

Dundas BRT

Welcome to the Dundas Bus Rapid Transit Project

Virtual Public Engagement Round 4 - Toronto



Land Acknowledgment

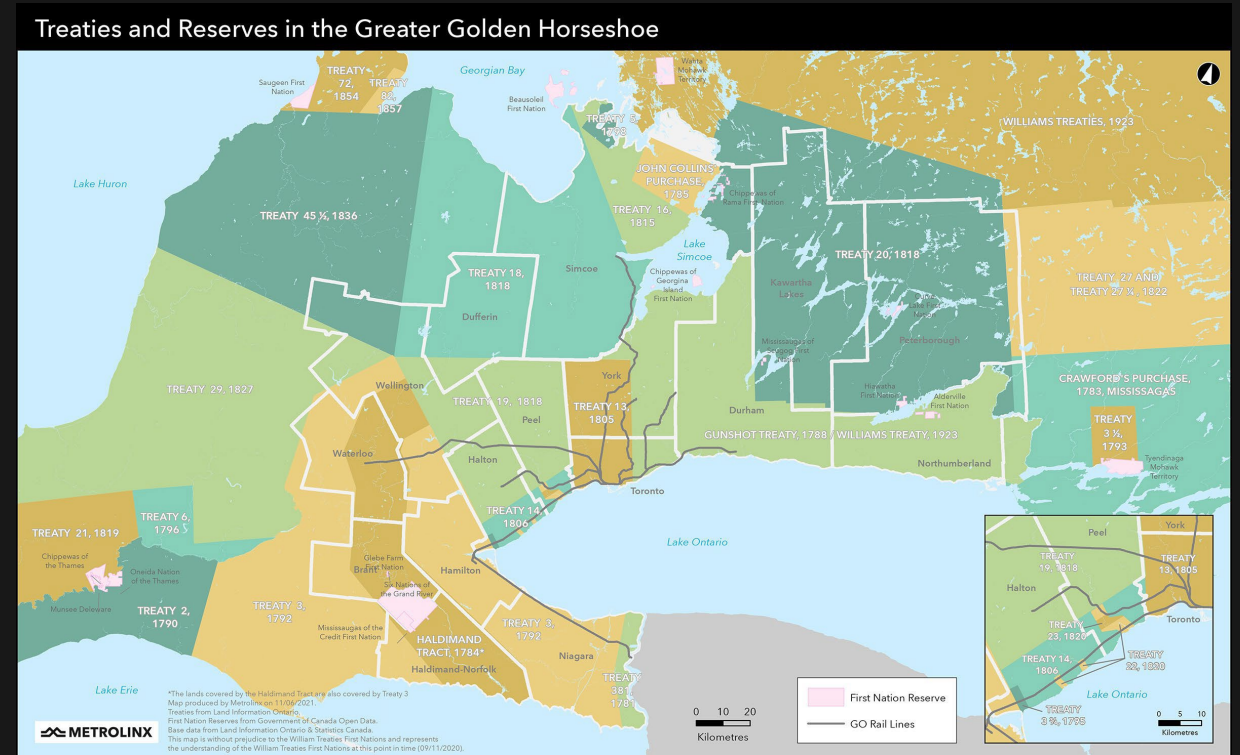
Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including, the Anishnabeg, the Haudenosaunee, and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

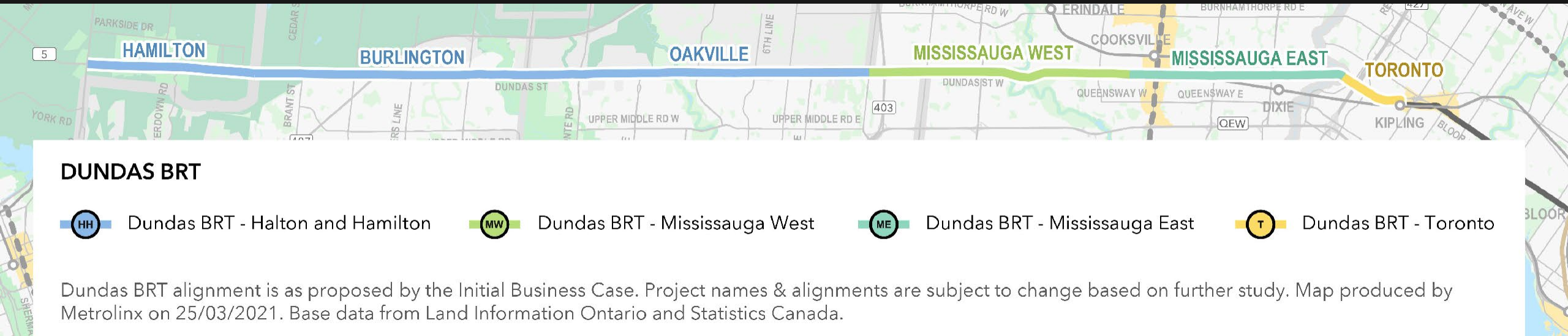
We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.



