

Appendix E3a

Pre-Planning Public and Stakeholder Engagement Materials and Public Correspondence Record



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Pre-Planning Public and Stakeholder Engagement Materials and Public Correspondence Record

- Public Engagement #1 Print and Digital News Features (Pages 4 to 58)
- Public Engagement #2
 Newspaper Advertisements
 and Notices
 (Pages 59 to 191)
- Public Meeting #1 and #2 Materials (Pages 192 to 392)
- Technical Advisory
 Committee and Stakeholder
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- Public Feedback (Pages 512 to 551)
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Public Engagement #1 Print and Digital News Features

- Halton Region Newsletter
- Hamilton Newsletter
- Your Peel Newsletter
- Your Toronto West Newsletters
- Metrolinx Blog

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Print and Digital News Features

• Halton Region Newsletter

IT'S HAPPENING.



Halton Region

Dundas Street BRT Virtual Open House

Typically, the Greater Toronto and Hamilton Area (GTHA) welcomes about 110,000 new residents every year. Growth in our communities means that a reliable transportation system is needed. Metrolinx is now advancing plans for the <u>Dundas Bus Rapid Transit (BRT) corridor</u>. The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres.

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

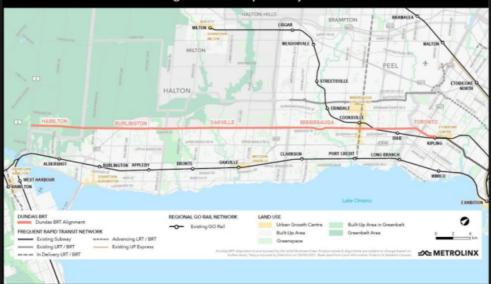
Learn about:

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

You can provide your feedback directly on the <u>Metrolinx Engage website</u> by completing a feedback form, submitting a question, or sending the project team an email.

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

Dundas BRT Infrastructure Alignment as Proposed by the IBC



Bus Service Changes

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

For more details on upcoming bus service changes, see our latest story on Metrolinx News.

For all upcoming service changes, visit gotransit.com.

Check schedules and pay before you board

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

you – public transit is an essential service.

Burlington GO Station: Elevator Upgrades

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



I need an elevator, what should I do?

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

Construction Updates



Kerr Street in Oakville

Preparatory work for the <u>Kerr Street grade separation</u> has begun. <u>Trans-Canada Pipeline Inc.</u> is relocating a pipeline which runs underneath Kerr Street. The work is expected to be completed this summer.

Annual Track Maintenance Program

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

<u>This work</u> is expected to start in Halton Region in June. Stay tuned for more details.

Metrolinx COVID-19 Updates



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

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

Train time is any time, in any direction.

Your safety is our top priority.

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

Visit gotransit.com/safety for safety tips.

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

E: HaltonRegion@metrolinx.com

T: 416.202.4738









You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

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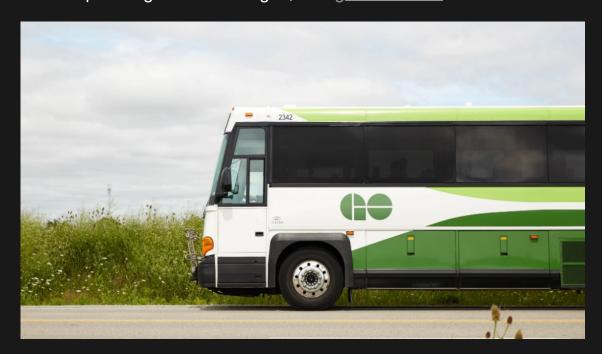
Hamilton

Service Update: GO Bus Route 16

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

For more details on upcoming bus service changes, see our latest story on Metrolinx News.

For all upcoming service changes, visit gotransit.com.



Check schedules and pay before you board

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

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

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Dundas Street BRT Virtual Open House



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You can provide your feedback directly on the Metrolinx Engage website by completing a feedback form, submitting a question, or sending the project team an email. For more information, visit our Dundas BRT web page <u>here</u>.

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

See the blog story on Metrolinx News

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

More from Metrolinx News

The causes of mid-trip changes to GO train rides and the best tips on dealing with them

April 20, 2021

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

April 19, 2021

COVID-19 Update

Metrolinx ramps up efforts to keep staff and customers safe during third wave

April 16, 2021

Contact Us

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











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Print and Digital News Features

Your Peel Newsletter

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Peel April 22, 2021



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

Mississauga South

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

Mississauga Cooksville and Centre

<u>The Queensway and Hurontario Street</u> - Ongoing <u>Dundas Street to Matheson Boulevard</u> - Ongoing

Mississauga North

Matheson Boulevard to Highway 407 - Ongoing

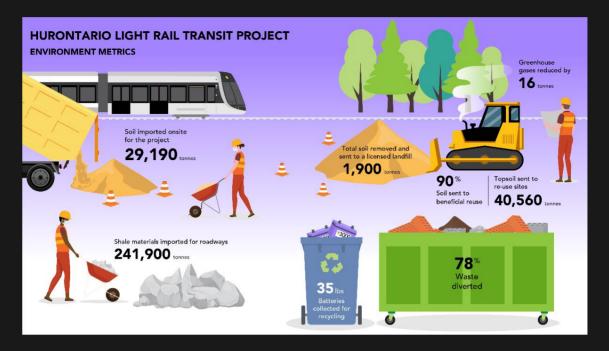
Brampton South

<u>Derrycrest Drive to Bartley Bull Parkway</u> - Ongoing

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

Hurontario LRT: Earth Day

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



Dundas BRT: Have your say

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



Lakeshore West GO Corridor: Alectra overhead to underground conversion

UPDATE: Work is now underway

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

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

Port Credit GO Station: Accessibility upgrades

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

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

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

We appreciate your patience during construction.

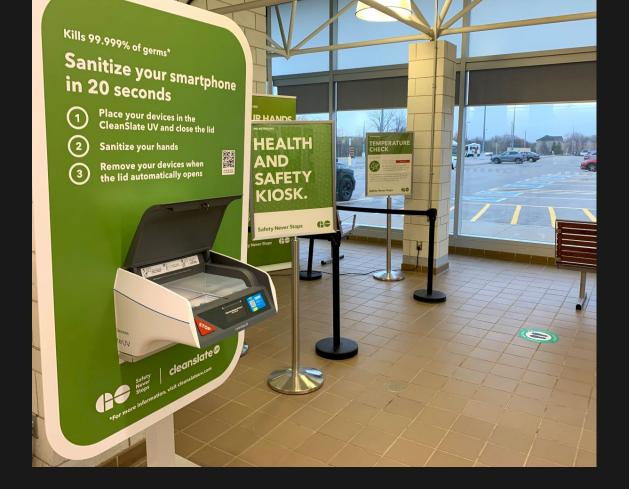
<u>Subscribe to On the GO alerts for up-to-date information about Port</u> Credit GO and the Lakeshore West line here.

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

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

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

To learn more read our blog on Metrolinx News.



Changes coming to select GO bus routes effective May 3

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

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

Route 19 (Mississauga/North York)

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

Route 21 (Milton)

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

Route 27 (Milton/North York)

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

Route 29 (Guelph/Mississauga)

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

Route 32 (Brampton Trinity Common/North York)

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

We are constantly monitoring ridership and will adjust service if necessary. <u>Click here to see the new schedules</u> and be sure to check the website often for updates.

Eglinton Crosstown West Extension: Directional drilling along the ECWE

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

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

Read more on Metrolinx News!



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

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

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

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

<u>Click here</u> to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing

Read the latest Metrolinx News stories

<u>Transit Safety officers make quick arrest after indecent exposure incident - April 20, 2021</u>

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

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

<u>See video as Crosstown light rail vehicle runs using automatic operating system for first time - April 13, 2021</u>

Ensuring a smooth ride on the rails - meet GO Transit's massive track surfacing machine - April 8, 2021











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PEEL

Community Relation Offices:

3024 Hurontario St. Unit G12, **Mississauga** 17 Ray Lawson Blvd. Unit 9, **Brampton**

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• Your Toronto West Newsletter

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Toronto West

April 16, 2021

Davenport Community Live Town Hall

GO Expansion - Kitchener 4th Track

Join us for a Virtual Open House.





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

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

Highway 401 and 409 Tunnel Progress



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

Davenport Diamond Guideway Progress



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

Davenport Diamond Guideway

UPDATE: Mitigating Overnight Construction

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

REMINDER: Bloor Street West Rail Bridge - Shoring and Excavation

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

More information is available here.

UPDATE: Ground Improvement and Shoring Wall Construction (Day)

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

More information is available here.

UPDATE: Caisson Drilling (Day)

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

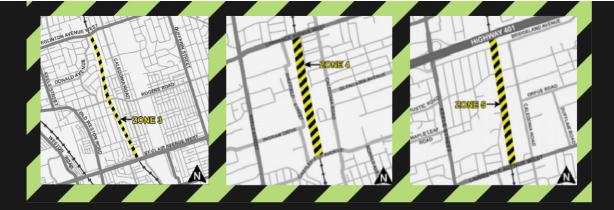
Follow us <u>@GOExpansion</u> for regular updates and visit our website: <u>www.metrolinx.com/davenport.</u>

Davenport Diamond Greenway

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

Read more here.





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

More information is available here.

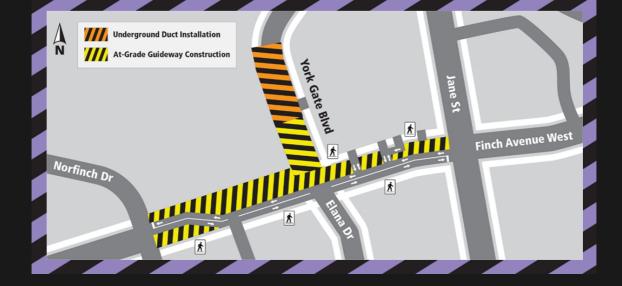
Kitchener Corridor Maintenance

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

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

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

Finch West LRT Construction



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

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

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



UPCOMING: Traffic Changes at Driftwood Avenue and Finch Avenue West

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

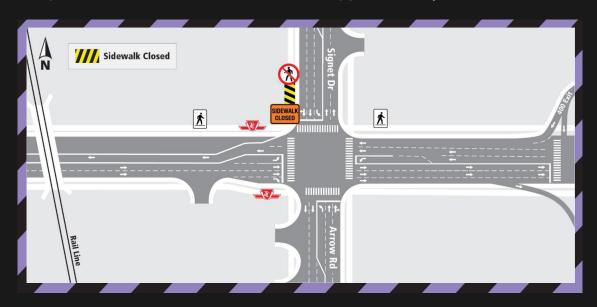
During the work, access at Driftwood Avenue and Finch Avenue West

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



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

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



Sidewalk Closure at Signet Drive

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

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

REMINDERS:

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

Follow us <u>@FinchWestLRT</u> for regular updates and visit our website: <u>www.metrolinx.com/finchwestlrt</u>.

Eglinton West LRT Construction

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

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

Dundas Bus Rapid Transit Extension

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Weston GO Station Construction



REMINDER: Weston GO Overnight Work

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

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

There will be overnight noise impacts to the surrounding neighbourhood.

