

Cycling Infrastructure Questions

1. Will bicycles be accommodated on the trains to allow users of the LRT to commute via multi modal transport? How will this be handled; similar to buses with a dedicated rack, or GO Transit where they are allowed directly on the trains but not during rush hour?
2. Will there be dedicated and connected bike infrastructure (cycletracks) for the *full length of this project*, as originally promised, including protected intersections? This is a once-in-a-lifetime opportunity to build a safe urban street for all users - please do not neglect those who walk/bike.
3. Will the separated cycle tracks (as described on the Metrolinx website) in fact remain separated at the bridges (overpasses) traversing the four hundred series highways 407, 401, 403 (and similarly remain inclusive as part of the multi-use trail at the underpass at the QEW)?
4. Will the separated cycle tracks/multi-use trail along the LRT offer fully signalized crossing support for cyclists at road intersections, and significantly, at locations where bike lanes intersect with the on and off ramps at Hurontario Street at Highways 407, 401, 403 and the QEW?
5. Are separated bike lanes being provided? Will there be separation between pedestrian and bike lanes? Renderings showing varying layouts so a summary of what is planned along overall track length would be beneficial
6. Will signalized intersections be equipped with "cross ride" pavement markings, such as those along Eglinton Ave. East commencing at the Etobicoke Creek Trail eastbound through the Jane Street - so that one does not have to get off their bike?
7. What is the current plan with respect to the street cross section layout?
8. Will bike lanes be on street or sidewalk level? It's worth noting that sidewalk-level lanes are much superior!
9. Will the bike lanes be on sidewalk level? Or will they be on street level with a planted curb?
10. Is there a reason why there will not be a physical separation of the bike lanes from the car lanes? Adding bollards or portable curbs along the bike path in places where cars do not need to cross would not be difficult and would make things much safer for cyclists.
11. Why aren't we getting bike lanes south of the Queensway? This seems like a missed opportunity to have a nice Brampton bike connection down to Lakeshore. Would be a very scenic city ride for all kinds of riders.

12. Will the separated cycle tracks, that are to be established along the Hazel McCallion LRT line, connect with the Waterfront Trail at Port Credit and the Etobicoke Creek Trail east of Steeles Ave. West and Highway 10. If yes - how, and if no - why not?

13. Will there be plans to improve/extend bike lanes? With no lanes south of Queensway, will we consider future bike lane extensions in the future?

Cycling Infrastructure Answer

The Hazel McCallion Line project will include raised and separated cycle tracks north of the Queensway extending to Steeles Avenue in Brampton with a multi-use trail on the east side, south of the Queensway. Cycle tracks will be at sidewalk level along most of the alignment and are separated from vehicular traffic by utilizing barrier curbs and from sidewalks with a "pole zone" boulevard area.

Intersections will be equipped with signalized cycle crossings alongside the pedestrian crosswalk with cross ride pavement markings and two-stage turn queue boxes, providing optimal mobility and safety for cyclists using the network.

Cycle lanes and sidewalks, or multi-use trails where space is restricted, will be extended across major highway crossings. According to provincial guidance, the facilities will cross at right-angles to the on-ramps to maximize safety. These crossings will also be suitably signed to mitigate cyclist-auto conflicts.

Light rail vehicles are equipped with 4 accessibility spaces in each compartment to ensure the vehicles are fully accessible. In support of greater safety and comfort for cyclists, bicycle parking will be provided in the form of bike posts or bike racks adjacent to the LRT stop_at select locations.

The Hazel McCallion Line project limits end at Park Street in Mississauga. There is already an existing multi-use trail for pedestrians and cyclists along Hurontario Street between Port Credit GO Station and the Queensway; as well as several off-street multi-use trails in the vicinity of Hurontario - Main corridor to connect to Lakeshore and the Waterfront Trail.

Train Testing Question

14. When will we see the trains running on Hurontario?

Train Testing Answer

Once the light rail vehicles are received, they will have to undergo a series of testing, where they are driven up and down the corridor for a designated period known as a "burn in". This is done as a quality control measure to ensure the vehicles meet the safety standards in advance of accepting passengers for full service.

