

Appendix E3c

**Pre-Planning Correspondence
Record: Elected Officials**

A decorative graphic consisting of a thick teal wave shape that starts from the bottom left, curves upwards towards the right, and then levels off. A thin white line runs along the upper edge of the teal shape, creating a double-line effect.

Appendix E3c

Pre-Planning Correspondence

Record: Elected Officials

Elected Officials

- **Councillor Carolyn Parrish**
- **Councillor Chris Fonseca**
- **Councillor Dipika Damerla**
- **Councillor George Carlson**
- **Councillor John Kovac**
- **Councillor Judi Partridge**
- **Councillor Karen Ras**
- **Councillor Mark Grimes**
- **Councillor Matt Mahoney**
- **Councillor Pat Saito**
- **Councillor Ron Starr**
- **Councillor Stephen Dasko**

Elected Officials

- **Councillor Stephen Holyday**
- **Councillor Sue McFadden**
- **Mayor Bonnie Crombie**
- **Mayor Fred Eisenberger**
- **Mayor Patrick Brown**
- **Member of Provincial
Parliament Christine Hogarth**
- **Member of Provincial
Parliament Deepak Anand**
- **Member of Provincial
Parliament Donna Skelly**
- **Member of Provincial
Parliament Effie
Triantafilopoulos**

Elected Officials

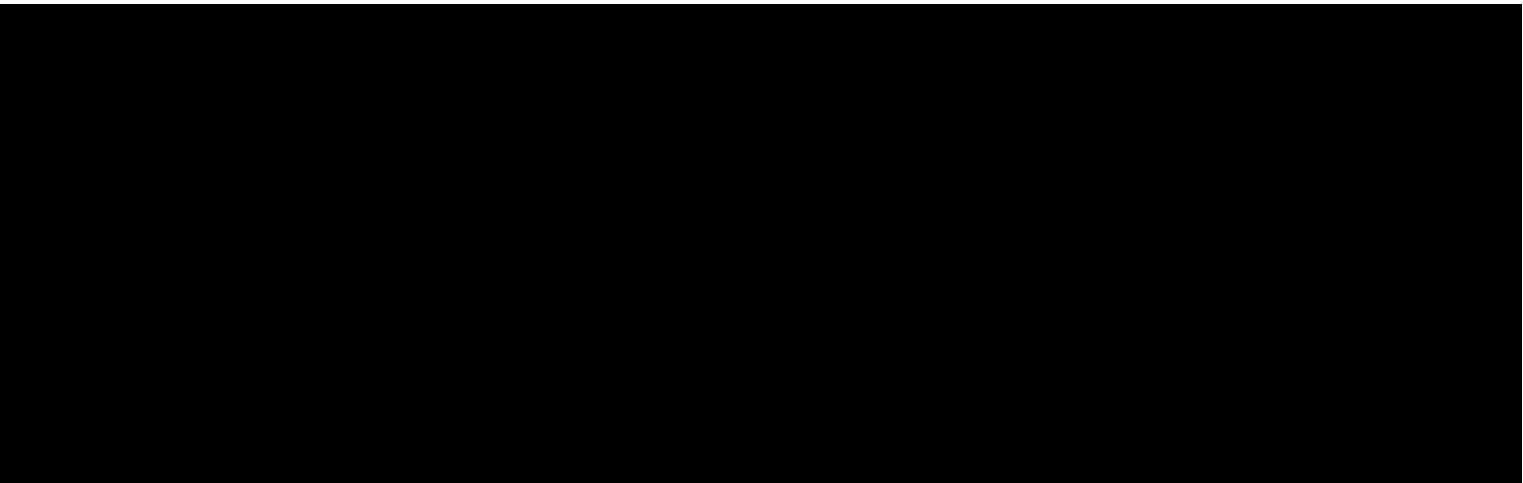
- **Member of Provincial
Parliament Kaleed Rasheed**
- **Member of Provincial
Parliament Kinga Surma**
- **Member of Provincial
Parliament Natalia Kusendova**
- **Member of Provincial
Parliament Nina Tangri**
- **Member of Provincial
Parliament Rudy Cuzzetto**
- **Member of Provincial
Parliament Sheref Sabawy**
- **Member of Provincial
Parliament Stephen Crawford**
- **Member of Parliament James
Maloney**
- **Member of Parliament Yvan
Baker**

Elected Officials

- **Municipalities**
 - **City of Burlington**
 - **Halton Region**
 - **Town of Oakville**

Elected Officials

- **Councillor Carolyn Parrish**



From: <Peel>
Received: 9/17/2021 4:47 PM
To: Mississauga Ward 5
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400545

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH

Peel Community Engagement

Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 11:39 AM

To: Mississauga Ward 5

Subject: Re: Dundas BRT Second Public Engagement EML:025400488

Dear Councillor Parrish,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation will launch online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open for three weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

JESSICA SINGH

Peel Community Engagement

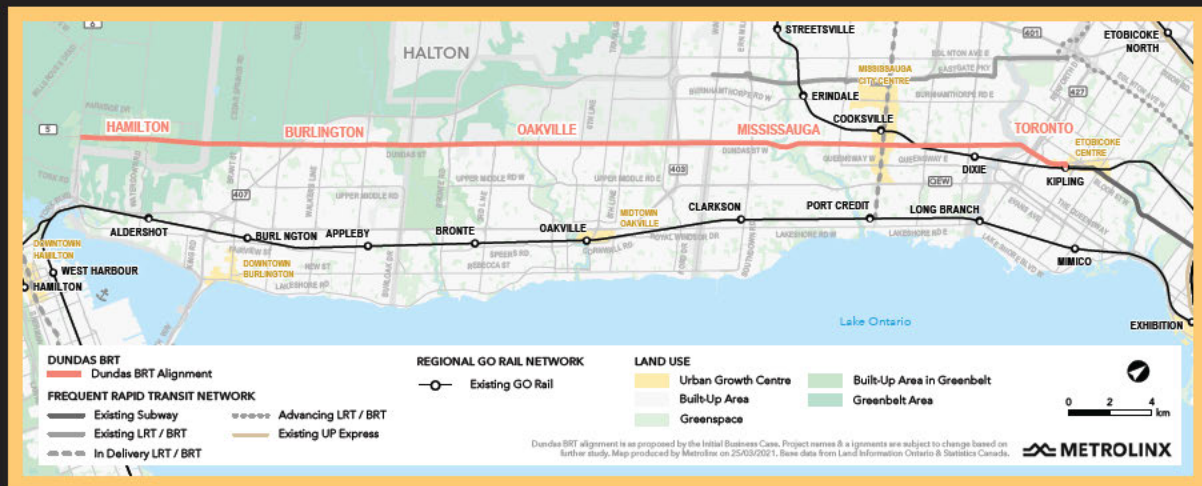
Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

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

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

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

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**



From: <Peel>

Received: 4/13/2021 4:18 PM

To: Mississauga Ward 5

Subject: Dundas BRT: First Public Engagement EML:025400187

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

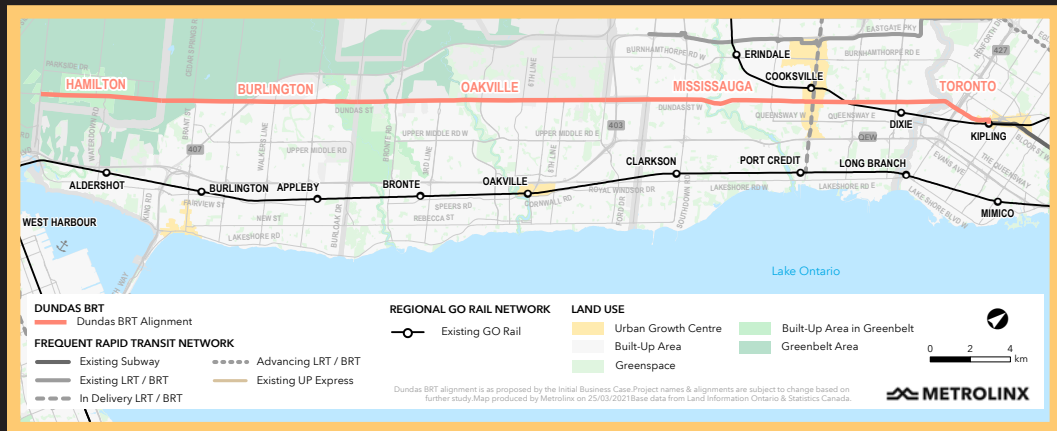
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.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

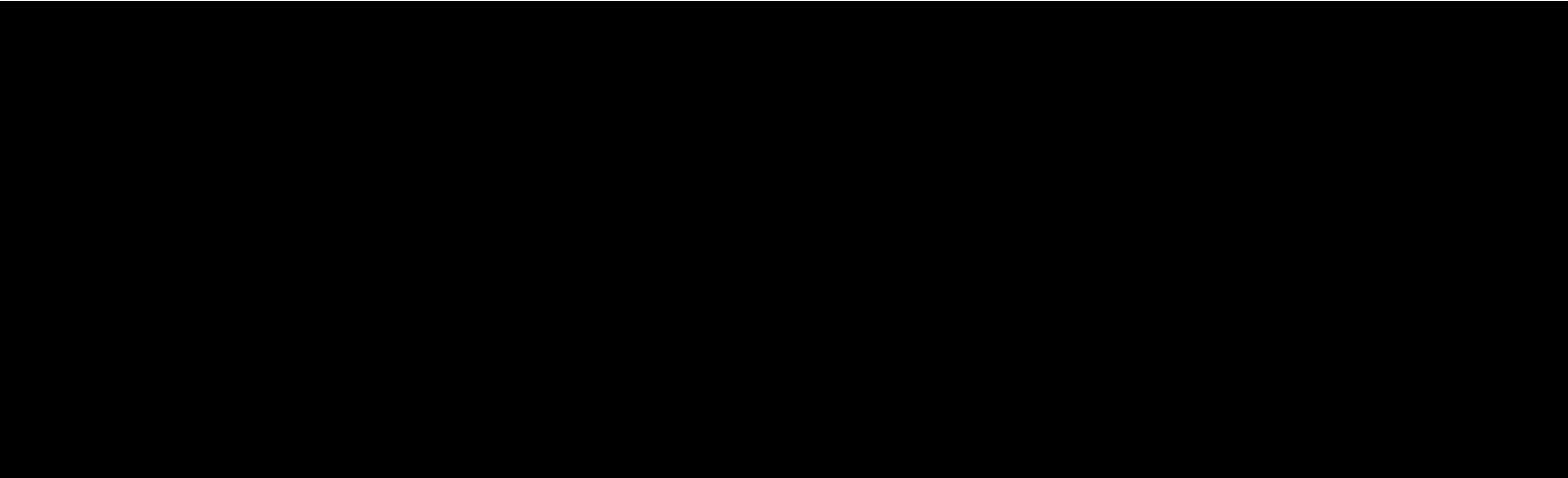
Hamilton@metrolinx.com

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Chris Fonseca**



From: <Peel>
Received: 9/20/2021 1:40 PM
To: Mississauga Ward 3
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400552

Dear Councillor Fonseca,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

Thank you for meeting with our team on Tuesday August 31, 2021 to learn more about the Dundas BRT consultation. I have attached a summary of that meeting that includes answers to some of the questions that we ran out of time for. If you or your constituents have any questions about the Dundas BRT project, please don't hesitate to reach out to us.

Jessica

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

Dundas BRT – Public Engagement Round 2 Councillor Briefing

Summary Report

Date: August 31st, 2021 11:00am to 12:00pm

Via MS Teams / Teleconference

Attendees

Metrolinx

- Maria Doyle, Acting Manager, Rapid Transit Project Planning (RTPP)
- Greg Medulun, Director, Community Engagement (West)
- Flora Devarajah, Community Relations and Issues Specialist
- Darcy Wiltshire, Project Manager, Environmental Programs & Assessment (EPA)

City of Mississauga

- Matthew Williams, Project Leader, Rapid Transit Office (RTO)

AECOM Canada Ltd.

- Kevin Phillips, Senior Manager, Municipal Transportation
- Andrew Barr, Project Manager, Transportation
- David Rahikka, EIT, Sustainable Transportation

Elected Officials

- Stephen Dasko, Ward 1 Councillor, City of Mississauga
- Jessica Figueiredo, Ward 1 Administrative Assistant, City of Mississauga
- Chris Fonseca, Ward 3 Councillor, City of Mississauga
- Dipika Damerla, Ward 7 Councillor, City of Mississauga

Overview

We would like to take this opportunity to thank you for your participation in the Dundas Bus Rapid Transit (BRT) Transit Project Assessment Process (TPAP), Preliminary Design (PD) and Preliminary Design Business Case (PDBC) Public Engagement Round 2 Councillor Briefing held on August 31st, 2021. The briefing was meant to provide you with an opportunity to view, discuss and comment on some of the materials that will be presented to the public in the upcoming Virtual Engagement Round 2 scheduled to take place between September 2nd, 2021 and September 23rd, 2021 and at the Live Virtual Event scheduled for September 22nd, 2021.

During the briefing we presented a tailored version of the forthcoming virtual engagement materials. The Project Team also displayed an alternative conceptual plan to illustrate some of the potential impacts of the best performing alternative through Cooksville.

That conceptual plan is consistent with Metrolinx's 2041 Regional Transportation Plan adopted in 2018, the Frequent Rapid Transit Network Prioritization study of 2019, and the Dundas BRT Initial Business Case of 2020, which all confirmed the need for improved bus transit service throughout the corridor.

Improved bus transit service through a BRT's dedicated bus lanes in an exclusive right-of-way will provide for higher average bus travel speeds, allowing for shorter travel times and a more reliable transit experience for the customer. The Dundas BRT corridor will also contribute to improving the growing and maturing communities from Toronto through to Hamilton, including the City of Mississauga. Improved transit would accommodate significant new population and employment

growth. The BRT would provide for better more-efficient transit service, improve connections between the communities, align with investing for transit oriented communities accommodating that forecast population and employment growth, and help achieve climate change and sustainability goals.

The provision of these transit improvements is also consistent with and was developed on the basis of the rigorous planning assessment and public process that was completed by the City of Mississauga as part of the Dundas Connects Corridor Master Plan (2018), with the recommended dedicated median BRT through Cooksville, active transportation facilities (cycling and pedestrians), and enhanced amenity space. Subsequent to Dundas Connects, the City enshrined the required 42m right-of-way needs by updating and identifying a 42m right-of-way in the City Official Plan.

We would like to reiterate that the displayed concept plan is not an approved plan and in fact a work-in-progress drawing meant to conceptualize and illustrate a potential design, and would be subject to further reviews, modifications based on design refinements, and feedback arising from the September public engagement. The plan is still in development and as such is subject to change as we work towards optimizing the design to limit property impacts while introducing the many of the benefits of the proposed BRT, public realm and active transportation elements. This plan will not be presented in the upcoming September 2021 public engagement, but rather refined over the next couple months prior to it, and its impacts, being presented during the next round of public engagement in late 2021.

In addition, we would like to thank you for the thoughtful commentary provided during the briefing which we have summarized below. We have also taken this opportunity to provide our responses in as much detail as possible, given this project is still in the planning and preliminary design phase.

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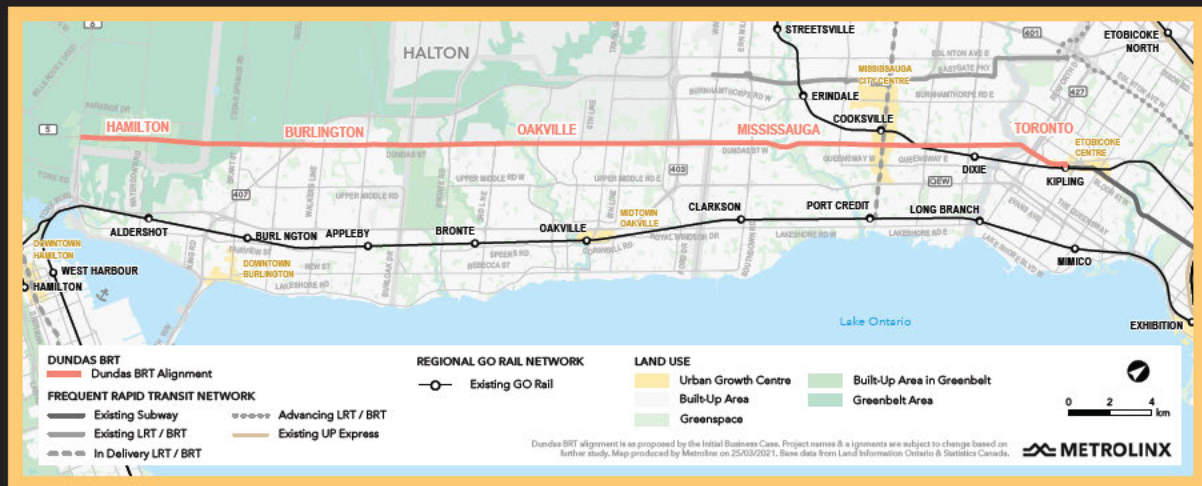
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Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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- Best performing design and other assessed designs for the constrained area in Cooksville
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- Next steps

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September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

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Phone: (416) 202-7500

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

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From: Flora Devarajah <Flora.Devarajah@metrolinx.com>

Sent: September 2, 2021 9:36 AM

To: Community Relations and Communications <CommunityRelationsandCommunications@metrolinx.com>

Cc: Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>; Sarah Farooq <Sarah.Farooq@metrolinx.com>; Maria Doyle <Maria.Doyle@metrolinx.com>; Zul Hamzah <Zul.Hamzah@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>

Subject: Dundas BRT City Councillors Briefing (Mississauga)

Event Summary: Dundas BRT City of Mississauga Councillors Briefing (Mississauga)

Tuesday August 31st, 2021

11:00 am to 12:00 pm

Teams Meeting

ATTENDEES:

Metrolinx:

- Greg Medulun, Director, Community Engagement - West
- Flora Devarajah, Community Relations and Issues Specialist - Peel
- Maria Doyle, Manager Transportation Policy
- Darcy Wiltshire, Environmental Project Manager, Environmental PA

Elected Officials:

- Councillor Dipika Damerla, Mississauga - Ward 7
- Councillor Chris Fonseca, Mississauga - Ward 3
- Councillor Stephen Dasko, Mississauga - Ward 1
- Jessica Figueiredo, Office of Councillor Stephen Dasko, Mississauga - Ward 1

AECOM:

- Andrew Barr, Project Manager
- Kevin Phillips, Senior Manager, Municipal Transportation
- Joanne Wang, Environmental Lead
- David Rahikka, Transportation EIT

City of Mississauga

- Matthew Williams, Rapid Transit Office

OVERVIEW:

Metrolinx is continuing to advance plans for the Dundas BRT corridor. Our first Public Information Session was in April which introduced the project, and with the second Public Information Session coming up on September 2, 2021, we wanted to provide the Councillors with a preview of the materials.

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Flora Devarajah

Community Relations and Issues Specialist

Peel | **METROLINX**

C: 647.203.3776

Get the latest news on what's happening in Peel, subscribe to our [newsletter!](#)

Welcome to the Dundas Bus Rapid Transit



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 that 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.

Additional resources from our municipal partners on the traditional territories in each community:

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



Safety moment

What is Bus Rapid Transit (BRT)?

BRT provides an efficient rapid transit alternative at-grade system in a number of areas locally (Mississauga Transitway, York Region's VIVA) and across North America (see the examples below), with the following features:

- **Dedicated lanes**
- **Frequent service**
- **Smart signals**
- **Better connections**
- **Reliable service**
- **Potential enhanced amenities**

Where dedicated lanes are not being implemented, certain Transit Priority Measures (TPMs) including infrastructure and signal measures can be considered to optimize conditions and contribute to shorter, more efficient rides. These include:

- **Queue Jump Lanes**
- **Transit Signal Priority**



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



Le Corbusier BRT - Laval, Québec

Why are we here?

The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre (km) 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.

The Dundas BRT will:



Allow for faster, more reliable and more frequent transit service.



Offer shorter commutes, leading to increased productivity, with an average travel-time savings of ~14 minutes.



Improve connectivity by providing connections to other transit services that operate along the Dundas Street corridor.



Provide key connections to the Kipling Transit Hub and Etobicoke and Mississauga City Centres, allowing for access to key destinations along Dundas Street such as:

- Residential and commercial areas;
- Educational institutions;
- Places of worship;
- Medical institutions;
- Parks and outdoor recreation; and
- Dining, entertainment and shopping destinations.



Help retain and attract residents, tourists and businesses.



Unlock economic and regional development along the corridor with 230,000 jobs within a 2 km radius.



Improve quality of life by allowing 660,000 people living within a 2 km radius to go where they want to go.



Reduce greenhouse gas emissions.



Attract new ridership (~31,000 new riders per day).

How is the study structured?

The study is structured into the following four areas along Dundas, three Transit Project Assessment Processes (TPAPs) for Toronto, Mississauga East and Mississauga West, and one Preliminary Design Business Case (PDBC).

- Toronto - Kipling Transit Hub to Etobicoke Creek
- Mississauga East - Etobicoke Creek to Confederation Parkway
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

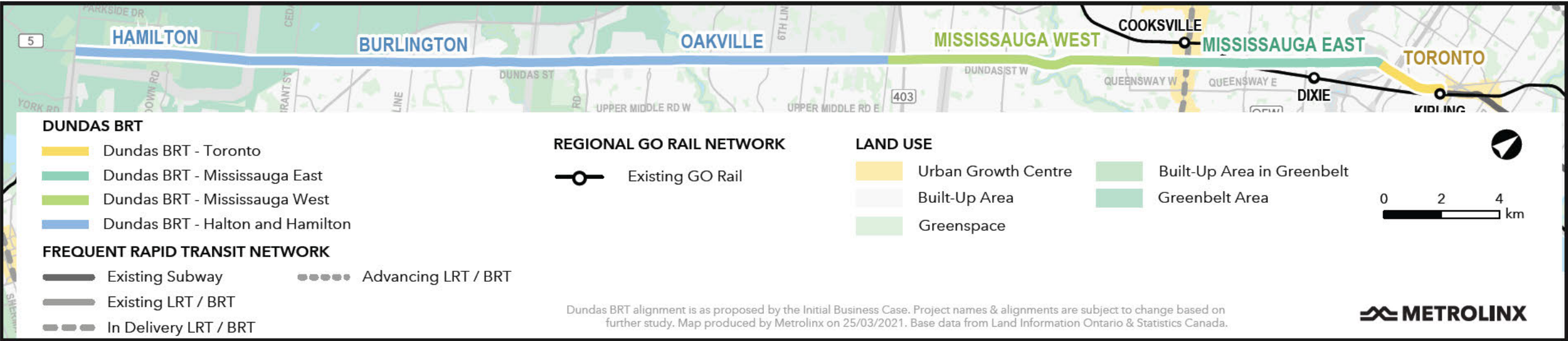
Dundas BRT study areas

The project area includes the proposed alignment for the project and additional areas for potential refinements as design progresses. Once established, the environmental disciplines applied buffers to account for applicable legislated requirements, resulting in the individual study areas for each of the environmental studies.

What formal process will be followed?

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

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister’s review period.

Three separate TPAPs will be conducted for:

- Toronto
- Mississauga East (this TPAP will be conducted first to meet federal funding requirements)
- Mississauga West

What is Preliminary Design (PD)?

The preliminary design phase is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case, and 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 analyses of technical and environmental studies and public engagement to refine the BRT design to a 30% design level. Outcomes from the preliminary design will inform the Preliminary Design Business Case (PDBC).

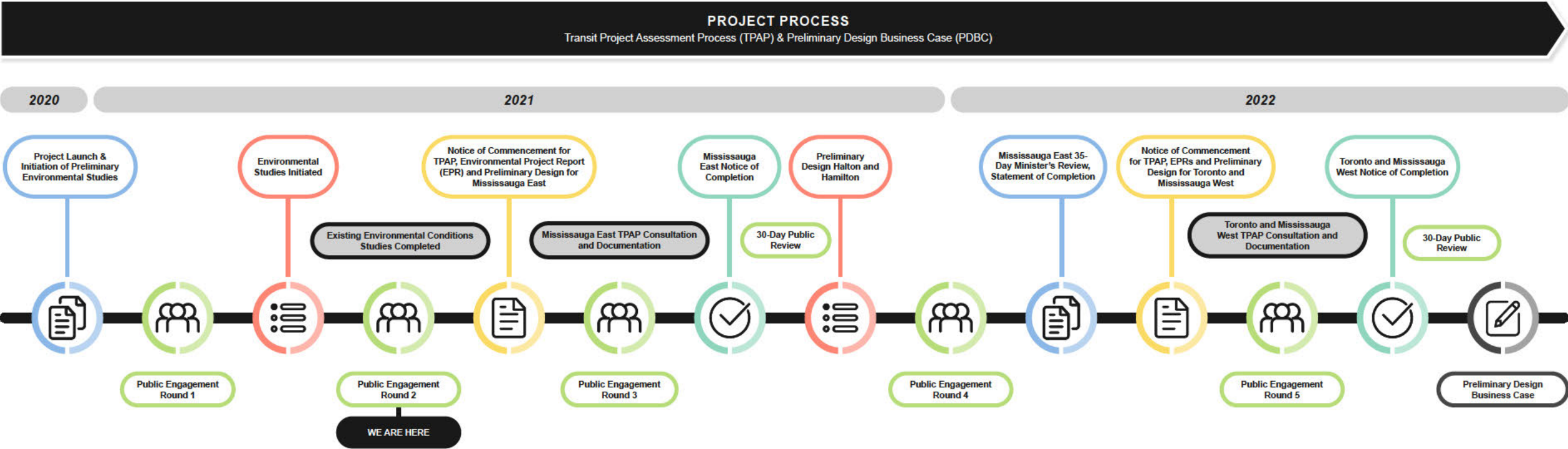
What is the Preliminary Design Business Case (PDBC)?

The PDBC evaluates the Dundas BRT project across strategic, economic, financial and operational, and deliverability cases. Outcomes from the Preliminary Design Business Case (PDBC) will inform the 30% Preliminary Design refinement.

Project timeline

This graphic shows the project process and demonstrates where public engagement will take place. The project timeline has been updated since the last round of engagement to:

- Allow for more time to complete the Preliminary Design Business Case (PDBC) outside of Mississauga East;
- Advance work for Mississauga East to meet requirements of the Investing in Canada Infrastructure Program (ICIP) funding; and
- Leverage Dundas Connects study results to advance preliminary design and environmental studies in Mississauga East.



Engagement opportunities

How is the community involved?

Round 1 engagement (Completed April 2021)	Round 2 engagement (We are here)	Round 3 engagement (Fall 2021)	Round 4 engagement (Winter 2021-2022)	Round 5 engagement (Spring 2022)
<ul style="list-style-type: none">• Dundas BRT in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental summary reports, including potential impacts and proposed mitigation measures• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)	<ul style="list-style-type: none">• Preliminary design for Halton and Hamilton• Stop locations and amenities for Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental summary reports, including potential impacts and proposed mitigation measures• Preliminary corridor design for Mississauga West• PDBC outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Mississauga West and Toronto• Mississauga East Transit Project Assessment Process (TPAP) Completion update

What we heard at virtual public engagement #1

Virtual public engagement #1 was held in April 2021. Feedback gathered demonstrated general public support for the project, along with strong interest in learning more about potential impacts. The public identified:

Opportunities to:			Concerns about:						
	Use Existing Traffic Spaces		Improve Cycling Infrastructure		Connect to Future Projects		Environmentally Sensitive Areas		Cycling Safety

The impact of public feedback during the first round of engagement can be directly observed in the development of the revised [Pinch Point Evaluation Criteria](#). Criteria was revised to include areas of importance raised by the public, including road safety, pedestrian and cyclist accessibility and connectivity, transit service reliability and capital cost.

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 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 into the project to inform key decisionmaking.
- Allow members to address issues and provide advice on the development of the project.
- Offer the project team a fresh perspective.

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.

Environmental studies

In Toronto, Mississauga East and Mississauga West, the studies to identify the baseline conditions, determine any potential for impacts, and propose measures to mitigate potential negative impacts are underway. The studies being conducted by the project team are identified below.



Natural Environment



Socio-Economic & Land Use
Characteristics



Cultural Heritage



Noise & Vibration



Archaeology



Climate Change & Sustainability

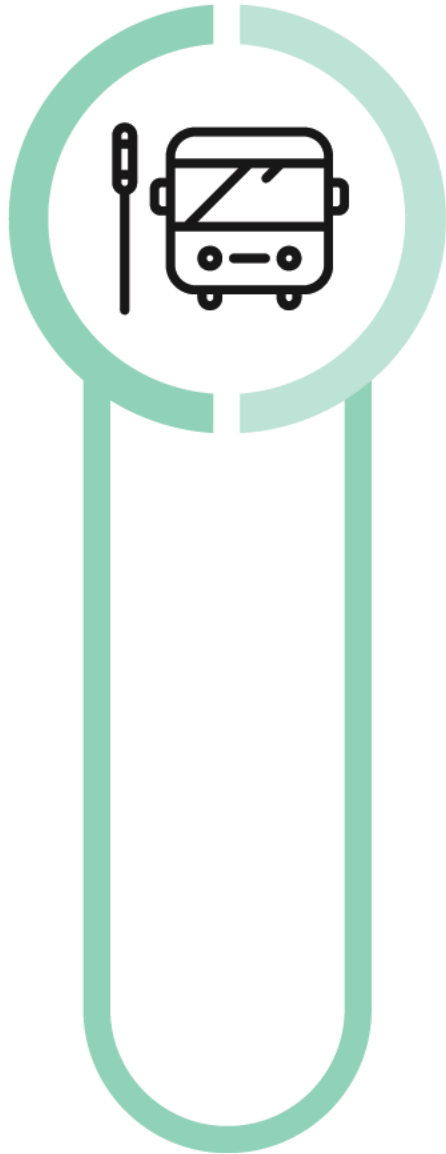


Traffic & Transportation



Air Quality

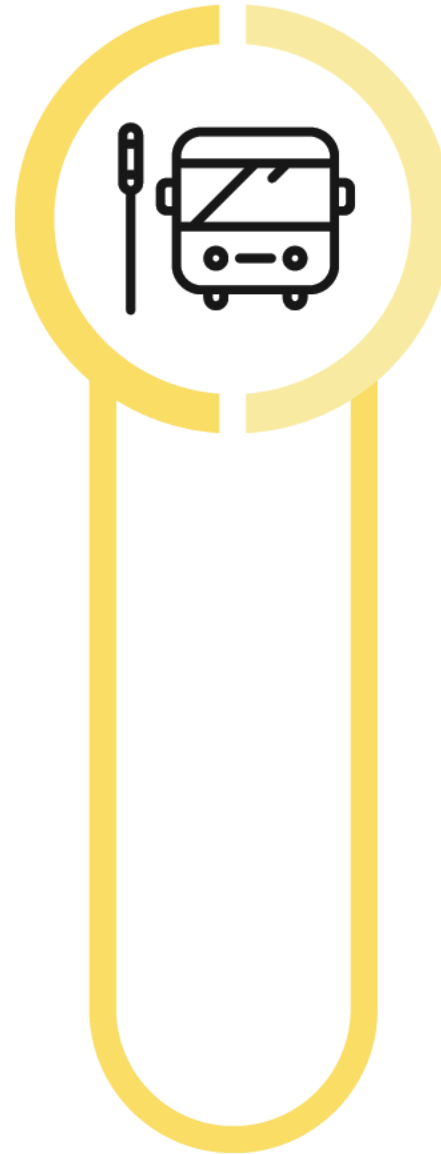
TPAP: next steps



Mississauga East

Metrolinx will:

- Use feedback from the public to refine the preferred design;
- Use existing environmental conditions studies to identify potential impacts;
- Propose mitigation measures in order to reduce any negative impacts identified;
- Present potential impacts and proposed mitigation measures in the Draft Environmental Project Report (EPR) to be shared with the public for review and feedback during the next round of engagement, in line with the Mississauga East TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Mississauga East in early 2022.



Toronto and Mississauga West

Metrolinx will:

- Use feedback from the public and existing environmental conditions studies to continue detailed analysis required to identify the preferred design and proposed stop locations in Toronto and Mississauga West;
- Present the analysis of pinch point alternatives and preferred options during a future round of engagement in 2022;
- Commence the TPAPs for Toronto and Mississauga West; and
- Identify potential impacts and proposed mitigation measures to present in the Draft EPRs for Toronto and Mississauga West, to share with the public in 2022.

What is the preliminary design process?

The preliminary design process bridges the gap between the design concept and detailed design of a project.

- Complete studies and analyses to determine the technically preferred alternatives, leading to 10% Preliminary Design
- Analyze preferred alternatives through the Preliminary Design Business Case (PDBC) to establish the preferred alternative, leading to a 30% Preliminary Design level



Preliminary design for the Dundas BRT project to-date is outlined in detail in the following slides, including:

- Progression of corridor design outside pinch points;
- Evaluation and identification of the preferred alternatives for the pinch point in Mississauga East;
- Evaluation of alternatives for the pinch point in Mississauga West;
- Progression of concept designs for typical median and curbside stops, including amenities; and
- Identification of stop locations within Mississauga East.

What is a pinch point?

Pinch points are areas of special interest where proposed road widening may be 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 optimal plan balancing impacts and project needs.

Preliminary design - design progressed for the Mississauga BRT corridor

The BRT Corridor outside constrained areas, or pinch points, of the Mississauga locations are identified as:

- Etobicoke Creek to Jaguar Valley Drive - Mississauga East
- Confederation Parkway to The Credit Woodlands - Mississauga West
- Mississauga Road to Ninth Line - Mississauga West

The above areas have been developed to a 10% Preliminary Design, outcomes of this design are:

- Right-of-way (ROW) widened up to 42 m requiring property acquisition with potential impacts to landscaping, entrances and parking, buildings and structures
- Dedicated median BRT lanes
- Maintains two general purpose traffic lanes in each direction
- Enhanced active transportation
- Enhanced public realm, where possible



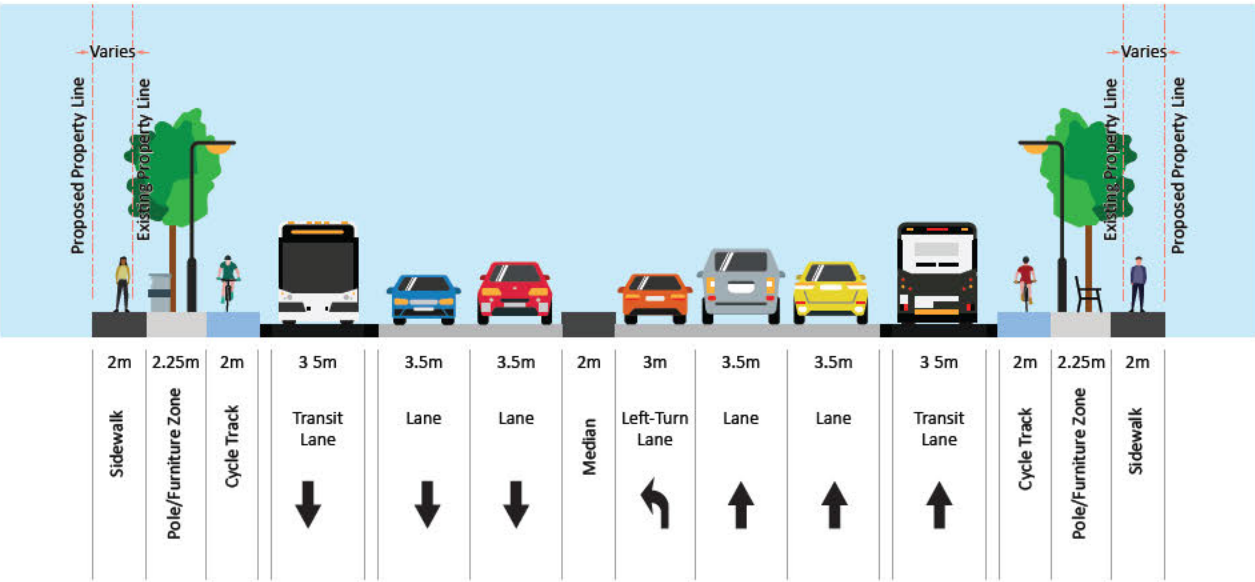
Special Policy Area (SPA) Studies

Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

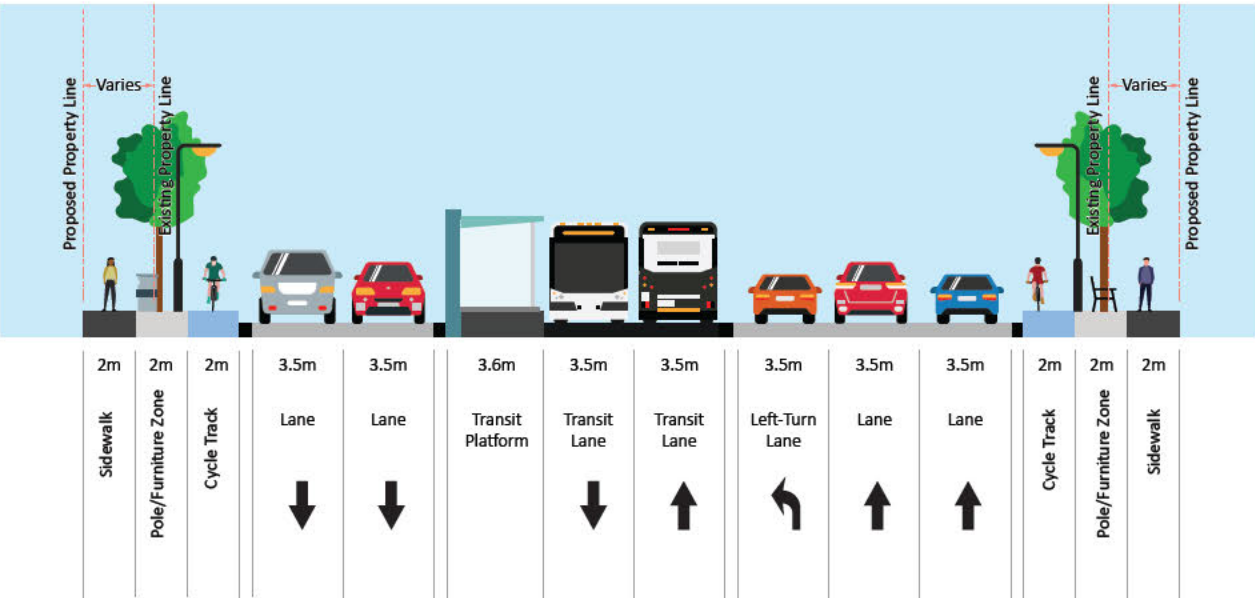
- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
- Etobicoke Creek SPA Feasibility Study

Preliminary design - design progressed for the Mississauga BRT corridor

Dundas Street will be widened in certain areas to accommodate the proposed BRT lanes and facilities, including four general purpose traffic lanes, cycling facilities, wider sidewalks, and amenity space for utility poles, trees and street furniture.



Cross Section:
An example of curbside BRT with reserved bus lanes on Dundas Street.



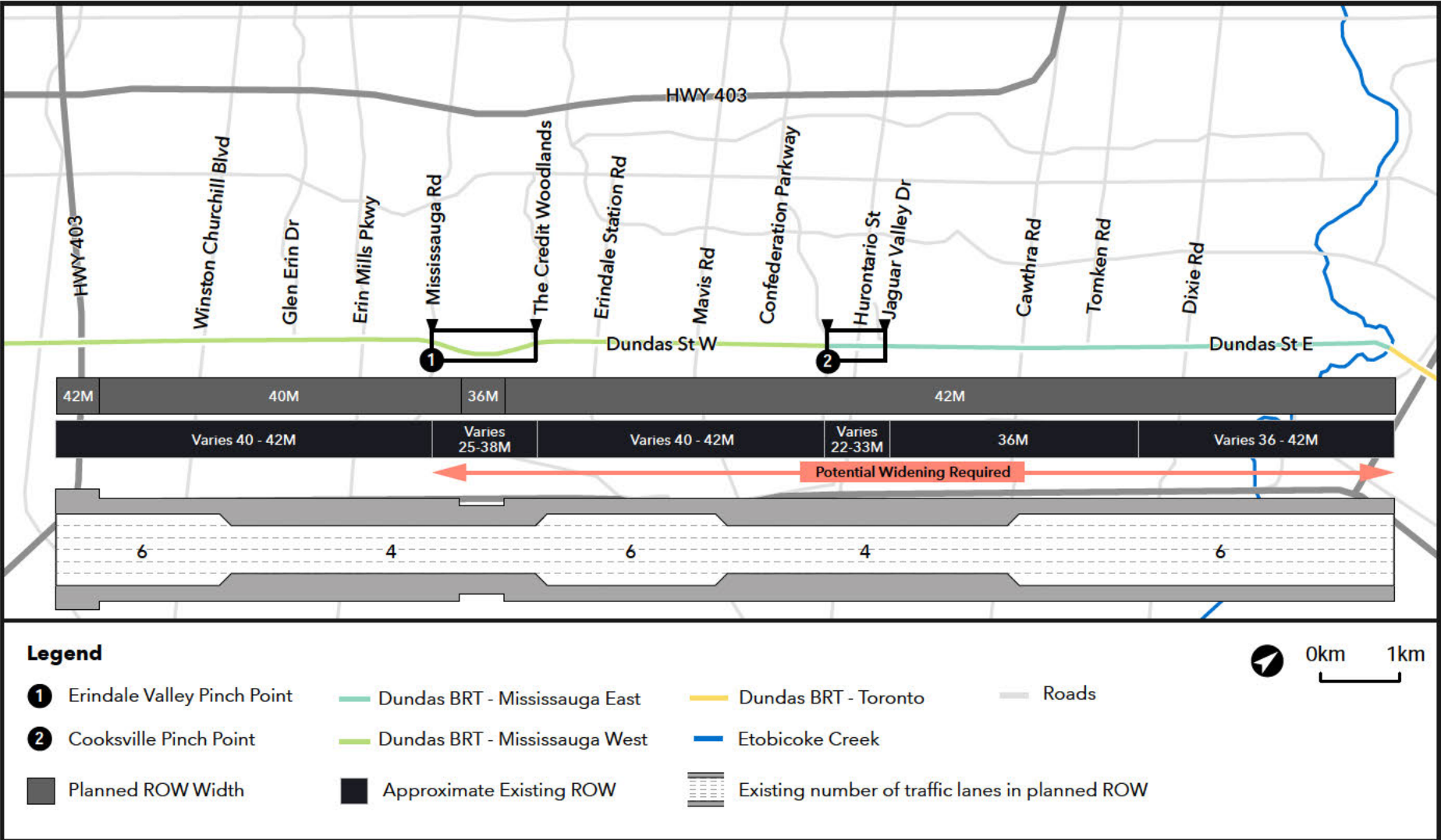
Cross Section:
An example of median BRT on Dundas Street.

Preliminary design - proposed changes to the Mississauga right-of-way

Widening of the right-of-way (ROW) is required to allow for the addition of dedicated BRT lanes within the corridor.

Opportunities to mitigate potential impacts to properties, where possible, will be explored through:

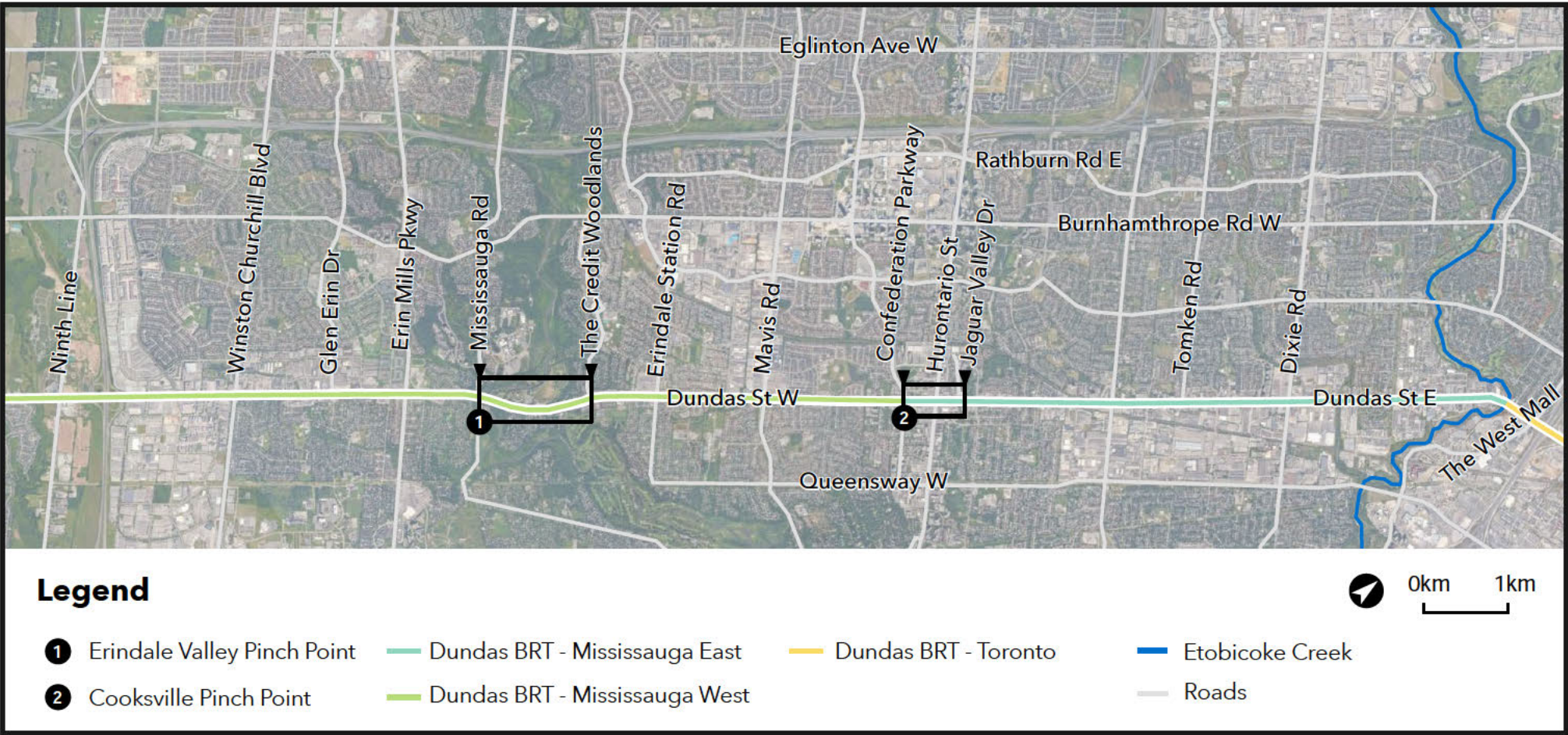
- Optimization of the corridor alignment
- Applying minimum standards for design elements
- Reducing boulevard space



Preliminary design - pinch points

Two pinch points within Mississauga were identified during the last round of engagement:

- Cooksville - Mississauga East
- Erindale Valley - Mississauga West



Preliminary design - pinch points

As work for Mississauga East is advancing ahead of other areas along the Dundas BRT corridor, an additional evaluation process has been applied to the Cooksville pinch point to meet the requirements of the Investing In Canada Infrastructure Program (ICIP). All pinch points along the corridor will be assessed within the PDBC framework outlined 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/Operations Case

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

The following slides document the feedback heard and the steps taken by the project team to design a preferred solution for the Dundas BRT corridor.

How are pinch points evaluated?

In addition to the evaluation criteria identified as part of preliminary design, pinch point evaluation considers the technical categories below pertaining to the natural, cultural and built environment in each location.



Environmental Considerations

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



Geometrics/Infrastructure Considerations

- Minor vertical and horizontal alignment adjustments
- Multi-modal cross-section
- Continuity of infrastructure
- Capital cost



Mobility and Traffic Considerations

- BRT travel times
- Auto travel times/operations
- Queue lengths
- Level of service
- Transit Service Reliability*
- Cyclist accessibility and connectivity*
- Pedestrian accessibility and connectivity*
- Road safety*



Property Considerations

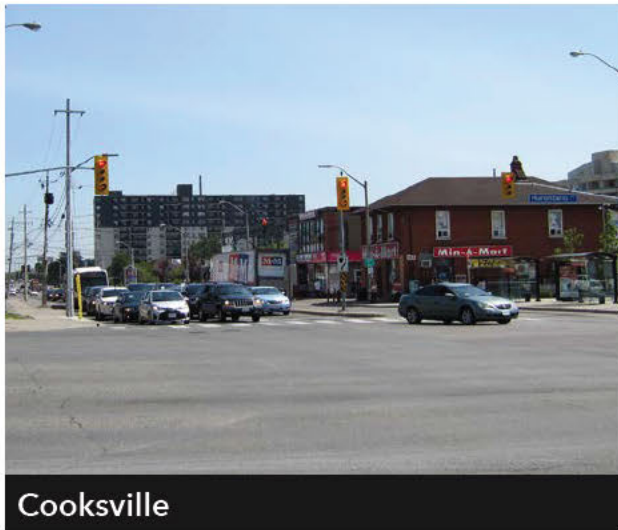
- Land acquisition and building displacement
- Approved development applications
- Municipal development planning and policy

*New considerations from the first round of public engagement.

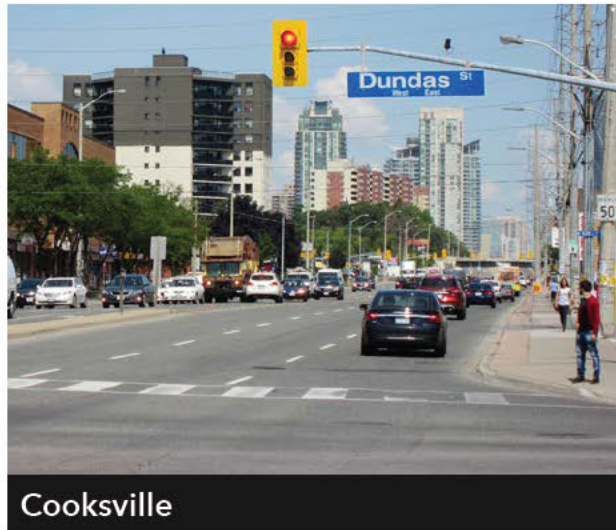
Pinch points: Mississauga East and Mississauga West

1 Cooksville area pinch point

- A median BRT route in the Cooksville area is in a constrained right-of-way
 - Potential alternatives include those with different stop locations, reduced number of lanes, and targeted widening along Dundas Street



Cooksville



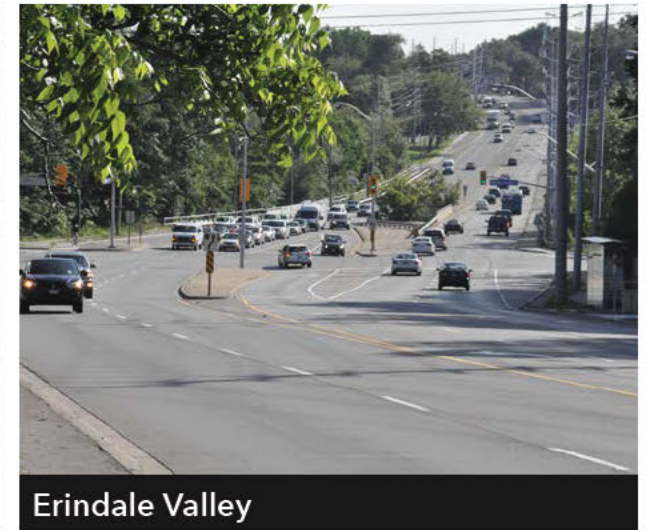
Cooksville

2 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 and several heritage sites between Mississauga Road and The Credit Woodlands
 - Potential alternatives include a single reversible BRT lane or two BRT lanes, and widening along Dundas Street



Erindale Valley

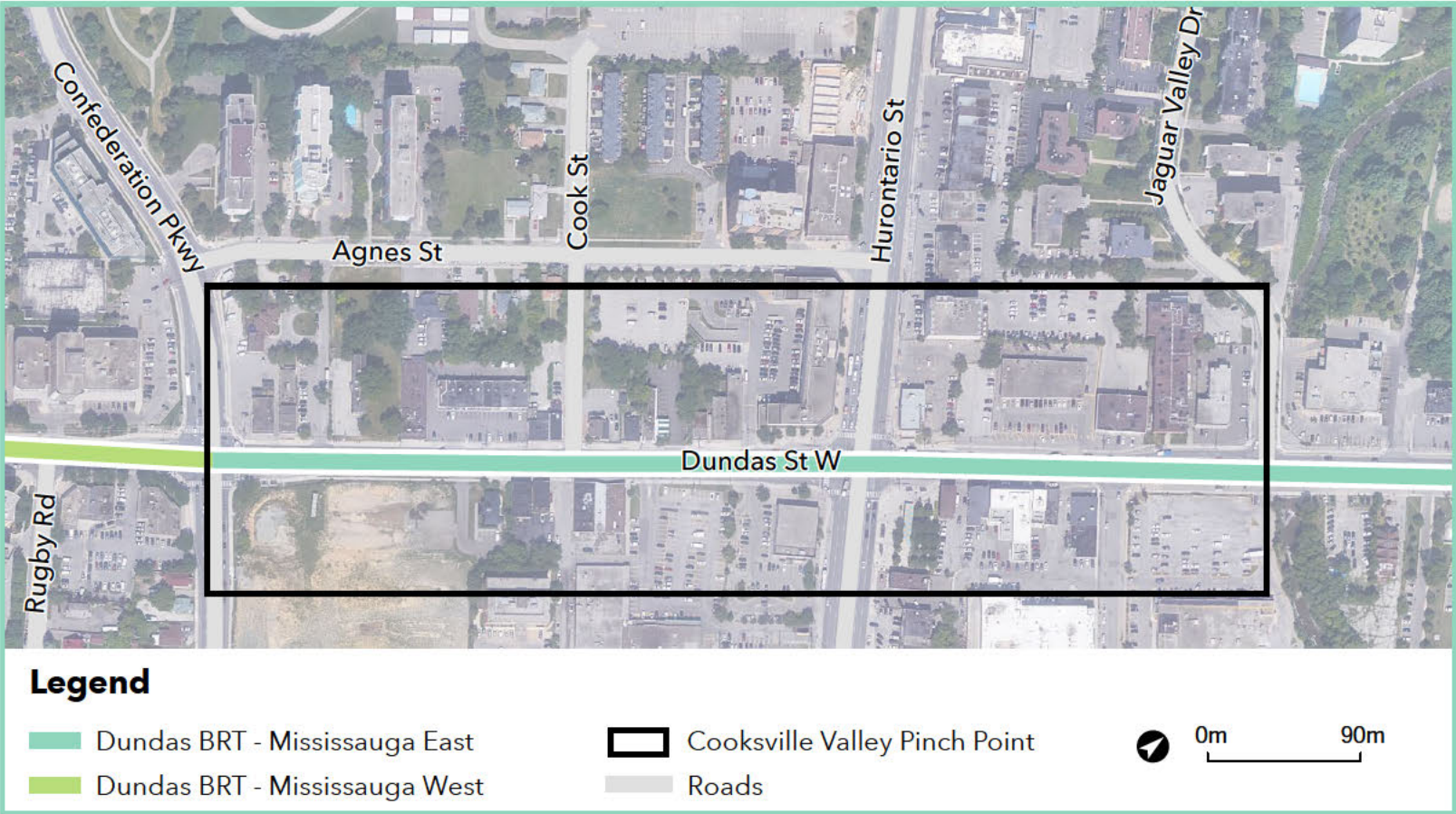


Erindale Valley

Mississauga East: key pinch point considerations

Key considerations for the Cooksville pinch point include:

- Existing narrow right-of-way (ROW) in many locations
- Property acquisition required
- Some buildings located close to the property/ROW line
- Significant development intensification
- Hurontario LRT track and station stop
- Minimal natural heritage features
- Some cultural heritage resources
- Each design alternative has a varying impact on the community character of Cooksville Village



During round 1 engagement, members of the public identified:

Opportunities to:

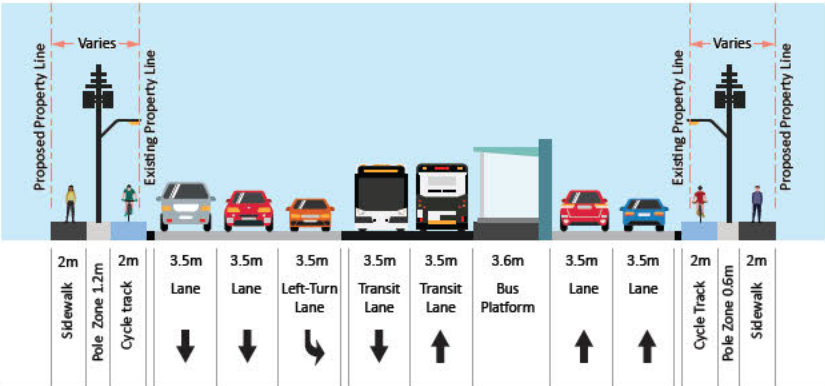
- Implement the Dundas BRT Project as part of the City of Mississauga’s Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

Concerns about:

- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Widening Dundas Street with additional lanes
- Landscaping (aesthetics)

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

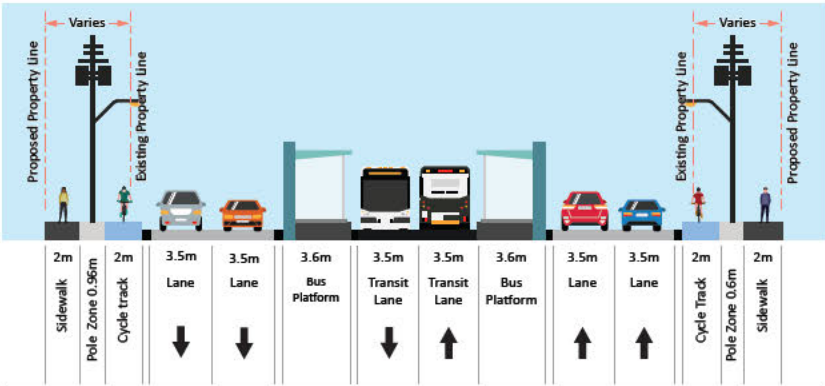
Six alternatives were reviewed for potential benefits and drawbacks, leading to the below short list to be considered for further evaluation:



Alternative 1 - Full median BRT widened about the centreline (with two general purpose lanes in either direction).



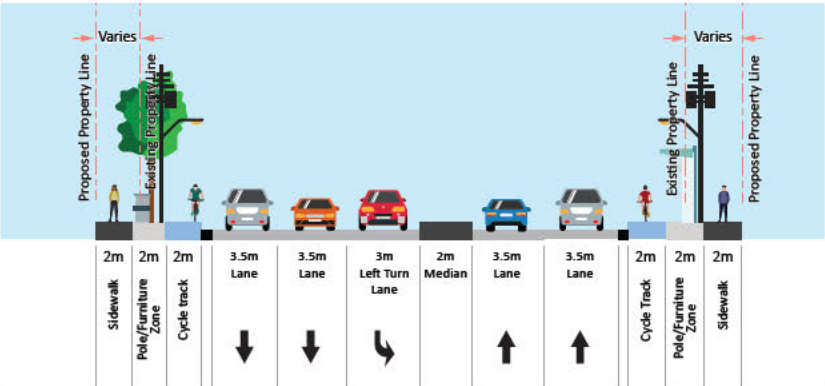
*



Alternative 3 - Full median BRT with no lefts at the Dundas and Hurontario intersection.



**



Alternative 4 - Curbside buses in mixed traffic.