Union Station Rail Corridor



UPCOMING: Bungalow Foundation Work between Bathurst and Spadina Avenue

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



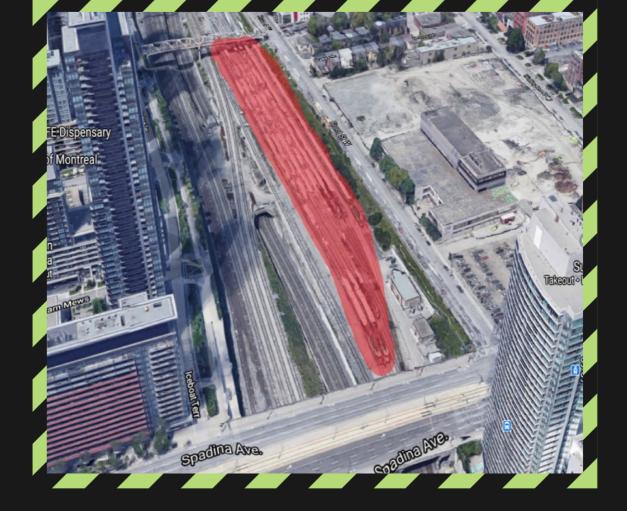
UPCOMING: Cable Installation Work Between York Street and Peter Street

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

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

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

More information available here.



UPDATE: Spare Train in the Bathurst North Yard

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

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

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

Train time is any time, in any direction.

Your safety is our top priority.

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

Visit gotransit.com/safety for safety tips.

Community Features Call Out

We are looking to spotlight local groups, clubs or organizations that are making a positive impact in the Toronto West Region. <u>Contact</u> <u>us</u> for a chance to be featured in upcoming editions of our newsletter.

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

The most current information for our customers and communities is available here.

Latest Metrolinx News Posts

<u>Surfing the pipe – Hurontario LRT project uses 'SmartBall' to map hidden watermains</u>

APRIL 14, 2021

<u>Have your voice heard: Metrolinx hosting another series of virtual open houses for Ontario Line</u>

APRIL 13, 2021

<u>Directional drilling along the Eglinton Crosstown West Extension:</u>

<u>A first step for new stations at Kipling and Martin Grove</u>

APRIL 13, 2021

<u>Directional drilling along the Eglinton Crosstown West Extension:</u>

<u>A first step for new stations at Kipling and Martin Grove</u>

APRIL 13, 2021

Contact Us

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











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IT'S HAPPENING.

→ METROLINX

Toronto West

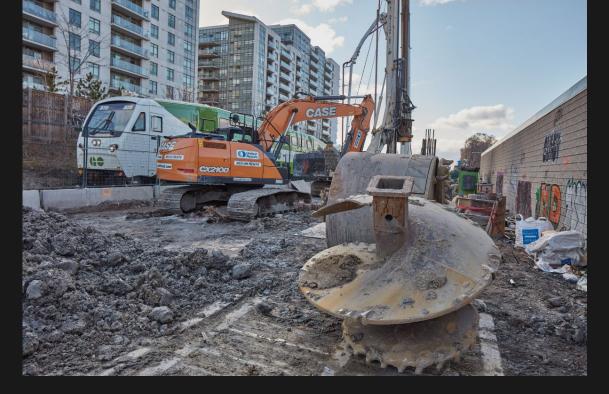
April 23, 2021

Highway 401 and 409 Tunnel Progress



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

Davenport Diamond Guideway Progress



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

Davenport Community Live Town Hall

GO Expansion - Kitchener 4th Track

Join us for a Virtual Open House.



△ METROLINX

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

You can register for the live town hall and post questions in advance here.

Dundas Bus Rapid Transit Virtual Open House



Join us for a Virtual Open House until April 30!

Learn about:

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

You can provide your feedback directly on the Metrolinx Engage website <u>here</u> by completing a feedback form, submitting a question, or sending the project team an email.

Davenport Diamond Guideway

REMINDER: Bloor Street West Rail Bridge - Shoring and Excavation

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

More information is available here.

UPDATE: Ground Improvement and Shoring Wall Construction (Day)

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

More information is available here.

UPDATE: Caisson Drilling

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

Follow us <u>@GOExpansion</u> for regular updates and visit our website: <u>www.metrolinx.com/davenport</u>.



Davenport Diamond Greenway

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

Read more <u>here</u>.

Barrie Corridor Double Track Enabling Works



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

More information is available here.

Kitchener Corridor Maintenance

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

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

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

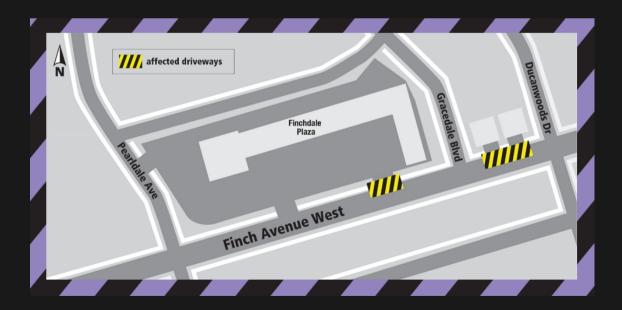
Finch West LRT Construction



Permanent Traffic Changes from Pelican Gate to Sentinel Road

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

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



Driveway Impacts between Pearldale Avenue and Duncanwoods Drive

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

driveways will be impacted (see map above):

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

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

REMINDERS:

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

Follow us <u>@FinchWestLRT</u> for regular updates and visit our website: www.metrolinx.com/finchwestlrt.

Eglinton West LRT Construction

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

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

Weston GO Station Construction



REMINDER: Weston GO Overnight Work

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

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

There will be overnight noise impacts to the surrounding neighbourhood.





UPCOMING: Bungalow Foundation Work Between Bathurst and Blue Jays Way

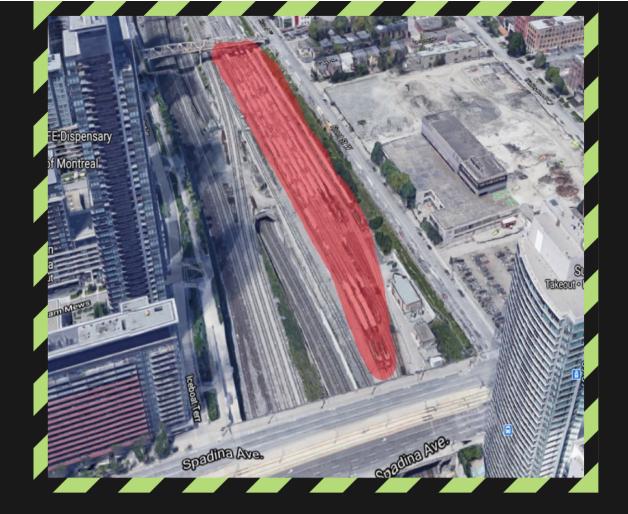
The USRC Signalling System Project is part of Metrolinx Signalling and Train Control Improvement Program designed to improve reliability of our signalling and train control systems. As a part of this ongoing project, we will be conducting bungalow foundation work. The work is scheduled to be conducted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



UPCOMING: Signal Project Cable Installation Between Simcoe and John Street

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

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



UPDATE: Spare Train in the Bathurst North Yard

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

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

Train time is any time, in any direction.

Your safety is our top priority.

Need us? Call Transit Safety at 1-877-297-0642. Visit <u>gotransit.com/safety</u> for safety tips.

Community Features Call Out

We are looking to spotlight local groups, clubs or organizations that are making a positive impact in the Toronto West Region. <u>Contact</u> <u>us</u> for a chance to be featured in upcoming editions of our newsletter.

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

The most current information for our customers and communities is available <u>here</u>.

Latest Metrolinx News Posts

<u>Crosstown LRT projects sees significant concrete milestones as well as main entrance features at Science Centre Station</u>

April 21, 2021

<u>Transit Safety officers make quick arrest after indecent exposure incident</u>

April 20, 2021

The causes of mid-trip changes to GO train rides and the best tips on dealing with them

April 20, 2021

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

April 19, 2021

Contact Us

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











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Print and Digital News Features

• Metrolinx Blog



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

APRIL 14, 2021

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

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

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

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

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

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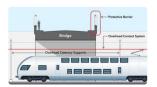
LATEST ON SOCIAL

Tweets by @Metrolinx





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



~ r



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

Click here to see an bigger version of the map.



How to get involved

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

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

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

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

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

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

RECENT POSTS

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

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

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

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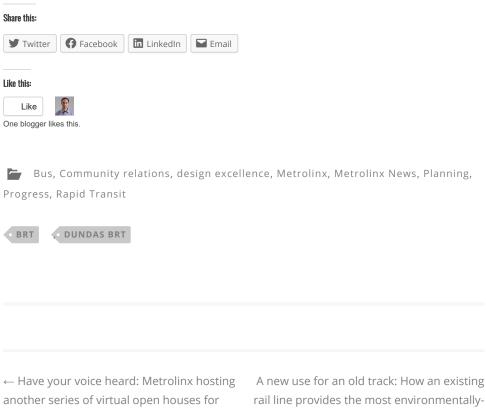
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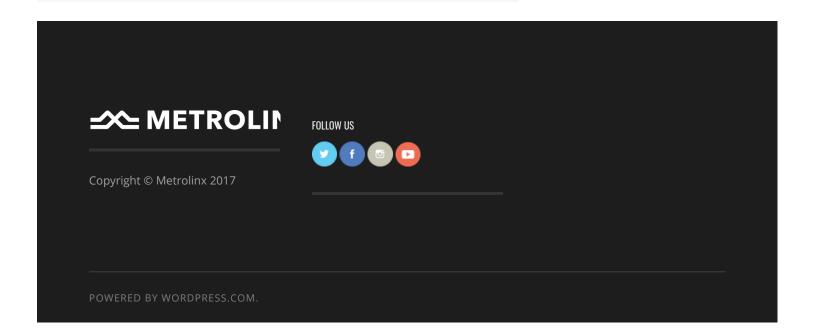


Story by Erika D'Urbano, Metrolinx community engagement senior advisor



Ontario Line

friendly location for a transit layover \rightarrow



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- Le Metropolitan
- Mississauga News
- Oakville Beaver
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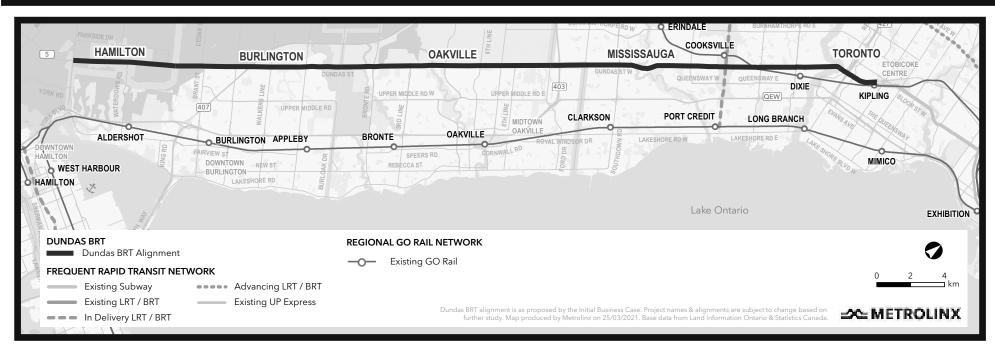
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Join us for an online Virtual Public Engagement



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.