Project Overview



48 km study area along Dundas Street

- T** Toronto (2.5 km)
- ME** Mississauga East (7.5 km)*
- MW** Mississauga West (10 km)
- HH** Halton/Hamilton (28 km)

*ICIP funded segment

Enables faster, more reliable connections to:

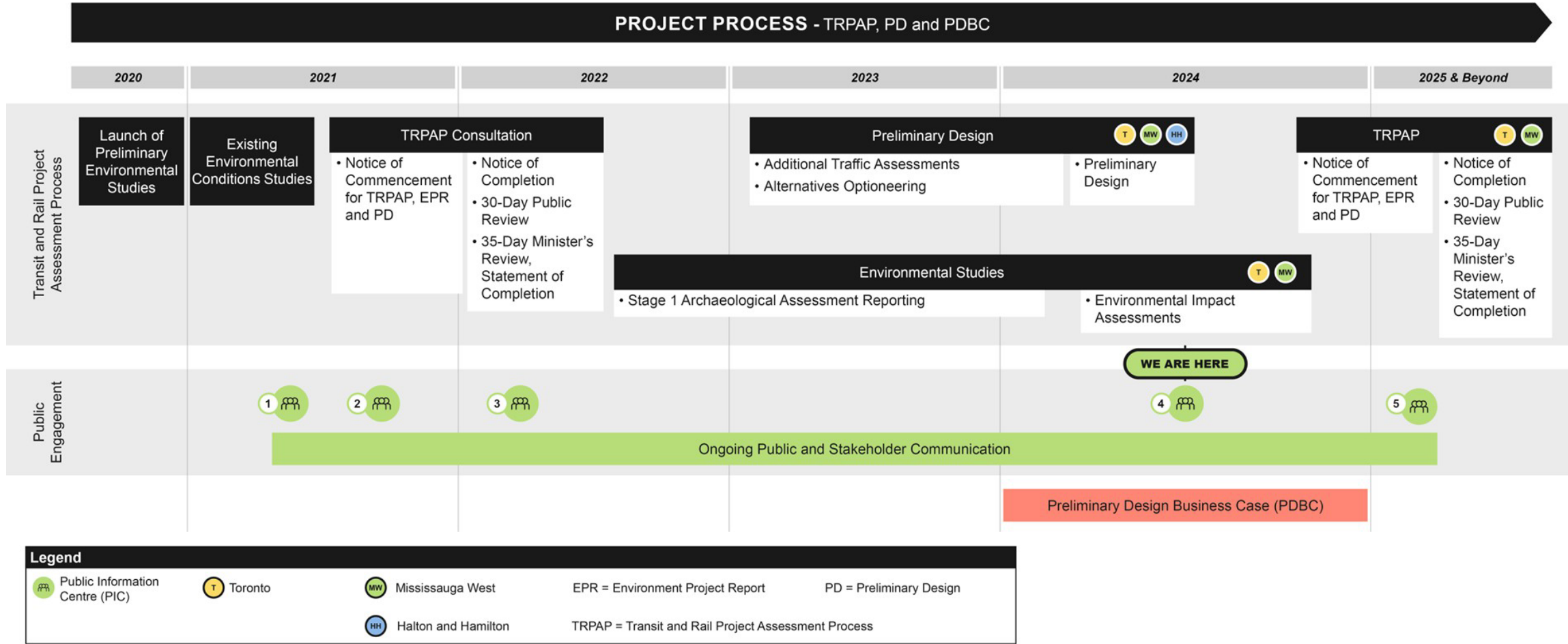
- Kipling Terminal
- Hazel McCallion Line
- University of Toronto Mississauga
- Uptown Core
- Hwy 407-Dundas Carpool
- Waterdown Gateway

This project is a key part of the Metrolinx Regional Transportation Plan and the Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe†. Project benefits include:

- Faster, more reliable, more frequent service.
- Reduce greenhouse gas emissions.
- Improve connectivity to other transit services.
- Unlock economic and regional development along the corridor
- Attract new ridership (~30,000 new riders per day).
- Help retain and attract residents, tourists and businesses along the corridor.