Project Completion Question

15. When is the end of the project?
16. What is the projected completion date when the public will be able to ride the rails?
17. What do you mean when you say "substantially complete" by Fall 2024? What is the actual opening date? Can we please have a frank and honest conversation about anticipated delays, challenges with government, the consortium, vehicles ready/tested, or some combination? Original opening date was 2022.
18. Hello, thank you for this. Can you please remind us what the contract completion date is. As a follow on, can you provide an update as to any major milestone challenges recognized (today) in the project plan? Thanks again.
19. Is the project going on time and when is the projected date expected?

Project Completion Answer

Mobilinx has said they have encountered supply chain and COVID impacts. Metrolinx will assess if any claim is made, however we are encouraged by the work that has been achieved over the last year and by the ongoing proactive dialogue we have with Mobilinx to find safe ways to deliver this essential project for the public.

Fare Question

20. How much will it cost to ride on the LRT?
21. Please discuss fare integration with all interchange partners, Thank you.
22. How much will it cost to ride the LRT? Will there be monthly passes available for purchase?

Fare Answer

The Hazel McCallion Line will connect the municipalities of Brampton and Mississauga - as well as three transit agencies - Brampton Transit, MiWay and GO Transit. While the fare levels have not yet been determined, they are expected to be consistent with fares charged elsewhere on the local Mississauga and Brampton transit systems. Details will be finalized and communicated closer to the service date.

QEW Underpass Question

23. When will traffic be able to use the new northbound lanes of Hurontario Street under the Queen Elizabeth Way? What will the new underpass and traffic signal and interchange configuration look like?

QEW Underpass Answer

The current lanes used for northbound traffic under the QEW will be diverted to the east, so that northbound vehicles on Hurontario Street will travel through a new underpass that was constructed on site and pushed into place last fall. This is what we referred to as the "QEW Push box". This new underpass for northbound traffic will allow for the LRT guideway construction in the existing northbound lanes where the future light rail vehicles will travel along Hurontario Street. Construction of the guideway is currently ongoing from north to south and is expected to begin in Mississauga South in 2024.

Highway Interchange Question

24. I'm not sure this was mentioned in the presentation but when will the LRT bridge over highway 403 be built, and how long will Highway 403 be closed during the time when the bridge support beams are installed?

25. Why were no inner parapet walls constructed on the Hurontario bridge over 401 to separate pedestrians and vulnerable road users from traffic and keep vehicles on the road? Mississauga has parapet walls on the Burnhamthorpe Road bridge over the Credit River which helps keep everyone safe.

Highway Interchange Answer

The center pier for the elevated portion of the guideway over HWY 403 has already been constructed. The north and south abutments are currently in design and procurement, respectively. Once the north and south abutments are complete, the girder erection over the 403 will only have one overnight closure for each direction. We currently do not have a final completion date for the elevated guideway structure. We had no involvement with the design of HWY 401 structure rehabilitation, but the sidewalk has been widened to accommodate cyclists and pedestrians for use as a multi-use path.

Project Need Question

26. Why do we need this LRT? Just more buses would suffice. It will leave us with less lanes to drive on and if the LRT is down for repair or an accident then we have buses too. The lakeshore streetcars in south Etobicoke haven't been working for quite a while. It's not too late to stop it!1

Project Need Answer

The Hazel McCallion Line will transform Hurontario Street into a vibrant corridor connecting communities and accommodating growth anticipated over the next 30 years and beyond. It will double the corridor's capacity to move people, significantly improve travel times, and serve as a crucial link between many of the region's existing and planned transit lines. The LRT will have its own dedicated signal lane separate from vehicular traffic. Two lanes of traffic plus turning lanes will be maintained along Hurontario Street for motorists.

Signal Question

27. I see five traffic signals in the temporary signals (three left turn signals and two straight signals) and five signals put up at some intersections Bristol, Matheson etc.). Does the LRT have separate transit signals such as those in Toronto, Kitchener and Waterloo? If so what do they look like?
28. What type of transit signal priority is being installed along the LRT route? Will the LRT have 100% priority like the ION LRT in Kitchener Waterloo, which has demonstrated necessity of full TSP to maintain reliable service.
29. Will the LRT trains share space on the road with other vehicles, or will they have a dedicated space for the tracks? BTW, I'm more interested in seeing the project done right than seeing it done fast.
30. Does the LRT cars share the traffic lights with the cars/street traffic? One of my biggest beefs with Mississauga traffic is the total randomness of our traffic signals, especially on main streets, like Hurontario. It's not unusual to have 50 cars accelerate from a green light to a new red light just a hundred meters away. How will the LRT deal with traffic lights?
31. Will Mississauga update their traffic signals as part of this project to allow uninterrupted smooth flow of traffic going the speed limit as exists in many large cities (except here, it seems)? Random red lights will affect the smooth flow of the LRT and add unwelcome delays.