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

Get Involved

Visit: 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

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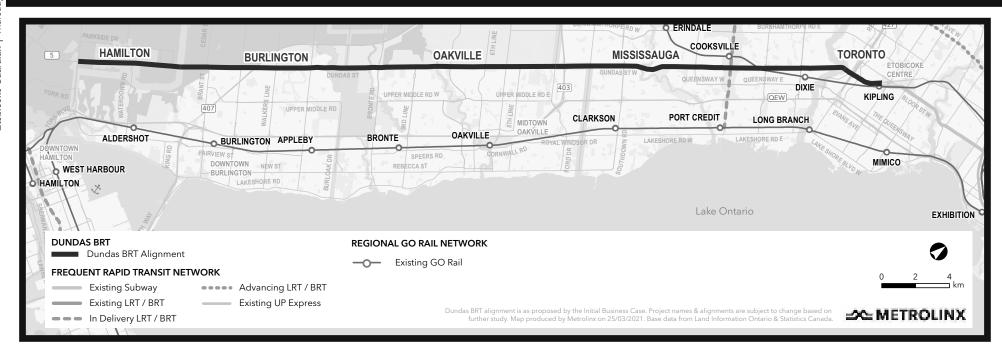
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Dundas Bus Rapid Transit

Join us for an online Virtual Public Engagement



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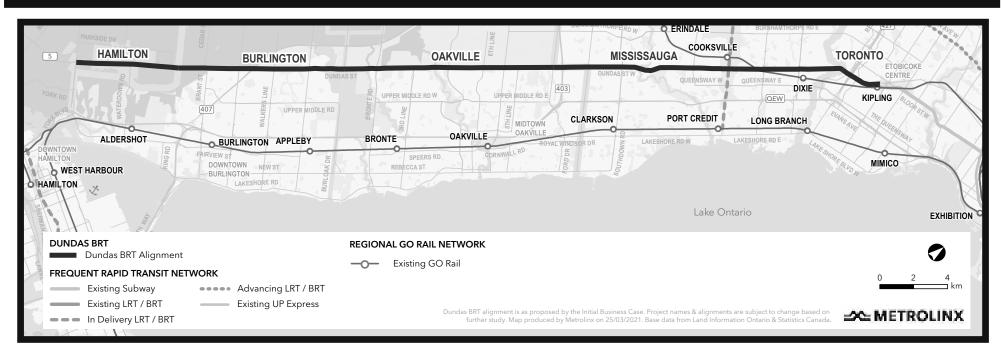
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Flamborough Review

rough Review | Thursday, September 2, 2021

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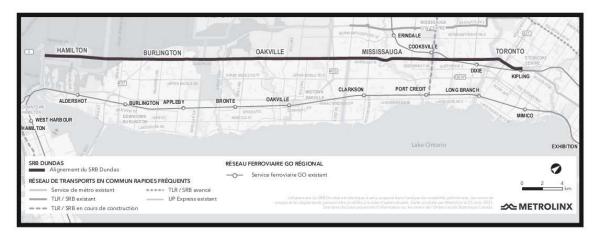
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• Le Metropolitain

Service rapide par bus Dundas

Joignez-vous à nous dans le cadre d'un dialogue virtuel avec le public



Metrolinx continue de développer la planification pour le corridor de service rapide par bus (SRB) Dundas. L'objectif du projet SRB Dundas est d'évaluer le corridor de transit proposé le long d'une section de 48 kilomètres de Dundas Street depuis l'autoroute 6 dans la Ville de Hamilton jusqu'au Centre de transport en commun Kipling dans la Ville de Toronto, reliant les centres-villes des villes d'Etobicoke et de Mississauga.

Joignez-vous à nous du 2 septembre au 23 septembre 2021 à l'occasion de notre deuxième dialogue virtuel avec le public!

Vous pourrez donner votre avis sur le projet proposé du service rapide par bus (SRB) Dundas. En apprendre plus :

- Organisation du projet
- Commentaires reçus lors du premier tour de dialogue
- Conditions environnementales existantes pour Toronto et Mississauga
- Conception du corridor de SRB pour Mississauga
- Conceptions de rechange envisagées pour la zone de contrainte dans la vallée d'Erindale
- Conception la plus performante et autres conceptions évaluées pour la zone de contrainte à Cooksville
- Emplacements des arrêts proposés à Mississauga-Est
- Prochaines étapes

Vous pouvez également participer à une session virtuelle en

le 22 septembre 2021 de 18h30 à 19h30 à MetrolinxEngage.com/fr/DundasBRT.

La session en direct présentera des mises à jour d'experts du projet et une occasion de poser vos questions.

Participez

Visitez le site :

MetrolinxEngage.com/fr/DundasBRT

Téléphone: 416-202-7500

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

TorontoWest@metrolinx.com

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Si vous avez besoin d'aide pour accéder aux renseignements sur le projet ou si vous avez des questions au sujet de cette consultation, veuillez nous laisser un message au 416-202-7500 et nous vous transmettrons de plus amples renseignements. Tous les renseignements personnels recueillis et utilisés le seront en conformité avec la Loi sur l'accès à l'information et la protection de la vie privée. Pour plus de reseignements, veuillez composer le **1-888-438-6646**

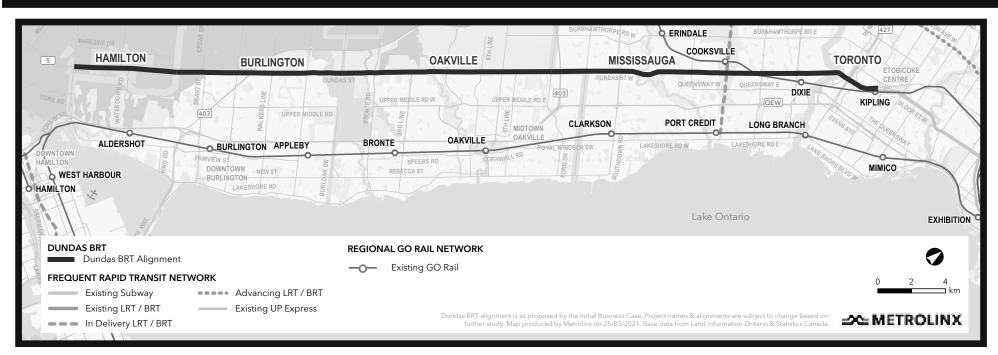
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Mississauga News | Thursday, September 2, 2021

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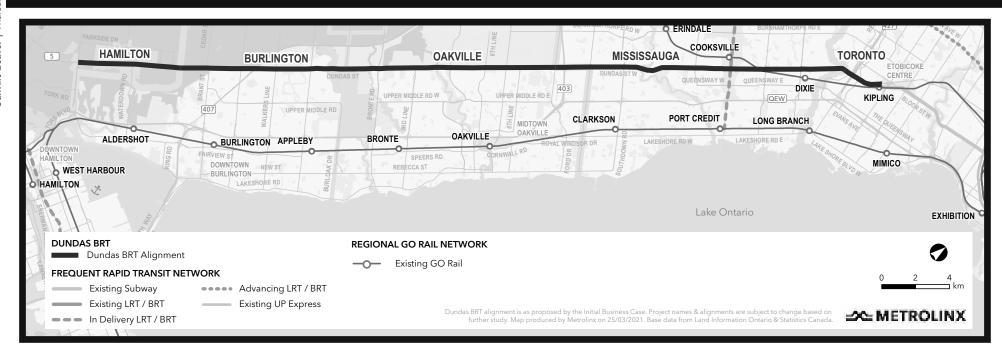
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Oakville Beaver

Dundas Bus Rapid Transit

Join us for an online Virtual Public Engagement



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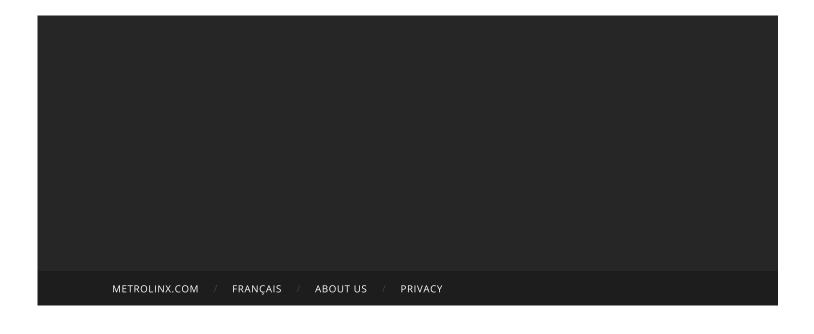
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Metrolinx Blog



A closer look at the upcoming Dundas bus rapid transit project virtual engagement

SEPTEMBER 2, 2021

The second Dundas bus rapid transit (BRT) project virtual engagement is now open for the public to review and comment. There's also an upcoming live meeting where residents can hear directly from the technical team on the project. Get the latest information on the proposed transit project and engagement opportunities below.

If you aren't familiar with the Dundas bus rapid transit (BRT) project, now is your chance, including giving your input.

In partnership with the City of Mississauga, Metrolinx introduced the Dundas BRT project to residents and businesses in April 2021.

Right now, there's no continuous east-west transit service along Dundas Street, which impacts connectivity and accessibility for residents, workers, and commuters.

That's where the Dundas BRT project comes in.

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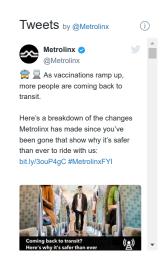
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The project is meant to connect the 48-kilometres of Dundas Street – running through Toronto, Mississauga, Oakville, Burlington, and Hamilton from Highway 6 in the City of Hamilton all the way through to Kipling Station in Toronto.

It will allow for faster, reliable, and frequent bus service along Dundas Street as well as provide connections to other transit services and key destinations along the corridor.



Metrolinx is in the process of studying the project and this includes three Transit Project Assessment Processes (TPAPs), and one Preliminary Design Business Case (PDBC) for the following sections of the project:

- Toronto Kipling Transit Hub to Etobicoke Creek
- Mississauga East Etobicoke Creek to Confederation
 Parkway (this TPAP will be conducted first to meet federal funding requirements)
- Mississauga West Confederation Parkway to Ninth Line

For the Halton and Hamilton sections, from Ninth Line to Highway 6, there is no TPAP required. Through Halton, much of the corridor has already been studied under various Municipal Class Environmental Assessments and widened to six lanes.

Through Hamilton, it is anticipated that only operational and localized design modifications are required, which are exempt from *Environmental Assessment Act* requirements.