† As indicated on Map 5 of the Plan

Project Timeline

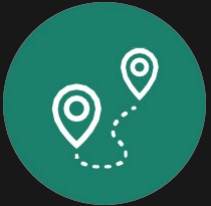


What we've heard so far

Interested individuals were provided the opportunity to give feedback through past open houses, filling out feedback forms, submitting questions via the project webpage and emailing the project team directly. Feedback gathered related to:



Connectivity to surrounding transit.



Connectivity to surrounding infrastructure and services.



Prioritization of active transportation.



Potential impacts as the project progresses.



Community and property impacts.



Potential environmental impacts.

Why are we here?

The purpose of round 4 engagement is to share and gather input on:

- The environmental studies to be performed for the Toronto segment and the project team's obligations.
- The Toronto segment's best performing alternatives.
- Proposed stop locations (including amenities) in Toronto.
- Next steps for Toronto and the project as a whole.

Engagement on Toronto, Mississauga and Halton and Hamilton will continue through 2024.



Provide your feedback here:



Technical Advisory Committee and Stakeholder Advisory Groups

In addition to virtual public engagements, the project team is engaging with the public, stakeholders and subject matter experts through a Technical Advisory Committee (TAC) and through Stakeholder Advisory Groups (SAGs). Metrolinx will continue to work with the TAC and SAGs throughout the course of the project to help ensure community members along the Dundas BRT corridor remain engaged and informed.

TAC meetings:

- Provide stakeholders and technical experts with the opportunity to learn about and provide input on the project to inform key decision-making.
- Allow members to address issues and provide advice on the development of the project.
- Offer the project team a fresh perspective.

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SAG meetings:

- Provide community leaders, advocates and experts within each section of the corridor the opportunity to learn about and provide input into the study.
- Allow members to learn about the project, ask questions of subject matter experts within the project team and discuss the project and potential impacts with other community leaders.

How is the study structured?

Transit and Rail Project Assessment Process (TRPAP)

The TRPAP evaluates the impacts the project will have on the surrounding environment.

Two separate processes will be conducted:



Toronto



Mississauga West

Preliminary Design (PD)

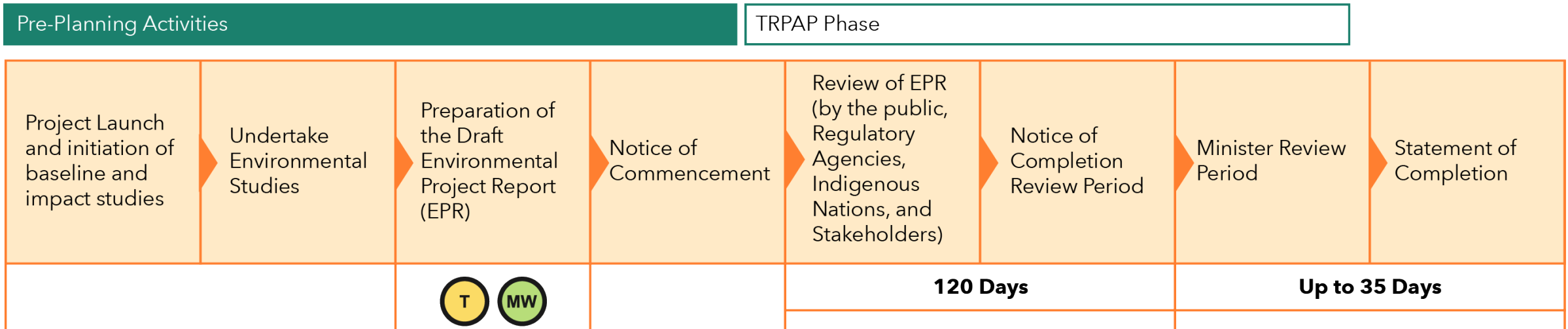
The preliminary design bridges the gap between the design concept and detailed design of a project. This includes:

- List of infrastructure alternatives.
- Evaluation and identification of the best performing preliminary design alternatives.
- Progression of concept designs for typical median and curbside stops, including amenities.
- Identification of stop locations.