**

*This icon indicates best performing alternative

**This icon indicates a short-listed alternative

Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

The following six alternatives were reviewed for potential benefits and drawbacks:

Alternative 1



Full median BRT widened about centreline (with two general purpose lanes (GPL) in either direction)

Alternative 2

Full median BRT (with one GPL in either direction)

Alternative 3



Full median BRT with no lefts at Hurontario

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Provides acceptable auto travel times
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Operates at capacity with acceptable auto travel times
- Will improve the overall community character of Cooksville Village

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Potential to avoid displacing two heritage buildings
- Minor potential impacts to existing and future land uses
- Will improve the overall community character of Cooksville Village

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Will improve the overall community character of Cooksville Village

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Moderate capital cost to implement and purchase of properties


Drawbacks:

- Existing traffic operations fail through Cooksville. Queue lengths extend to Mavis and Cawthra
- Potential for one heritage structure and other property displacements

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Results in auto travel delays for westbound thru traffic, including increase queue lengths at Confederation Parkway

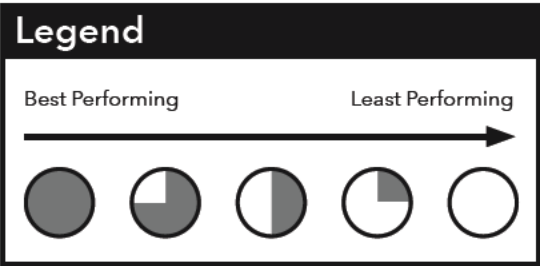
Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

<div><div>Alternative 4</div><div></div><div>Curbside buses in mixed traffic</div></div>	<div><div>Alternative 5</div><div></div><div>Full median BRT with widening to the South</div></div>	<div><div>Alternative 6</div><div></div><div>Portal (BRT tunnel under Dundas Street)</div></div>
<div><div>Benefits:</div><div><ul style="list-style-type: none">• Maintains continuity of active transportation• Avoids property impacts through Cooksville if active transportation is deferred to a later date• Easiest and lowest cost to implement, compared to other alternatives• Limited impacts to existing heritage properties and planned development</div></div>	<div><div>Benefits:</div><div><ul style="list-style-type: none">• BRT operations and reliability• Maintains continuity of BRT and active transportation• Operates at capacity with acceptable auto travel times• Will improve the overall community character of Cooksville Village</div></div>	<div><div>Benefits:</div><div><ul style="list-style-type: none">• BRT operations and reliability• Maintains existing Cooksville cross-section and community character• Operates at capacity with acceptable auto travel times• Property impacts could be mitigated through revisions to active transportation• Will improve the overall community character of Cooksville Village</div></div>
<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Does not provide BRT continuity or active transportation (if active transportation is implemented later)• Results in a two-minute reduction in BRT service through the area• No continuity and less reliable than other alternatives• Does not improve the overall community character of Cooksville Village</div></div>	<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Extremely high capital cost due to property acquisitions required• Redesign and construction of Hurontario LRT required• Potential for one heritage property and other property impacts and displacements</div></div>	<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Significant cost and construction implications• Highest technical complexity and engineering design due to tunnel, utility relocations, and vertical access• Profile of BRT below grade introduces 6% grades• Traffic and Hurontario LRT service impacts during construction• Potential for heritage and other property impacts and displacements• Additional right-of-way and property impacts and displacements for utility relocations and underground station requirements, alternative vertical accesses, ventilation and pumping station(s)• Potential impacts to Cooksville Creek</div></div>

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

Evaluation criteria:

- Alignment with the 2041 Regional Transit Plan goals and objectives
- Alignment with the objective of the Dundas BRT to provide a high-quality regional transit corridor
- Transit customer experience
- Transit travel times
- Capital cost
- Environmental considerations
- Geometrics/infrastructure considerations
- Mobility and traffic considerations
- Property considerations



Screening Criteria	Evaluation Results		
	Alternative 1 (full median BRT widened about centreline)	Alternative 3 (full median BRT with no lefts at Hurontario)	Alternative 4 (buses in curbside mixed traffic GPL)
Mobility and traffic considerations			
Geometric/Infrastructure Considerations			
Property Considerations			
Environmental Considerations			
Summary			

Best performing alternative: Dundas Street in Mississauga – Cooksville pinch point

Best performing alternative

The evaluation of the short-list determined Alternative 1 - a full median BRT about centreline is currently the best performing alternative. Alternative 1 proved to be the best performing in terms of geometrics/infrastructure, mobility, traffic and property considerations. It would also provide a BRT station at Hurontario with limited to no impacts to the future Hurontario light rail transit line and would allow for optimal BRT operations and reliability.



The Environmental Project Report will identify potential impacts and appropriate mitigation measures associated with the chosen alternative.

Rendering: Typical bird's eye view of Alternative 1 - Full median BRT widened about centreline.



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Key considerations:

- Property acquisition required beyond the Official Plan right-of-way (ROW) to accommodate all contemplated infrastructure needs
- Numerous buildings located close to the property/ROW line
- Significant natural heritage features
- Numerous cultural heritage resources and landscapes

During Round 1 engagement, members of the public identified:

Opportunities to:

- Implement the Dundas BRT project as part of the City of Mississauga's Dundas Connects Master Plan

Concerns about:

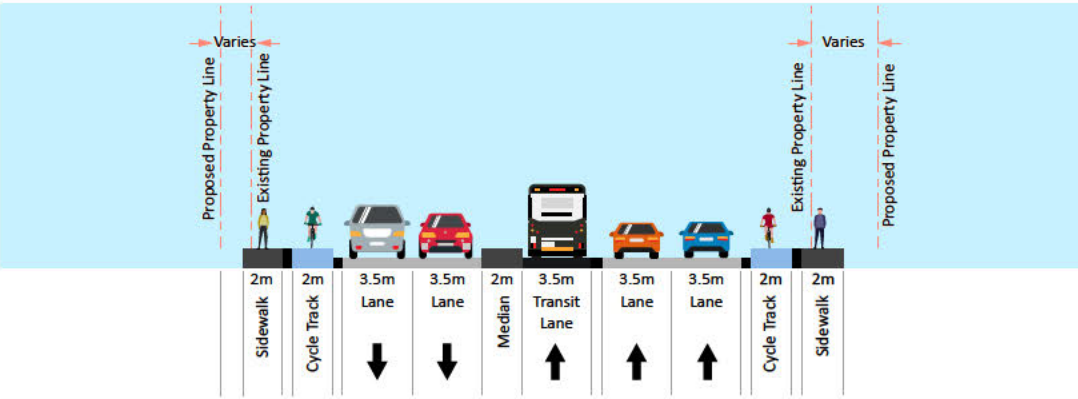
- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Environmentally sensitive areas
- Dedicated transit lanes
- Landscaping (aesthetics)



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Alternative 1: Reversible BRT Lane

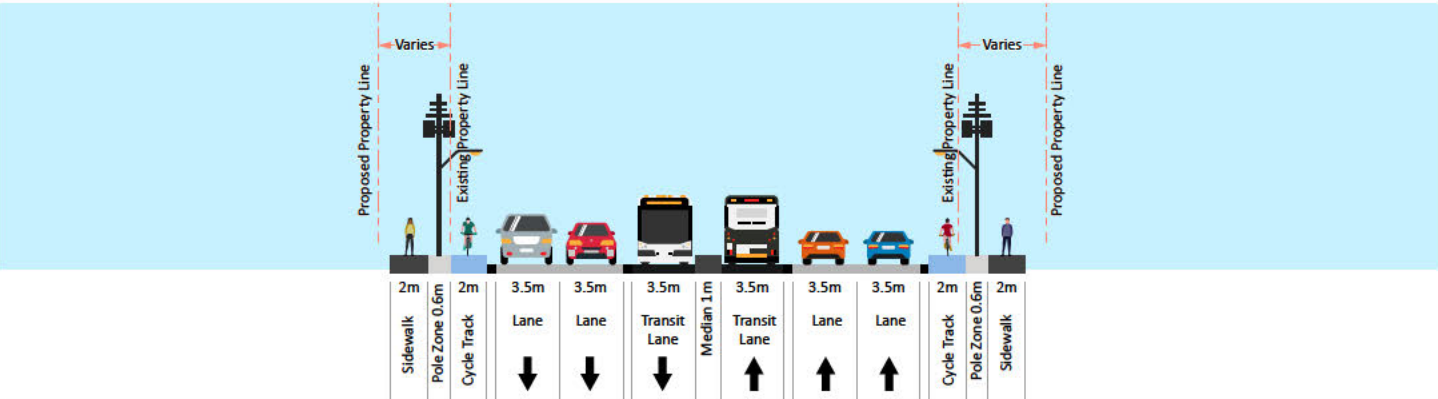
- Benefits:
- Lower capital cost with only a single dedicated transit lane
 - Fewer property impacts and building displacements
 - Minor impacts to natural features
- Drawbacks:
- Does not maintain continuity of full BRT lanes through corridor
 - Less reliable due to general traffic impedance with notable transit delays
 - Potential for residential and built heritage resource displacements



Alternative 1 Cross Section.

Alternative 2: Full Median BRT (to the North)

- Benefits:
- Maintains continuity of median BRT
 - Provides a full multi-modal cross section
 - Provides transit service reliability
- Drawbacks:
- Higher capital cost to implement
 - Potential for property impacts along the south and north sides of Dundas Street
 - Potential for commercial, residential and heritage resource property displacements
 - Increased impacts to natural features



Alternative 2 Cross Section.

Dundas BRT stops

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 level of predicated usage or existing infrastructure in the area.

Potential amenities of the Dundas BRT stops include:

- | | |
|--|--|
|  Access ramp and railings |  Art and cultural heritage elements |
|  Tactile warning strips
(e.g., textured ground surfaces for the visually impaired) |  Benches and seating |
|  Location of stop name and wayfinding signage |  Service maps |
|  Next bus information |  Weather protection |
|  Fare collection |  Garbage bins |

Rendering:
An example of a typical median BRT stop.*



Rendering:
An example of a typical curbside BRT stop.*



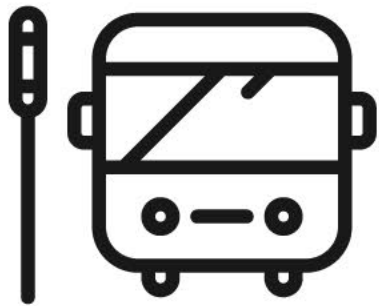
*Conceptual rendering for illustrative purposes and subject to change through design development and stakeholder engagement.

Dundas BRT stops

What is the distance between each stop?

When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

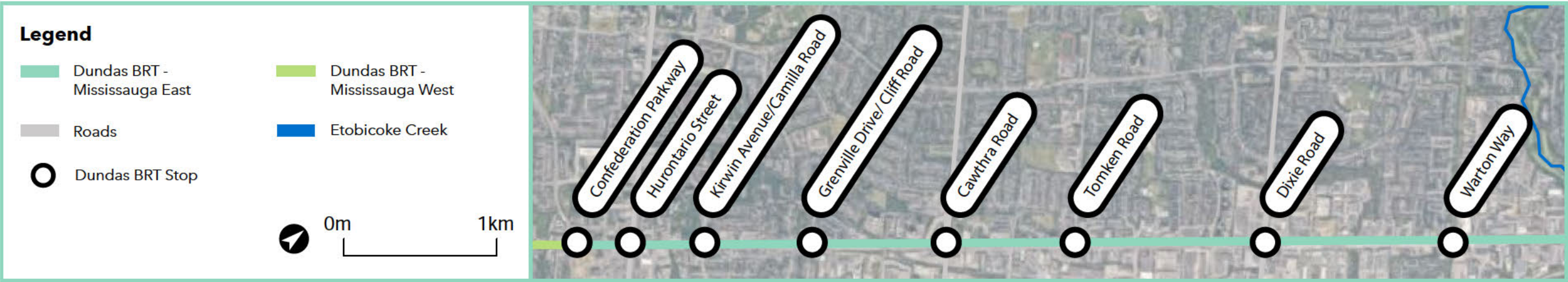
- Locations identified as part of the [Dundas Connects Study](#) and the [Initial Business Case \(IBC\)](#);
- Current transit facilities and intersecting bus routes that form the basis of a feeder network;
- Distance between stops; and
- Land use and major trip generators.



8 STOPS IN
MISSISSAUGA EAST

Dundas BRT stops in Mississauga East

Eight stop locations within Mississauga East have been identified, each of which has been informed by the above mentioned criteria.



Planning for the future

- Provisions for future electrification technology are being considered
- Electric buses charge overnight at bus depots and, if required, schedule midday recharging layovers at garages or pass through discrete charging stations at potential layover locations during the day

Why electrification?

When compared to diesel or compressed natural gas, electric buses:

- Offer a smoother, quieter ride
- Emit minimal or zero carbon or greenhouse gases (GHGs), helping to meet targets set out in Ontario's Climate Change Action Plan (CCAP)

What could electrification look like?

Electrification may look similar to Le Corbusier BRT or the Laker Line BRT shown on the right.

MiWay Electrification Pilot

Did you know?

- MiWay is currently conducting studies and participating in a hydrogen fuel cell* electric bus pilot project
- MiWay will add new bus technologies, which already include 11 new, second generation hybrid-electric articulated buses with more planned for delivery in 2021

* Hydrogen fuel cell technology requires considerable upfront costs and increased operating costs when compared to electric technology. However, costs associated with hydrogen fuel cell technology is rapidly decreasing.



Le Corbusier BRT - Laval, Québec



Laker Line BRT - Michigan, US

Thank you for participating!

The next round of public engagement is planned for late-2021 when the Mississauga East Transit Project Assessment Process (TPAP) is scheduled to commence.

Next Steps

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the Preliminary Design Business Case (PDBC)• Continuing environmental studies in preparation for TPAP Commencement and Environmental Project Report (EPR)	<ul style="list-style-type: none">• TPAP:<ul style="list-style-type: none">▪ Prepare and distribute Notice of Commencement▪ Commence TPAP consultation and documentation period• Prepare draft EPR and 10% Preliminary Design<ul style="list-style-type: none">▪ Refinements to Preferred Design• PDBC<ul style="list-style-type: none">▪ Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC	<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the PDBC• Continuing environmental studies in preparation for TPAP Commencement and EPR	<ul style="list-style-type: none">• Prepare preferred design and develop proposed stop locations

Do you have any questions?

We want to hear from you!

We appreciate the time you have taken to learn more about the proposed Dundas Bus Rapid Transit (BRT) project, and we would greatly value your input on the following:

- Existing environmental conditions
- Pinch point alternative designs and preferred designs
- Corridor design outside pinch points
- Stop locations

We are committed to continuous engagement to help evolve the design of the Dundas BRT based on the outcomes of discussions with your communities.

Stay involved with the Dundas Bus Rapid Transit (BRT) project.

Email us at:

- Peel@metrolinx.com

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



From: <Peel>

Received: 4/13/2021 4:15 PM

To: Mississauga Ward 3

Subject: Dundas BRT: First Public Engagement EML:025400185

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

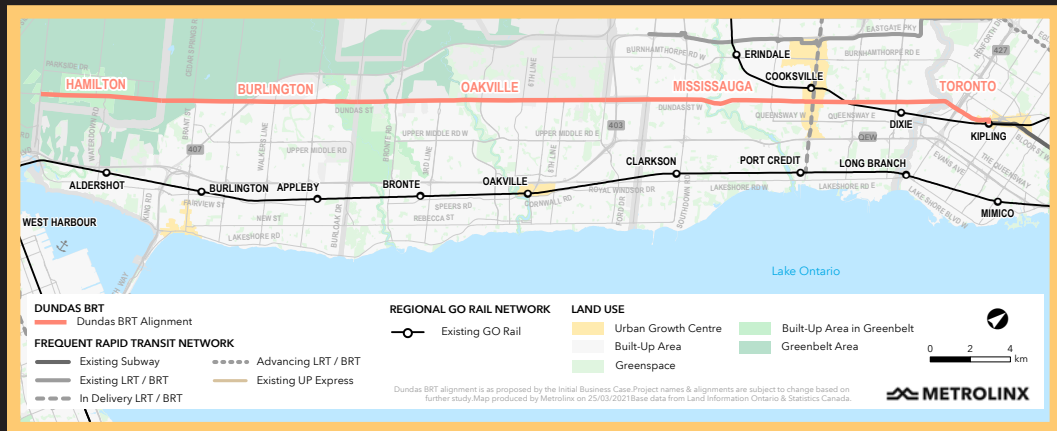
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.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

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Dipika Damerla**

From: <Peel>
Received: 9/20/2021 1:45 PM
To: Mississauga Ward 7
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400553

Dear Councillor Damerla,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

Thank you for meeting with our team on Tuesday August 31, 2021 to learn more about the Dundas BRT consultation. I have attached a summary of that meeting that includes answers to some of the questions that we ran out of time for. If you or your constituents have any questions about the Dundas BRT project, please don't hesitate to reach out to us.

Jessica

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

Dundas BRT – Public Engagement Round 2 Councillor Briefing

Summary Report

Date: August 31st, 2021 11:00am to 12:00pm

Via MS Teams / Teleconference

Attendees

Metrolinx

- Maria Doyle, Acting Manager, Rapid Transit Project Planning (RTPP)
- Greg Medulun, Director, Community Engagement (West)
- Flora Devarajah, Community Relations and Issues Specialist
- Darcy Wiltshire, Project Manager, Environmental Programs & Assessment (EPA)

City of Mississauga

- Matthew Williams, Project Leader, Rapid Transit Office (RTO)

AECOM Canada Ltd.

- Kevin Phillips, Senior Manager, Municipal Transportation
- Andrew Barr, Project Manager, Transportation
- David Rahikka, EIT, Sustainable Transportation

Elected Officials

- Stephen Dasko, Ward 1 Councillor, City of Mississauga
- Jessica Figueiredo, Ward 1 Administrative Assistant, City of Mississauga
- Chris Fonseca, Ward 3 Councillor, City of Mississauga
- Dipika Damerla, Ward 7 Councillor, City of Mississauga

Overview

We would like to take this opportunity to thank you for your participation in the Dundas Bus Rapid Transit (BRT) Transit Project Assessment Process (TPAP), Preliminary Design (PD) and Preliminary Design Business Case (PDBC) Public Engagement Round 2 Councillor Briefing held on August 31st, 2021. The briefing was meant to provide you with an opportunity to view, discuss and comment on some of the materials that will be presented to the public in the upcoming Virtual Engagement Round 2 scheduled to take place between September 2nd, 2021 and September 23rd, 2021 and at the Live Virtual Event scheduled for September 22nd, 2021.

During the briefing we presented a tailored version of the forthcoming virtual engagement materials. The Project Team also displayed an alternative conceptual plan to illustrate some of the potential impacts of the best performing alternative through Cooksville.

That conceptual plan is consistent with Metrolinx's 2041 Regional Transportation Plan adopted in 2018, the Frequent Rapid Transit Network Prioritization study of 2019, and the Dundas BRT Initial Business Case of 2020, which all confirmed the need for improved bus transit service throughout the corridor.

Improved bus transit service through a BRT's dedicated bus lanes in an exclusive right-of-way will provide for higher average bus travel speeds, allowing for shorter travel times and a more reliable transit experience for the customer. The Dundas BRT corridor will also contribute to improving the growing and maturing communities from Toronto through to Hamilton, including the City of Mississauga. Improved transit would accommodate significant new population and employment

growth. The BRT would provide for better more-efficient transit service, improve connections between the communities, align with investing for transit oriented communities accommodating that forecast population and employment growth, and help achieve climate change and sustainability goals.

The provision of these transit improvements is also consistent with and was developed on the basis of the rigorous planning assessment and public process that was completed by the City of Mississauga as part of the Dundas Connects Corridor Master Plan (2018), with the recommended dedicated median BRT through Cooksville, active transportation facilities (cycling and pedestrians), and enhanced amenity space. Subsequent to Dundas Connects, the City enshrined the required 42m right-of-way needs by updating and identifying a 42m right-of-way in the City Official Plan.

We would like to reiterate that the displayed concept plan is not an approved plan and in fact a work-in-progress drawing meant to conceptualize and illustrate a potential design, and would be subject to further reviews, modifications based on design refinements, and feedback arising from the September public engagement. The plan is still in development and as such is subject to change as we work towards optimizing the design to limit property impacts while introducing the many of the benefits of the proposed BRT, public realm and active transportation elements. This plan will not be presented in the upcoming September 2021 public engagement, but rather refined over the next couple months prior to it, and its impacts, being presented during the next round of public engagement in late 2021.

In addition, we would like to thank you for the thoughtful commentary provided during the briefing which we have summarized below. We have also taken this opportunity to provide our responses in as much detail as possible, given this project is still in the planning and preliminary design phase.

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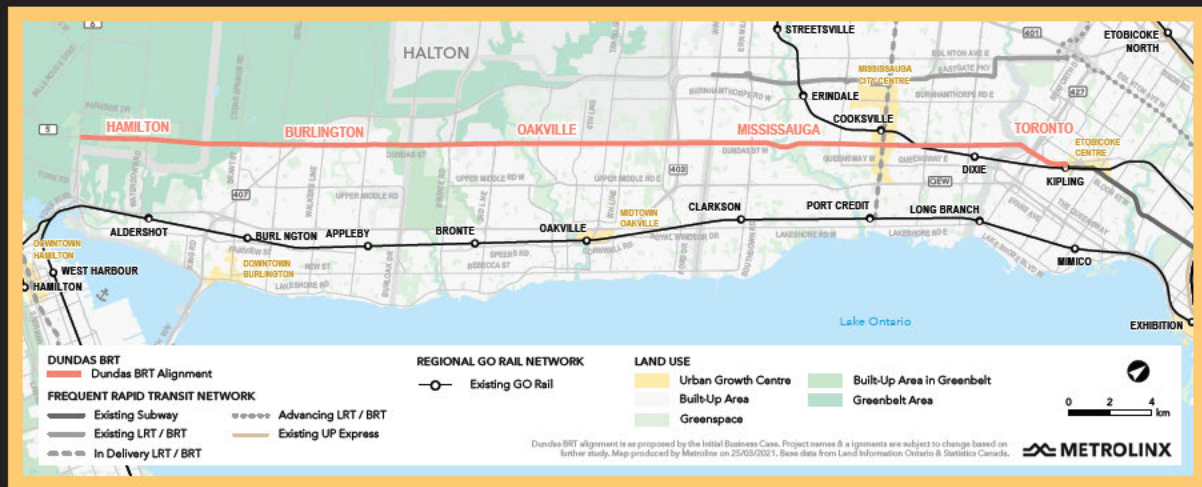
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Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

[Metrolinxengage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT)

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**



From: Flora Devarajah <Flora.Devarajah@metrolinx.com>

Sent: September 2, 2021 9:36 AM

To: Community Relations and Communications <CommunityRelationsandCommunications@metrolinx.com>

Cc: Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>; Sarah Farooq <Sarah.Farooq@metrolinx.com>; Maria Doyle <Maria.Doyle@metrolinx.com>; Zul Hamzah <Zul.Hamzah@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>

Subject: Dundas BRT City Councillors Briefing (Mississauga)

Event Summary: Dundas BRT City of Mississauga Councillors Briefing (Mississauga)

Tuesday August 31st, 2021

11:00 am to 12:00 pm

Teams Meeting

ATTENDEES:

Metrolinx:

- Greg Medulun, Director, Community Engagement - West
- Flora Devarajah, Community Relations and Issues Specialist - Peel
- Maria Doyle, Manager Transportation Policy
- Darcy Wiltshire, Environmental Project Manager, Environmental PA

Elected Officials:

- Councillor Dipika Damerla, Mississauga - Ward 7
- Councillor Chris Fonseca, Mississauga - Ward 3
- Councillor Stephen Dasko, Mississauga - Ward 1
- Jessica Figueiredo, Office of Councillor Stephen Dasko, Mississauga - Ward 1

AECOM:

- Andrew Barr, Project Manager
- Kevin Phillips, Senior Manager, Municipal Transportation
- Joanne Wang, Environmental Lead
- David Rahikka, Transportation EIT

City of Mississauga

- Matthew Williams, Rapid Transit Office

OVERVIEW:

Metrolinx is continuing to advance plans for the Dundas BRT corridor. Our first Public Information Session was in April which introduced the project, and with the second Public Information Session coming up on September 2, 2021, we wanted to provide the Councillors with a preview of the materials.

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Flora Devarajah

Community Relations and Issues Specialist

Peel | **METROLINX**

C: 647.203.3776

Get the latest news on what's happening in Peel, subscribe to our [newsletter!](#)

Welcome to the Dundas Bus Rapid Transit



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.

Additional resources from our municipal partners on the traditional territories in each community:

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



Safety moment

What is Bus Rapid Transit (BRT)?

BRT provides an efficient rapid transit alternative at-grade system in a number of areas locally (Mississauga Transitway, York Region's VIVA) and across North America (see the examples below), with the following features:

- **Dedicated lanes**
- **Frequent service**
- **Smart signals**
- **Better connections**
- **Reliable service**
- **Potential enhanced amenities**

Where dedicated lanes are not being implemented, certain Transit Priority Measures (TPMs) including infrastructure and signal measures can be considered to optimize conditions and contribute to shorter, more efficient rides. These include:

- **Queue Jump Lanes**
- **Transit Signal Priority**



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



Le Corbusier BRT - Laval, Québec

Why are we here?

The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre (km) 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.

The Dundas BRT will:



Allow for faster, more reliable and more frequent transit service.



Offer shorter commutes, leading to increased productivity, with an average travel-time savings of ~14 minutes.



Improve connectivity by providing connections to other transit services that operate along the Dundas Street corridor.



Provide key connections to the Kipling Transit Hub and Etobicoke and Mississauga City Centres, allowing for access to key destinations along Dundas Street such as:

- Residential and commercial areas;
- Educational institutions;
- Places of worship;
- Medical institutions;
- Parks and outdoor recreation; and
- Dining, entertainment and shopping destinations.



Help retain and attract residents, tourists and businesses.



Unlock economic and regional development along the corridor with 230,000 jobs within a 2 km radius.



Improve quality of life by allowing 660,000 people living within a 2 km radius to go where they want to go.



Reduce greenhouse gas emissions.



Attract new ridership (~31,000 new riders per day).

How is the study structured?

The study is structured into the following four areas along Dundas, three Transit Project Assessment Processes (TPAPs) for Toronto, Mississauga East and Mississauga West, and one Preliminary Design Business Case (PDBC).

- Toronto - Kipling Transit Hub to Etobicoke Creek
- Mississauga East - Etobicoke Creek to Confederation Parkway
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

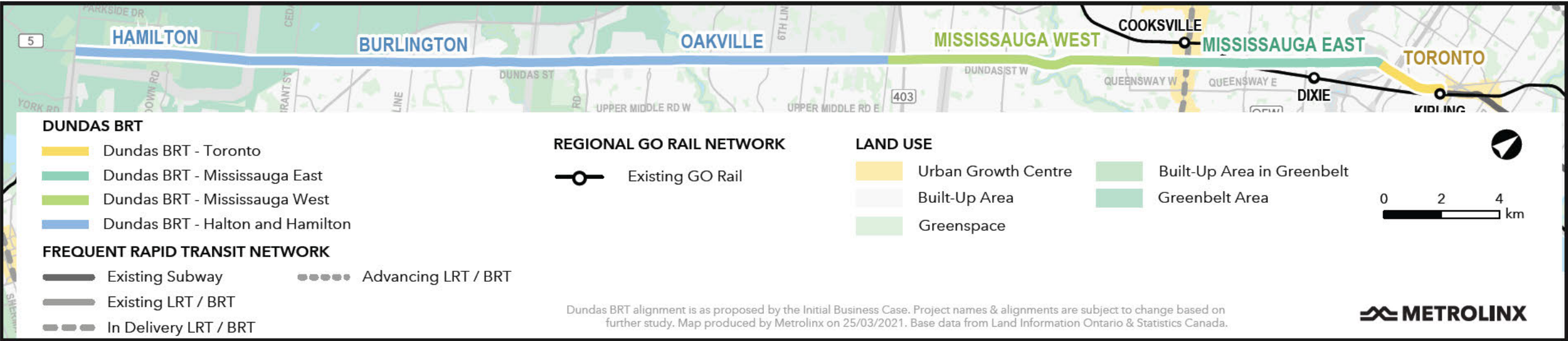
Dundas BRT study areas

The project area includes the proposed alignment for the project and additional areas for potential refinements as design progresses. Once established, the environmental disciplines applied buffers to account for applicable legislated requirements, resulting in the individual study areas for each of the environmental studies.

What formal process will be followed?

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

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister’s review period.

Three separate TPAPs will be conducted for:

- Toronto
- Mississauga East (this TPAP will be conducted first to meet federal funding requirements)
- Mississauga West

What is Preliminary Design (PD)?

The preliminary design phase is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case, and 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 analyses of technical and environmental studies and public engagement to refine the BRT design to a 30% design level. Outcomes from the preliminary design will inform the Preliminary Design Business Case (PDBC).

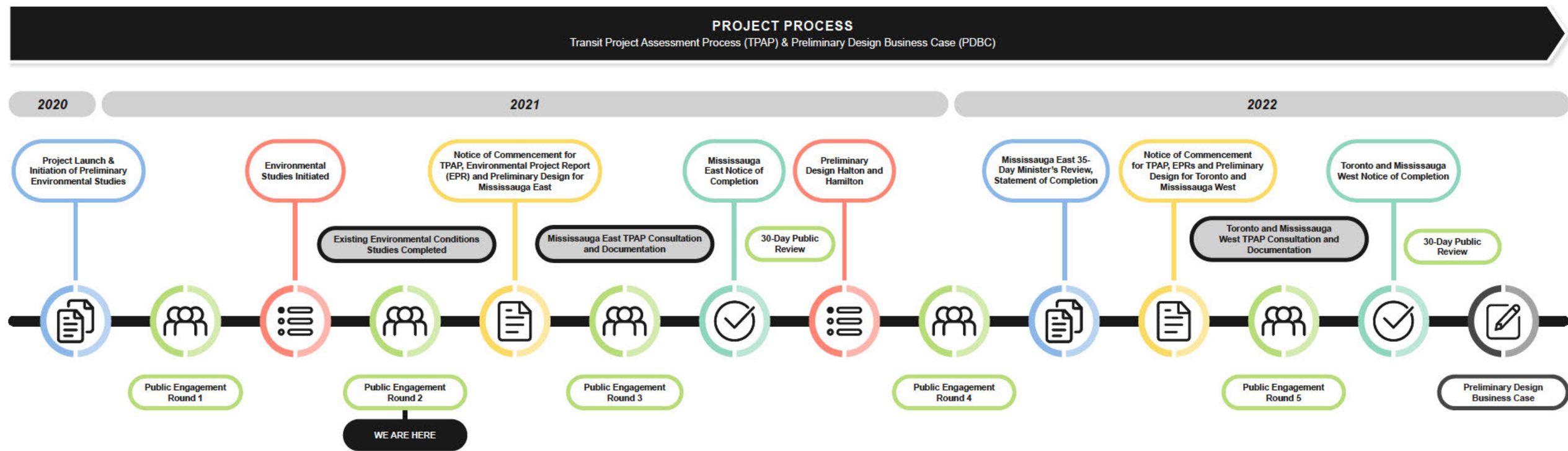
What is the Preliminary Design Business Case (PDBC)?

The PDBC evaluates the Dundas BRT project across strategic, economic, financial and operational, and deliverability cases. Outcomes from the Preliminary Design Business Case (PDBC) will inform the 30% Preliminary Design refinement.

Project timeline

This graphic shows the project process and demonstrates where public engagement will take place. The project timeline has been updated since the last round of engagement to:

- Allow for more time to complete the Preliminary Design Business Case (PDBC) outside of Mississauga East;
- Advance work for Mississauga East to meet requirements of the Investing in Canada Infrastructure Program (ICIP) funding; and
- Leverage Dundas Connects study results to advance preliminary design and environmental studies in Mississauga East.



Engagement opportunities

How is the community involved?

Round 1 engagement (Completed April 2021)	Round 2 engagement (We are here)	Round 3 engagement (Fall 2021)	Round 4 engagement (Winter 2021-2022)	Round 5 engagement (Spring 2022)
<ul style="list-style-type: none">• Dundas BRT in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental summary reports, including potential impacts and proposed mitigation measures• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)	<ul style="list-style-type: none">• Preliminary design for Halton and Hamilton• Stop locations and amenities for Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental summary reports, including potential impacts and proposed mitigation measures• Preliminary corridor design for Mississauga West• PDBC outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Mississauga West and Toronto• Mississauga East Transit Project Assessment Process (TPAP) Completion update

What we heard at virtual public engagement #1

Virtual public engagement #1 was held in April 2021. Feedback gathered demonstrated general public support for the project, along with strong interest in learning more about potential impacts. The public identified:

Opportunities to:			Concerns about:						
	Use Existing Traffic Spaces		Improve Cycling Infrastructure		Connect to Future Projects		Environmentally Sensitive Areas		Cycling Safety

The impact of public feedback during the first round of engagement can be directly observed in the development of the revised [Pinch Point Evaluation Criteria](#). Criteria was revised to include areas of importance raised by the public, including road safety, pedestrian and cyclist accessibility and connectivity, transit service reliability and capital cost.

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 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 into the project to inform key decisionmaking.
- Allow members to address issues and provide advice on the development of the project.
- Offer the project team a fresh perspective.

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.

Environmental studies

In Toronto, Mississauga East and Mississauga West, the studies to identify the baseline conditions, determine any potential for impacts, and propose measures to mitigate potential negative impacts are underway. The studies being conducted by the project team are identified below.



Natural Environment



Socio-Economic & Land Use
Characteristics



Cultural Heritage



Noise & Vibration



Archaeology



Climate Change & Sustainability

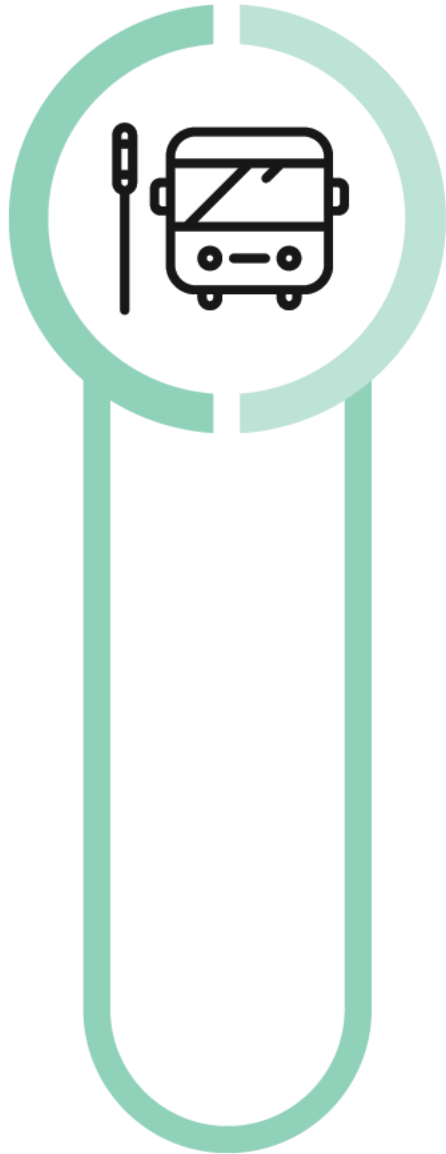


Traffic & Transportation



Air Quality

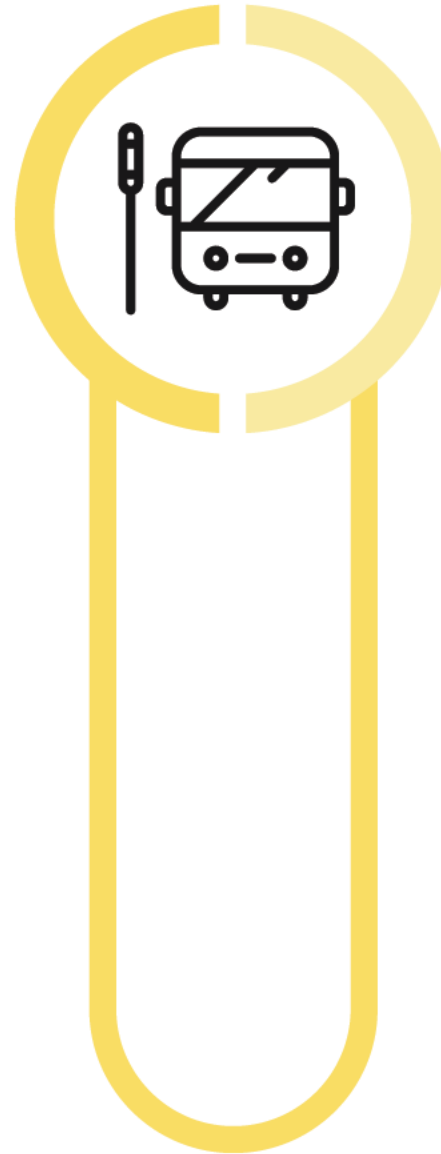
TPAP: next steps



Mississauga East

Metrolinx will:

- Use feedback from the public to refine the preferred design;
- Use existing environmental conditions studies to identify potential impacts;
- Propose mitigation measures in order to reduce any negative impacts identified;
- Present potential impacts and proposed mitigation measures in the Draft Environmental Project Report (EPR) to be shared with the public for review and feedback during the next round of engagement, in line with the Mississauga East TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Mississauga East in early 2022.



Toronto and Mississauga West

Metrolinx will:

- Use feedback from the public and existing environmental conditions studies to continue detailed analysis required to identify the preferred design and proposed stop locations in Toronto and Mississauga West;
- Present the analysis of pinch point alternatives and preferred options during a future round of engagement in 2022;
- Commence the TPAPs for Toronto and Mississauga West; and
- Identify potential impacts and proposed mitigation measures to present in the Draft EPRs for Toronto and Mississauga West, to share with the public in 2022.

What is the preliminary design process?

The preliminary design process bridges the gap between the design concept and detailed design of a project.

- Complete studies and analyses to determine the technically preferred alternatives, leading to 10% Preliminary Design
- Analyze preferred alternatives through the Preliminary Design Business Case (PDBC) to establish the preferred alternative, leading to a 30% Preliminary Design level



Preliminary design for the Dundas BRT project to-date is outlined in detail in the following slides, including:

- Progression of corridor design outside pinch points;
- Evaluation and identification of the preferred alternatives for the pinch point in Mississauga East;
- Evaluation of alternatives for the pinch point in Mississauga West;
- Progression of concept designs for typical median and curbside stops, including amenities; and
- Identification of stop locations within Mississauga East.

What is a pinch point?

Pinch points are areas of special interest where proposed road widening may be 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 optimal plan balancing impacts and project needs.

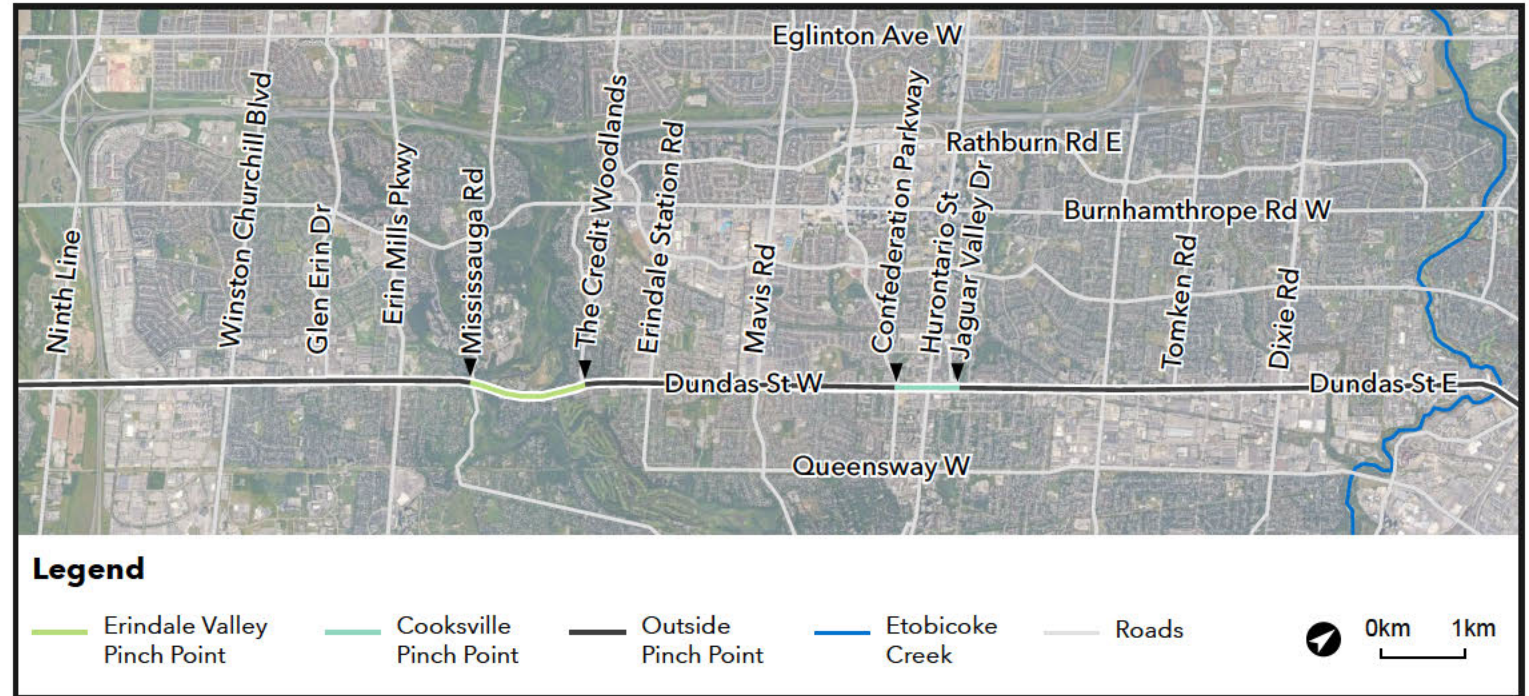
Preliminary design - design progressed for the Mississauga BRT corridor

The BRT Corridor outside constrained areas, or pinch points, of the Mississauga locations are identified as:

- Etobicoke Creek to Jaguar Valley Drive - Mississauga East
- Confederation Parkway to The Credit Woodlands - Mississauga West
- Mississauga Road to Ninth Line - Mississauga West

The above areas have been developed to a 10% Preliminary Design, outcomes of this design are:

- Right-of-way (ROW) widened up to 42 m requiring property acquisition with potential impacts to landscaping, entrances and parking, buildings and structures
- Dedicated median BRT lanes
- Maintains two general purpose traffic lanes in each direction
- Enhanced active transportation
- Enhanced public realm, where possible



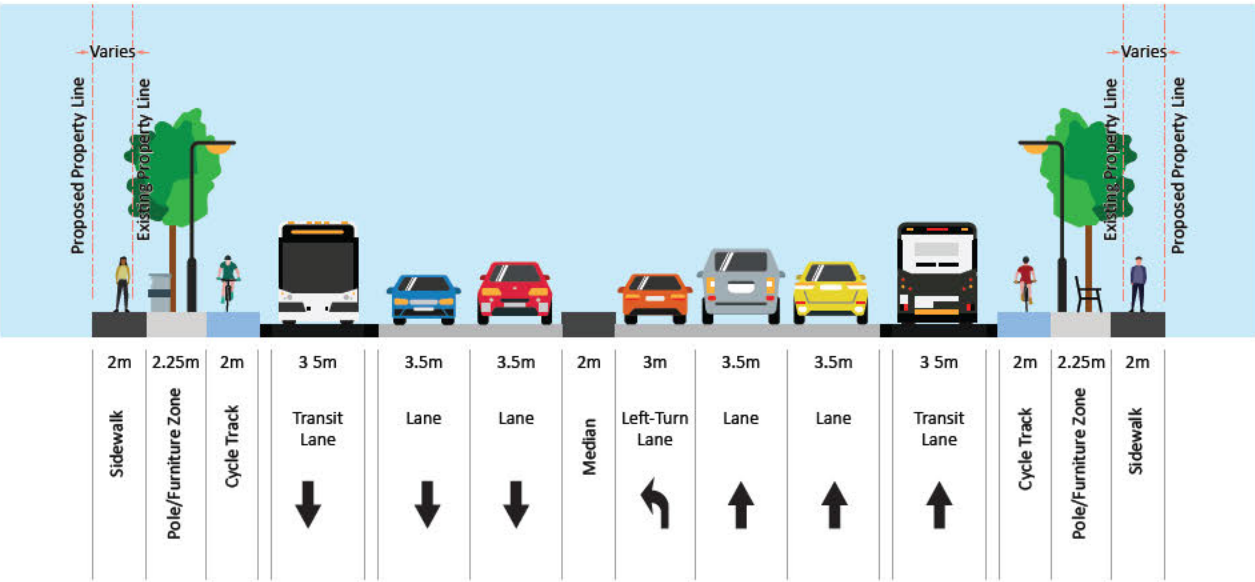
Special Policy Area (SPA) Studies

Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

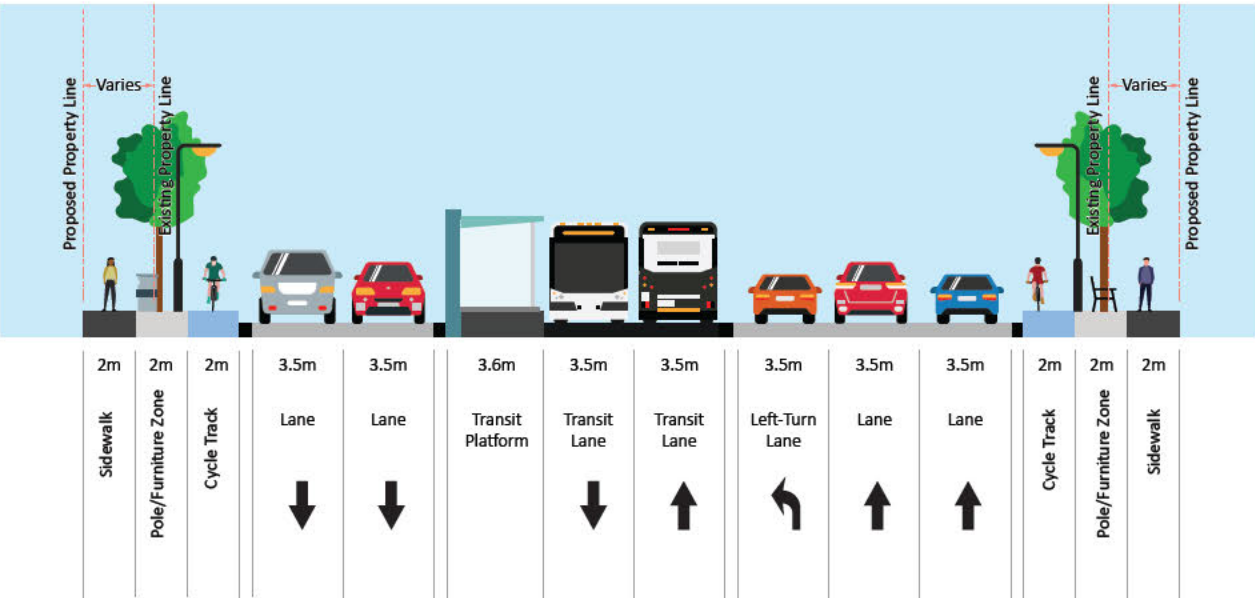
- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
- Etobicoke Creek SPA Feasibility Study

Preliminary design - design progressed for the Mississauga BRT corridor

Dundas Street will be widened in certain areas to accommodate the proposed BRT lanes and facilities, including four general purpose traffic lanes, cycling facilities, wider sidewalks, and amenity space for utility poles, trees and street furniture.



Cross Section:
An example of curbside BRT with reserved bus lanes on Dundas Street.



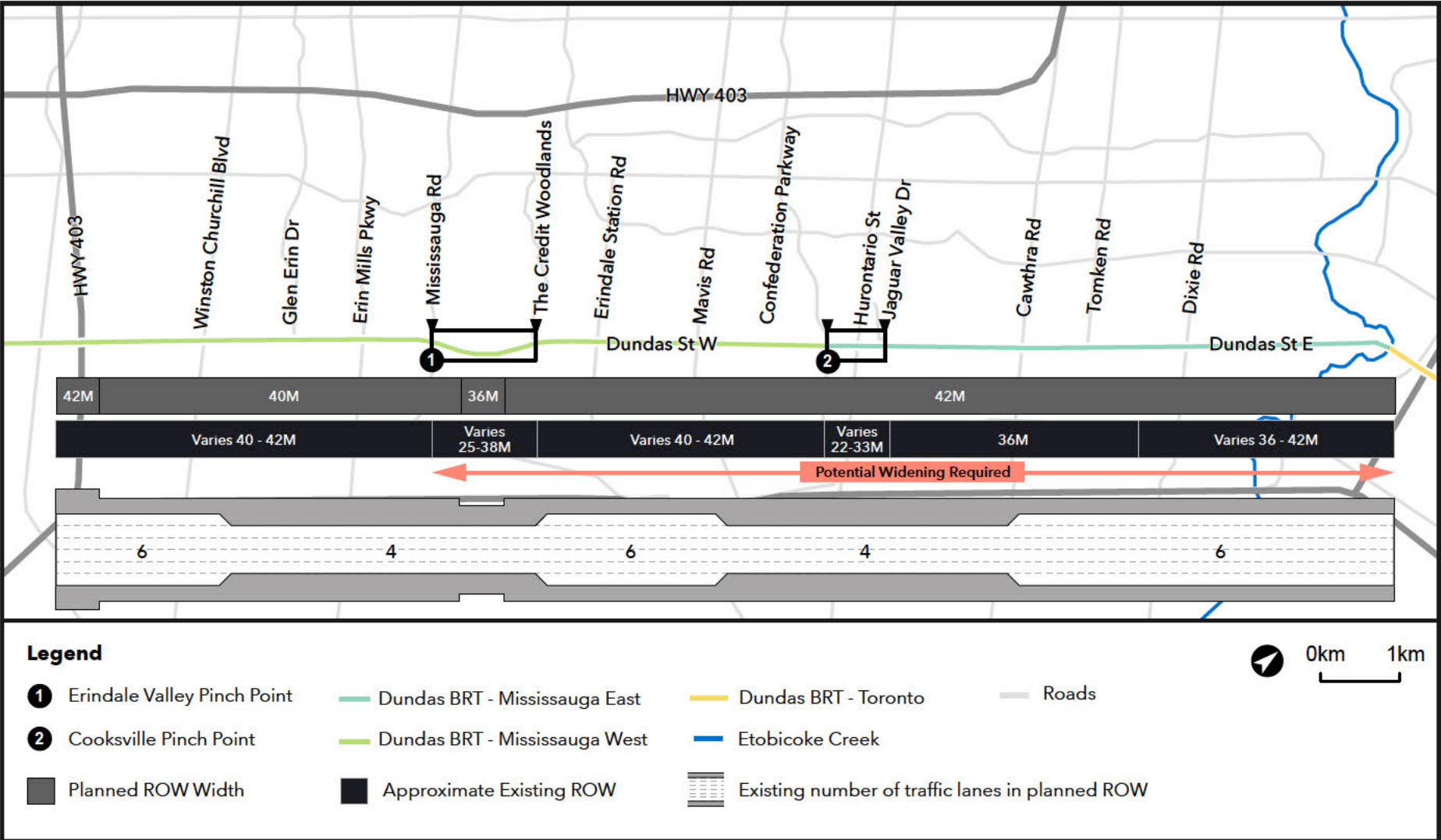
Cross Section:
An example of median BRT on Dundas Street.

Preliminary design - proposed changes to the Mississauga right-of-way

Widening of the right-of-way (ROW) is required to allow for the addition of dedicated BRT lanes within the corridor.

Opportunities to mitigate potential impacts to properties, where possible, will be explored through:

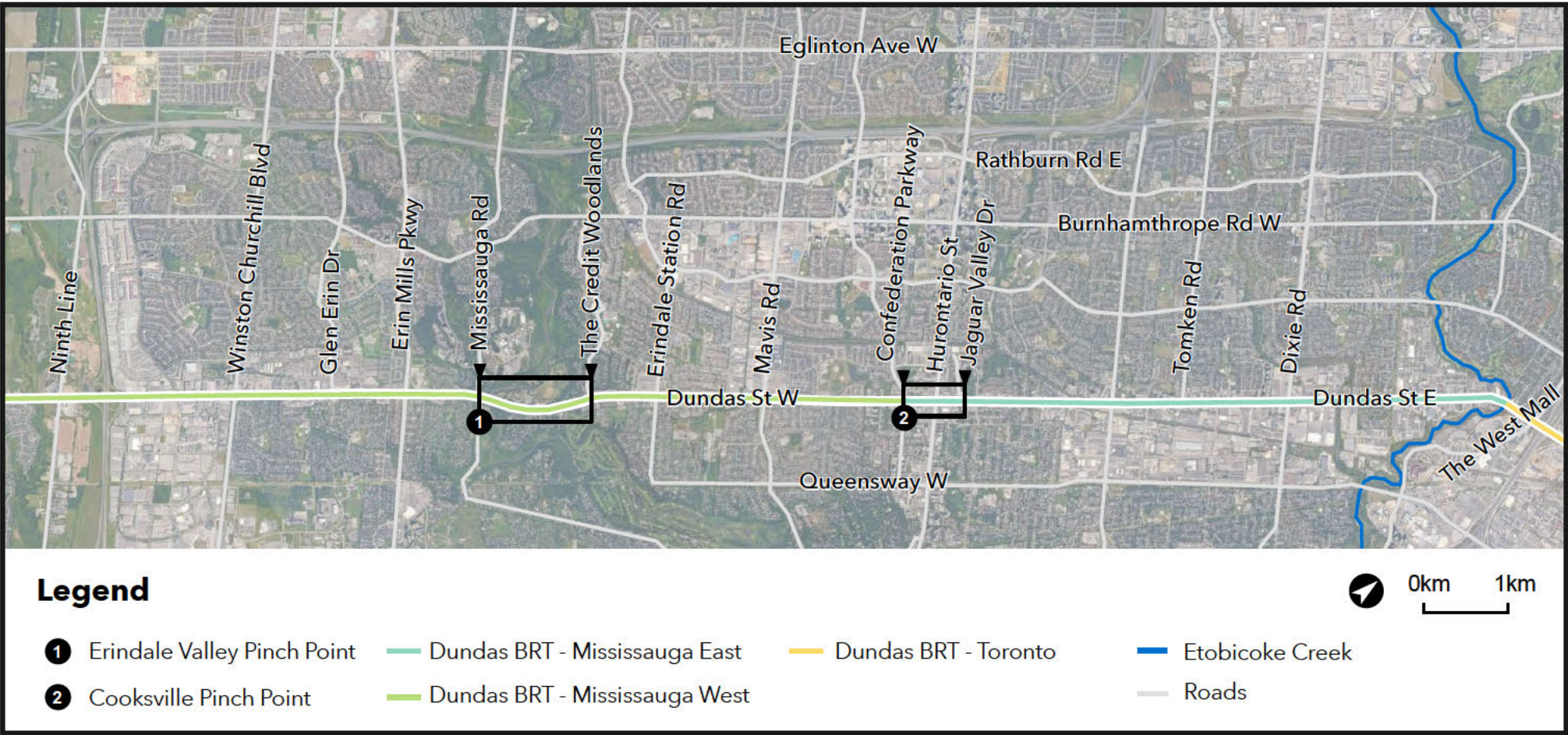
- Optimization of the corridor alignment
- Applying minimum standards for design elements
- Reducing boulevard space



Preliminary design - pinch points

Two pinch points within Mississauga were identified during the last round of engagement:

- Cooksville - Mississauga East
- Erindale Valley - Mississauga West



Preliminary design - pinch points

As work for Mississauga East is advancing ahead of other areas along the Dundas BRT corridor, an additional evaluation process has been applied to the Cooksville pinch point to meet the requirements of the Investing In Canada Infrastructure Program (ICIP). All pinch points along the corridor will be assessed within the PDBC framework outlined 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/Operations Case

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

The following slides document the feedback heard and the steps taken by the project team to design a preferred solution for the Dundas BRT corridor.

How are pinch points evaluated?

In addition to the evaluation criteria identified as part of preliminary design, pinch point evaluation considers the technical categories below pertaining to the natural, cultural and built environment in each location.



Environmental Considerations

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



Geometrics/Infrastructure Considerations

- Minor vertical and horizontal alignment adjustments
- Multi-modal cross-section
- Continuity of infrastructure
- Capital cost



Mobility and Traffic Considerations

- BRT travel times
- Auto travel times/operations
- Queue lengths
- Level of service
- Transit Service Reliability*
- Cyclist accessibility and connectivity*
- Pedestrian accessibility and connectivity*
- Road safety*



Property Considerations

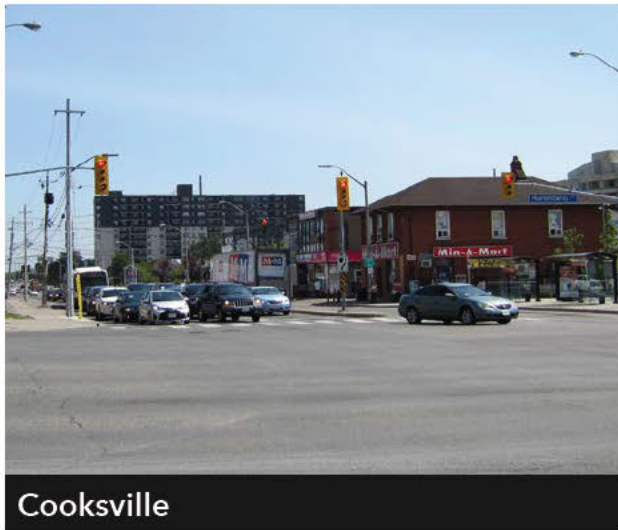
- Land acquisition and building displacement
- Approved development applications
- Municipal development planning and policy

*New considerations from the first round of public engagement.

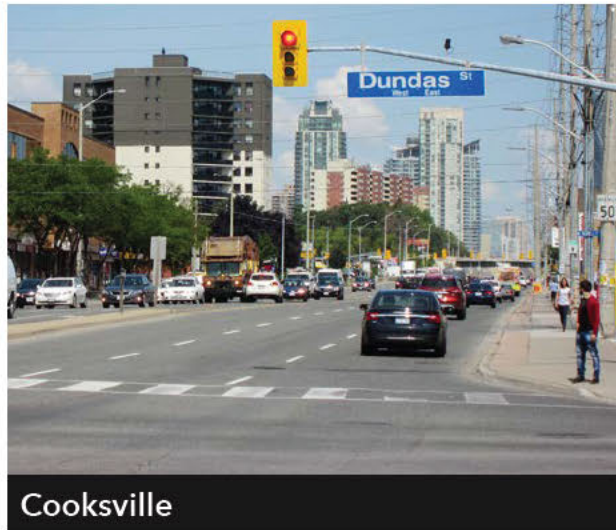
Pinch points: Mississauga East and Mississauga West

1 Cooksville area pinch point

- A median BRT route in the Cooksville area is in a constrained right-of-way
 - Potential alternatives include those with different stop locations, reduced number of lanes, and targeted widening along Dundas Street



Cooksville



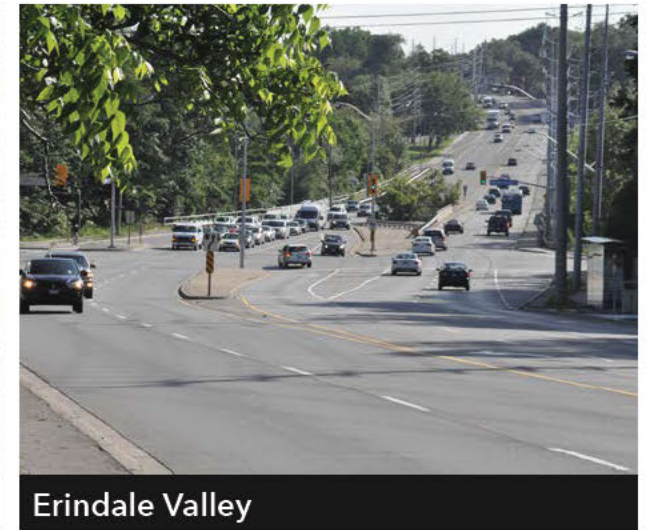
Cooksville

2 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 and several heritage sites between Mississauga Road and The Credit Woodlands
 - Potential alternatives include a single reversible BRT lane or two BRT lanes, and widening along Dundas Street



Erindale Valley

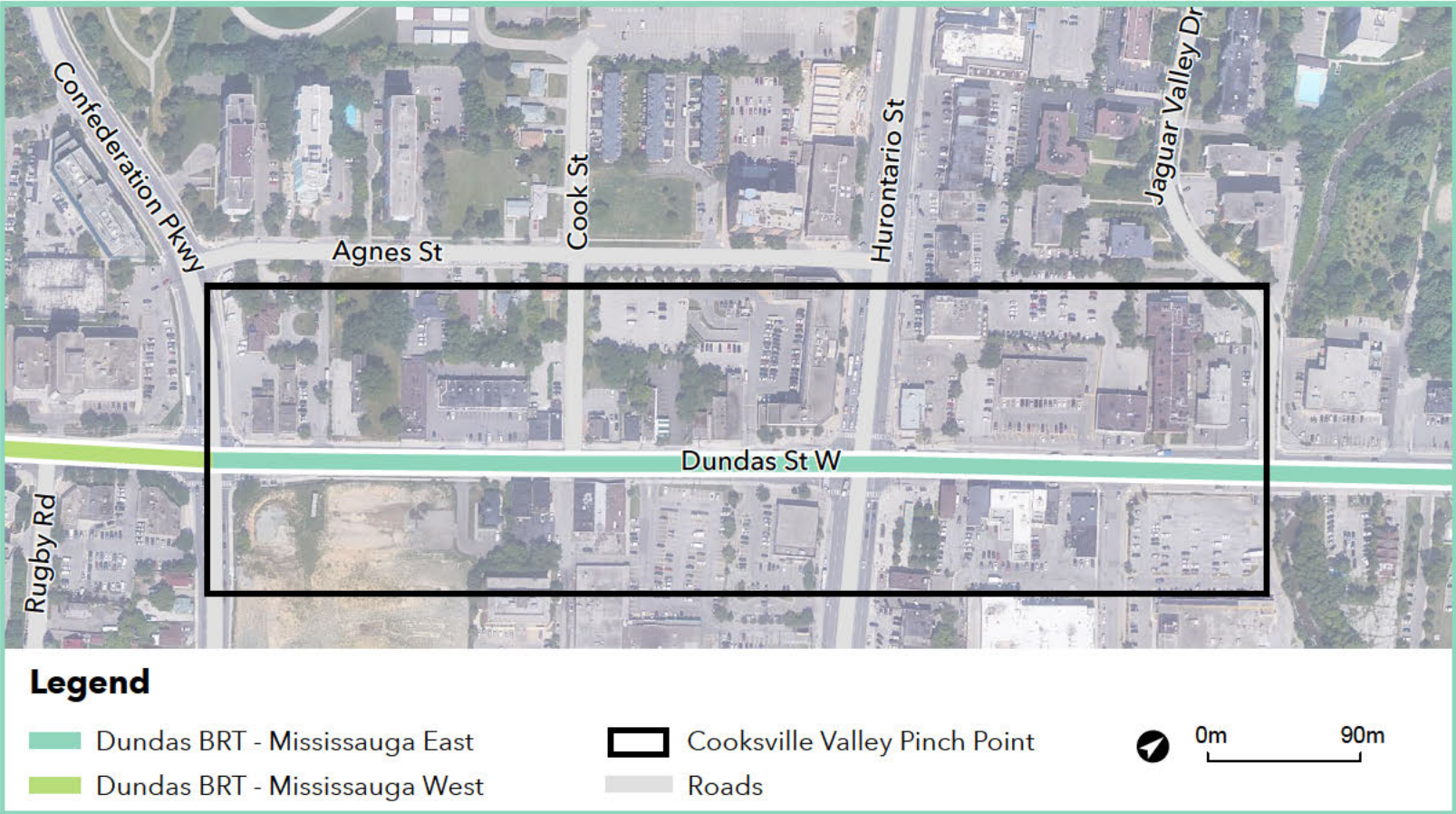


Erindale Valley

Mississauga East: key pinch point considerations

Key considerations for the Cooksville pinch point include:

- Existing narrow right-of-way (ROW) in many locations
- Property acquisition required
- Some buildings located close to the property/ ROW line
- Significant development intensification
- Hurontario LRT track and station stop
- Minimal natural heritage features
- Some cultural heritage resources
- Each design alternative has a varying impact on the community character of Cooksville Village



During round 1 engagement, members of the public identified:

Opportunities to:

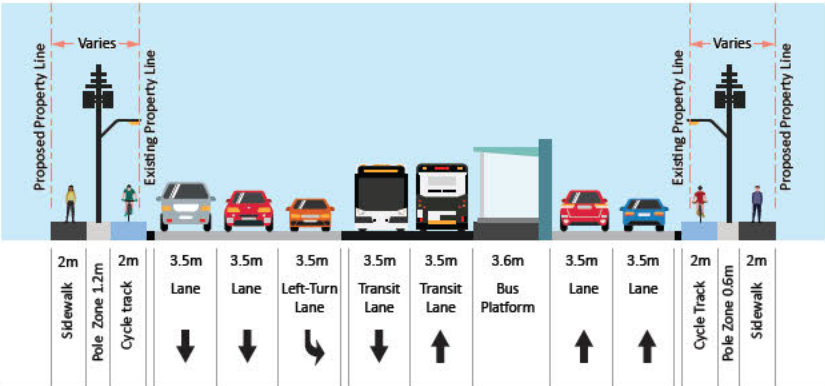
- Implement the Dundas BRT Project as part of the City of Mississauga’s Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

Concerns about:

- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Widening Dundas Street with additional lanes
- Landscaping (aesthetics)

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

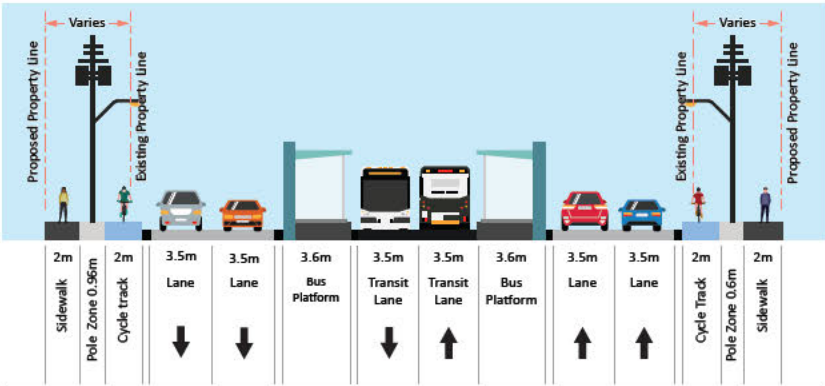
Six alternatives were reviewed for potential benefits and drawbacks, leading to the below short list to be considered for further evaluation:



Alternative 1 - Full median BRT widened about the centreline (with two general purpose lanes in either direction).



