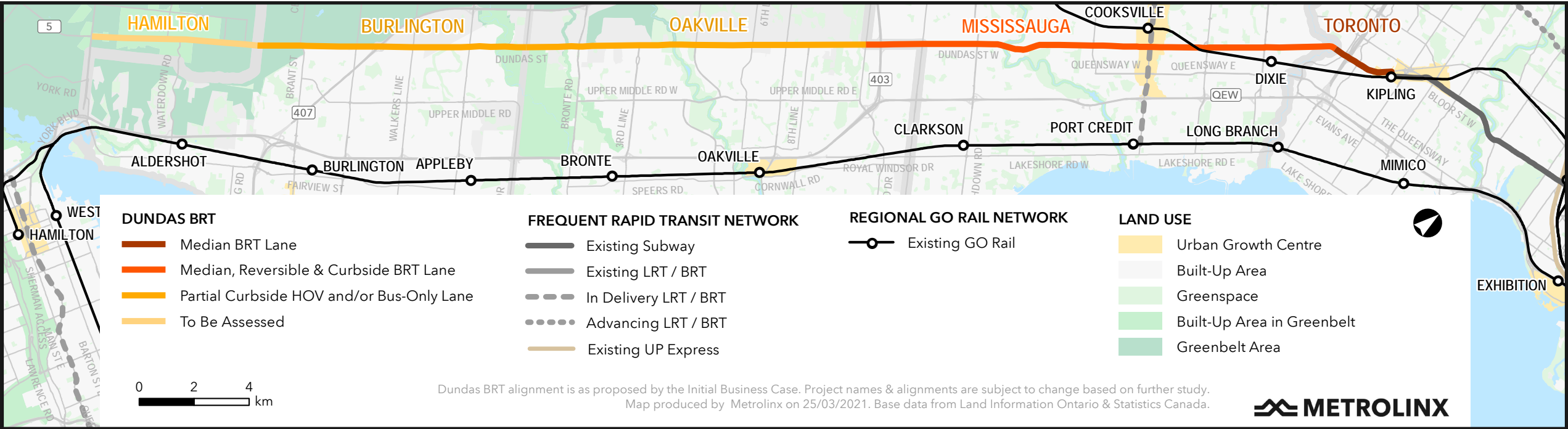


Dundas BRT Infrastructure Alignment as Proposed by the IBC

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.



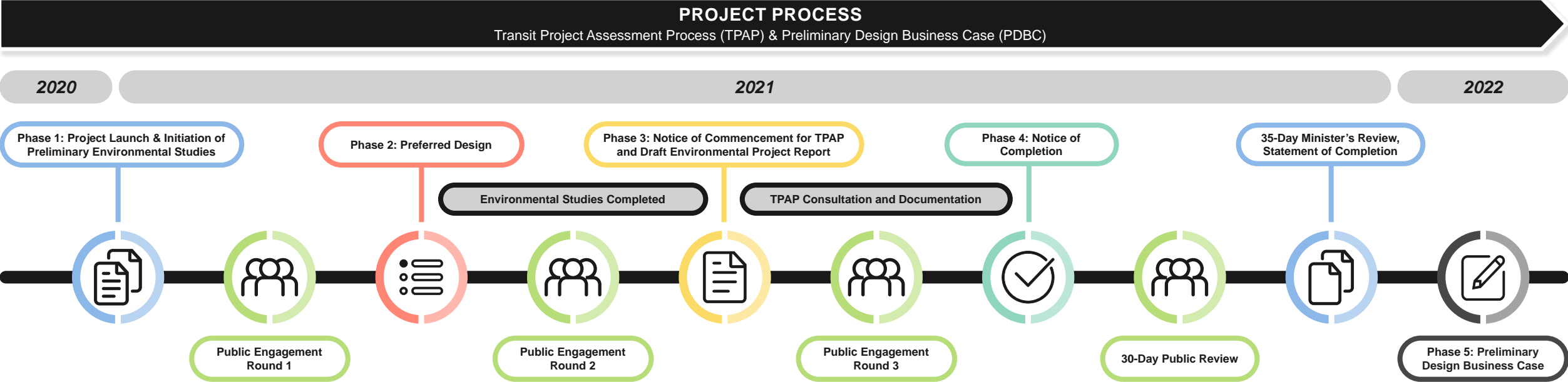
What is the Preliminary Design Business Case (PDBC)?

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

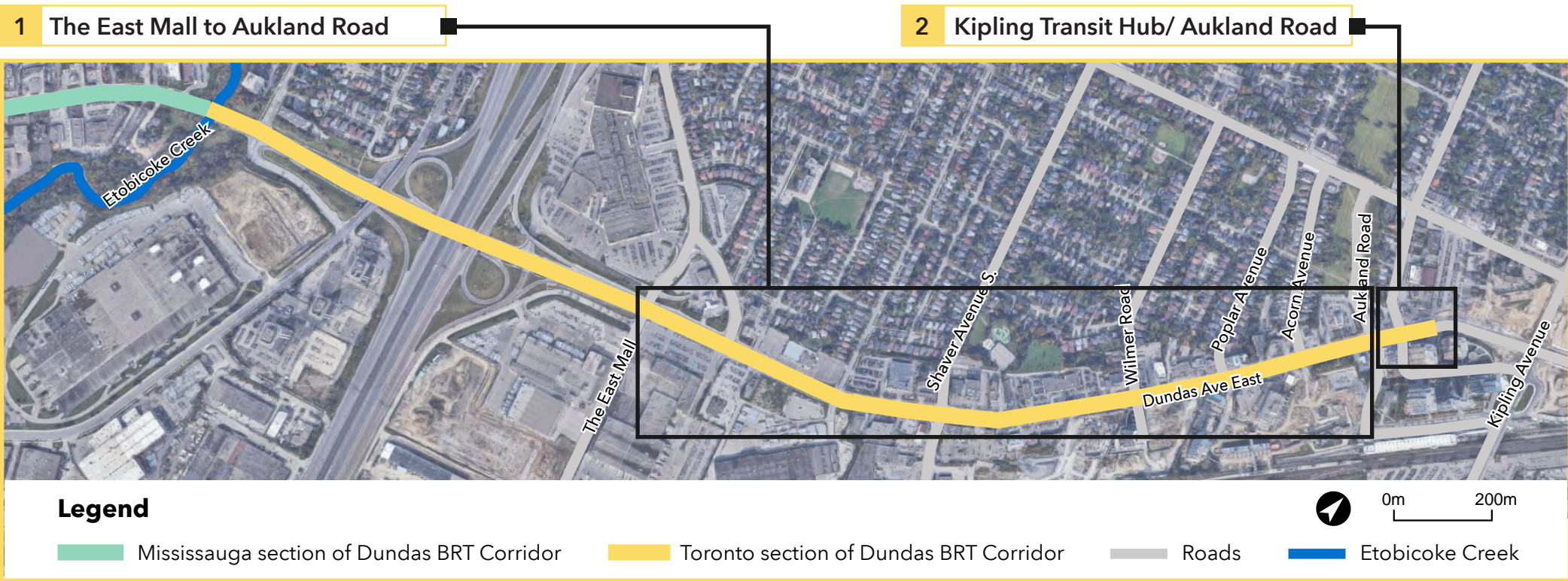
(Kipling Transit Hub to Etobicoke Creek)

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?*

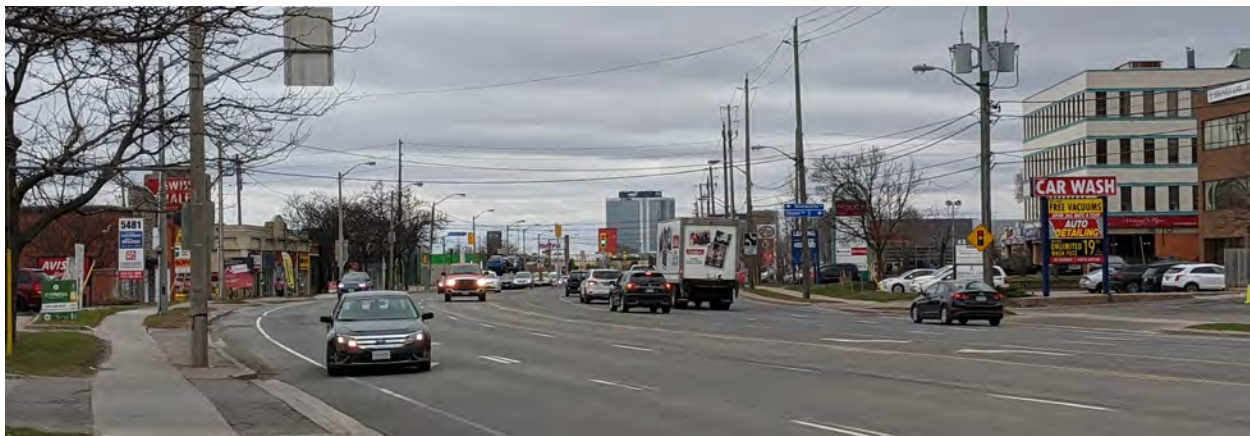
Pinch points are areas of special interest where necessary road widening is constrained by the existing environment or where other design challenges are present (e.g., integrating BRT service into and gaining access to an existing transit station). The study of each portion of the route will include 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

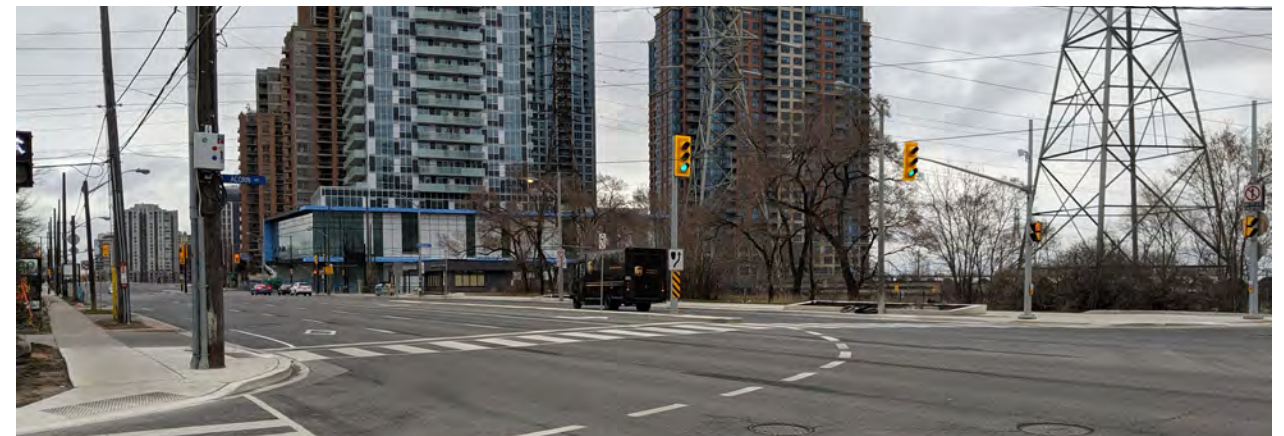


Dundas and The East Mall

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

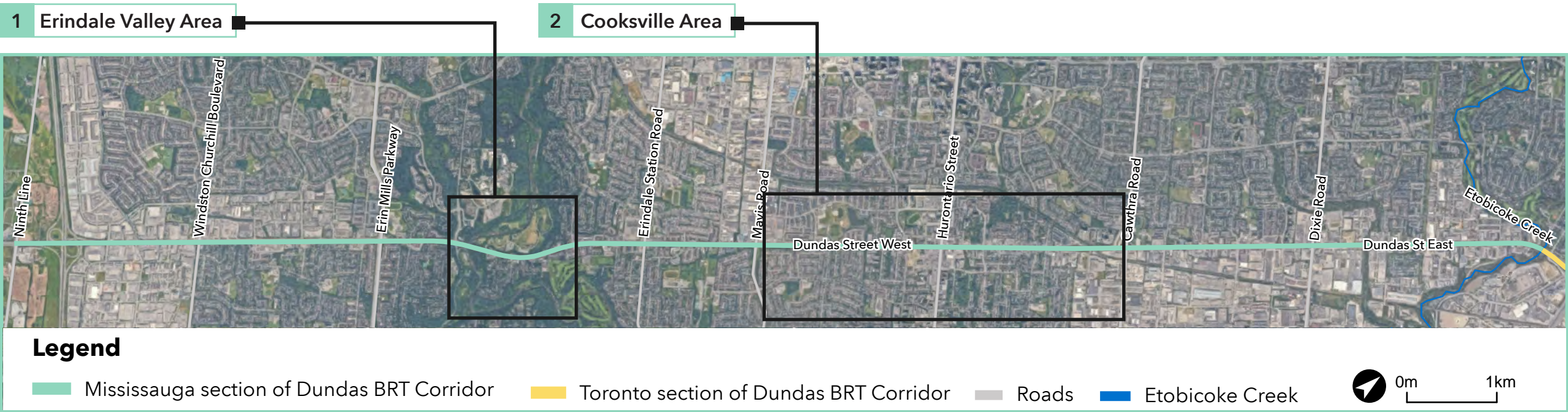
Dundas Street in Mississauga (Etobicoke Creek to Ninth Line)