Preliminary Design Business Case (PDBC)

- The PDBC evaluates costs and benefits of the project based on preliminary design and environmental studies.
- The project is assessed using the four cases - Strategic, Economic, Financial and Deliverability and Operations Case.
- The stage of the business case lifecycle occurs in parallel with the Environmental Assessment process.

Transit and Rail Project Assessment Process



Next steps

Prepare the preliminary design for Toronto and Mississauga West based on feedback received during this round of engagement and prepare the Environmental Project Report (EPR) based on the finalized preliminary design.

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.

Environmental Studies

Studies to identify baseline conditions, determine any potential for impacts, and propose mitigation measures against potential negative impacts, are underway in Toronto and Mississauga West. Details and documented existing conditions from these studies are on the Dundas BRT website: [Metrolinx - Dundas BRT Studies](#)



Natural Environment



Climate Change and Sustainability



Socio-economic and Land Use
Characteristics



Traffic and Transportation



Archaeology



Noise and Vibration



Cultural Heritage



Air Quality

Evaluation Criteria for Infrastructure Alternatives



Strategic case

How does the investment achieve strategic goals and objectives?

- Transit travel time savings
- Transit service reliability
- Official Plan Public Realm
- Cyclists' accessibility
- Pedestrians' accessibility
- Safety consideration



Deliverability / operations case

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

- Corridor right-of-way (ROW) and property
- Traffic considerations (Level of Service)
- Traffic considerations (Auto travel times)
- Stop configuration
- Transit network considerations
- Operating in mixed traffic
- Environmental considerations



Economic case

What is the investment's overall value to society?

- Capital costs



Financial case

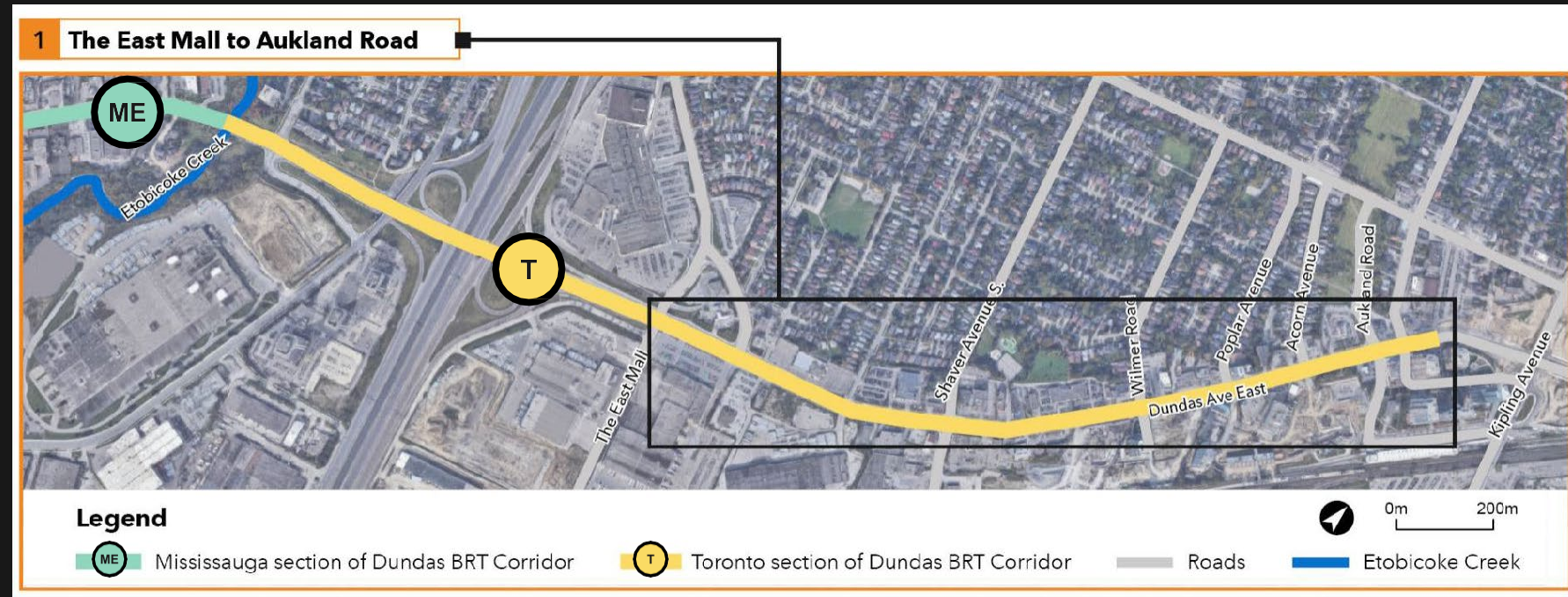
What are the financial implications of delivering the investment?