How will drivers be educated about how to navigate roads + intersections with the LTR to help reduce the risk of accidents?

Signal Answer

The flow of traffic, including signaling, will be finalized with Mississauga and Brampton closer to the end of the project. The traffic signals will be operated by the cities to ensure a smooth flow of traffic, including seamless movement of both automobiles and light rail vehicles. The light rail vehicles will have their own dedicated lane positioned in the middle of the road. This will enhance efficiency and reliability, offering a seamless transportation experience for commuters while reducing congestion and improving travel times.

Additionally, separate transit signals are being developed specifically for the LRT to ensure their distinctiveness from regular traffic signals. These transit signals will accommodate the unique needs of the LRT system, ensuring the safe and efficient movement of LRT trains through intersections.

Transit Signal Priority (TSP) may also be implemented selectively at intersections where the Light Rail Vehicles cross. TSP allows the LRT vehicles to request an extension to the green signal duration or early truncation of the red signal to adhere to the schedule and prioritize safety for vehicles and pedestrians. However, the implementation of TSP is contingent on the

availability of sufficient cycle times that allow for the safe clearance of vehicles and pedestrians. The final specifications and details of the LRT transit signals are still being developed.

Part of the reason for the “burn-in” section, where the LRVs are driven up and down the corridor for a designated period, is to allow drivers to become familiar with the Light Rail Vehicles and how they operate in traffic. Safety is our number one priority and plans are in place to educate all those who use the road on the changes to Hurontario. Motorists, cyclists and pedestrians will be advised of traffic pattern changes in advance to allow safe and appropriate routing change decisions.

Ottawa LRT Question

32. What lessons have been learnt from the Ottawa LRT experience that will improve the operational reliability of the Hurontario LRT? Are the passenger units expected to run in all weather conditions? [PS. I love trains - I hope the LRT will be a great success]

Ottawa LRT Answer

Metrolinx is monitoring other LRT operations very closely and reviewing the safety reports to ensure we make any necessary adjustments as we build our LRT projects. Metrolinx has the advantage of learning from others’ experiences and adapting our infrastructure and vehicles if needed.

LRT Stop Safety Question

33. How the passengers will get into and drop off from LRT at designated stations. Like how they will pass from Hurontario street? At this moment the cars will also stop?
34. How will the stops and crosswalks emphasize pedestrian safety when accessing trains? Are the stops wheelchair-accessible and senior-friendly?
35. What exactly is the plan for the sidewalks along Hurontario when the LRT is completed?
36. Will the crossing at Hurontario-Ceremonial Drive intersection remain or will it be closed?

LRT Stop Safety Answer

Dedicated LRT stops at street level along Hurontario will allow passengers to board / disembark on the median platform, safely separated from vehicle lanes. To reach the platform, passengers would wait at the signaled intersection before crossing to the median. All crosswalks will feature signalized lights for pedestrian safety.

The Hazel McCallion Line will bring a greater focus on pedestrians, cyclists and transit users, to offer wider transportation choices, reduce traffic impacts, and create the conditions to support more sustainable, mixed use, higher density transit oriented development. The Hazel McCallion Line will include raised and separate cycle tracks north of the Queensway on both sides of Hurontario Street and a multi-use trail on the east side south of the QEW.

All stops will be senior and wheelchair friendly and will include tactile guidance tiles in stations and centre platform stops.

When the Hazel McCallion Line is complete, Ceremonial Drive will be open to through traffic with signalized lighting.

Toronto Connection Question

37. Is there is any plan in coming years to connect Hurontario LRT service to Toronto. or any nearby train station. This is much needed.

Toronto Connection Answer

The Hazel McCallion Line will operate between Port Credit GO Station and the Brampton Gateway terminal, connecting transit riders to Toronto through existing GO Transit connections at Cooksville GO Station (Milton line) and Port Credit GO Station (Lakeshore West line).

Dundas BRT Question

39. Is there plans to integrate the Hurontario LRT with the future proposed Dundas BRT? Doing so would provide an alternative path for Mississaugans to go to Toronto.

40. Are you going to increase the amount of buses on streets like Dundas, or are you going to wait 12 years until you announce a Dundas lrt? Couldn't you just have added more buses with better frequency instead of a lrt project that probably cost millions and took 3 years?