This second round of public engagement provides updates to the environmental studies done to date and shares some of the Upcoming public info session a chance for residents to weigh in on Durham Scarborough BRT project October 5, 2021

Final pieces of trackwork being installed at Eglinton Station for Crosstown LRT project October 5, 2021

Metrolinx video shows customers why it is safer than ever to take transit October 4, 2021

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For working media with questions, please contact the Metrolinx Media Relations team at mediarelations@metrolinx.co m

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progress on preliminary design for the Mississauga East part of the BRT corridor. An analysis of options to build the BRT through constrained areas and the impacts of those options, plus the proposed stops for Mississauga East are open for the public to review and comment.

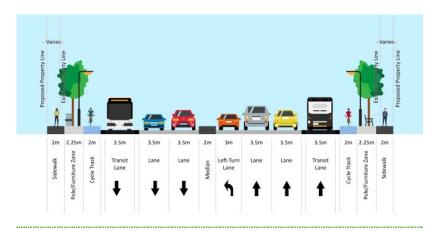
As preliminary design work for Toronto, Mississauga West, Halton, and Hamilton is still underway, more information related to pinch points, proposed stop location and potential amenities in these areas will be presented during a future public engagement session.

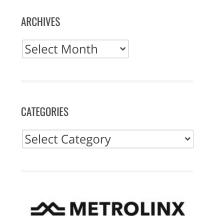
Metrolinx wants your input: Making room for the Dundas BRT project

In Mississauga, Dundas Street will need to be widened to create room for the dedicated median BRT lane that will improve transit speed and reliability. The widening of Dundas will allow for four general purpose traffic lanes, bike lanes, wider sidewalks and amenity space for utility poles, trees, and things like benches.

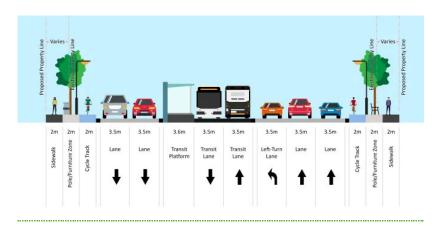
To accommodate the widened corridor, there will be property impacts in certain areas along Dundas Street. These impacts may include removing existing structures, altering parking spaces, entrances and exits, landscaping, or other features.

As design progresses, Metrolinx will look at opportunities to lessen potential impacts to properties where possible, for example, developing minimum standards for design elements such as lane widths and platform widths.





It is essential to Metrolinx that the people who live and work in any community are consulted and engaged as work continues towards a final design. The current virtual public engagement is the second of four formal opportunities for people to share their thoughts and suggestions.



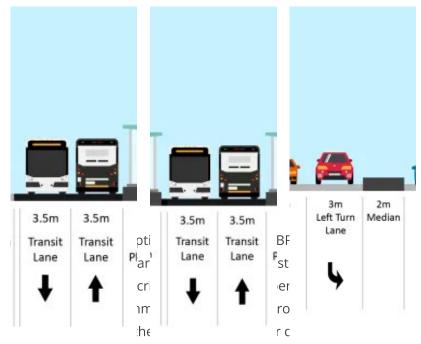
An example of median BRT on Dundas Street. (Metrolinx image)

Pinch points

During the last engagement, two pinch points, or constrained areas, were identified within Mississauga. In Cooksville (Mississauga East) a dense mix of existing structures close to the proposed route and some heritage properties mean design will have to consider the varying impact on the community character of Cooksville Village as protecting and enhancing this area is priority.

The Dundas BRT project team has arrived at six possible alternatives, with technical analysis further narrowing that to three feasible options:

- Alternative 1 Full median lane BRT corridor (with two general purpose lanes in either direction)
- Alternative 3 Full median BRT corridor with no lefts allowed at the Dundas Street and Hurontario Street intersections
- Alternative 4 Curbside buses in mixed traffic



technical team responsible for the Mississauga analysis and design, including the Cooksville area, through a live meeting hosted on Metrolinx Engage on September 22 from 6:30 – 7:30 p.m. Use this link to register and submit your questions in advance.

Erindale Valley (Mississauga West) is the second pinch point, because of the need to protect the surrounding natural environment and several heritage sites. Currently, two alternatives are being assessed for Erindale (Mississauga West). More information will be available during the next round of public engagement.

Stop locations

Since the last round of public engagement, work has advanced on establishing the proposed stop locations and amenities. Eight stop locations were identified in Mississauga East and are based on:

- The Dundas Connects Study and the Initial Business Case
- Current transit facilities and intersecting bus routes that form the basis of a connected network
- Distance between stops
- Land use and major trip generators



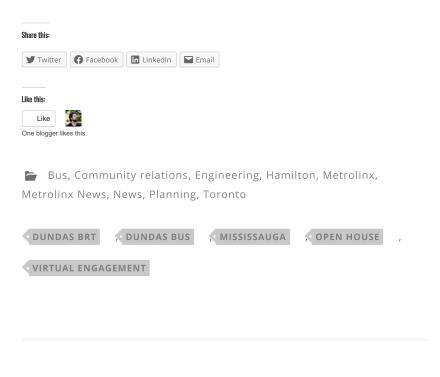
A look at the proposed stops along Dundas Street. (Metrolinx image)

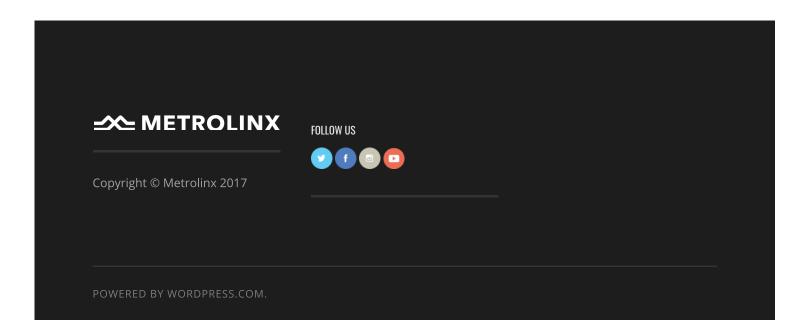
The distance between each Dundas BRT stop location will be determined by the unique nature of the areas the BRT will travel through. Increased spacing between stops will allow for faster and reliable service along the corridor.

Get Involved

Have questions, comments, or concerns about the Dundas BRT project? The team wants to hear from you. Visit metrolinxengage.com/dundasBRT today to learn more about the Dundas BRT project and share your input. This round of public engagement will run until September 23.

Story by Erika D'Urbano, Metrolinx rapid transit senior advisor and Jessica Singh, Metrolinx Peel Region community relations team







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

APRIL 14, 2021

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

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

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

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

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

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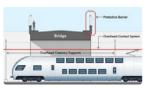
Tweets by @Metrolinx





♣ Protecting the birds
Electrifying the GO Transit network
means installing protective bridge
barriers. To help keep birds from
crashing into the clear panels, we're
communicating indirectly with them

using Morse code. Here's how: bit.ly/3hbJ497 #MetrolinxFYI



~ [



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

Click here to see an bigger version of the map.



How to get involved

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

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

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

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

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

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

RECENT POSTS

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

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

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

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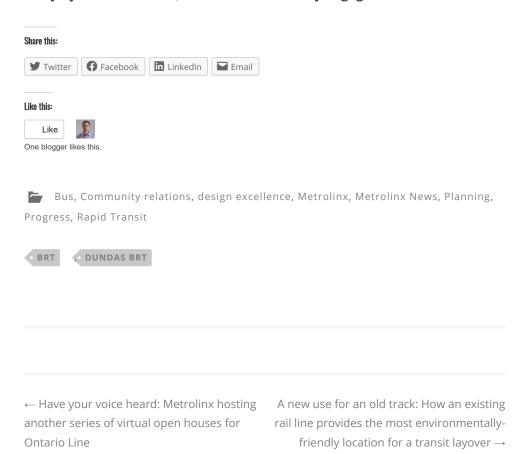
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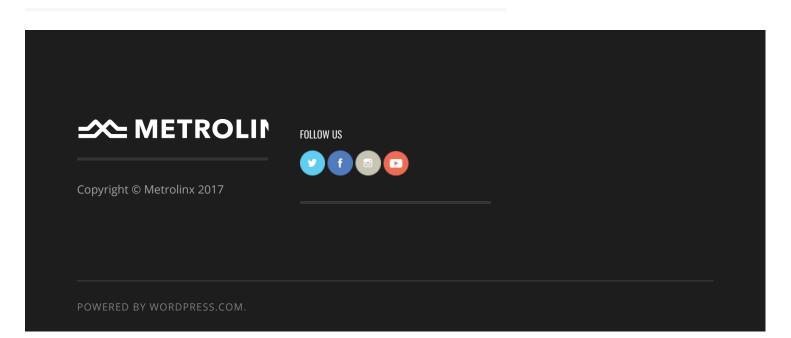


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Story by Erika D'Urbano, Metrolinx community engagement senior advisor





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Halton Region

More GO Rail Service in Halton Region

As many riders return to offices and schools, we're increasing weekday train service across our network to provide more flexibility to get our customers where they need to go.

We are excited to announce service increases along the Lakeshore West, Kitchener and Milton corridors beginning September 4. More information is available here.

Safety Never Stops

At GO Transit, your health and safety are central to everything we do. Safety never stops.

- Please wear a face covering when you ride with us, even if you're vaccinated. It is mandatory for our staff to wear one on the job. It's part of our commitment to protect you. We ask you to protect them and your fellow riders.
- Wash your hands often. When you can't, hand sanitizer is readily available along your journey.
- Avoid lining up at the station. Load money onto your PRESTO card using the PRESTO app or buy your ticket online.

Dundas BRT Virtual Open House

Dundas BRT Infrastructure Alignment as Proposed by the Initial Business Case

| POUNDAME | POUNDAME

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.

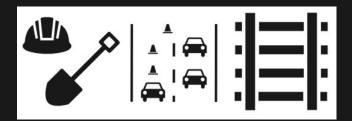
Join us online from September 2 to September 23, 2021 for our second virtual public engagement!

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.

Construction Updates



Geotechnical Investigations

In September, we will be performing work to collect geotechnical information in support of station improvements and renovations at a number of stations in Halton Region. These include:

- Acton
- Bronte
- Burlington
- Appleby

The work will occur overnight and involve drilling of boreholes at specific locations within the rail corridor, bus loop and parking lots. Crews are expected to be on-site for up to 4 days at each location. There will be some noise and vibration while the work is completed.

Burlington GO Station: Stairs Rehabilitation

On August 25, we started <u>work</u> to repair the staircases in the east tunnel, leading to platform 3. Work will take place on the west staircase until the second week of September, before moving to the east staircase, wrapping up by the end of September. Access to platform 3 will be maintained throughout construction.

Oakville GO Station: Platform and Boarding Changes

We are installing tactile yellow safety tiles on the west side of platforms 1 and 2 to remind you how far back to stand. This will mean some <u>temporary changes</u> to how you board your train.

Kitchener Corridor Moves Step Closer to More Service

Major construction of the Highway 401 and 409 Rail Tunnel project is complete. Without disrupting the constant highway traffic above, the project has reached substantial completion and crews are wrapping up the final touches. The twin tunnel will support future service increases on the Kitchener line. Take a look at all the work leading up to this significant milestone.