- Property costs
- Operating and Maintenance cost

Preliminary Design - Pinch Points

What is a pinch point?

- Areas of special interest where necessary road widening is constrained by the existing environment.
- Where other design challenges are present (e.g., integrating BRT service into and gaining access to an existing transit station).



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 approved urban space.
- Consideration for TTC and MiWay service.
- Consideration, impacts and integration to existing approved development applications.

Three Alternatives Considered

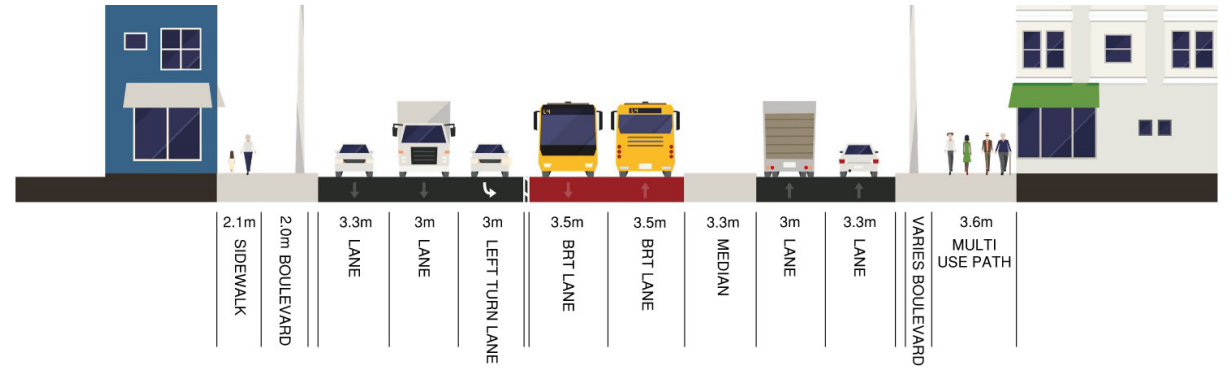
Three alternatives were reviewed for potential benefits and drawbacks.

- **Alternative 1:** full median BRT with pinched boulevards, i.e., multi-use path and sidewalk.
- **Alternative 2:** full median BRT with standard boulevards, i.e., sidewalks, boulevards and cycle tracks.
- **Alternative 3:** curbside Reserved Bus Lanes (RBL) with standard boulevards.