Dundas BRT Question-provided by DBRT project team

Thank you for your comments and your interest in the Dundas Bus Rapid Transit (BRT) project. Your comments have been received and will be recorded.

Regarding your inquiry relating to plans to integrate the Hurontario LRT with the future proposed Dundas BRT, there is a proposed Dundas BRT stop at Hurontario Street that will provide quick access to the future light rail transit system.

Regarding your inquiry relating to increasing the amount of buses on streets such as Dundas Street, and the development of a Dundas light rail transit system, the Dundas BRT project is part of an ongoing effort by Metrolinx to improve transit across the Greater Toronto and Hamilton Area (GTHA) and provide improved east-west connectivity across multiple

municipalities. This BRT has been proposed along the Dundas Corridor in response to findings of previous municipal planning studies and the [Dundas BRT Initial Business Case](#), which indicated the need for improved bus transit infrastructure along Dundas Street. The Initial Business Case also included cost-benefit analysis information for the proposed BRT. East-west transit service expansion on Dundas Street would allow for more frequent and reliable services between key existing and planned centres, which would improve transit's role as an alternative to automobile trips and help alleviate congestion along the corridor. Implementing the BRT will also have environmental benefits by reducing greenhouse gas emissions and provide opportunities for new dedicated cycling facilities plus enhanced streetscaping (such as street trees and furniture). There are no plans at this point to convert the Dundas BRT to LRT infrastructure, though the corridor will be designed such that it does not preclude the possibility of an LRT system in the future.

Brampton LRT Question

41. What is your view on the best option for a potential northern extension to Downtown Brampton given the preference of the City of Brampton for an underground alignment?
42. Is there a proposed plan to extend the transit line connecting Mississauga and Brampton in order to create a connection between three GO transit lines and enhance transportation accessibility?

Brampton LRT Answers

Metrolinx is aware of the City of Brampton's recent report regarding the LRT extension to Brampton Innovation District GO (formally known as the Brampton GO Station) The design and construction of the LRT line, as it is being delivered, does not preclude the extension of the line at a future date.

Brampton LRT Stop Question

43. Why is Metrolinx resistant to Brampton's request to move the Gateway Terminal stop to the north side of Steeles Ave.? A south side stop requires pedestrians to cross Steeles and it a safety concern. The north stop makes more sense b/c of the location of the mall and the existing bus terminal.

Brampton LRT Stop Answers

The terminus stop for the Hazel McCallion Line at Steeles Avenue in Brampton will remain on the South side of the intersection. There are no appreciable differences in customer benefits as a result of placing the Gateway stop to the north side of Steeles Avenue. For instance, key customer metrics associated with reliability, availability, accessibility, and travel time savings are similar between the two options. Similarly, a thorough safety analysis completed in 2018 concluded that there were no significant differences in pedestrian and vehicular safety at the Steeles Avenue and Hurontario Road intersection with and without LRT. The current project

lays the groundwork for future transit plans by the City of Brampton and preserves maximum flexibility for future LRT extensions to the north. Changing the stop location to the north side of Steeles Avenue, in a live contract will add a significant cost and impact to the project completion date without a clear need and justification.

Future Development Question

44. How will the project be affected with all the many future developments planned in the Highway 10/ Steeles corridor? Will the LRT be completed and operating before the construction of these developments begin or will they proceed concurrently?

Future Development Answers

Answer provided by the City of Brampton: The City of Brampton is committed to ongoing development and improvement alongside the construction of the Hazel McCallion Line. As we continue with the construction of the Hazel McCallion Line project, we will also proceed concurrently with other planned and ongoing projects within the city. We understand the importance of comprehensive and coordinated urban development to create vibrant and thriving communities. By ensuring that various projects align and progress together, we aim to maximize their collective benefits and minimize disruptions for residents and businesses.

Mississauga Loop Question

45. As the downtown loop seems likely, would it not be timely that switches be installed now when Burnhamthorpe/Hurontario is dug up rather than creating an inconvenience in a couple of years' time? It might also save a few dollars. I suspect the engineering work would not be too onerous or time consuming.
46. In the event the Downtown Mississauga LRT loop is eventually added to the project, what would the route of the loop be? Would all trains follow the loop, or would there be trains that just stay on Hurontario?
47. When the province killed the downtown loop, they also cancelled the overhead pedestrian bridge at Cooksville. The city is now working hard to restore the loop but I haven't heard a peep about bringing back the pedestrian bridge. Is there any movement to bring this back?