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)



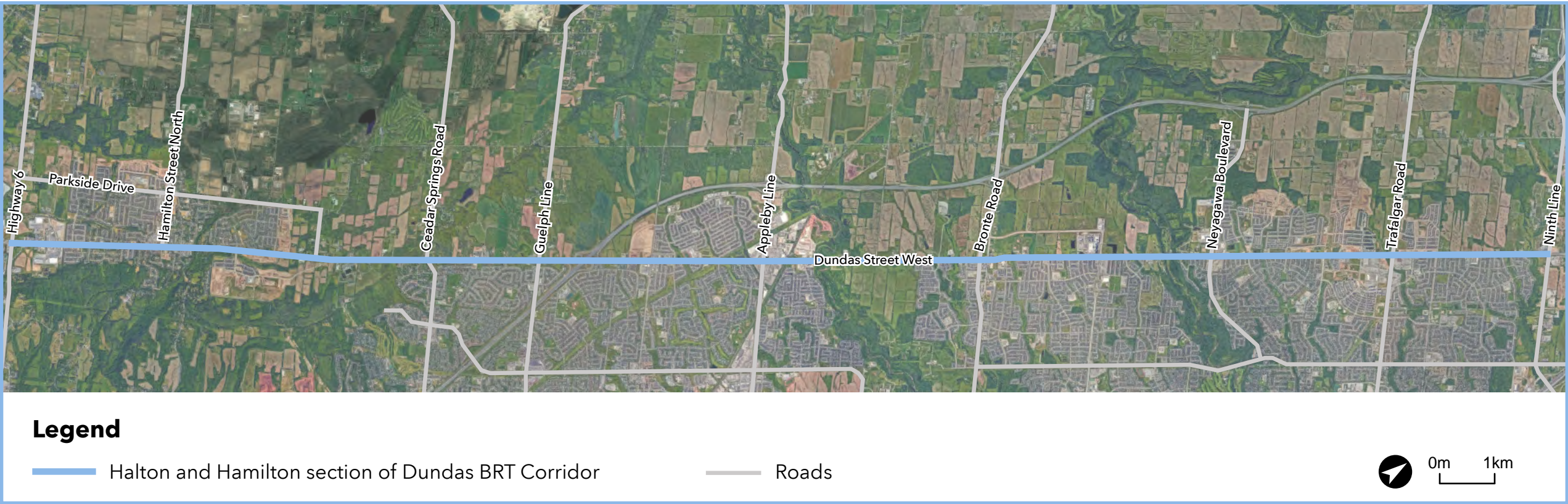
Cooksville



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">• 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*	<ul style="list-style-type: none">• 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)*	<ul style="list-style-type: none">• 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.



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.



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.



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 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

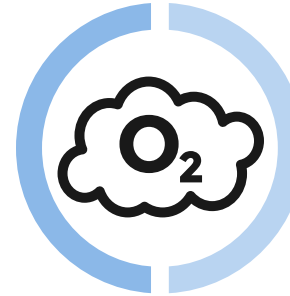
- Historical research, review of heritage registers and inventories, and identification of cultural heritage resources

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



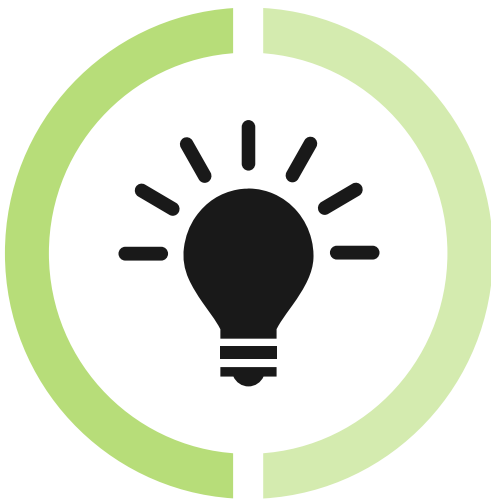
PDBC

- 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
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

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

Appendix E

Public Feedback Forms

- **Feedback Form Sample**
- **Feedback Forms**
- **Contact Us**
- **Email Correspondence**

Appendix E

Public Feedback Forms

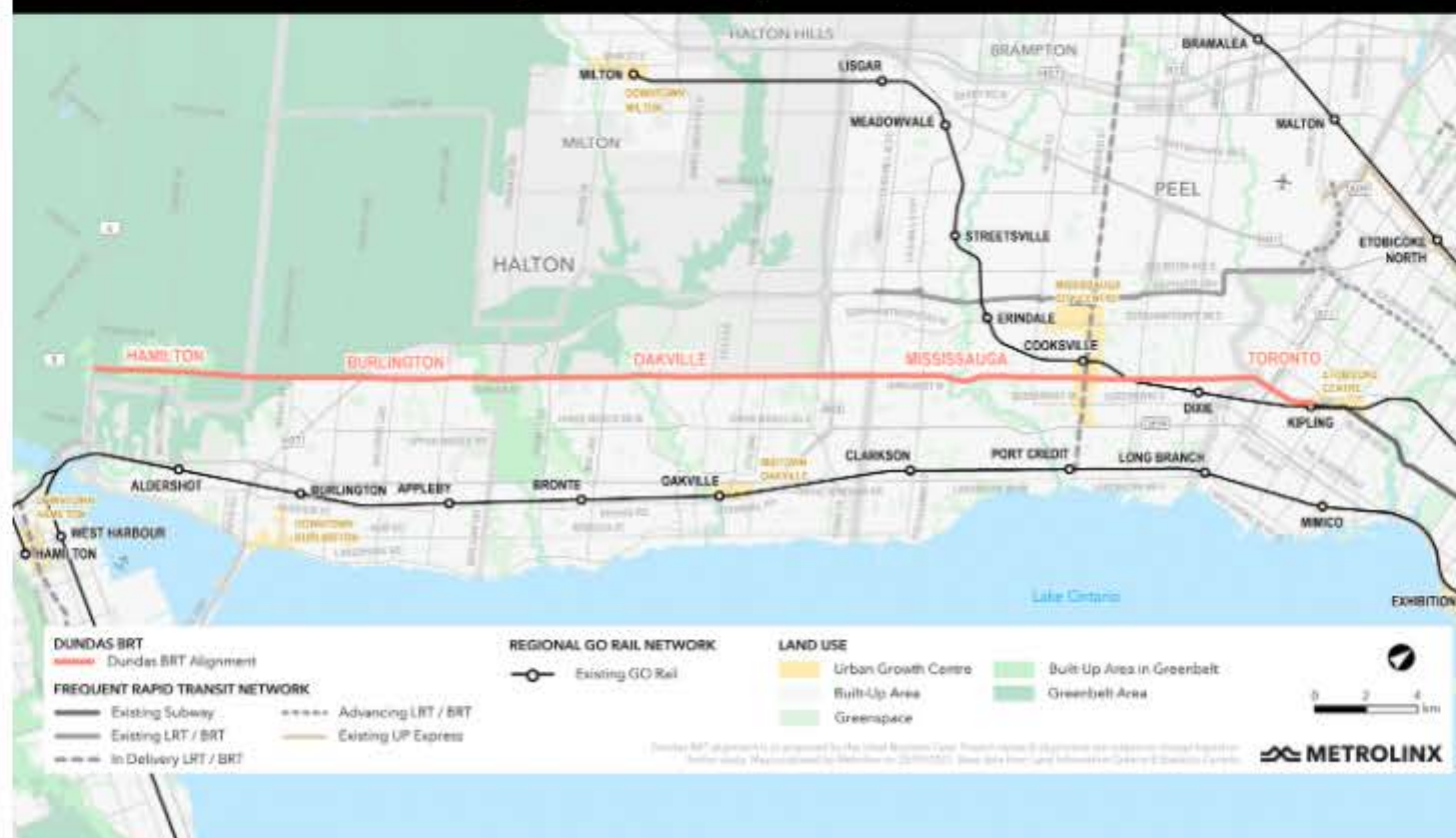
- **Feedback Form Sample**



Provide Your Feedback

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed 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.

Dundas BRT Infrastructure Alignment as Proposed by the IBC



The Dundas BRT is part of a 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 GTHA.

Preliminary Design Feedback

The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process (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.

- 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 a thorough analysis of identified pinch points. Pinch Point Analysis is a systematic process for engineering design which involves considering several concepts to identify the optional use of resources.



1. Having reviewed the pinch points in Toronto, do you have any specific insights or concerns?

a) Pinch point: East Mall to Aukland Road

b) Pinch point: Kipling Transit Hub/Aukland Road



2. Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns?

a) Pinch point: Cooksville Area

b) Pinch point: Erindale Valley Area



3. Do you have any specific insights or concerns in Halton Region or Hamilton?

4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective.

	1 - Most Important	2	3	4 - Least Important
Traffic Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geometrics/ Infrastructure Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Property Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Considerations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Do you have any other feedback or comments? If so, please explain.

6. What would you like to hear more about? Please select all that apply.

- ☐ TPAP
- ☐ Natural Environment Report
- ☐ Stage 1 Archeology 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
- ☐ Preliminary Design
- ☐ Preliminary Design Business Case
- ☐ Other...

7. How would you like to hear from us?

- ☐ Public/ Virtual Events
- ☐ Email
- ☐ Newsletters
- ☐ Mail
- ☐ Other...

Stay Involved

We appreciate the time you have taken to learn more about our plans and value your opinions. Please submit your feedback by April 30, 2021.

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- TorontoWest@metrolinx.com

- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

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Appendix E

Public Feedback Forms

- **Feedback Forms**

Dundas BRT (/en/engagement-initiatives/dundasbrt)

Neighbours & Engagement (/en/dundasbrt/content/neighbours-engagement)

Your Feedback (/en/dundasbrt/content/your-feedback)

Contact Us (/en/dundasbrt/content/contact)

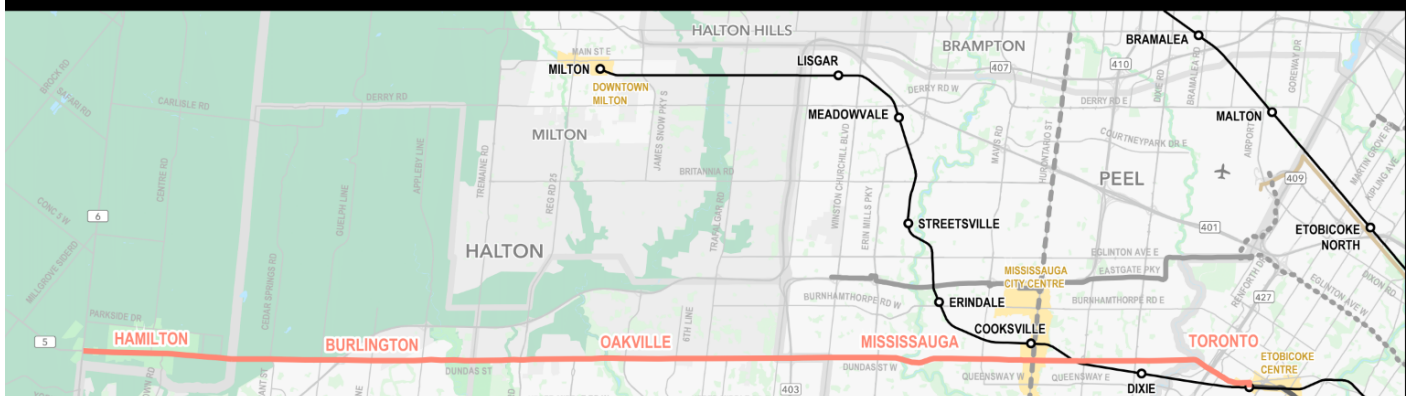


4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. is not allowed to have the same answer for more than one question.

Provide Your Feedback

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed 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.

Dundas BRT Infrastructure Alignment as Proposed by the IBC





(/sites/default/files/dundas_brt_alignment_0.pdf)

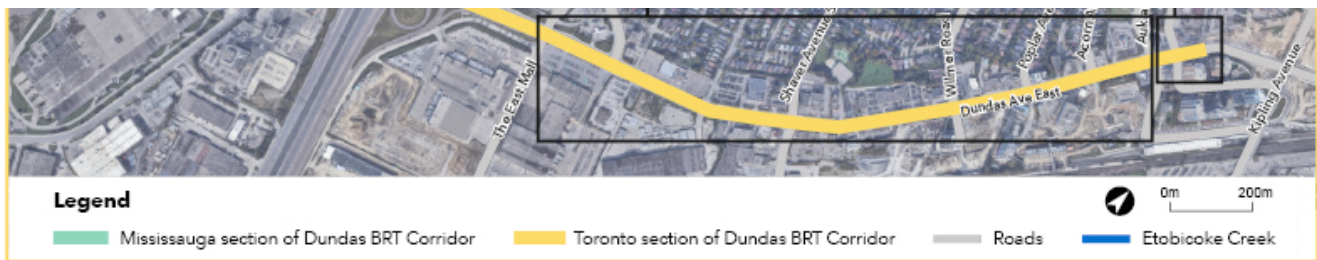
The Dundas BRT is part of a bigger picture for an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, 2017, which sets out a broad vision for where and how our region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

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- 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 a thorough analysis of identified pinch points. Pinch Point Analysis is a systematic process for engineering design which involves considering several concepts to identify the optional use of resources.