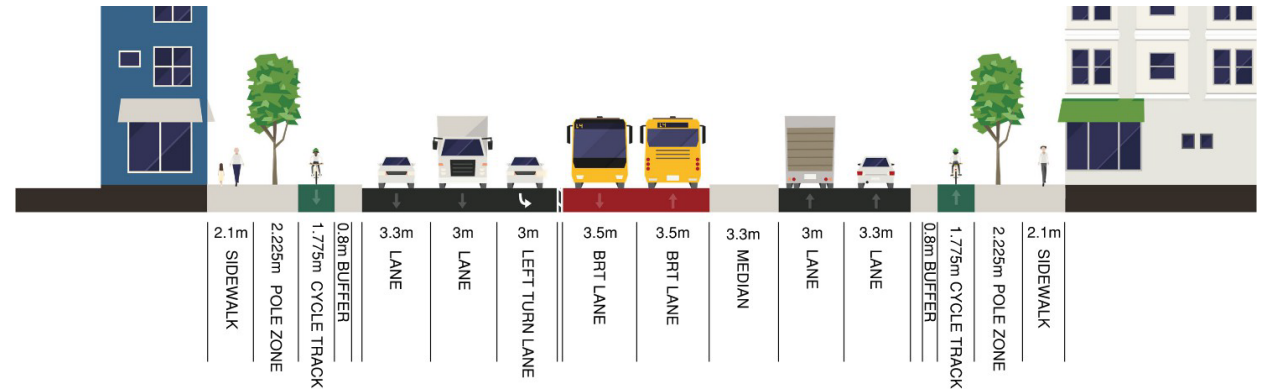


Alternatives Considered

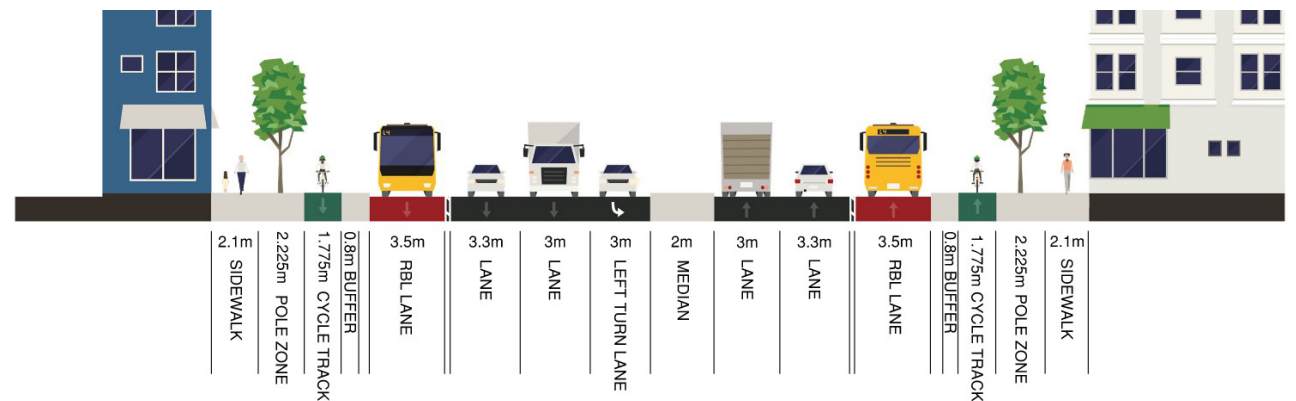
Alternative 1: Median BRT with pinched boulevards



Alternative 2: Median BRT with standard boulevards



Alternative 3: Curbside RBL with standard boulevards



Alternative 1: Median BRT with Pinched Boulevards



Benefits

- Full median BRT will improve BRT travel times, efficiency and reliability.
- Continuity of median BRT lanes from Mississauga East.
- Maintains general 36m right of way and boulevard as identified in the Official Plan.
- Provides sidewalks and dedicated physically protected cycling facilities.



Drawbacks

- Higher capital cost.
- Reduced potential for property impacts.
- Increased auto travel times for peak period conditions.
- Minimum 3.3m curb lane presents challenges for MiWay operating in mixed traffic.

Alternative 2: Median BRT with Standard Boulevards



Benefits

- Full median BRT will improve BRT travel times, efficiency and reliability.
- Continuity of median BRT lanes from Mississauga East.
- Maintains general 36m right of way and boulevard as identified in the Official Plan.
- Provides sidewalks and dedicated physically protected cycling facilities.



Drawbacks

- Greatest capital cost.
- Greatest potential for property impacts.
- Increased auto travel times for peak period conditions.
- Minimum 3.3m curb lane presents challenges for MiWay operating in mixed traffic.

Alternative 3: Curbside Reserved Bus Lanes with Standard Boulevards



Benefits

- Lowest capital cost.
- Maintains general 36m right of way identified in the Official Plan.
- Full amenity boulevard as per Official Plan and Public Realm requirements.
- Provides sidewalks and dedicated physically protected cycling facilities.



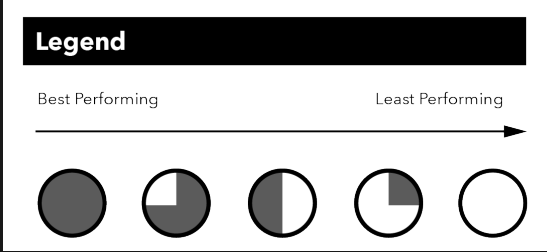
Drawbacks

- Dedicated physically separated BRT facilities not provided, reducing transit priority.
- No continuity of median BRT lanes from Mississauga East.
- Potential conflicts between bus passengers with cyclists in cycle tracks at curbside bus stops.