Mississauga Loop Answer

Metrolinx is aware of the City of Mississauga's interest in re-instating the loop, and should funding be made available, Metrolinx would look at the best option to deliver the loop in a future phase of the project.

Stop Location Question

48. Why won't the LRT stop at Hurontario and Kingsbridge? This is such an important stop considering that it would stop next to medical offices.
49. Further to the question why no station at Kingsbridge, this link supports the need for one - as well, the person has done a number of reviews as well reports on Mississauga Transit over the years. <<https://humantransit.org/2010/11/san-francisco-a-rational-stop-spacing-plan.html>>
50. Let's not forget the need for a stop at Kingsbridge Garden Circle to serve the new development coming to the east side of Hurontario and the existing condos and businesses on the west side at that intersection, as well as residential neighbourhoods in the area.
51. Have the locations and designs of stops been finalized? All public maps so far are large-scale and low-detail and do not give a good sense for how the stops reshape their immediate area. Are there publicly available documents that could give us a better idea of how streetscapes will change?

Stop Location Answer

Stop locations for the Hazel McCallion Line were identified through the Hurontario-Main Street Corridor Master Plan study conducted between 2008 and 2010 by the cities of Mississauga and Brampton. The Plan included extensive studies on future development in each city and the resulting impacts on transportation. The Plan underwent a wide-ranging Environmental Assessment process between 2011 and 2014 that included Preliminary Design, which reviewed and confirmed stop locations. There were five rounds of public consultation during this period. A Notice to Proceed was granted by the Minister of the Environment in 2014. Residents can find a more detailed look at the alignment on the publicly available roll out maps available on Metrolinx.com.

Kingsbridge was not identified as a potential stop location during those studies because there is no major cross street and therefore no opportunity to transfer from one type of transit to another. Four of the buildings in the area are within a 400m walk radius of the Eglinton stop and all of the buildings are within 800m. The same transportation options available today; a local bus stop at Kingsbridge, TransHelp door to door service from the Region of Peel and private sector ride services will continue to be available once the LRT is running.

Residential Concern Question

52. How is Metrolinx dealing with the major concerns that residents in Hampshire Cres and Polesden Dr are raising
53. How did the planning teams come to a decision to not allow left turns out of Hampshire Crescent? There is no way this is safe for residents, to expect vehicles to cross two lanes of traffic in a 100m stretch of road and move safely into a third lane to then do a U turn. Urgent review is needed!

Residential Concern Answer

The cities of Mississauga and Brampton conducted extensive studies, including an environmental assessment and preliminary design with public consultation to review the alignment for the Hazel McCallion Line. All public feedback was taken into consideration when choosing the final alignment.

As guideway for the alignment is installed, there will be a shift to right-in and right-out access for Hurontario facing properties, including two cul-de-sacs. You can see this in place today in Mississauga North where track is installed.

Safety is a shared responsibility. We understand that this will be an adjustment for drivers, and trust that they will make safe vehicular movements along the alignment.

Once the future street configuration is in place, residents leaving Hampshire Crescent wishing to head north will be able to make a U-turn at either Indian Valley Road or Mineola Road. Residents driving north wishing to come back south will be able to make a U-turn at Pinetree Way. Each of these intersections will have a signalized left hand turn signal so that residents are able to safely navigate the intersection.

LRT Stop Question

54. I was looking at the concept image of the cooksville go platform and it look really bad. i mean i don't see any protective barriers for cars since drivers in Mississauga are crazy. and also how are these islands going to be in the winter when its freezing outside i just have to stand in the road?

LRT Stop Answer

Stops for the Hazel McCallion Line will be on a raised platform, sheltered from the elements such as snow and rain. There will also be a barrier separating vehicular traffic from the light rail vehicles and platforms.

Project Name Question

55. Will you still provide the "Hurontario" name in signage and maps, as it is an Indigenous word of historical significance, local geographical significance and a placefinder/wayfinder to understand that it runs along the road of the same name. Very helpful for newcomers, tourists and locals.