More From Metrolinx News

<u>Metrolinx video explains why removing trees is necessary to unlock a greener GO Transit network</u>

Metrolinx CEO explains the network effect and how it will create new transit possibilities for generations of customers

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

E: <u>HaltonRegion@metrolinx.com</u> T: 416.202.4738











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Halton Region

Dundas Street BRT Virtual Open House

Typically, the Greater Toronto and Hamilton Area (GTHA) welcomes about 110,000 new residents every year. Growth in our communities means that a reliable transportation system is needed. Metrolinx is now advancing plans for the <u>Dundas Bus Rapid Transit (BRT) corridor</u>. The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres.

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

Learn about:

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

You can provide your feedback directly on the <u>Metrolinx Engage website</u> by completing a feedback form, submitting a question, or sending the project team an email.

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

Dundas BRT Infrastructure Alignment as Proposed by the IBC



Bus Service Changes

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

For more details on upcoming bus service changes, see our latest story on Metrolinx News.

For all upcoming service changes, visit gotransit.com.

Check schedules and pay before you board

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

you – public transit is an essential service.

Burlington GO Station: Elevator Upgrades

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



I need an elevator, what should I do?

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

Construction Updates



Kerr Street in Oakville

Preparatory work for the <u>Kerr Street grade separation</u> has begun. <u>Trans-Canada Pipeline Inc.</u> is relocating a pipeline which runs underneath Kerr Street. The work is expected to be completed this summer.

Annual Track Maintenance Program

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

<u>This work</u> is expected to start in Halton Region in June. Stay tuned for more details.

Metrolinx COVID-19 Updates



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

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

Train time is any time, in any direction.

Your safety is our top priority. Need us? Call Transit Safety at 1-877-297-0642. Visit gotransit.com/safety for safety tips.

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

E: HaltonRegion@metrolinx.com

T: 416.202.4738









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Hamilton

More GO Rail Service for Hamilton

As many riders return to offices and schools, we're increasing weekday train service across our network to provide more flexibility to get our customers where they need to go.

We are excited to announce service increases coming to the Hamilton GO and West Harbour GO stations beginning September 4.



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.

For more information, and to plan your trip, please visit gotransit.com.

Read more on Metrolinx News.

Hamilton GO Centre Maintenance

Maintenance work is underway at the Hamilton GO Centre including bus platform improvements and the installation of bird netting.

Customers can expect rotating bus bay closures during this work, and departure boards will reflect the temporary zone being used during each stage. No schedule impacts are anticipated.

We are working closely with our partners at DARTS (Disabled and Aged Regional Transit System) to ensure accessibility needs are met during the work, including additional signage and wayfinding.

Check schedules and pay before you board

- Before you GO, check schedules at gotransit.com
- Now, all mobile users whether they have an Android or an iPhone – can instantly load funds and passes onto their PRESTO card
- Avoid the lines. Buy your GO Transit tickets online to enjoy the ease and convenience of a GO Transit e-ticket.

Dundas BRT Virtual Open House

Dundas BRT Infrastructure Alignment as Proposed by the Initial Business Case



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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Safety Information

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More from Metrolinx News

Metrolinx increasing GO train service on several major routes plus new hourly service to West Harbour GO

New Metrolinx video explains why removing trees is necessary to unlock a greener GO transit network

Contact Us

Contact the Hamilton-Niagara Community Relations Office Email: <u>Hamilton@metrolinx.com</u>











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Hamilton

Service Update: GO Bus Route 16

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

For more details on upcoming bus service changes, see our latest story on Metrolinx News.

For all upcoming service changes, visit gotransit.com.



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Dundas Street BRT Virtual Open House



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- Environmental studies
- Preliminary design
- · Community engagement opportunities

You can provide your feedback directly on the Metrolinx Engage website by completing a feedback form, submitting a question, or sending the project team an email. For more information, visit our Dundas BRT web page <u>here</u>.

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

See the blog story on Metrolinx News

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

More from Metrolinx News

The causes of mid-trip changes to GO train rides and the best tips on dealing with them

April 20, 2021

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

April 19, 2021

COVID-19 Update

<u>Metrolinx ramps up efforts to keep staff and customers safe during third wave</u>

April 16, 2021

Contact Us

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Peel

September 16, 2021

The Metrolinx network acts as a lifeline to the region and we are working to improve service for those who depend on it. An unprecedented transformation is underway as Metrolinx works towards more frequent service to Peel Region. We are building new and better ways to move you around the region. You can already see the difference, and there's more to come!

We're connecting everything we build to the existing systems already in place across the Greater Golden Horseshoe to form one of the greatest transit systems in the world. Faster service with more options to move seamlessly from one transit provider to another – from a subway to a train car or light rail vehicle, as easily as scrolling on your smart phone. For Metrolinx, it's the heart of our day's work. One that will take a lot of heavy lifting, and support from the communities we are now building or improving transit in.

Dundas BRT: Join us online for our second virtual engagement and first virtual live meeting

Join us online from September 2 to September 23, 2021 for our second virtual public engagement! You can provide your feedback on a proposed Dundas BRT project and learn more about:

- 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

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 at peel@metrolinx.com. 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.

Read more on Metrolinx News.

Dundas BRT Infrastructure Alignment as Proposed by the Initial Business Case **POLICH FILLS **BANKETON **BANKET

Hurontario LRT: Construction in your community

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

Mississauga South

High Street to the Queen Elizabeth Way (QEW) - Ongoing Port Credit GO Station - Ongoing Lakeshore Road East to Pinetree Way - Ongoing

Mississauga Cooksville and Centre

Queensway to Paisley Boulevard Extended Hours - Ongoing
Utility Relocation Work on Rathburn Road - Ongoing
Matthews Gate to Eglinton Avenue and on Rathburn Road - Ongoing
Pinetree Way to Matthews Gate - Ongoing

Mississauga North

<u>Temporary Traffic Restrictions at Topflight Drive and Edwards Boulevard</u> - Ongoing
<u>Matheson Boulevard to Highway 407</u> - Ongoing

Brampton South

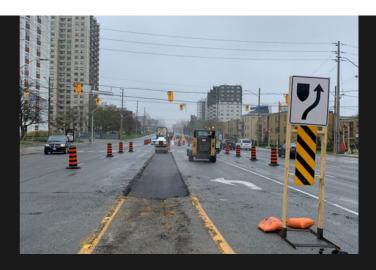
<u>Derrycrest Drive to Bartley Bull Parkway</u> - Ongoing

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

Hurontario LRT: Extended work hours for utility relocation from Queensway to Paisley Boulevard

Construction crews will be installing new watermains on Hurontario Street near the Queensway and moving north towards Paisley Boulevard. This work is scheduled for four weeks starting the week of September 14th, 2021. Crews will be onsite from 7:00 am to 10:00 pm.

Learn more about this work here.



Hurontario LRT: Tree removal, trimming and protections

In order to accommodate utility works, road widening, and landscaping, most trees along the boulevard and project right of way will be removed, or have protections placed around them with overhanging branches trimmed back to the property line.

Metrolinx and Mobilinx recognize that trees are very important and we are working closely with the City of Mississauga and City of Brampton to help identify planting and compensation requirements for tree removal on both city and private property. Trees will only be removed when necessary.



Bramalea GO: Parking Garage & Station Building Now Open!

The brand new parking garage and station building at Bramalea GO are now open to the public. As of September 13th, customers and riders can enjoy more convenient connections at the station, helping them get to where they need to go, quickly and safely.

Read more about the new amenities and other impacts to customers as construction at the station continues, on the <u>Metrolinx News</u> site.



Rail Safety Week 2021

It's Rail Safety Week!

In support of Operation Lifesaver's Rail Safety Week (Sept 20-26), here at Metrolinx we're reminding customers and community members to stay safe when they are near or crossing our tracks. We know rail safety is a shared responsibility, which is why we continue to introduce safety improvements as we build more rail infrastructure and introduce more GO & UP train service as we return to pre-pandemic levels of service. Rail Safety Week is just one of the ways we're working to keep people safe in and around our rail network. Safety is central to everything we do. Whether it's our colleagues, customers or community, at Metrolinx we're committed to putting safety first in everything we do. Safety Never Stops.

Discover more about this important initiative on the Metrolinx Blog.



Malton GO: Door Restrictions Sept 20-24

During the week of September 20, there will be changes to how customers board and exit trains on platform 2 while important paving work takes place. Here is what customers need to know:

Travelling from Malton GO:

- Portions of platform 2 will be closed for paving work.
- The elevator and stairs to the island (north) platform in the west tunnel will remain available for use.
- Look for signs to show where to stand and remember to spread out along the platform to help keep everyone safe.

 The accessible ramp will be available to those who need to board the accessible coach.

Travelling from Union Station:

- Please listen to announcements on the train as not all coaches will open at Malton GO.
- Check out the boarding graphic on our website to show where to stand on the platform.
- The accessible ramp will still be available to those who need to board/disembark the accessible coach.

Please be careful around construction equipment and fenced off areas. Paving work is expected to be complete in one week.

To learn more about the construction at your station click here.

GO Expansion: Metrolinx installing special fencing along Credit River Bridge

Metrolinx continues to improve the safety of our rail infrastructure as we build and introduce more GO train service throughout the region.

As dozens of people continue to jump into the shallow waters, staff are working tirelessly to make things safer. Work is now underway to install a new high security fence enclosing the Credit River Bridge in order to stop trespassing in the area. The fence is also designed to be difficult to cut or damage, increasing safety around the Port Credit rail bridge. Workers are currently removing and disposing of existing fencing materials and overgrown vegetation in the area of the Port Credit Memorial Park. Once new fencing has been successfully installed, work will move to the south west area of the bridge, followed by the north west.

Installation is expected to be complete by the end of September 2021.

Remember train time is any time, in any direction. GO trains are not the only trains that use our rail corridors, which makes it impossible for residents to know for sure when the next train might come along. While it may look harmless or even fun, accessing, climbing and jumping off rail bridges are considered potentially life-threatening emergencies. Please treat them as much.

Metrolinx knows the best deterrent is awareness, and continues to work with many local community groups. However, Peel Police and Transit Safety will not hesitate to charge people with trespassing. The maximum fine for this offense is \$5,000.

That fine however, is nothing in comparison to potentially paying the ultimate price; the last thing Metrolinx wants to do is deliver tragic, life changing news to your family.

If you see something, say something!

- Call 911
- Call Transit Safety (24 hours a day): 1-877-297-0642

Visit gotransit.com/safety for more important safety tips. <u>Learn more on Metrolinx News.</u>

Read more about the new fence installation work on Metrolinx News!

Lakeshore West GO Corridor: Alectra overhead to

underground conversion

Alectra has begun the process of removing existing overhead conductors that are crossing the railway surrounding areas of Haig Boulevard, between Carnegie Drive and Lakeshore Road and installing them under the rail.

Work is not expected to cause any disruptions for GO Train operations, however, some community impacts are expected. In addition, a road closure will be required for approximately 8 weeks during construction at the railway crossing on Haig Boulevard. The pedestrian walkway over the railway will remain open during this time.