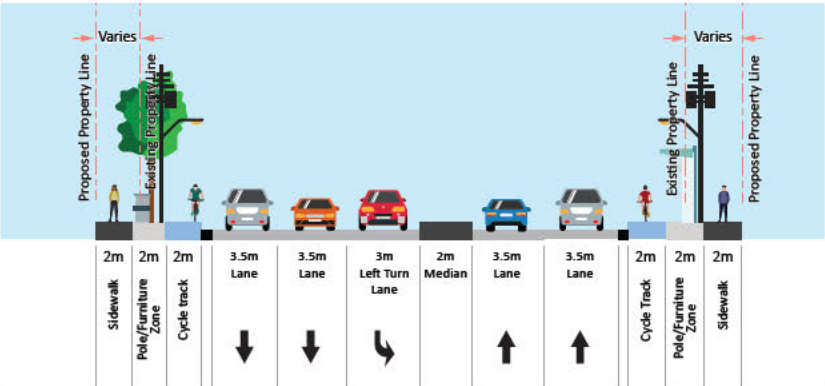
*



Alternative 3 - Full median BRT with no lefts at the Dundas and Hurontario intersection.



**



Alternative 4 - Curbside buses in mixed traffic.



**

*This icon indicates best performing alternative

**This icon indicates a short-listed alternative

Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

The following six alternatives were reviewed for potential benefits and drawbacks:

Alternative 1



Full median BRT widened about centreline (with two general purpose lanes (GPL) in either direction)

Alternative 2

Full median BRT (with one GPL in either direction)

Alternative 3



Full median BRT with no lefts at Hurontario

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Provides acceptable auto travel times
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Operates at capacity with acceptable auto travel times
- Will improve the overall community character of Cooksville Village

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Potential to avoid displacing two heritage buildings
- Minor potential impacts to existing and future land uses
- Will improve the overall community character of Cooksville Village

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Will improve the overall community character of Cooksville Village

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Moderate capital cost to implement and purchase of properties


Drawbacks:

- Existing traffic operations fail through Cooksville. Queue lengths extend to Mavis and Cawthra
- Potential for one heritage structure and other property displacements

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Results in auto travel delays for westbound thru traffic, including increase queue lengths at Confederation Parkway

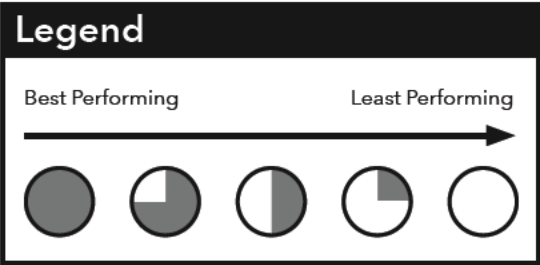
Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

<div><div>Alternative 4</div><div></div><div>Curbside buses in mixed traffic</div></div>	<div><div>Alternative 5</div><div></div><div>Full median BRT with widening to the South</div></div>	<div><div>Alternative 6</div><div></div><div>Portal (BRT tunnel under Dundas Street)</div></div>
<div><div>Benefits:</div><div><ul style="list-style-type: none">• Maintains continuity of active transportation• Avoids property impacts through Cooksville if active transportation is deferred to a later date• Easiest and lowest cost to implement, compared to other alternatives• Limited impacts to existing heritage properties and planned development</div></div>	<div><div>Benefits:</div><div><ul style="list-style-type: none">• BRT operations and reliability• Maintains continuity of BRT and active transportation• Operates at capacity with acceptable auto travel times• Will improve the overall community character of Cooksville Village</div></div>	<div><div>Benefits:</div><div><ul style="list-style-type: none">• BRT operations and reliability• Maintains existing Cooksville cross-section and community character• Operates at capacity with acceptable auto travel times• Property impacts could be mitigated through revisions to active transportation• Will improve the overall community character of Cooksville Village</div></div>
<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Does not provide BRT continuity or active transportation (if active transportation is implemented later)• Results in a two-minute reduction in BRT service through the area• No continuity and less reliable than other alternatives• Does not improve the overall community character of Cooksville Village</div></div>	<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Extremely high capital cost due to property acquisitions required• Redesign and construction of Hurontario LRT required• Potential for one heritage property and other property impacts and displacements</div></div>	<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Significant cost and construction implications• Highest technical complexity and engineering design due to tunnel, utility relocations, and vertical access• Profile of BRT below grade introduces 6% grades• Traffic and Hurontario LRT service impacts during construction• Potential for heritage and other property impacts and displacements• Additional right-of-way and property impacts and displacements for utility relocations and underground station requirements, alternative vertical accesses, ventilation and pumping station(s)• Potential impacts to Cooksville Creek</div></div>

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

Evaluation criteria:

- Alignment with the 2041 Regional Transit Plan goals and objectives
- Alignment with the objective of the Dundas BRT to provide a high-quality regional transit corridor
- Transit customer experience
- Transit travel times
- Capital cost
- Environmental considerations
- Geometrics/infrastructure considerations
- Mobility and traffic considerations
- Property considerations



Screening Criteria	Evaluation Results		
	Alternative 1 (full median BRT widened about centreline)	Alternative 3 (full median BRT with no lefts at Hurontario)	Alternative 4 (buses in curbside mixed traffic GPL)
Mobility and traffic considerations			
Geometric/Infrastructure Considerations			
Property Considerations			
Environmental Considerations			
Summary			

Best performing alternative: Dundas Street in Mississauga – Cooksville pinch point

Best performing alternative

The evaluation of the short-list determined Alternative 1 – a full median BRT about centreline is currently the best performing alternative. Alternative 1 proved to be the best performing in terms of geometrics/infrastructure, mobility, traffic and property considerations. It would also provide a BRT station at Hurontario with limited to no impacts to the future Hurontario light rail transit line and would allow for optimal BRT operations and reliability.



The Environmental Project Report will identify potential impacts and appropriate mitigation measures associated with the chosen alternative.

Rendering: Typical bird's eye view of Alternative 1 - Full median BRT widened about centreline.



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Key considerations:

- Property acquisition required beyond the Official Plan right-of-way (ROW) to accommodate all contemplated infrastructure needs
- Numerous buildings located close to the property/ROW line
- Significant natural heritage features
- Numerous cultural heritage resources and landscapes

During Round 1 engagement, members of the public identified:

Opportunities to:

- Implement the Dundas BRT project as part of the City of Mississauga's Dundas Connects Master Plan

Concerns about:

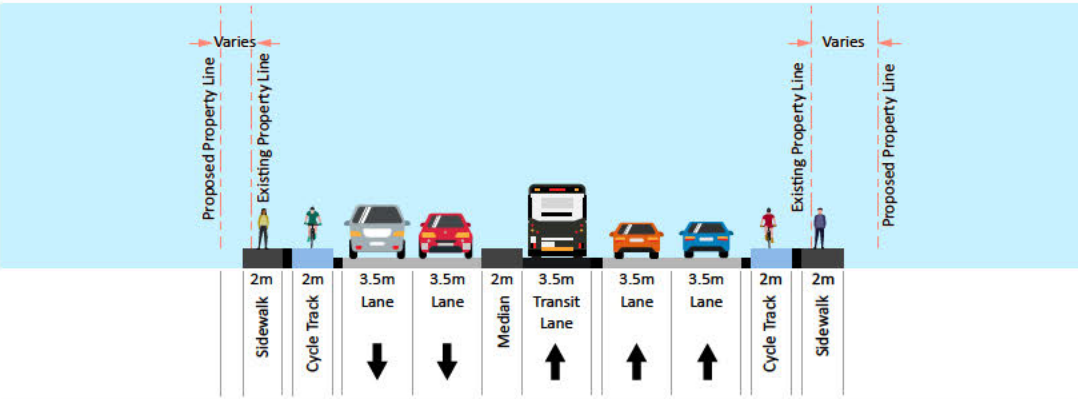
- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Environmentally sensitive areas
- Dedicated transit lanes
- Landscaping (aesthetics)



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Alternative 1: Reversible BRT Lane

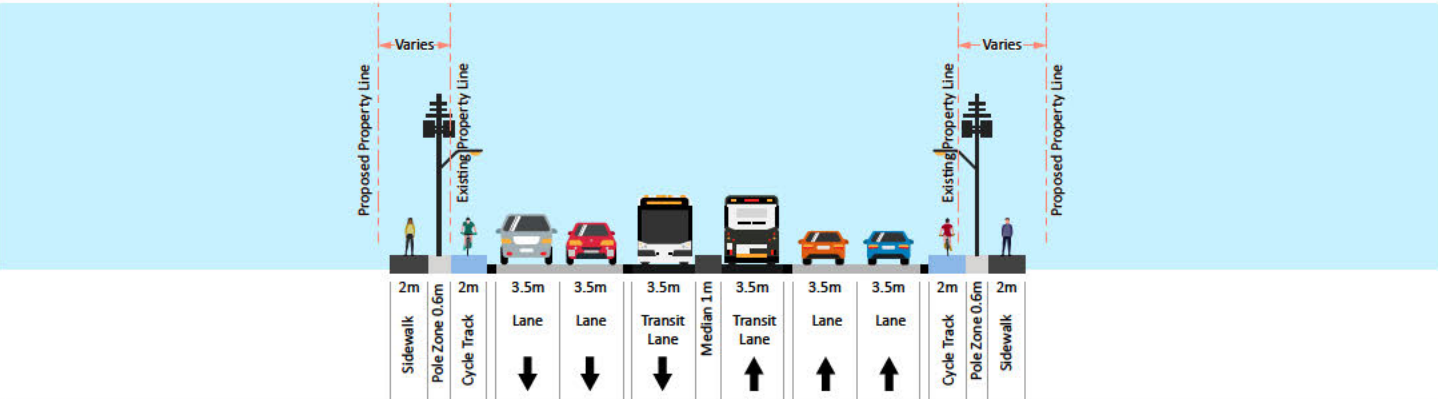
- Benefits:
- Lower capital cost with only a single dedicated transit lane
 - Fewer property impacts and building displacements
 - Minor impacts to natural features
- Drawbacks:
- Does not maintain continuity of full BRT lanes through corridor
 - Less reliable due to general traffic impedance with notable transit delays
 - Potential for residential and built heritage resource displacements



Alternative 1 Cross Section.

Alternative 2: Full Median BRT (to the North)

- Benefits:
- Maintains continuity of median BRT
 - Provides a full multi-modal cross section
 - Provides transit service reliability
- Drawbacks:
- Higher capital cost to implement
 - Potential for property impacts along the south and north sides of Dundas Street
 - Potential for commercial, residential and heritage resource property displacements
 - Increased impacts to natural features



Alternative 2 Cross Section.

Dundas BRT stops

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 level of predicated usage or existing infrastructure in the area.

Potential amenities of the Dundas BRT stops include:

- | | |
|--|--|
|  Access ramp and railings |  Art and cultural heritage elements |
|  Tactile warning strips
(e.g., textured ground surfaces for the visually impaired) |  Benches and seating |
|  Location of stop name and wayfinding signage |  Service maps |
|  Next bus information |  Weather protection |
|  Fare collection |  Garbage bins |



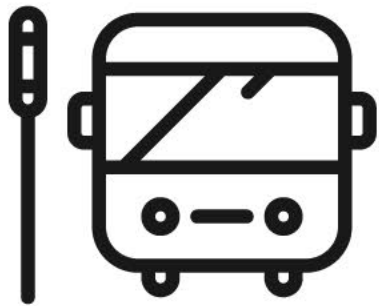
*Conceptual rendering for illustrative purposes and subject to change through design development and stakeholder engagement.

Dundas BRT stops

What is the distance between each stop?

When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

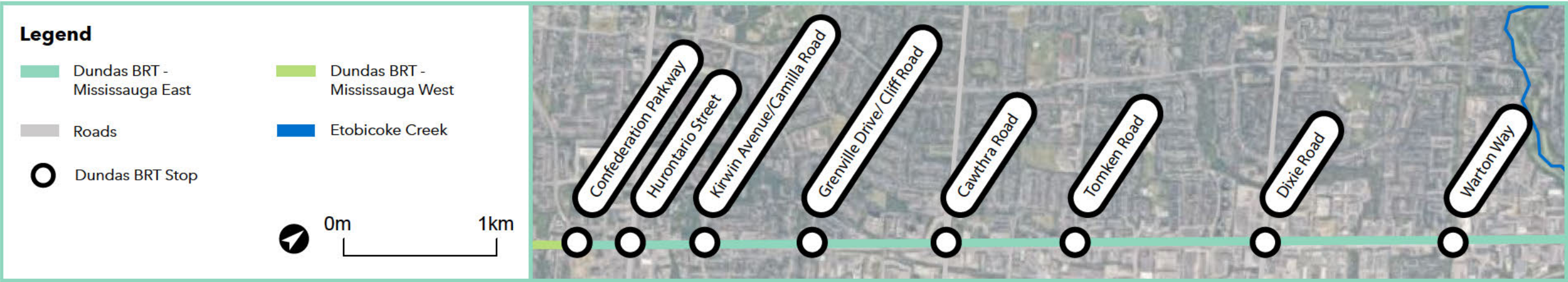
- Locations identified as part of the [Dundas Connects Study](#) and the [Initial Business Case \(IBC\)](#);
- Current transit facilities and intersecting bus routes that form the basis of a feeder network;
- Distance between stops; and
- Land use and major trip generators.



8 STOPS IN
MISSISSAUGA EAST

Dundas BRT stops in Mississauga East

Eight stop locations within Mississauga East have been identified, each of which has been informed by the above mentioned criteria.



Planning for the future

- Provisions for future electrification technology are being considered
- Electric buses charge overnight at bus depots and, if required, schedule midday recharging layovers at garages or pass through discrete charging stations at potential layover locations during the day

Why electrification?

When compared to diesel or compressed natural gas, electric buses:

- Offer a smoother, quieter ride
- Emit minimal or zero carbon or greenhouse gases (GHGs), helping to meet targets set out in Ontario's Climate Change Action Plan (CCAP)

What could electrification look like?

Electrification may look similar to Le Corbusier BRT or the Laker Line BRT shown on the right.

MiWay Electrification Pilot

Did you know?

- MiWay is currently conducting studies and participating in a hydrogen fuel cell* electric bus pilot project
- MiWay will add new bus technologies, which already include 11 new, second generation hybrid-electric articulated buses with more planned for delivery in 2021

* Hydrogen fuel cell technology requires considerable upfront costs and increased operating costs when compared to electric technology. However, costs associated with hydrogen fuel cell technology is rapidly decreasing.



Le Corbusier BRT - Laval, Québec



Laker Line BRT - Michigan, US

Thank you for participating!

The next round of public engagement is planned for late-2021 when the Mississauga East Transit Project Assessment Process (TPAP) is scheduled to commence.

Next Steps

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the Preliminary Design Business Case (PDBC)• Continuing environmental studies in preparation for TPAP Commencement and Environmental Project Report (EPR)	<ul style="list-style-type: none">• TPAP:<ul style="list-style-type: none">▪ Prepare and distribute Notice of Commencement▪ Commence TPAP consultation and documentation period• Prepare draft EPR and 10% Preliminary Design<ul style="list-style-type: none">▪ Refinements to Preferred Design• PDBC<ul style="list-style-type: none">▪ Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC	<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the PDBC• Continuing environmental studies in preparation for TPAP Commencement and EPR	<ul style="list-style-type: none">• Prepare preferred design and develop proposed stop locations

Do you have any questions?

We want to hear from you!

We appreciate the time you have taken to learn more about the proposed Dundas Bus Rapid Transit (BRT) project, and we would greatly value your input on the following:

- Existing environmental conditions
- Pinch point alternative designs and preferred designs
- Corridor design outside pinch points
- Stop locations

We are committed to continuous engagement to help evolve the design of the Dundas BRT based on the outcomes of discussions with your communities.

Stay involved with the Dundas Bus Rapid Transit (BRT) project.

Email us at:

- Peel@metrolinx.com

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



From: <Peel>

Received: 4/13/2021 4:21 PM

To: Mississauga Ward 7

Subject: Dundas BRT: First Public Engagement EML:025400189

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

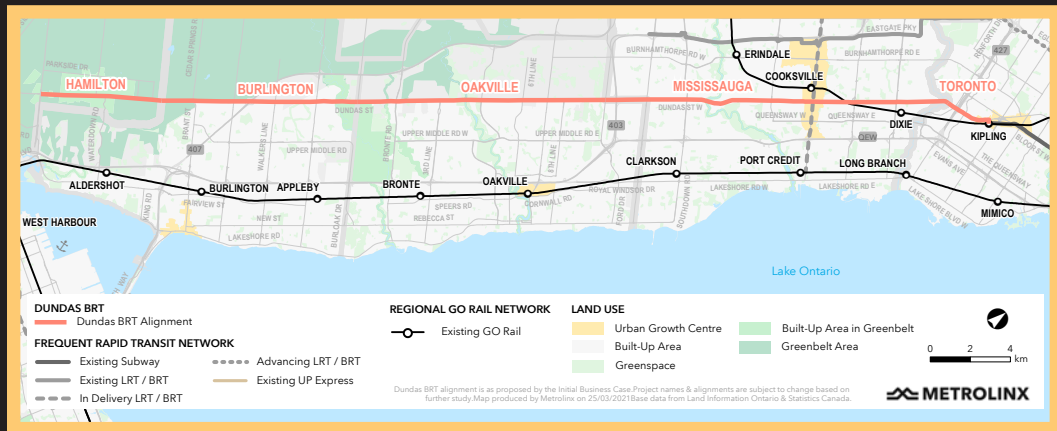
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.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

All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*.

Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor George Carlson**



From: <Peel>
Received: 9/17/2021 4:54 PM
To: Mississauga Ward 11
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400550

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 11:19 AM

To: Mississauga Ward 11

Subject: Re: Dundas BRT Second Public Engagement EML:025400487

Dear Councillor Carlson,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation will launch online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open for three weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

JESSICA SINGH

Peel Community Engagement

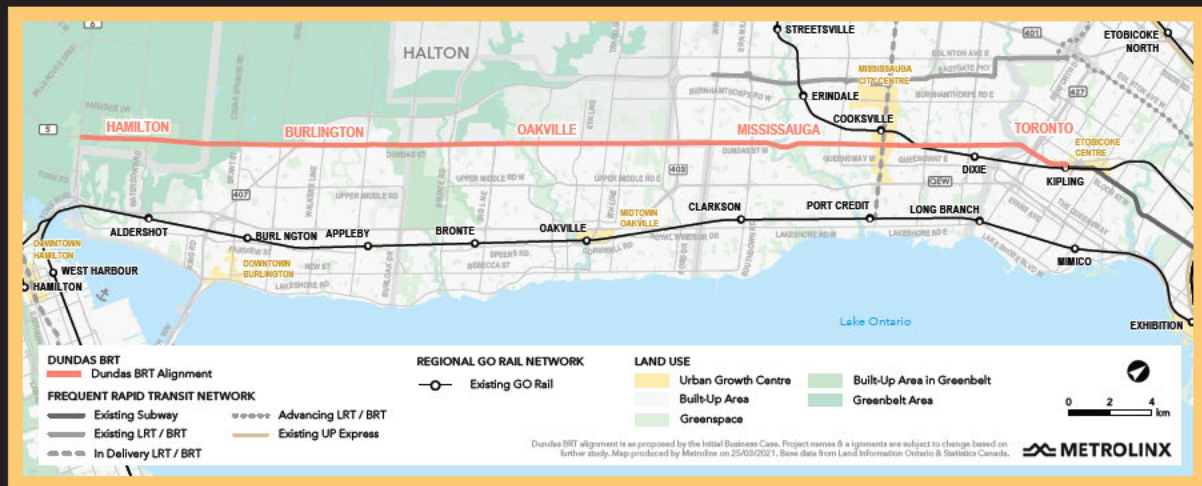
Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

[Metrolinxengage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT)

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**



From: <Peel>

Received: 4/13/2021 4:27 PM

To: Mississauga Ward 11

Subject: Dundas BRT: First Public Engagement EML:025400193

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

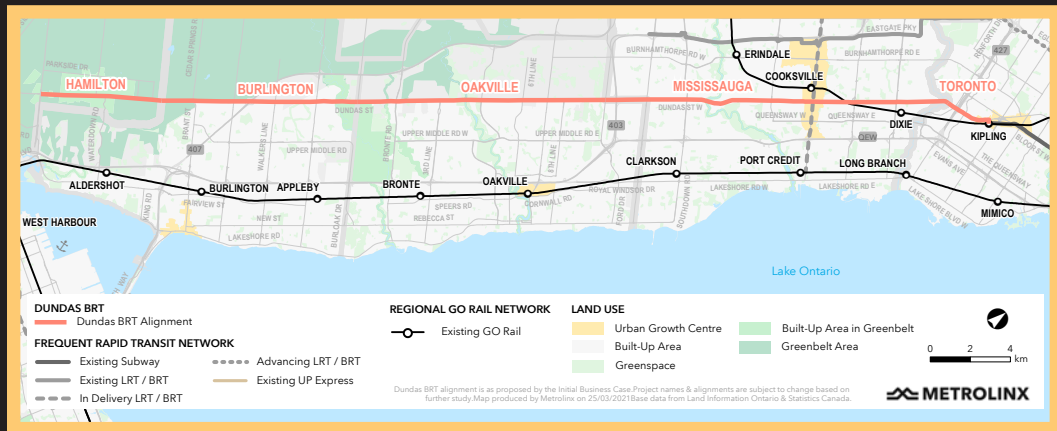
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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Dundas Bus Rapid Transit

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- Community engagement opportunities

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor John Kovac**

From: Shelley.Blake@mississauga.ca
Received: 9/20/2021 2:46 PM
To: <Peel>; Peel@metrolinx.com
Subject: RE: Dundas BRT Live Event EML:025400544

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.

Good Day Jessica,

Thank you kindly for your email. I will be sure to share with Councillor Kovac.

Best regards,

Shelley

On behalf of
John Kovac, Councillor – Ward 4

Shelley Blake
Executive Assistant to
John Kovac
Councillor - Ward 4
T 905-896-5400 | F 905-896-5463
shelley.blake@mississauga.ca



"This e-mail may not be forwarded to anyone for any reason without express written permission of the author."

From: Peel <Peel@metrolinx.com>
Sent: Friday, September 17, 2021 4:46 PM
To: John Kovac <John.Kovac@mississauga.ca>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Re: Dundas BRT Live Event EML:025400544

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH

Peel Community Engagement

Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

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From: Shelley.Blake@mississauga.ca

Received: 8/27/2021 4:59 PM

To: <Peel>; Peel@metrolinx.com

Subject: RE: Dundas BRT Second Public Engagement and HuLRT Utility Relocation at Rathburn EML:025400489

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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Good Day Jessica,

Thank you kindly for your email. I will be sure to share with Councillor Kovac.

Best regards,

Shelley

On behalf of

John Kovac, Councillor – Ward 4

Shelley Blake

Executive Assistant to

John Kovac

Councillor - Ward 4

T 905-896-5400 | F 905-896-5463

shelley.blake@mississauga.ca



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From: Peel <Peel@metrolinx.com>

Sent: Wednesday, August 25, 2021 11:51 AM

To: John Kovac <John.Kovac@mississauga.ca>

Subject: Dundas BRT Second Public Engagement and HuLRT Utility Relocation at Rathburn EML:025400489

Dear Councillor Kovac,

I'm reaching out to share updates on Dundas BRT and Hurontario LRT.

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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For the Hurontario LRT project, utility relocation work on Rathburn Road will tentatively begin on August 30 and take approximately three months. With this work, crews are planning two 24 hour closures of a portion of Hammerson Drive. I've attached the notice that we sent out to the businesses along Rathburn. We will follow up with them on another notice outlining details on the Hammerson work. I've also attached the Utility Relocation notice for Mississauga Centre that was mailed out in June to show how this work fits in.

Please don't hesitate to reach out if you have any questions.
Thank you,

JESSICA SINGH

Peel Community Engagement

Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

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From: Shelley.Blake@mississauga.ca
Received: 4/15/2021 8:03 PM
To: <Peel>; Peel@metrolinx.com
Subject: RE: Dundas BRT: First Public Engagement EML:025400186

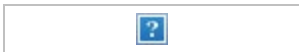
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Thank you kindly for your email Jessica, I will bring to Councillor Kovac's attention.

Kind Regards,

Shelley

Shelley Blake
Executive Assistant to
John Kovac
Councillor - Ward 4
T 905-896-5400 | F 905-896-5463
shelley.blake@mississauga.ca



"This e-mail may not be forwarded to anyone for any reason without express written permission of the author."

From: Peel <Peel@metrolinx.com>
Sent: Tuesday, April 13, 2021 4:17 PM
To: John Kovac <John.Kovac@mississauga.ca>
Subject: Dundas BRT: First Public Engagement EML:025400186

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate

from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

Community Relation Offices:

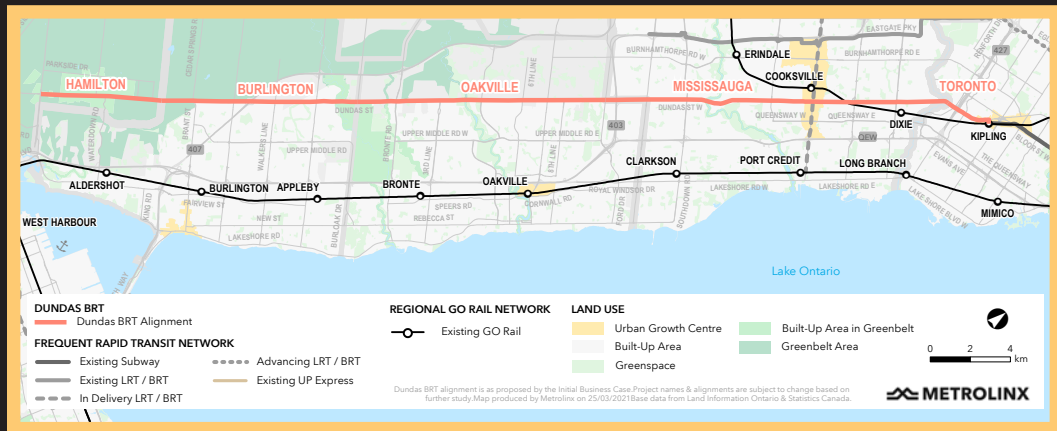
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

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Dundas Bus Rapid Transit

Join us for an online virtual open house



Dundas Bus Rapid Transit

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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:

www.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

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Judi Partridge**

From: [Jessica Scott](#)
To: judi.partridge@hamilton.ca
Subject: Upcoming Virtual Engagement | Dundas Street BRT
Date: August 26, 2021 3:08:00 PM
Attachments: 

Good afternoon Councillor Partridge,

We are reaching out to inform you that the next round of Dundas Street BRT virtual engagement is scheduled for September 2 to 23. Attached is a copy of the postcard being delivered along the corridor.

Please let our office know if you have any questions related to the upcoming virtual engagement. Hamilton residents are encouraged to connect with the Hamilton-Niagara Community Relations office if they have any questions, Hamilton@metrolinx.com or visit Metrolinxengage.com/DundasBRT for more information.

We look forward to engaging with your office and your community council representatives as project engagement progresses.

Thank you,

JESSICA SCOTT *(she/her)*

Community Relations & Issues Specialist, Hamilton-Niagara, Guelph-Wellington, Kitchener-Waterloo

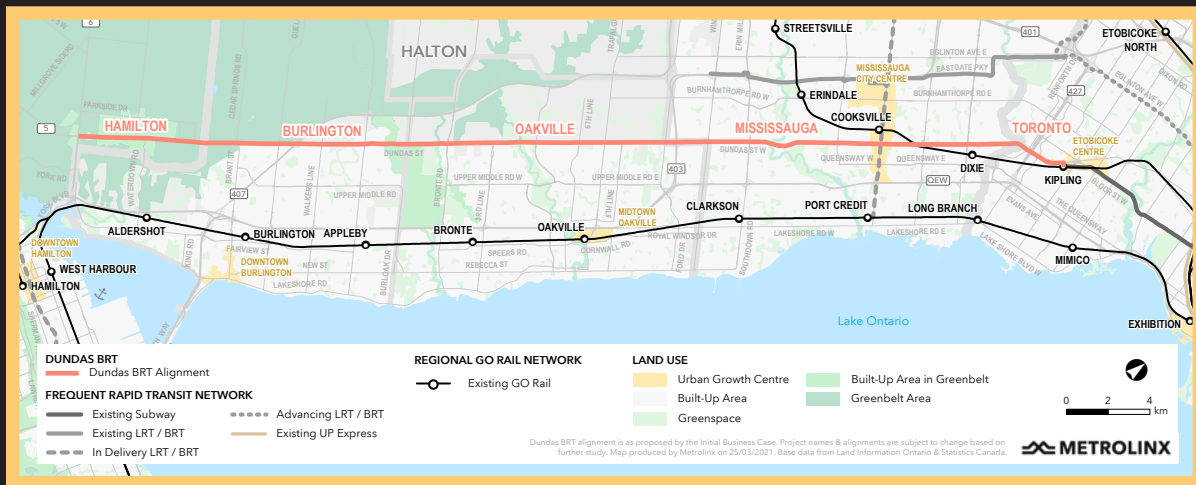
Communications | Metrolinx

36 Hunter St. E | Hamilton | Ontario | L8N 3W8

T: 416-202-7993



Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

[Metrolinxengage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT)

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**

From: [Jessica Scott](#)
To: [Community Relations and Communications](#)
Cc: [Hamilton](#)
Subject: Meeting Summary | Dundas BRT Virtual Briefing | City of Hamilton Cllr. Partridge
Attachments: [REDACTED]

Dundas BRT Virtual Open House Briefing with Councillor Judi Partridge, City of Hamilton

April 22, 2021

2:30 -3:00pm

Via MS Teams / Teleconference

OVERVIEW

This meeting was to engage Hamilton Ward 15 Councillor, Judi Partridge, on the recently launched Dundas BRT Virtual Open House. This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from the Village of Waterdown in the City of Hamilton, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Kevin Phillips, AECOM, walked through the Virtual Open House deck and answered questions from meeting participants.

The first round of (virtual) public consultation launched on [Metrolinx Engage](#) on April 19, 2021. The opportunity to review material and comment will remain open for two weeks.

ATTENDEES

Metrolinx

- Kelly Anderson, Senior Manager, Community Engagement
- Jessica Scott, Community Relations and Issues Specialist
- Zul Hamzah, Advisor, Rapid Transit Project Planning
- Darcy Wiltshire, Environmental Project Manager
- Ulrica Ho, Sponsors Office, Rapid Transit
- Kevin Philips, Manager, Project Consultant, AECOM

City of Hamilton

- Councillor Judi Partridge, Ward 15-Waterdown
- Steve Molloy, Manager, Transportation Planning



- [REDACTED]
 - [REDACTED]
- [REDACTED]
 - [REDACTED]
 - [REDACTED]

From: [Kelly Anderson](#)
To: Judi.Partridge@hamilton.ca
Cc: Christine.DiGiantomaso@hamilton.ca; [Jessica Scott](#); [Darcy Wiltshire](#); [Molloy, Steve](#)
Subject: Metrolinx Briefing - Dundas Street BRT Project Engagement
Date: Wednesday, April 14, 2021 9:10:53 AM
Attachments: 

Hello Councillor Partridge,

We are reaching out to provide an update on the Dundas Street BRT project and upcoming public engagement process. I've attached a project postcard for reference and more details are also provided below. If you would like a briefing to review this in more detail please let me know and we would be happy to set something up, in partnership with the City's Transportation Planning team.

Thanks
Kelly

.....

Metrolinx and our partners in Toronto, Mississauga, Oakville, Burlington and Hamilton are working collaboratively to advance the Dundas Street Bus Rapid Transit (BRT) project through the Transit Project Assessment Process (TPAP) and Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in December 2020.

This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from Waterdown, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

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Kelly Anderson (She/Her)
Senior Manager, Community Engagement
KW/Halton, Hamilton/Niagara (A)
Kelly.Anderson@Metrolinx.com
437-216-1778



Dundas Bus Rapid Transit

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:

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

Get Involved

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Peel@metrolinx.com

HaltonRegion@metrolinx.com

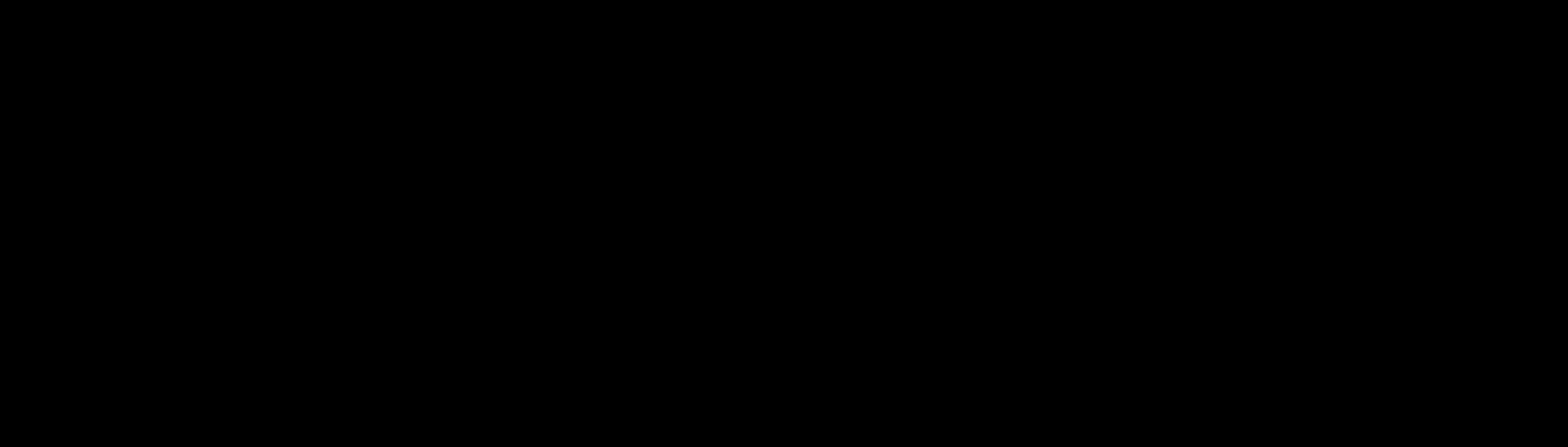
Hamilton@metrolinx.com

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Karen Ras**



From: <Peel>
Received: 9/17/2021 4:44 PM
To: Mississauga Ward 2
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400543

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 10:56 AM

To: Mississauga Ward 2

Subject: Re: Dundas BRT Second Public Engagement EML:025400482

Dear Councillor Ras,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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Please don't hesitate to reach out if you have any questions.
Thank you,

JESSICA SINGH

Peel Community Engagement

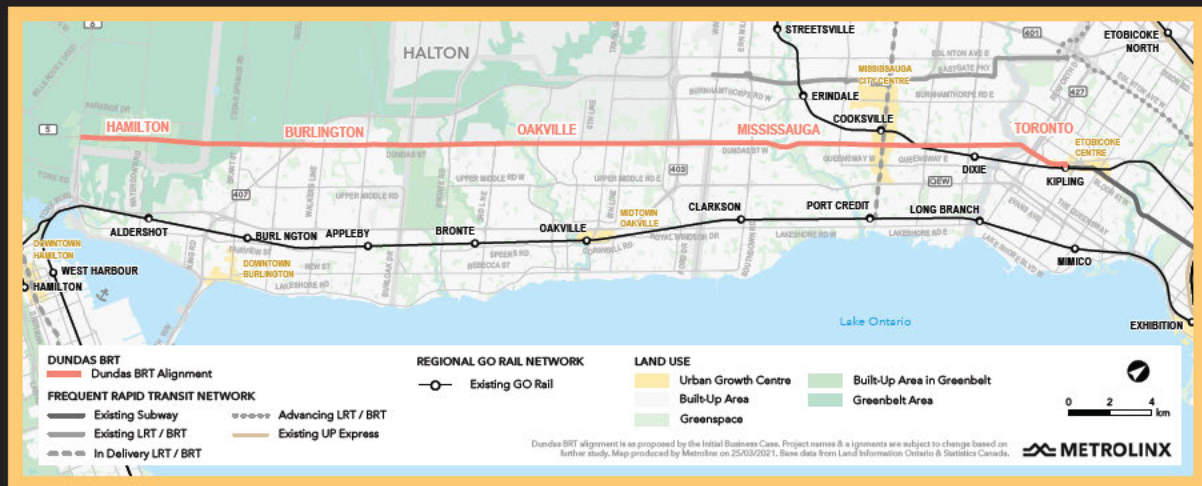
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17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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- Proposed stop locations in Mississauga East
- Next steps

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Get Involved

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Phone: (416) 202-7500

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Peel@metrolinx.com

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Hamilton@metrolinx.com

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From: <Peel>

Received: 4/13/2021 4:13 PM

To: Mississauga Ward 2

Subject: Dundas BRT: First Public Engagement EML:025400184

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

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Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

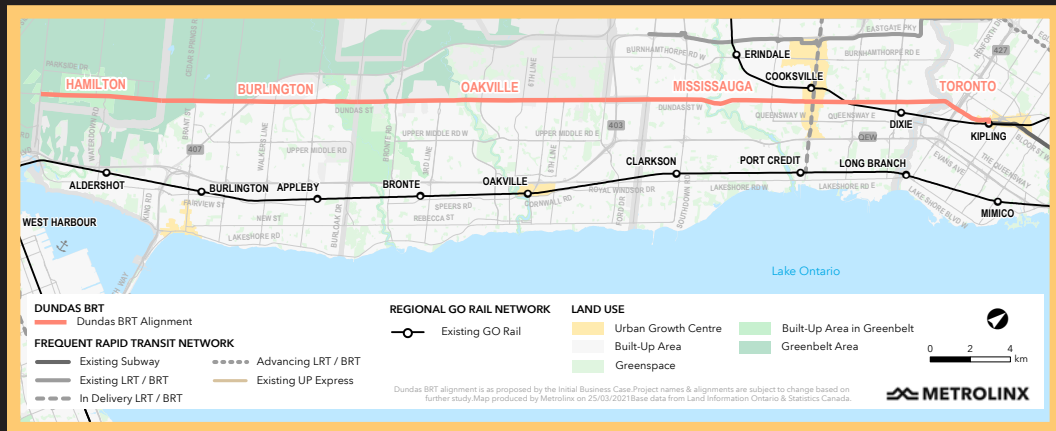
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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- Environmental studies
- Preliminary design
- Community engagement opportunities

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Hamilton@metrolinx.com

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Elected Officials

- **Councillor Mark Grimes**

From: Toronto West
Sent: August 27, 2021 4:23 PM
To: 'councillor_grimes@toronto.ca'
Cc: Kuru Satkunanathan; Luiza Sadowski
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

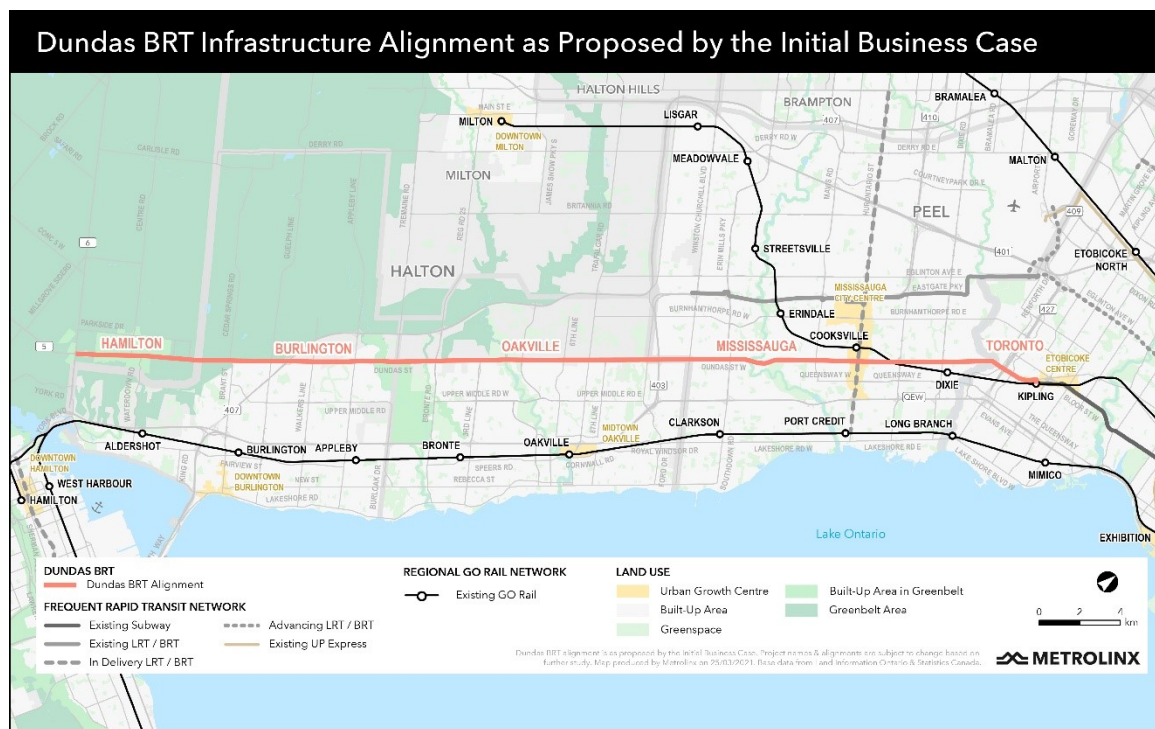
Dear Councillor Grimes,

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

During our first virtual public engagement in April 2021, you learned about the project and provided feedback on:

- The Dundas BRT project in your community
- What about the project is important to you
- Factors you considered important for assessing constrained areas of the proposed corridor (pinch points)

Join us online from September 2 to September 23, 2021 for our second virtual public engagement!



- Provide your feedback on a proposed Dundas BRT project. Learn more about:
- The organization of the project
 - What we heard during the first round of engagement
 - Existing environmental conditions for Toronto and Mississauga

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You can provide your feedback directly on Metrolinx Engage by completing a feedback form, submitting a question, leaving a comment on the interactive map or sending the project team an email. You can also participate in a virtual live session on September 22, 2021 from 6:30 to 7:30 p.m. at MetrolinxEngage.com/DundasBRT. The live session will feature updates from project experts and an opportunity to ask your questions.

As preliminary design work for Toronto, Mississauga West, Halton, and Hamilton is still underway, more information related to pinch points, proposed stop location and potential amenities in these areas will be presented during a future public engagement session.

Please let me know if you have any questions or if you would like an opportunity to meet with the project team.

Regards,

COLIN BURNS

Community Relations & Issues Specialist
 Toronto West Office | Metrolinx
 2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
 647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Toronto West

Sent: July 28, 2021 4:17 PM

To: 'councillor_grimes@toronto.ca' <councillor_grimes@toronto.ca>

Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>

Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

Dear Councillor Grimes,

I wanted to follow up to let you know that the date for the second round of public consultation has been pushed from August to September. Public consultation is an important part of our planning and as such, we want to make sure as many people as possible have an opportunity to explore the information and provide feedback. I will send you a new invitation, please expect to see that in your inbox in the next few weeks.

Regards,

COLIN BURNS

Community Relations & Issues Specialist
 Toronto West Office | Metrolinx
 2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
 647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Toronto West

Sent: July 20, 2021 4:01 PM

To: 'councillor_grimes@toronto.ca' <councillor_grimes@toronto.ca>

Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>

Subject: Dundas BRT Public Consultation #2, August 12 - September 2

Dear Councillor Grimes,

Metrolinx is hosting a second round of public consultation for the Dundas BRT project that will launch online on [Metrolinx Engage](#) on August 12 to September 2 (the postcard attached is being delivered to residents within 200 metres of the BRT corridor).

The opportunity to comment will be open for two weeks. During the consultation, residents will learn about the organization of the project, what we heard during the first round of engagement, and existing environmental conditions for Toronto.

Before the consultation goes live, we would like to invite you to a preview of the materials. If you would like to connect with our project team, please let me know and we can coordinate a meeting.

Regards,

COLIN BURNS

Community Relations & Issues Specialist

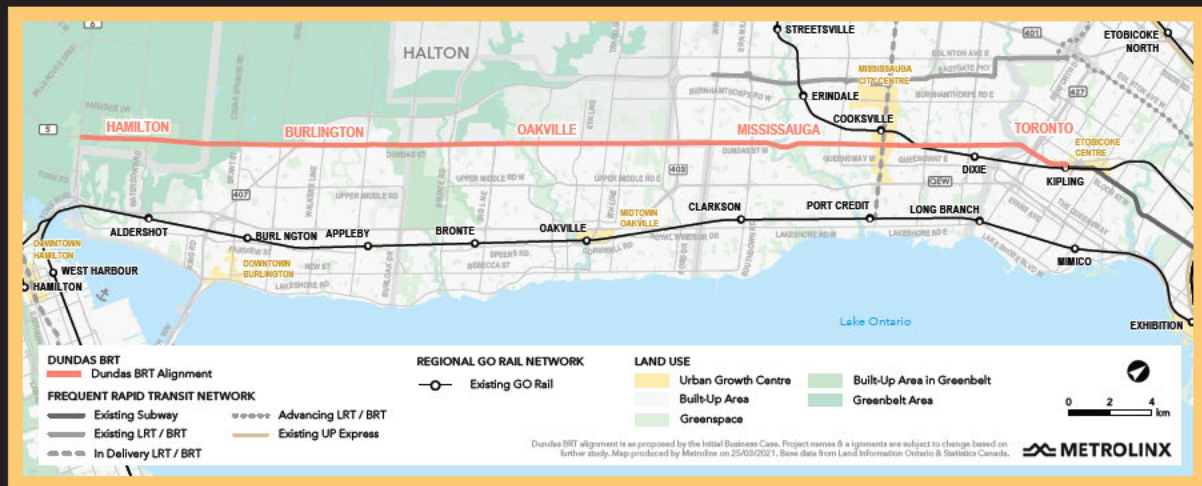
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2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

647-920-0741 | Colin.Burns@metrolinx.com

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Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 August 12 - September 2, 2021 for our second virtual public engagement!

We want to invite you to learn about what's new and provide your feedback online. Here you'll learn more about:

- The organization of the project;
- What we heard during the first round of engagement;
- Existing environmental conditions for Toronto and Mississauga;
- BRT corridor design for Mississauga;
- Alternative designs being considered for the constrained area in Erindale Valley;
- Preferred design and other assessed designs for the constrained area in Cooksville;
- Proposed stop locations in Mississauga East; and
- Next steps.

Get Involved

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

Phone: (416) 202-7500

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

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From: [Councillor Grimes](#)
To: [Toronto West](#)
Cc: [Zul Hamzah](#); [Darcy Wiltshire](#); [Matthew Davis](#); [Allison Reid](#); [Alan Filipuzzi](#); [Joshua Bassett](#); [Luiza Sadowski](#); [Leona Hollingsworth](#)
Subject: RE: Dundas BRT Public Consultation Process
Date: Thursday, April 15, 2021 11:51:43 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.

Thank you Colin.

Our office is interested in attending the Briefing, please advise details.

Thanks,
Mary

From: Toronto West [mailto:TorontoWest@metrolinx.com]
Sent: April 15, 2021 11:46 AM
To: Councillor Grimes <Councillor_Grimes@toronto.ca>
Cc: Zul Hamzah <Zul.Hamzah@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>; Matthew Davis <Matthew.Davis@toronto.ca>; Allison Reid <Allison.Reid@toronto.ca>; Alan Filipuzzi <Alan.Filipuzzi@toronto.ca>; Joshua Bassett <Joshua.Bassett@toronto.ca>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>; Leona Hollingsworth <Leona.Hollingsworth@metrolinx.com>
Subject: Dundas BRT Public Consultation Process

Dear Councillor Grimes,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks (the postcard attached is being delivered to residents within 200 metres of the BRT corridor). Before the consultation goes live, we would like to invite you to an online preview of the materials.

This planning process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

If you cannot attend this briefing but would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we

can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

COLIN BURNS

Community Relations & Issues Specialist

Toronto West Office | Metrolinx

2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

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MEETING NOTES

Dundas BRT Initial Business Case Briefing

December 17th, 2020

4:00 - 4:30pm

Via MS Teams / Teleconference

OVERVIEW

This meeting was to introduce Councillor Grimes' office to the Dundas BRT Initial Business Case, providing a high-level overview of the three different service option concepts and their benefits and associated costs. It was also intended to provide updates on the project status and next steps: the IBC draft is complete and the final version will be published in December 2020, the communications team is leading socializing of IBC with stakeholders in preparation for publication, the IBC recommends BRT infrastructure and a service concept to maximize benefit of the infrastructure investment, and a contract has been awarded for preliminary design (30%), PDBC, and TPAP.