56. In light of the current Peel region "break up", there is no appetite for anything named after Hazel McCallion in Brampton. What was the process undertaken to name the Hurontario line after a Mayor and what is the process to reverse this process and to have it revert back to Hurontario LRT? (Mel/Tim/Navreet)

57. Is the The Hazel McCallion Line and the Hurontario LRT the same?

Project Name Answer

In February 2022, the Ontario Government renamed the Hurontario LRT as "The Hazel McCallion Line" to commemorate former Mississauga Mayor Hazel McCallion. The new name recognizes Hazel McCallion's legacy and decades of public service. Metrolinx follows wayfinding standards to ensure that travel remains easy for transit riders.

Local Traffic and Safety Question

58. How will buses along Hurontario be affected? Will the 17, 2, and 103 be replaced once the LRT goes up?
59. What will happen to the bus routes already running along Hurontario? Will they be decommissioned in favour of the LRT?

Local Traffic and Safety Answer

Some local bus service will continue the Hurontario corridor to provide service between LRT stops. MiWay Express and Züm service will no longer be required south of Brampton Gateway Terminal. MiWay and Brampton Transit staff will continue to work on a plan to have further connections between the LRT and bus service once the LRT is operational. Service levels of future Brampton Transit and MiWay buses have not been determined yet.

Pedestrian Path Question

60. What are the standards Mobilinx is held to for temp pedestrian paths? Are they meeting these standards? Some hazards in my area: Temp crossings have no audible signal nor countdown timer, crosswalk signals poorly placed; construction debris on paths; no route info on temp bus stops.

Pedestrian Path Answer

Yes, there are clear standards that we must meet to ensure pedestrian safety. We have health & safety inspectors in the field every day that flag any issues so they can be addressed quickly.

Local Safety Question

61. Could you check the advance green light going south on Hurontario and left to John Street by the Cookville GO and that East side walk signal. It seemed walk was on and the advance left turn too. Should the walk signal be delayed?

Local Safety Answer

Traffic signals and configurations are the jurisdiction of the City of Mississauga. We will forward this for investigation.

Project Safety Question

62. Loved the safety slide at the very start of the presentation. However, how seriously does Metrolinx take "safety" during the construction work that is taking place on Hurontario, particularly related to trunks, speed, road transitions, pedestrians, walkways etc.

Project Safety Answer

The safety of the public and the construction workers involved in our projects is our top priority. Metrolinx and Mobilinx are working closely together to ensure that all safety measures and construction signage are clear, visible, and effectively communicated. We have also increased our public awareness campaign through Metrolinx News, social media, and proactive discussions at public meetings, addressing topics such as safety related to the project.

We are committed to continuously monitoring the situation and making any necessary adjustments to ensure the ongoing safety of the community. As part of our commitment to safety, we will also take the necessary measures to ensure the accessibility of sidewalks and pedestrian areas throughout the construction process.

Our team is currently conducting a thorough assessment and examination of the area to identify and address any potential safety concerns. We understand the importance of educating and informing everyone who uses the road about the upcoming changes to Hurontario, and we have implemented comprehensive plans to ensure that all individuals are aware of the developments and how to navigate the area safely.

Safety remains our utmost priority, and we will continue to implement plans and measures that adhere to the highest safety standards to protect the well-being of all individuals involved.

Right-in Right-out Question

63. How can you make turns into businesses or residences on the other side of the tracks, in between intersections? On Yonge St in Richmond Hill I see cars can make a U-turn at intersections. Is that how you would get to the other side?

Right-in Right-out Answer

The way we navigate Hurontario Street is changing. As the project progresses with utility relocation and road widening, turning movements may be temporarily restricted. This will continue through to track installation when some turning movements will be permanently restricted.

Once guideway work begins, properties facing Hurontario Street will be restricted to right-in and right-out access only, meaning left turns at certain intersections will be prohibited. Signalized intersections will have dedicated signalized left hand turn lanes. This design feature has been implemented to ensure the efficient and safe operation of the LRT system.

Traffic Signal Timing During Construction Question

64. During construction, many traffic lights are not being reset for time of day, causing traffic problems. This is certainly a problem for Hurontario south of QEW. Why isn't this being attended to? Also affecting traffic is that pylons close off lanes in which no work is done for days on end. Why?

Traffic Signal Timing During Construction Answer

Our project team has reviewed traffic timings and advised the current configuration is the best configuration for traffic lights. The traffic team often reviews traffic lights especially at the QEW and in Mississauga South, these interchanges need to be carefully coordinated due to the low spacing. Adding more time to certain lights would take time away from movement going north and south, causing further congestion in other directions.