Evaluation of Alternatives: Kipling Transit Hub to Etobicoke Creek

Alternative 2 is the best performing alternative due to:

- Transit travel time savings.
- Transit reliability.
- Managing the associated capital, property and operating and maintenance costs.
- Traffic operations, intersection level of service and auto travel times.
- Alignment with the City's Official Plan.



Evaluation Results			
Evaluation Principle	Alternative 1 (Full Median BRT with pinched boulevards)	Alternative 2 (Full Median BRT with standard boulevards)	Alternative 3 (Curbside RBLs with standard boulevards)
Strategic Case	Circle with 50% white, 50% grey	Circle with 100% white	Circle with 25% white, 75% grey
Economic Case	Circle with 25% white, 75% grey	Circle with 50% white, 50% grey	Circle with 100% white
Financial Case	Circle with 100% white	Circle with 25% white, 75% grey	Circle with 25% white, 75% grey
Deliverability and Operations Case	Circle with 100% white	Circle with 100% white	Circle with 25% white, 75% grey
Summary	Circle with 25% white, 75% grey	Circle with 100% white	Circle with 25% white, 75% grey



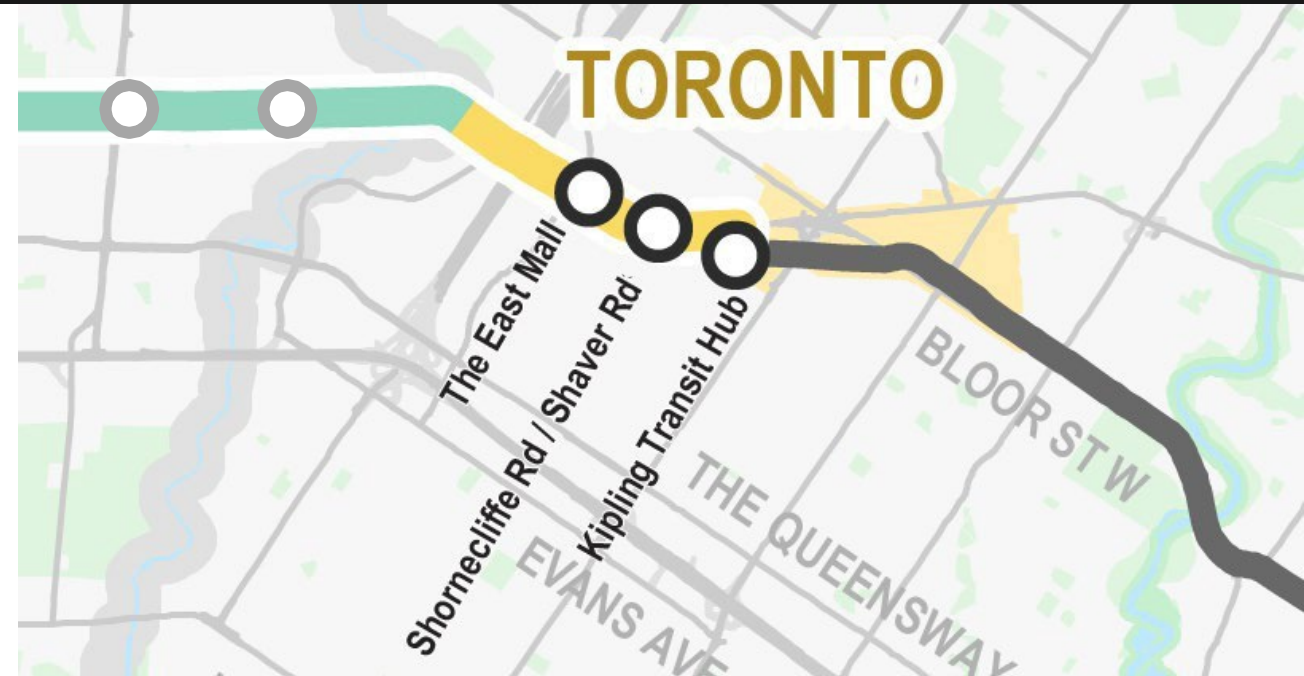
Dundas BRT Stops

What is the distance between each stop?