ATTENDEES

Metrolinx

- Joseph Ehrlich - *Manager, Project Planning, Rapid Transit*
- Kristen Demasi - *Sr. Advisor, Rapid Transit Planning*
- Luiza Sadowski - *Sr. Manager - Community Relations - Toronto West*
- Colin Burns - *Community Relations & Issues Specialist*

Councillor's Office

- Kim Edgar - *Chief of Staff, Office of Councillor Mark Grimes*
- Rebecca Guida - *Special Assistant, Community & Stakeholder Relations, Office of Councillor Mark Grimes*

[REDACTED]

[REDACTED]

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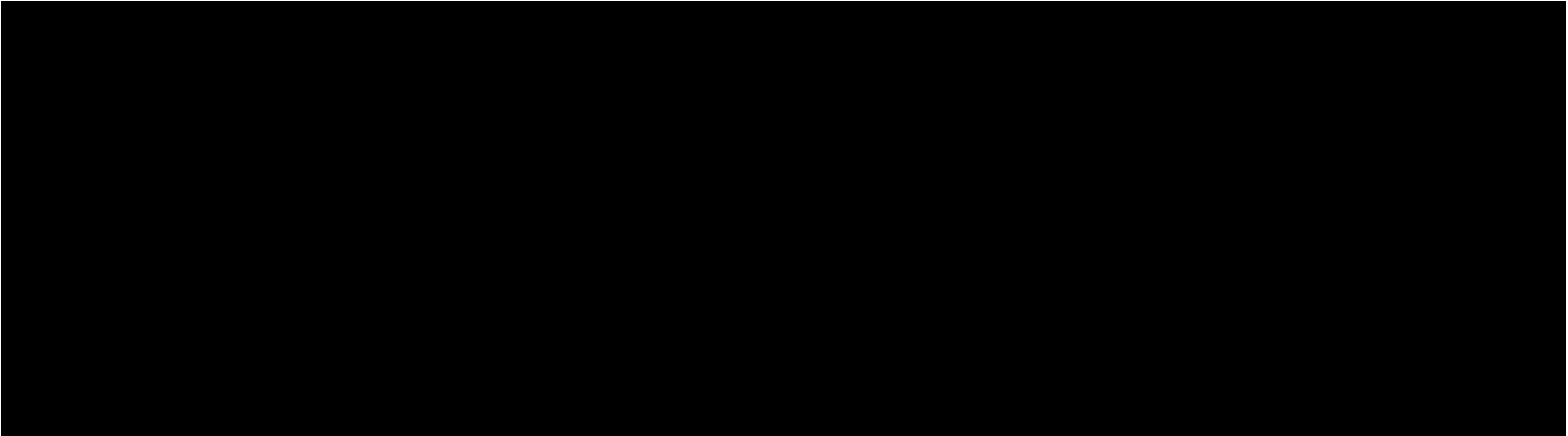
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- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

Elected Officials

- **Councillor Matt Mahoney**



From: <Peel>
Received: 9/17/2021 4:50 PM
To: Mississauga Ward 8
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400547

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 11:01 AM

To: Mississauga Ward 8

Subject: Re: Dundas BRT Second Public Engagement EML:025400484

Dear Councillor Mahoney,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation will launch online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open for three weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

JESSICA SINGH

Peel Community Engagement

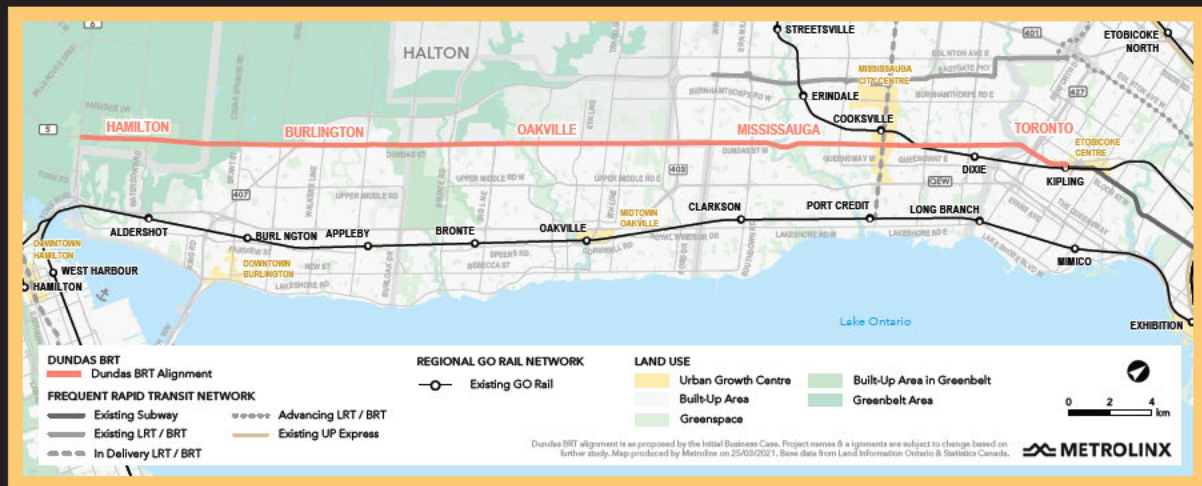
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T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
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- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinx.com/Engage/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

[Metrolinxengage.com/DundasBRT](https://www.metroinx.com/DundasBRT)

Phone: (416) 202-7500

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

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HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

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From: <Peel>

Received: 4/13/2021 4:23 PM

To: Mississauga Ward 8

Subject: Dundas BRT: First Public Engagement EML:025400190

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

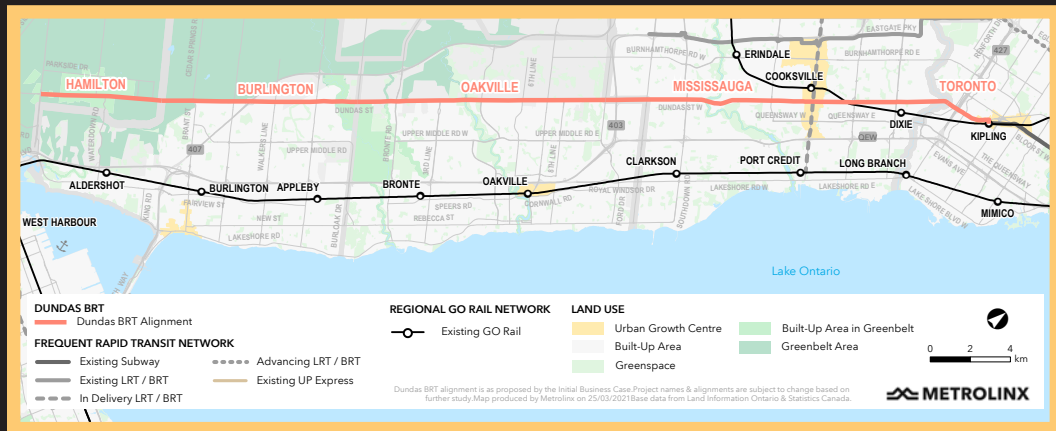
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.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

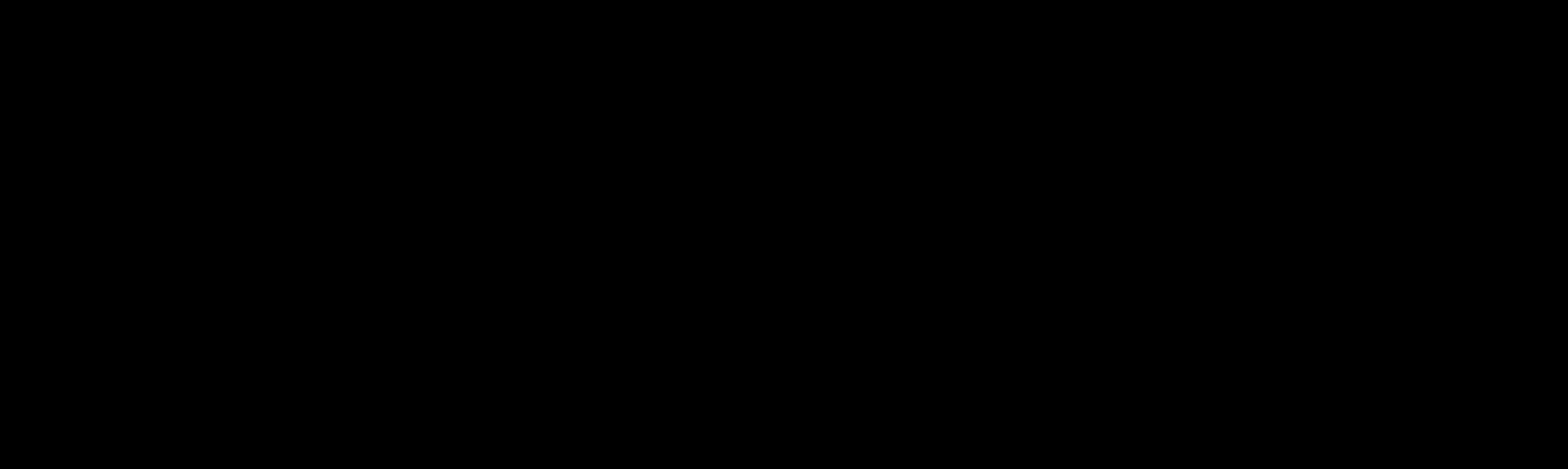
Hamilton@metrolinx.com

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Pat Saito**



Received: 9/17/2021 4:51 PM
To: Mississauga Ward 9
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400548

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 11:10 AM

To: Mississauga Ward 9

Subject: Re: Dundas BRT Second Public Engagement EML:025400485

Dear Councillor Saito,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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Thank you,

JESSICA SINGH

Peel Community Engagement

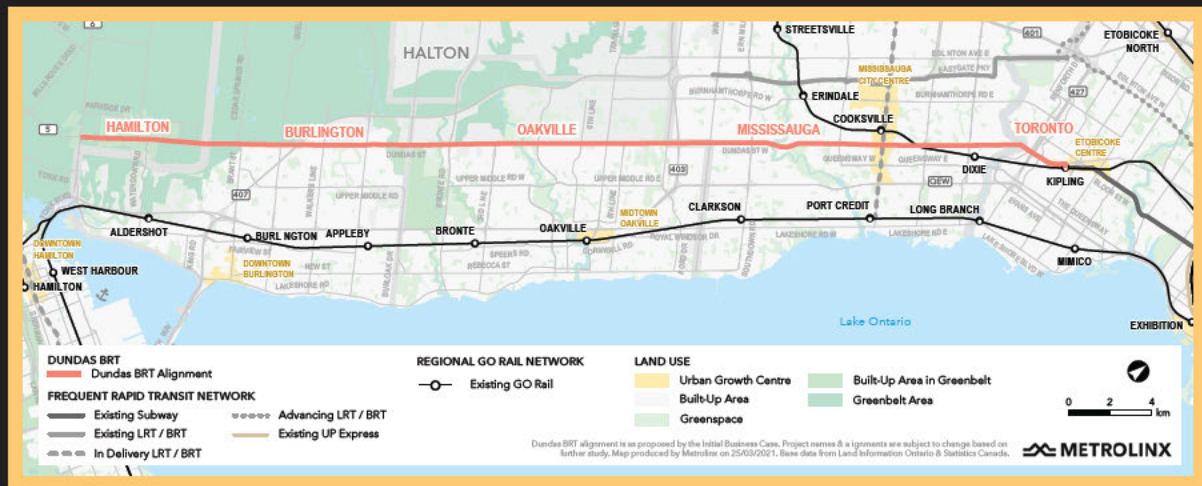
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From: <Peel>

Received: 4/13/2021 4:24 PM

To: Mississauga Ward 9

Subject: Dundas BRT: First Public Engagement EML:025400191

Good afternoon,

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Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

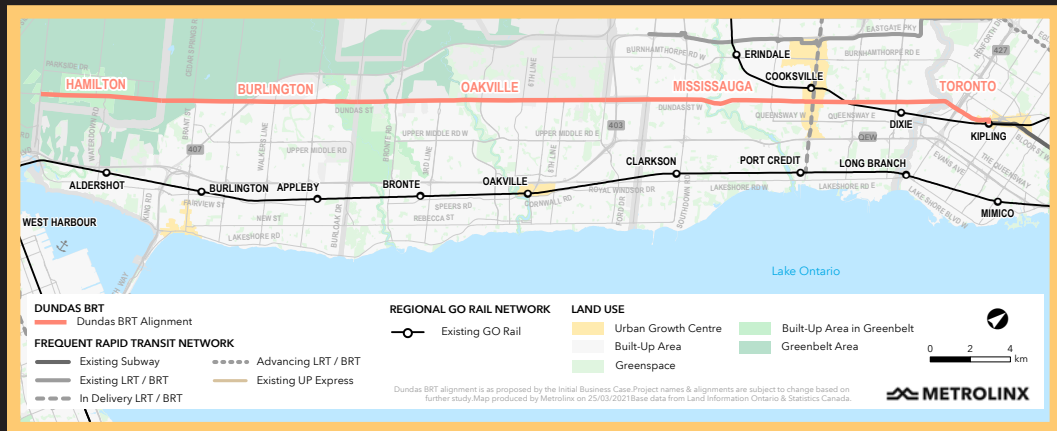
Community Relation Offices:

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17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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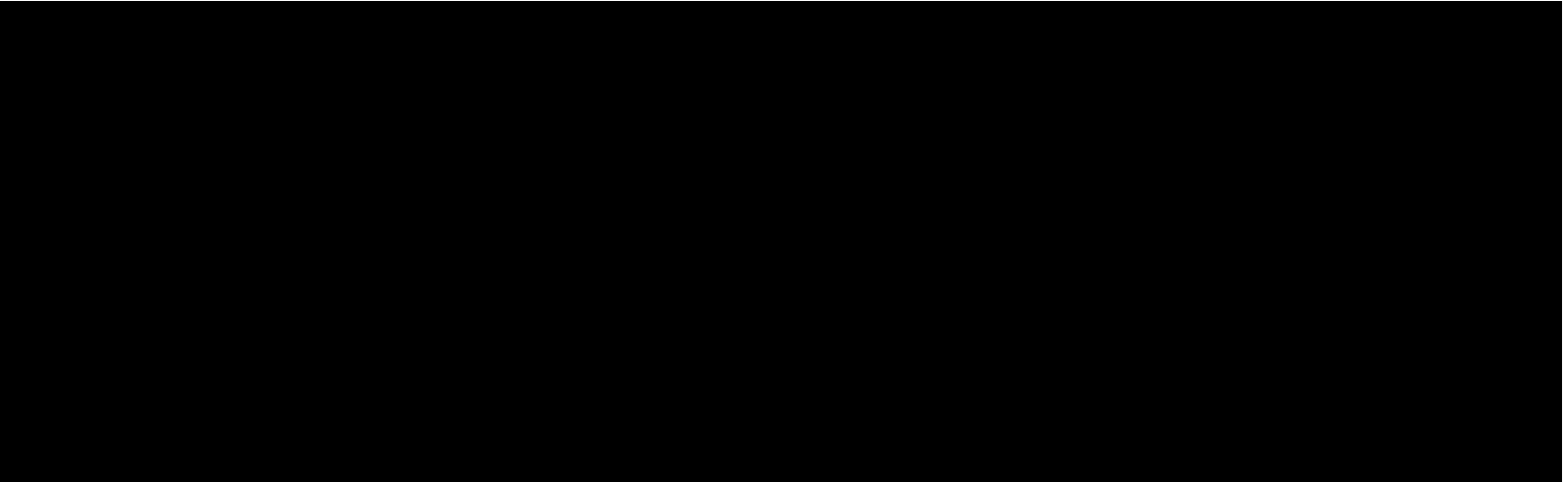
Hamilton@metrolinx.com

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Elected Officials

- **Councillor Ron Starr**



From: <Peel>
Received: 9/17/2021 4:48 PM
To: Mississauga Ward 6
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400546

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 10:59 AM

To: Mississauga Ward 6

Subject: Re: Dundas BRT Second Public Engagement EML:025400483

Dear Councillor Starr,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation will launch online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open for three weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

JESSICA SINGH

Peel Community Engagement

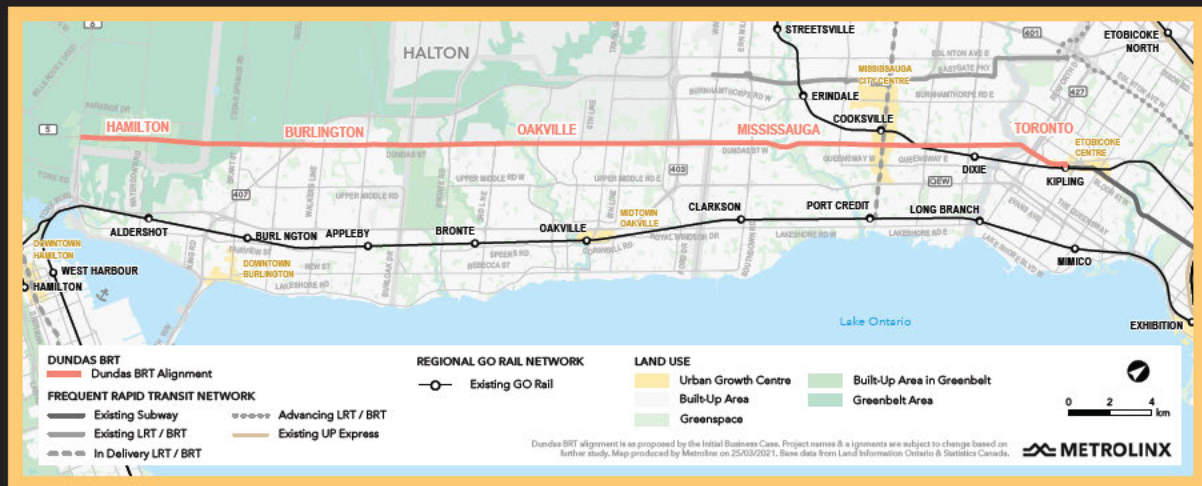
Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

[Metrolinxengage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT)

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**



From: <Peel>

Received: 4/13/2021 4:20 PM

To: Mississauga Ward 6

Subject: Dundas BRT: First Public Engagement EML:025400188

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

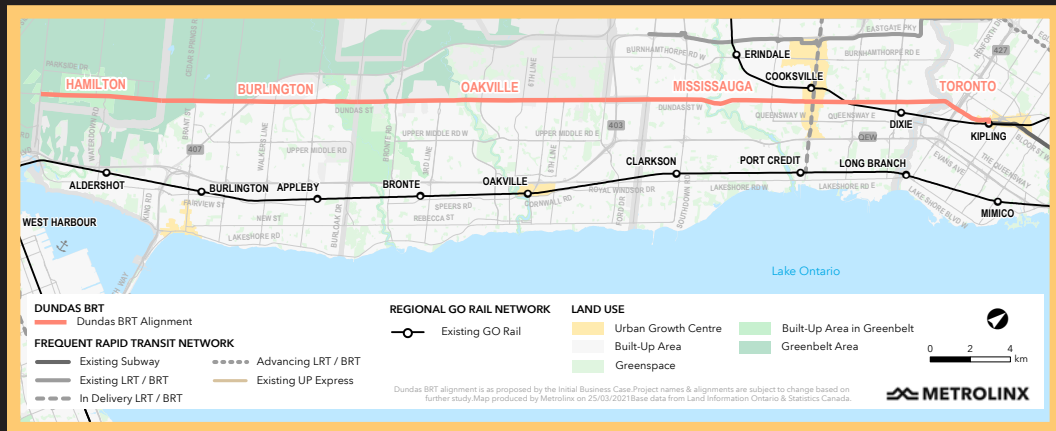
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.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

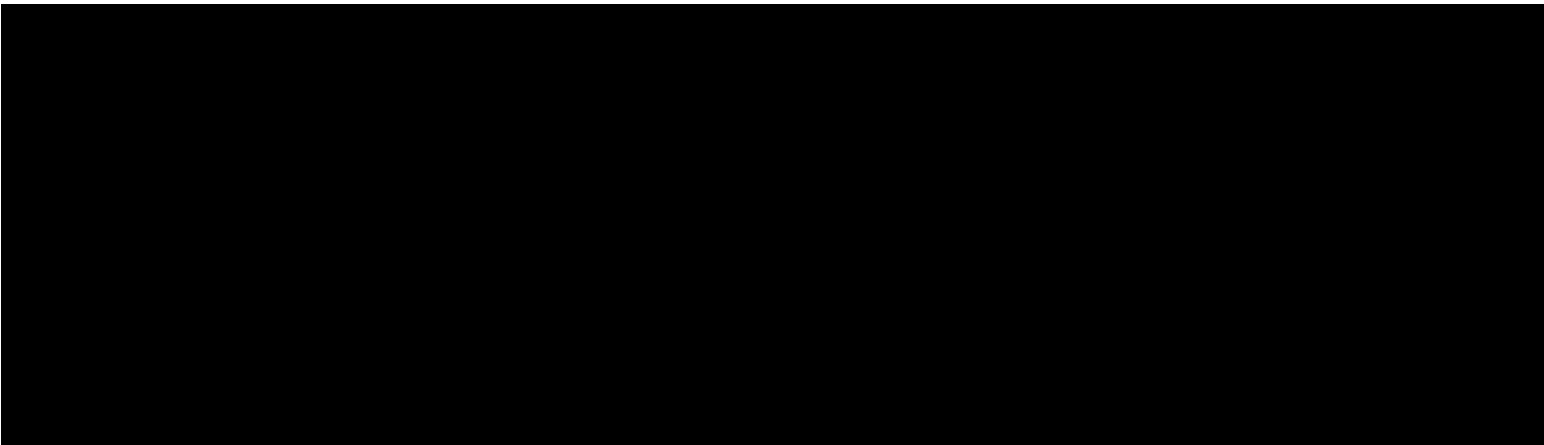
Hamilton@metrolinx.com

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Stephen Dasko**



From: <Peel>
Received: 9/20/2021 1:37 PM
To: Mississauga Ward 1
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400551

Dear Councillor Dasko,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

Thank you for meeting with our team on Tuesday August 31, 2021 to learn more about the Dundas BRT consultation. I have attached a summary of that meeting that includes answers to some of the questions that we ran out of time for. If you or your constituents have any questions about the Dundas BRT project, please don't hesitate to reach out to us.

Jessica

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

Dundas BRT – Public Engagement Round 2 Councillor Briefing

Summary Report

Date: August 31st, 2021 11:00am to 12:00pm

Via MS Teams / Teleconference

Attendees

Metrolinx

- Maria Doyle, Acting Manager, Rapid Transit Project Planning (RTPP)
- Greg Medulun, Director, Community Engagement (West)
- Flora Devarajah, Community Relations and Issues Specialist
- Darcy Wiltshire, Project Manager, Environmental Programs & Assessment (EPA)

City of Mississauga

- Matthew Williams, Project Leader, Rapid Transit Office (RTO)

AECOM Canada Ltd.

- Kevin Phillips, Senior Manager, Municipal Transportation
- Andrew Barr, Project Manager, Transportation
- David Rahikka, EIT, Sustainable Transportation

Elected Officials

- Stephen Dasko, Ward 1 Councillor, City of Mississauga
- Jessica Figueiredo, Ward 1 Administrative Assistant, City of Mississauga
- Chris Fonseca, Ward 3 Councillor, City of Mississauga
- Dipika Damerla, Ward 7 Councillor, City of Mississauga

Overview

We would like to take this opportunity to thank you for your participation in the Dundas Bus Rapid Transit (BRT) Transit Project Assessment Process (TPAP), Preliminary Design (PD) and Preliminary Design Business Case (PDBC) Public Engagement Round 2 Councillor Briefing held on August 31st, 2021. The briefing was meant to provide you with an opportunity to view, discuss and comment on some of the materials that will be presented to the public in the upcoming Virtual Engagement Round 2 scheduled to take place between September 2nd, 2021 and September 23rd, 2021 and at the Live Virtual Event scheduled for September 22nd, 2021.

During the briefing we presented a tailored version of the forthcoming virtual engagement materials. The Project Team also displayed an alternative conceptual plan to illustrate some of the potential impacts of the best performing alternative through Cooksville.

That conceptual plan is consistent with Metrolinx's 2041 Regional Transportation Plan adopted in 2018, the Frequent Rapid Transit Network Prioritization study of 2019, and the Dundas BRT Initial Business Case of 2020, which all confirmed the need for improved bus transit service throughout the corridor.

Improved bus transit service through a BRT's dedicated bus lanes in an exclusive right-of-way will provide for higher average bus travel speeds, allowing for shorter travel times and a more reliable transit experience for the customer. The Dundas BRT corridor will also contribute to improving the growing and maturing communities from Toronto through to Hamilton, including the City of Mississauga. Improved transit would accommodate significant new population and employment

growth. The BRT would provide for better more-efficient transit service, improve connections between the communities, align with investing for transit oriented communities accommodating that forecast population and employment growth, and help achieve climate change and sustainability goals.

The provision of these transit improvements is also consistent with and was developed on the basis of the rigorous planning assessment and public process that was completed by the City of Mississauga as part of the Dundas Connects Corridor Master Plan (2018), with the recommended dedicated median BRT through Cooksville, active transportation facilities (cycling and pedestrians), and enhanced amenity space. Subsequent to Dundas Connects, the City enshrined the required 42m right-of-way needs by updating and identifying a 42m right-of-way in the City Official Plan.

We would like to reiterate that the displayed concept plan is not an approved plan and in fact a work-in-progress drawing meant to conceptualize and illustrate a potential design, and would be subject to further reviews, modifications based on design refinements, and feedback arising from the September public engagement. The plan is still in development and as such is subject to change as we work towards optimizing the design to limit property impacts while introducing the many of the benefits of the proposed BRT, public realm and active transportation elements. This plan will not be presented in the upcoming September 2021 public engagement, but rather refined over the next couple months prior to it, and its impacts, being presented during the next round of public engagement in late 2021.

In addition, we would like to thank you for the thoughtful commentary provided during the briefing which we have summarized below. We have also taken this opportunity to provide our responses in as much detail as possible, given this project is still in the planning and preliminary design phase.

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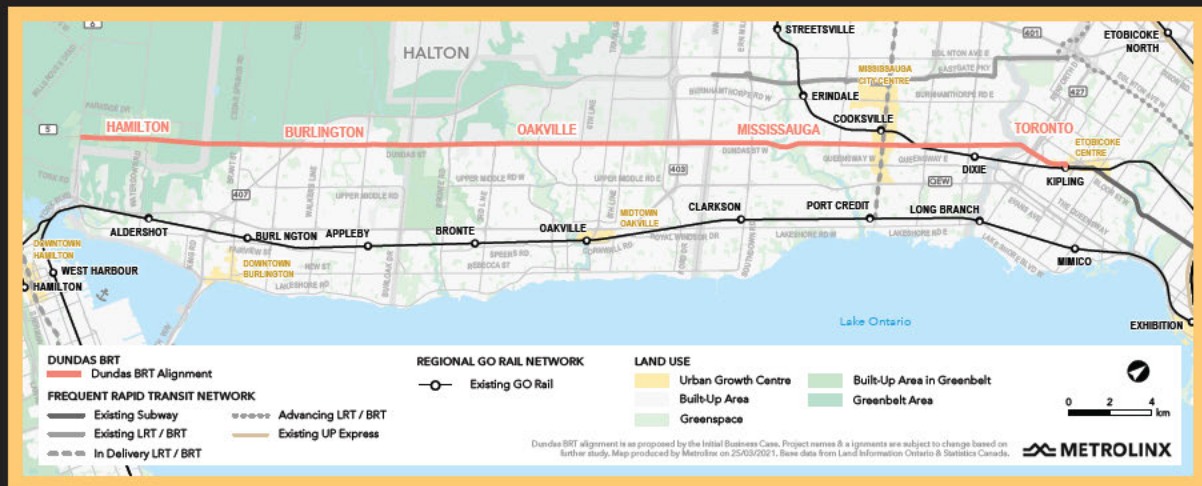
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Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

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

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

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

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**



From: Flora Devarajah <Flora.Devarajah@metrolinx.com>

Sent: September 2, 2021 9:36 AM

To: Community Relations and Communications <CommunityRelationsandCommunications@metrolinx.com>

Cc: Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>; Sarah Farooq <Sarah.Farooq@metrolinx.com>; Maria Doyle <Maria.Doyle@metrolinx.com>; Zul Hamzah <Zul.Hamzah@metrolinx.com>; Darcy Wiltshire <Darcy.Wiltshire@metrolinx.com>

Subject: Dundas BRT City Councillors Briefing (Mississauga)

Event Summary: Dundas BRT City of Mississauga Councillors Briefing (Mississauga)

Tuesday August 31st, 2021

11:00 am to 12:00 pm

Teams Meeting

ATTENDEES:

Metrolinx:

- Greg Medulun, Director, Community Engagement - West
- Flora Devarajah, Community Relations and Issues Specialist - Peel
- Maria Doyle, Manager Transportation Policy
- Darcy Wiltshire, Environmental Project Manager, Environmental PA

Elected Officials:

- Councillor Dipika Damerla, Mississauga - Ward 7
- Councillor Chris Fonseca, Mississauga - Ward 3
- Councillor Stephen Dasko, Mississauga - Ward 1
- Jessica Figueiredo, Office of Councillor Stephen Dasko, Mississauga - Ward 1

AECOM:

- Andrew Barr, Project Manager
- Kevin Phillips, Senior Manager, Municipal Transportation
- Joanne Wang, Environmental Lead
- David Rahikka, Transportation EIT

City of Mississauga

- Matthew Williams, Rapid Transit Office

OVERVIEW:

Metrolinx is continuing to advance plans for the Dundas BRT corridor. Our first Public Information Session was in April which introduced the project, and with the second Public Information Session coming up on September 2, 2021, we wanted to provide the Councillors with a preview of the materials.

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Flora Devarajah

Community Relations and Issues Specialist

Peel | **METROLINX**

C: 647.203.3776

Get the latest news on what's happening in Peel, subscribe to our [newsletter!](#)

Welcome to the Dundas Bus Rapid Transit



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 that 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.

Additional resources from our municipal partners on the traditional territories in each community:

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



Safety moment

What is Bus Rapid Transit (BRT)?

BRT provides an efficient rapid transit alternative at-grade system in a number of areas locally (Mississauga Transitway, York Region's VIVA) and across North America (see the examples below), with the following features:

- **Dedicated lanes**
- **Frequent service**
- **Smart signals**
- **Better connections**
- **Reliable service**
- **Potential enhanced amenities**

Where dedicated lanes are not being implemented, certain Transit Priority Measures (TPMs) including infrastructure and signal measures can be considered to optimize conditions and contribute to shorter, more efficient rides. These include:

- **Queue Jump Lanes**
- **Transit Signal Priority**



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



Le Corbusier BRT - Laval, Québec

Why are we here?

The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre (km) 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.

The Dundas BRT will:



Allow for faster, more reliable and more frequent transit service.



Offer shorter commutes, leading to increased productivity, with an average travel-time savings of ~14 minutes.



Improve connectivity by providing connections to other transit services that operate along the Dundas Street corridor.



Provide key connections to the Kipling Transit Hub and Etobicoke and Mississauga City Centres, allowing for access to key destinations along Dundas Street such as:

- Residential and commercial areas;
- Educational institutions;
- Places of worship;
- Medical institutions;
- Parks and outdoor recreation; and
- Dining, entertainment and shopping destinations.



Help retain and attract residents, tourists and businesses.



Unlock economic and regional development along the corridor with 230,000 jobs within a 2 km radius.



Improve quality of life by allowing 660,000 people living within a 2 km radius to go where they want to go.



Reduce greenhouse gas emissions.



Attract new ridership (~31,000 new riders per day).

How is the study structured?

The study is structured into the following four areas along Dundas, three Transit Project Assessment Processes (TPAPs) for Toronto, Mississauga East and Mississauga West, and one Preliminary Design Business Case (PDBC).

- Toronto - Kipling Transit Hub to Etobicoke Creek
- Mississauga East - Etobicoke Creek to Confederation Parkway
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

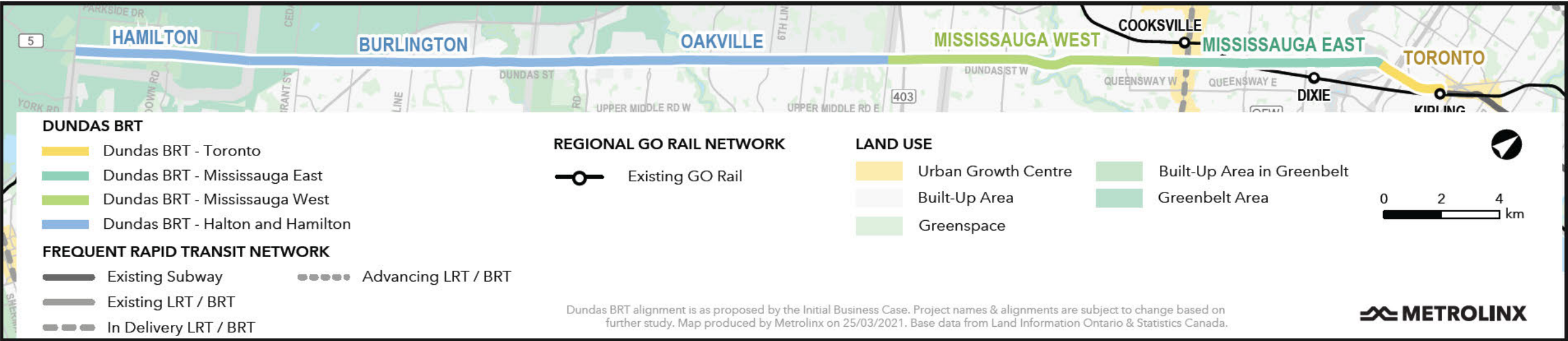
Dundas BRT study areas

The project area includes the proposed alignment for the project and additional areas for potential refinements as design progresses. Once established, the environmental disciplines applied buffers to account for applicable legislated requirements, resulting in the individual study areas for each of the environmental studies.

What formal process will be followed?

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

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister’s review period.

Three separate TPAPs will be conducted for:

- Toronto
- Mississauga East (this TPAP will be conducted first to meet federal funding requirements)
- Mississauga West

What is Preliminary Design (PD)?

The preliminary design phase is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case, and 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 analyses of technical and environmental studies and public engagement to refine the BRT design to a 30% design level. Outcomes from the preliminary design will inform the Preliminary Design Business Case (PDBC).

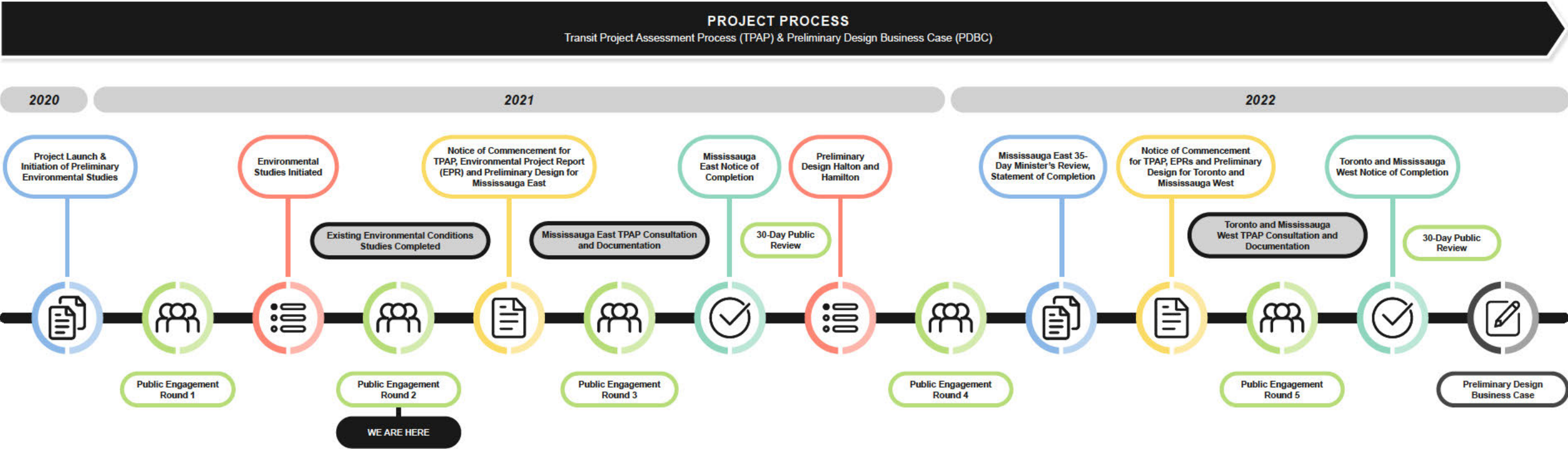
What is the Preliminary Design Business Case (PDBC)?

The PDBC evaluates the Dundas BRT project across strategic, economic, financial and operational, and deliverability cases. Outcomes from the Preliminary Design Business Case (PDBC) will inform the 30% Preliminary Design refinement.

Project timeline

This graphic shows the project process and demonstrates where public engagement will take place. The project timeline has been updated since the last round of engagement to:

- Allow for more time to complete the Preliminary Design Business Case (PDBC) outside of Mississauga East;
- Advance work for Mississauga East to meet requirements of the Investing in Canada Infrastructure Program (ICIP) funding; and
- Leverage Dundas Connects study results to advance preliminary design and environmental studies in Mississauga East.



Engagement opportunities

How is the community involved?

Round 1 engagement (Completed April 2021)	Round 2 engagement (We are here)	Round 3 engagement (Fall 2021)	Round 4 engagement (Winter 2021-2022)	Round 5 engagement (Spring 2022)
<ul style="list-style-type: none">• Dundas BRT in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental summary reports, including potential impacts and proposed mitigation measures• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)	<ul style="list-style-type: none">• Preliminary design for Halton and Hamilton• Stop locations and amenities for Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental summary reports, including potential impacts and proposed mitigation measures• Preliminary corridor design for Mississauga West• PDBC outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Mississauga West and Toronto• Mississauga East Transit Project Assessment Process (TPAP) Completion update

What we heard at virtual public engagement #1

Virtual public engagement #1 was held in April 2021. Feedback gathered demonstrated general public support for the project, along with strong interest in learning more about potential impacts. The public identified:

Opportunities to:			Concerns about:						
	Use Existing Traffic Spaces		Improve Cycling Infrastructure		Connect to Future Projects		Environmentally Sensitive Areas		Cycling Safety

The impact of public feedback during the first round of engagement can be directly observed in the development of the revised [Pinch Point Evaluation Criteria](#). Criteria was revised to include areas of importance raised by the public, including road safety, pedestrian and cyclist accessibility and connectivity, transit service reliability and capital cost.

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 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 into the project to inform key decisionmaking.
- Allow members to address issues and provide advice on the development of the project.
- Offer the project team a fresh perspective.

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.

Environmental studies

In Toronto, Mississauga East and Mississauga West, the studies to identify the baseline conditions, determine any potential for impacts, and propose measures to mitigate potential negative impacts are underway. The studies being conducted by the project team are identified below.



Natural Environment



Socio-Economic & Land Use
Characteristics



Cultural Heritage



Noise & Vibration



Archaeology



Climate Change & Sustainability

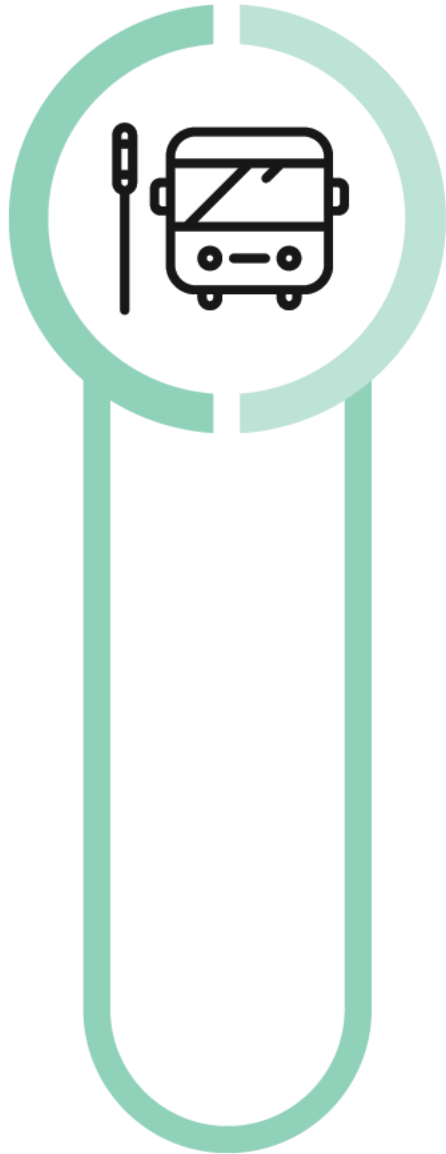


Traffic & Transportation



Air Quality

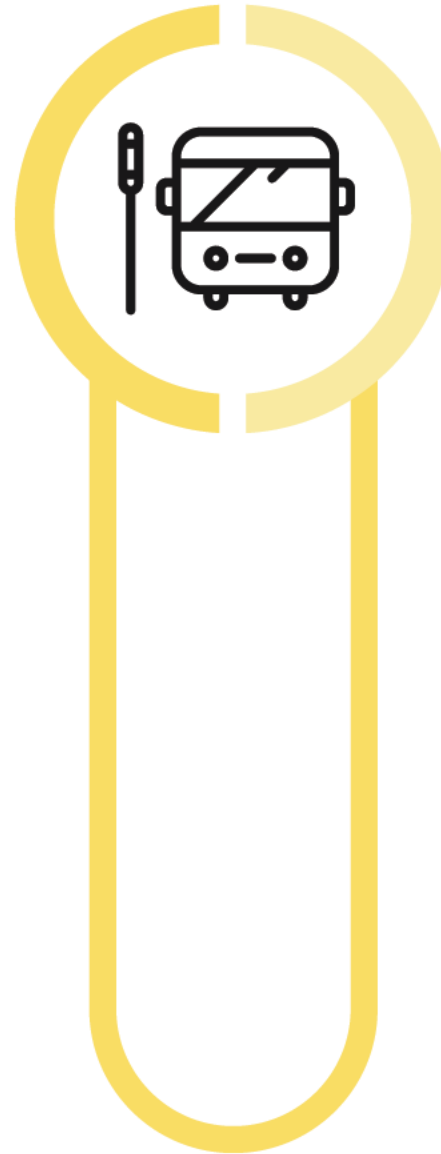
TPAP: next steps



Mississauga East

Metrolinx will:

- Use feedback from the public to refine the preferred design;
- Use existing environmental conditions studies to identify potential impacts;
- Propose mitigation measures in order to reduce any negative impacts identified;
- Present potential impacts and proposed mitigation measures in the Draft Environmental Project Report (EPR) to be shared with the public for review and feedback during the next round of engagement, in line with the Mississauga East TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Mississauga East in early 2022.



Toronto and Mississauga West

Metrolinx will:

- Use feedback from the public and existing environmental conditions studies to continue detailed analysis required to identify the preferred design and proposed stop locations in Toronto and Mississauga West;
- Present the analysis of pinch point alternatives and preferred options during a future round of engagement in 2022;
- Commence the TPAPs for Toronto and Mississauga West; and
- Identify potential impacts and proposed mitigation measures to present in the Draft EPRs for Toronto and Mississauga West, to share with the public in 2022.

What is the preliminary design process?

The preliminary design process bridges the gap between the design concept and detailed design of a project.

- Complete studies and analyses to determine the technically preferred alternatives, leading to 10% Preliminary Design
- Analyze preferred alternatives through the Preliminary Design Business Case (PDBC) to establish the preferred alternative, leading to a 30% Preliminary Design level



Preliminary design for the Dundas BRT project to-date is outlined in detail in the following slides, including:

- Progression of corridor design outside pinch points;
- Evaluation and identification of the preferred alternatives for the pinch point in Mississauga East;
- Evaluation of alternatives for the pinch point in Mississauga West;
- Progression of concept designs for typical median and curbside stops, including amenities; and
- Identification of stop locations within Mississauga East.

What is a pinch point?

Pinch points are areas of special interest where proposed road widening may be 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 optimal plan balancing impacts and project needs.

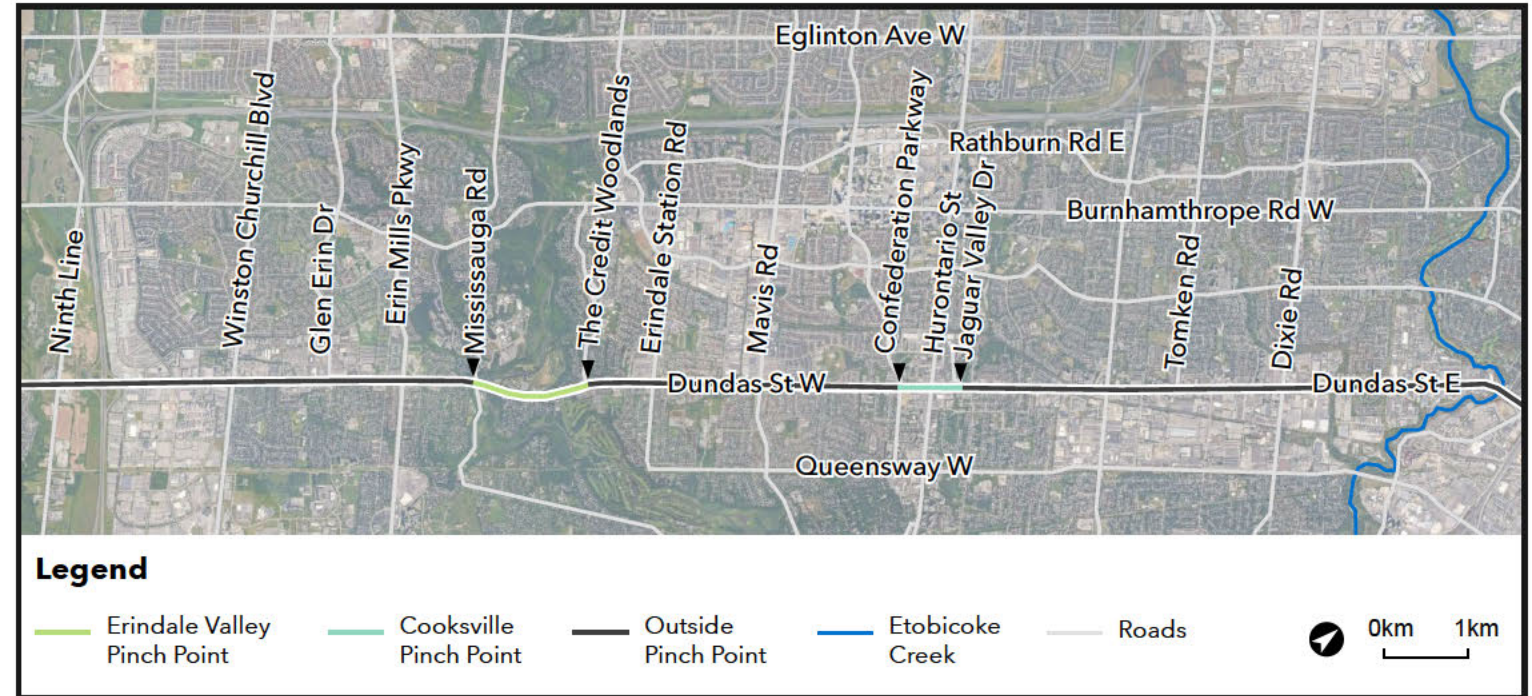
Preliminary design - design progressed for the Mississauga BRT corridor

The BRT Corridor outside constrained areas, or pinch points, of the Mississauga locations are identified as:

- Etobicoke Creek to Jaguar Valley Drive - Mississauga East
- Confederation Parkway to The Credit Woodlands - Mississauga West
- Mississauga Road to Ninth Line - Mississauga West

The above areas have been developed to a 10% Preliminary Design, outcomes of this design are:

- Right-of-way (ROW) widened up to 42 m requiring property acquisition with potential impacts to landscaping, entrances and parking, buildings and structures
- Dedicated median BRT lanes
- Maintains two general purpose traffic lanes in each direction
- Enhanced active transportation
- Enhanced public realm, where possible



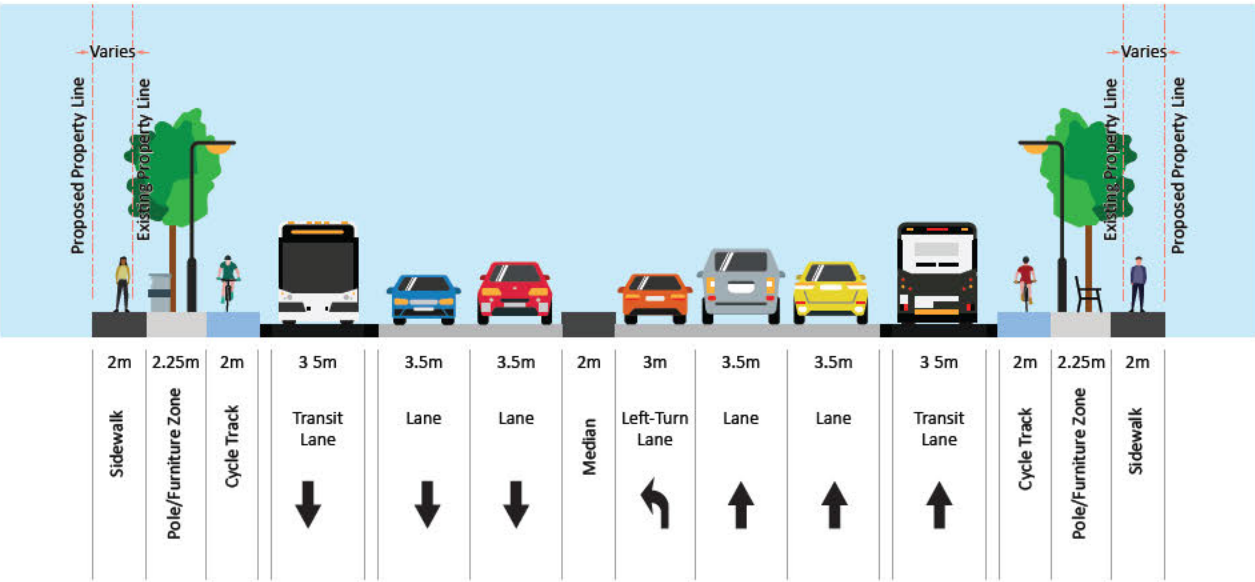
Special Policy Area (SPA) Studies

Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
- Etobicoke Creek SPA Feasibility Study

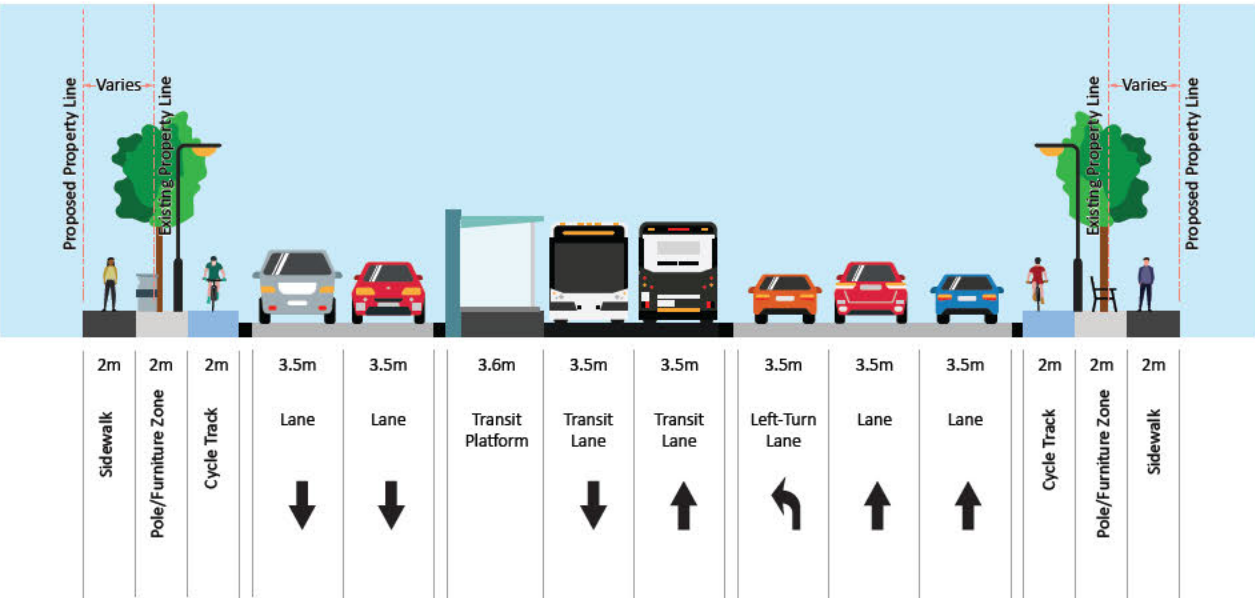
Preliminary design - design progressed for the Mississauga BRT corridor

Dundas Street will be widened in certain areas to accommodate the proposed BRT lanes and facilities, including four general purpose traffic lanes, cycling facilities, wider sidewalks, and amenity space for utility poles, trees and street furniture.



Cross Section:

An example of curbside BRT with reserved bus lanes on Dundas Street.



Cross Section:

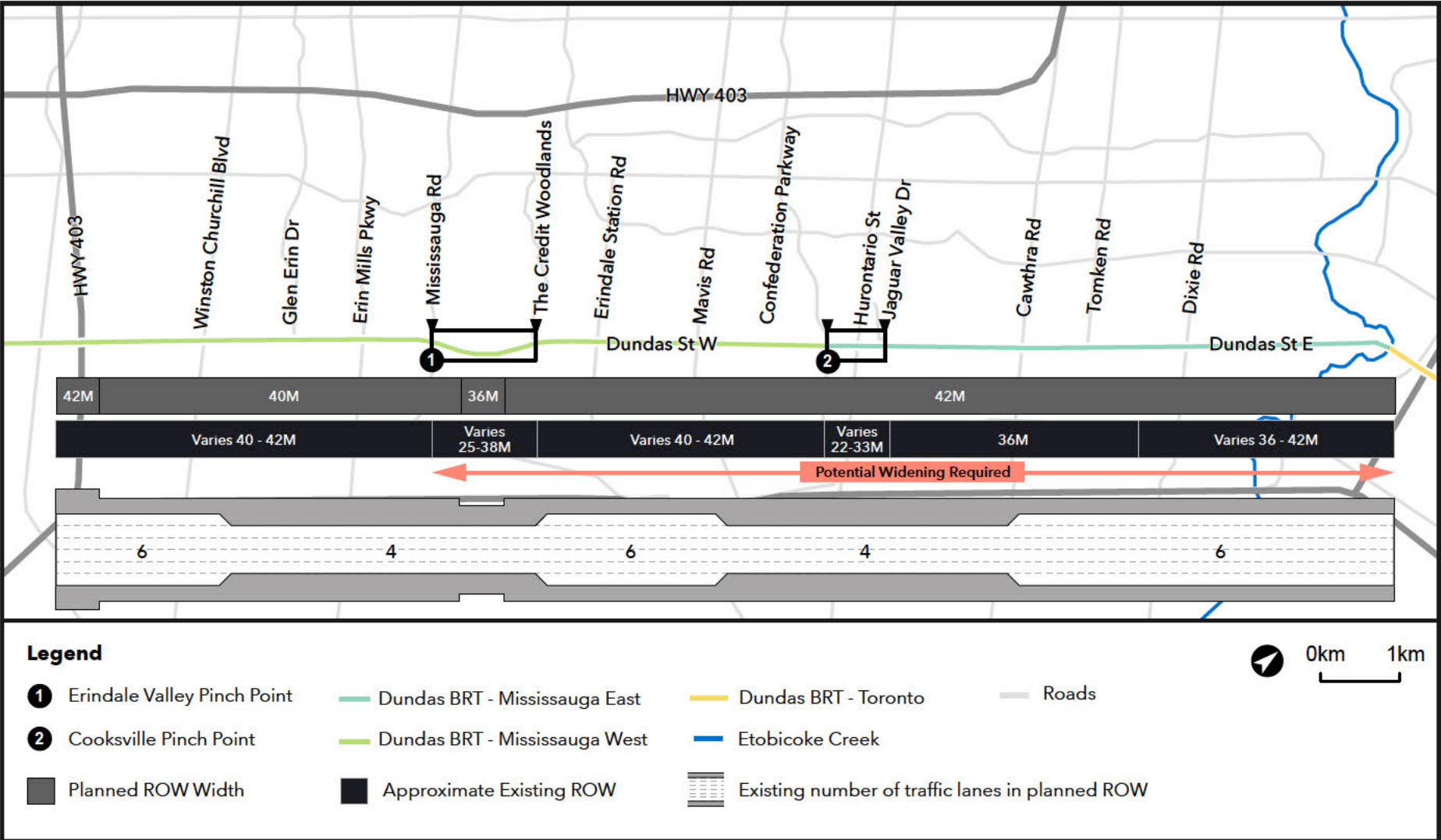
An example of median BRT on Dundas Street.

Preliminary design - proposed changes to the Mississauga right-of-way

Widening of the right-of-way (ROW) is required to allow for the addition of dedicated BRT lanes within the corridor.

Opportunities to mitigate potential impacts to properties, where possible, will be explored through:

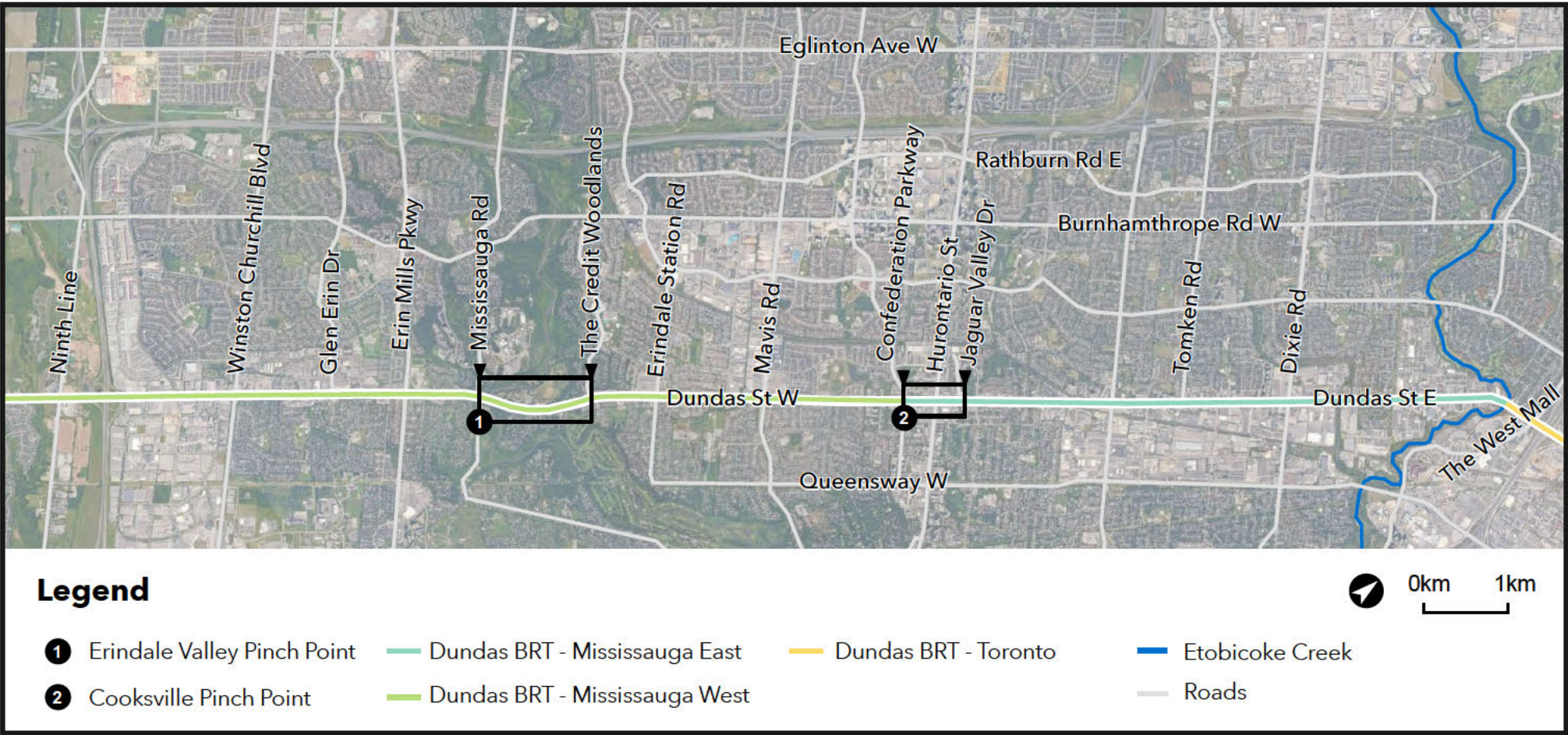
- Optimization of the corridor alignment
- Applying minimum standards for design elements
- Reducing boulevard space



Preliminary design - pinch points

Two pinch points within Mississauga were identified during the last round of engagement:

- Cooksville - Mississauga East
- Erindale Valley - Mississauga West



Preliminary design - pinch points

As work for Mississauga East is advancing ahead of other areas along the Dundas BRT corridor, an additional evaluation process has been applied to the Cooksville pinch point to meet the requirements of the Investing In Canada Infrastructure Program (ICIP). All pinch points along the corridor will be assessed within the PDBC framework outlined 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/Operations Case

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

The following slides document the feedback heard and the steps taken by the project team to design a preferred solution for the Dundas BRT corridor.

How are pinch points evaluated?

In addition to the evaluation criteria identified as part of preliminary design, pinch point evaluation considers the technical categories below pertaining to the natural, cultural and built environment in each location.



Environmental Considerations

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



Geometrics/Infrastructure Considerations

- Minor vertical and horizontal alignment adjustments
- Multi-modal cross-section
- Continuity of infrastructure
- Capital cost



Mobility and Traffic Considerations

- BRT travel times
- Auto travel times/operations
- Queue lengths
- Level of service
- Transit Service Reliability*
- Cyclist accessibility and connectivity*
- Pedestrian accessibility and connectivity*
- Road safety*



Property Considerations

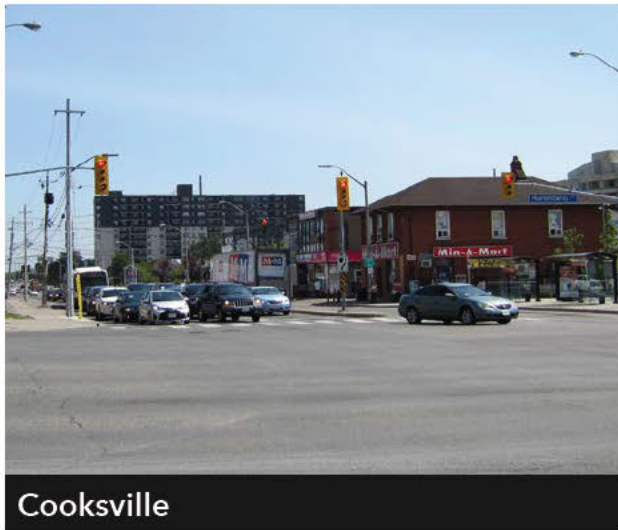
- Land acquisition and building displacement
- Approved development applications
- Municipal development planning and policy

*New considerations from the first round of public engagement.

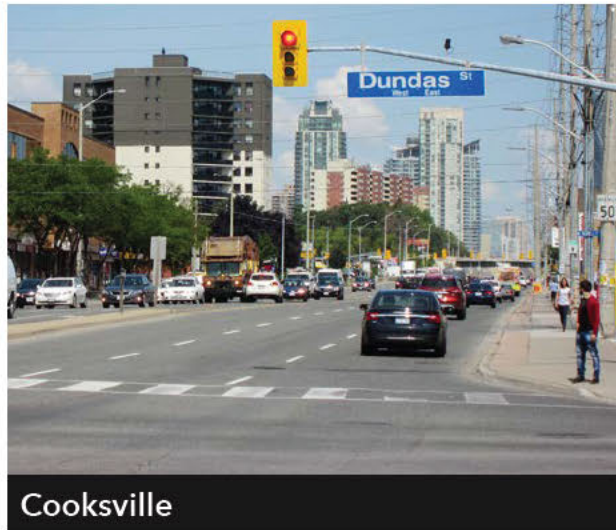
Pinch points: Mississauga East and Mississauga West

1 Cooksville area pinch point

- A median BRT route in the Cooksville area is in a constrained right-of-way
 - Potential alternatives include those with different stop locations, reduced number of lanes, and targeted widening along Dundas Street



Cooksville



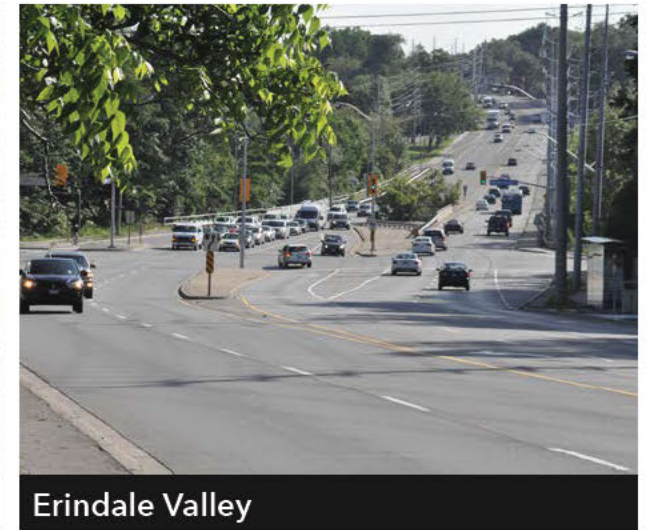
Cooksville

2 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 and several heritage sites between Mississauga Road and The Credit Woodlands
 - Potential alternatives include a single reversible BRT lane or two BRT lanes, and widening along Dundas Street



Erindale Valley

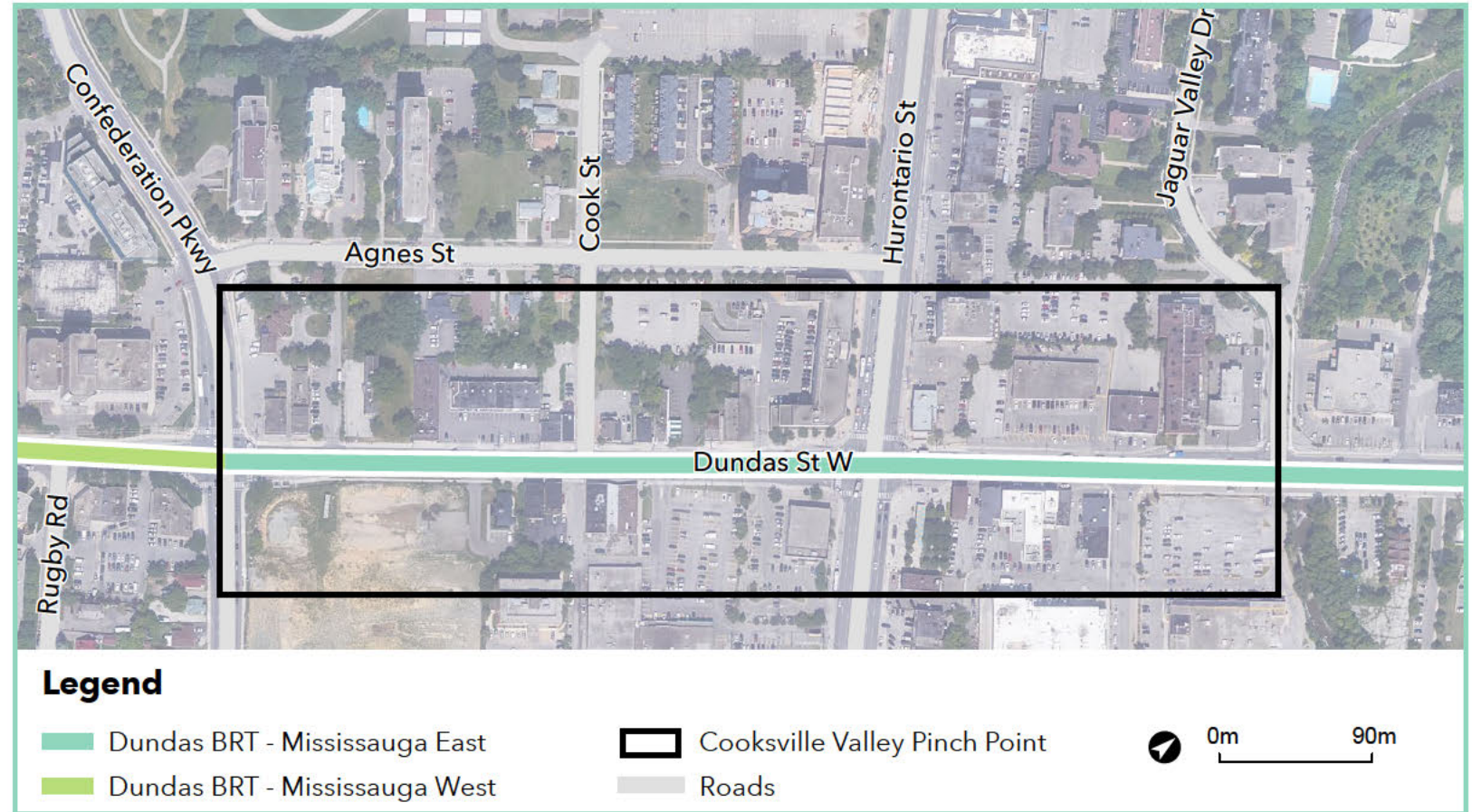


Erindale Valley

Mississauga East: key pinch point considerations

Key considerations for the Cooksville pinch point include:

- Existing narrow right-of-way (ROW) in many locations
- Property acquisition required
- Some buildings located close to the property/ROW line
- Significant development intensification
- Hurontario LRT track and station stop
- Minimal natural heritage features
- Some cultural heritage resources
- Each design alternative has a varying impact on the community character of Cooksville Village



During round 1 engagement, members of the public identified:

Opportunities to:

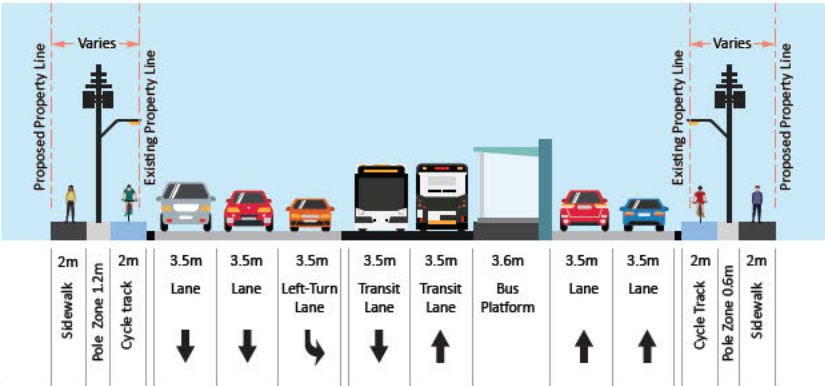
- Implement the Dundas BRT Project as part of the City of Mississauga's Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

Concerns about:

- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Widening Dundas Street with additional lanes
- Landscaping (aesthetics)

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

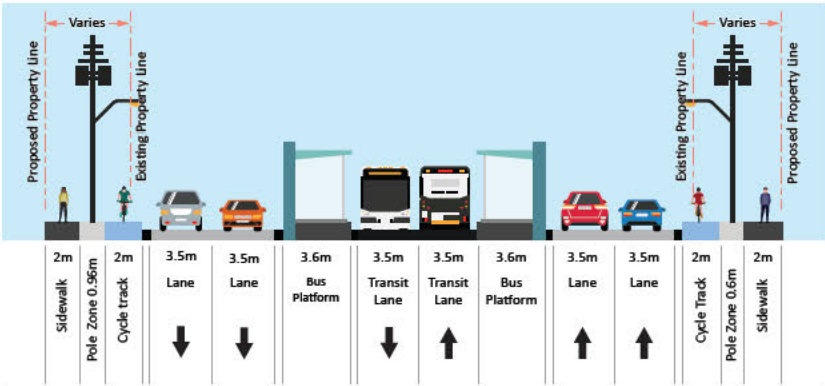
Six alternatives were reviewed for potential benefits and drawbacks, leading to the below short list to be considered for further evaluation:



Alternative 1 - Full median BRT widened about the centreline (with two general purpose lanes in either direction).