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

Haig Road community notice - July 2021

Lakeshore West GO Corridor: Vegetation removal in preparation for GO Expansion

Over the next few weeks Metrolinx will begin to clear vegetation and trees along the Lakeshore West rail corridor between Lorne Park and Winston Churchill Boulevard in Mississauga. This work is being done to allow for the fast, quiet, electrified, two-way, all-day service that will come with GO Expansion.

Ongoing vegetation control inside rail corridors is essential to operating safe and reliable GO train service. GO Expansion requires an enhanced approach for trees and vegetation to create room for and protect new infrastructure, and to optimize corridor safety.

Native trees removed as part of this work will be replaced within the City of Mississauga through a compensation program based on the Metrolinx Vegetation Guideline (2020). The program will increase the tree count in the region.

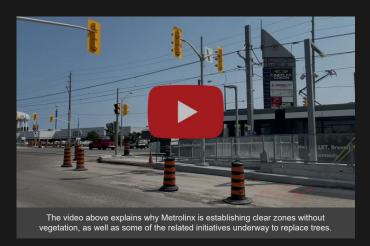
The recent GO Rail Network Electrification Addendum can be found here.

The Metrolinx Vegetation Guide can be found here.

The full community notice is available here for review.

The GO Expansion program will require extensive construction across the entire GO rail network, while GO service continues to operate.

<u>Learn more on Metrolinx News.</u>



Streetsville GO: Elevators out of

service until fall

The elevators are out of service at Streetsville GO until this work is complete this fall - they are getting close to the end of their lifespan and these upgrades will make them more efficient and reliable. If customers need to use an elevator to access the platform, they will have to use our services from Meadowvale or Erindale GO.

- Residents planning to drive to Meadowvale GO or Erindale GO during this time who are in need of an accessible parking spot can contact GO Transit at 416-869-3200 or 1-888-438-6646 (toll free).
- Residents who need assistance to get to Meadowvale GO or Erindale GO from Streetsville GO can fill out our shuttle request form by calling GO Transit at 416-869-3200 or 1-888-438-6646 (toll free). Shuttle requests must be made 48 hours in advance of the time of travel.

We're also building a new bike station and installing new digital signs in the bus loop at Streetsville GO. Learn more here.



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

Have questions about the Hurontario LRT project, or other Metrolinx projects in your neighbourhood? Our Community Relations team is available for virtual or in-person meetings Monday - Friday, 9:00 AM - 4:00 PM, just give us a call, email or reach out to @HurontarioLRT on social media to schedule your appointment!

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

<u>Click here</u> to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing COVID-19 pandemic.

Read the latest Metrolinx News stories

<u>Pickering Pedestrian Bridge declared longest enclosed people crossing in world by Guinness - September 14, 2021</u>

<u>Look inside unusual Oakwood Station on Crosstown light rail transit line - September 13, 2021</u>

Metrolinx revises policy for e-bikes and e-scooters - September 10, 2021

Anne Marie Aikins on why vaccination is a key part of Metrolinx six point safety checklist for returning customers - September 9, 2021

You have to see the LEGO GO bus terminal and hear the emotional story behind it - September 8, 2021









You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

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Community Relation Offices: 3024 Hurontario St. Unit G12, Mississauga 17 Ray Lawson Blvd. Unit 9, **Brampton**

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★ METROLINX

IT'S HAPPENING.

≠ METROLINX

Peel

September 2, 2021

The Metrolinx network acts as a lifeline to the region and we are working to improve service for those who depend on it. An unprecedented transformation is underway as Metrolinx works towards more frequent service to Peel Region. We are building new and better ways to move you around the region. You can already see the difference, and there's more to come!

We're connecting everything we build to the existing systems already in place across the Greater Golden Horseshoe to form one of the greatest transit systems in the world. Faster service with more options to move seamlessly from one transit provider to another – from a subway to a train car or light rail vehicle, as easily as scrolling on your smart phone. For Metrolinx, it's the heart of our day's work. One that will take a lot of heavy lifting, and support from the communities we are now building or improving transit in.

Dundas BRT: Join us online for our second virtual engagement

Metrolinx is continuing to advance planning for the Dundas Bus Rapid Transit (BRT) corridor. 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! You can provide your feedback on a proposed Dundas BRT project and learn more about:

- 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

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 at peel@metrolinx.com. 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.

Read more on Metrolinx News.



Hurontario LRT: Construction in your community

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

Mississauga South

High Street to the Queen Elizabeth Way (QEW) - Ongoing Port Credit GO Station - Ongoing Lakeshore Road East to Pinetree Way - Ongoing

Mississauga Cooksville and Centre

<u>Utility Relocation Work on Rathburn Road - New</u>
<u>Matthews Gate to Eglinton Avenue and on Rathburn Road - Ongoing Pinetree Way to Matthews Gate - Ongoing</u>

Mississauga North

Temporary Traffic Restrictions at Topflight Drive and Edwards

<u>Boulevard</u> - Ongoing

<u>Matheson Boulevard to Highway 407</u> - Ongoing

Brampton South

Derrycrest Drive to Bartley Bull Parkway - Ongoing

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

Hurontario LRT: Utility relocation work on Rathburn Road

Utility relocations will begin on Rathburn Road starting near the Hurontario overpass and moving westward towards Duke of York Boulevard. The work will last about three months. During this work there will be one eastbound lane, one westbound lane and exclusive left turn lanes at intersections.

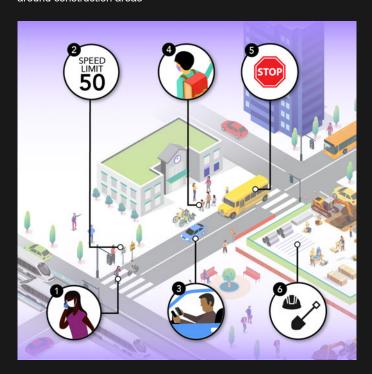
During this work there will be two 24 hour closures of Hammerson Boulevard near Rathburn Road. <u>Learn more here.</u>



Hurontario LRT: back to school safety

We wish all students a safe and healthy return to classes next week. A lot has changed along the Hurontario LRT corridor over the past few months, so we're sharing our favourite back to school tips!

- 1: Be mindful of your surroundings and avoid distractions
- 2: Be mindful of speed limits, especially in school zones
- 3: Don't text while driving
- 4: Wear a mask
- 5: Watch out for school buses and slow-moving vehicles who may be guided in and out of construction areas by a traffic control person.
- 6: Don't take shortcuts, pay close attention to signs on roads and around construction areas



Hurontario LRT: Tree removal, trimming and protections

In order to accommodate utility works, road widening, and landscaping, most trees along the boulevard and project right of way will be removed, or have protections placed around them with overhanging branches trimmed back to the property line.

Metrolinx and Mobilinx recognize that trees are very important and we

are working closely with the City of Mississauga and City of Brampton to help identify planting and compensation requirements for tree removal on both city and private property. Trees will only be removed when necessary.



GO Transit: Service increase

Metrolinx is increasing and adjusting service starting Sept. 4 to meet the expected demand from customers returning to school and the workplace this fall. With this round of changes, GO train service will match – and in some cases, slightly exceed – what was offered prior to COVID-19.

Lakeshore West

- A number of trips between Oakville GO and Union Station are coming back which brings 15-minute service in both directions for much of the day.
- Resuming one weekday rush hour trip in each direction between Niagara Falls and Union Station.
- Four eastbound weekday morning departures from Hamilton GO Centre will now depart a few minutes earlier and run express between Clarkson GO and Union Station.
- Four westbound weekday evening departures from Union Station will now depart 17 minutes later, run express between Union and Clarkson GO, then make all stops to Hamilton GO Centre.
- For weekend travel from Hamilton, customers looking for earlier departures on Saturday and Sundays will have three new eastbound departures from West Harbour GO at 5:13 a.m., 6:13 a.m. and 7:13 a.m.
- Hourly service will continue on the Lakeshore West line from 8 p.m. onward. The last trip of the night in both directions will be replaced by bus service to support construction of the Hurontario LRT at Port Credit GO.

Kitchener line

- Customers will now have five weekday express options for the morning rush into downtown, making all stops from Kitchener GO to Bramalea GO, then running express to Union Station.
- In the evening, departing westbound from Union Station, three trips will run express to Bramalea GO, then make all stops to Kitchener GO.
- There will also be new and reinstated weekday trips, including extensions to and from Kitchener GO, as well as new and reinstated trips to and from Bramalea GO throughout the day.
- Some departure times are changing to offer more consistent service throughout the day, so customers should plan their trips before heading out.

Milton

- For Milton customers, five eastbound and five westbound weekday rush hour trips will offer 15-minute frequency into the city and back home.
- Check your schedule online to find out the exact trip times.

The system-wide increase in service means more flexibility for customers, particularly those planning trips throughout the work and school week. <u>Learn more on Metrolinx News.</u>



GO Expansion: Metrolinx installing special fencing along Credit River Bridge

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As dozens of people continue to jump into the shallow waters, staff are working tirelessly to make things safer. Work is now underway to install a new high security fence enclosing the Credit River Bridge in order to stop trespassing in the area. The fence is also designed to be difficult to cut or damage, increasing safety around the Port Credit rail bridge. Workers are currently removing and disposing of existing fencing materials and overgrown vegetation in the area of the Port Credit Memorial Park. Once new fencing has been successfully installed, work will move to the south west area of the bridge, followed by the north west.

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That fine however, is nothing in comparison to potentially paying the ultimate price; the last thing Metrolinx wants to do is deliver tragic, life changing news to your family.

If you see something, say something!

- Call 911
- Call Transit Safety (24 hours a day): 1-877-297-0642

Read more about the new fence installation work on Metrolinx News!

Geo-environmental investigations underway at various Peel GO stations

Over the last week, geotechnical boreholes needed to be drilled at various GO stations in Peel to collect information as part of the <u>early</u> stations improvement <u>project</u>. Some of this work had to be completed overnight to minimize service disruptions.

Mount Pleasant: Work will be underway September 21 - 27 Dixie GO: Work will be underway August 30 - September 2 Erindale: Work was completed August 31 Streetsville: Work was completed August 30

Lakeshore West GO Corridor: Alectra overhead to underground conversion

Starting on Monday, July 26, Alectra will begin the process of removing existing overhead conductors that are crossing the railway surrounding areas of Haig Boulevard, between Carnegie Drive and Lakeshore Road and installing them under the rail.

Work is not expected to cause any disruptions for GO Train operations, however, some community impacts are expected. In addition, a road closure will be required for approximately 8 weeks during construction at the railway crossing on Haig Boulevard. The pedestrian walkway over the railway will remain open during this time.

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

Haig Road community notice - July 2021

Lakeshore West GO Corridor: Vegetation removal in preparation for GO Expansion

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Ongoing vegetation control inside rail corridors is essential to operating safe and reliable GO train service. GO Expansion requires an enhanced approach for trees and vegetation to create room for and protect new infrastructure, and to optimize corridor safety.

Native trees removed as part of this work will be replaced within the City of Mississauga through a compensation program based on the Metrolinx Vegetation Guideline (2020). The program will increase the tree count in the region.

The recent GO Rail Network Electrification Addendum can be found

The Metrolinx Vegetation Guide can be found here.