(/sites/default/files/3._dundas_street_in_toronto.jpg)

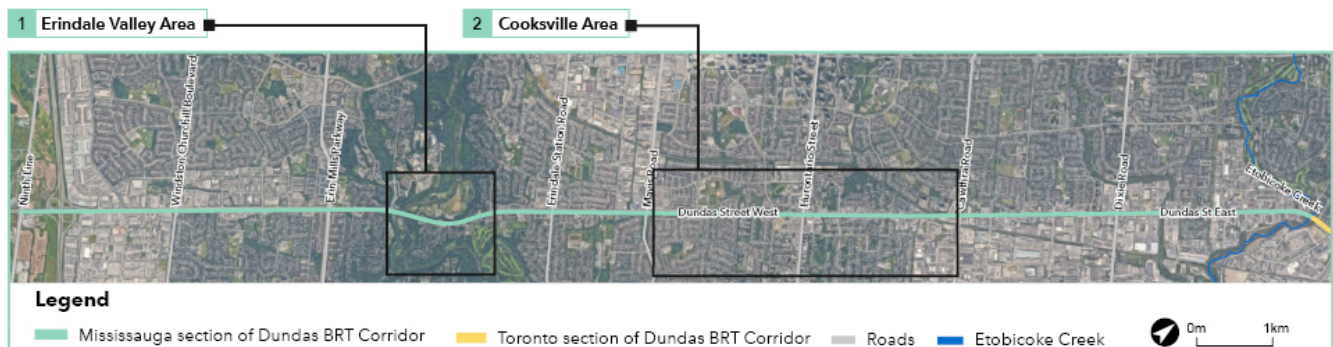
1. Having reviewed the pinch points in Toronto, do you have any specific insights or concerns?

a) Pinch point: East Mall to Aukland Road

4 No

b) Pinch point: Kipling Transit Hub/Aukland Road

3 Not for this one



(/sites/default/files/4_dundas_street_in_mississauga.png)

/sites/default/files/5._dundas_street_in_mississauga.jpg,

2. Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns?

a) Pinch point: Cooksville Area

2. How will the traffic be handled during the work?

Will the property owners be compensated at real sale value?

b) Pinch point: Erindale Valley Area

1. Are there any unique species of flora and fauna here that need to be protected?

If yes, how will they be?



(/sites/default/files/5._dundas_street_in_halton_hamilton.jpg)

3. Do you have any specific insights or concerns in Halton Region or Hamilton?

5 No, again.

4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective.

Traffic Considerations	
1 - Most Important	<input checked="" type="radio"/>
2	<input type="radio"/>
3	<input type="radio"/>
4 - Least Important	<input type="radio"/>
Geometrics/ Infrastructure Considerations	
1 - Most Important	<input type="radio"/>
2	<input checked="" type="radio"/>
3	<input type="radio"/>
4 - Least Important	<input type="radio"/>
Property Considerations	
1 - Most Important	<input checked="" type="radio"/>
2	<input type="radio"/>

3	<input type="radio"/>
4 - Least Important	<input type="radio"/>
Environmental Considerations	
1 - Most Important	<input type="radio"/>
2	<input type="radio"/>
3	<input type="radio"/>
4 - Least Important	<input type="radio"/>

◀
▶

5. Do you have any other feedback or comments? If so, please explain.

I find that any work here in the GTHA (I have been living in Mississauga since early 2000) takes forever to start and then, even more, to be finished.

The political cycle is not helping.

I think some of these projects should get buy-in from all political leaders, so that a change in leadership does not throw a wrench into the spokes at every stage of the project.

6. What would you like to hear more about? Please select all that apply.

- ☐ TPAP
- ☐ Natural Environment Report
- ☐ Stage 1 Archeology Assessment Report
- ☐ Cultural Heritage Report
- ☐ Socio-Economic and Land Use Study

- ☐ Social Economic and Land Use Study
- ☐ Climate Change and Sustainability Report
- ☐ Air Quality Impact Assessment
- ☐ Noise and Vibration Impact Assessment
- ☐ Transportation and Traffic Impact Analysis
- ☐ Preliminary Design
- ☐ Preliminary Design Business Case
- ☐ Other...

7. How would you like to hear from us?

- ☐ Public/ Virtual Events
- ☐ Email
- ☐ Newsletters
- ☐ Mail
- ☐ Other...

Stay Involved

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

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Submitted on Monday, April 26, 2021 - 12:35

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

The homes that reside along Dundas for a lot of Oakville/halton/Hamilton. How will the buses schedule/noise and vibration come into effect?

What are the scheduling operational times being taken into consideration?

How do you consider where bus stops are? For some areas there is not a lot of space from the sidewalk to a home and having a shelter or a stop on their front lawn will need to be considered.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 2

- Geometrics/ Infrastructure Considerations: 4 - Least Important

- Property Considerations: 1 - Most Important

- Environmental Considerations: 3

5. Do you have any other feedback or comments? If so, please explain. :

The homes that reside along Dundas for a lot of Oakville/halton/Hamilton. How will the buses schedule/noise and vibration come into effect?

What are the scheduling operational times being taken into consideration?

How do you consider where bus stops are? For some areas there is not a lot of space from the sidewalk to a home and having a shelter or a stop on their front lawn will need to be considered.

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report
- Stage 1 Archeology Assessment Report
- Climate Change and Sustainability Report
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment

7. How would you like to hear from us?

- Email
- Newsletters

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Submitted on Monday, April 26, 2021 - 13:30

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

No insights or concerns

b) Pinch point: Kipling Transit Hub/Aukland Road :

No insights or concerns

a) Pinch point: Cooksville Area:

No insights or concerns

b) Pinch point: Erindale Valley Area :

No insights or concerns

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

I'm happy to see a connection between the top of Burlington and Waterdown.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 1 - Most Important
- Property Considerations: 3
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- Transportation and Traffic Impact Analysis
- Preliminary Design

7. How would you like to hear from us? Email

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Submitted on Monday, April 26, 2021 - 13:45

Submitted by anonymous user: [REDACTED]

Submitted values are:

- a) Pinch point: East Mall to Aukland Road :
- b) Pinch point: Kipling Transit Hub/Aukland Road :
- a) Pinch point: Cooksville Area:

A future stop for the Dundas BRT should include an easy, accessible and convenient transfer to the Hurontario LRT stop at Dundas and Hurontario.

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 1 - Most Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 4 - Least Important
- Environmental Considerations: 3

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- Socio-Economic and Land Use Study
- Transportation and Traffic Impact Analysis
- Preliminary Design Business Case

7. How would you like to hear from us?

- Public/ Virtual Events
- Social media

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Date: Monday, April 26, 2021 5:31:27 PM

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Submitted on Monday, April 26, 2021 - 17:27

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

no comment

b) Pinch point: Kipling Transit Hub/Aukland Road :

no comment

a) Pinch point: Cooksville Area:

no comment

b) Pinch point: Erindale Valley Area :

this is an environmentally sensitive area, everything should be done to preserve it.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

What the ----? Why is Halton and Hamilton lumped together? But I have a big concern about Waterdown, the downtown core has a beautiful small town feel to it and is already pretty congested. There is no room for additional lanes and I am certainly opposed to buses getting preference in their journey over my commute to Burlington for work. I moved to the country to get away from ---- like this. I am very much opposed to this going through Waterdown at all. This is not an improvement.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 3
- Property Considerations: 2

- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

In the above question what is traffic considerations? Like how much this is going to --
-- up current traffic or how much more traffic this is going to bring. If it is how much
it's going to screw things up for Waterdown; then Environmental, Property and Traffic
are all equally important. Why would anyone design a survey that asks you to rank
stuff and allow you to pick all of them as most important.

So I've said i want to know more and be contacted by email, yet you're not collecting
email addresses? Who designed this survey?

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report
- Socio-Economic and Land Use Study
- Noise and Vibration Impact Assessment

7. How would you like to hear from us? Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
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Subject: Form submission from: Provide Your Feedback
Date: Monday, April 26, 2021 10:47:11 PM

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Submitted on Monday, April 26, 2021 - 22:47

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

1. Introducing a new transportation route is definitely a positive move as it will increase transit coverage and cohesiveness. However, as a regular public transit user I can attest that only a handful of people use bus transit for distant commutes. Successful transit models should not rely on bus service as a backbone of the system. With the planned growth, it is unclear how bus system is going to handle it. We do have backbone - go trains. Buses should serve "the last mile".

2. It is unrealistic to believe anyone will be taking a bus to get to Kipling to go to downtown (which is where the VAST majority of commuters are headed). Medium and wealthy households dominate in residential areas along Dundas - you do not expect these individuals to trade BMW for a bus. Train, yes, but not the bus... I wonder where capacity assessment was unbiased and used realistic modelling.

3. Dundas is an arterial road which means commuters have to walk to a bus stop. People can go as far as 500-700m from place of residence. If a bus stop is beyond that, commuters will ignore it. Dundas is already approx 200m from housing in most cases which can steer people away from using buses. If a bus service is chosen nevertheless, it should be implemented between city "cores" and provided with connecting routes, as opposed to multi-stop bus service (like #5 in Oakville).

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 1 - Most Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 4 - Least Important

- Environmental Considerations: 3

5. Do you have any other feedback or comments? If so, please explain. :

Please see #3 above.

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report
- Socio-Economic and Land Use Study
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment
- Transportation and Traffic Impact Analysis

7. How would you like to hear from us?

- Public/ Virtual Events
- Email
- Newsletters

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Submitted on Tuesday, April 27, 2021 - 14:09

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

None at this time

b) Pinch point: Kipling Transit Hub/Aukland Road :

None at this time

a) Pinch point: Cooksville Area:

- The stretch of Dundas from Confederation to Mavis has a significant slope. I am wondering about how to ensure the south side of this slope does not erode/deteriorate should construction be required.

b) Pinch point: Erindale Valley Area :

None at this time

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

None at this time

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 3
- Geometrics/ Infrastructure Considerations: 4 - Least Important
- Property Considerations: 2
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

- I am not clear about whether the BRT will be available to people along the route, or

just to those at the ends of the route. This would be helpful to know if/where stops will be built in.

- once completed, what will be the overall impact to noise in those neighbourhoods that sit next to the BRT line ? What will be the air quality impact? Is there a commitment to using electric bus vehicles?

I apologize if this information is already on the website. I could not find it.

There is much about this plan that I support. I greatly appreciate the opportunity now and in the future to provide feedback. I would also appreciate an opportunity for a virtual meeting with the planners so we can ask questions directly.

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report
- Stage 1 Archeology Assessment Report
- Cultural Heritage Report
- Climate Change and Sustainability Report
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment
- Transportation and Traffic Impact Analysis
- Preliminary Design

7. How would you like to hear from us?

- Public/ Virtual Events
- Newsletters

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Tuesday, April 27, 2021 2:19:35 PM

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Submitted on Tuesday, April 27, 2021 - 14:19

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Need for dedicated and separated bike lanes

b) Pinch point: Kipling Transit Hub/Aukland Road :

Include priority signaling

a) Pinch point: Cooksville Area:

Implement the Dundas Connects plan now! Need for dedicated and separated directional bike lanes

b) Pinch point: Erindale Valley Area :

Implement the Dundas Connects plan now, utilizing a single alternating flow BRT lane. Need for dedicated and separated directional bike lanes

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Implement the Dundas Connects plan now, from Winston Churchill to 403 need dedicated and separated directional bike lanes, instead of bidirectional Multi Use Trail as proposed. Dedicated bike lanes to be continued over to 403 bridge to Ninth line where they would connect with the Oakville MUT's.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 2
- Geometrics/ Infrastructure Considerations: 3
- Property Considerations: 4 - Least Important
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. : Preliminary Design

7. How would you like to hear from us? Public/ Virtual Events

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Wednesday, April 28, 2021 10:30:35 AM

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Submitted on Wednesday, April 28, 2021 - 10:29

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

-Pedestrian connection to Cloverdale Mall

b) Pinch point: Kipling Transit Hub/Aukland Road :

-More pedestrian-friendly around the Transit Hub (i.e. A moving sidewalk between the Transit Hub and Subway Station)

a) Pinch point: Cooksville Area:

-New/improved Bus Stops near Dundas/Hurontario. The current bus stops at Four Corners and in front of Kusina aren't large enough and located poorly. ZUM stops in Brampton would be a good starting point.

-Desperately needs a few trees(Landscaping).

-Due to future densification and wide adjacent roads (Queensway/Burnhamthorpe), likely no need to widen Dundas in the area.