Stop locations are based on:

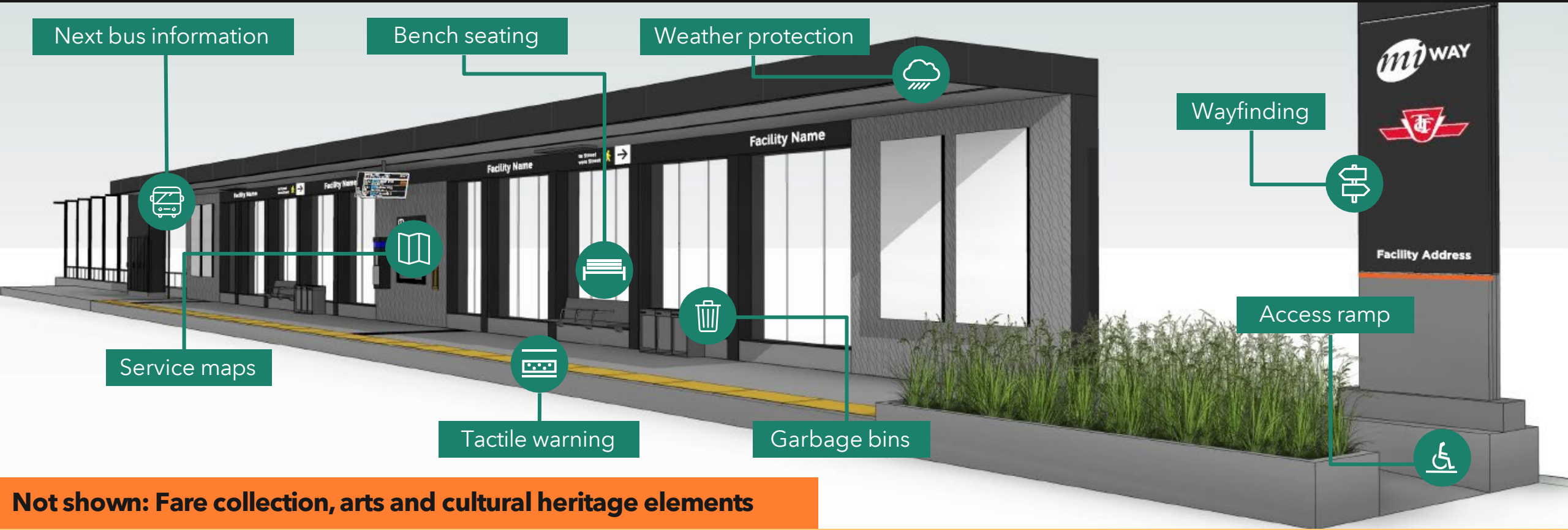
- Access versus travel time.
- Current transit facilities and intersecting bus routes that form the basis of a feeder network.
- Distance between stops.
- Land use and major trip generators.

Work has advanced on establishing the proposed stop locations. **Three stop locations within Toronto have been identified.**



**STOPS IN
TORONTO**

Dundas BRT Stop



What is a stop?

A stop is a designated area where the Dundas BRT will stop to pick up and drop off passengers. The scale and amenities of each stop will reflect the ridership or existing infrastructure in the area.

T Toronto

TRPAP

- Prepare and distribute Notice of Commencement.

Preliminary Design

- Prepare preliminary design for best performing alternative.

PDBC

- Ongoing work completed for the TRPAP and preliminary design will inform the development of the PDBC.

MW Mississauga West

TRPAP

- Prepare and distribute Notice of Commencement.

Preliminary Design

- Prepare preliminary design for best performing alternatives.

PDBC

- Ongoing work completed for the TRPAP and preliminary design will inform the development of the PDBC.

HH Halton/Hamilton

Preliminary Design

- An evaluation of design alternatives.
- Prepare best performing alternative design and develop proposed stop locations.

PDBC

- Ongoing work completed for preliminary design will inform the development of the PDBC.

LEGEND:

TRPAP = Transit and Rail Project Assessment Process

EPR = Environmental Project Report

PDBC = Preliminary Design Business Case

We want to hear from you!

Public feedback is important to this process. We appreciate the time you are taking to learn more about the Dundas BRT project, and we greatly value your input on:

- The Toronto preliminary design alternatives.
- Preliminary design alternatives evaluation and best performing alternative.
- Proposed stop locations (including amenities) in Toronto.



Please complete the [online feedback form](#) at **[metrolinx.com/DundasBRT](https://www.metrolinx.com/DundasBRT)** by **July 24, 2024**.

Stay involved with the Dundas BRT project. We have a dedicated Community Relations team for each region available to answer your questions and receive your feedback at any time.

Email us at: TorontoWest@metrolinx.com