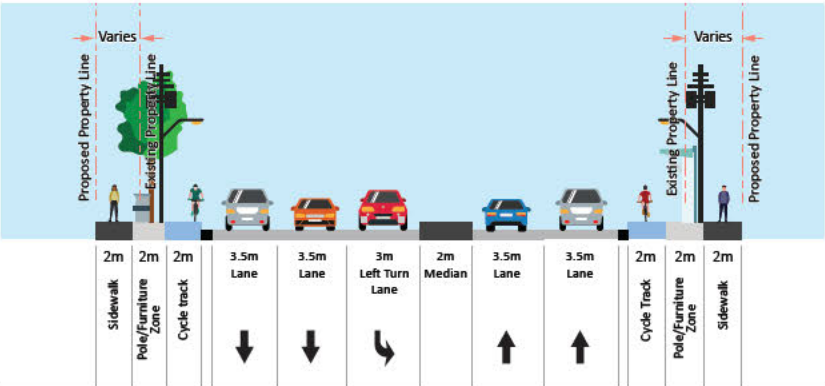
*



Alternative 3 - Full median BRT with no lefts at the Dundas and Hurontario intersection.



**



Alternative 4 - Curbside buses in mixed traffic.



**

*This icon indicates best performing alternative

**This icon indicates a short-listed alternative

Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

The following six alternatives were reviewed for potential benefits and drawbacks:

Alternative 1



Full median BRT widened about centreline (with two general purpose lanes (GPL) in either direction)

Alternative 2

Full median BRT (with one GPL in either direction)

Alternative 3



Full median BRT with no lefts at Hurontario

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Provides acceptable auto travel times
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Operates at capacity with acceptable auto travel times
- Will improve the overall community character of Cooksville Village

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Potential to avoid displacing two heritage buildings
- Minor potential impacts to existing and future land uses
- Will improve the overall community character of Cooksville Village

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Will improve the overall community character of Cooksville Village

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Moderate capital cost to implement and purchase of properties


Drawbacks:

- Existing traffic operations fail through Cooksville. Queue lengths extend to Mavis and Cawthra
- Potential for one heritage structure and other property displacements

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Results in auto travel delays for westbound thru traffic, including increase queue lengths at Confederation Parkway

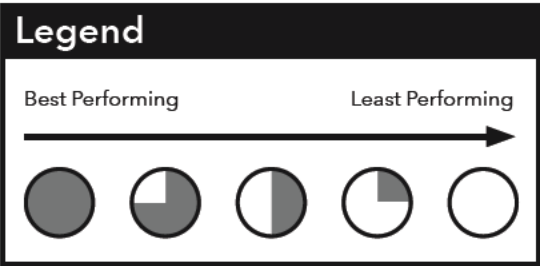
Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

<div><div>Alternative 4</div><div></div><div>Curbside buses in mixed traffic</div></div>	<div><div>Alternative 5</div><div></div><div>Full median BRT with widening to the South</div></div>	<div><div>Alternative 6</div><div></div><div>Portal (BRT tunnel under Dundas Street)</div></div>
<div><div>Benefits:</div><div><ul style="list-style-type: none">• Maintains continuity of active transportation• Avoids property impacts through Cooksville if active transportation is deferred to a later date• Easiest and lowest cost to implement, compared to other alternatives• Limited impacts to existing heritage properties and planned development</div></div>	<div><div>Benefits:</div><div><ul style="list-style-type: none">• BRT operations and reliability• Maintains continuity of BRT and active transportation• Operates at capacity with acceptable auto travel times• Will improve the overall community character of Cooksville Village</div></div>	<div><div>Benefits:</div><div><ul style="list-style-type: none">• BRT operations and reliability• Maintains existing Cooksville cross-section and community character• Operates at capacity with acceptable auto travel times• Property impacts could be mitigated through revisions to active transportation• Will improve the overall community character of Cooksville Village</div></div>
<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Does not provide BRT continuity or active transportation (if active transportation is implemented later)• Results in a two-minute reduction in BRT service through the area• No continuity and less reliable than other alternatives• Does not improve the overall community character of Cooksville Village</div></div>	<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Extremely high capital cost due to property acquisitions required• Redesign and construction of Hurontario LRT required• Potential for one heritage property and other property impacts and displacements</div></div>	<div><div>Drawbacks:</div><div><ul style="list-style-type: none">• Significant cost and construction implications• Highest technical complexity and engineering design due to tunnel, utility relocations, and vertical access• Profile of BRT below grade introduces 6% grades• Traffic and Hurontario LRT service impacts during construction• Potential for heritage and other property impacts and displacements• Additional right-of-way and property impacts and displacements for utility relocations and underground station requirements, alternative vertical accesses, ventilation and pumping station(s)• Potential impacts to Cooksville Creek</div></div>

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

Evaluation criteria:

- Alignment with the 2041 Regional Transit Plan goals and objectives
- Alignment with the objective of the Dundas BRT to provide a high-quality regional transit corridor
- Transit customer experience
- Transit travel times
- Capital cost
- Environmental considerations
- Geometrics/infrastructure considerations
- Mobility and traffic considerations
- Property considerations



Screening Criteria	Evaluation Results		
	Alternative 1 (full median BRT widened about centreline)	Alternative 3 (full median BRT with no lefts at Hurontario)	Alternative 4 (buses in curbside mixed traffic GPL)
Mobility and traffic considerations			
Geometric/Infrastructure Considerations			
Property Considerations			
Environmental Considerations			
Summary			

Best performing alternative: Dundas Street in Mississauga – Cooksville pinch point

Best performing alternative

The evaluation of the short-list determined Alternative 1 – a full median BRT about centreline is currently the best performing alternative. Alternative 1 proved to be the best performing in terms of geometrics/infrastructure, mobility, traffic and property considerations. It would also provide a BRT station at Hurontario with limited to no impacts to the future Hurontario light rail transit line and would allow for optimal BRT operations and reliability.



The Environmental Project Report will identify potential impacts and appropriate mitigation measures associated with the chosen alternative.

Rendering: Typical bird's eye view of Alternative 1 - Full median BRT widened about centreline.



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Key considerations:

- Property acquisition required beyond the Official Plan right-of-way (ROW) to accommodate all contemplated infrastructure needs
- Numerous buildings located close to the property/ROW line
- Significant natural heritage features
- Numerous cultural heritage resources and landscapes

During Round 1 engagement, members of the public identified:

Opportunities to:

- Implement the Dundas BRT project as part of the City of Mississauga's Dundas Connects Master Plan

Concerns about:

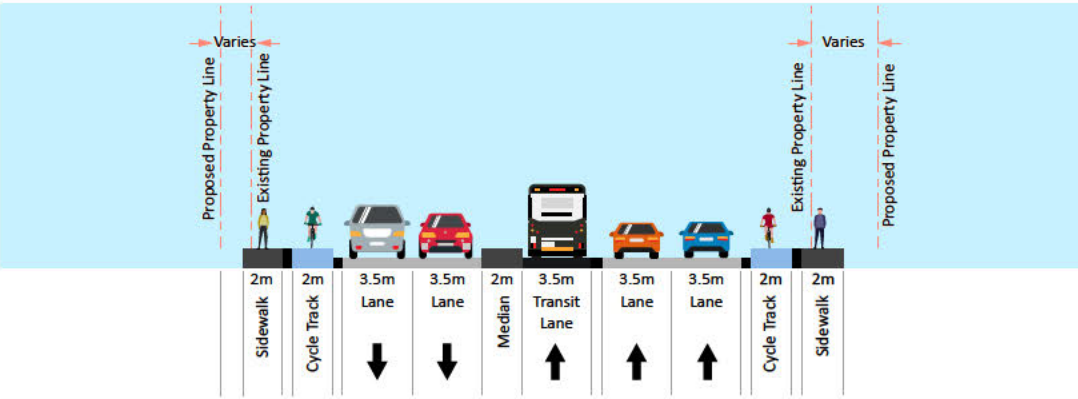
- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Environmentally sensitive areas
- Dedicated transit lanes
- Landscaping (aesthetics)



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Alternative 1: Reversible BRT Lane

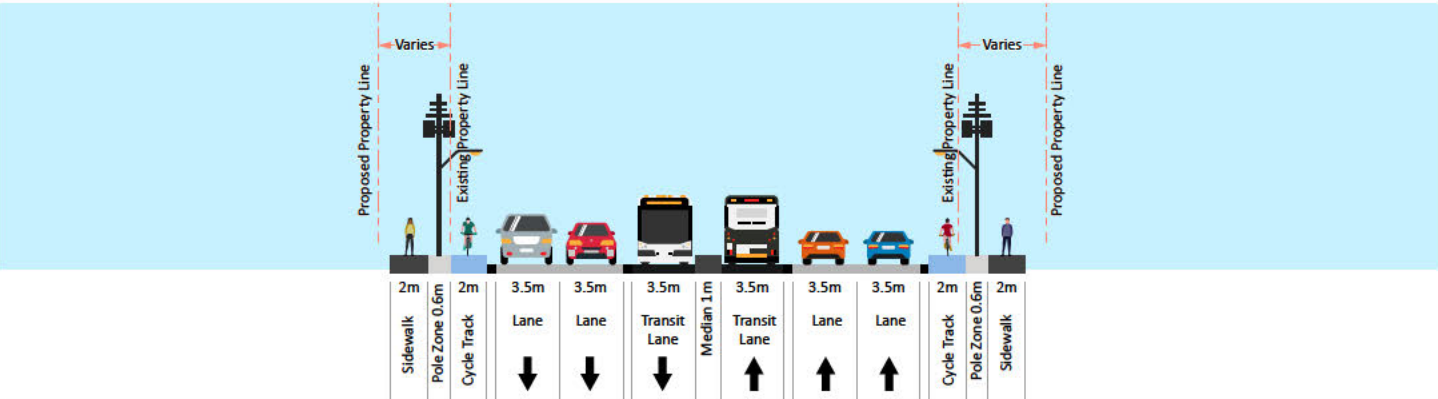
- Benefits:
- Lower capital cost with only a single dedicated transit lane
 - Fewer property impacts and building displacements
 - Minor impacts to natural features
- Drawbacks:
- Does not maintain continuity of full BRT lanes through corridor
 - Less reliable due to general traffic impedance with notable transit delays
 - Potential for residential and built heritage resource displacements



Alternative 1 Cross Section.

Alternative 2: Full Median BRT (to the North)

- Benefits:
- Maintains continuity of median BRT
 - Provides a full multi-modal cross section
 - Provides transit service reliability
- Drawbacks:
- Higher capital cost to implement
 - Potential for property impacts along the south and north sides of Dundas Street
 - Potential for commercial, residential and heritage resource property displacements
 - Increased impacts to natural features



Alternative 2 Cross Section.

Dundas BRT stops

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 level of predicated usage or existing infrastructure in the area.

Potential amenities of the Dundas BRT stops include:

- | | |
|--|--|
|  Access ramp and railings |  Art and cultural heritage elements |
|  Tactile warning strips
(e.g., textured ground surfaces for the visually impaired) |  Benches and seating |
|  Location of stop name and wayfinding signage |  Service maps |
|  Next bus information |  Weather protection |
|  Fare collection |  Garbage bins |

Rendering:
An example of a typical median BRT stop.*



Rendering:
An example of a typical curbside BRT stop.*



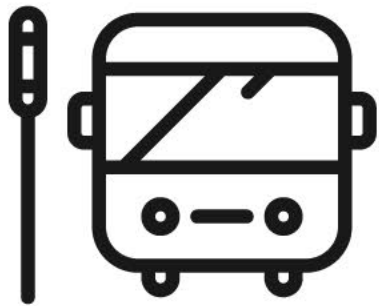
*Conceptual rendering for illustrative purposes and subject to change through design development and stakeholder engagement.

Dundas BRT stops

What is the distance between each stop?

When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

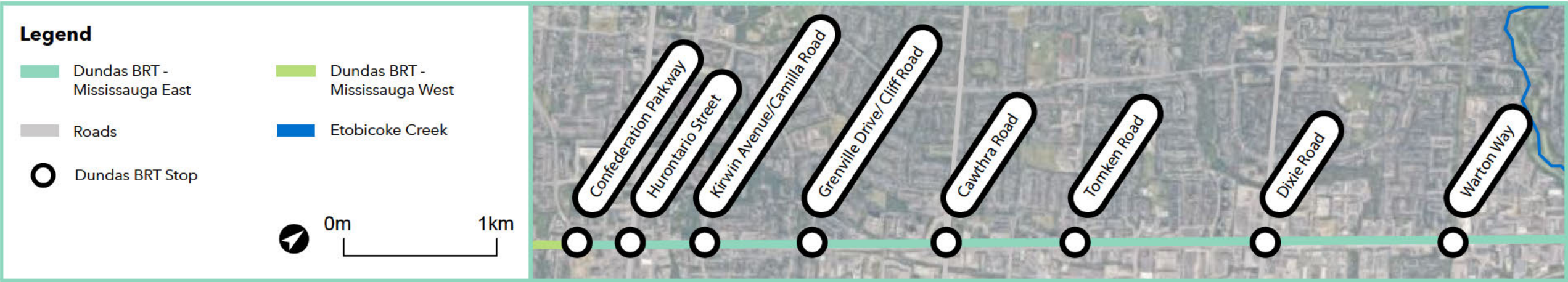
- Locations identified as part of the [Dundas Connects Study](#) and the [Initial Business Case \(IBC\)](#);
- Current transit facilities and intersecting bus routes that form the basis of a feeder network;
- Distance between stops; and
- Land use and major trip generators.



8 STOPS IN
MISSISSAUGA EAST

Dundas BRT stops in Mississauga East

Eight stop locations within Mississauga East have been identified, each of which has been informed by the above mentioned criteria.



Planning for the future

- Provisions for future electrification technology are being considered
- Electric buses charge overnight at bus depots and, if required, schedule midday recharging layovers at garages or pass through discrete charging stations at potential layover locations during the day

Why electrification?

When compared to diesel or compressed natural gas, electric buses:

- Offer a smoother, quieter ride
- Emit minimal or zero carbon or greenhouse gases (GHGs), helping to meet targets set out in Ontario's Climate Change Action Plan (CCAP)

What could electrification look like?

Electrification may look similar to Le Corbusier BRT or the Laker Line BRT shown on the right.

MiWay Electrification Pilot

Did you know?

- MiWay is currently conducting studies and participating in a hydrogen fuel cell* electric bus pilot project
- MiWay will add new bus technologies, which already include 11 new, second generation hybrid-electric articulated buses with more planned for delivery in 2021

* Hydrogen fuel cell technology requires considerable upfront costs and increased operating costs when compared to electric technology. However, costs associated with hydrogen fuel cell technology is rapidly decreasing.



Le Corbusier BRT - Laval, Québec



Laker Line BRT - Michigan, US

Thank you for participating!

The next round of public engagement is planned for late-2021 when the Mississauga East Transit Project Assessment Process (TPAP) is scheduled to commence.

Next Steps

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the Preliminary Design Business Case (PDBC)• Continuing environmental studies in preparation for TPAP Commencement and Environmental Project Report (EPR)	<ul style="list-style-type: none">• TPAP:<ul style="list-style-type: none">▪ Prepare and distribute Notice of Commencement▪ Commence TPAP consultation and documentation period• Prepare draft EPR and 10% Preliminary Design<ul style="list-style-type: none">▪ Refinements to Preferred Design• PDBC<ul style="list-style-type: none">▪ Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC	<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the PDBC• Continuing environmental studies in preparation for TPAP Commencement and EPR	<ul style="list-style-type: none">• Prepare preferred design and develop proposed stop locations

Do you have any questions?

We want to hear from you!

We appreciate the time you have taken to learn more about the proposed Dundas Bus Rapid Transit (BRT) project, and we would greatly value your input on the following:

- Existing environmental conditions
- Pinch point alternative designs and preferred designs
- Corridor design outside pinch points
- Stop locations

We are committed to continuous engagement to help evolve the design of the Dundas BRT based on the outcomes of discussions with your communities.

Stay involved with the Dundas Bus Rapid Transit (BRT) project.

Email us at:

- Peel@metrolinx.com

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



From: <Peel>

Received: 4/13/2021 4:11 PM

To: Mississauga Ward 1

Subject: Dundas BRT: First Public Engagement EML:025400183

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

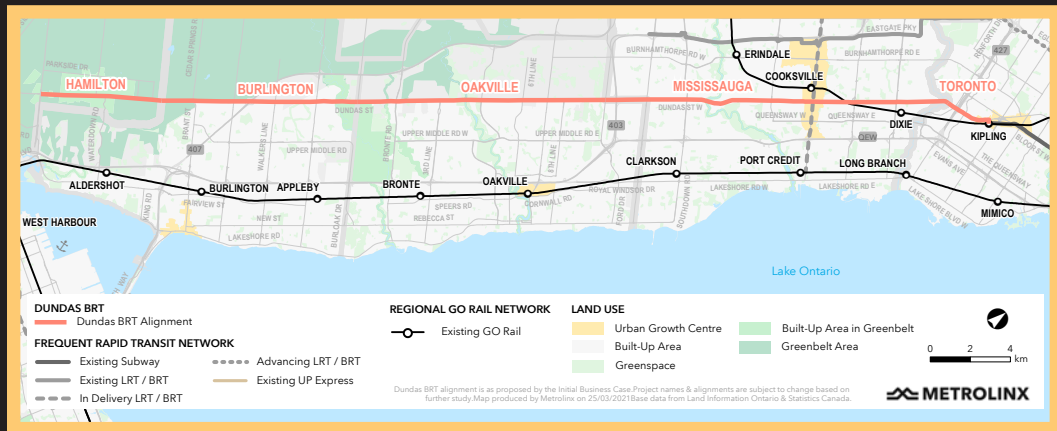
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.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

All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*.

Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Councillor Stephen Holyday**

[REDACTED]

From: Piruthuvi Thuraiarah
Sent: September 20, 2021 12:48 PM
To: Dundas BRT
Subject: FW: Meeting Summary: Dundas BRT Briefing, Councillor Holyday's Office
Attachments: [REDACTED]

Categories: Toronto West

From: Colin Burns <Colin.Burns@metrolinx.com>
Sent: September 20, 2021 12:42 PM
To: Community Relations and Communications <CommunityRelationsandCommunications@metrolinx.com>
Cc: Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>; Sarah Farooq <Sarah.Farooq@metrolinx.com>; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Anthony Boland <Anthony.Boland@metrolinx.com>; Kristin Olson <Kristin.Olson@metrolinx.com>; Kristin Demasi <Kristin.Demasi@metrolinx.com>; Maria Doyle <Maria.Doyle@metrolinx.com>; Ulrica Ho <Ulrica.Ho@metrolinx.com>; Zul Hamzah <Zul.Hamzah@metrolinx.com>; Piruthuvi Thuraiarah <Piruthuvi.Thuraiarah@metrolinx.com>; Madelin Donaldson <Madelin.Donaldson@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>; Susan Walsh <Susan.Walsh@metrolinx.com>
Subject: Meeting Summary: Dundas BRT Briefing, Councillor Holyday's Office

Meeting Summary: Dundas BRT Briefing, Councillor Holyday's Office

September 15, 2021
11:30 a.m. – 12:30 p.m.
Teams Meeting

ATTENDEES:

Metrolinx:

- Zul Hamzah, Advisor, Rapid Transit Planning
- Darcy Wiltshire, Environmental Project Manager, Environmental Programs & Assessment
- Piruthuvi Thuraiarah, Project Coordinator, Environmental Programs & Assessment
- Kristin Olson, Director, Project Planning
- Ann Marie Chung, Rapid Transit Sponsor
- Colin Burns, Community Relations & Issues Specialist, Toronto West
- Luiza Sadowski, Senior Manager, Community Engagement, Toronto West

AECOM:

- Kevin Phillips, Senior Manager, Municipal Transportation
- Andrew Barr, Project Manager

City of Toronto:

- Joshua Bassett, Transportation Planner, City Planning

Elected Officials:

- Dion Angelini, Councillor Assistant

OVERVIEW:

Metrolinx is continuing to advance plans for the Dundas BRT corridor. Our first Public Information Session was in April which introduced the public, and with the second Public Information Session from September 2 – 22, 2021, we wanted to meet with Toronto elected officials to introduce the project and provide input into the study. This was our second briefing with Councillor Holyday's office.

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COLIN BURNS

Community Relations & Issues Specialist

Toronto West Office | Metrolinx

2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

647-920-0741 | Colin.Burns@metrolinx.com

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Welcome to the Dundas Bus Rapid Transit



Virtual Public Engagement 2

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



What is Bus Rapid Transit (BRT)?

BRT provides an efficient rapid transit alternative at-grade system in a number of areas locally (Mississauga Transitway, York Region's VIVA) and 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, Viva Rapid Transit, MiWay, Oakville Transit, Burlington Transit, Hamilton Street Rail (HSR), Hurontario Light Rail Transit (LRT) and GO Transit routes to allow for the use of dedicated lanes and shared stops, making it easier to travel through the region
- **Reliable service** with buses separated from general traffic in most areas, and greater stop spacing to allow for fast, efficient and reliable service
- **Potential enhanced amenities** such as service maps, next bus information, fare collection, garbage bins, wayfinding information and weather protection

Where dedicated lanes are not being implemented, certain Transit Priority Measures (TPMs) including infrastructure and signal measures 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 Signal Priority** uses signal technology to provide a head start for transit vehicles at signalized intersections and can also provide additional green light time for approaching buses



Canada Line BRT - Richmond, British Columbia



Provo Orem BRT - Utah County, Utah



Le Corbusier BRT - Laval, Québec

Why are we here?

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor, based on key findings in the Dundas Connects Master Plan and the Metrolinx Initial Business Case. The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre (km) 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 km, of the 48 km 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 will:



Allow for faster, more reliable and more frequent transit service along Dundas Street.



Offer shorter commutes, leading to increased productivity, with an average travel-time savings of ~14 minutes.



Improve connectivity by providing connections to other transit services that operate along the Dundas Street corridor.



Provide key connections to the Kipling Transit Hub and Etobicoke and Mississauga City Centres, allowing for access to key destinations along Dundas Street such as:

- Residential and commercial areas;
- Educational institutions;
- Places of worship;
- Medical institutions;
- Parks and outdoor recreation; and
- Dining, entertainment and shopping destinations.



Help retain and attract residents, tourists and businesses along the corridor.



Unlock economic and regional development along the corridor with 230,000 jobs within a 2 km radius.



Improve quality of life by allowing 660,000 people living within a 2 km radius to go where they want to go.

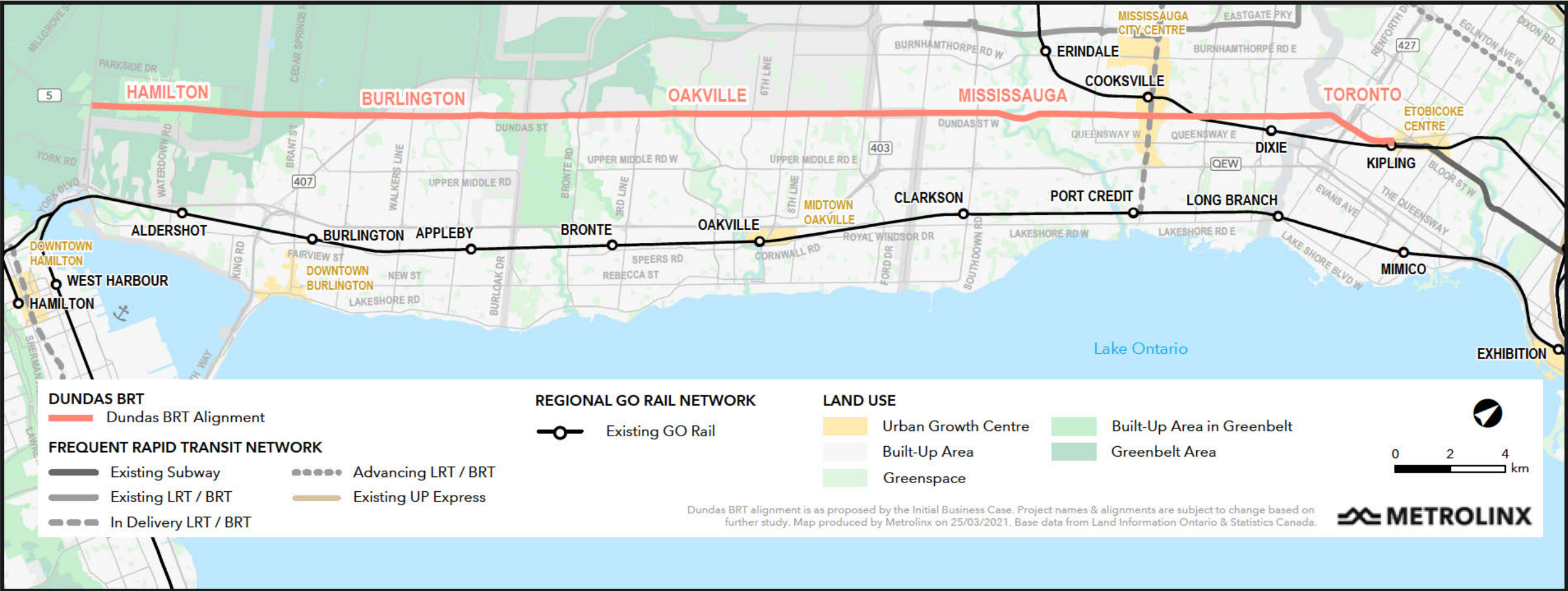


Reduce greenhouse gas emissions.



Attract new ridership (~31,000 new riders per day).

Dundas BRT study corridor



How is the study structured?

The study is structured into the following four areas along Dundas, three Transit Project Assessment Processes (TPAPs) for Toronto, Mississauga East and Mississauga West, and one Preliminary Design Business Case (PDBC).

- Toronto - Kipling Transit Hub to Etobicoke Creek
- Mississauga East - Etobicoke Creek to Confederation Parkway
- Mississauga West - Confederation Parkway to Ninth Line
- Halton and Hamilton - Ninth Line to Highway 6 (no TPAP anticipated)

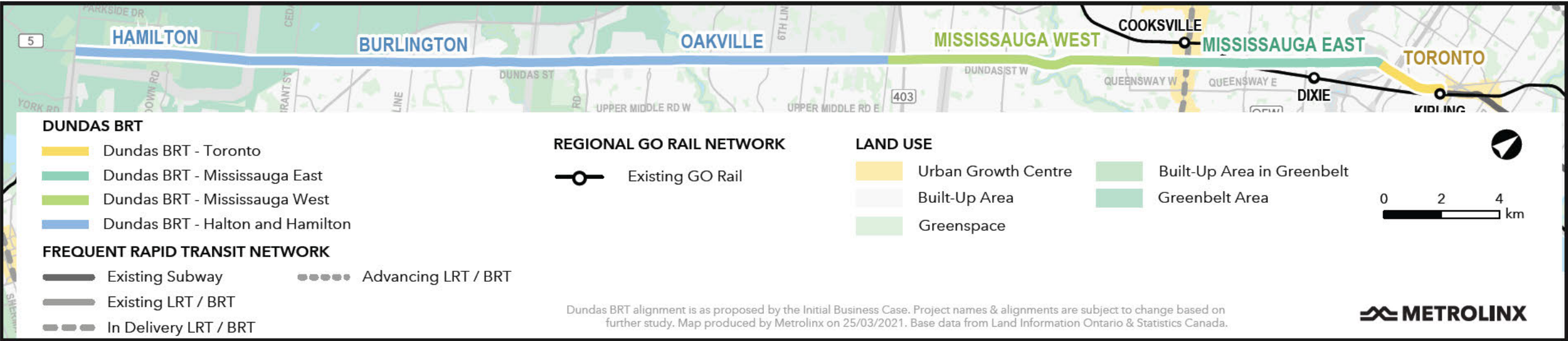
Dundas BRT study areas

The project area includes the proposed alignment for the project and additional areas for potential refinements as design progresses. Once established, the environmental disciplines applied buffers to account for applicable legislated requirements, resulting in the individual study areas for each of the environmental studies.

What formal process will be followed?

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

- TPAP
- Preliminary Design (PD)
- PDBC



How is the study structured?

What is the Transit Project Assessment Process (TPAP)?

A Transit Project Assessment Process (TPAP) is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include 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. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister’s review period.

A TPAP makes sure that the natural, social, cultural, and economic environments are assessed and potential adverse effects from the proposed project are avoided, mitigated, or minimized where feasible. 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.

Three separate TPAPs will be conducted for:

- Toronto
- Mississauga East (this TPAP will be conducted first to meet federal funding requirements)
- Mississauga West

What is Preliminary Design (PD)?

The preliminary design phase is formed from the Dundas Connects Master Plan and the Metrolinx Initial Business Case, and 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 analyses of technical and environmental studies and public engagement 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. Outcomes from the preliminary design will inform the Preliminary Design Business Case (PDBC), which will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.

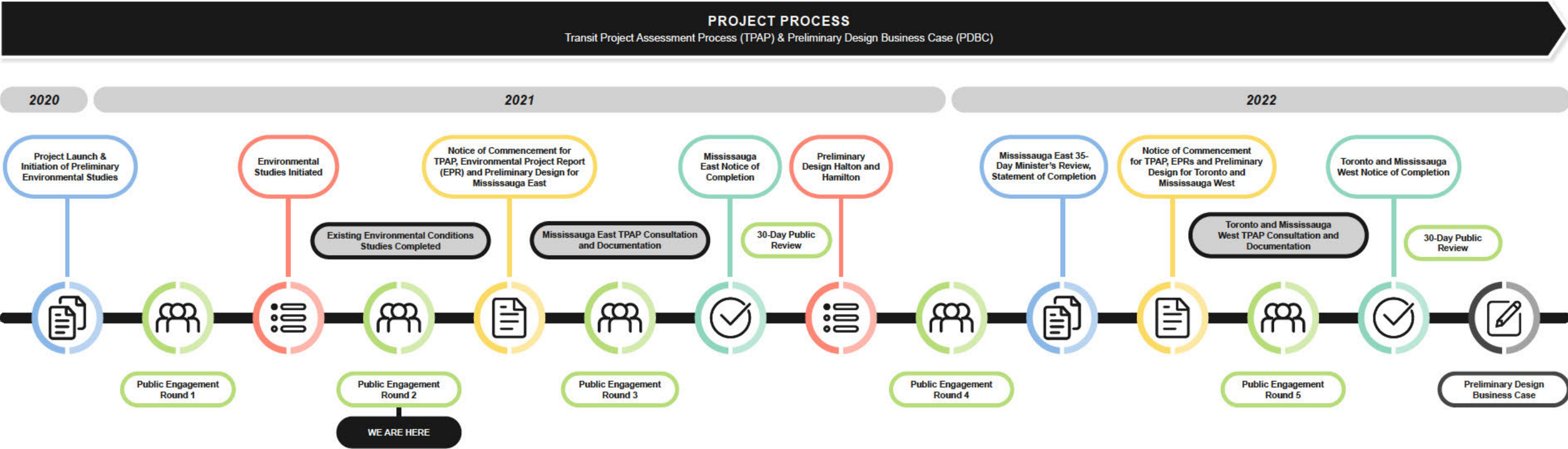
What is the Preliminary Design Business Case (PDBC)?

The PDBC evaluates the Dundas BRT project across strategic, economic, financial and operational, and deliverability cases. It also sets out the costs, benefits, risks and barriers of the project, which will assist Metrolinx and its partners in developing future phases of work on the corridor. Outcomes from the Preliminary Design Business Case (PDBC) will inform the 30% Preliminary Design refinement.

Project timeline

This graphic shows the project process and demonstrates where public engagement will take place. The project timeline has been updated since the last round of engagement to:

- Allow for more time to complete the Preliminary Design Business Case (PDBC) outside of Mississauga East;
- Advance work for Mississauga East to meet requirements of the Investing in Canada Infrastructure Program (ICIP) funding; and
- Leverage Dundas Connects study results to advance preliminary design and environmental studies in Mississauga East.



Engagement opportunities

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 (Completed April 2021)	Round 2 engagement (We are here)	Round 3 engagement (Fall 2021)	Round 4 engagement (Winter 2021-2022)	Round 5 engagement (Spring 2022)
<ul style="list-style-type: none">• Dundas BRT in your community• What is important to you about this project• Factors you consider important for assessing the pinch points (constrained areas)	<ul style="list-style-type: none">• The organization of the project• What we heard during the first round of engagement• Existing environmental conditions for Toronto and Mississauga• BRT corridor design for Mississauga• Alternative designs being considered for the pinch point in Erindale Valley• Best performing design and other assessed designs for the pinch point in Cooksville• Proposed stop locations and potential amenities in Mississauga East	<ul style="list-style-type: none">• Mississauga East environmental summary reports, including potential impacts and proposed mitigation measures• Shortlisted infrastructure design alternatives for Toronto and evaluation of alternatives for the pinch point in Erindale Valley (Mississauga West)	<ul style="list-style-type: none">• Preliminary design for Halton and Hamilton• Stop locations and amenities for Halton and Hamilton• Evaluation of integrated BRT routing and service level throughout the entire corridor	<ul style="list-style-type: none">• Toronto and Mississauga West environmental summary reports, including potential impacts and proposed mitigation measures• Preliminary corridor design for Mississauga West• PBDC outcomes with preferred service and infrastructure options throughout the corridor, including pinch points in Mississauga West and Toronto• Mississauga East Transit Project Assessment Process (TPAP) Completion update

We want to hear from you!

[Public feedback](#) is important to this process. During this second round of engagement, we will demonstrate progress on the environmental studies and preliminary design. Specifically, we will provide updates on:

- The organization of the project;
- What we heard during the first round of engagement;
- Existing environmental conditions for Toronto and Mississauga;
- BRT corridor design for Mississauga;
- Alternative designs being considered for the constrained area in Erindale Valley;
- Best performing design and other assessed designs for the constrained area in Cooksville;
- Proposed stop locations in Mississauga East; and
- Next steps.



Your input will help us to refine our environmental reporting, provide any additional considerations to pinch point* (constrained area) designs, and review the design of the corridor in advance of Transit Project Assessment Process (TPAP) commencement.

What is a pinch point?*

Pinch points are areas of special interest where proposed road widening may be 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 optimal plan balancing impacts and project needs.

What we heard at virtual public engagement #1

Virtual public engagement #1 was held in April 2021. Interested individuals were provided with the opportunity to give feedback by filling out a feedback form, submitting questions via the project webpage or emailing the project team directly. Feedback gathered demonstrated general public support for the project, along with strong interest in learning more about potential impacts as the project progresses. The public identified:

Opportunities to:			Concerns about:						
	Use Existing Traffic Spaces		Improve Cycling Infrastructure		Connect to Future Projects		Environmentally Sensitive Areas		Cycling Safety

Feedback provided during virtual public engagement #1 has been and will continue to be considered to inform key project decision-making. The impact of public feedback during the first round of engagement can be directly observed in the development of the revised [Pinch Point Evaluation Criteria](#). Criteria was revised to include areas of importance raised by the public, including road safety, pedestrian and cyclist accessibility and connectivity, transit service reliability and capital cost.

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 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 into 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.

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.

Environmental studies

In Toronto, Mississauga East and Mississauga West, the studies to identify the baseline conditions, determine any potential for impacts, and propose measures to mitigate potential negative impacts are underway. The studies being 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

Halton and Hamilton:

Through Halton Region, much of the corridor has been studied under various Municipal Class Environmental Assessment (EA) studies and has already been widened to six lanes. Further, the Dundas BRT Initial Business Case (IBC) identifies the use of existing curb lanes instead of median BRT (meaning significant construction would not be required).

Through Hamilton, it is anticipated that only operational changes will occur. Any operational or localized design modifications would be considered exempt from the Transit Project Assessment Process (TPAP) (no further *Environmental Assessment Act* requirements) and could be addressed through the Municipal Class EA Schedule A and A+ (pre-approved) process.

The proposed infrastructure changes for the Dundas BRT project through Halton and Hamilton are exempt from *Environmental Assessment Act* requirements. As such, TPAP approvals are not being sought through Halton and Hamilton, and associated environmental studies are not being completed as part of this project.

Environmental studies - study methods

The purpose of the environmental studies are to:

- Establish existing (baseline) conditions;
- Identify and characterize existing features;
- Complete impact assessments; and
- Develop measures to avoid, minimize or mitigate potential negative effects.

Methods undertaken to complete these studies include the following:

Noise & Vibration

- Identify receptor locations applicable for construction and operation.
- Assess construction and operation noise and vibration at receptors.
- Identify potential adverse impacts, determine the need for mitigation and provide a strategy or list of potential mitigation measures based on construction and operation plans.



Traffic & Transportation

- Review all transportation infrastructure and services in the study area, including roadways, intersections, highway interchanges, transit routes, cycling lanes, sidewalks and multi-use paths.
- Assess available traffic, cyclist and pedestrian count data.
- Simulation modelling of the corridor to assess intersection operating conditions and auto and transit bus travel times.
- Identify traffic bottlenecks, poor intersection performance, transit delay points and other impacts to transportation and traffic operations.
- Testing, modelling and recommendation of mitigation measures to improve performance.



Air Quality

- Examine vehicle exhaust and greenhouse gas emissions (GHGs).
 - The assessment was based on publicly available historical data from ambient air quality monitoring stations close to the study area.
 - Five-years of data was averaged to capture existing air quality data from monitoring stations. Emissions captured included:
 - ♦ Vehicular emissions;
 - ♦ Diesel rail emissions; and
 - ♦ Industrial emissions.
- Identify potential adverse impacts, determine the need for mitigation and provide a strategy or list of potential mitigation measures based on construction and operation plans.



Climate Change & Sustainability

- Review background information.
- Determine the effects of the project on climate change by completing a greenhouse gas inventory of existing conditions and the result of implementing the project (including construction, operation and maintenance).
- Determine the effects of climate change on the project by completing a Climate Change Risk Assessment based on the International Organization for Standardization 31000 Risk Management Standard.
- Highlight Metrolinx's current and planned sustainability initiatives in relation to project construction and operation, with the goal of improving environmental and social outcomes.
- Prepare a Climate Change and Sustainability Report.



Environmental studies - study methods

Natural Environment

- Examine designated natural areas and planning policy areas.
- Vegetation community and plant inventories.
- Fish and fish habitat surveys.
- Wildlife and wildlife habitat surveys.
- Significant wildlife habitat and species at risk screening.
- Identify potential adverse effects and appropriate mitigation measures.



Cliff Swallow nest under the Etobicoke Creek bridge.



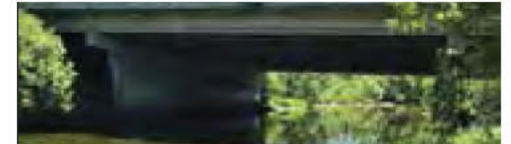
Looking upstream onto Cooksville Creek.

Cultural Heritage

- Historical research.
- Review heritage registers and inventories.
- Identify cultural heritage resources.
- Identify potential adverse impacts and appropriate mitigation measures.



Looking downstream onto Etobicoke Creek south of Dundas Street West bridge.



Looking downstream onto Etobicoke Creek running under Dundas Street West bridge.

Socio-Economic & Land Use

- A desktop review using provincial and municipal documents and policies, online data sources such as the City of Mississauga Open Data Catalogue and associated databases/mapping tools.
- Site visits to supplement background research. The features examined include:
 - Physical neighbourhood composition – land use and built form patterns, transportation network, and public realm characteristics;
 - Community amenities – institutional uses, parks and recreational uses, community groups and resources;
 - Neighbourhood demographics; and
 - Future development.
- Identify potential adverse impacts and opportunities to socio-economic features and land use.
- Identify appropriate mitigation measures and monitoring requirements for potential adverse impacts.



Archaeology

- Visual inspection.
- Examine historical and archaeological data, including:
 - Recent and historical maps of the study area;
 - Previous archaeological assessments within 50 metres of the study area;
 - The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Archaeological Sites Database; and
 - Archaeological management plans or other archaeological potential mapping, where available.
- Identify potential adverse impacts and appropriate mitigation measures.



Existing environmental conditions - key findings

The following key findings outlined in the slides below have been determined based on environmental existing conditions studies conducted to-date. These findings will be used to help inform the development of the preferred design and the completion of the environmental impact assessment.

Separate TPAPs will be completed for the following study areas:

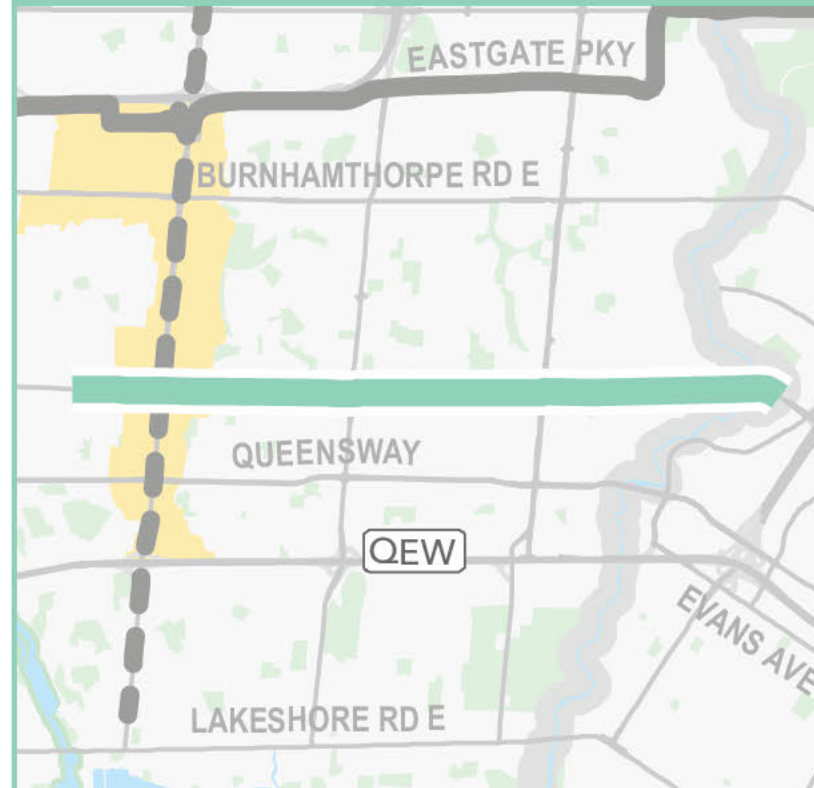
TORONTO

Kipling Transit Hub to Etobicoke Creek



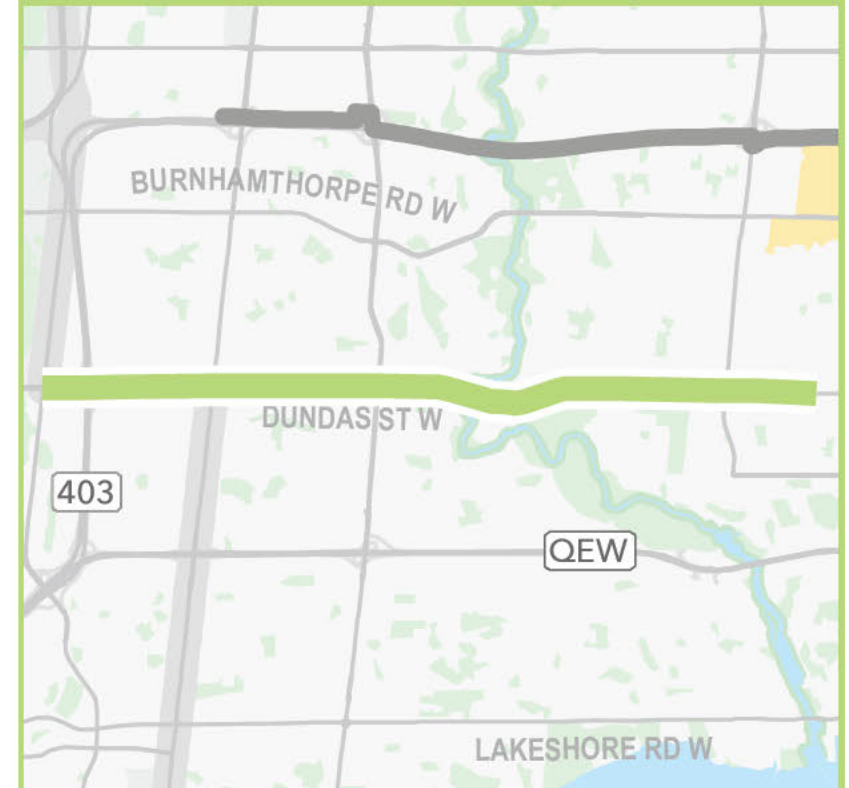
MISSISSAUGA EAST

Etobicoke Creek to Confederation Parkway






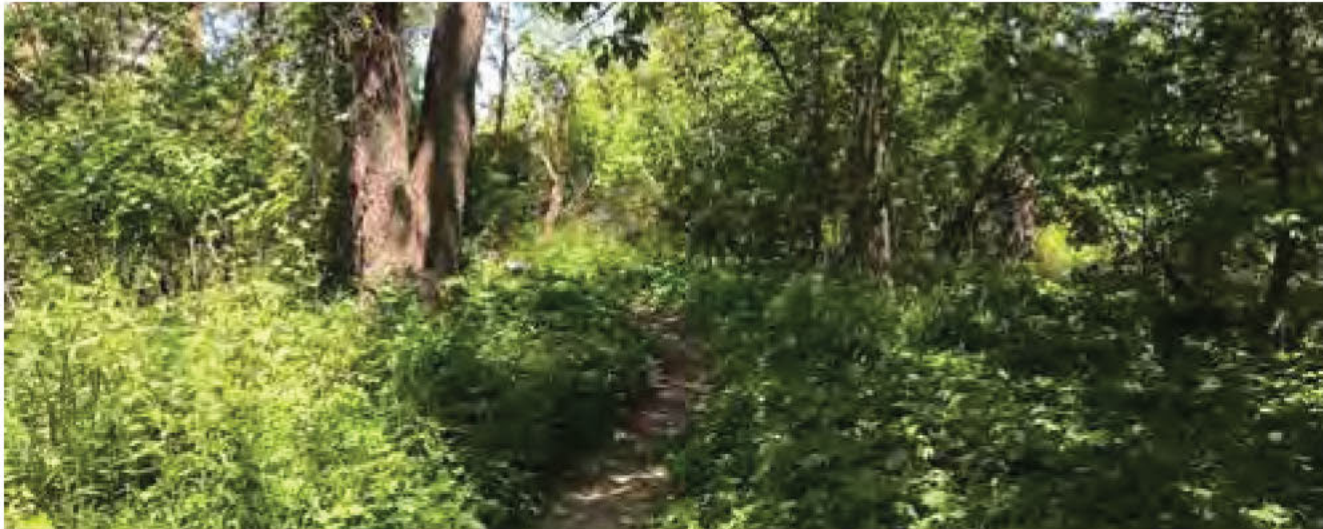
MISSISSAUGA WEST

Confederation Parkway to Ninth Line



Existing environmental conditions - Toronto

<div><div><div>Air Quality</div><div></div></div><div><ul style="list-style-type: none">• Background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some levels show significant exceedances, including:<ul style="list-style-type: none">▪ Benzo(a)pyrene;▪ Benzene; and▪ Nitrogen dioxide.• Contaminants showing higher levels of background concentration above 80% of the federal standards include nitrogen dioxide and fine particulate matter (PM2.5).• Meteorological data from the Toronto Pearson Airport over a five-year period (2016 – 2020) shows predominant wind direction blowing from northwest, west and southwest, and low-speed wind predominance from the southeast.</div></div>	<div><div><div>Archaeology</div><div></div></div><div><ul style="list-style-type: none">• Three registered archaeological sites were identified within one km of the current project area boundaries.• A visual inspection to confirm areas of archaeological potential versus areas of urban disturbance found that the project area consists primarily of residential and commercial development along Dundas Street West from the Toronto/Mississauga boundary at Etobicoke Creek to just west of Highway 427. The inspection also found that some areas may retain archaeological potential, requiring a Stage 2 archaeological assessment to confirm disturbance or search for archaeological materials.• Results of the Stage 1 background research and field review, including mapping and determination of archaeological potential will be summarized in the Stage 1 archaeological assessment report.</div></div>	<div><div><div>Natural Environment</div><div></div></div><div><ul style="list-style-type: none">• The only natural vegetation community within the study area was identified along the forested banks of Etobicoke Creek. The forested ravines of Etobicoke Creek likely act as important wildlife corridors, allowing for the movement of wildlife between areas to seek food, shelter and mates within the City of Toronto's Natural Heritage System.• No vegetation communities were identified as, or anticipated to be, provincially significant.• The fish community that inhabits Etobicoke Creek is primarily cool-warm water species that are tolerant of disturbances.• The majority of the wildlife are common in the City of Toronto and are tolerant to disturbances, while a small proportion is comprised of sensitive or rare species.</div></div>
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Recreational trail in Toronto.
Source: AECOM, 2021.

Existing environmental conditions - Toronto

Socio-Economic & Land Use

- The Toronto corridor is consistent with provincial and municipal plans and policies as it is anticipated to enhance public transit connections and support economic development objectives.
- Directly fronting Dundas Street in Toronto, much of the study area consists of low-rise to high-rise commercial and residential uses, with low-rise residential and commercial behind. High-rise development in the eastern end of the study area is clustered near the Kipling Transit Hub.
- A range of community amenities (including institutional and recreational uses, and community resources) are present within the study area. Most community amenities are clustered throughout the eastern end of the study area.
- A number of development applications are either in progress or recently approved within the study area. They primarily consist of new residential development.
- The demographic profile within the study area is relatively consistent with the Toronto city-wide average.



Kipling GO and Subway Station.
Source: AECOM, 2021.

Noise & Vibration

- The Toronto segment is generally a mix between commercial and residential uses in a busy suburban environment.
- Dundas Street is an arterial roadway that is intersected by other major corridors (e.g., Kipling Ave and Highway 427) and minor residential or commercial access roads.
- The ambient sound levels at the most impacted noise sensitive locations (e.g., dwellings) are dominated by a combination of existing Dundas Street and the intersecting roads.
- Kipling station and the existing rail line is within approximately 300 m of sensitive locations but significant shielding from existing buildings lessen the noise contribution to the ambient sound level at sensitive locations.
- Currently, no known existing vibration concerns due to road traffic.



Cultural Heritage

- There are no built heritage resources or cultural heritage landscapes within or adjacent to the study area and therefore, there are no adverse impacts to cultural heritage resources anticipated from the project.



Condominium construction on south side of Dundas Street West at Wilmar Road.
Source: AECOM, 2021.

Existing environmental conditions - Toronto

Traffic & Transportation



- Within Toronto, Dundas Street has a six-lane cross-section with a centre two-way left-turn lane providing access to many side streets and private driveways. The curbside traffic lane is designated as a high occupancy vehicle lane in both directions, permitting only transit vehicles, taxis and personal vehicles with occupancy of three persons or more for designated time periods.
- Sidewalks are provided on either side of Dundas Street, with no dedicated cycling facilities provided.
- Generally heavier volumes during the afternoon peak hours as compared to those in the morning peak hours. The largest directional traffic volumes along Dundas Street are 1,900 vehicles in the morning peak hour and 2,100 vehicles in the afternoon peak hour.
- All intersections with major arterial roads operate at acceptable levels of service in both the morning and afternoon peak hours.
- In both the morning and afternoon peak hours, the most congestion occurs at intersections near the Highway 427 interchange and near Kipling Transit Hub due to high volumes of local buses accessing the terminal.



Vehicular traffic travelling eastbound on Dundas Street at the Aukland Road intersection in Toronto.

Source: AECOM, 2021.

Climate Change & Sustainability



- A Greenhouse Gas Inventory is being developed that incorporates the emissions during construction and operations and will include the resulting mode shift as a result of the entire Dundas BRT.
- Within Toronto, Dundas Street is subjected to riverine flooding at Etobicoke Creek, which will be included in the Risk Assessment.
- The application of Metrolinx's broader sustainability initiatives currently underway will be included in the design, construction and operation of the Dundas BRT with the goal of improving environmental and social outcomes. In addition, recommendations will be made to reduce greenhouse gas emissions along the corridor.

Existing environmental conditions - Mississauga East

Air Quality

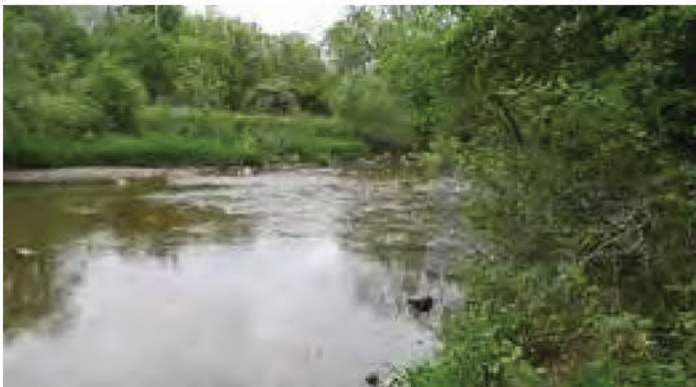


- Background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some levels show existing exceedances, including:
 - Benzo(a)pyrene;
 - Benzene; and
 - Nitrogen dioxide.
- Contaminants showing higher levels of background concentration above 80% of the federal standards include nitrogen dioxide and fine particulate matter (PM2.5).
- Meteorological data from the Toronto Pearson Airport over a five-year period (2016 - 2020) shows predominant wind direction blowing from northwest, west and southwest, and low-speed wind predominance from the southeast.

Natural Environment



- The study area includes a variety of urban, residential and industrial areas which are divided by several natural features including watercourses, riparian areas and vegetated corridors.
- Several watercourses cross the study area and provide habitat to a variety of fish species including Sawmill Creek, Glen Erin Brook (coolwater systems) and Etobicoke Creek, Little Etobicoke Creek and Cooksville Creek (warmwater systems).
- A wide variety of migratory birds nest within the study area and Cliff Swallows, Barn Swallows, Eastern Phoebe and American Robin were identified under the Etobicoke Creek bridge.
- Species at Risk are known to occur within the study area including: Barn Swallow, Chimney Swift and Snapping Turtle.
- Local wildlife corridors exist in several areas, primarily associated with watercourse, riparian areas and valley lands for small, medium and large mammals as well as turtles.



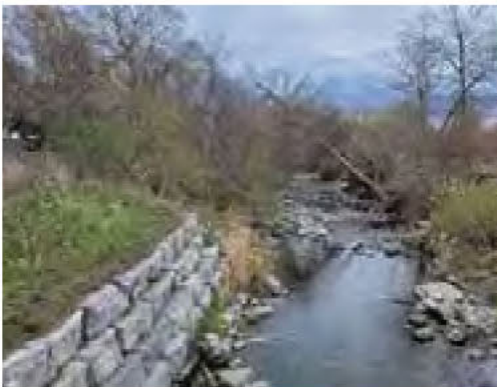
View of Etobicoke Creek looking downstream (south) from the bridge structure. A riffle exists downstream of the structure.

Source: AECOM, 2020.

Archaeology



- Three registered archaeological sites were identified within one km of the current project area boundaries.
- A visual inspection to confirm areas of archaeological potential versus areas of urban disturbance found that the project area consists primarily of residential and commercial development along the Dundas Street East corridor, roadways and highways (e.g., Confederation Parkway, Hurontario Street and Dixie Road), with some areas of manicured lawn and park land.
- Results of the Stage 1 background research and field review, including mapping and determination of archaeological potential, will be summarized in the Stage 1 archaeological assessment report.



Conditions around Little Etobicoke Creek, banks heavily sloped and reinforced to prevent erosion, facing south.

Source: AECOM, 2021.

Existing environmental conditions - Mississauga East

Climate Change & Sustainability



- A Greenhouse Gas Inventory is being developed that incorporates the emissions during construction and operations and will include any changes as a result of the Dundas BRT.
- Dundas Street is subjected to riverine flooding, which will be included in the Risk Assessment. In Mississauga East, the major area of riverine flooding is at Etobicoke Creek.
- The application of Metrolinx's broader sustainability initiatives currently underway will be included in the design, construction and operation of the Dundas BRT with the goal of improving environmental and social outcomes. In addition, recommendations will be made to reduce greenhouse gas emissions along the corridor.

Noise & Vibration



- The Mississauga East segment is generally a mix between commercial and residential uses in a busy urban environment.
- Dundas Street is considered an arterial roadway which is intersected by other arterials (e.g., Dixie Road) and minor residential or commercial access roads.
- The ambient sound levels at the most impacted noise sensitive locations (e.g., dwellings) are dominated by a combination of existing Dundas Street and the intersecting roads.
- Existing GO rail intersecting Dundas Street near Cawthra contributes to the existing ambient sound levels at sensitive locations.
- Currently, no known existing vibration concerns due to road traffic. However, heritage buildings have been identified in close proximity to Dundas Street.

Socio-Economic & Land Use



- Mississauga East is consistent with provincial and municipal plans and policies as it is anticipated to enhance public transit connections to various communities and support economic development objectives.
- Land uses on Dundas Street in Mississauga East consist of low-rise and mid-rise commercial and residential uses, with low-rise residential and commercial behind.
- The demographic profile within the study area ranges, with some communities being relatively consistent with the Mississauga city-wide average where others differ.
- A range of community amenities (including institutional and recreational uses, and community resources) are present within the study area. Many of the community resources are clustered around Downtown Cooksville.
- A number of development applications for various land use types are either in progress or recently approved within the study area.



Commercial development in Mississauga, looking south on Dundas Street East.
Source: AECOM, 2021.

Existing environmental conditions - Mississauga East

Traffic & Transportation

- Within the Mississauga East corridor, Dundas Street varies between six-lane and four-lane cross-sections, and in many locations a centre two-way left-turn lane is present. A curbside high occupancy vehicle traffic lane is provided between Dixie Road and the Etobicoke Creek.
- Continuous sidewalks are provided on both sides of Dundas Street within Mississauga East, with no dedicated cycling facilities provided.
- Generally heavier volumes during the afternoon peak hours as compared to those in the morning peak hours. The largest directional traffic volumes along Dundas Street are 1,800 vehicles in the morning peak hour and 2,200 vehicles in the afternoon peak hour.
- Most intersections operate at acceptable levels of service in both the morning and afternoon peak hours.
- However, in both the morning and afternoon peak hours, congestion occurs in Cooksville near the Hurontario Street intersection. Other intersections with major arterial roadways, like at Dixie Road, operate with poor levels of service in the peak hours.



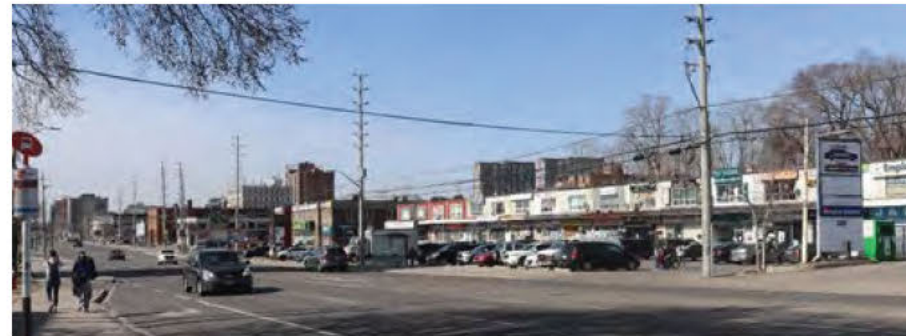
Vehicular traffic travelling westbound on Dundas Street at the Dixie Road intersection in Mississauga.

Source: AECOM, 2021.