-Trucks should not be able to travel through this corridor. There are lots of pedestrians and with more buses the corridor would be too busy/noisy and likely dangerous. There are alternate routes (Queensway/Burnhamtorpe to Cawthra/Mavis).

b) Pinch point: Erindale Valley Area :

-Needs bus left-turn lanes along Mississauga Rd Southbound and Dundas Eastbound to allow buses coming/going from the University to get on Dundas easily.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

-ZUM-styled stops or bus bays at important intersections

-Improved pedestrian connections between Trafalger and Oakville Hospital(i.e. Road

shouldn't be widened, a couple more traffic lights, etc).

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 3
- Geometrics/ Infrastructure Considerations: 1 - Most Important
- Property Considerations: 4 - Least Important
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

N/A

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Socio-Economic and Land Use Study
- Transportation and Traffic Impact Analysis
- Preliminary Design
- Preliminary Design Business Case

7. How would you like to hear from us? Public/ Virtual Events

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Wednesday, April 28, 2021 10:47:20 AM

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Submitted on Wednesday, April 28, 2021 - 10:47

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 1 - Most Important
- Geometrics/ Infrastructure Considerations: 3
- Property Considerations: 2
- Environmental Considerations: 4 - Least Important

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- Noise and Vibration Impact Assessment
- Transportation and Traffic Impact Analysis
- Preliminary Design

7. How would you like to hear from us? Public/ Virtual Events

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From: [Piruthuvi Thurairajah](#)
To: [Dundas BRT](#)
Subject: FW: Form submission from: Contact
Date: Wednesday, April 28, 2021 2:11:37 PM

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: April-28-21 2:03 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Wednesday, April 28, 2021 - 14:02

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Will this project use existing lanes?

Message:

Hi,y question is: Will there be extra road lanes for this project? Or is this project proposing reducing already congested road lanes by blocking off one lane for buses?

If there is no additional lanes being built this is a colossally short sighted proposal. I live on Dundas and we need more traffic lanes not less. An underground Subway would be a better option.

The results of this submission may be viewed at:

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Wednesday, April 28, 2021 10:12:58 PM

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Submitted on Wednesday, April 28, 2021 - 22:12

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Protected bike lanes need to become part of the Dundas BRT design from Aukland Road to The East Mall. It was included as part of Toronto's ten-year Cycling Network Plan approved by City Council in June 2016, as well as in Metrolinx's Initial Business Case document from Fall 2020. Combined with an eventual extension of the Bloor bike lanes from Runnymede to the Six Points intersection, this will help establish a continuous east-west bikeway from the Mississauga border to Victoria Park (and eventually into Scarborough). The Highway 427 interchange just west of The East Mall also needs to be carefully designed to take into account the safety of people walking and biking.

b) Pinch point: Kipling Transit Hub/Aukland Road :

It may be worth having dedicated transit signals to accommodate buses entering and exiting the Kipling transit hub. Not unlike the transit signals used for Toronto's streetcars.

a) Pinch point: Cooksville Area:

As with the rest of the Dundas BRT corridor, protected bike lanes need to be included in this area. Since Dundas would intersect with the Hurontario LRT currently under construction which also calls for protected bike lanes, a Dutch style protected intersection is recommended at Dundas and Hurontario.

b) Pinch point: Erindale Valley Area :

I would be a bit concerned about the use of a reversible bus lane in this stretch.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

The dedicated bus lane (and protected bike lane) treatment proposed for Dundas Connects should also be used within Halton and Hamilton.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 3
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Climate Change and Sustainability Report
- Transportation and Traffic Impact Analysis
- Preliminary Design
- Preliminary Design Business Case
- Active Transportation (e.g. walking, cycling)

7. How would you like to hear from us?

- Public/ Virtual Events
- Email
- Newsletters

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Thursday, April 29, 2021 3:17:23 PM

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Submitted on Thursday, April 29, 2021 - 15:17

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

I think this project is well overdue and well planned along Dundas. Great way to capitalize on existing infrastructure.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 1 - Most Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 4 - Least Important
- Environmental Considerations: 3

5. Do you have any other feedback or comments? If so, please explain. :

I love the way Ontario allows for greenspace in their planning - this is important both for our health and our environment. Hopefully the plan for the hubs / links will incorporate some larger safe spaces. Putting the Dundas BRT in place is a great initiative and I would encourage Metrolinx to move along quickly and focused. Too often politics get into the way of what is right for the community and what the larger goal of the project is. Keep going!

6. What would you like to hear more about? Please select all that apply. :

- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment
- Transportation and Traffic Impact Analysis
- Preliminary Design

- Preliminary Design Business Case
7. How would you like to hear from us?
- Public/ Virtual Events
 - Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Thursday, April 29, 2021 3:32:55 PM

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Submitted on Thursday, April 29, 2021 - 15:31

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 1 - Most Important
- Property Considerations: 3
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Natural Environment Report
- Climate Change and Sustainability Report
- Transportation and Traffic Impact Analysis
- Preliminary Design
- Preliminary Design Business Case

7. How would you like to hear from us?

- Public/ Virtual Events
- Email

The results of this submission may be viewed at:

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Thursday, April 29, 2021 5:13:45 PM

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Submitted on Thursday, April 29, 2021 - 17:13

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations :

- Geometrics/ Infrastructure Considerations:

- Property Considerations:

- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

- Public/ Virtual Events

- Email

- Newsletters

- Mail

The results of this submission may be viewed at:

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Thursday, April 29, 2021 8:24:06 PM

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Submitted on Thursday, April 29, 2021 - 20:24

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Having a BRT, or something comparable, between Burlington and the Kipling Hub would be tremendously helpful for people who work in Toronto. GO Transit of course exist, but buses are limited and the trains are helpful primarily only if one is heading directly downtown (Union Station or Exhibition).

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations :
- Geometrics/ Infrastructure Considerations:
- Property Considerations:
- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

- Public/ Virtual Events
- Email
- Newsletters

The results of this submission may be viewed at:

[REDACTED]

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Friday, April 30, 2021 9:22:11 AM

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Submitted on Friday, April 30, 2021 - 09:22

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations :

- Geometrics/ Infrastructure Considerations:

- Property Considerations:

- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Friday, April 30, 2021 9:26:35 AM

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Submitted on Friday, April 30, 2021 - 09:26

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Pinching is fine. Use Dutch style protected intersections and take advantage of narrowing your intersections to make them safer for pedestrians and cyclists. Narrow roads mean slower traffic and decreased speed deltas between vehicles. It makes traveling along them safer. This is a good thing. Install protected bike lanes.

b) Pinch point: Kipling Transit Hub/Aukland Road :

Pinching is fine. Use Dutch style protected intersections and take advantage of narrowing your intersections to make them safer for pedestrians and cyclists. Narrow roads mean slower traffic and decreased speed deltas between vehicles. It makes traveling along them safer. This is a good thing. Install protected bike lanes.

a) Pinch point: Cooksville Area:

I look forward to being able to safely ride on a bicycle with a partner in a protected bike lane along this corridor. Stopping at coffee shops/restaurants as we go. Maybe Trigo bakery or Tokyo cheesecake cafe. Later maybe Las Delicias.

b) Pinch point: Erindale Valley Area :

The trees are nice. It'd be nice to be able to cycle along the bridges without worrying about being squished by impatient SUV drivers. Install cameras that can be used to dissuade drivers from attacking vulnerable road users, signage reminding them they must give 1 meter when passing cyclists. And ensure that when they don't they are ticketed and their license earns points until their license and vehicle are both seized. Some of this may require changes to the HTA. That's fine. You're a Provincial

agency. You can lobby to ensure your roads can be safely used by your users.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

There should be protected bike lanes through the entire corridor.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 1 - Most Important
- Property Considerations: 3
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

There should be bike lanes along the entire Dundas corridor.

6. What would you like to hear more about? Please select all that apply. : Bike lanes along the entire Dundas corridor

7. How would you like to hear from us? Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Friday, April 30, 2021 9:33:11 AM

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Submitted on Friday, April 30, 2021 - 09:33

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

N/A

b) Pinch point: Kipling Transit Hub/Aukland Road :

This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.

a) Pinch point: Cooksville Area:

This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.

b) Pinch point: Erindale Valley Area :

This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 3
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 4 - Least Important
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. : Climate Change and Sustainability Report

7. How would you like to hear from us? Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: Friday, April 30, 2021 9:33:33 AM

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Submitted on Friday, April 30, 2021 - 09:33

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Dundas BRT website error will not accept feedback

Message: Active Transportation (protected&connected bikeways) must be a key element of your design&installation. thank you.

The results of this submission may be viewed at:

[REDACTED]



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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Friday, April 30, 2021 9:41:06 AM

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Submitted on Friday, April 30, 2021 - 09:41

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

There should be a dedicated and protected bike lane all the way along here.

b) Pinch point: Kipling Transit Hub/Aukland Road :

There should be a dedicated and protected bike lane all the way along here.

a) Pinch point: Cooksville Area:

There should be a dedicated and protected bike lane all the way along here.

b) Pinch point: Erindale Valley Area :

There should be a dedicated and protected bike lane all the way along here.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

There should be a dedicated and protected bike lane all the way along here.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 3
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

There should be a dedicated and protected bike lane all the way along here.

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report
 - Climate Change and Sustainability Report
 - Preliminary Design
7. How would you like to hear from us? Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Friday, April 30, 2021 10:02:22 AM

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Submitted on Friday, April 30, 2021 - 10:02

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Protected bike lanes here please

b) Pinch point: Kipling Transit Hub/Aukland Road :

Protected bike lanes here please

a) Pinch point: Cooksville Area:

Protected bike lanes here please

b) Pinch point: Erindale Valley Area :

Protected bike lanes here please

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Protected bike lanes here please

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 3
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

Protected bike lanes the whole way through please.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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Submitted on Friday, April 30, 2021 - 10:12

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Protected cycle tracks add a great option.

b) Pinch point: Kipling Transit Hub/Aukland Road :

Protected cycle tracks add a great option

a) Pinch point: Cooksville Area:

Protected cycle tracks add a great option

b) Pinch point: Erindale Valley Area :

Protected cycle tracks add a great option

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Protected cycle tracks add a great option

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 3
- Property Considerations: 2
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

Protected cycle tracks add a great option

6. What would you like to hear more about? Please select all that apply. :

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Submitted on Friday, April 30, 2021 - 10:15

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Just curious how this is a pinch point. Isn't the road a total of 6 lanes wide here?

b) Pinch point: Kipling Transit Hub/Aukland Road :

Good luck with this one. Dedicated signals for buses is the best I can suggest for the intersection... Possibly also have buses use Subway Crescent instead and dedicated lanes through the parking lot siding the train tracks? (Then again, I say this having not actually been in the area for at least a year. I don't know what the current parking lot looks like)

a) Pinch point: Cooksville Area:

Put in the BRT. Cars be damned. I don't care about them.

b) Pinch point: Erindale Valley Area :

Can't speak to traffic normally in this area but reduce speed limits to 40kph. Bike and pedestrian infrastructure can be mixed-use over the bridge if build points are tight.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 3
- Geometrics/ Infrastructure Considerations: 1 - Most Important
- Property Considerations: 4 - Least Important
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

PLEASE PUT SEPERATED BIKE LANES ON THE ENTIRE THING! THANKS. It would make Dundas a much easier route to leave Toronto en route to Brant region for overnight stays (pre and post Covid) and correct a huge safety failing on Dundas over the Erindale Valley which is at present, terrible to ride on.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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Submitted on Friday, April 30, 2021 - 10:32

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 3

- Geometrics/ Infrastructure Considerations: 1 - Most Important

- Property Considerations: 4 - Least Important

- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

Please prioritize active transportation infrastructure (including CONTINUOUS protected cycling infrastructure) along the corridor. Transit and AT should always take priority over personal SOV traffic.

Please refer to the 2041 RTP's cycling network plan.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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Submitted on Friday, April 30, 2021 - 10:39

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

This should not be considered a pinch point. The existing roadway is 6 general purpose lanes plus 1 or 2 auxiliary lanes; these should be used for bus lanes.

b) Pinch point: Kipling Transit Hub/Aukland Road :

This should not be considered a pinch point. The existing roadway is 6 general purpose lanes plus 1 or 2 auxiliary lanes; these should be used for bus lanes.

a) Pinch point: Cooksville Area:

Bus and safe pedestrian/cyclist infrastructure should not be sacrificed at the expense of vehicle traffic.

b) Pinch point: Erindale Valley Area :

Bus and safe pedestrian/cyclist infrastructure should not be sacrificed at the expense of vehicle traffic.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Protected bicycle infrastructure (physical, concrete separators, not paint!) should be provided along this section of the corridor as well as the rest of the corridor. Bicycle parking should be available at stops in this section to encourage non-car access in the absence of high frequency local transit.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 1 - Most Important

- Property Considerations: 3
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

Protected bicycle infrastructure must be provided along the entire corridor. Protected infrastructure means real physical protection like a concrete barrier, not a small curbs or just a line of paint. Cyclists do not feel safe next to multiple lanes of traffic with no protection. Infrastructure should not be discontinuous, stopping at, for example, intersections or pinch points. Painted lanes on Highway 7 are an example of how NOT do provide bicycle infrastructure that people will actually use and should not be replicated on Dundas.