The full community notice is available here for review.

The GO Expansion program will require extensive construction across the entire GO rail network, while GO service continues to operate.

<u>Learn more on Metrolinx News.</u>



Streetsville GO: Elevators out of service until fall

The elevators are out of service at Streetsville GO until this work is complete this fall - they are getting close to the end of their lifespan and these upgrades will make them more efficient and reliable. If customers need to use an elevator to access the platform, they will have to use our services from Meadowvale or Erindale GO.

- Residents planning to drive to Meadowvale GO or Erindale GO during this time who are in need of an accessible parking spot can contact GO Transit at 416-869-3200 or 1-888-438-6646 (toll free).
- Residents who need assistance to get to Meadowvale GO or Erindale GO from Streetsville GO can fill out our shuttle request form by calling GO Transit at 416-869-3200 or 1-888-438-6646 (toll free). Shuttle requests must be made 48 hours in advance of the time of travel.

We're also building a new bike station and installing new digital signs in the bus loop at Streetsville GO. Learn more here.



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

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4:00 PM, just give us a call, email or reach out to @HurontarioLRT on social media to schedule your appointment!

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

<u>Click here</u> to read the most current information for customers and communities, as the transit agency continues to respond to the ongoing COVID-19 pandemic.

Read the latest Metrolinx News stories

Metrolinx reminds customers to mask UP before they GO on transit - August 18, 2021

New video shows first Finch West light rail vehicle arrive in Toronto - August 18, 2021

Metrolinx releases detour plans to keep people moving during Ontario Line Queen Street construction - August 17, 2021

Metrolinx explains why pulling the emergency brake after missing your stop is a no GO - August 16, 2021

<u>The passing of former premier Bill Davis and his legacy on GO Transit - August 9, 2021</u>









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PEEL

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Community Relation Offices: 3024 Hurontario St. Unit G12, Mississauga 17 Ray Lawson Blvd. Unit 9, Brampton

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IT'S HAPPENING.

∠ METROLINX

Peel April 22, 2021



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

Mississauga South

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

Mississauga Cooksville and Centre

<u>The Queensway and Hurontario Street</u> - Ongoing <u>Dundas Street to Matheson Boulevard</u> - Ongoing

Mississauga North

Matheson Boulevard to Highway 407 - Ongoing

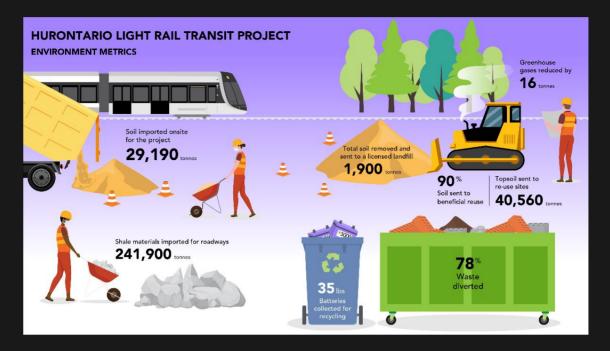
Brampton South

<u>Derrycrest Drive to Bartley Bull Parkway</u> - Ongoing

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

Hurontario LRT: Earth Day

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



Dundas BRT: Have your say

Typically, the Greater Toronto and Hamilton Area (GTHA) welcomes about 110,000 new residents every year. Growth in our communities means that a reliable transportation system is needed. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit (BRT) corridor. The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres.

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

Learn about:

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

You can provide your feedback directly on the Metrolinx Engage website by completing a feedback form, submitting a question, or

sending the project team an email.

For more information, visit our <u>Dundas BRT web page</u> or learn more on Metrolinx News.

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



Lakeshore West GO Corridor: Alectra overhead to underground conversion

UPDATE: Work is now underway

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

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

Port Credit GO Station: Accessibility upgrades

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

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

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

We appreciate your patience during construction.

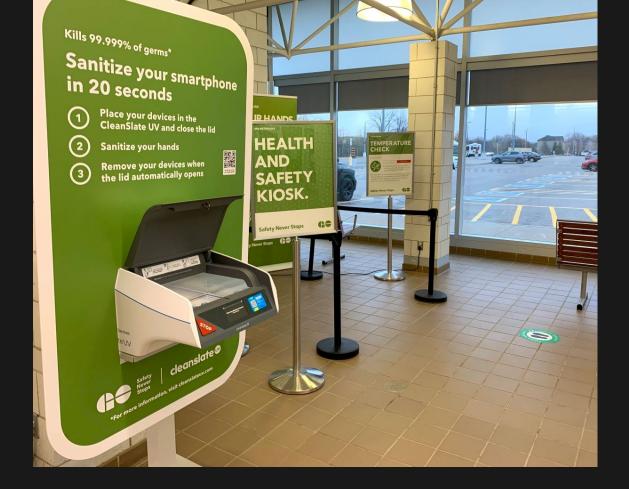
Subscribe to On the GO alerts for up-to-date information about Port Credit GO and the Lakeshore West line here.

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

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

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

To learn more read our blog on Metrolinx News.



Changes coming to select GO bus routes effective May 3

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

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

Route 19 (Mississauga/North York)

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

Route 21 (Milton)

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

Route 27 (Milton/North York)

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

Route 29 (Guelph/Mississauga)

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

Route 32 (Brampton Trinity Common/North York)

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

We are constantly monitoring ridership and will adjust service if necessary. <u>Click here to see the new schedules</u> and be sure to check the website often for updates.

Eglinton Crosstown West Extension: Directional drilling along the ECWE

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

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

Read more on Metrolinx News!



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

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

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

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Read the latest Metrolinx News stories

<u>Transit Safety officers make quick arrest after indecent exposure incident - April 20, 2021</u>

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

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

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

Ensuring a smooth ride on the rails - meet GO Transit's massive track surfacing machine - April 8, 2021











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IT'S HAPPENING.

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Toronto West

September 10, 2021

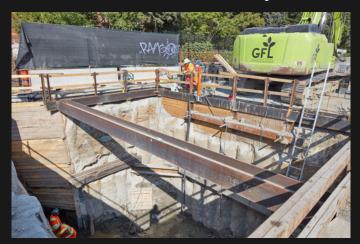


The Metrolinx network acts as a lifeline to the region and we are working to improve service for those who depend on it. An unprecedented transformation is underway as Metrolinx works towards more frequent service to the Toronto West Region. We are building new and better ways to move you around the region, making connections easier and seamless. You can already see the difference, and there's more to come!

Davenport Diamond Guideway



At Bloor Street, crews excavate behind the north bridge abutment.



Davenport Diamond Guideway Construction

Bloor Street West Rail Bridge

Caisson drilling is now underway on the north side of the bridge and is expected to last until late September. The north lane will be periodically closed between St. Helens Avenue and Ruttan Street on concrete pour days. Traffic will be maintained in both directions and shifted to the south lane. The north sidewalk will be open. The south sidewalk between St. Helens Avenue and Ruttan Street remains closed at this time. Pedestrians are asked to use the north sidewalk.

You can find more information here.

CP Bridge (North of Dupont Street)

Next week, crews will start working on the CP bridge south transition wall (involving formwork, rebar installation and a concrete pour) that supports the new CP bridge on the south side. Crews will also continue installing tiebacks for the shoring wall on the northeast corner of the CP Diamond. This work involves drilling and will take place outside of the rail corridor (in the adjacent developer's land) during the daytime.

North Mechanically Stabilized Earth (MSE) Wall

North MSE wall construction continues as crews build up the wall by backfilling and installing panels. This work will be ongoing for several months, including regular deliveries of MSE wall materials.

You can find more information here.

Elevated Guideway Column Erection (Dupont Street)

Crews continue erecting columns north of Wallace Avenue, but you can expect to see crews working along the entire elevated guideway corridor.

South MSE Wall (Wade Avenue to Paton Road)

Next week, crews continue grading the area between Paton Road and Wallace Avenue in preparation for south MSE wall construction.

Wallace Avenue

Next week, crews continue excavating the pile cap for the new Wallace Avenue bridge abutment on the south side of Wallace Avenue. Crews have now finished installing the gantry crane footing at the northwest corner of Wallace Avenue.

You can find more information here.

Follow us <u>@GOExpansion</u> for regular updates and visit our website: <u>www.metrolinx.com/davenport</u>.



Join us Online until September 23 for our Second Dundas BRT Public Engagement!

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. Please see our article here for more information.

You can provide your feedback directly on Metrolinx Engage by completing a <u>feedback form</u>, 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.

Finch West LRT Construction



Sidewalk Closure at Kipling Avenue

Crews are relocating utilities along Finch Avenue West. To safely perform dry utilities work, the east sidewalk at Kipling Avenue and Finch Avenue West will close starting Friday September 10, 2021, till September 17, 2021, approximately. The west sidewalk remains open. The bus stop is relocated as indicated above.

Work Hours

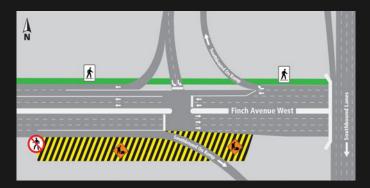
Friday September 10, 2021 at 7 a.m. until Friday September 17, 2021 at 5 p.m., approximately



Traffic Changes for Finch/Keele Area - Overnight

Crews have been drilling and installing concrete piles to support the underground during excavation for the Finch West station on lots near the Finch Avenue West and Keele Street intersection. Currently, the work is ongoing on the east side of the Finch-Keele intersection. It includes a piling phase and excavation and traffic deck installation.

In preparation for the next phase of work, traffic will be shifted overnight on September 11, and work will take place on the west side of the Intersection for another month, approximately.



Temporary Closure of Highway 400 Southbound Ramp

Crews will be working on the installation of a box culvert for drainage and road works at Highway 400 southbound on-ramp. It will be fully closed, starting Thursday, September 23 until Monday, September 27 Pedestrians access will be maintained on the north side of Finch Avenue West.

We will monitor noise and vibration levels to make sure they are always within permitted ranges.

REMINDERS

- Watermain installation at Signet Drive and Finch Avenue West. More information is available here.
- Access to Tobermory Drive from Finch Avenue West will be limited to right-in and right-out traffic movements only. More information is available here.
- Crews have been relocating utilities in the vicinity of Finch Avenue West and Martin Grove Road. More information is available here.
- Pedestrian Bridge Closure at Farr Avenue and Finch Avenue West. More information is available <u>here</u>.
- Humber River Bridge rehabilitation. More information is available here.
- Utility relocation along Finch Avenue West between Albion Road and Martin Grove Road. More information is available here.
- Follow us @<u>FinchWestLRT</u> for regular updates and visit our website: www.metrolinx.com/finchwestlrt.

Eglinton Crosstown West Extension

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

More information is available here.

Kitchener Corridor



Geotechnical Investigation North of St. Clair Avenue West Rail Crossing – Weekend, Day and Night Work

Metrolinx will be conducting geotechnical investigation on the Kitchener rail corridor, north of St. Clair Avenue West. This work will include the drilling of a total of seven boreholes and the installation of monitoring wells.

Work will take place on the following dates:

September 10 - 12, 2021: Five boreholes will be drilled on the west side of the tracks.