Cultural Heritage

- Seventeen built heritage resources and cultural heritage landscapes have been identified within the project area boundaries.
- A preliminary impact assessment will be completed to identify impacts of the project on the built heritage resources and cultural heritage landscapes.
- Mitigation measures and monitoring activities will be developed in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.



Commercial development in Downtown Cooksville, looking west on Dundas Street East from Camilla Road.

Source: AECOM, 2021.

Existing environmental conditions - Mississauga West

Air Quality



- Background air quality levels are predominantly below respective provincial and federal ambient air quality criteria and standards; however, some contaminants show exceedances, including:
 - Benzo(a)pyrene;
 - Benzene; and
 - Nitrogen dioxide.
- Contaminants showing higher levels of background concentration above 80% of the federal standards includes particulate matter (PM2.5).
- Meteorological data from the Toronto Pearson Airport over a five year period (2016 – 2020) shows predominant wind direction blowing from northwest, west and southwest, and low-speed wind predominance from the southeast.

Natural Environment



- The study area includes a variety of urban, residential and industrial areas which are divided by several natural features including watercourses, riparian areas and vegetated corridors.
- Crossing the study area, Mary Fix Creek and the Credit River provide habitat to a variety of fish species, with the Credit River also providing migratory corridors for populations of salmon and trout.
- Several natural heritage features are found within the study area, including the Credit River at Erindale Areas of Natural and Scientific Interest (ANSI) and Erindale Park near the Credit River.
- A wide variety of migratory birds nest within the study area.
- Species at Risk are known to occur within the study area, including Barn Swallow, Chimney Swift and Snapping Turtle.
- Local wildlife corridors exist in several areas primarily associated with watercourse, riparian areas and valley lands for small, medium and large mammals as well as turtles. Several other wooded areas within the study area also provide corridors for bats, including the Big Brown Bat.



View of the Credit River flowing through Erindale Valley.

Source: AECOM, 2021.

Existing environmental conditions - Mississauga West

Socio-Economic & Land Use



- Mississauga West is consistent with provincial and municipal plans and policies as it is anticipated to enhance public transit connections to the area and support economic development objectives.
- Directly fronting Dundas Street, land uses consists of low-rise and mid-rise commercial and residential uses, with low-rise residential and commercial behind.
- A range of community amenities (including institutional and recreational uses, and community resources) are present within the study area. Erindale Park is a key destination for Mississauga residents.
- Several development applications for various land use types are either in progress or recently approved within the study area.
- The demographic profile within the study area is relatively consistent with the Mississauga City-wide average.



St. Peter's Anglican Church in Erindale on the north side of Dundas Street West at Mississauga Road.
Source: AECOM, 2021.

Noise & Vibration

- The Mississauga West segment is generally a mix between commercial and residential uses in a busy urban environment.
- Dundas Street is considered an arterial roadway which is intersected by other arterials (e.g., Mavis Road) and minor residential or commercial access roads.
- The ambient sound levels at the most impacted noise sensitive locations (e.g., dwellings) are dominated by a combination of existing Dundas Street and the intersecting roads.
- Currently, no known existing vibration concerns due to road traffic. However, heritage buildings have been identified in close proximity to Dundas Street.



Existing environmental conditions - Mississauga West

Archaeology

- Eleven registered archaeological sites were identified within one km of the current project area boundaries.
- A visual inspection to confirm areas of archaeological potential versus areas of urban disturbance found that the project area consists primarily of residential and commercial development along the Dundas Street East corridor, roadways and highways (e.g., Highway 403, Erin Mills Parkway, Winston Churchill Boulevard and Mavis Road), with some areas of manicured lawn and park land.
- Results of the Stage 1 background research and field review, including mapping and determination of archaeological potential, will be summarized in the Stage 1 archaeological assessment report.



Cultural Heritage

- Twenty-three built heritage resources and cultural heritage landscapes have been identified within the project area boundaries.
- A preliminary impact assessment will be completed to identify impacts of the project on the built heritage resources and cultural heritage landscapes.
- Mitigation measures and monitoring activities will be developed in the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.



View of the Erindale Community Hall located at 1620 Dundas Street West, within the Erindale Village Cultural Heritage Landscape.

Source: AECOM, 2021.

Existing environmental conditions - Mississauga West

Climate Change & Sustainability



- A Greenhouse Gas Inventory is being developed that incorporates the emissions during construction and operations and will include any changes as a result of the Dundas BRT.
- Dundas Street is subjected to riverine flooding, which will be included in the Risk Assessment. For Mississauga West, the major areas of riverine flooding are at the Credit River.
- The application of Metrolinx's broader sustainability initiatives currently underway will be included in the design, construction and operation of the Dundas BRT with the goal of improving environmental and social outcomes. In addition, recommendations will be made to reduce greenhouse gas emissions along the corridor.

Traffic & Transportation



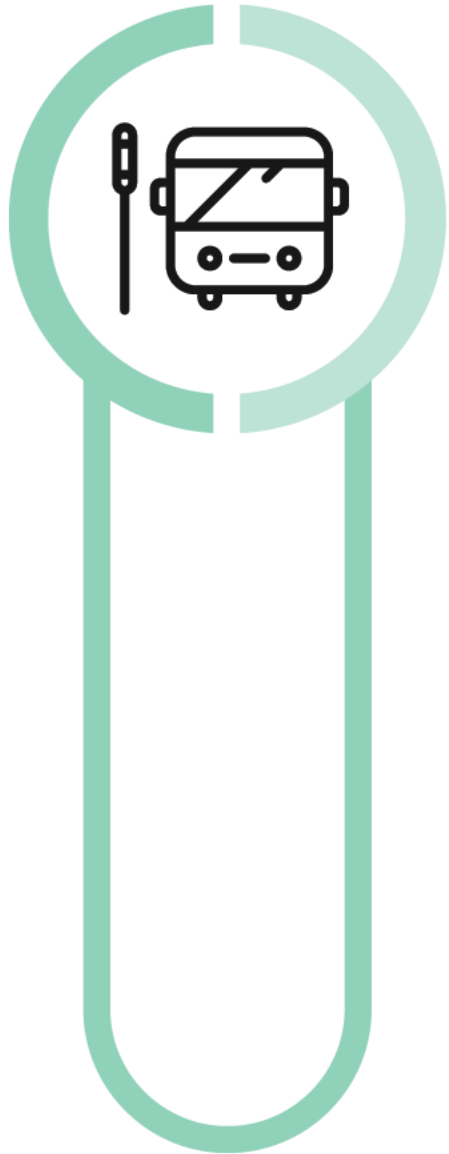
- Within the Mississauga West corridor, Dundas Street varies between six-lane and four-lane cross-sections, and in many locations a centre two-way left-turn lane is present.
- Continuous sidewalks are provided on both sides of Dundas Street within Mississauga West, with no dedicated cycling facilities provided.
- The largest directional traffic volumes along Dundas Street are 3,000 vehicles in the morning peak hour and 2,100 vehicles in the afternoon peak hour.
- Most intersections operate at acceptable levels of service in both the morning and afternoon peak hours.
- In both the morning and afternoon peak hours, the most congestion occurs west of Winston Churchill Boulevard. Other intersections with major arterial roadways (Mavis Road, Winston Churchill Boulevard, and Erin Mills Parkway) operate with poor levels of service in the peak hours.



Vehicular traffic travelling westbound on Dundas Street at The Credit Woodlands intersection in Mississauga.

Source: AECOM, 2021.

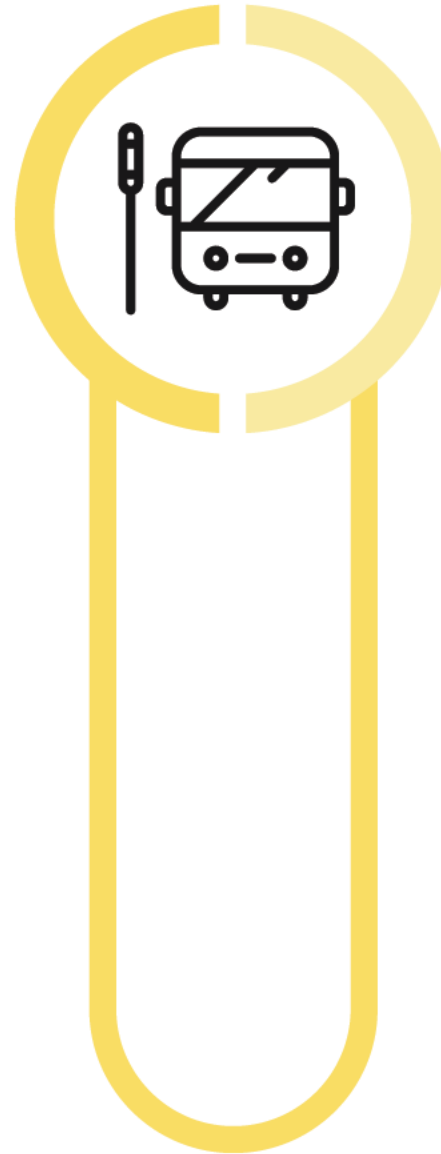
TPAP: next steps



Mississauga East

Following this round of engagement, Metrolinx will:

- Use feedback from the public to refine the preferred design;
- Use information gathered through the existing environmental conditions studies to identify potential impacts of the project;
- Propose mitigation measures in order to reduce any negative impacts identified;
- Present potential impacts and proposed mitigation measures in the Draft Environmental Project Report (EPR) to be shared with the public for review and feedback during the next round of engagement, in line with the Mississauga East TPAP commencement;
- Progress TPAP to completion, incorporating feedback received during the 30-day public review period; and
- Share the Final EPR for Mississauga East in early 2022.



Toronto and Mississauga West

Following this round of engagement, Metrolinx will:

- Use feedback from the public and information gathered through the existing environmental conditions studies to continue detailed analysis required to identify the preferred design and proposed stop locations in Toronto and Mississauga West;
- Present the analysis of pinch point alternatives and preferred options during a future round of engagement in 2022;
- Commence the TPAPs for Toronto and Mississauga West; and
- Identify potential impacts of the project and proposed mitigation measures to present in the Draft EPRs for Toronto and Mississauga West, to share with the public in 2022.

TPAP: next steps

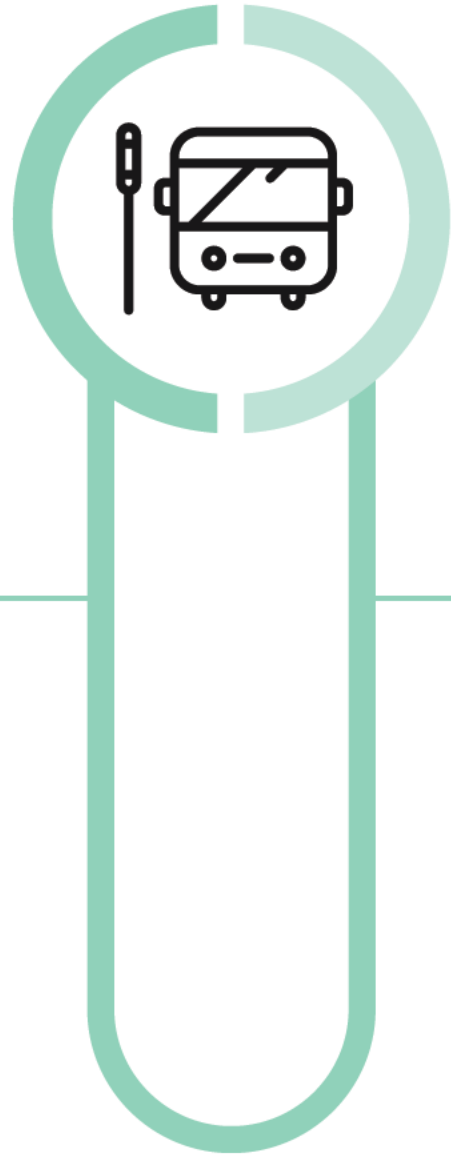


Toronto and Mississauga West

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- Identify potential impacts of the project and proposed mitigation measures to present in the Draft EPRs for Toronto and Mississauga West, to share with the public in 2022.

TPAP: next steps



Mississauga East

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- Use feedback from the public to refine the preferred design;
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- Share the Final EPR for Mississauga East in early 2022.

What is the preliminary design process?

The preliminary design process bridges the gap between the design concept and detailed design of a project.

During this time, the project team completes studies and analyses to compare and determine the technically preferred alternatives, leading to the 10% Preliminary Design of the project.

These preferred alternatives are then analyzed through the Preliminary Design Business Case (PDBC), which identifies risks and barriers that may impact the project, assists in refining the service plan for the corridor and establishes the preferred alternative which is then developed to a 30% Preliminary Design level.



Preliminary design for the Dundas BRT project to-date is outlined in detail in the following slides, including:

- Progression of corridor design outside pinch points;
- Evaluation and identification of the preferred alternatives for the pinch point in Mississauga East;
- Commencement of evaluation for converting of High Occupancy Vehicle (HOV) lanes to dedicated BRT lanes within Halton and Hamilton;
- Evaluation of alternatives for the pinch point in Mississauga West;
- Progression of concept designs for typical median and curbside stops, including amenities; and
- Identification of stop locations within Mississauga East.

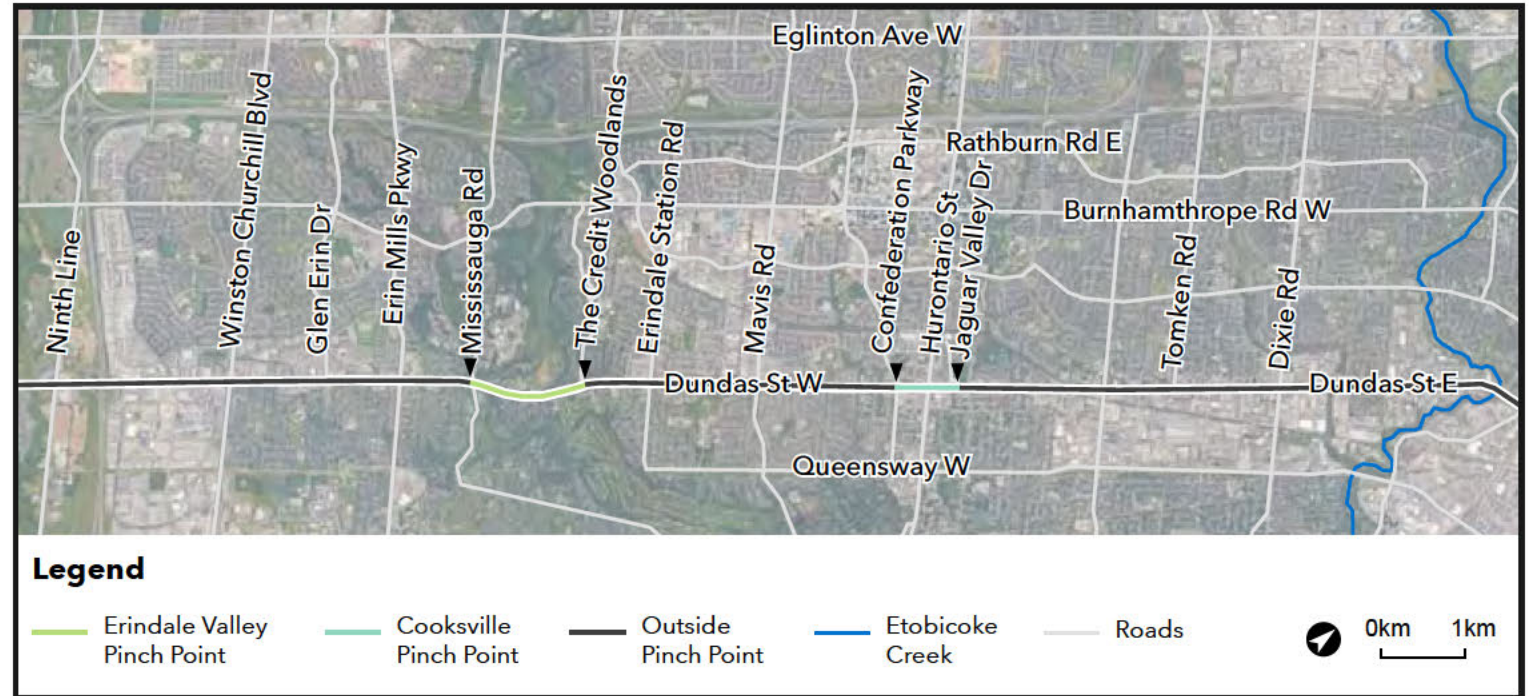
Preliminary design - design progressed for the Mississauga BRT corridor

The BRT Corridor outside constrained areas, or pinch points, of the Mississauga locations are identified as:

- Etobicoke Creek to Jaguar Valley Drive - Mississauga East
- Confederation Parkway to The Credit Woodlands - Mississauga West
- Mississauga Road to Ninth Line - Mississauga West

Since the last round of engagement, the above areas have been developed to a 10% Preliminary Design level, based on designs presented in the Dundas Connects Master Plan and the Initial Business Case. The outcomes of this design are:

- Right-of-way (ROW) widened up to 42 m (from existing ROW of approximately 22 - 40 m in the Cooksville pinch point, and approximately 36 - 40m outside of the pinch point), requiring property acquisition with potential impacts to landscaping, entrances and parking, buildings and structures
- Dedicated median BRT lanes to improve transit speed and reliability
- Maintains two general purpose traffic lanes in each direction
- Enhanced active transportation
- Enhanced public realm, where possible



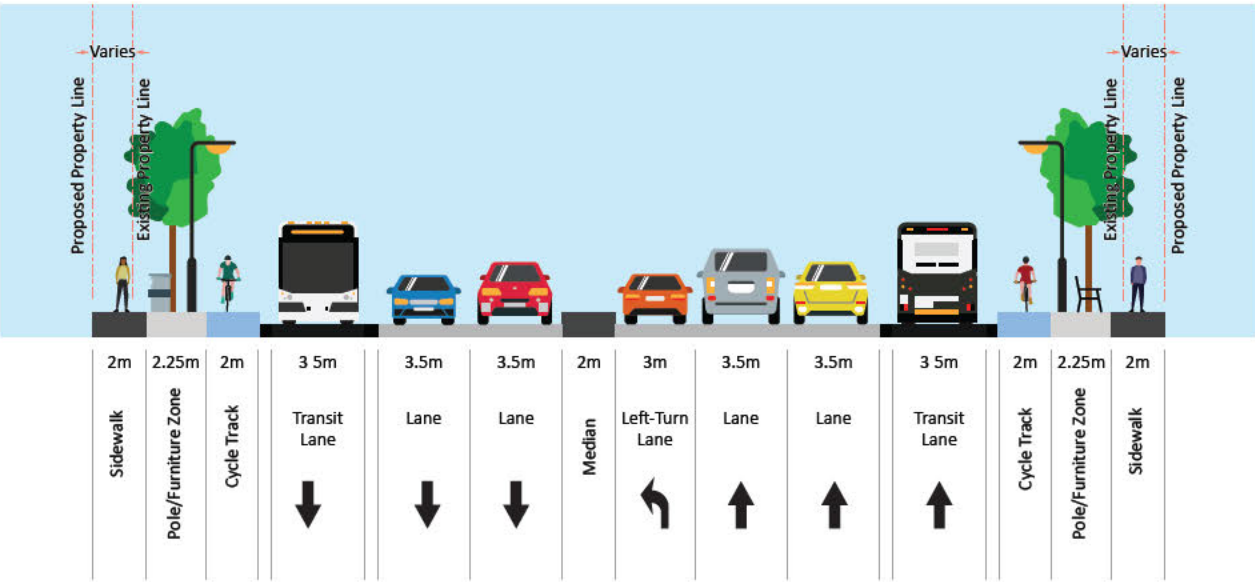
Special Policy Area (SPA) Studies

Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

- Dixie-Dundas Flood Mitigation EA Study (Little Etobicoke Creek SPA)
- Etobicoke Creek SPA Feasibility Study

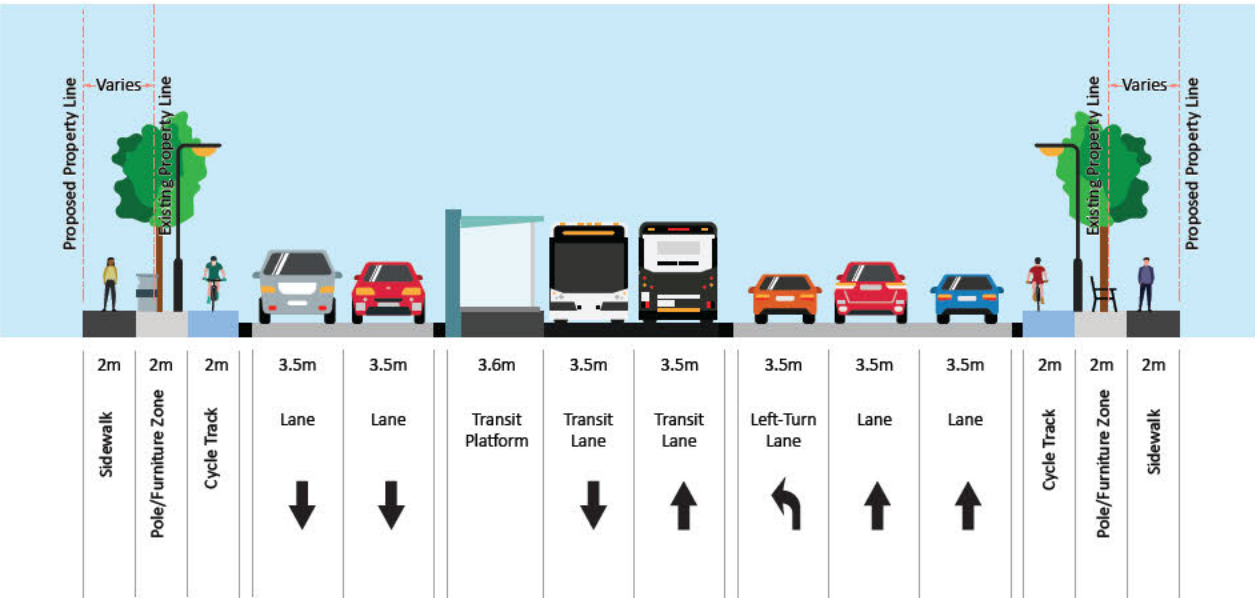
Preliminary design - design progressed for the Mississauga BRT corridor

Dundas Street will be widened in certain areas to accommodate the proposed BRT lanes and facilities, including four general purpose traffic lanes, cycling facilities, wider sidewalks, and amenity space for utility poles, trees and street furniture.



Cross Section:

An example of curbside BRT with reserved bus lanes on Dundas Street.



Cross Section:

An example of median BRT on Dundas Street.

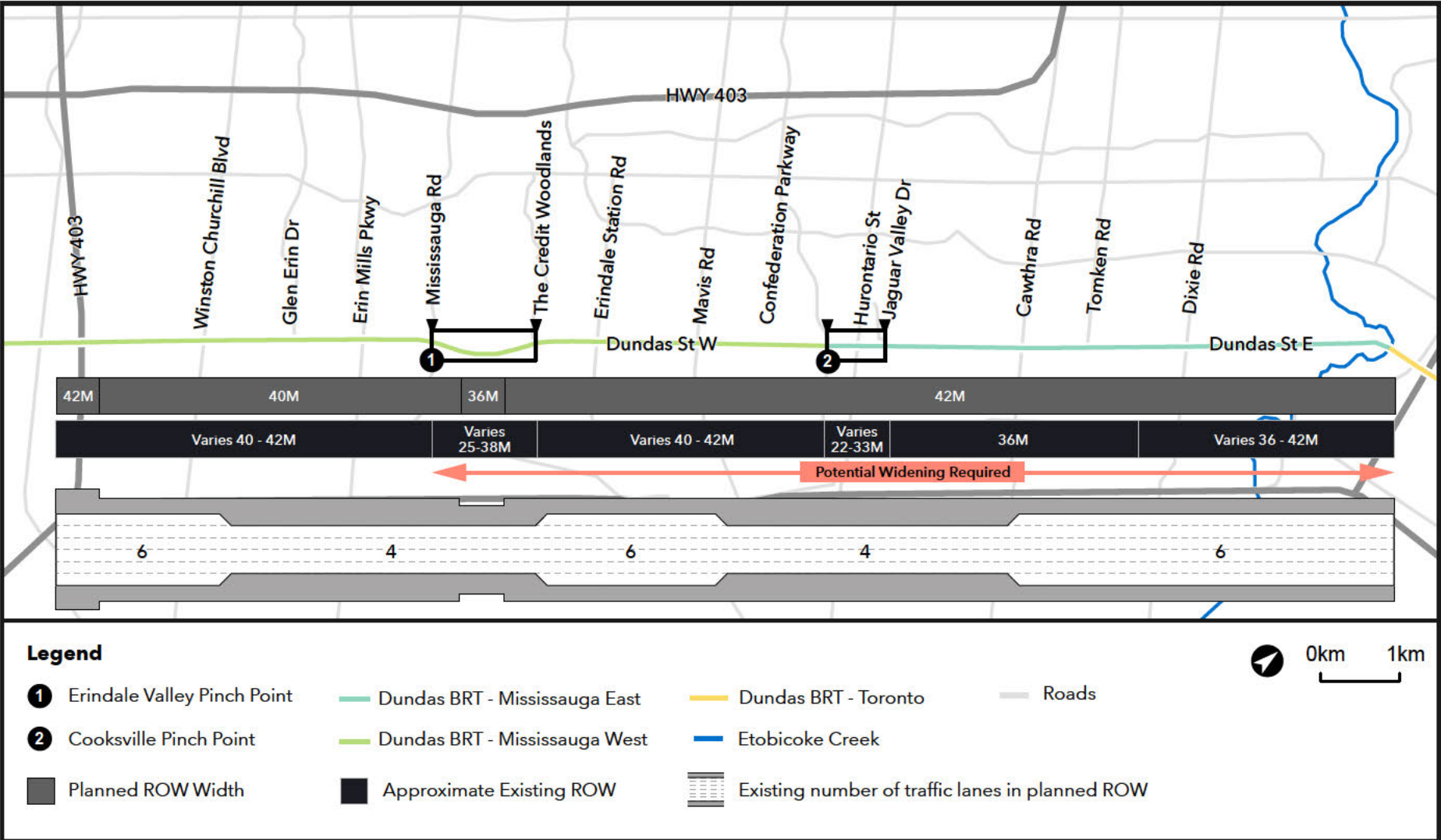
Preliminary design - proposed changes to the Mississauga right-of-way

Widening of the right-of-way (ROW) is required to allow for the addition of dedicated BRT lanes within the corridor, which will improve bus transit service operations and efficiency in the area.

Since the existing road right-of-way is less than the planned ROW of up to 42 m, additional property will be required in certain areas along Dundas Street to accommodate the widened corridor. This may impact structures, parking, entrances, landscaping, or other features.

Opportunities to mitigate potential impacts to properties, where possible, will be explored through:

- Optimization of the corridor alignment (e.g., widened to north, or south, or about existing centreline);
- Applying minimum standards for design elements such as lane widths and platform widths; and
- Reducing boulevard space that can be widened and enhanced through future land redevelopments.

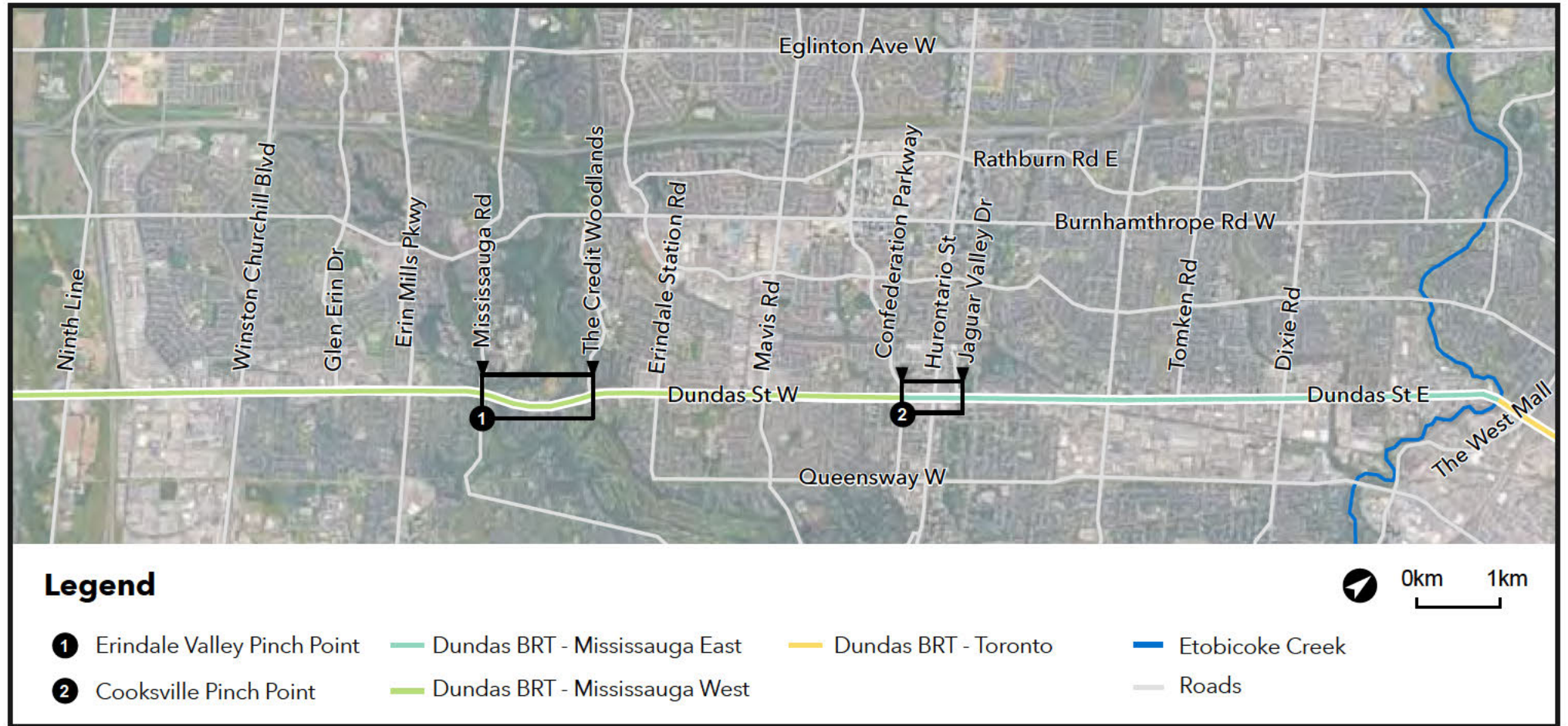


Preliminary design - pinch points

Two pinch points within Mississauga were identified during the last round of engagement:

- Cooksville - Mississauga East
- Erindale Valley - Mississauga West

Since the last round of engagement, these pinch points have undergone analyses to understand potential solutions to the challenges identified. The analyses also incorporated public feedback gathered through the last round of engagement regarding how to address pinch points and evaluate alternative design solutions.



Preliminary design - pinch points

As work for Mississauga East is advancing ahead of other areas along the Dundas BRT corridor, an additional evaluation process has been applied to the Cooksville pinch point to meet the requirements of the Investing In Canada Infrastructure Program (ICIP). All pinch points along the corridor will be assessed within the PDBC framework outlined 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/Operations Case

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

The following slides document the feedback heard and the steps taken by the project team to design a preferred solution for the Dundas BRT corridor.

During the last round of engagement, a pinch point was also identified in Toronto, on Dundas Street between The East Mall and Aukland Road. Technical work on this pinch point is ongoing and will be presented during the next round of engagement later this year.

How are pinch points evaluated?

In addition to the evaluation criteria identified as part of preliminary design, pinch point evaluation considers the technical categories below pertaining to the natural, cultural and built environment in each location. Following the first round of engagement, the below pinch point considerations were updated as a result of feedback provided by the public. Feedback provided identified environmental considerations as most important, followed by geometrics/infrastructure, traffic and property considerations and also contributed to additional evaluation criteria including capital cost, transit service reliability, cyclist and pedestrian accessibility and connectivity and road safety.



Environmental Considerations

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



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, including technical challenges and complexity and ability to stage construction with managed impacts to traffic and the community*



Mobility and Traffic Considerations

- BRT travel times
- Auto travel times/operations
- Queue lengths
- Level of service
- Transit Service Reliability*
- Cyclist accessibility and connectivity*
- Pedestrian accessibility and connectivity*
- Road safety*



Property Considerations

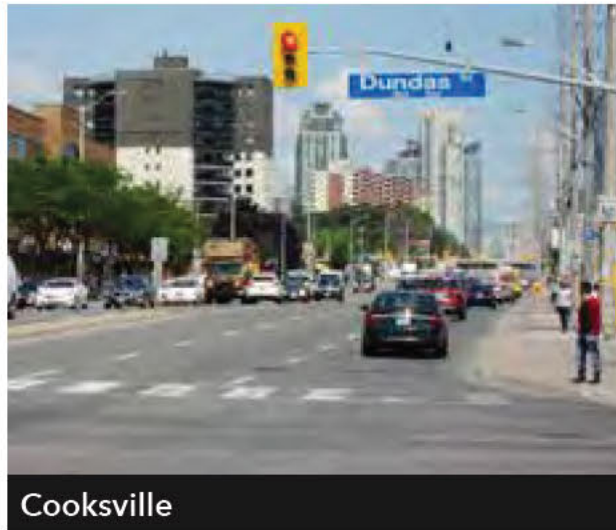
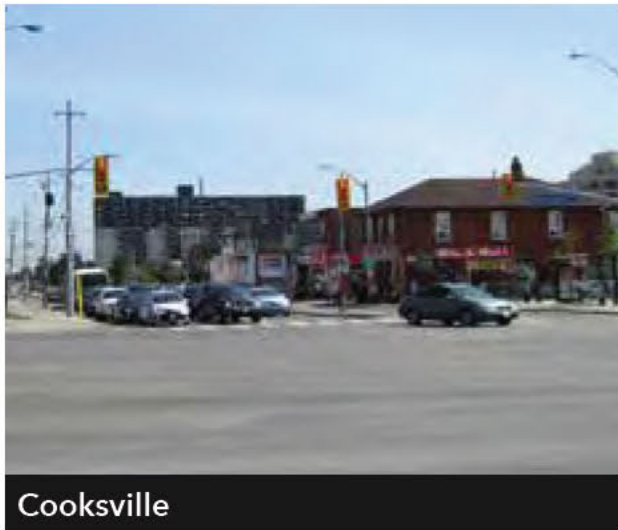
- Land acquisition and building displacement
- Approved development applications
- Municipal development planning and policy

*New considerations from the first round of public engagement.

Pinch points: Mississauga East and Mississauga West

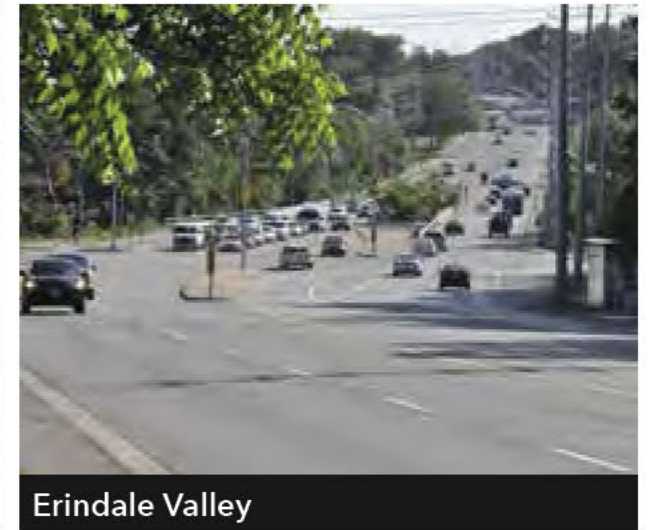
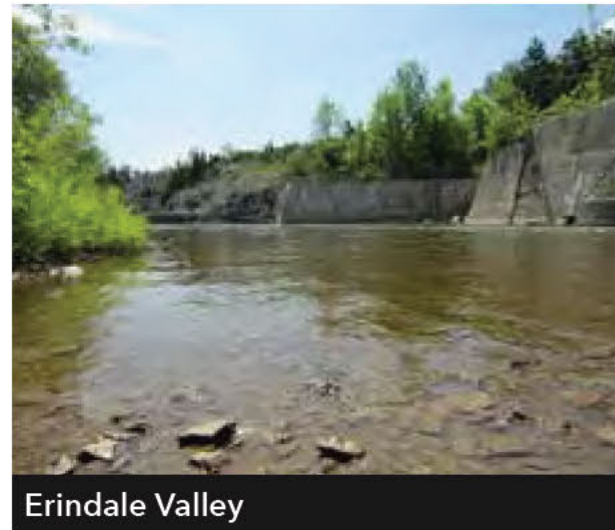
1 Cooksville area pinch point

- 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 alternatives include those with different stop locations, reduced number of lanes, and targeted widening along Dundas Street (to the north, south, or about the centreline)



2 Erindale Valley area pinch point

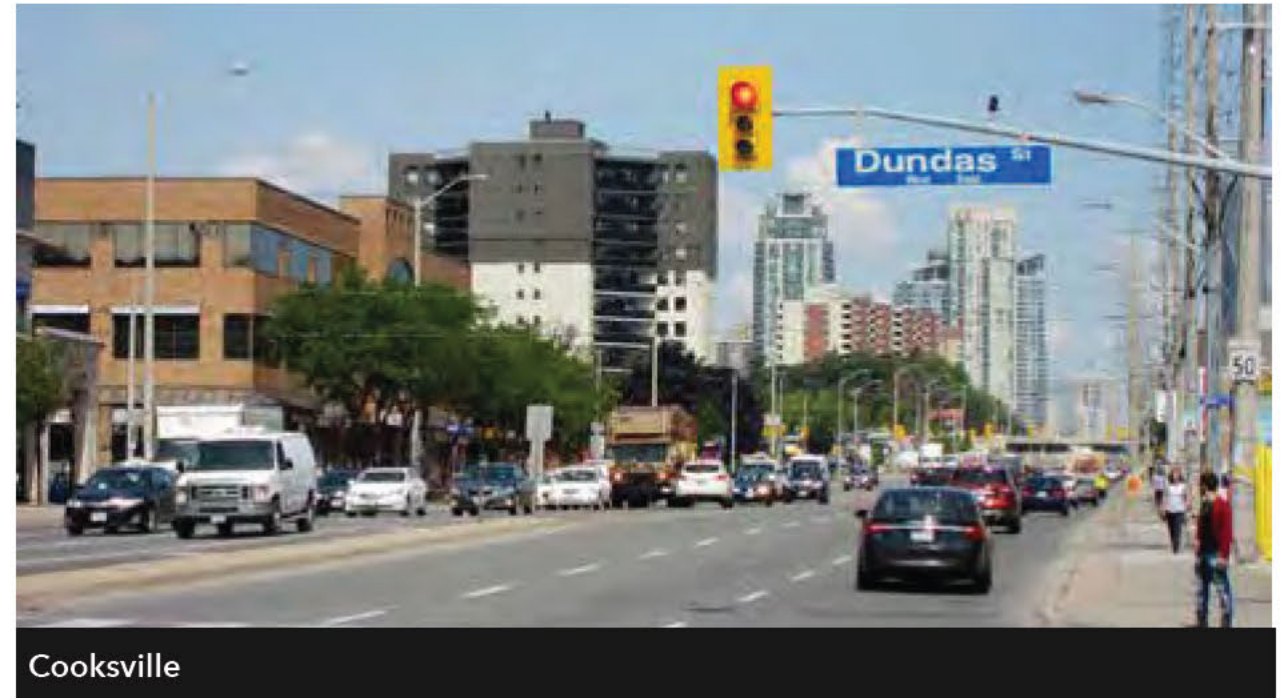
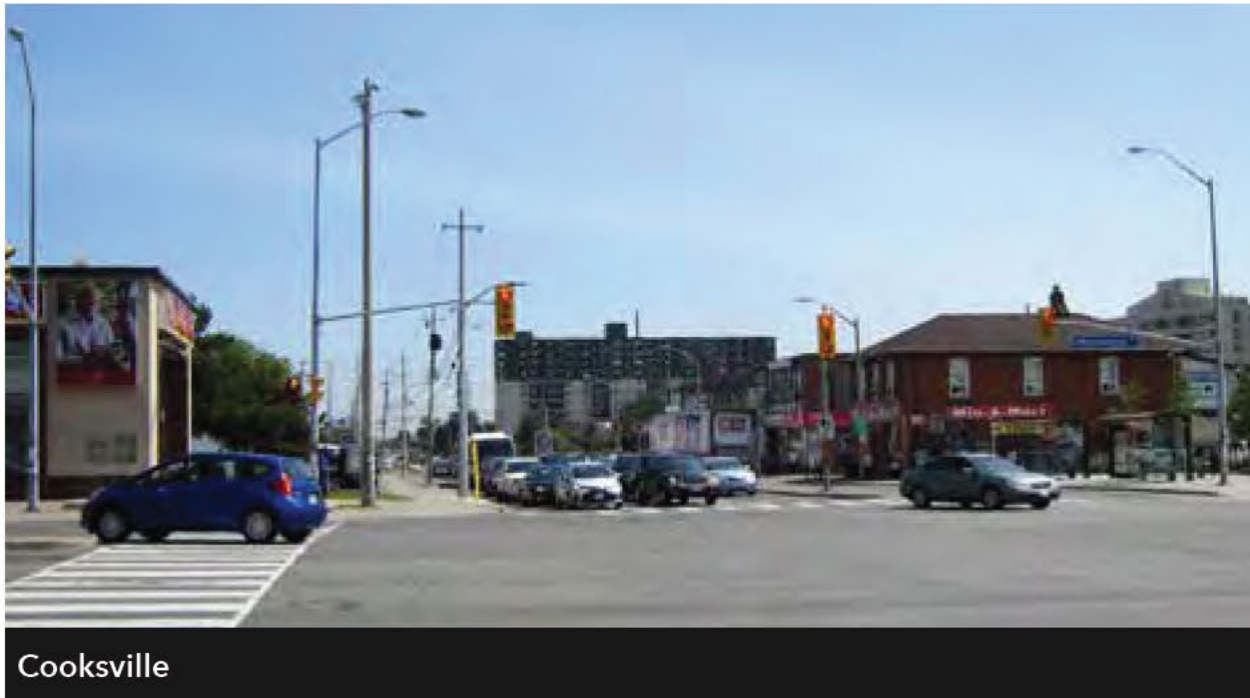
- The Erindale Valley area is constrained due to the need to protect the natural environment of the Credit River Valley and Erindale Park. There are also several heritage sites that need to be considered between Mississauga Road and The Credit Woodlands:
 - Potential alternatives include a single reversible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



Pinch points: Mississauga East

1 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 alternatives include those with different stop locations, reduced number of lanes, and targeted widening along Dundas Street (to the north, south, or about the centreline)



Pinch points: Mississauga West

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 alternatives 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

Mississauga East: key pinch point considerations

Key considerations for the Cooksville pinch point include:

- Existing narrow right-of-way (ROW) in many locations
- Property acquisition required to achieve the Official Plan ROW to accommodate all contemplated infrastructure needs (dedicated BRT guideway, four general purpose lanes, cycle tracks, sidewalks and amenity/utility space)
- Some buildings located close to the property/ROW line
- Significant development intensification
- Hurontario LRT track and station stop
- Minimal natural heritage features
- Some cultural heritage resources
- Each design alternative has a varying impact on the community character of Cooksville Village, protecting or enhancing this area is a priority



During round 1 engagement, members of the public identified:

Opportunities to:

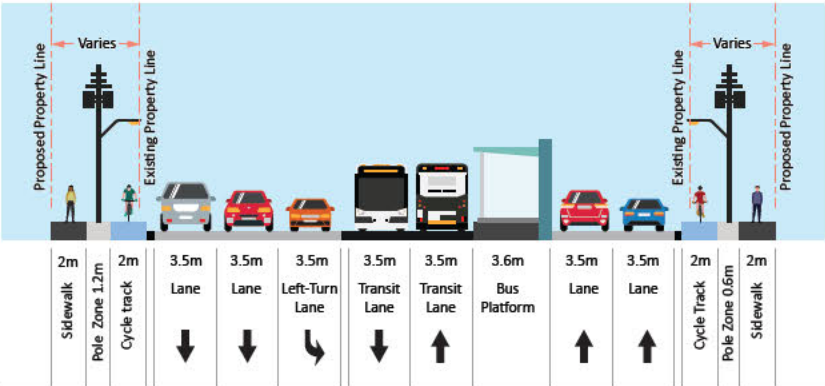
- Implement the Dundas BRT Project as part of the City of Mississauga’s Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

Concerns about:

- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Widening Dundas Street with additional lanes
- Landscaping (aesthetics)

Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

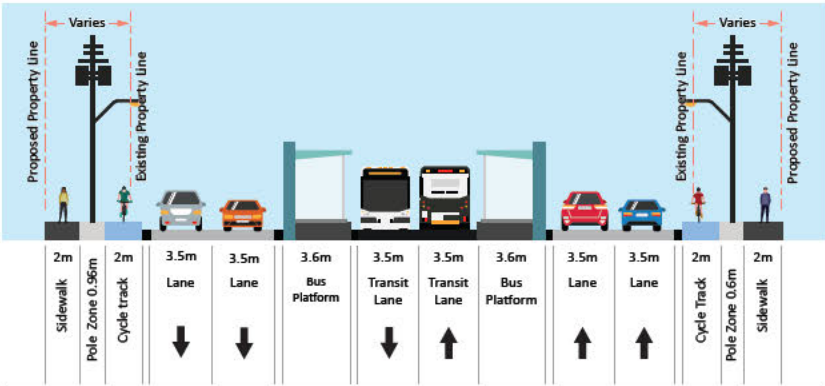
The project team analyzed six alternatives for the Cooksville pinch point, reviewing each for potential benefits and drawbacks. Following this analysis, the below short list of alternatives was determined to be considered for further evaluation:



Alternative 1 - Full median BRT widened about the centreline (with two general purpose lanes in either direction).



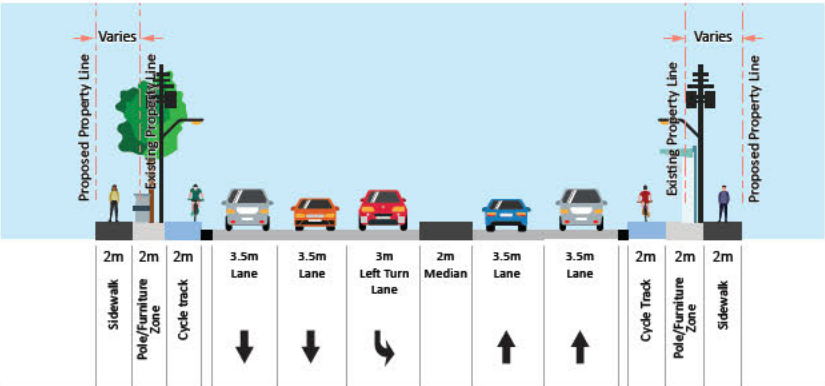
*



Alternative 3 - Full median BRT with no lefts at the Dundas and Hurontario intersection.



**



Alternative 4 - Curbside buses in mixed traffic.



**

*This icon indicates best performing alternative
**This icon indicates a short-listed alternative

Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

The following six alternatives were reviewed for potential benefits and drawbacks:

Alternative 1



Full median BRT widened about centreline (with two general purpose lanes (GPL) in either direction)

Alternative 2

Full median BRT (with one GPL in either direction)

Alternative 3



Full median BRT with no lefts at Hurontario

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Provides acceptable auto travel times when compared to other alternatives
- Maintains BRT station at Hurontario with limited/no impacts to the Hurontario LRT
- Operates at capacity with acceptable auto travel times
- Will improve the overall community character of Cooksville Village through transit oriented development that a BRT will bring to the area

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Potential to avoid displacing two heritage buildings with localized narrowing of the sidewalk and cycle track
- Minor potential impacts to existing and future land uses
- Will improve the overall community character of Cooksville Village through transit oriented development that a BRT will bring to the area

Benefits:

- BRT operations and reliability
- Maintains continuity of median BRT and active transportation
- Maintains BRT station at Hurontario with limited/ no impacts to the Hurontario LRT
- Will improve the overall community character of Cooksville Village through transit oriented development that a BRT will bring to the area

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Moderate capital cost to implement and purchase of properties


Drawbacks:

- Existing traffic operations fail through Cooksville. Queue lengths extend to Mavis and Cawthra
- Potential for one heritage structure and other property displacements

Drawbacks:

- Potential for heritage property and other property impacts and displacements
- Results in auto travel delays for westbound thru traffic, including increase queue lengths at Confederation Parkway

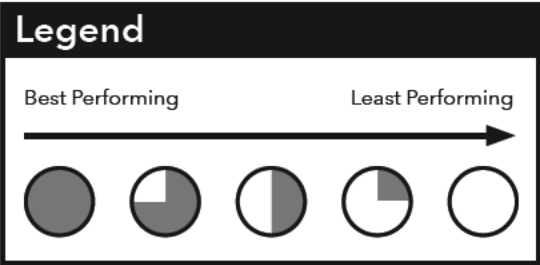
Long list of alternatives: Dundas Street in Mississauga – Cooksville pinch point

<div><div>Alternative 4</div><div></div><div>Curbside buses in mixed traffic</div></div> <div><div>Benefits:</div><ul style="list-style-type: none">• Maintains continuity of active transportation• Avoids property impacts through Cooksville if active transportation is deferred to a later date• Easiest and lowest cost to implement, compared to other alternatives• Limited impacts to existing heritage properties and planned development<div>Drawbacks:</div><ul style="list-style-type: none">• Does not provide BRT continuity or active transportation (if active transportation is implemented later)• Results in a two-minute reduction in BRT service through the area• No continuity and less reliable than other alternatives• Does not improve the overall community character of Cooksville Village through transit oriented development as no new transit infrastructure changes will be made to the area (beyond the Hurontario LRT)</div>	<div><div>Alternative 5</div><div></div><div>Full median BRT with widening to the South</div></div> <div><div>Benefits:</div><ul style="list-style-type: none">• BRT operations and reliability• Maintains continuity of BRT and active transportation• Operates at capacity with acceptable auto travel times• Will improve the overall community character of Cooksville Village through transit oriented development that a BRT will bring to the area<div>Drawbacks:</div><ul style="list-style-type: none">• Extremely high capital cost due to property acquisitions required• Redesign and construction of Hurontario LRT required• Potential for one heritage property and other property impacts and displacements</div>	<div><div>Alternative 6</div><div></div><div>Portal (BRT tunnel under Dundas Street)</div></div> <div><div>Benefits:</div><ul style="list-style-type: none">• BRT operations and reliability• Maintains existing Cooksville cross-section and community character• Operates at capacity with acceptable auto travel times• Property impacts could be mitigated through revisions to active transportation• Will improve the overall community character of Cooksville Village through transit oriented development that a BRT will bring to the area, however, a below-grade alternative is less consistent with a transit oriented community<div>Drawbacks:</div><ul style="list-style-type: none">• Significant cost and construction implications• Highest technical complexity and engineering design due to tunnel, utility relocations, and vertical access• Profile of BRT below grade introduces 6% grades• Traffic and Hurontario LRT service impacts during construction• Potential for heritage and other property impacts and displacements• Additional right-of-way and property impacts and displacements for utility relocations and underground station requirements, alternative vertical accesses, ventilation and pumping station(s)• Potential impacts to Cooksville Creek</div>
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Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

The best performing short list of alternatives was evaluated against the following criteria:

- Alignment with the 2041 Regional Transit Plan goals and objectives
- Alignment with the objective of the Dundas BRT to provide a high-quality regional transit corridor
- Transit customer experience
- Transit travel times
- Capital cost
- Environmental considerations
- Geometrics/infrastructure considerations
- Mobility and traffic considerations
- Property considerations



<div><div></div>Screening Criteria</div>	Evaluation Results		
	Alternative 1 (full median BRT widened about centreline)	Alternative 3 (full median BRT with no lefts at Hurontario)	Alternative 4 (buses in curbside mixed traffic GPL)
Mobility and traffic considerations	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Geometric/Infrastructure Considerations	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Property Considerations	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Environmental Considerations	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Summary	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>

Best performing alternative: Dundas Street in Mississauga – Cooksville pinch point

Best performing alternative

The evaluation of the short-list determined Alternative 1 – a full median BRT about centreline is currently the best performing alternative. Alternative 1 proved to be the best performing in terms of geometrics/infrastructure, mobility, traffic and property considerations. It would also provide a BRT station at Hurontario with limited to no impacts to the future Hurontario light rail transit line and would allow for optimal BRT operations and reliability.



The Environmental Project Report will identify potential impacts and appropriate mitigation measures associated with the chosen alternative.

Rendering: Typical bird's eye view of Alternative 1 - Full median BRT widened about centreline.



Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

Key considerations for the Erindale Valley pinch point include:

- Property acquisition required beyond the Official Plan right-of-way (ROW) to accommodate all contemplated infrastructure needs (dedicated BRT guideway, four general purpose lanes, cycle tracks, sidewalks and amenity/utility space)
- Numerous buildings located close to the property/ROW line
- Significant natural heritage features
- Numerous cultural heritage resources and landscapes

During Round 1 engagement, members of the public identified:

Opportunities to:

- Implement the Dundas BRT project as part of the City of Mississauga's Dundas Connects Master Plan

Concerns about:

- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Environmentally sensitive areas
- Dedicated transit lanes
- Landscaping (aesthetics)



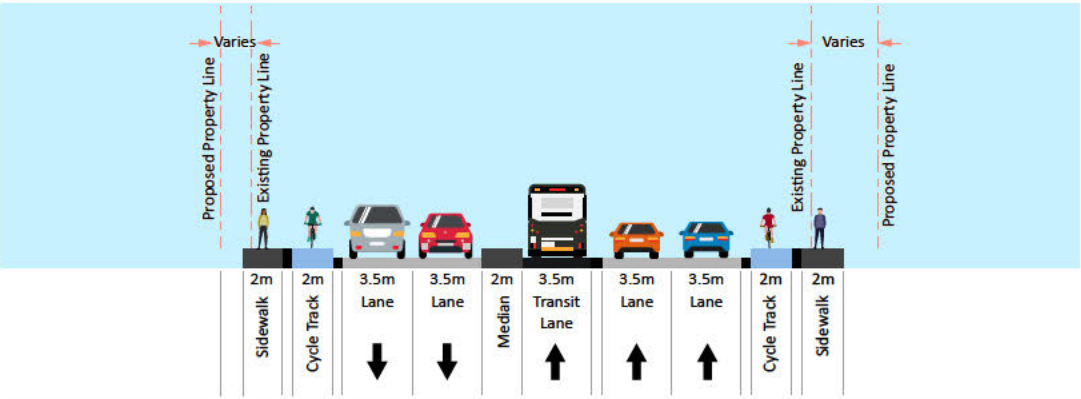
Alternatives: Dundas Street in Mississauga - Erindale Valley pinch point

The project team arrived at two alternatives and are reviewing each for potential benefits and drawbacks. Both alternatives will also be analyzed against the same criteria used to determined the best performing alternative for the Cooksville pinch point:

Alternative 1: Reversible BRT Lane

- Benefits:
- Lower capital cost with only a single dedicated transit lane
 - Fewer property impacts and building displacements
 - Minor impacts to natural features

- Drawbacks:
- Does not maintain continuity of full BRT lanes through corridor
 - Less reliable due to general traffic impedance with notable transit delays
 - Potential for residential and built heritage resource displacements

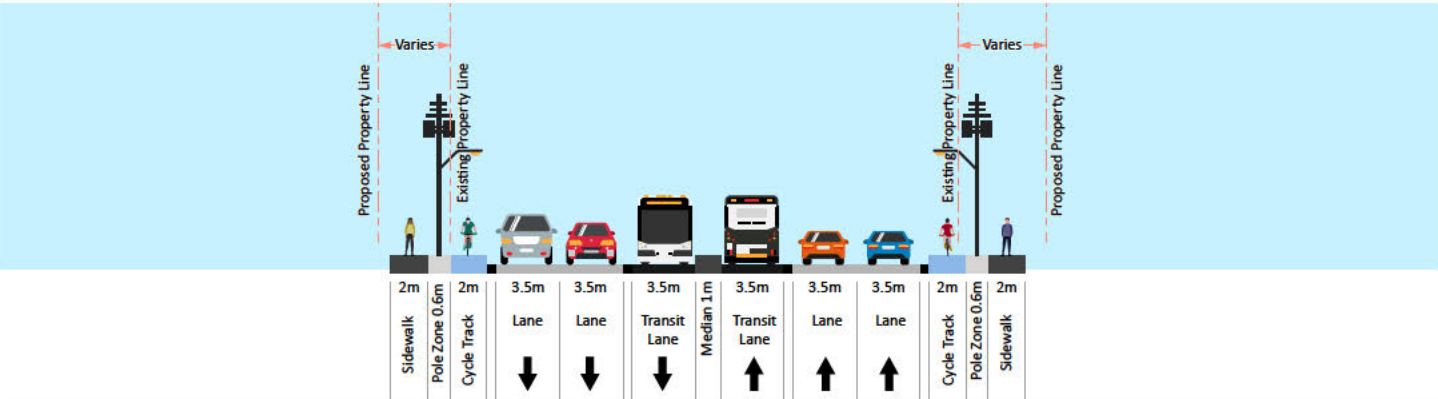


Alternative 1 Cross Section.

Alternative 2: Full Median BRT (to the North)

- Benefits:
- Maintains continuity of median BRT
 - Provides a full multi-modal cross section, including buses, auto traffic, pedestrians and cyclists
 - Provides transit service reliability with less potential for service interruptions or delays

- Drawbacks:
- Higher capital cost to implement
 - Potential for property impacts along the south and north sides of Dundas Street
 - Potential for commercial, residential and heritage resource property displacements
 - Increased impacts to natural features



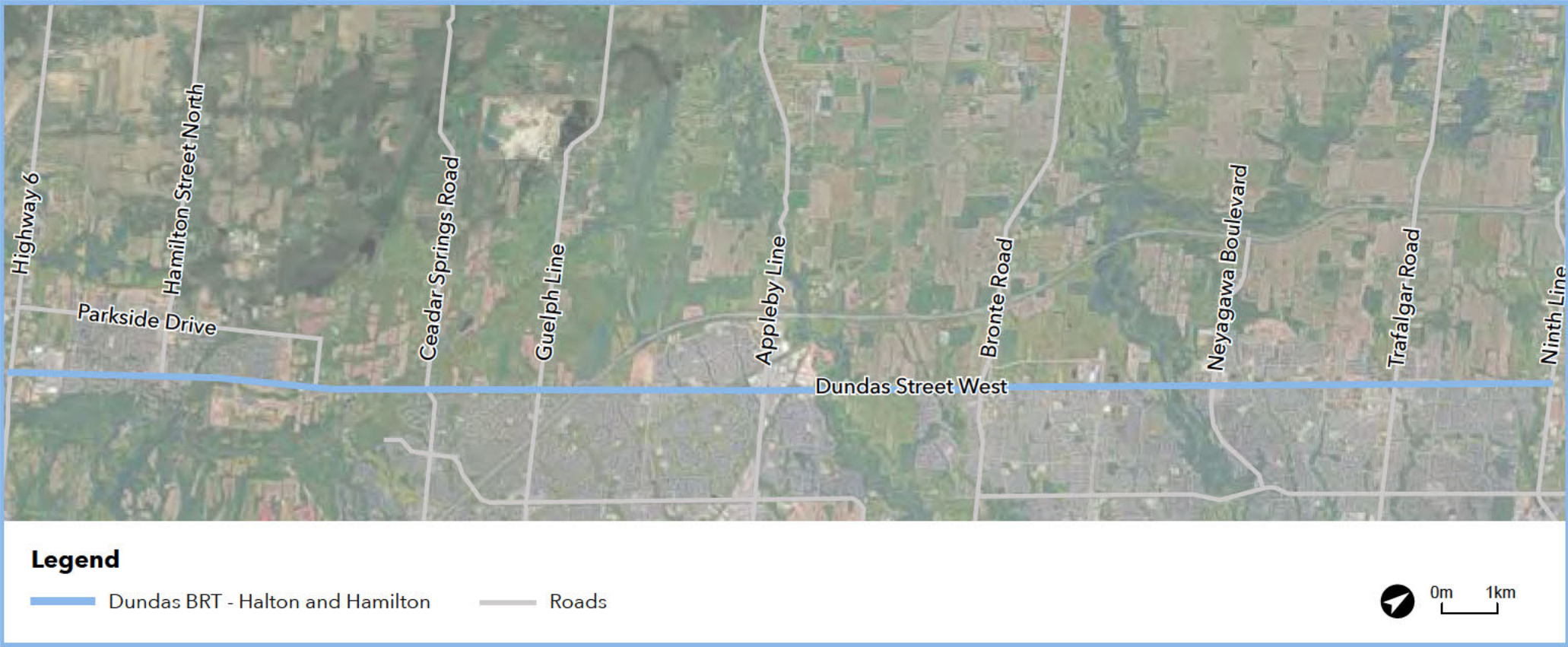
Alternative 2 Cross Section.

Halton & Hamilton

Several Municipal Class Environmental Assessments have been conducted in Halton and Hamilton. This includes various road widening projects where, in Halton Region, the curb lanes include provision to accommodate potential HOV or bus-only lanes.