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Natural Environment 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
- Preliminary Design
- Preliminary Design Business Case

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- Public/ Virtual Events
- Email
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Submitted on Friday, April 30, 2021 - 11:53

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Number of motor vehicle lanes can be reduced to accommodate other road users with BRT AND protected bike lanes.

b) Pinch point: Kipling Transit Hub/Aukland Road :

Number of motor vehicle lanes can be reduced to accommodate other road users with BRT AND protected bike lanes.

a) Pinch point: Cooksville Area:

Parking lanes and sidewalk bigger can be reduced to accommodate BRT AND protected bike lanes.

b) Pinch point: Erindale Valley Area :

Parking lanes and sidewalk bigger can be reduced to accommodate BRT AND protected bike lanes.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

This is a critical piece of fully connected BRT and protected bike lanes between Toronto and Hamilton.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 1 - Most Important
- Property Considerations: 3
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

Motor vehicles have been prioritized above all other modes of transportation for nearly a century. It's time to prioritize transit and bicycles. This project is critical, but might have to sacrifice motor vehicle space for BRT and protected bike lanes. That is ok. This is how the region will grow to accommodate increased transportation demand.

6. What would you like to hear more about? Please select all that apply. :

- Transportation and Traffic Impact Analysis
- Preliminary Design
- Preliminary Design Business Case

7. How would you like to hear from us?

- Public/ Virtual Events
- Newsletters

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Submitted on Friday, April 30, 2021 - 12:26

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Auckland Road :

Shouldn't the BRT when properly implemented reduce the numbers of personal vehicles on the road? With 6+ lanes already available here, I think there's an opportunity to properly implement BRT and enhance the safety of that paved bike lane with some physical separation from the cars without needing to significantly widen the ROW.

b) Pinch point: Kipling Transit Hub/Auckland Road :

Bus only signals seem like they would work best here. And once again, that bike and pedestrian infrastructure needs to be rethought as part of this redesign as well.

a) Pinch point: Cooksville Area:

You reversed the order of the questions here from the slides in the presentation. Once again, BRT is intended to help with congestion by removing personal vehicles from the roadway. Designing as if personal vehicles will remain the dominant/sole transportation mode here is foolish in this exercise. Prioritise the needs of public transit like BRT, prioritise cycling, and prioritise walking and other similar activities.

b) Pinch point: Erindale Valley Area :

Protecting the natural environment is important, and two dedicated BRT lanes is important as well. Taking into account the median/turn areas, there looks like there's enough space for Buses, Bikes, and Pedestrians. It would be helpful to have a cross-section drawing of the street so we can understand the relative dimensions.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

The continuity of BRT and bike and pedestrian paths and infrastructure along the

length of this corridor.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 3
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

Main consideration should be given to people and their future activities rather than what they're currently doing because of the constraints of past and present infrastructural deficiencies.

Continuity of year-round public transit and active transport infrastructure should be prioritised here, rather than continuing to prioritise personal motor vehicles. We see both social and economic benefits from this, and so it would make the most sense to take his human-centered approach to the redesign.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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Submitted on Friday, April 30, 2021 - 12:39

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations :

- Geometrics/ Infrastructure Considerations:

- Property Considerations:

- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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Submitted on Friday, April 30, 2021 - 13:21

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Ensure protected bike lanes so that motor traffic is reduced and there are good options for cycling.

b) Pinch point: Kipling Transit Hub/Aukland Road :

Ensure protected bike lanes so that motor traffic is reduced and there are good options for cycling.

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations:
- Property Considerations:
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

I hope that bike lanes will be incorporated into the design.

6. What would you like to hear more about? Please select all that apply. :

- Climate Change and Sustainability Report
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment

7. How would you like to hear from us? Email

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Submitted on Friday, April 30, 2021 - 14:41

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".

b) Pinch point: Kipling Transit Hub/Aukland Road :

It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".

a) Pinch point: Cooksville Area:

It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".

b) Pinch point: Erindale Valley Area :

It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most

important) to 4 (least important) in your perspective. ==

- Traffic Considerations :
- Geometrics/ Infrastructure Considerations:
- Property Considerations:
- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

It is critical to have protected bike lanes along the entire corridor from Kipling Station to Waterdown, per the initial business case released last fall.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

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Submitted on Friday, April 30, 2021 - 15:14

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 3
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 4 - Least Important
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

In general, the design should not shy away from reducing space on Dundas for cars. If a central purpose of the Dundas BRT project is to reduce congestion and GHG emissions by reducing car use, then its design should not undercut these benefits by straining to preserve all of the current space for cars. If we are to motivate people to choose other modes, then we should take a strong stand: that three lanes each way for cars can be reduced to two, because we are taking one lane and turning it into a far more efficient way of moving humans. This approach can drastically reduce the complexity, cost, and environmental impact of the project by limiting the scope of road widening.

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report
- Climate Change and Sustainability Report
- Air Quality Impact Assessment
- Transportation and Traffic Impact Analysis

- Preliminary Design
 - Preliminary Design Business Case
7. How would you like to hear from us? Email

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Submitted on Friday, April 30, 2021 - 16:10

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations :

- Geometrics/ Infrastructure Considerations:

- Property Considerations:

- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

Dundas Street needs bike lanes. If you come up from the Waterfront trail north across the Ogden Bridge to cross the QEW and up the Stanfield bike lanes, the most natural area to head east is Dundas.

Bike lanes in this area couldn't come soon enough, particularly under/around highway 427 where drivers lose visibility with the shadows of the overpass, and the cyclist is forced to move over 2 lanes of traffic because the lanes exit to the freeway (drivers speeding up), so you have cars on both sides of you going 80KM/H with the shadows of the 427 from above. Most dangerous place to cycle in Toronto.

Also, on Dundas in Mississauga/Etobicoke, the further most right lane is a 3+ HOV lane, and I can't really find anything online whether Mississauga (and Toronto) actually allow cyclists to be in that lane on Dundas, but it's definitely not safe to be in the middle lane. The bus drivers always give me a look for being in that lane, though. Please include a bike lane in your design.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us? Email

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Submitted on Friday, April 30, 2021 - 21:56

Submitted by anonymous user: [REDACTED]

Submitted values are:

- a) Pinch point: East Mall to Aukland Road :
- b) Pinch point: Kipling Transit Hub/Aukland Road :
- a) Pinch point: Cooksville Area:

Hurontario and Dundas is already a busy intersection with work underway for the Hurontario LRT and a number of multi story developments underway. In my opinion, there isn't much room to make the road wider for the BRT. The LRT will already be reducing traffic, so additionally reducing lanes of traffic on Dundas poses challenges for those driving and living in the area. Some local business may also be affected. Wonder if this would also impact the cooksville 15min city plan.

The MiWay 1 bus goes along Dundas and takes quite some time to go from Cawthra/Dundas to Kipling, please confirm the ride time for the BRT in comparison. It may be valuable to do a survey to get rider feedback on the appropriateness in the time difference.

- b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Please clarify the estimated travel times with the BRT and confirm that ppl are willing. Might be helpful to see the BRT overlaid with a map of anticipated housing/ population density

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 1 - Most Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 4 - Least Important
- Environmental Considerations: 3

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Noise and Vibration Impact Assessment
- Transportation and Traffic Impact Analysis
- Preliminary Design
- Preliminary Design Business Case

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Submitted on Saturday, May 1, 2021 - 07:22

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Median BRT is an unnecessary splurge. The existing HOV lanes should just be designated bus-only and enforced as such. The problem of slower traffic using these lanes is already mostly solved, since most of Dundas from the 427 to Kipling now has a standard-width bike lane (in all but name -- technically I guess it's a shoulder) separate from the HOV lane.

b) Pinch point: Kipling Transit Hub/Aukland Road :

See answer to a). If the existing HOV lanes are used as bus lanes, buses have their own space right up to Subway Crescent.

a) Pinch point: Cooksville Area:

Since there are longer sections with dedicated bus lanes on either side of Cooksville, non-bus traffic could be throttled by dynamically shortening green lights at both ends of the pinch point so that traffic is always free-flowing within Cooksville. This would let buses move through the area without delay and make other much-needed improvements to the street (such as bike lanes) possible.

This kind of traffic control isn't something I pulled out of my rear; thought it's unheard of in the Toronto area, it's used with success around the world.

b) Pinch point: Erindale Valley Area :

A reversible bus lane should be enough here. If needed, the counter-peak direction can be throttled before the pinch point, as described above for Cooksville.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Existing three-lane sections should have 24/7 HOV lanes designated immediately,

and the same should be done for newly widened sections as they open. The longer we wait, the more difficult it will be to give buses space here.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 2
- Geometrics/ Infrastructure Considerations: 3
- Property Considerations: 1 - Most Important
- Environmental Considerations: 4 - Least Important

5. Do you have any other feedback or comments? If so, please explain. :

I prefer curbside bus lanes whenever feasible, as they make post-construction adjustments to stop locations much, much easier than median lanes. If the split between local and express routes is to be maintained after BRT is implemented, curbside lanes would also allow all buses to benefit from faster travel times. With curbside lanes, letting expresses pass locals is as simple as building a standard bus bay, while with median lanes, the entire street would have to be dug up at each passing location and about twice as much land would be required.

Also, though not related to the Dundas family of bus routes, this project is a great opportunity to finally give southbound route 110 buses a dedicated left-turn phase from Dundas westbound to Erin Mills southbound so that they can take the same direct routing as northbound buses. It's a huge civic embarrassment how this route has been avoiding this intersection by taking a time-consuming detour for over a decade.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

The results of this submission may be viewed at:



Facebook



Twitter



Instagram

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Saturday, May 1, 2021 8:56:32 AM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Saturday, May 1, 2021 - 08:56

Submitted by anonymous user [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT. Perhaps consider a raised or underground dedicated BRT tunnel?

b) Pinch point: Kipling Transit Hub/Aukland Road :

Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT. Perhaps consider a raised or underground dedicated BRT tunnel?

a) Pinch point: Cooksville Area:

Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT. Landscaping to provide sufficient shade and a aesthetic with structures and street trees should also be considered.

b) Pinch point: Erindale Valley Area :

Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT.

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Roadway should not need to be excessively widened, preferably one lane for cars in

either direction, dedicated BRT/emergency vehicle lanes, cycle tracks and sidewalks. Culverts and bridge improvements/widening should be considered for safe movement of wildlife and connectivity of natural areas, of which a substantial number intersect this road. Consideration for construction of walk/bike bridges or undersides to improve connectivity for active mode should also be considered within the timelines of implementing this project.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important
- Geometrics/ Infrastructure Considerations: 2
- Property Considerations: 3
- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

I strongly support the proposed BRT alignment, and strongly support the option 3 in regards to proposed model/level of service. It is essential we develop a network of transit hubs across this Toronto-West corridor rather than the lower service model and centralized model (with most buses going into Toronto) proposed. I also urge this team to assess how the BRT can be a dedicated corridor for its full length, with traffic signal priority and quality walking and separate protected cycling infrastructure (ideally heated, requiring no winter maintenance) along the full length. Let's make this a sustainable and innovative corridor which plans for future growth, density, technology and our ability to prepare for it and the necessity of the climate emergency, Vision Zero, and our corresponding targets.

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Socio-Economic and Land Use Study
- Climate Change and Sustainability Report
- Transportation and Traffic Impact Analysis
- Preliminary Design
- Preliminary Design Business Case

7. How would you like to hear from us?

- Public/ Virtual Events
- Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Saturday, May 1, 2021 11:22:22 AM

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Submitted on Saturday, May 1, 2021 - 11:22

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

Lumping Halton and Hamilton sections together is misguided. The sections are very different. Highway 6 to the 407 is much more constricted and should be evaluated separately.

In addition, design option 1 or 3 is preferred. design option 2 with segmented service does not really seem like BRT to me. That just makes it a regular bus routes requiring the commuter to transfer at several points along the route and I think makes it more complicated in terms of aligning service between the segments.

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 2

- Geometrics/ Infrastructure Considerations: 1 - Most Important

- Property Considerations: 4 - Least Important

- Environmental Considerations: 3

5. Do you have any other feedback or comments? If so, please explain. :

I am excited to see this project go ahead. I have been commuting west on Dundas Street to Mississauga for 20 years. If I were to take transit to work (at ErinMills Pkwy & Dundas) it would currently take me 3 transfers and 90 minutes - 2 hours to get there which makes that option not really feasible. Toronto needs have always been put at the forefront in everything that Metrolinx has done since the beginning. It would be good to see this project start in the West at Highway 6 in terms of priority

since there is a HUGE influx of people from Toronto into the housing market in Hamilton (Waterdown) who are now adding to the congestion of commuter traffic. The segmented service option is the least desirable from my standpoint. I assume that means it would still require several transfers to get to my destination which does not make it BRT. If the commuter has to wait at several transfers then what is the point? If it is not a comparable option to driving yourself you will not get people out of their cars.