If there is a particular light in the corridor that you want our team to investigate - we can let them know of the intersection, so they assess the signal timings on-site.

Timing is designed to help traffic flow through multiple traffic signals on a section of the roadway. Network signal timing changes based on time of day and traffic volume. Timing is reviewed daily, and adjustments are made when needed.

For interchanges, MTO reviews and approves signal timings to ensure minimum spillback onto their ramps. As a result, there may be observations that a continuous green signal is not provided between intersections along municipal roadways.

Project Challenge Question

65. What are the biggest challenges / "things that keep you up at night" on projects like these?

Project Challenges Answer

Our top concern is always safety - safety of the workers and safety of the public near our work sites.

Specific Safety Question

66. I observed a woman with a white cane try to walk from the southeast corner of the Hurontario/Elia-Kingsbridge intersection. Using her cane, she followed the old stone crossing to the space where the safety island used to be (it was removed for construction) which left her standing in traffic confused. (Mel/David-MBX)

Specific Safety Answer

There will be changes as construction takes place. We ensure AODA compliance at intersections and walking paths and install way finding signage, barrels and K-Bars for

delineation and wayfinding. AODA compliance for the blind includes audible push buttons at the intersections and depressed/ramped curbs, which we have installed at all intersections.

Specific Safety Question

67. I was walking along Hurontario - specifically next to St. Frances - and there are fire hydrants and lamp posts in the MIDDLE OF THE SIDEWALK. This is a danger to pedestrians, cyclists, and most importantly seniors and/or people with accessibility needs.

Specific Safety Answer

Fire hydrants and lamp posts are being installed as per the design for the future roadway. At each of the locations where this is a concern there is a paved AODA compliant path this is 1.5 metres around the hydrant or poles to maintain the sidewalk.

Specific Safety Question

68. Why are most of the sidewalks near the Cooksville area really badly paved or not paved at all. I mean you had to do construction I understand that, but you did a horrible job repaving the sidewalks and a lot of them are missing CHUNKS. Can you please do something about that?

Specific Safety Answer

Our team is actively assessing and examining the area. Safety remains our utmost priority, and we are committed to implementing plans that adhere to the highest safety benchmarks. We take the necessary measures to ensure the accessibility of the sidewalks.

Specific Safety Question

69. During construction can something be done for better fill after underground work? Hurontario is very uneven and bumpy. 50 km /hr driving isn't possible.

Specific Safety Answer

As part of our commitment to safety, we will take the necessary measures to ensure the accessibility of roads and thoroughfares in the area. Our goal is to create a safe and well-functioning transportation infrastructure that benefits the community at large. By closely evaluating the area and implementing appropriate safety measures, we aim to provide a reliable and secure environment for both pedestrians and vehicles. We appreciate the community's understanding and cooperation as we work towards creating a safer and more accessible road network.

Specific Safety Question

70. Despite repeated requests to repair Highway 10 at the 407 overpass several months ago, Metrolinx has done nothing to address the condition of the road. This area of

Highway 10 is a car killer with its series of moguls that drivers are forced to drive over. Why risk damaging our vehicles?

Specific Safety Answer

Our team is currently engaged in a thorough assessment and examination of the area. Ensuring the safety of all individuals is our topmost priority, and we have implemented comprehensive plans to educate everyone who utilizes the road about the upcoming changes to Hurontario.

Specific Safety Question

71. How are sidewalk closures determined? The East and West side of Hurontario (between Fairview Road and John Street) have been closed at the same time. This has prevented critical pedestrian access to Cooksville GO station.

Specific Safety Answer

Road occupancy permits are sent to the City of Mississauga, prior to any work beginning in the area. Risk analyses are performed, along with AODA compliance and pedestrian access being the main deciding factors for each approved traffic control plan. If there is a case where access is not provided, it would be taken back to be addressed with the project team.

Community Engagement Question

72. How quickly do the support team respond to emails to peel@metrolinx.com

Community Engagement Answer

Our team does our best to respond to emails within a 24 to 48 hour period. If you require an immediate response, please call our office line at 416-202-3357.

Tree Question

73. Sounds like lots of new trees to plant in lower Hurontario St area south of QEW if planting at a ratio of 3 new to 1 old as so many large mature trees have been cut down

74. Much of the mature trees and green surrounding the Mary Fix creek and near Hurontario/Mineola have been cleared. What are the plans for reestablishing those trees and green areas?