Since the last round of engagement, an evaluation for converting the future HOV lanes to dedicated curbside BRT lanes is underway and will be presented at a future round of engagement. In addition to conversion of the HOV lanes to dedicated BRT lanes, the following transit improvement strategies are being explored:

- Queue Jump Lanes
- Transit Signal Priority



Following this round of engagement, the project team will continue to assess transit improvement options and determine stop locations for Halton and Hamilton. These findings will be shared during the next round of engagement to help inform the preferred design.

Dundas BRT stops

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 level of predicated usage or existing infrastructure in the area.

Potential amenities of the Dundas BRT stops include:

- | | |
|--|--|
|  Access ramp and railings |  Art and cultural heritage elements |
|  Tactile warning strips
(e.g., textured ground surfaces for the visually impaired) |  Benches and seating |
|  Location of stop name and wayfinding signage |  Service maps |
|  Next bus information |  Weather protection |
|  Fare collection |  Garbage bins |

Rendering:
An example of a typical median BRT stop.*



Rendering:
An example of a typical curbside BRT stop.*



*Conceptual rendering for illustrative purposes and subject to change through design development and stakeholder engagement.

Dundas BRT stops

What is the distance between each stop?

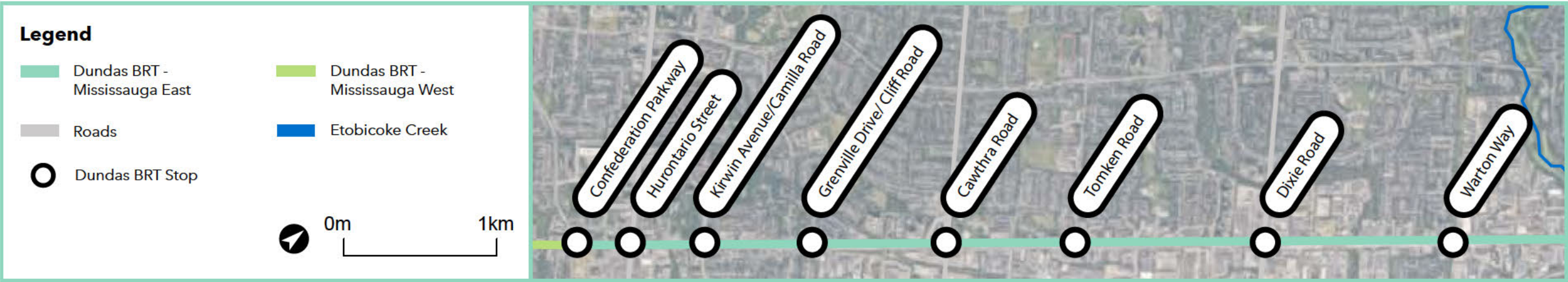
When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

- Locations identified as part of the [Dundas Connects Study](#) and the [Initial Business Case \(IBC\)](#);
- Current transit facilities and intersecting bus routes that form the basis of a feeder network;
- Distance between stops; and
- Land use and major trip generators.

The distance between each Dundas BRT stop location will vary, depending on the city being travelled through. Increased spacing between Dundas BRT stops will allow for fast and reliable service through the corridor.

Dundas BRT stops in Mississauga East

Since the last round of public engagement, work has advanced on establishing the proposed stop locations and potential amenities. Eight stop locations within Mississauga East have been identified, each of which has been informed by the above mentioned criteria.



As preliminary design work for Toronto, Mississauga West and Halton and Hamilton is still underway, more information related to proposed stop locations and potential amenities in these areas will be presented during a future Public Information Centre.

Planning for the future

Provisions for future electrification technology are being considered in the planning of the corridor. This may be considered as the existing electrification technology allows transit vehicles to run smoothly without the use of fossil fuel, providing a green mode of transportation.

Instead of fueling each morning/evening, electric buses charge overnight at bus depots and, if required, schedule midday recharging layovers at garages or pass through discrete charging stations at potential layover locations during the day to ensure a smooth ride through the Dundas Street corridor.

Why electrification?

When compared to diesel or compressed natural gas, electric buses:

- Offer a smoother, quieter ride
- Emit minimal or zero carbon or greenhouse gases (GHGs), helping to meet targets set out in Ontario's Climate Change Action Plan (CCAP) of reducing overall GHG emissions by 40% by 2030 and the City of Toronto's goal to ensure 100% of transit vehicles transition to low-carbon energy by 2050

What could electrification look like?

Electrification may look similar to Le Corbusier BRT or the Laker Line BRT shown on the right.

MiWay Electrification Pilot

Did you know?

- MiWay is currently conducting studies and participating in a hydrogen fuel cell* electric bus pilot project to understand how hydrogen-electric technology can help advance Mississauga's commitment to a zero-emission bus fleet.
- MiWay will add new bus technologies, which already include 11 new, second generation hybrid-electric articulated buses with more planned for delivery in 2021, to stay up to date with industry trends, while adjusting the long-term bus replacement plan to effectively manage the integration of new technology as older-model buses complete their lifecycle.

* Hydrogen fuel cell technology requires considerable upfront costs and increased operating costs when compared to electric technology. However, costs associated with hydrogen fuel cell technology is rapidly decreasing.



Le Corbusier BRT - Laval, Québec



Laker Line BRT - Michigan, US

Thank you for participating!

The next round of public engagement is planned for late-2021 when the Mississauga East Transit Project Assessment Process (TPAP) is scheduled to commence.

Next Steps

The project team will continue to complete any necessary studies and proceed with the design of the BRT corridor. Feedback received from this round of engagement will be used by the team to influence refinements to the pinch point and corridor designs. Work will continue to advance for the four segments of the project as demonstrated below:

Toronto	Mississauga East	Mississauga West	Halton and Hamilton
<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the Preliminary Design Business Case (PDBC)• Continuing environmental studies in preparation for TPAP Commencement and Environmental Project Report (EPR)	<ul style="list-style-type: none">• TPAP:<ul style="list-style-type: none">▪ Prepare and distribute Notice of Commencement▪ Commence TPAP consultation and documentation period• Prepare draft EPR and 10% Preliminary Design<ul style="list-style-type: none">▪ Refinements to Preferred Design• PDBC<ul style="list-style-type: none">▪ Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC	<ul style="list-style-type: none">• Assess the pinch point alternatives to determine technically preferred design to be tested through the PDBC• Continuing environmental studies in preparation for TPAP Commencement and EPR	<ul style="list-style-type: none">• Prepare preferred design and develop proposed stop locations

We want to hear from you!

We appreciate the time you have taken to learn more about the proposed Dundas Bus Rapid Transit (BRT) project, and we would greatly value your input on the following:

- Existing environmental conditions
- Pinch point alternative designs and preferred designs
- Corridor design outside pinch points
- Stop locations

Please complete the [online feedback form](#).

We are committed to continuous engagement to help evolve the design of the Dundas BRT based on the outcomes of discussions with your communities.

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

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

Our Community Relations team is also accepting membership to the Mississauga Stakeholder Advisory Group (SAG). If your local Mississauga business, community organization or resident association is interested in joining the SAG to learn more and provide input into the study, please email Peel@metrolinx.com.

From: [Dion Angelini](#)
To: [Toronto West](#)
Cc: [Kuru Satkunanathan](#); [Luiza Sadowski](#)
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2
Date: Wednesday, August 11, 2021 4:23:03 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 Colin, of course. Let me know when you are planning to reschedule and I'll make myself available.

Dion

From: Toronto West [mailto:TorontoWest@metrolinx.com]
Sent: August 6, 2021 2:29 PM
To: Dion Angelini <Dion.Angelini@toronto.ca>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

Hi Dion,

My apologies, we have decided to push the dates for briefings to later in August.

I will follow up with dates/times for your consideration.

Best,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Dion Angelini <Dion.Angelini@toronto.ca>
Sent: July 29, 2021 1:39 PM
To: Toronto West <TorontoWest@metrolinx.com>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
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Hi Colin, August 12 would be great. See you then.

Dion Angelini

Office of Deputy Mayor Stephen Holyday

Councillor, Ward 2, Etobicoke Centre

Telephone: 416-392-4002

Twitter: @StephenHolyday

Sign up for our [e-newsletter](#)

From: Toronto West [<mailto:TorontoWest@metrolinx.com>]

Sent: July 28, 2021 10:57 AM

To: Dion Angelini <Dion.Angelini@toronto.ca>

Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>

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September 2 - 24th.

Gives us more time to book a meeting to go over the materials. Would **August 12 at 1:00 p.m.** or **August 19 at 1:00 p.m.** work for you?

Best,

COLIN BURNS

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Hi Colin hope you're doing well. It's been a while. Councillor Holyday has assigned me to this file as I have been working with residents on this in past months and I certainly would appreciate your time for a meeting beforehand. Please let me know what date/time works best.

Kind regards,

Dion Angelini

Office of Deputy Mayor Stephen Holyday
Councillor, Ward 2, Etobicoke Centre
Telephone: 416-392-4002
Twitter: @StephenHolyday
Sign up for our [e-newsletter](#)

From: Toronto West [<mailto:TorontoWest@metrolinx.com>]

Sent: July 20, 2021 4:02 PM

To: Councillor Holyday <Councillor_Holyday@toronto.ca>

Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski
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Subject: Dundas BRT Public Consultation #2, August 12 - September 2

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Before the consultation goes live, we would like to invite you to a preview of the materials. If you would like to connect with our project team, please let me know and we can coordinate a meeting.

Regards,

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To: [Toronto West](#)
Cc: [Kuru Satkunanathan](#); [Luiza Sadowski](#)
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2
Date: Thursday, July 29, 2021 1:39:26 PM

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Dion Angelini

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Councillor, Ward 2, Etobicoke Centre
Telephone: 416-392-4002
Twitter: @StephenHolyday
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Sent: July 20, 2021 4:02 PM
To: Councillor Holyday <Councillor_Holyday@toronto.ca>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Subject: Dundas BRT Public Consultation #2, August 12 - September 2

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COLIN BURNS

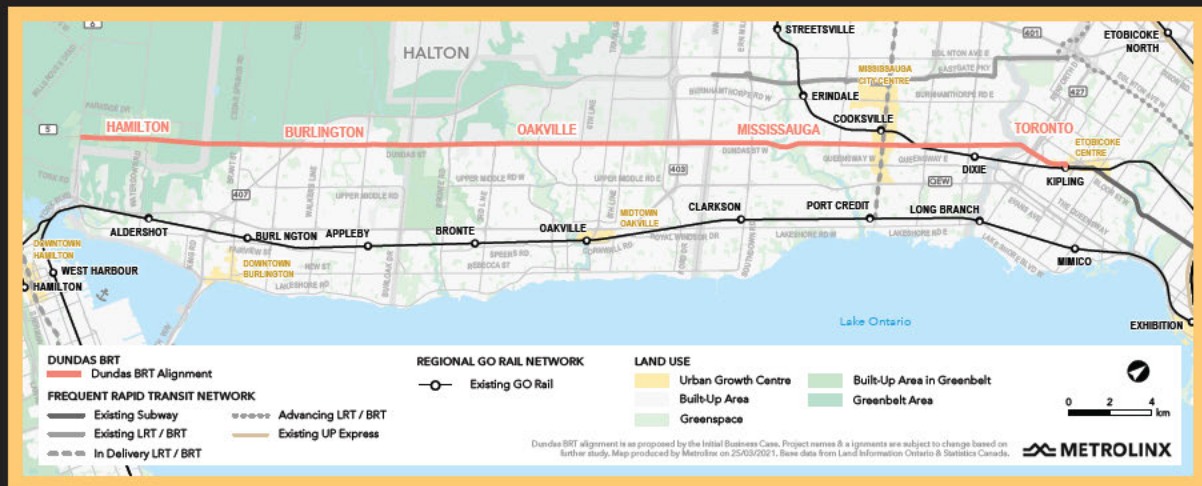
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Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 August 12 - September 2, 2021 for our second virtual public engagement!

We want to invite you to learn about what's new and provide your feedback online. Here you'll learn more about:

- The organization of the project;
- What we heard during the first round of engagement;
- Existing environmental conditions for Toronto and Mississauga;
- BRT corridor design for Mississauga;
- Alternative designs being considered for the constrained area in Erindale Valley;
- Preferred design and other assessed designs for the constrained area in Cooksville;
- Proposed stop locations in Mississauga East; and
- Next steps.

Get Involved

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

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**

From: [Toronto West](#)
To: Councillor_Holyday@toronto.ca
Cc: [Zul Hamzah](#); [Darcy Wiltshire](#); Matthew.Davis@toronto.ca; Allison.Reid@toronto.ca; Alan.Filipuzzi@toronto.ca; Joshua.Bassett@toronto.ca; [Luiza Sadowski](#); [Leona Hollingsworth](#)
Subject: Dundas BRT Public Consultation Process
Date: Thursday, April 15, 2021 11:46:04 AM
Attachments: [REDACTED]

Dear Councillor Holyday,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks (the postcard attached is being delivered to residents within 200 metres of the BRT corridor). Before the consultation goes live, we would like to invite you to an online preview of the materials.

This planning process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

If you cannot attend this briefing but would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

Dundas Bus Rapid Transit

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:

www.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

All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*.

Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

MEETING NOTES

Dundas BRT Initial Business Case Briefing

January 7, 2021

1:30pm - 2:00pm

Via MS Teams / Teleconference

OVERVIEW

This meeting was to introduce Councillor Holyday to the Dundas BRT Initial Business Case, providing a high-level overview of the three different service option concepts and their benefits and associated costs. It was also intended to provide updates on the project status and next steps: the IBC draft is complete and was published in December 2020. The IBC recommends BRT infrastructure and a service concept to maximize benefit of the infrastructure investment, and a contract has been awarded for preliminary design (30%), PDBC, and TPAP.

ATTENDEES

Metrolinx

- Joseph Ehrlich - *Director, Project Planning (A)*
- Luiza Sadowski - *Sr. Manager - Community Relations - Toronto West*
- Theresa Tran, *Manager, Stakeholder Relations*
- Colin Burns - *Community Relations & Issues Specialist - Toronto West*

Elected Officials

- Stephen Holyday, City Councillor Ward 2, Etobicoke Centre

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

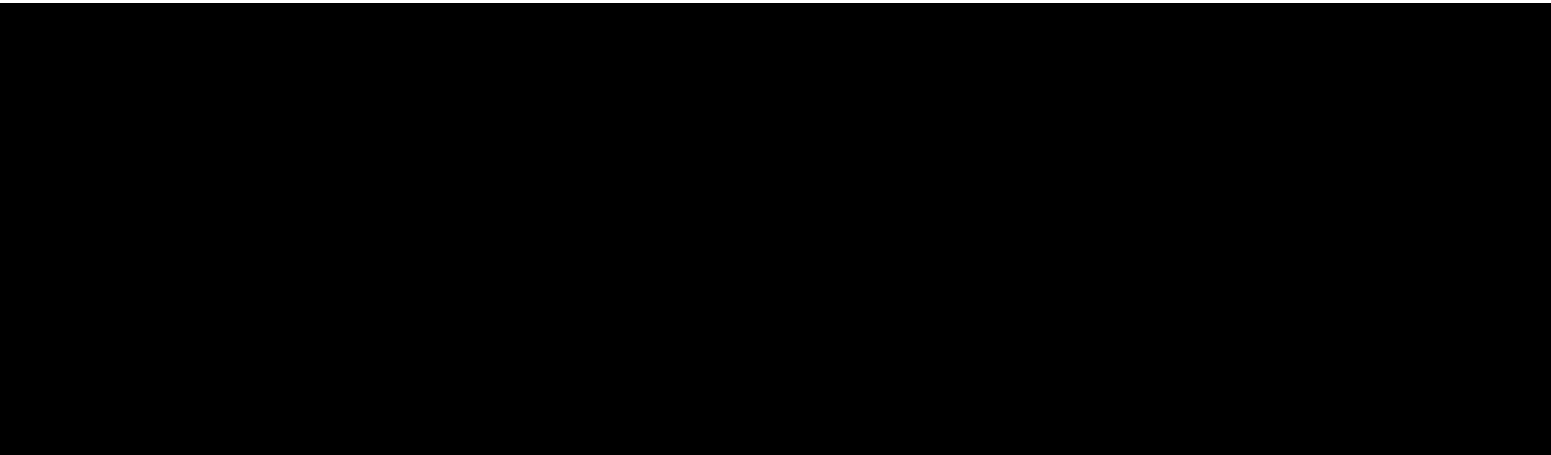
■ [REDACTED]

■ [REDACTED]

- [illegible]

Elected Officials

- **Councillor Sue McFadden**



From: <Peel>
Received: 9/17/2021 4:52 PM
To: Mississauga Ward 10
Cc: Jackie Czajka
Subject: Re: Dundas BRT Live Event EML:025400549

Good Afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com



From: <Peel>

Received: 8/25/2021 11:16 AM

To: Mississauga Ward 10

Subject: Re: Dundas BRT Second Public Engagement EML:025400486

Dear Councillor McFadden,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation will launch online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open for three weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.

Thank you,

JESSICA SINGH

Peel Community Engagement

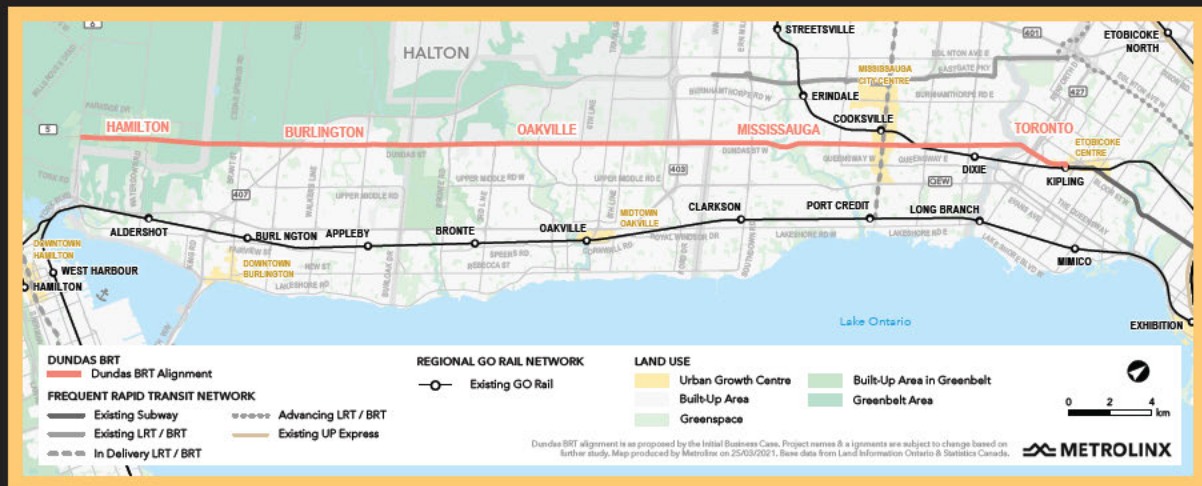
Metrolinx

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 from September 2 to September 23, 2021 for our second virtual public engagement!

Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the constrained area in Erindale Valley
- Best performing design and other assessed designs for the constrained area in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

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

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

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

Phone: (416) 202-7500

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TorontoWest@metrolinx.com

Peel@metrolinx.com

HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

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From: <Peel>

Received: 4/13/2021 4:26 PM

To: Mississauga Ward 10

Subject: Dundas BRT: First Public Engagement EML:025400192

Good afternoon,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx and our partners in Toronto, Mississauga, Halton Region and Hamilton are working productively together to advance the Dundas Bus Rapid Transit (BRT) project through the Transit Priority Assessment Process (TPAP) and Preliminary Design Business Case. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to comment will be open for two weeks. Starting early next week, residents adjacent to the corridor will receive the attached postcard with information about how they can participate.

This process will assess a BRT to travel along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. More than 20kms of the 48 will operate in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections. If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

Please don't hesitate to reach out if you have any questions.
Thank you,

Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

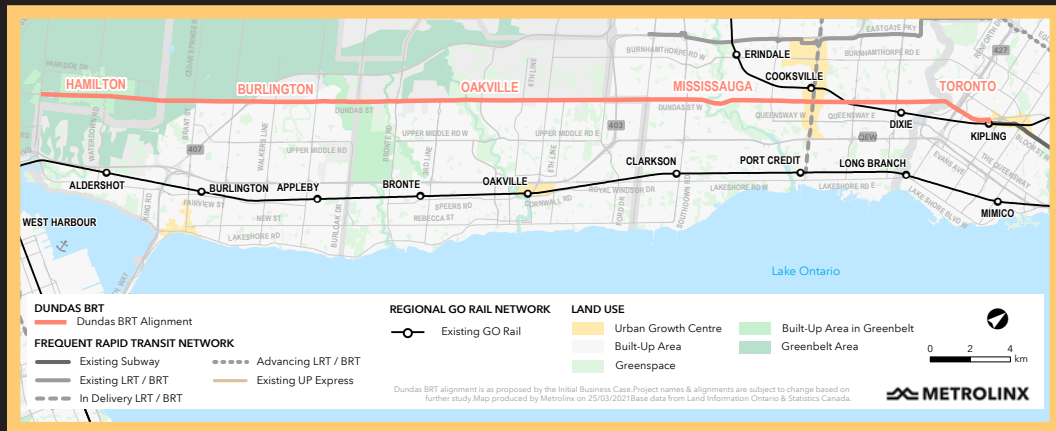
Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4

17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

Dundas Bus Rapid Transit

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:

www.metrolinxengage.com/dundasbrt

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TorontoWest@metrolinx.com

Peel@metrolinx.com

HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

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Pour plus de renseignements, veuillez composer le **416-202-3900** ou le **1-888-438-6646**

Elected Officials

- **Mayor Bonnie Crombie**

From: Jackie Czajka
Sent: September 21, 2021 9:05 AM
To: mayor@mississauga.ca
Cc: Greg Medulun; Michelle Baker
Subject: Dundas BRT Live Event Details - Sept 22 6:30-7:30pm
Attachments: [REDACTED]

Good Afternoon Mayor Crombie,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

The second round of public consultation has launched online on [Metrolinx Engage](#) on Thursday, September 2, 2021, and the opportunity to comment will be open until Thursday September 23, 2021. We will also be hosting a virtual live meeting on Wednesday September 22nd, 2021 from 6:30 pm to 7:30 pm. Residents can learn more details and submit their questions in advance at metrolinxengage.com/dundasBRT. We encourage residents to attend and learn more.

If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let us know and we can coordinate a meeting to provide further details.

As always, if there's anything Metrolinx related that you or your office would like to discuss, please feel free to reach out.

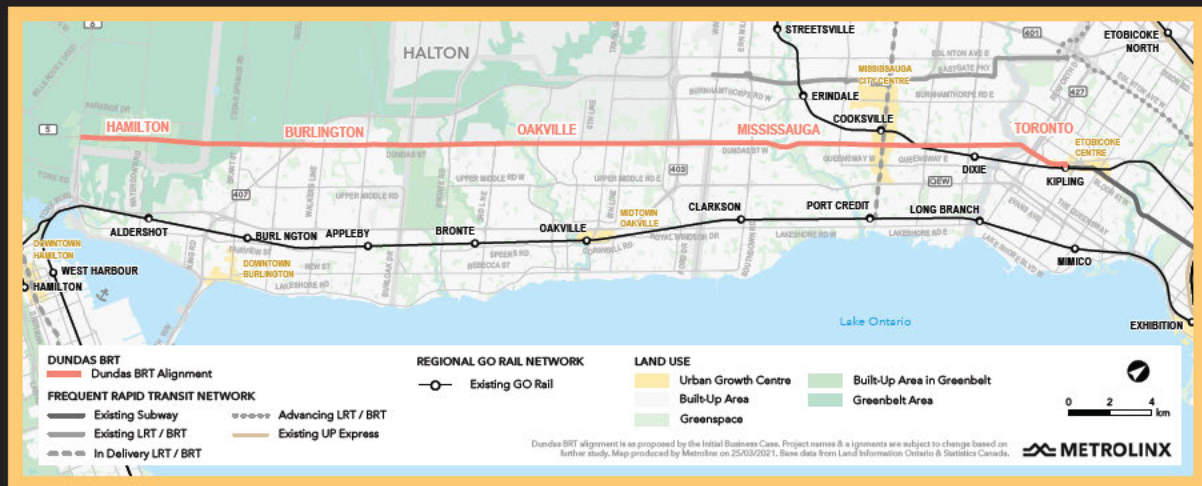
Best,

JACKIE CZAJKA

Senior Manager, Peel Region
Communications Division
97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



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Dundas Bus Rapid Transit

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Get Involved

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Elected Officials

- **Mayor Fred Eisenberger**

From: [Jessica Scott](#)
To: [Office of the Mayor](#)
Cc: [Omazic, Drina](#)
Subject: Hamilton GO Transit Service Reinstatement and Dundas BRT Engagement
Date: August 26, 2021 3:02:00 PM
Attachments: 

Good afternoon Mayor Eisenberger,

We are reaching out to inform you of service increases coming to the Hamilton GO and West Harbour GO stations effective September 4. As many riders return to offices and schools, we're increasing weekday train service across our system to provide more flexibility to get our customers where they need to go. For the Hamilton GO Centre, four morning and four evening trips will now run express on the Lakeshore West Line, and three new trips have been added to the West Harbour GO station at 5:13 a.m., 6:13 a.m. and 7:13 a.m. on weekends.

Please let our office know if you require more information about the upcoming service changes. See more in the latest [Metrolinx News blog](#).

Also coming up, the next round of Dundas Street BRT virtual engagement is scheduled for September 2 to 23. Attached is a copy of the postcard being delivered along the corridor. Hamilton residents are encouraged to connect with the Hamilton-Niagara Community Relations office if they have any questions, Hamilton@metrolinx.com or visit [Metrolinxengage.com/DundasBRT](https://metrolinxengage.com/DundasBRT) for more information.

Thank you,

JESSICA SCOTT *(she/her)*

Community Relations & Issues Specialist, Hamilton-Niagara, Guelph-Wellington, Kitchener-Waterloo

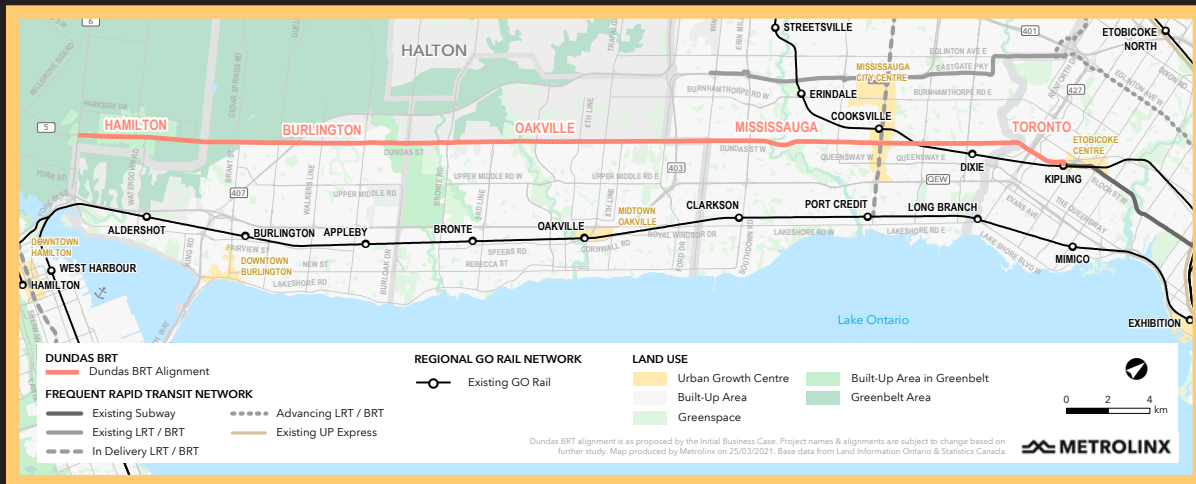
Communications | Metrolinx

36 Hunter St. E | Hamilton | Ontario | L8N 3W8

T: 416-202-7993



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Dundas Bus Rapid Transit

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September 22, 2021 from 6:30 to 7:30 p.m. at

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From: [Kelly Anderson](#)
To: drina.omazic@hamilton.ca
Cc: [Jessica Scott](#); [Darcy Wiltshire](#); [Molloy, Steve](#); [Recine, Jen](#)
Subject: Metrolinx Briefing - Dundas Street BRT Project Engagement
Date: Wednesday, April 14, 2021 9:06:18 AM
Attachments: 

Hi Drina,

I hope you're doing well! We wanted to connect with the Mayor's Office to provide an update on the Dundas Street BRT project and upcoming public engagement process. I've attached a project postcard for reference and more details are also provided below. If the Mayor would like a briefing please let me know and we would be happy to set something up, in partnership with the City's Transportation Planning team.

FYI – we're also reaching out to Councillor Partridge to offer the same.

Thanks
Kelly

.....

Metrolinx and our partners in Toronto, Mississauga, Oakville, Burlington and Hamilton are working collaboratively to advance the Dundas Street Bus Rapid Transit (BRT) project through the Transit Project Assessment Process (TPAP) and Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in December 2020.

This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from Waterdown, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of (virtual) public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to review material and comment will remain open for two weeks.

Kelly Anderson (She/Her)
Senior Manager, Community Engagement
KW/Halton, Hamilton/Niagara (A)
Kelly.Anderson@Metrolinx.com
437-216-1778



Dundas Bus Rapid Transit

Join us for an online virtual open house



Dundas Bus Rapid Transit

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Elected Officials

- **Mayor Patrick Brown**

From: Jackie Czajka
Sent: September 21, 2021 9:07 AM
To: patrick.brown@brampton.ca
Cc: Greg Medulun
Subject: Dundas BRT Live Event Details - Sept 22 6:30-7:30pm
Attachments: [REDACTED]

Good Morning Mayor Brown,

Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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As always, if there's anything Metrolinx related that you or your office would like to discuss, please feel free to reach out.

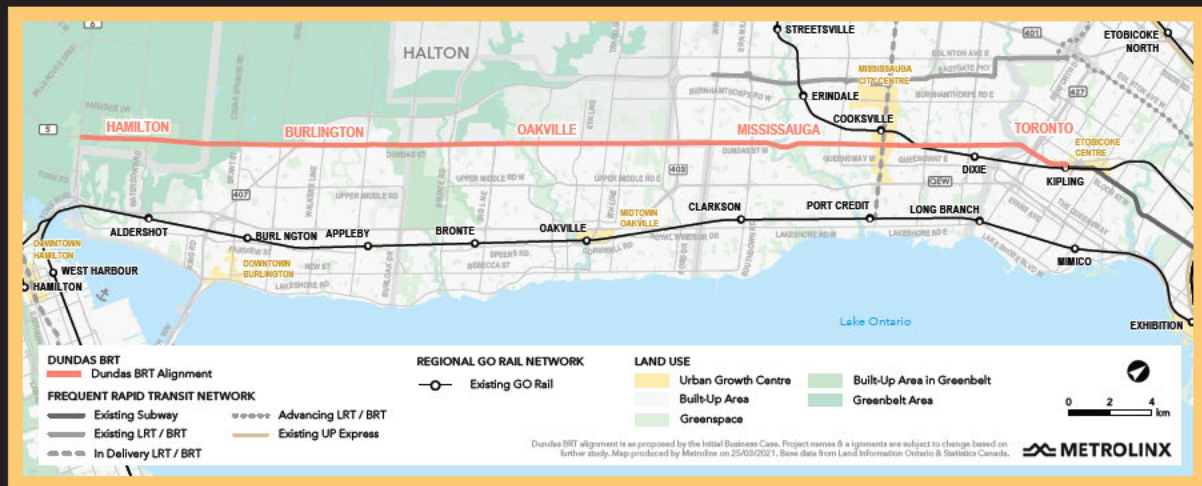
Best,

JACKIE CZAJKA

Senior Manager, Peel Region
Communications Division
97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



Join us for a Virtual Public Engagement



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Phone: (416) 202-7500

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Elected Officials

- **Member of Provincial
Parliament Christine
Hogarth**

From: Toronto West
Sent: August 27, 2021 4:25 PM
To: christine.hogarth@pc.ola.org
Cc: Kuru Satkunanathan; Luiza Sadowski
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

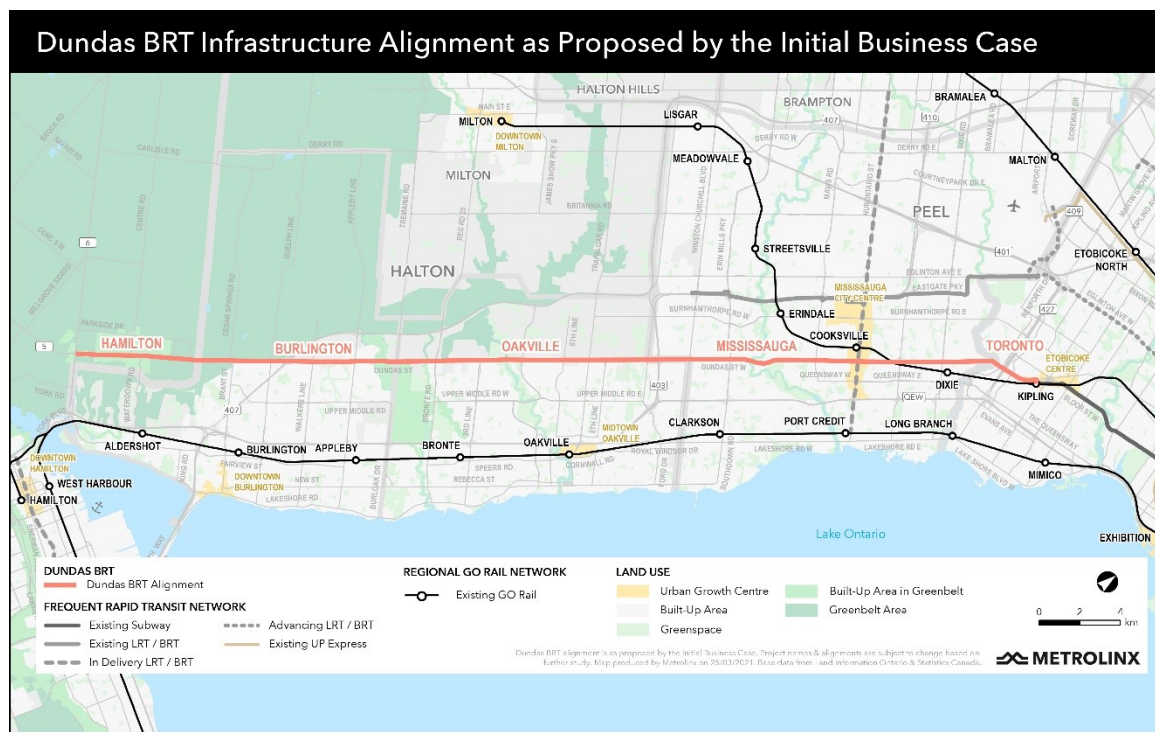
Dear MPP Hogarth,

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

During our first virtual public engagement in April 2021, you learned about the project and provided feedback on:

- The Dundas BRT project in your community
- What about the project is important to you
- Factors you considered important for assessing constrained areas of the proposed corridor (pinch points)

Join us online from September 2 to September 23, 2021 for our second virtual public engagement!



- The organization of the project
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- Existing environmental conditions for Toronto and Mississauga

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You can provide your feedback directly on Metrolinx Engage by completing a feedback form, submitting a question, leaving a comment on the interactive map or sending the project team an email. You can also participate in a virtual live session on September 22, 2021 from 6:30 to 7:30 p.m. at MetrolinxEngage.com/DundasBRT. The live session will feature updates from project experts and an opportunity to ask your questions.

As preliminary design work for Toronto, Mississauga West, Halton, and Hamilton is still underway, more information related to pinch points, proposed stop location and potential amenities in these areas will be presented during a future public engagement session.

Please let me know if you have any questions or if you would like an opportunity to meet with the project team.

Regards,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Toronto West

Sent: July 28, 2021 4:20 PM

To: 'christine.hogarth@pc.ola.org' <christine.hogarth@pc.ola.org>

Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>

Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

Dear MPP Hogarth,

I wanted to follow up to let you know that the date for the second round of public consultation has been pushed from August to September. Public consultation is an important part of our planning and as such, we want to make sure as many people as possible have an opportunity to explore the information and provide feedback. I will send you a new invitation, please expect to see that in your inbox in the next few weeks.

Regards,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Toronto West
Sent: July 20, 2021 4:03 PM
To: 'christine.hogarth@pc.ola.org' <christine.hogarth@pc.ola.org>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Subject: Dundas BRT Public Consultation #2, August 12 - September 2

Dear MPP Hogarth,

Metrolinx is hosting a second round of public consultation for the Dundas BRT project that will launch online on [Metrolinx Engage](#) on August 12 to September 2 (the postcard attached is being delivered to residents within 200 metres of the BRT corridor).

The opportunity to comment will be open for two weeks. During the consultation, residents will learn about the organization of the project, what we heard during the first round of engagement, and existing environmental conditions for Toronto.

Before the consultation goes live, we would like to invite you to a preview of the materials. If you would like to connect with our project team, please let me know and we can coordinate a meeting.

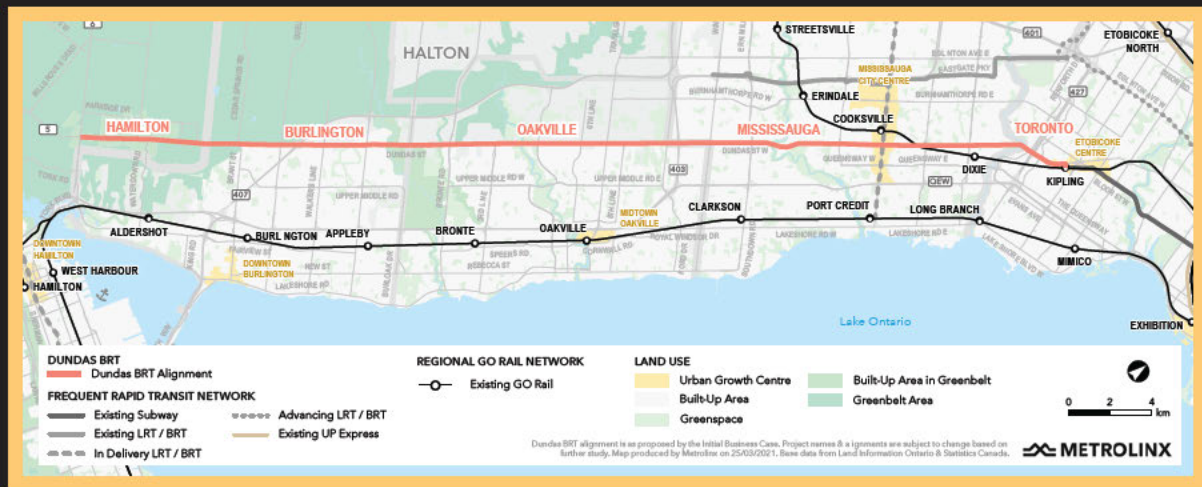
Regards,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
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We want to invite you to learn about what's new and provide your feedback online. Here you'll learn more about:

- The organization of the project;
- What we heard during the first round of engagement;
- Existing environmental conditions for Toronto and Mississauga;
- BRT corridor design for Mississauga;
- Alternative designs being considered for the constrained area in Erindale Valley;
- Preferred design and other assessed designs for the constrained area in Cooksville;
- Proposed stop locations in Mississauga East; and
- Next steps.

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From: [Jessica Singh](#)
To: [Community Relations and Communications](#)
Subject: Meeting Summary | Mississauga/Toronto MPP Briefing: Dundas BRT PIC
Date: Thursday, April 15, 2021 1:06:26 PM

Peel-Toronto MPP Briefing: Dundas BRT PIC

April 15, 2021

11:30am – 12:00pm

Via MS Teams / Teleconference

OVERVIEW

This meeting was to engage Toronto/Mississauga MPPs ahead of launching the Dundas BRT Virtual Open House on Monday April 19, providing a high-level overview of BRT, updates on the project status and next steps. This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from the Village of Waterdown in the City of Hamilton, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Kevin Phillips, AECOM, walked through the public engagement boards.

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ATTENDEES

Metrolinx

- Darcy Wiltshire – *Project Manager, Environmental Programs & Assessments*
- Zul Hamzah – *Advisor, Rapid Transit Planning*
- Leona Hollingsworth – *Sr. Manager, Community Engagement - West*
- Jessica Singh – *Community Relations & Issues Specialist*

AECOM

- Kevin Phillips – *Project Manager, AECOM*
- Andrew Barr – *Consultant, AECOM*

MPPs

- Kaleed Rasheed - *MPP Mississauga East-Cooksville*
- Maaz Ali – *Office of MPP Mississauga East-Cooksville*
- Nina Tangri - *MPP Mississauga–Streetsville*
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- Natalia Kusendova – *MPP Mississauga–Centre*
- Christine Hogarth – *MPP Etobicoke Lakeshore*

City of Mississauga

- Matthew Williams – *Rapid Transit Office*





Jessica Singh

Community Relations and Issues Specialist

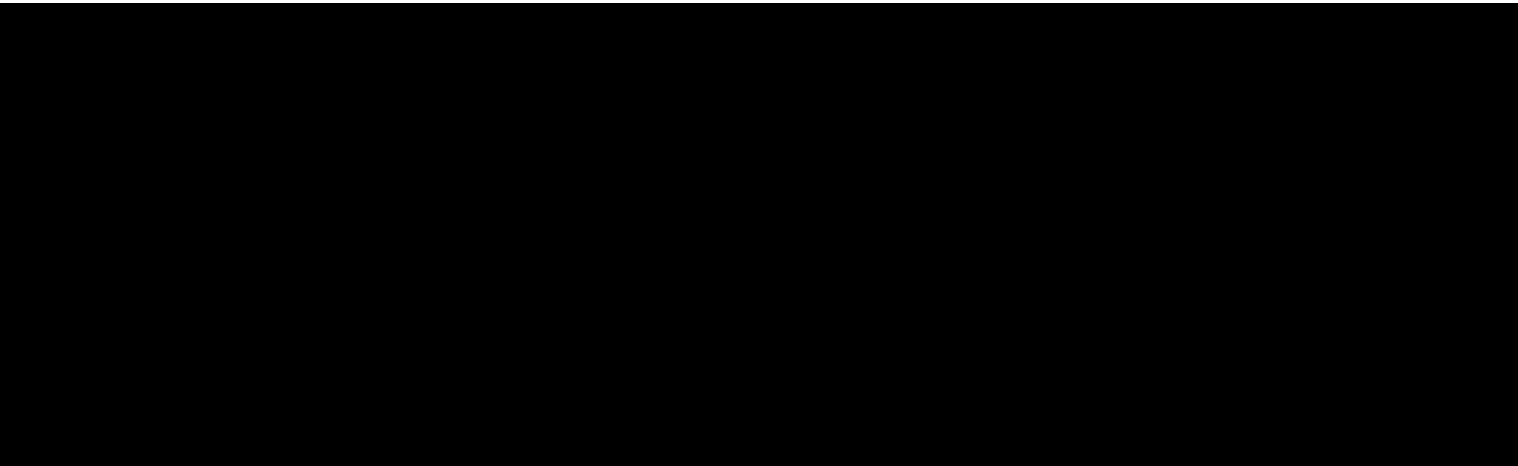
Peel | METROLINX

C: 416.627.0154

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Elected Officials

- **Member of Provincial
Parliament Deepak Anand**



From: <Peel>
Received: 9/17/2021 1:56 PM
To: MPP Mississauga Malton
Subject: Re: Dundas BRT Live Event EML:025400540

Good Afternoon,

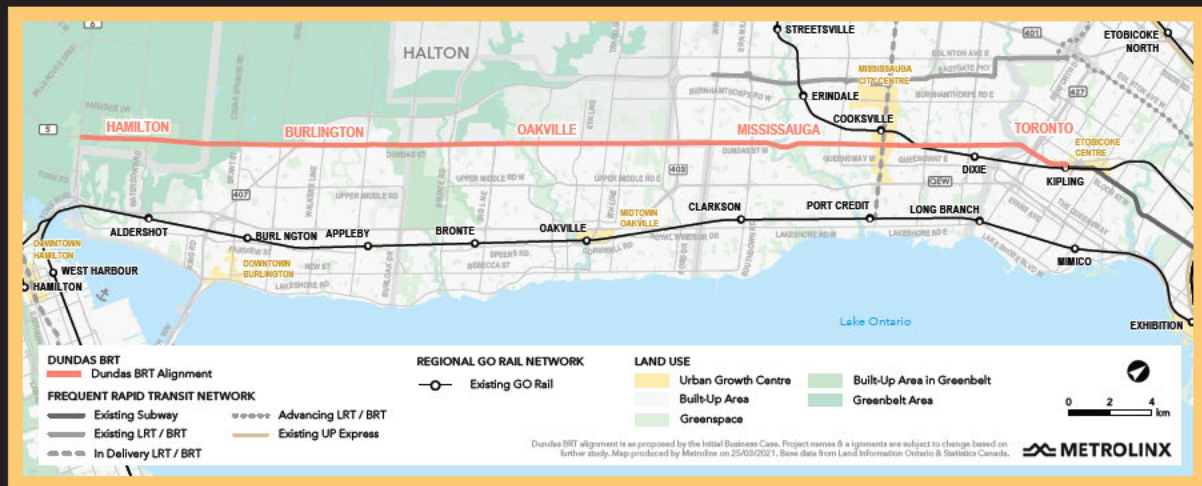
Public consultation is an essential part of planning for future transit connections. As you know, Metrolinx is continuing to advance plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a proposed transit corridor along a 48 kilometre stretch of 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 corridor, will operate in bus lanes, or in a dedicated right-of-way, separate from other traffic, allowing for more frequent and reliable transit connections.

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If you would like to connect with our project team about the public engagement, business case lifecycle, or the project in general, please let me know and we can coordinate a meeting to provide further details.

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
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- Proposed stop locations in Mississauga East
- Next steps

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September 22, 2021 from 6:30 to 7:30 p.m. at

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

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

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

Phone: (416) 202-7500

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

If you need assistance accessing 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. All personal information collected and used is in accordance with the *Freedom of Information and Protection of Privacy Act*. Pour plus de renseignements, veuillez composer le **1-888-438-6646**

From: [Jessica Singh](#)
To: [Community Relations and Communications](#)
Subject: Meeting Summary | Mississauga/Toronto MPP Briefing: Dundas BRT PIC
Date: Thursday, April 15, 2021 1:06:26 PM

Peel-Toronto MPP Briefing: Dundas BRT PIC

April 15, 2021

11:30am – 12:00pm

Via MS Teams / Teleconference

OVERVIEW

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- Natalia Kusendova – *MPP Mississauga–Centre*
- Christine Hogarth – *MPP Etobicoke Lakeshore*

City of Mississauga

- Matthew Williams – *Rapid Transit Office*





Jessica Singh

Community Relations and Issues Specialist


Peel | METROLINX

C: 416.627.0154

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Elected Officials

- **Member of Provincial
Parliament Donna Skelly**

From: [Jessica Scott](#)
To: donna.skelly@pc.ola.org
Cc: [MacLean, Grant](#)
Subject: Hamilton GO Transit Service Reinstatement and Dundas BRT Engagement
Date: August 26, 2021 2:57:00 PM
Attachments: 

Good afternoon MPP Skelly,

We are reaching out to inform you of service increases coming to the Hamilton GO and West Harbour GO stations effective September 4. As many riders return to offices and schools, we're increasing weekday train service across our system to provide more flexibility to get our customers where they need to go. four morning and four evening trips will now run express on the Lakeshore West Line, and three new trips have been added to the West Harbour GO station at 5:13 a.m., 6:13 a.m. and 7:13 a.m. on weekends.

Please let our office know if you require more information about the upcoming service changes. See more in the latest [Metrolinx News blog](#).

Also coming up, the next round of Dundas Street BRT virtual engagement is scheduled for September 2 to 23. Attached is a copy of the postcard being delivered along the corridor. Hamilton residents are encouraged to connect with the Hamilton-Niagara Community Relations office if they have any questions, Hamilton@metrolinx.com or visit [Metrolinxengage.com/DundasBRT](https://metrolinxengage.com/DundasBRT) for more information.

Thank you,

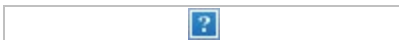
JESSICA SCOTT *(she/her)*

Community Relations & Issues Specialist, Hamilton-Niagara, Guelph-Wellington, Kitchener-Waterloo

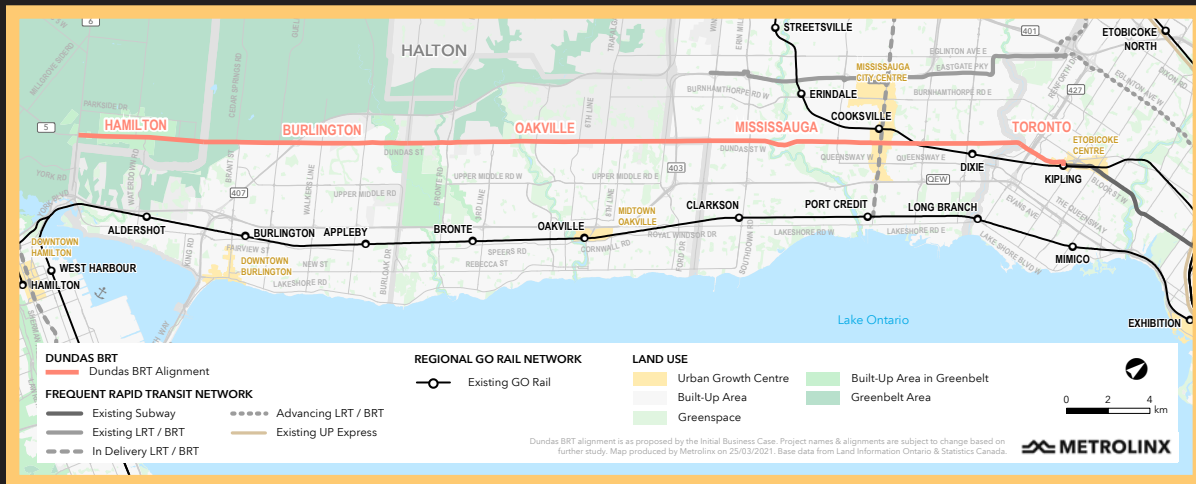
Communications | Metrolinx

36 Hunter St. E | Hamilton | Ontario | L8N 3W8

T: 416-202-7993



Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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.

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You can also participate in a virtual live session on:

September 22, 2021 from 6:30 to 7:30 p.m. at

[MetrolinxEngage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT).

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

Visit:

[Metrolinxengage.com/DundasBRT](https://www.metroinxengage.com/DundasBRT)

Phone: (416) 202-7500

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Hamilton@metrolinx.com

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From: [Jessica Scott](#)
To: [Community Relations and Communications](#)
Date: Wednesday April 14, 2021 3:57 PM
Subject: Meeting Summary | Hamilton-Halton MPP Briefing: Dundas BRT, Virtual Open House
Attachments: 

Hamilton-Halton MPP Briefing: Dundas BRT, Virtual Open House
April 14, 2021
2:00-2:30pm
Via MS Teams / Teleconference

OVERVIEW

This meeting was to engage Hamilton/Halton MPPs ahead of launching the Dundas BRT Virtual Open House on Monday April 19, providing a high-level overview of BRT, updates on the project status and next steps. This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from the Village of Waterdown in the City of Hamilton, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Kevin Phillips, AECOM, walked through the Virtual Open House deck and answered questions from meeting participants.

The first round of (virtual) public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to review material and comment will remain open for two weeks.

ATTENDEES

Metrolinx

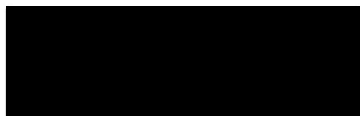
- Darcy Wiltshire, Environmental Project Manager
- Zul Hamzah, Advisor, Rapid Transit Planning
- Kelly Anderson, Sr. Manager, Community Engagement
- Mandeep Jassal, Community Relations & Issues Specialist
- Jessica Scott, Community Relations & Issues Specialist
- Kevin Phillips, Consultant, AECOM
- Andrew Barr, Consultant, AECOM

MTO

- Juliana Wilson – *MPP Liaison - MTO*

MPPs

- Grant MacLean, Executive Assistant to MPP Donna Skelly –
Flamborough/Glanbrook (Hamilton)



[REDACTED]

[REDACTED]

- [REDACTED]
 - [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

[REDACTED]

- [REDACTED]

- [REDACTED]

Thank you,

JESSICA SCOTT *(she/her)*

Community Relations and Issues Specialist, Hamilton and Niagara

Communications | Metrolinx

36 Hunter St. E | Hamilton | Ontario | L8N 3W8

T: 416-202-7993

[REDACTED]

Elected Officials

- **Member of Provincial
Parliament Effie
Triantafilopoulos**

From: Mandeep Jassal
Sent: August 26, 2021 1:52 PM
To: 'effie.triantafilopoulos@pc.ola.org'; stephen.crawford@pc.ola.org
Cc: Kelly Anderson; Loretta Allen
Subject: Dundas Street BRT Second Round of Public Consultation
Attachments: Dundas St. BRT Postcard.pdf

Hello,

I'm reaching out to provide an update on our planning and engagement work to advance the Dundas Street Bus Rapid Transit (BRT) project through the Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

The Dundas BRT corridor will involve a 48-kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton, through the City of Burlington, the Town of Oakville and the City of Mississauga, to the Kipling Transit Hub in the City of Toronto. Several Municipal Class Environmental Assessments have been completed in Halton and Hamilton for various road improvement projects that could potentially support the introduction of a shared HOV or bus-only lane.

Public consultation is an essential part of planning for future transit connections. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The second round of (virtual) public consultation will launch online on [Metrolinx Engage](#) on September 2 – 23, 2021. Since the last round of engagement in April, an evaluation for converting the future HOV lanes to dedicated curbside BRT lanes is underway and will be presented at a future round of engagement. Properties within 200 metres of the corridor will receive the attached postcard via mail delivery with information about how they can participate.

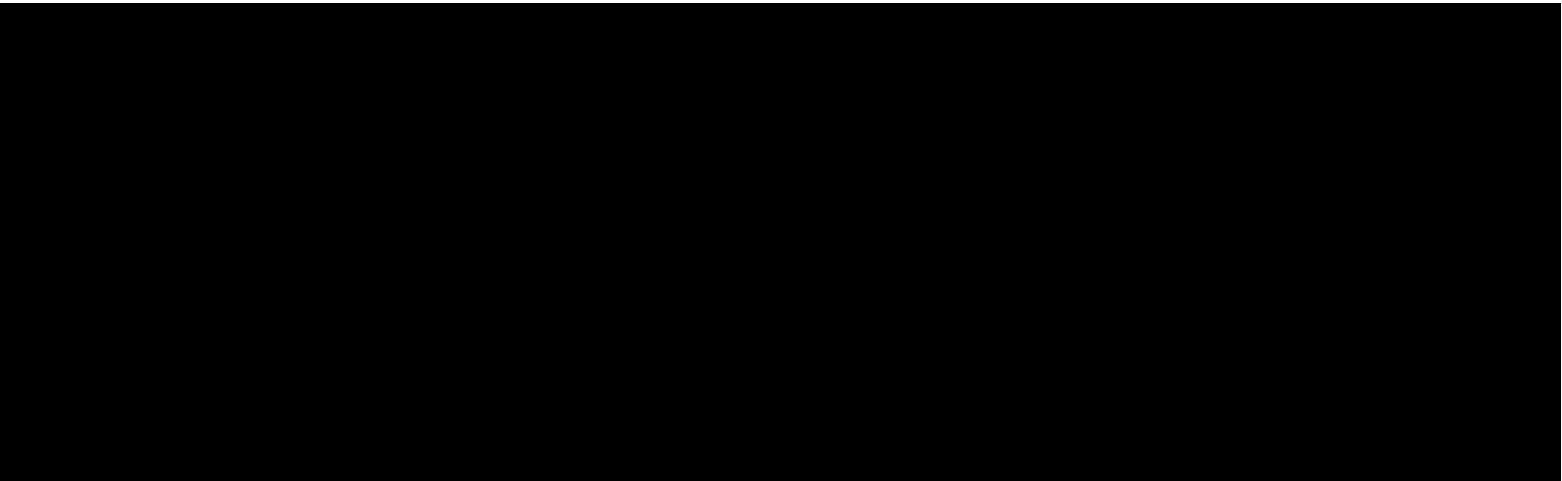
Please let us know if you would like a quick briefing on the project in the coming weeks and we will be happy to make arrangements.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

Elected Officials

- **Member of Provincial
Parliament Kaleed Rasheed**



From: <Peel>
Received: 9/17/2021 1:38 PM
To: MPP Mississauga East-Cooksville
Subject: Re: Dundas BRT Live Event EML:025400537

Good Afternoon,

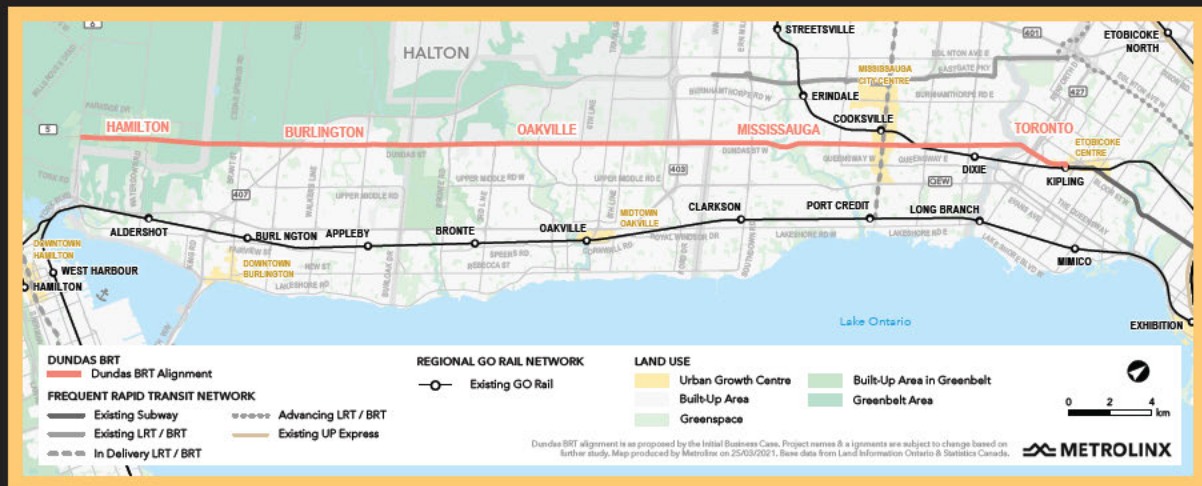
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JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

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Phone: (416) 202-7500

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HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

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To: [Community Relations and Communications](#)
Subject: Meeting Summary | Mississauga/Toronto MPP Briefing: Dundas BRT PIC
Date: Thursday, April 15, 2021 1:06:26 PM

Peel-Toronto MPP Briefing: Dundas BRT PIC

April 15, 2021

11:30am – 12:00pm

Via MS Teams / Teleconference

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AECOM

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City of Mississauga

- Matthew Williams – *Rapid Transit Office*

■

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■



Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

C: 416.627.0154

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Elected Officials

- **Member of Provincial
Parliament Kinga
Surma**

From: Toronto West
Sent: August 27, 2021 4:24 PM
To: kinga.surma@pc.ola.org
Cc: Kuru Satkunanathan; Luiza Sadowski
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

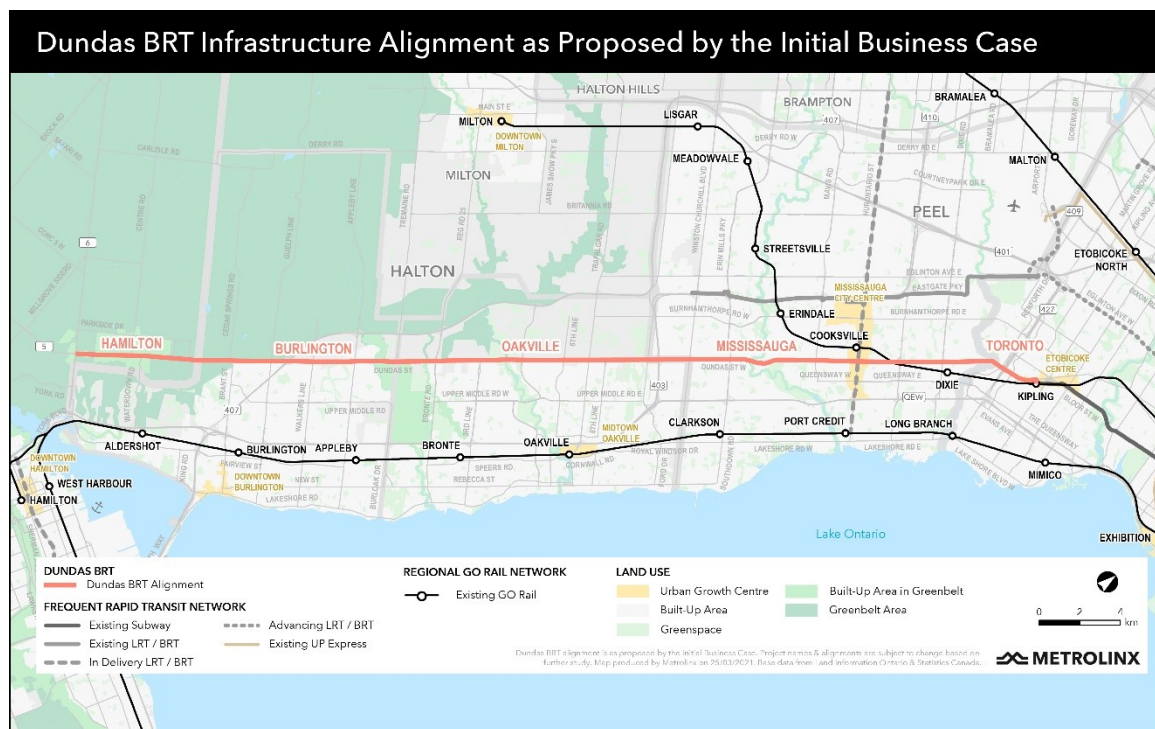
Dear Minister Surma,

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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 corridor, will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

During our first virtual public engagement in April 2021, you learned about the project and provided feedback on:

- The Dundas BRT project in your community
- What about the project is important to you
- Factors you considered important for assessing constrained areas of the proposed corridor (pinch points)

Join us online from September 2 to September 23, 2021 for our second virtual public engagement!



- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga

- BRT corridor design for Mississauga
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You can provide your feedback directly on Metrolinx Engage by completing a feedback form, submitting a question, leaving a comment on the interactive map or sending the project team an email. You can also participate in a virtual live session on September 22, 2021 from 6:30 to 7:30 p.m. at [MetrolinxEngage.com/DundasBRT](https://metrolinxengage.com/DundasBRT). The live session will feature updates from project experts and an opportunity to ask your questions.

As preliminary design work for Toronto, Mississauga West, Halton, and Hamilton is still underway, more information related to pinch points, proposed stop location and potential amenities in these areas will be presented during a future public engagement session.

Please let me know if you have any questions or if you would like an opportunity to meet with the project team.

Regards,

COLIN BURNS

Community Relations & Issues Specialist

Toronto West Office | Metrolinx

2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3

647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: [Surma, Kinga](#)
To: [Toronto West](#)
Cc: [Kuru Satkunanathan](#); [Luiza Sadowski](#); [Hartmann, Andrew](#)
Subject: Re: Dundas BRT Public Consultation #2, August 12 - September 2
Date: Wednesday, July 28, 2021 4:27:19 PM

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Thank you!

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From: Toronto West <TorontoWest@metrolinx.com>
Sent: Wednesday, July 28, 2021 4:18:59 PM
To: Surma, Kinga <kinga.surma@pc.ola.org>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

Dear Minister Surma,

I wanted to follow up to let you know that the date for the second round of public consultation has been pushed from August to September. Public consultation is an important part of our planning and as such, we want to make sure as many people as possible have an opportunity to explore the information and provide feedback. I will send you a new invitation, please expect to see that in your inbox in the next few weeks.

Regards,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Toronto West
Sent: July 20, 2021 4:02 PM
To: 'kinga.surma@pc.ola.org' <kinga.surma@pc.ola.org>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
Subject: Dundas BRT Public Consultation #2, August 12 - September 2

Dear Minister Surma,

Metrolinx is hosting a second round of public consultation for the Dundas BRT project

that will launch online on [Metrolinx Engage](#) on August 12 to September 2 (the postcard attached is being delivered to residents within 200 metres of the BRT corridor).

The opportunity to comment will be open for two weeks. During the consultation, residents will learn about the organization of the project, what we heard during the first round of engagement, and existing environmental conditions for Toronto.

Before the consultation goes live, we would like to invite you to a preview of the materials. If you would like to connect with our project team, please let me know and we can coordinate a meeting.

Regards,

COLIN BURNS

Community Relations & Issues Specialist

Toronto West Office | Metrolinx

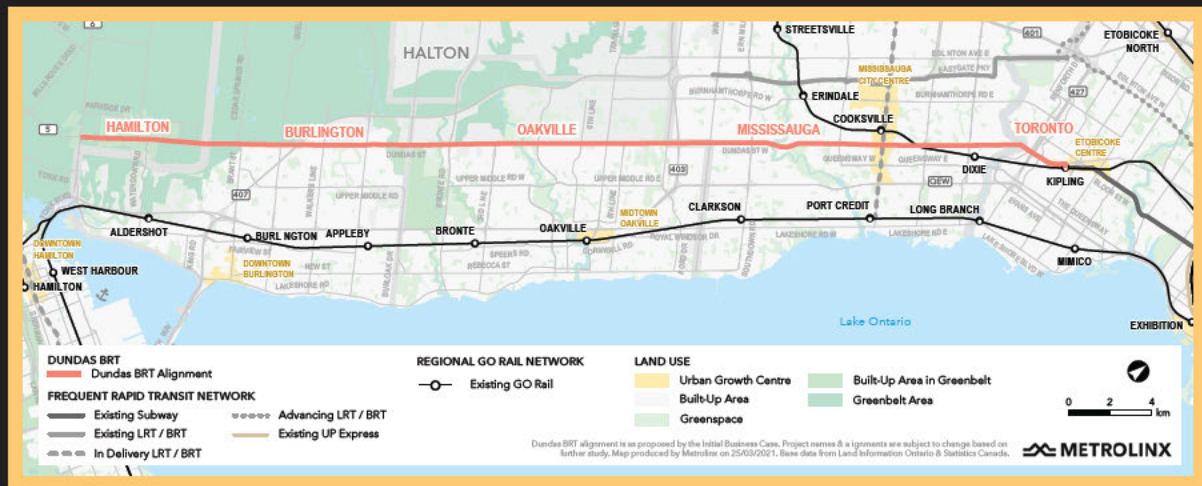
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647-920-0741 | Colin.Burns@metrolinx.com

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Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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Join us online between August 12 - September 2, 2021 for our second virtual public engagement!

We want to invite you to learn about what's new and provide your feedback online. Here you'll learn more about:

- The organization of the project;
- What we heard during the first round of engagement;
- Existing environmental conditions for Toronto and Mississauga;
- BRT corridor design for Mississauga;
- Alternative designs being considered for the constrained area in Erindale Valley;
- Preferred design and other assessed designs for the constrained area in Cooksville;
- Proposed stop locations in Mississauga East; and
- Next steps.

Get Involved

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

Phone: (416) 202-7500

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

TorontoWest@metrolinx.com

Peel@metrolinx.com

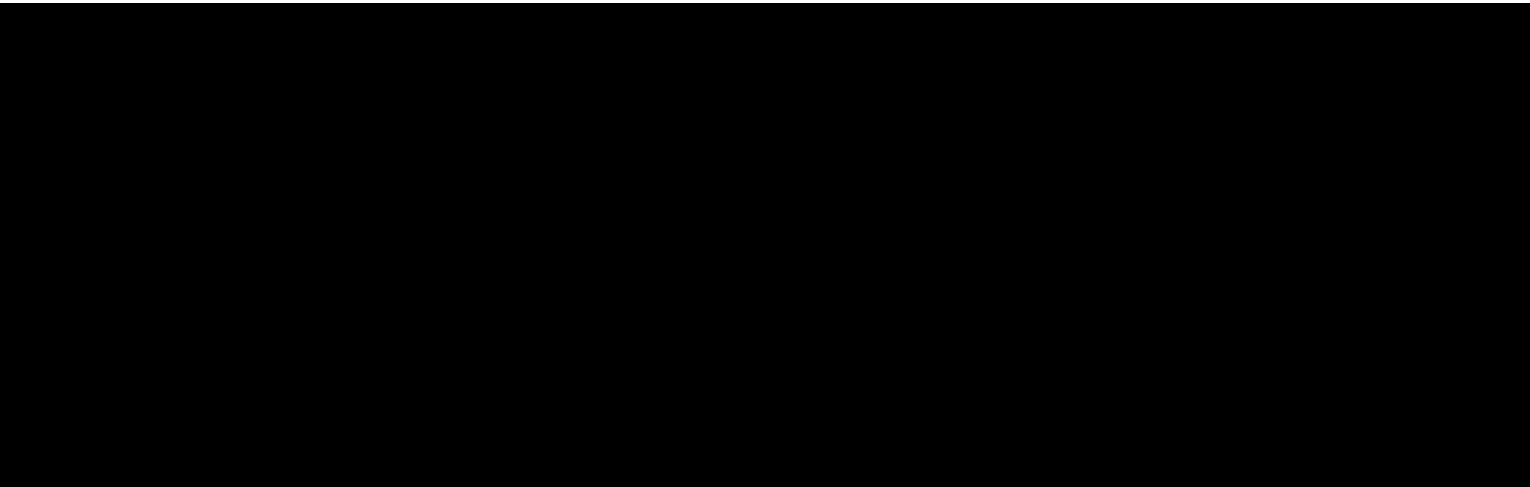
HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

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Elected Officials

- **Member of Provincial
Parliament Natalia Kusendova**



From: <Peel>
Received: 9/17/2021 1:36 PM
To: MPP Mississauga Centre
Subject: Re: Dundas BRT Live Event EML:025400536

Good Afternoon,

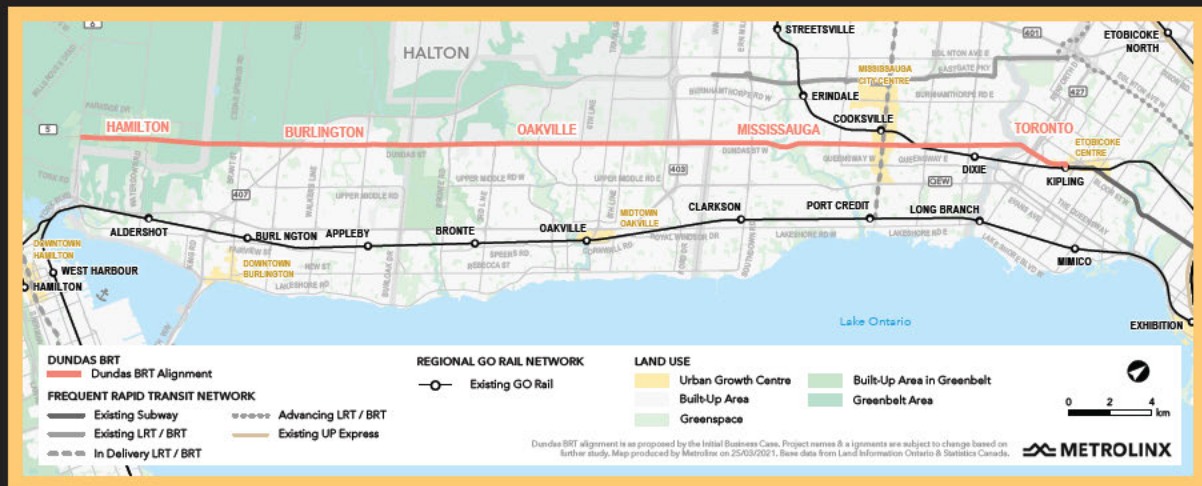
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JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

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From: [Jessica Singh](#)
To: [Community Relations and Communications](#)
Subject: Meeting Summary | Mississauga/Toronto MPP Briefing: Dundas BRT PIC
Date: Thursday, April 15, 2021 1:06:26 PM

Peel-Toronto MPP Briefing: Dundas BRT PIC

April 15, 2021

11:30am – 12:00pm

Via MS Teams / Teleconference

OVERVIEW

This meeting was to engage Toronto/Mississauga MPPs ahead of launching the Dundas BRT Virtual Open House on Monday April 19, providing a high-level overview of BRT, updates on the project status and next steps. This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from the Village of Waterdown in the City of Hamilton, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Kevin Phillips, AECOM, walked through the public engagement boards.

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Metrolinx

- Darcy Wiltshire – *Project Manager, Environmental Programs & Assessments*
- Zul Hamzah – *Advisor, Rapid Transit Planning*
- Leona Hollingsworth – *Sr. Manager, Community Engagement - West*
- Jessica Singh – *Community Relations & Issues Specialist*

AECOM

- Kevin Phillips – *Project Manager, AECOM*
- Andrew Barr – *Consultant, AECOM*

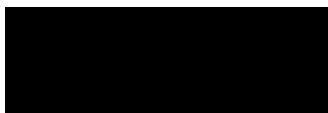
MPPs

- Kaleed Rasheed - *MPP Mississauga East-Cooksville*
- Maaz Ali – *Office of MPP Mississauga East-Cooksville*
- Nina Tangri - *MPP Mississauga–Streetsville*
- Sonia Benjamin – *Office of MPP Mississauga-Malton*
- Natalia Kusendova – *MPP Mississauga–Centre*
- Christine Hogarth – *MPP Etobicoke Lakeshore*

City of Mississauga

- Matthew Williams – *Rapid Transit Office*





Jessica Singh

Community Relations and Issues Specialist

Peel | METROLINX

C: 416.627.0154

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Elected Officials

- **Member of Provincial
Parliament Nina Tangri**

From: <Peel>
Received: 9/17/2021 2:12 PM
To: Nina Tangri
Subject: FW: Re: Dundas BRT Live Event EML:025400539

Hi,

Thank you for connecting with me via phone. Please see the attached email.

Jessica

JESSICA SINGH
Peel Community Engagement
Metrolinx
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7
T: 416.202.7500 E: peel@metrolinx.com

----- Original Message -----

From: <Peel>
Received: 9/17/2021 1:42 PM
To: MPP Mississauga Streetsville
Subject: Re: Dundas BRT Live Event EML:025400539

Good Afternoon,

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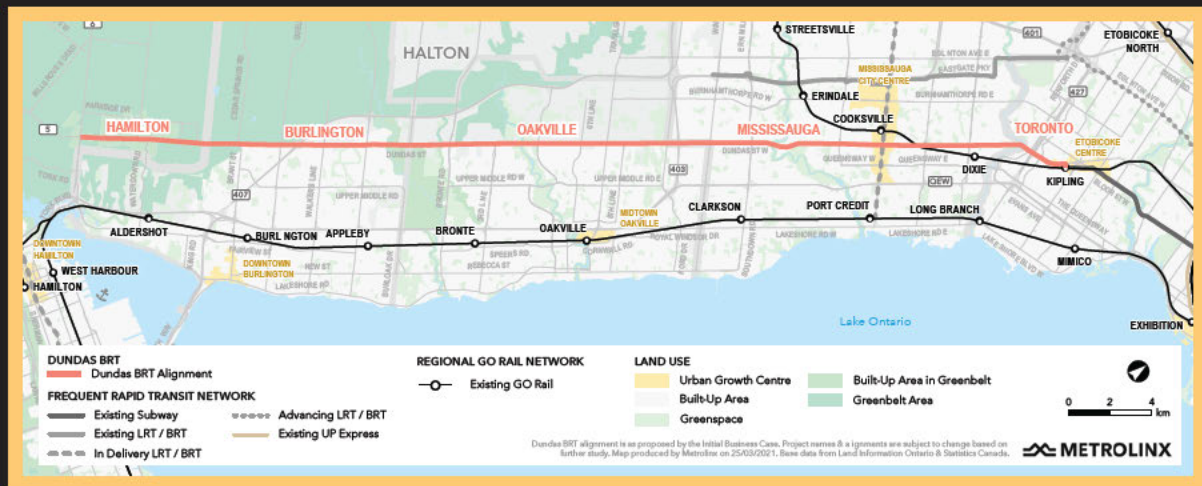
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Event Summary: Dundas BRT MPP Briefing (Mississauga)

Thursday August 26th, 2021

2:00pm to 3:00pm

Teams Meeting

ATTENDEES:**Metrolinx:**

- Greg Medulun, Director, Community Engagement - West
- Jessica Singh, Community Relations and Issues Specialist - Peel
- Flora Devarajah, Community Relations and Issues Specialist - Peel
- Maria Doyle, Manager Transportation Policy
- Zul Hamzah, Advisor, Rapid Transit Planning
- Darcy Wiltshire, Environmental Project Manager, Environmental PA

Elected Officials:

- MPP Rudy Cuzzetto, Mississauga - Lakeshore
- Jaspreet Singh, Office of MPP Nina Tangri, Mississauga – Streetsville

AECOM:

- Andrew Barr, Project Manager
- Kevin Phillips, Senior Manager, Municipal Transportation
- Joanne Wang, Environmental Lead
- David Rahikka, Transportation EIT

OVERVIEW:

Metrolinx is continuing to advance plans for the Dundas BRT corridor. The first Public Information Session was in April which introduced the project, and with the second Public Information Session coming up on September 2, 2021, Metrolinx wanted to provide the MPPs with a preview of the materials.

[REDACTED]

[REDACTED]

[REDACTED]

From: [Jessica Singh](#)
To: [Community Relations and Communications](#)
Subject: Meeting Summary | Mississauga/Toronto MPP Briefing: Dundas BRT PIC
Date: Thursday, April 15, 2021 1:06:26 PM

Peel-Toronto MPP Briefing: Dundas BRT PIC

April 15, 2021

11:30am – 12:00pm

Via MS Teams / Teleconference

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- Natalia Kusendova – *MPP Mississauga–Centre*
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City of Mississauga

- Matthew Williams – *Rapid Transit Office*

■

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■



Jessica Singh
Community Relations and Issues Specialist
Peel | METROLINX

C: 416.627.0154

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Elected Officials

- **Member of Provincial
Parliament Rudy Cuzzetto**

From: [Peel](#)
To: michelle.deberardinis@pc.ola.org
Cc: carmela.domizio@pc.ola.org; dorothy.jarmoszko@pc.ola.org; [Kristian Velkoski](#)
Subject: RE: Dundas St LRT Plans EML:025400671
Date: November 5, 2021 9:22:20 AM

Good Morning Michelle,

Thank you for reaching out with your inquiry. The Mississauga Ramp/QEW is a MTO project so we don't have information on that. However I can provide you with some Dundas BRT messaging for the Sherwood Forrest Ratepayers Association upcoming meeting.

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 km of the 48 km 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 first virtual public engagement was held in April 2021 and the second one was held in September 2021, which also included a virtual live meeting with a question and answer period. If you missed this session, you can view the recording of it at metrolinxengage.com/dbrtlivesept22.

If you would like to learn about the project, where Metrolinx is at in the engagement process and what engagement opportunities will come in the near future, visit metrolinxengage.com/dundasbrt.

The Dundas BRT project also has a Mississauga Stakeholder Advisory Group (SAG) in which the Sherwood Forrest ratepayers association is a member of. These meetings allow for a representative from the organization to provide input into the study, ask the project team questions and discuss the project with other community leaders. The Mississauga SAG met in late August and future meetings will be communicated. If you have any other key community organizations that you would like to also join the SAG, or if you have questions about the Dundas BRT project, please reach out to the team at Peel@metrolinx.com.

JESSICA SINGH (She/Her)
Manager, Community Engagement (A)
Hurontario LRT | **METROLINX**

C: 416.627.0154

Community Relation Offices:

3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

----- Original Message -----

From: michelle.deberardinis@pc.ola.org
Received: 11/3/2021 4:49 PM
To: <Peel>; Peel@metrolinx.com
Cc: carmela.domizio@pc.ola.org; dorothy.jarmoszko@pc.ola.org; [Kristian Velkoski](#)
Subject: Dundas St LRT Plans

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--

Hi Noelle,

This is Michelle from MPP Rudy Cuzzetto's office, I hope you are doing well!

MPP Cuzzetto has an upcoming ratepayer AGM he will be attending and we want to make sure he has all the information needed to answer any questions that constituents may have.

One of the potential things he may be asked is regarding the projected LRT plans on Dundas Street. Are there any plans you would be able to share with us that MPP Cuzzetto could tell everyone, should they ask?

Secondly (this may not be in your scope), I was wondering if you knew anything about the QEW and Mississauga Road ramp / bridge construction project.

Thank you for looking into this for us!

Best,

Michelle



Michelle De Berardinis, Constituency Assistant

Mississauga-Lakeshore

Constituency Office:

Units 1-2, 120 Lakeshore Rd. W., Mississauga, ON L5H 1E8

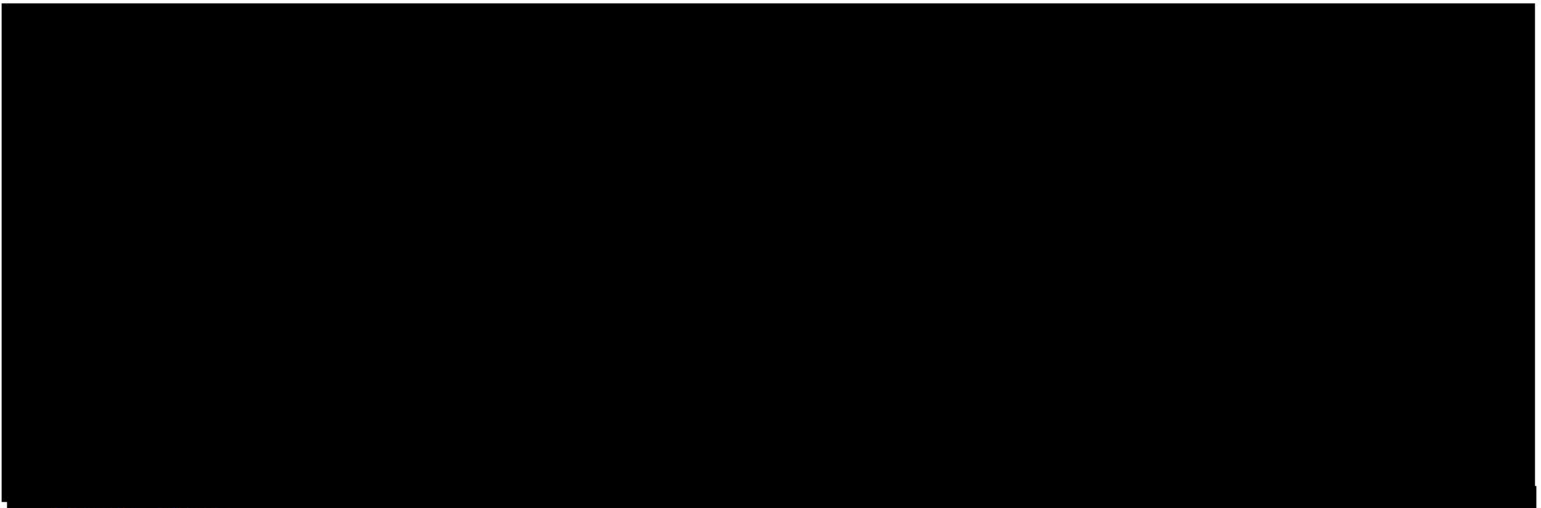
Phone: (905) 274-8228 Fax: (905) 274-8552

Queen's Park Office:

Rm. 5340, 99 Wellesley St. W., Toronto, ON M7A 1W3

Phone: (416) 326-7239 Fax: (416) 326-7233

Email: michelle.deberardinis@pc.ola.org



From: <Peel>
Received: 9/17/2021 2:03 PM
To: Rudy Cuzzetto
Subject: Re: Dundas BRT Live Event EML:025400541

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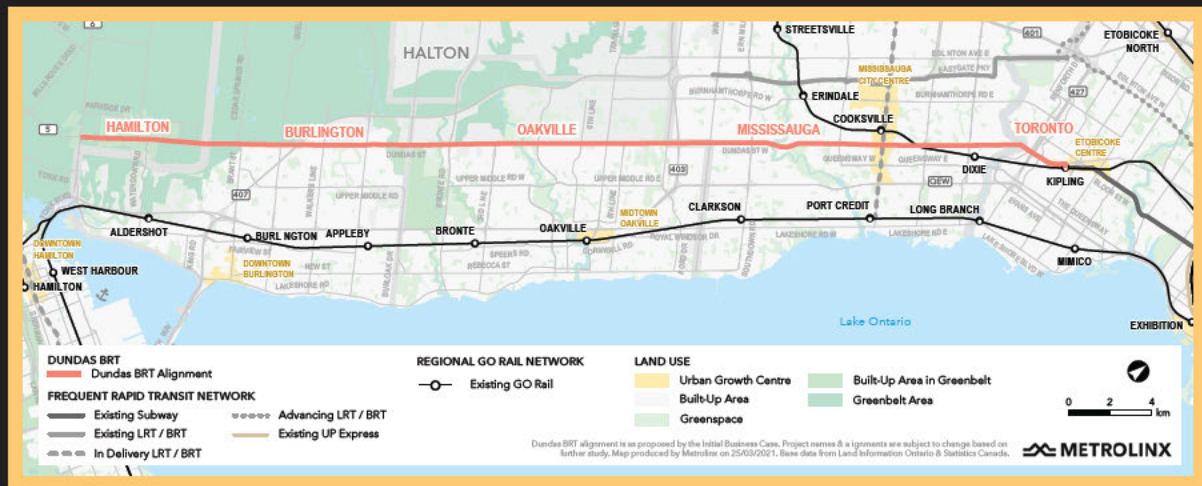
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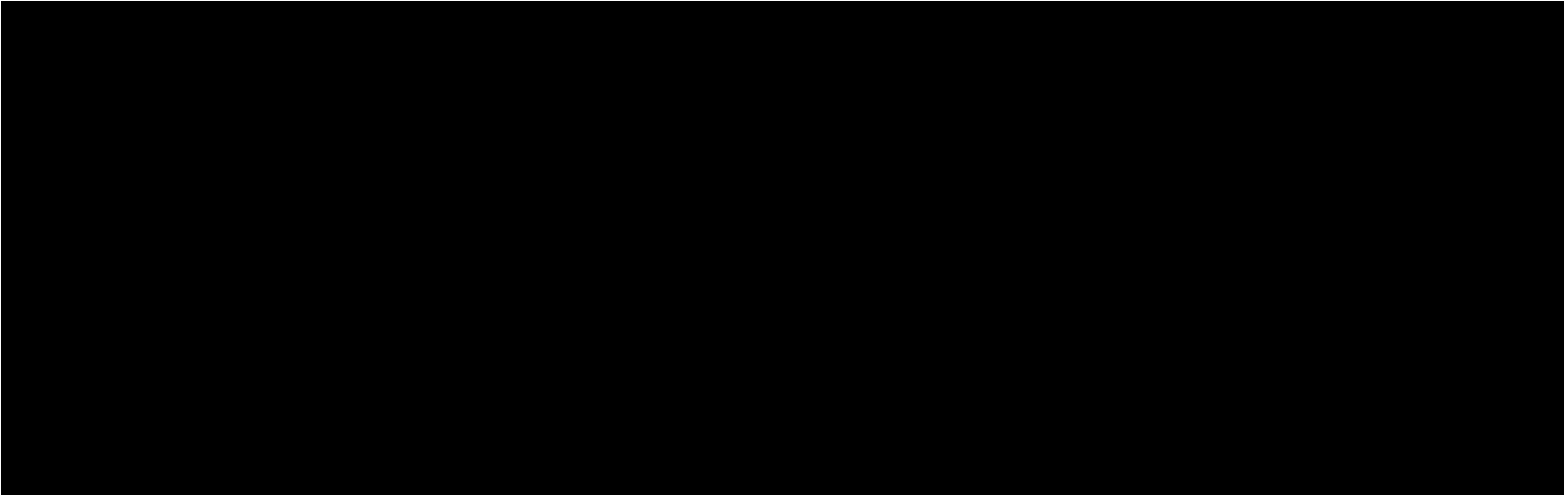
[REDACTED]

[REDACTED]

[REDACTED]

Elected Officials

- **Member of Provincial
Parliament Sheref Sabawy**



From: <Peel>
Received: 9/17/2021 1:39 PM
To: MPP Mississauga Erin Mills
Subject: Re: Dundas BRT Live Event EML:025400538

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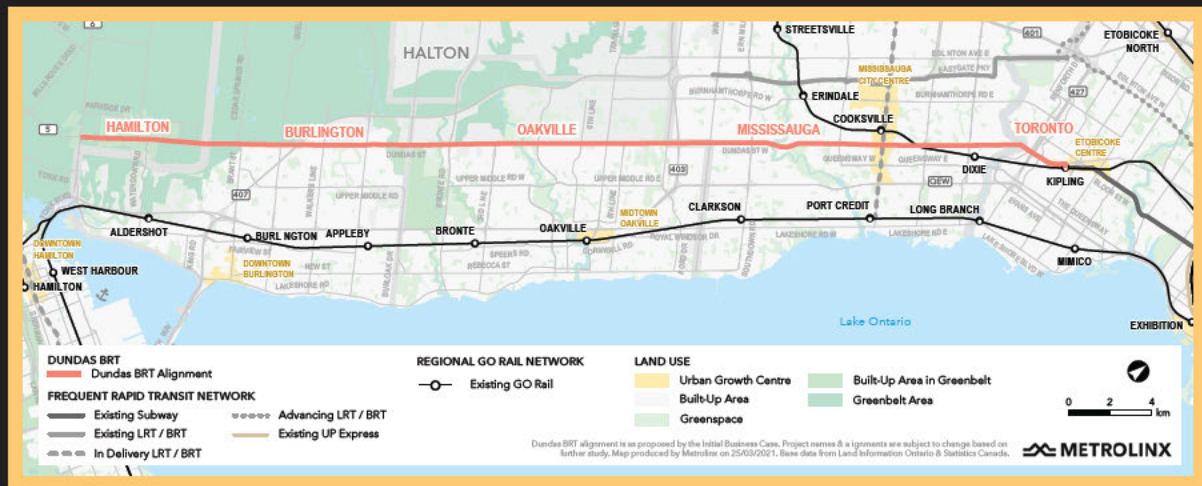
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September 22, 2021 from 6:30 to 7:30 p.m. at

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

The live session will feature updates from project experts and an opportunity to ask your questions.

Get Involved

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Phone: (416) 202-7500

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

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Elected Officials

- **Member of Provincial
Parliament Stephen Crawford**

From: Mandeep Jassal
Sent: August 26, 2021 1:52 PM
To: 'effie.triantafilopoulos@pc.ola.org'; stephen.crawford@pc.ola.org
Cc: Kelly Anderson; Loretta Allen
Subject: Dundas Street BRT Second Round of Public Consultation
Attachments: Dundas St. BRT Postcard.pdf

Hello,

I'm reaching out to provide an update on our planning and engagement work to advance the Dundas Street Bus Rapid Transit (BRT) project through the Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

The Dundas BRT corridor will involve a 48-kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton, through the City of Burlington, the Town of Oakville and the City of Mississauga, to the Kipling Transit Hub in the City of Toronto. Several Municipal Class Environmental Assessments have been completed in Halton and Hamilton for various road improvement projects that could potentially support the introduction of a shared HOV or bus-only lane.

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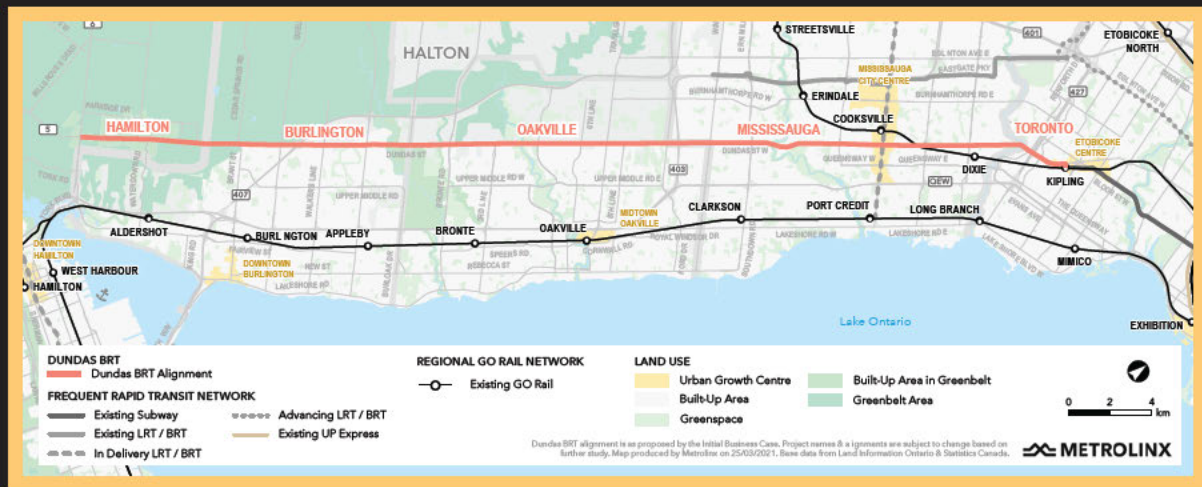
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Please let us know if you would like a quick briefing on the project in the coming weeks and we will be happy to make arrangements.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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Provide your feedback on a proposed Dundas Bus Rapid Transit project. Learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
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Elected Officials

- **Member of Parliament
James Maloney**

From: Toronto West
Sent: August 27, 2021 4:23 PM
To: James.Maloney@parl.gc.ca
Cc: Kuru Satkunanathan; Luiza Sadowski
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

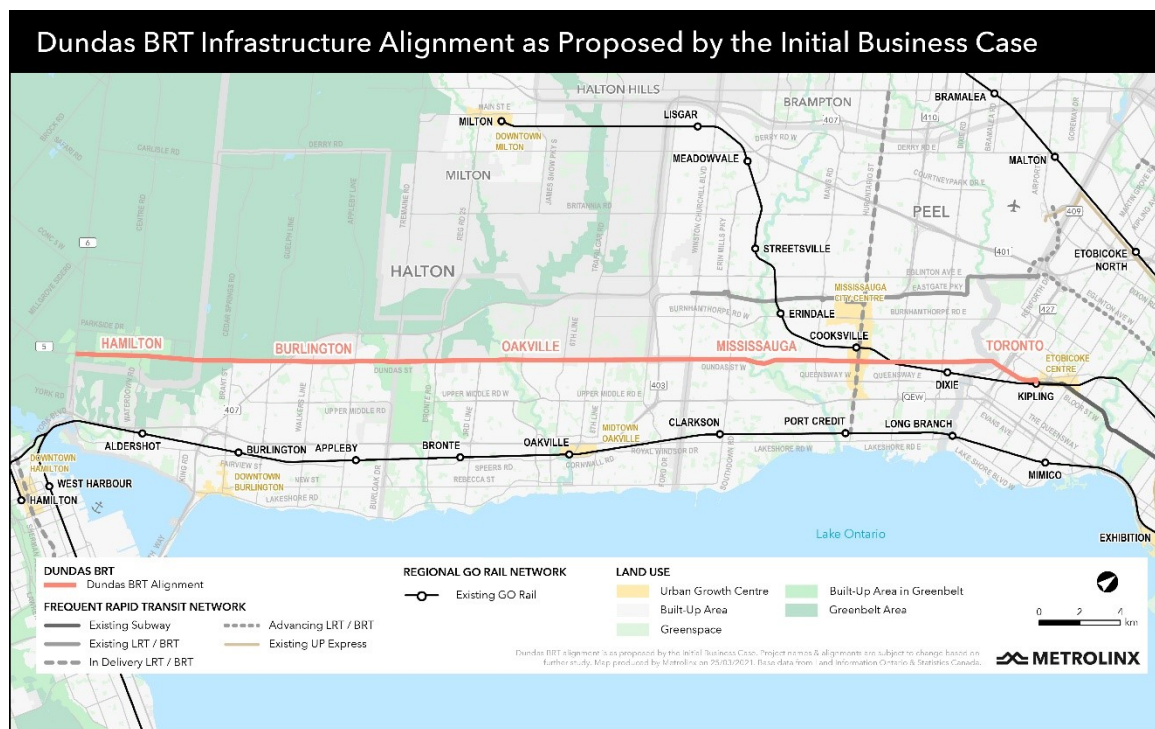
Hi MP Maloney,

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During our first virtual public engagement in April 2021, you learned about the project and provided feedback on:

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Please let me know if you have any questions or if you would like an opportunity to meet with the project team.

Regards,

COLIN BURNS

Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
647-920-0741 | Colin.Burns@metrolinx.com

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: Toronto West

Sent: July 28, 2021 4:18 PM

To: 'James.Maloney@parl.gc.ca' <James.Maloney@parl.gc.ca>

Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>

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Sent: July 20, 2021 4:02 PM
To: 'James.Maloney@parl.gc.ca' <James.Maloney@parl.gc.ca>
Cc: Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Luiza Sadowski <Luiza.Sadowski@metrolinx.com>
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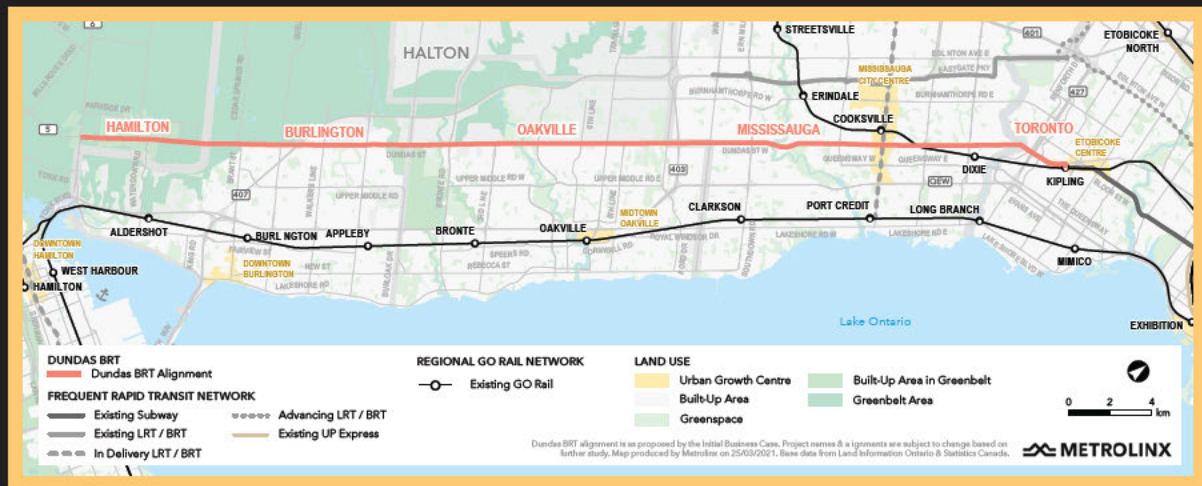
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Elected Officials

- **Member of Parliament
Yvan Baker**

From: Toronto West
Sent: August 27, 2021 4:24 PM
To: Yvan.Baker@parl.gc.ca
Cc: Kuru Satkunanathan; Luiza Sadowski
Subject: RE: Dundas BRT Public Consultation #2, August 12 - September 2

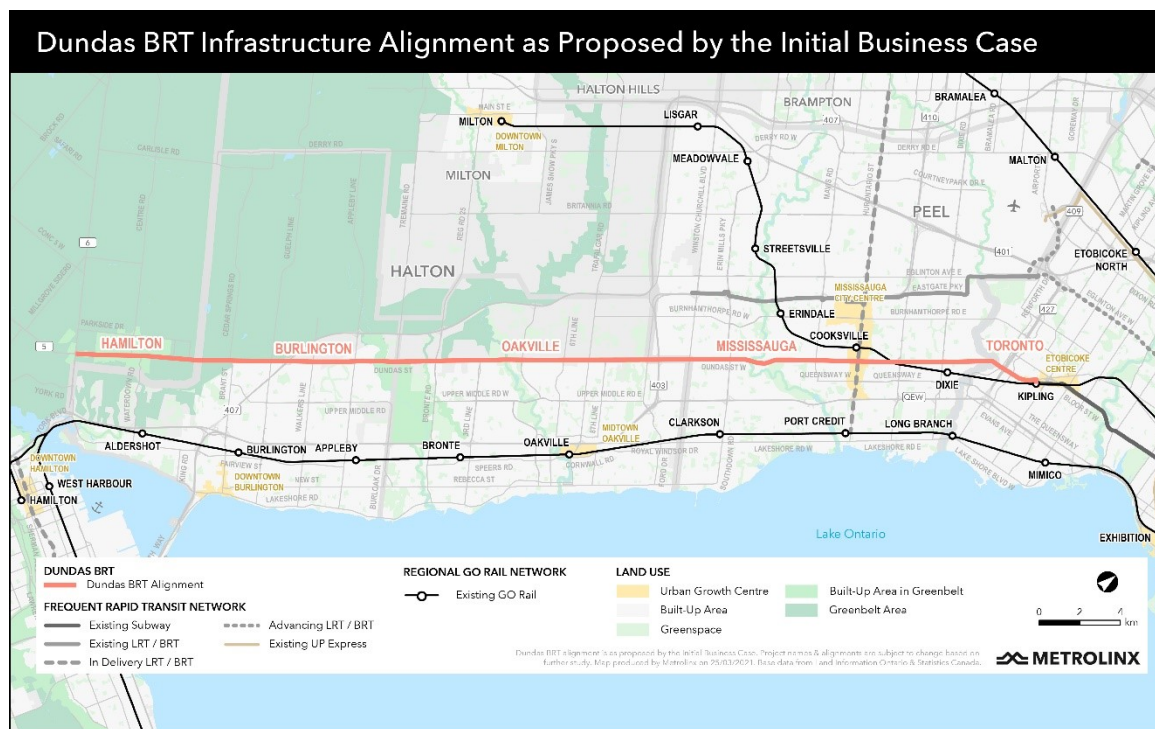
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From: Toronto West

Sent: July 28, 2021 4:20 PM

To: 'Yvan.Baker@parl.gc.ca' <Yvan.Baker@parl.gc.ca>

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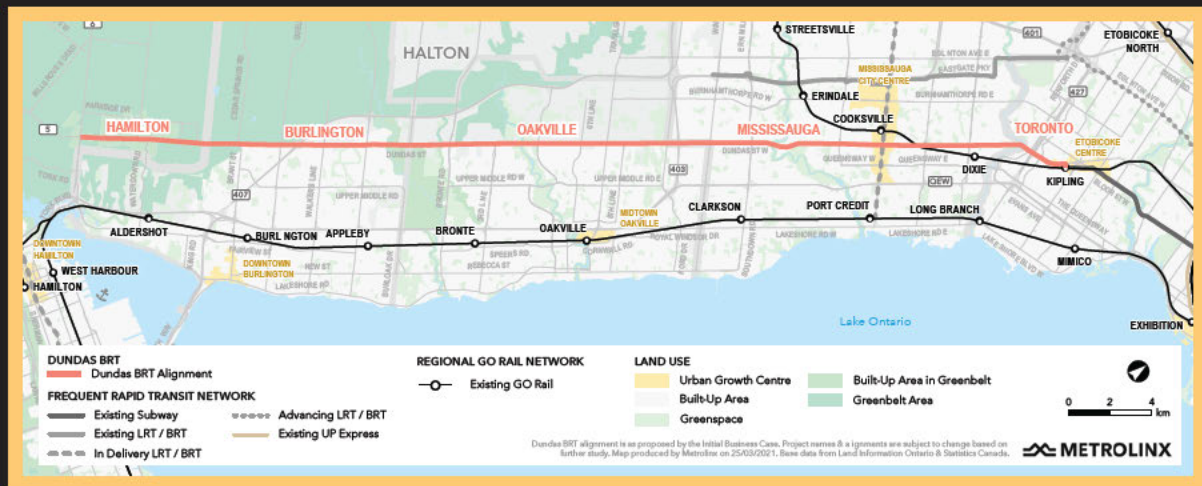
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Elected Officials

- **Municipalities**
 - **City of Burlington**

From: [Gartside, Georgie](#)
To: [Mandeep Jassal](#)
Subject: RE: Dundas BRT Project PICs
Date: September 1, 2021 9:33:25 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.
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.

Will do, thank you!

Georgie

From: Mandeep Jassal <Mandeep.Jassal@metrolinx.com>
Sent: Monday, August 30, 2021 1:35 PM
To: Gartside, Georgie <Georgie.Gartside@burlington.ca>
Subject: FW: Dundas BRT Project PICs

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Georgie,

Can you please forward the attached email to the Integrated Transportation Advisory Committee (ITAC) and the Cycling Committee (BCC)?

Please let me know if you need any further information.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

From: MacDonald, Heather <Heather.MacDonald@burlington.ca>
Sent: July 12, 2021 3:29 PM
To: Kelly Anderson <Kelly.Anderson@metrolinx.com>; Mandeep Jassal <Mandeep.Jassal@metrolinx.com>
Cc: Edgcumbe, Kaylan <Kaylan.Edgcumbe@burlington.ca>; Gartside, Georgie <Georgie.Gartside@burlington.ca>; Connor, Sue <Sue.Connor@burlington.ca>
Subject: Dundas BRT Project PICs

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Hello Kelly and Mandeep,

I have checked with Kaylan and she has indicated that both the Integrated Transportation Advisory Committee (ITAC) and the Cycling Committee (BCC) should be notified of the Dundas BRT Project PICs scheduled for August. . If you provide the information to Georgie Gartside who is the Committee Clerk for these two Committees, she will share the details with the Committee members. She can be reached at georgie.gartside@burlington.ca

As mentioned by Sue, the Burlington for Assessible & Sustainable Transit (BfAST) should also be notified. [REDACTED] is the contact and his email is [REDACTED]

Heather

Heather MacDonald MCIP,RPP
Executive Director of Community Planning, Regulation and Mobility
Community Planning | Building and By-law | Transportation | Transit

P. 905 335 7600, ext 7630 | F. 905 335 7880 | C . 289 208 4142 | E.

heather.macdonald@burlington.ca

Address **426 Brant Street P.O. Box 5013, Burlington, Ontario, L7R 3Z6**

City of Burlington | www.burlington.ca



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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments. This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this email/fax. If you have received this email/fax transmission in error, please notify the sender immediately by telephone, fax or email and permanently delete this email from your computer/shred this fax, including any attachments, without making a copy. Access to this email/fax by anyone else is unauthorized. Thank you.

From: [Mandeep Jassal](#)
Subject: Metrolinx Dundas BRT Public Engagement Opportunity
Date: Monday, August 30, 2021 1:31:00 PM

Hello,

I'm reaching out to provide an update on our planning and engagement work to advance the Dundas Street Bus Rapid Transit (BRT) project through the Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

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Public consultation is an essential part of planning for future transit connections. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.


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Please reach out if you require any further information and we look forward to working with you.

I will be out of the office August 31 to September 8.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

From: Mandeep Jassal
Sent: August 26, 2021 2:11 PM
To: heather.macdonald@burlington.ca; Walihura, Helen
Cc: Kelly Anderson; Loretta Allen
Subject: Dundas Street BRT Second Round of Public Consultation
Attachments: 

Hello Heather and Helen,

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Attached is a letter that we ask be included in the next Council Information Package so council is aware of this important step in the project. We are happy to offer a quick briefing if required by the Mayor or any council members.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930



August 26, 2021

City of Burlington
426 Brant St., P.O. Box 5013
Burlington, ON L7R 3Z6

Subject: Dundas Street Bus Rapid Transit (BRT) Project Engagement

Mayor Meed Ward and Members of Council,

I'm reaching out to provide an update on our planning and engagement work, in collaboration with our municipal partners, to advance the Dundas Street Bus Rapid Transit (BRT) project through the Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

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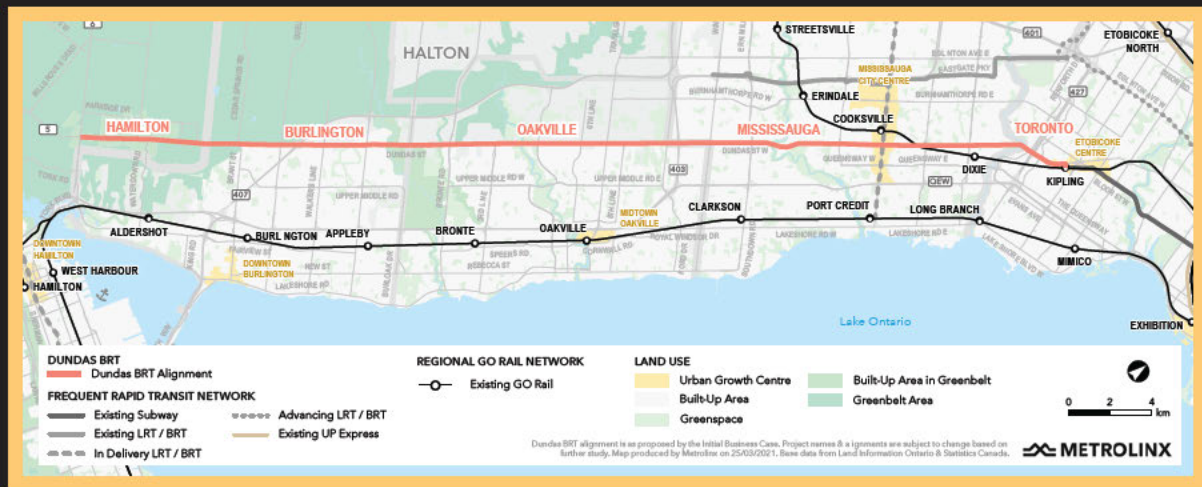
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Thank you,

Kelly Anderson
Senior Manager, Community Engagement
Metrolinx

Cc: Darcy Wiltshire, Environmental Project Manager, Metrolinx
Zul Hamzah, Advisor - Rapid Transit, Metrolinx

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September 22, 2021 from 6:30 to 7:30 p.m. at

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From: [Kelly Anderson](#)
To: [MacDonald, Heather](#)
Cc: [Darcy Wiltshire](#); [Zul Hamzah](#); [Walihura, Helen](#)
Subject: Council letter - Dundas St BRT Public Engagement
Date: Thursday, April 15, 2021 11:57:44 AM
Attachments: [REDACTED]

Hi Heather,

As requested, here is the letter for Council's Information Package regarding the upcoming Dundas Street BRT Project. I've also included the project postcard that is referenced in the letter.

If you need anything else please let us know.

Thanks
Kelly

Kelly Anderson (She/Her)
Senior Manager, Community Engagement
KW/Halton, Hamilton/Niagara (A)
Kelly.Anderson@Metrolinx.com
437-216-1778





April 15, 2021

City of Burlington
426 Brant St., P.O. Box 5013
Burlington, ON L7R 3Z6

Subject: Dundas Street Bus Rapid Transit (BRT) Project Engagement

Mayor Meed Ward and Members of Council,

Public consultation is an essential part of planning for future transit connections. Metrolinx is working collaboratively with our stakeholders to advance the Dundas Street Bus Rapid Transit (BRT) project through the Transit Project Assessment Process (TPAP) and Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

The Dundas BRT corridor will involve a 48-kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton, through the City of Burlington, the Town of Oakville and the City of Mississauga, to the Kipling Transit Hub in the City of Toronto. Several Municipal Class Environmental Assessments have been completed in Halton and Hamilton for various road improvement projects that could potentially support the introduction of a shared HOV or bus-only lane. Present day work will build upon those completed processes and incorporate the findings.

Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of (virtual) public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to review material and comment will remain open for two weeks. Properties within 200 metres of the corridor will receive the attached postcard via mail delivery with information about how they can participate. Metrolinx will also collaborate with the City of Burlington to share messages through the City's communications and social media channels to further reach your community.

Thank you,

Kelly Anderson
Senior Manager, Community Engagement
Metrolinx

Cc: Darcy Wiltshire, Environmental Project Manager, Metrolinx
Zul Hamzah, Advisor - Rapid Transit, Metrolinx

Dundas Bus Rapid Transit

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:

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

Get Involved

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Elected Officials

- **Municipalities**
 - **Halton Region**

From: Mandeep Jassal
Sent: August 26, 2021 2:03 PM
To: Ann.Larkin@halton.ca
Cc: Kelly Anderson; Loretta Allen
Subject: FW: Dundas Street BRT Second Round of Public Consultation
Attachments: 

Hello Ann,

I'm reaching out to provide an update on our planning and engagement work to advance the Dundas Street Bus Rapid Transit (BRT) project through the Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

The Dundas BRT corridor will involve a 48-kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton, through the City of Burlington, the Town of Oakville and the City of Mississauga, to the Kipling Transit Hub in the City of Toronto. Several Municipal Class Environmental Assessments have been completed in Halton and Hamilton for various road improvement projects that could potentially support the introduction of a shared HOV or bus-only lane.

Public consultation is an essential part of planning for future transit connections. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

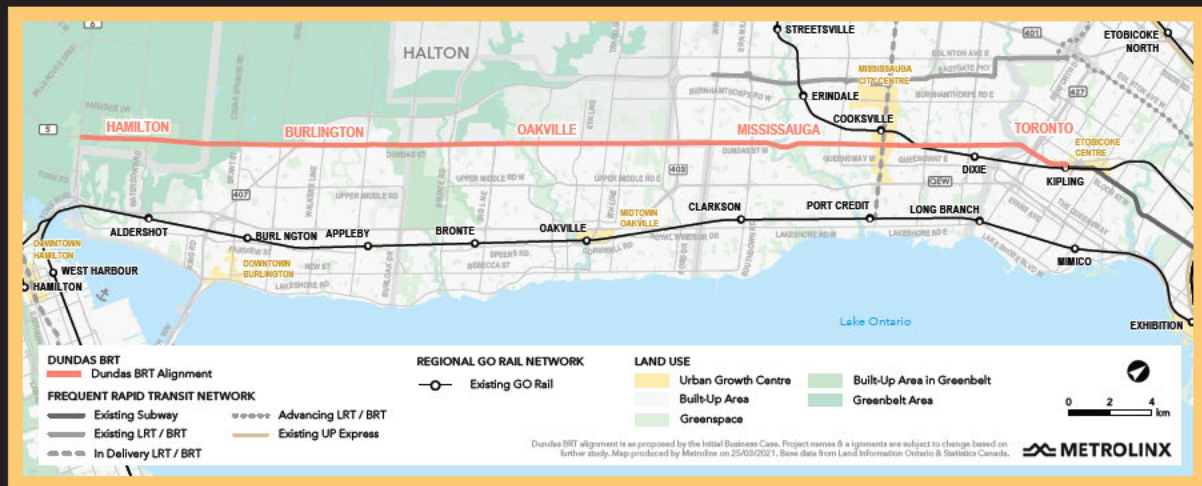
The second round of (virtual) public consultation will launch online on [Metrolinx Engage](#) on September 2 – 23, 2021. Since the last round of engagement in April, an evaluation for converting the future HOV lanes to dedicated curbside BRT lanes is underway and will be presented at a future round of engagement. Properties within 200 metres of the corridor will receive the attached postcard via mail delivery with information about how they can participate.

Please let us know if Chair Carr would like a quick briefing on the project in the coming weeks and we will be happy to make arrangements.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate a 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.

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From: [Kelly Anderson](#)
To: gary.carr@halton.ca
Cc: [Mandeep Jassal](#); [Darcy Wiltshire](#); [Larkin, Ann](#)
Subject: Metrolinx Briefing - Dundas Street BRT Project Engagement
Date: Wednesday, April 14, 2021 9:14:18 AM
Attachments: 

Hello Chair Carr,

We are reaching out to provide an update on the Dundas Street BRT project and upcoming public engagement process. I've attached a project postcard for reference and more details are also provided below. If you would like a briefing to review this in more detail please let me know and we would be happy to set something up, in partnership with Halton Region staff who are involved in this project.

Thanks
Kelly

.....

Metrolinx and our partners in Toronto, Mississauga, Halton Region, Oakville, Burlington and Hamilton are working collaboratively to advance the Dundas Street Bus Rapid Transit (BRT) project through the Transit Project Assessment Process (TPAP) and Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in December 2020.

This process will assess a potential BRT to travel along a 48-kilometre stretch of Dundas Street from Waterdown, through Burlington and Oakville, and terminating at the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres. Throughout the planning process, we will be engaging with the people living, working, and travelling along the corridor to share information, better understand local impacts and discuss a design that works best for the communities involved.

The first round of (virtual) public consultation will launch online on [Metrolinx Engage](#) on April 19, 2021, and the opportunity to review material and comment will remain open for two weeks.

Kelly Anderson (She/Her)
Senior Manager, Community Engagement
KW/Halton, Hamilton/Niagara (A)
Kelly.Anderson@Metrolinx.com
437-216-1778



Dundas Bus Rapid Transit

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Dundas Bus Rapid Transit

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Elected Officials

- **Municipalities**
 - **Town of Oakville**

From: Mandeep Jassal <Mandeep.Jassal@metrolinx.com>
Sent: Wednesday, September 15, 2021 3:34 PM
To: tricia.collingwood@oakville.ca
Cc: Phillips, Kevin <kevin.phillips@aecom.com>; Kelly Anderson <Kelly.Anderson@metrolinx.com>; Karyn.Poad@halton.ca; barry.cole@oakville.ca; jill.stephen@oakville.ca; diane.childs@oakville.ca; gabe.charles@oakville.ca; phoebe.fu@oakville.ca; neil.garbe@oakville.ca; Ann Marie Chung <AnnMarie.Chung@metrolinx.com>; Loretta Allen <Loretta.Allen@metrolinx.com>; Piruthuvi Thuraiajah <Piruthuvi.Thuraiajah@metrolinx.com>
Subject: [EXTERNAL] RE: Metrolinx Dundas BRT Stakeholder Consultation Comments

Hello Tricia,

Thanks for your patience.

Attached are the responses to the Town's comments.

Please let me know if anything else is required.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

From: Tricia Collingwood <tricia.collingwood@oakville.ca>
Sent: July 19, 2021 1:53 PM
To: 'kevin.phillips@aecom.com' <kevin.phillips@aecom.com>; Kelly Anderson <Kelly.Anderson@metrolinx.com>
Cc: 'Karyn.Poad@halton.ca' <Karyn.Poad@halton.ca>; Joanne Phoenix <joanne.phoenix@oakville.ca>; Barry Cole <barry.cole@oakville.ca>; Jill Stephen <jill.stephen@oakville.ca>; Diane Childs <diane.childs@oakville.ca>; Gabe Charles <gabe.charles@oakville.ca>; Phoebe Fu <phoebe.fu@oakville.ca>; Neil Garbe <neil.garbe@oakville.ca>; Tricia Collingwood <tricia.collingwood@oakville.ca>
Subject: Metrolinx Dundas BRT Stakeholder Consultation Comments

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Good Afternoon Kevin and Kelly,

Town of Oakville Staff appreciate the opportunity to participate in the TAC for the Dundas BRT study and have provided that attached comments. Please let me know when would be a good time to discuss our comments/questions.

Thank you

Tricia

Tricia Collingwood, MURP, MCIP, RPP
Senior Planner - Current Planning - East District
Planning Services

Town of Oakville | 905-845-6601, ext.3833 | f: 905-338-4414 | www.oakville.ca

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Metrolinx

Dundas BRT - TPAP, PD and PDBC

Thank you for your memo comments dated July 19, 2021. These comments were provided in advance of our initially scheduled Technical Advisory Committee (TAC) meeting, which was subsequently rescheduled to August 23, 2021.

We have reviewed your memo and offer the following comments as summarized below. Should you have further comments we would be pleased to provide additional information or have a follow-up discussion.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]

[REDACTED]

- [REDACTED]


[REDACTED]

[REDACTED]

- [REDACTED]

[REDACTED]

- [REDACTED]

From: Mandeep Jassal
Sent: August 26, 2021 2:15 PM
To: jill.macinnes@oakville.ca; Gisele.Shaw@oakville.ca
Cc: Kelly Anderson; Loretta Allen
Subject: Dundas Street BRT Second Round of Public Consultation
Attachments: 

Hi Jill and Giselle,

I'm reaching out to provide an update on our planning and engagement work to advance the Dundas Street Bus Rapid Transit (BRT) project through the Preliminary Design Business Case, which is the next step in Metrolinx's Business Case Lifecycle following the public release of the project's Initial Business Case in 2020.

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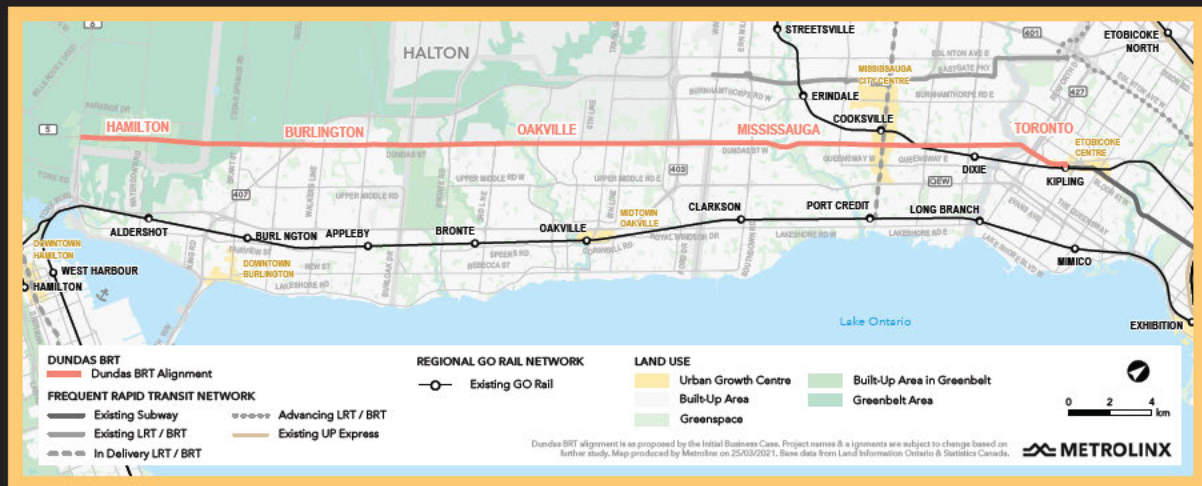
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Please share this information with Council and we are happy to offer a quick briefing if required by the Mayor or any Council members.

Thanks,

Mandeep Jassal
Metrolinx Community Relations
416-938-9930

Join us for a Virtual Public Engagement



Dundas Bus Rapid Transit

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From: Halton Region <HaltonRegion@metrolinx.com>
Sent: Thursday, April 15, 2021 3:06 PM
To: jill.macinnnes@oakville.ca
Cc: Kelly Anderson; Darcy Wiltshire; Gisele.Shaw@oakville.ca
Subject: Dundas Street Bus Rapid Transit (BRT) Project Engagement
Attachments: [REDACTED]

Hi Jill,

Thanks for the call today.

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