6. What would you like to hear more about? Please select all that apply. : Natural Environment Report

7. How would you like to hear from us?

- Public/ Virtual Events
- Mail

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Sunday, May 2, 2021 9:11:19 AM

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Submitted on Sunday, May 2, 2021 - 09:11

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

4 no

b) Pinch point: Kipling Transit Hub/Aukland Road :

1 yes Will these buses be the existing MiWay routes 101?

a) Pinch point: Cooksville Area:

2 no

b) Pinch point: Erindale Valley Area :

3 no

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 1 - Most Important
- Geometrics/ Infrastructure Considerations: 3
- Property Considerations: 4 - Least Important
- Environmental Considerations: 2

5. Do you have any other feedback or comments? If so, please explain. :

6. What would you like to hear more about? Please select all that apply. :

- TPAP
- Natural Environment Report
- Climate Change and Sustainability Report
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment

7. How would you like to hear from us? Email

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Monday, May 3, 2021 3:39:54 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Monday, May 3, 2021 - 15:39

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations :

- Geometrics/ Infrastructure Considerations:

- Property Considerations:

- Environmental Considerations:

5. Do you have any other feedback or comments? If so, please explain. :

Attention to #ActiveTransportation is a key tool to build healthy, sustainable communities & reduce emissions in this Climate Emergency. "Traffic" includes active transportation and is supported with funding at the federal level led by [REDACTED]

The DUNDAS BRT must include protected and connected bikeways to ensure transportation equity.

6. What would you like to hear more about? Please select all that apply. :

7. How would you like to hear from us?

The results of this submission may be viewed at:

[REDACTED]

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Provide Your Feedback
Date: Sunday, May 2, 2021 3:49:33 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Sunday, May 2, 2021 - 15:49

Submitted by anonymous user: [REDACTED]

Submitted values are:

a) Pinch point: East Mall to Aukland Road :

b) Pinch point: Kipling Transit Hub/Aukland Road :

a) Pinch point: Cooksville Area:

b) Pinch point: Erindale Valley Area :

3. Do you have any specific insights or concerns in Halton Region or Hamilton? :

==4. Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective. ==

- Traffic Considerations : 4 - Least Important

- Geometrics/ Infrastructure Considerations: 2

- Property Considerations: 3

- Environmental Considerations: 1 - Most Important

5. Do you have any other feedback or comments? If so, please explain. :

Active transportation should be prioritized through the corridor. Remove all right turn lanes and channelizations. Only provide left turn lanes where absolutely necessary. All intersections should be protected. Wide cycle tracks and sidewalks should be provided on both sides. Vehicle through lanes should be no more than 3.3m wide. The design speed for vehicle traffic should be 40km/h. Remove car lanes or parking instead of compromising transit or active transportation at pinch points. Ensure excellent streetlighting, landscaping, and general streetscaping. Traffic signals should give priority to transit and active transportation. Provide frequent, safe, protected active transportation crossings. Ban right turns on red. Ensure that the design of the corridor allows for future conversion to an LRT system. Everything should be designed with a vision zero mindset.

6. What would you like to hear more about? Please select all that apply. :

- Natural Environment Report

- Climate Change and Sustainability Report

- Air Quality Impact Assessment

- Preliminary Design

7. How would you like to hear from us? Social media

The results of this submission may be viewed at:



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Appendix E

Public Feedback Forms

- [Contact Us](#)

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: Monday, April 26, 2021 3:17:37 PM

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EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Monday, April 26, 2021 - 15:17

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Contact if information regarding Alectra Utilities relocations are required to support Project - Alectra Utilities Transit

Message: Please contact if you require information from Alectra Utilities for TPAP, Preparatory Activity or RFP Support for this Project

The results of this submission may be viewed at:

[REDACTED]



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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: Thursday, April 29, 2021 7:29:20 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Thursday, April 29, 2021 - 19:29

Submitted by user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Stakeholder Advisory Group

Message: Hi there,

The results of this submission may be viewed at:

[REDACTED]



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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Dundas BRT](#)
Subject: Form submission from: Contact the Dundas BRT Team
Date: Friday, April 30, 2021 9:33:33 AM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Friday, April 30, 2021 - 09:33

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Dundas BRT website error will not accept feedback

Message: Active Transportation (protected&connected bikeways) must be a key element of your design&installation. thank you.

The results of this submission may be viewed at:

[REDACTED]



Facebook



Twitter



Instagram

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From: [Piruthuvi Thurairajah](#)
To: [Dundas BRT](#)
Subject: FW: Form submission from: Contact
Date: Tuesday, May 11, 2021 2:49:38 PM

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May-11-21 1:23 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Submitted on Tuesday, May 11, 2021 - 13:22

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Dundas BRT, Request for Community Representative Opportunity

Message:

Good Morning. [REDACTED] of the Applewood Hills & Heights Residents' Association (AHHRA) located in Mississauga East area.

The Dundas BRT will be included in the area where we are located and address local matters to. We would like to know if there are any community/representative positions open so that one or two of our members can join in providing feedback and contribute as a source from the community. We look forward to your reply and thank you in advance for your attention to this request.

[REDACTED]

The results of this submission may be viewed at:

[REDACTED]



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Appendix E

Public Feedback Forms

- **Email Correspondence**

From: [REDACTED]
To: [Halton Region](#)
Subject: Dundas Bus Rapid Transit
Date: Wednesday, April 21, 2021 8:04:41 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi -I just received the notice in my mailbox for the proposed Dundas Bus Rapid Transit.

I am very very concerned about any expansion to widen or add lanes to Dundas. This is a residential area with many small children, parks and playgrounds. The last thing we need is more lanes for more traffic.

I thought I saw a notice sometime back about possible rapid transit lanes to run from highway 6 to Mississauga which would run alongside the 407 Highway and not on Dundas. Is this not a better option for safety in a residential area with lots of small children. This would add transit where there already is traffic and away from homes and children. Also, Dundas has a number of houses or townhouse units quite close to the street. What will happen with these homes?

Thank you for you time and allowing my input.

Best Regards

[REDACTED]

From: [REDACTED]
To: [Halton Region](#)
Subject: Dundas BRT
Date: Wednesday, April 21, 2021 6:56:52 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi, I live close to Dundas in Millcroft (backing onto the YMCA daycare). I'm wondering what the plans are for this section of Dundas (between Appleby and Walkers).

Thanks.

From: [REDACTED]
To: [Halton Region](#)
Subject: Dundas BRT
Date: Wednesday, April 21, 2021 12:36:32 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Is there a link with more info on this ?

[REDACTED]

From: [REDACTED]
Sent: April 22, 2021 4:27 PM
To: Hamilton <Hamilton@metrolinx.com>
Subject: Dundas BRT

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi,

I received an information card regarding the proposed Dundas Bus Rapid Transit. My backyard backs on to Dundas so this project will directly affect me and my family.

Currently there is a lot of traffic on Dundas, however cars contribute very little to the noise we experience in our backyard. Large trucks and buses on the other hand are quite loud, and already constitute an annoyance to our property. I want to know what you plan to do about the fact that the new service will increase the frequency and volume of large vehicles and the noise they create.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Halton Region](#); [Hamilton](#)
Subject: Community Engagement - Dundas BRT
Date: Thursday, April 22, 2021 3:24:00 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi There,

I am writing to you regarding the virtual open house for the Dundas Bus Rapid Transit. I went through the information provided online and I am very happy to learn about this! I think this will be a great option for commuters and will provide some relief for those looking to get out of the rush hour congestion. I live in Waterdown and this certainly looks like a good option for getting into mississauga and the City without having to get down to the train line or take a long winding two hour bus ride.

I was wondering if there are any plans to incorporate separated bike routes along this corridor? This is something I would love to see implemented in the future. I also know there is a large cycling community in Halton and Hamilton and many people (including myself) use bikes to commute, as well as to get to bus stops. Having separated designated bike lanes will make this corridor safer for cars and cyclists.

Thank you for this opportunity to provide feedback. I look forward to hearing from you.

Kind regards,

[REDACTED]

From: [REDACTED]
To: [Peel](#)
Subject: Dundas BRT
Date: Thursday, April 22, 2021 2:37:21 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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This is a complete waste of money. Existing bus lines are already grossly underutilized. Money would be better spent providing faster connections to the rail lines.

thanks,

[REDACTED]

From: [REDACTED]
To: [Peel](#)
Subject: Feedback
Date: Thursday, April 22, 2021 10:17:15 AM
Attachments: [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello,

For some reason, the feedback form keeps telling me that I missed something.
I don't think I did, see attached.

Best,

[REDACTED]

From: [REDACTED]
Sent: April 23, 2021 8:36 AM
To: Hamilton <Hamilton@metrolinx.com>
Subject: DundasBRT Preliminary Design Comments

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello.

I was looking at the preliminary design for the DundasBRT project. I did not see the proposed station stops. Please consider a station stop near the Hamilton Street/Dundas Street intersection (or something along dundas st. In the Waterdown Area Core)

Thanks. Looking forward to the development of this project.

[REDACTED]
[REDACTED]

Get [Outlook for Android](#)

From: [REDACTED]
To: [Peel](#)
Subject: Dundas Bus Rapid Transit Question
Date: Friday, April 23, 2021 12:06:11 PM
Attachments: [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi

I live off of Dundas st in Mississauga.

Currently I depend on having access to 3 lanes of traffic to facilitate daily life.

I am concerned that this plan will not add a much needed 4th lane of traffic but rather propose to TAKE AWAY one lane of traffic serving an already busy route.

Please confirm that this plan involves an underground tunnel for buses / subway and not a dedicated Bus lane (which is a horrible idea for those who actually live in the area)

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED] ☐
[REDACTED]

From: [REDACTED]
Sent: April 27, 2021 8:57 AM
To: Peel <Peel@metrolinx.com>
Subject: Re: Dundas BRT EML:025400223

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

Thank you for your response.

I don't believe your studies incorporate the new reality of work from home and the impact it will have on travel.

In addition, it is unreasonable to consider using Dundas to get to the TTC. It takes 45 minutes to get to downtown Toronto from the Kipling subway station. To commute along Dundas and add that additional time makes the trip improbable. In any event, Mississauga transit already provides such a route and to expect riders from beyond Mississauga to travel to Kipling to get downtown is unrealistic. In addition, the TTC is already maxed out and throwing more riders onto the TTC is not feasible.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: April 28, 2021 2:22 PM

To: Hamilton <Hamilton@metrolinx.com>

Subject: Dundas BRT

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello!

I am very interested in the Dundas BRT and had some questions.

- What is the projected date for the launch of this service?
- Where would I apply to be hired as a driver/operator for the Dundas BRT?

I live in Waterdown right near the west end of the route and have four and a half years of driving experience operating a city bus in a major metropolitan area.

Thanks for your help.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: April 29, 2021 7:33 PM
To: Halton Region <HaltonRegion@metrolinx.com>
Subject: Dundas BRT Stakeholder Advisory Group

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Hi there,

I was told that Metrolinx is beginning to look for people to join a stakeholder advisory group for the Dundas BRT. As someone who lives on Dundas St (in Burlington) and would get great use out of the BRT I am interested to know what being a member entails and if you are still searching.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: April 29, 2021 2:26 PM
To: Peel <Peel@metrolinx.com>
Subject: RE: Dundas Bus Rapid Transit Question

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi

I am waiting on a reply.

Please advise whether this project can ADD extra lanes to existing roads or alternately use tunnels or overhead overpasses to expand available lanes?

An alternate (and in my opinion better) option would be to bite the bullet of cost and build a subway.

Again , as someone actually living off Dundas rd, we do not have space for a bus lane with current lanes, and we should think about ADDING more lanes rather than making one lane bus only to annoy drivers and residents.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: May 7, 2021 4:29 PM
To: Peel <Peel@metrolinx.com>
Subject: RE: Dundas Bus Rapid Transit Question EML:025400270

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi

Thank you for your reply.

I do live in the Cooksville area and so I appreciate that you are planning tunnels and some sort of expansion of road capacity. Maybe they could even build the LRT on Hurontario to connect to the underground bus station somehow to avoid having people wait in the rain/ snow?

Your reply was surprisingly logical! Lets hope the final project ends up that way!