Tree Answer

Metrolinx and Mobilinx recognize that trees are very important and are working closely with the Cities of Mississauga and Brampton to help identify planting and compensation requirements for tree removal on both city and private property. An arborist is being engaged to ensure proper arboriculture techniques are employed prior to and during construction activities and to confirm the preservation or removal requirements for trees located on private property.

In an effort to support the community, our Community Engagement team partnered with the Conservation Authority last year to plant additional trees at a park in the Mississauga South area.

Business Question

75. I have a business on 44 Dundas St W, Mississauga. I would like to know when you will reach this area, what we should prepare for and how this project will affect my business. Thank you.

Business Answer

44 Dundas is 150 meters from the alignment. If your property is impacted by utility installation or relocations, we will reach out directly to share details of the work.

Noise Question

76. What can be done to reduce noise for the residents that live on Hurontario? We don't get any sleep when construction goes through the night.

Noise Answer

Our environmental team actively collaborates with noise mitigation specialists to address and reduce any potential impacts associated with construction. We are fully committed to adhering to the City's Noise By-Law Exemption requirements to ensure a swift and efficient completion of this construction phase while minimizing disruptions as much as possible. Our crews are mindful of the sensitivities of the neighborhood and are dedicated to minimizing any negative impacts on the residents. We apologize for any inconvenience that may have been caused during this process. If you have any further concerns or feedback, we encourage you to contact us. We value your input and are committed to addressing any issues promptly and effectively.

LRV Noise Question

77. Will the LRT trains contribute much to the noise levels in the neighborhood where they pass by?

78. Once operational, what would the schedule be - will it be 24/7 and what will the frequency be? I live on Hurontario Street, will this be noisy for residents in the immediate vicinity?

LRV Noise Answer

During peak periods, trains will run every 7.5 minutes. During off-peak periods, trains will run every 10-12 minutes.

In most areas, LRT operations will result in only a modest change (increase or decrease) in noise levels because of the replacement of general purpose traffic by LRT vehicles, which are generally quieter than a bus. There are no areas along the corridor where there will be a significant change in the sound levels. For specific track structures, we will use track fastener which absorbs vibration energy in order to attenuate noise and vibration and reduce track substructure loading

Noise Wall Question

79. This project is not just about the LRT. It's also about transforming Hurontario St. into a walkable, people-focused, downtown-style street. If that's the case, then why are you building suburban-style sound walls along Hurontario St. just north of the train tracks in Cooksville??

Noise Wall Answer

As part of the Environmental Assessment for the Hazel McCallion Line, a noise vibration analysis was conducted along the entire alignment. The report did request the installation of noise barriers at some locations along the light rail transit line.

Parking Question

80. Are you building a parking garage at Port Credit GO station or just returning to surface parking. Either way, how many parking spaces will there be at Port Credit GO after construction is complete?

81. Seriously. Metrolinx is saying people do not need as much parking spaces, as they will no longer need to drive to Port Credit to park! And instead, they can drive to the large carp park at Cooksville or use the LRT to get to Port Credit. Poor planning!

Parking Answer

The current parking allotment at Port Credit GO will remain unchanged for the Hazel McCallion LRT project construction. Any future parking considerations will be shared as information becomes available. We can suggest alternate parking options that may be of interest to you. Cooksville station (4.9km away) has 2,668 existing spaces including the new parking structure. Clarkson station (7.1km away) has 3,800 spaces. These stations provide an alternative for GO customers who prefer drive and park to access the GO network.

It is important to note that Metrolinx is, and has been, taking a new approach to station access as we build new transit, one in which stations are multi-modal and encourage active

transportation. This includes working on first mile/last mile solutions, which aim to improve how customers travel from a transit stop to their destination, and vice versa. Your feedback on this matter is valued and appreciated. We want to hear from our customers about their experiences using our services and travelling through our stations. We hope to always make your journey on GO a good one.

Heritage Road Layover Question

82. What is the timeline for the start of work on the LRT line between Heritage Road and Winston Churchill Blvd? I operate Meadowlarke Stables on Meadowpine Blvd and Winston Churchill, the route for the LRT seems to run north of the stables. Is this the case?

Heritage Road Layover Answer

The Hazel McCallion Line is a planned transit route that will connect Port Credit Go Station to Brampton Gateway terminal. Please note that the route will not include a stop at Meadowlarke Stables on Winston Churchill.