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Appendix F

Public Feedback Table

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Email	22-Apr-21	No	Not for this one	2. How will the traffic be handled during the work? Will the property owners be compensated at real sale value?	1. Are there any unique species of flora and fauna here that need to be protected? If yes, how will they be?	No, again.	Traffic Considerations - 1 Geometrics/ Infrastructure Considerations - 2 Property Considerations - 1 Environmental Considerations - 1	I find that any work here in the GTHA (I have been living in Mississauga since early 2000) takes forever to start and then, even more, to be finished. The political cycle is not helping. I think some of these projects should get buy-in from all political leaders, so that a change in leadership does not throw a wrench into the spokes at every stage of the project.	Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Climate Change and Sustainability Report Noise and Vibration Impact Assessment	Public/ Virtual Events Email Newsletters
Engage	26-Apr-21					The homes that reside along Dundas for a lot of Oakville/halton/Hamilton. How will the buses schedule/noise and vibration come into effect? What are the scheduling operational times being taken into consideration? How do you consider where bus stops are? For some areas there is not a lot of space from the sidewalk to a home and having a shelter or a stop on their front lawn will need to be considered.	Traffic Considerations : 2 Geometrics/ Infrastructure Considerations: 4 Property Considerations: 1 Environmental Considerations: 3	The homes that reside along Dundas for a lot of Oakville/halton/Hamilton. How will the buses schedule/noise and vibration come into effect? What are the scheduling operational times being taken into consideration? How do you consider where bus stops are? For some areas there is not a lot of space from the sidewalk to a home and having a shelter or a stop on their front lawn will need to be considered.	Natural Environment Report Stage 1 Archeology Assessment Report Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment	Email Newsletters
Engage	26-Apr-21	No insights or concerns	No insights or concerns	No insights or concerns	No insights or concerns	I'm happy to see a connection between the top of Burlington and Waterdown.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2		Transportation and Traffic Impact Analysis Preliminary Design	Email
Engage	26-Apr-21			A future stop for the Dundas BRT should include an easy, accessible and convenient transfer to the Hurontario LRT stop at Dundas and Hurontario.			Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3		Socio-Economic and Land Use Study Transportation and Traffic Impact Analysis Preliminary Design Business Case	Public/ Virtual Events Social media

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	26-Apr-21	no comment	no comment	no comment	this is an environmentally sensitive area, everything should be done to preserve it	What the ----? Why is Halton and Hamilton lumped together? But I have a big concern about Waterdown, the downtown core has a beautiful small town feel to it and is already pretty congested. There is no room for additional lanes and I am certainly opposed to buses getting preference in their journey over my commute to Burlington for work. I moved to the country to get away from ---- like this. I am very much opposed to this going through Waterdown at all. This is not an improvement.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 2 Environmental Considerations: 1 - Most Important	In the above question what is traffic considerations? Like how much this is going to ---- up current traffic or how much more traffic this is going to bring. If it is how much it's going to screw things up for Waterdown; then Environmental, Property and Traffic are all equally important. Why would anyone design a survey that asks you to rank stuff and allow you to pick all of them as most important. So I've said i want to know more and be contacted by email, yet you're not collecting email addresses? Who designed this survey?	Natural Environment Report Socio-Economic and Land Use Study Noise and Vibration Impact Assessment	Email
Engage	26-Apr-21					1. Introducing a new transportation route is definitely a positive move as it will increase transit coverage and cohesiveness. However, as a regular public transit user I can attest that only a handful of people use bus transit for distant commutes. Successful transit models should not rely on bus service as a backbone of the system. With the planned growth, it is unclear how bus system is going to handle it. We do have backbone - go trains. Buses should serve "the last mile". 2. It is unrealistic to believe anyone will be taking a bus to get to Kipling to go to downtown (which is where the VAST majority of commuters are headed). Medium and wealthy households dominate in residential areas along Dundas - you do not expect these individuals to trade BMW for a bus. Train, yes, but not the bus... I wonder where capacity assessment was unbiased and used realistic modelling. 3. Dundas is an arterial road which means commuters have to walk to a bus stop. People can go as far as 500-700m from place of residence. If a bus stop is beyond that, commuters will ignore it. Dundas is already approx 200m from housing in most cases which can steer people away from using buses. If a bus service is chosen nevertheless, it should be implemented between city "cores" and provided with connecting routes, as opposed to multi-stop bus service (like #5 in Oakville).	Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3	Please see #3 above.	Natural Environment Report Socio-Economic and Land Use Study Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis	Public/ Virtual Events Email Newsletters

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	27-Apr-21	None at this time	None at this time	The stretch of Dundas from Confederation to Mavis has a significant slope. I am wondering about how to ensure the south side of this slope does not erode/deteriorate should construction be required.	None at this time	None at this time	Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 4 - Least Important Property Considerations: 2 Environmental Considerations: 1 - Most Important	I am not clear about whether the BRT will be available to people along the route, or just to those at the ends of the route. This would be helpful to know if/where stops will be built in. - once completed, what will be the overall impact to noise in those neighbourhoods that sit next to the BRT line ? What will be the air quality impact? Is there a commitment to using electric bus vehicles? I apologize if this information is already on the website. I could not find it. There is much about this plan that I support. I greatly appreciate the opportunity now and in the future to provide feedback. I would also appreciate an opportunity for a virtual meeting with the planners so we an ask questions directly.	Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design	Public/ Virtual Events Newsletters
Engage	27-Apr-21	Need for dedicated and separated bike lanes	Include priority signaling	Implement the Dundas Connects plan now! Need for dedicated and separated directional bike lanes	Implement the Dundas Connects plan now, utilizing a single alternating flow BRT lane. Need for dedicated and separated directional bike lanes	Implement the Dundas Connects plan now, from Winston Churchill to 403 need dedicated and separated directional bike lanes, instead of bidirectional Multi Use Trail as proposed. Dedicated bike lanes to be continued over to 403 bridge to Ninth line where the would connect with the Oakville MUT's.	Traffic Considerations : 2 Geometrics/ Infrastructure Considerations: 3 Property Considerations: 4 - Least Important Environmental Considerations: 1 - Most Important		Preliminary Design	Public/ Virtual Events

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	28-Apr-21	Pedestrian connection to Cloverdale Mall	More pedestrian-friendly around the Transit Hub (i.e. A moving sidewalk between the Transit Hub and Subway Station)	New/improved Bus Stops near Dundas/Hurontario. The current bus stops at Four Corners and in front of Kusina aren't large enough and located poorly. ZUM stops in Brampton would be a good starting point. -Desperately needs a few trees(Landscaping). -Due to future densification and wide adjacent roads (Queensway/Burnhamthorpe), likely no need to widen Dundas in the area. -Trucks should not be able to travel through this corridor. There are lots of pedestrians and with more buses the corridor would be too busy/noisy and likely dangerous. There are alternate routes (Queensway/Burnhamtorpe to Cawthra/Mavis).	Needs bus left-turn lanes along Mississauga Rd Southbound and Dundas Eastbound to allow buses coming/going from the University to get on Dundas easily.	ZUM-styled stops or bus bays at important intersections -Improved pedestrian connections between Trafalger and Oakville Hospital(i.e. Road shouldn't be wided, a couple more traffic lights, etc).	Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 2	N/A	TPAP Socio-Economic and Land Use Study Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events
Engage	28-Apr-21						Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 2 Environmental Considerations: 4 - Least Important		Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design	Public/ Virtual Events

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	28-Apr-21	Protected bike lanes need to become part of the Dundas BRT design from Aukland Road to The East Mall. It was included as part of Toronto's ten-year Cycling Network Plan approved by City Council in June 2016, as well as in Metrolinx's Initial Business Case document from Fall 2020. Combined with an eventual extension of the Bloor bike lanes from Runnymede to the Six Points intersection, this will help establish a continuous east-west bikeway from the Mississauga border to Victoria Park (and eventually into Scarborough). The Highway 427 interchange just west of The East Mall also needs to be carefully designed to take into account the safety of people walking and biking.	It may be worth having dedicated transit signals to accommodate buses entering and exiting the Kipling transit hub. Not unlike the transit signals used for Toronto's streetcars.	As with the rest of the Dundas BRT corridor, protected bike lanes need to be included in this area. Since Dundas would intersect with the Hurontario LRT currently under construction which also calls for protected bike lanes, a Dutch style protected intersection is recommended at Dundas and Hurontario.	I would be a bit concerned about the use of a reversible bus lane in this stretch.	The dedicated bus lane (and protected bike lane) treatment proposed for Dundas Connects should also be used within Halton and Hamilton.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important		TPAP Climate Change and Sustainability Report Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Active Transportation (e.g. walking, cycling)	Public/ Virtual Events Email Newsletters
Contact Us	28-Apr-21							Hi,y question is: Will there be extra road lanes for this project? Or is this project proposing reducing already congested road lanes by blocking off one lane for buses? If there is no additional lanes being built this is a colossally short sighted proposal. I live on Dundas and we need more traffic lanes not less. An underground Subway would be a better option.		

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	29-Apr-21						Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2		TPAP Natural Environment Report Climate Change and Sustainability Report Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email
Engage	29-Apr-21									Public/ Virtual Events Email Newsletters Mail
Engage	29-Apr-21			I'm aware of the Dundas Connects plan that Mississauga has and believe it has the best option for the area		In Burlington space is being provided for cycling on Dundas through the road widening, unfortunately, it's un-protected cycling facilities that are being added. As the Dundas BRT project is implemented, these facilities should be fully protected.	Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 1 - Most Important	I'm looking forward to this being implemented. Reading some of the documentation for the project, it was noted that Halton would need to be moved on quickly while there's political will. As a Burlington resident who lives on Dundas St that concerns me; please do so before it isn't possible to bring such an important project to its full potential.	TPAP Stage 1 Archeology Assessment 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 Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email Newsletters
Engage	29-Apr-21					Having a BRT, or something comparable, between Burlington and the Kipling Hub would be tremendously helpful for people who work in Toronto. GO Transit of course exist, but buses are limited and the trains are helpful primarily only if one is heading directly downtown (Union Station or Exhibition).	Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations			Public/ Virtual Events Email Newsletters
Engage	29-Apr-21					I think this project is well overdue and well planned along Dundas. Great way to capitalize on existing infrastructure.	Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3	I love the way Ontario allows for greenspace in their planning - this is important both for our health and our environment. Hopefully the plan for the hubs / links will incorporate some larger safe spaces. Putting the Dundas BRT in place is a great initiative and I would encourage Metrolinx to move along quickly and focused. Too often politics get into the way of what is right for the community and what the larger goal of the project is. Keep going!	Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email

Source	Date	Having reviewed the pinch points in Toronto do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21						Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations			
Contact Us	30-Apr-21							Active Transportation (protected & connected bikeways) must be a key element of your design & installation. Thank you.		
Engage	30-Apr-21	Pinching is fine. Use Dutch style protected intersections and take advantage of narrowing your intersections to make them safer for pedestrians and cyclists. Narrow roads mean slower traffic and decreased speed deltas between vehicles. It makes traveling along them safer. This is a good thing. Install protected bike lanes.	Pinching is fine. Use Dutch style protected intersections and take advantage of narrowing your intersections to make them safer for pedestrians and cyclists. Narrow roads mean slower traffic and decreased speed deltas between vehicles. It makes traveling along them safer. This is a good thing. Install protected bike lanes.	I look forward to being able to safely ride on a bicycle with a partner in a protected bike lane along this corridor. Stopping at coffee shops/restaurants as we go. Maybe Trigo bakery or Tokyo cheesecake cafe. Later maybe Las Delicias.	The trees are nice. It'd be nice to be able to cycle along the bridges without worrying about being squished by impatient SUV drivers. Install cameras that can be used to dissuade drivers from attacking vulnerable road users, signage reminding them they must give 1 meter when passing cyclists. And ensure that when they don't they are ticketed and their license earns points until their license and vehicle are both seized. Some of this may require changes to the HTA. That's fine. You're a Provincial agency. You can lobby to ensure your roads can be safely used by your users.	There should be protected bike lanes through the entire corridor.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2	There should be bike lanes along the entire Dundas corridor.	Bike lanes along the entire Dundas corridor	Email

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	N/A	This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.	This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.	This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.	This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.	Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 1 - Most Important		Climate Change and Sustainability Report	Email
Engage	30-Apr-21	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	There should be a dedicated and protected bike lane all the way along here.	Natural Environment Report Climate Change and Sustainability Report Preliminary Design	Email
Engage	30-Apr-21	Protected bike lanes here please	Protected bike lanes here please	Protected bike lanes here please	Protected bike lanes here please	Protected bike lanes here please	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	Protected bike lanes the whole way through please.		
Engage	30-Apr-21	Protected cycle tracks add a great option.	Protected cycle tracks add a great option.	Protected cycle tracks add a great option.	Protected cycle tracks add a great option.	Protected cycle tracks add a great option.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 2 Environmental Considerations: 1 - Most Important	Protected cycle tracks add a great option		Newsletters

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	Just curious how this is a pinch point. Isn't the road a total of 6 lanes wide here?	Good luck with this one. Dedicated signals for buses is the best I can suggest for the intersection... Possibly also have buses use Subway Crescent instead and dedicated lanes through the parking lot siding the train tracks? (Then again, I say this having not actually been in the area for at least a year. I don't know what the current parking lot looks like)	Put in the BRT. Cars be damned. I don't care about them	Can't speak to traffic normally in this area but reduce speed limits to 40kph. Bike and pedestrian infrastructure can be mixed-use over the bridge if build points are tight.		Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 2	PLEASE PUT SEPERATED BIKE LANES ON THE ENTIRE THING! THANKS. It would make Dundas a much easier route to leave Toronto en route to Brant region for overnight stays (pre and post Covid) and correct a huge safety failing on Dundas over the Erindale Valley which is at present, terrible to ride on.		
Engage	30-Apr-21						Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 2	Please prioritize active transportation infrastructure (including CONTINUOUS protected cycling infrastructure) along the corridor. Transit and AT should always take priority over personal SOV traffic. Please refer to the 2041 RTP's cycling network plan.		
Engage	30-Apr-21	This should not be considered a pinch point. The existing roadway is 6 general purpose lanes plus 1 or 2 auxiliary lanes; these should be used for bus lanes.	This should not be considered a pinch point. The existing roadway is 6 general purpose lanes plus 1 or 2 auxiliary lanes; these should be used for bus lanes.	Bus and safe pedestrian/cyclist infrastructure should not be sacrificed at the expense of vehicle traffic.	Bus and safe pedestrian/cyclist infrastructure should not be sacrificed at the expense of vehicle traffic.	Protected bicycle infrastructure (physical, concrete separators, not paint!) should be provided along this section of the corridor as well as the rest of the corridor. Bicycle parking should be available at stops in this section to encourage non-car access in the absence of high frequency local transit.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2	Protected bicycle infrastructure must be provided along the entire corridor. Protected infrastructure means real physical protection like a concrete barrier, not a small curbs or just a line of paint. Cyclists do not feel safe next to multiple lanes of traffic with no protection. Infrastructure should not be discontinuous, stopping at, for example, intersections or pinch points. Painted lanes on Highway 7 are an example of how NOT do provide bicycle infrastructure that people will actually use and should not be replicated on Dundas.	TPAP Natural Environment 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 Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email Newsletters Mail

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Engage	30-Apr-21	Number of motor vehicle lanes can be reduced to accommodate other road users with BRT AND protected bike lanes.	Number of motor vehicle lanes can be reduced to accommodate other road users with BRT AND protected bike lanes.	Parking lanes and sidewalk bigger can be reduced to accommodate BRT AND protected bike lanes.	Parking lanes and sidewalk bigger can be reduced to accommodate BRT AND protected bike lanes.	This is a critical piece of fully connected BRT and protected bike lanes between Toronto and Hamilton	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2	Motor vehicles have been prioritized above all other modes of transportation for nearly a century. It's time to prioritize transit and bicycles. This project is critical, but might have to sacrifice motor vehicle space for BRT and protected bike lanes. That is ok. This is how the region will grow to accommodate increased transportation demand.	Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Newsletters
Engage	30-Apr-21	Shouldn't the BRT when properly implemented reduce the numbers of personal vehicles on the road? With 6+ lanes already available here, I think there's an opportunity to properly implement BRT and enhance the safety of that pained bike lane with some physical separation from the cars without needing to significantly widen the ROW.	Bus only signals seem like they would work best here. And once again, that bike and pedestrian infrastructure needs to be rethought as part of this redesign as well.	You reversed the order of the questions here from the slides in the presentation. Once again, BRT is intended to help with congestion by removing personal vehicles from the roadway. Designing as if personal vehicles will remain the dominant/sole transportation mode here is foolish in this exercise. Prioritise the needs of public transit like BRT, prioritise cycling, and prioritise walking and other similar activities.	Protecting the natural environment is important, and two dedicated BRT lanes is important as well. Taking into account he median/turn areas, there looks like there's enough space for Buses, Bikes, and Pedestrians. It would be helpful to have a cross-section drawing of the street so we can understand the relative dimensions.	The continuity of BRT and bike and pedestrian paths and infrastructure along the length of this corridor.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	Main consideration should be given to people and their future activities rather than what they're currently doing because of the constraints of past and present infrastructural deficiencies. Continuity of year-round public transit and active transport infrastructure should be prioritised here, rather than continuing to prioritise personal motor vehicles. We see both social and economic benefits from this, and so it would make the most sense to take his human-centered approach to the redesign.		
Engage	30-Apr-21						Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:			
Engage	30-Apr-21	Ensure protected bike lanes so that motor traffic is reduced and there are good options for cycling.	Ensure protected bike lanes so that motor traffic is reduced and there are good options for cycling.				Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations: 1 - Most Important		Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment	Email

Source	Date	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	Having reviewed the pinch points in Toronto, do you have any specific insights or concerns? Pinch point: Kipling Transit Hub/Aukland Road	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	Do you have any other feedback or comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology 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 Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".	It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".	It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".	It is critical to have cycling infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot "build our way out of traffic".		Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:	It is critical to have protected bike lanes along the entire corridor from Kipling Station to Waterdown, per the initial business case released last fall.		
Engage	30-Apr-21						Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 1 - Most Important	In general, the design should not shy away from reducing space on Dundas for cars. If a central purpose of the Dundas BRT project is to reduce congestion and GHG emissions by reducing car use, then its design should not undercut these benefits by straining to preserve all of the current space for cars. If we are to motivate people to choose other modes, then we should take a strong stand: that three lanes each way for cars can be reduced to two, because we are taking one lane and turning it into a far more efficient way of moving humans. This approach can drastically reduce the complexity, cost, and environmental impact of the project by limiting the scope of road widening.	Natural Environment Report Climate Change and Sustainability Report Air Quality Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Email

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Engage	30-Apr-21						Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:	Dundas Street needs bike lanes. If you come up from the Waterfront trail north across the Ogden Bridge to cross the QEW and up the Stanfield bike lanes, the most natural area to head east is Dundas. Bike lanes in this area couldn't come soon enough, particularly under/around highway 427 where drivers lose visibility with the shadows of the overpass, and the cyclist is forced to move over 2 lanes of traffic because the lanes exit to the freeway (drivers speeding up), so you have cars on both sides of you going 80KM/H with the shadows of the 427 from above. Most dangerous place to cycle in Toronto. Also, on Dundas in Mississauga/Etobicoke, the further most right lane is a 3+ HOV lane, and I can't really find anything online whether Mississauga (and Toronto) actually allow cyclists to be in that lane on Dundas, but it's definitely not safe to be in the middle lane. The bus drivers always give me a look for being in that lane, though. Please include a bike lane in your design.		Email

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Engage	30-Apr-21			Hurontario and Dundas is already a busy intersection with work underway for the Hurontario LRT and a number of multi story developments underway. In my opinion, there isn't much room to make the road wider for the BRT. The LRT will already be reducing traffic, so additionally reducing lanes of traffic on Dundas poses challenges for those driving and living in the area. Some local business may also be affected. Wonder if this would also impact the cooksville 15min city plan. The MiWay 1 bus goes along Dundas and takes quite some time to go from Cawthra/Dundas to Kipling, please confirm the ride time for the BRT in comparison. It may be valuable to do a survey to get rider feedback on the appropriateness in the time difference.		Please clarify the estimated travel times with the BRT and confirm that ppl are willing. Might be helpful to see the BRT overlaid with a map of anticipated housing/ population density	Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3		TPAP Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email Newsletters

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Engage	1-May-21	Median BRT is an unnecessary splurge. The existing HOV lanes should just be designated bus-only and enforced as such. The problem of slower traffic using these lanes is already mostly solved, since most of Dundas from the 427 to Kipling now has a standard-width bike lane (in all but name -- technically I guess it's a shoulder) separate from the HOV lane.	See answer to a). If the existing HOV lanes are used as bus lanes, buses have their own space right up to Subway Crescent.	Since there are longer sections with dedicated bus lanes on either side of Cooksville, non-bus traffic could be throttled by dynamically shortening green lights at both ends of the pinch point so that traffic is always free-flowing within Cooksville. This would let buses move through the area without delay and make other much-needed improvements to the street (such as bike lanes) possible. This kind of traffic control isn't something I pulled out of my rear; thought it's unheard of in the Toronto area, it's used with success around the world.	A reversible bus lane should be enough here. If needed, the counter-peak direction can be throttled before the pinch point, as described above for Cooksville.	Existing three-lane sections should have 24/7 HOV lanes designated immediately, and the same should be done for newly widened sections as they open. The longer we wait, the more difficult it will be to give buses space here.	Traffic Considerations : 2 Geometrics/ Infrastructure Considerations: 3 Property Considerations: 1 - Most Important Environmental Considerations: 4 - Least Important	I prefer curbside bus lanes whenever feasible, as they make post-construction adjustments to stop locations much, much easier than median lanes. If the split between local and express routes is to be maintained after BRT is implemented, curbside lanes would also allow all buses to benefit from faster travel times. With curbside lanes, letting expresses pass locals is as simple as building a standard bus bay, while with median lanes, the entire street would have to be dug up at each passing location and about twice as much land would be required. Also, though not related to the Dundas family of bus routes, this project is a great opportunity to finally give southbound route 110 buses a dedicated left-turn phase from Dundas westbound to Erin Mills southbound so that they can take the same direct routing as northbound buses. It's a huge civic embarrassment how this route has been avoiding this intersection by taking a time-consuming detour for over a decade.		

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Engage	1-May-21	Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT. Perhaps consider a raised or underground dedicated BRT tunnel?	Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT. Perhaps consider a raised or underground dedicated BRT tunnel?	Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT. Landscaping to provide sufficient shade and a aesthetic with structures and street trees should also be considered.	Traffic volumes must be reduced via this transit service, dedicated cycle tracks and wider sidewalks, in addition to improved transit and active transport infrastructure in parallel major roads in order to replace two car lanes here with dedicated BRT.	Roadway should not need to be excessively widened, preferably one lane for cars in either direction, dedicated BRT/ mergency vehicle lanes, cycle tracks and sidewalks. Culverts and bridge improvements/ widening should be considered for safe movement of wildlife and connectivity of natural areas, of which a substantial number intersect this road. Consideration for construction of walk/bike bridges or undersides to improve connectivity for active mode should also be considered within the timelines of implementing this project.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	I strongly support the proposed BRT alignment, and strongly support the option 3 in regards to proposed model/level of service. It is essential we develop a network of transit hubs across this Toronto-West corridor rather than the lower service model and centralized model (with most buses going into Toronto) proposed. I also urge this team to assess how the BRT can be a dedicated corridor for its full length, with traffic signal priority and quality walking and seperate protected cycling infrastructure (ideally heated, requiring no winter maintenance) along the full length. Let's make this a sustainable and innovative corridor which plans for future growth, density, technology and our ability to prepare for it and the necessity of the climate emergency, Vision Zero, and our corresponding targets.	TPAP Socio-Economic and Land Use Study Climate Change and Sustainability Report Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email

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Engage	1-May-21					Lumping Halton and Hamilton sections together is misguided. The sections are very different. Highway 6 to the 407 is much more constricted and should be evaluated separately. In addition, design option 1 or 3 is preferred. design option 2 with segmented service does not really seem like BRT to me. That just makes it a regular bus routes requiring the commuter to transfer at several points along the route and I think makes it more complicated in terms of aligning service between the segments.	Traffic Considerations : 2 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 3	I am excited to see this project go ahead. I have been commuting west on Dundas Street to Mississauga for 20 years. If I were to take transit to work (at ErinMills Pkwy & Dundas) it would currently take me 3 transfers and 90 minutes - 2 hours to get there which makes that option not really feasible. Toronto needs have always been put at the forefront in everything that Metrolinx has done since the beginning. It would be good to see this project start in the West at Highway 6 in terms of priority since there is a HUGE influx of people from Toronto into the housing market in Hamilton (Waterdown) who are now adding to the congestion of commuter traffic. The segmented service option is the least desirable from my standpoint. I assume that means it would still require several transfers to get to my destination which does not make it BRT. If the commuter has to wait at several transfers then what is the point? If it is not a comparable option to driving yourself you will not get people out of their cars.	Natural Environment Report	Public/ Virtual Events Mail
Engage	2-May-21	4 no	1 yes Will these buses be the existing MiWay routes 101?	2 no	3 no		Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 4 - Least Important Environmental Considerations: 2		TPAP Natural Environment Report Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment	Email
Engage	2-May-21						Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:	Attention to #ActiveTransportation is a key tool to build healthy, sustainable communities & reduce emissions in this Climate Emergency. "Traffic" includes active transportation and is supported with funding at the federal level led by @AndyFillmoreHFX The DUNDAS BRT must include protected and connected bikeways to ensure transportation equity.		

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Engage	2-May-21						Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	Active transportation should be prioritized through the corridor. Remove all right turn lanes and channelizations. Only provide left turn lanes where absolutely necessary. All intersections should be protected. Wide cycle tracks and sidewalks should be provided on both sides. Vehicle through lanes should be no more than 3.3m wide. The design speed for vehicle traffic should be 40km/h. Remove car lanes or parking instead of compromising transit or active transportation at pinch points. Ensure excellent streetlighting, landscaping, and general streetscaping. Traffic signals should give priority to transit and active transportation. Provide frequent, safe, protected active transportation crossings. Ban right turns on red. Ensure that the design of the corridor allows for future conversion to an LRT system. Everything should be designed with a vision zero mindset.	Natural Environment Report Climate Change and Sustainability Report Air Quality Impact Assessment Preliminary Design	Social Media