September 13 - 17, 2021: Two boreholes will be drilled on the east side of the tracks.

Weekend work will take place both during the daytime and nighttime hours. Weekday work will take place during the daytime hours.

Barrie Corridor

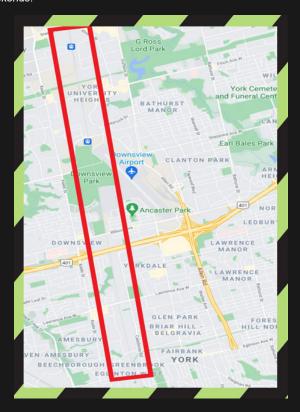
Rail Corridor Vegetation and Tree Clearing

Ongoing vegetation control inside rail corridors is essential to operating safe and reliable GO train service. GO Expansion requires an enhanced approach. To create room for and protect the new infrastructure, and to optimize corridor safety trees and vegetation must be removed to establish a vegetation clearing zone within rail

Ongoing until late September, crews will clear and remove some of the trees and vegetation located within the Barrie rail corridor between

Eglinton Avenue and Steeles Avenue West.

Work hours will be from 7 a.m. to 7 p.m. on weekdays, and possibly on weekends.



Union Station Rail Corridor



Bungalow Foundation Work Between Bathurst Street and Strachan Avenue

As a part of the ongoing USRC Signaling System Project, we will be conducting bungalow foundation work (a 'bungalow' is a shelter for rail controls, and helps relay information and instructions).

Work hours

September 13 to September 16 from 8 p.m. to 6 a.m. September 20 to September 23 from 8 p.m. to 6 a.m.

Heavy machinery such as vacuum trucks, excavators, jackhammers,

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



Overnight Work Between Bathurst and Simcoe Street

As a part of the ongoing USRC Signaling System Project, crews will be preparing for caisson drilling and installation.

September 13 to 17, 8 p.m. to 6 a.m.

*Please note these dates and times are approximate, and work could be rescheduled.

Why Overnight?

Overnight work is necessary for this maintenance, as it cannot be completed safely for construction crews while trains are active and running during the day.

What to expect

- Some level of disturbance and movement of equipment and workers
- Crews employ noise monitoring equipment to ensure that the level of noise is not excessive and is within guidelines.

More Improvements and Changes Coming to Union Station!

We're making improvements at the platform and concourse levels at Union Station to give you more efficient, frequent and comfortable GO service. This will mean some changes to the way you make your way around the station. The doors between the south side of York Concourse and the stairs to platforms 24-27 will be blocked for construction.

Sections of the York and Bay Street Teamways will be fenced off. Please be careful around construction equipment and fencing. Directional signage will assist in getting you on with your day. For more information click here.

Train time is any time, in any direction.

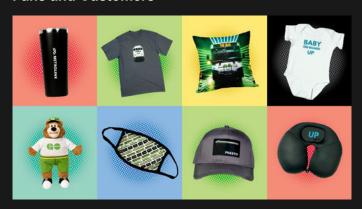
Your safety is our top priority.
Need us? Call Transit Safety at 1-877-297-0642.
Visit gotransit.com/safety for safety tips.

We are looking to spotlight local groups, clubs or organizations that are making a positive impact in the Toronto West Region. <u>Contact us</u> for a chance to be featured in upcoming editions of our newsletter.

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

The most current information for our customers and communities is available here.

Metrolinx Opens New Online Shop For Transit Fans and Customers



The transit agency has created The Metrolinx Shop, an online store offering merchandise and apparel showcasing the brands of Metrolinx, GO Transit, UP Express, and PRESTO.

The shop offers limited-edition face coverings that were previously only available at the GO and UP service counters in Union Station. Produced in Canada, they come in five designs and in three sizes, to safely fit adults and children. As well, \$2 from each sale goes to the United Way. To read the full story, click here.

Latest Metrolinx News Posts

Anne Marie Aikins on why vaccination is a key part of Metrolinx six point safety checklist for returning customers

September 9, 2021

You have to see this LEGO GO bus terminal and hear the emotional story behind it

September 8, 2021

Metrolinx shares Ontario Line station design principles September 9, 2021

Contact Us

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











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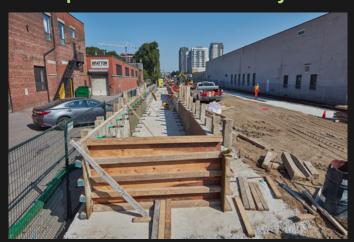
Toronto West

September 3, 2021

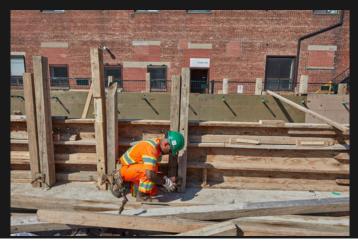


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Davenport Diamond Greenway



Crews install the gantry crane footing on the north side of Wallace Avenue (west side of the rail corridor) to provide a base for the crane that will be used to install concrete girders for the elevated guideway. Girders are large bridge segments that will support the track.



Building the crane footing on the north side of Wallace Avenue (west side of the rail corridor).

Davenport Diamond Guideway Construction

Bloor Street West Rail Bridge

The south sidewalk on Bloor Street West between St. Helens Avenue and Ruttan Street remains closed. Pedestrians are asked to use the north sidewalk. Next week, crews will continue working on the north side of the bridge to backfill the area and install a drill rig platform. Caisson (shaft) drilling is expected to begin by the end of the week.

You can find more information here.

CP Bridge (North of Dupont Street)

Crews continue working on the top portion of the CP bridge north abutment, which involves formwork and rebar installation (and eventually another concrete pour). Next week, crews are also expected to begin working on the CP bridge south transition wall (which also involves formwork, rebar installation and a concrete pour) that provides support for the new CP bridge on the south side.

Next week, crews will begin installing tiebacks (soil anchors) for the shoring (support) wall on the northeast corner of the CP diamond next week. This work involves drilling and will take place outside of the rail corridor (in the adjacent developer's land) during the daytime.

North Mechanically Stabilized Earth (MSE) Wall

North MSE wall construction is now well underway and will be ongoing for several months, including regular deliveries of MSE wall materials. MSE wall will bring trains up to the height of the elevated guideway and back down to grade again. It's like a really big ramp made of reinforced soil designed to support the weight of the trains passing above. Next week, crews continue building up the wall by backfilling and installing panels.

You can find more information here.

Elevated Guideway Column Erection (Dupont Street)

Crews continue erecting columns between Wallace Avenue and Dupont Street next week, but you can expect to see crews working along the entire elevated guideway corridor.

South MSE Wall (Wade Avenue to Paton Road)

Next week, crews continue grading the area between Paton Road and Wallace Avenue in preparation for south MSE wall construction.

Wallace Avenue

Next week, crews continue excavating the pile cap for the new Wallace Avenue bridge abutment on the south side of Wallace Avenue. Crews also continue installing the gantry crane footing on the north side of Wallace Avenue (west side of the rail corridor).

Dundas Bus Rapid Transit Project



Join us online from September 2 to 23 for our second Dundas BRT public engagement!

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. Please see our article here for more information.

You can provide your feedback directly on Metrolinx Engage by completing a <u>feedback form</u>, 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.

Finch West LRT Construction



Community Updates

Keele Street to Sentinel Road

Crews continue to install concrete piles and shoring to support excavation, deep excavation, utility relocation and road widening. Those activities and other works will continue throughout 2021.

Sentinel Road to Driftwood Avenue

Crews continue to relocate utilities and widen the road. Sections of the guideway have been installed and others are underway. These activities and other guideway work will continue throughout 2021.

Driftwood Avenue to Norfinch Drive/Oakdale Road

Crews continue to relocate utilities and widen the road. Guideway work in this area is ongoing and will continue until early-October, approximately. Later in the fall, light rail vehicles will be tested from the Maintenance and Storage Facility (MSF) to Sentinel Road.

Norfinch Drive/Oakdale Road to Weston Road

Crews continue to relocate utilities and widen the road. Those activities and other works will continue throughout 2021.

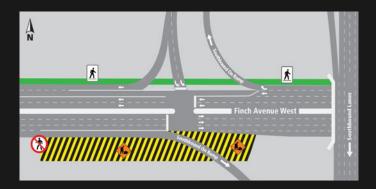
More information is available here.



Traffic Changes for Finch/Keele Area - Overnight

Crews have been drilling and installing concrete piles to support the underground during excavation for the Finch West station on lots near the Finch Avenue West and Keele Street intersection. Currently, the work is ongoing on the east side of the Finch-Keele intersection. It includes a piling phase and excavation and traffic deck installation.

In preparation for the next phase of work, traffic will be shifted overnight on September 11, and work will take place on the west side of the Intersection for another month, approximately.



Temporary Closure of Highway 400 Southbound Ramp

Crews will be working on the installation of a box culvert for drainage and road works at Highway 400 southbound on-ramp. It will be fully closed, starting Thursday, September 23 until Monday, September 27 Pedestrians can only travel on the north side of Finch Avenue West.

We will monitor noise and vibration levels to make sure they are always within permitted ranges.

- Watermain installation at Signet Drive and Finch Avenue West. More information is available here.
- Access to Tobermory Drive from Finch Avenue West will be limited to right-in and right-out traffic movements only. More information is available here.
- Crews have been relocating utilities in the vicinity of Finch Avenue West and Martin Grove Road. More information is available here.
- Pedestrian Bridge Closure at Farr Avenue and Finch Avenue West. More information is available here.
- Humber River Bridge rehabilitation. More information is available here.
- Utility relocation along Finch Avenue West between Albion Road and Martin Grove Road. More information is available here.
- Finch Avenue West access to the Yorkgate Mall will be changed for approximately six weeks. More information is available here.
- The north-south crosswalk located west of Sentinel Road at Finch Avenue West will be closed for up to six weeks, approximately. More information is available here.
- Follow us @<u>FinchWestLRT</u> for regular updates and visit our website: www.metrolinx.com/finchwestlrt.

Eglinton Crosstown West Extension

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

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Kitchener Corridor



Geotechnical Investigation North of St. Clair Avenue West Rail Crossing – Weekend, Day & Night Work

Metrolinx will be conducting geotechnical investigation on the Kitchener rail corridor, north of St. Clair Avenue West. This work will include the drilling of a total of seven boreholes and the installation of monitoring wells.

Work will take place on the following dates:

September 10 - 12, 2021: Five boreholes will be drilled on the west

side of the tracks.

September 13 - 17, 2021: Two boreholes will be drilled on the east side of the tracks.

Weekend work will take place both during the daytime and nighttime hours. Weekday work will take place during the daytime hours.

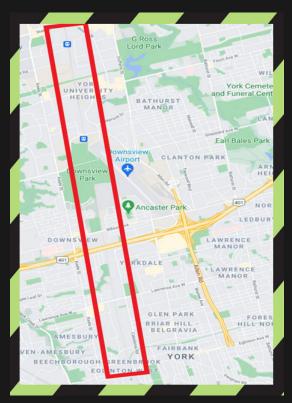
Barrie Corridor

Rail Corridor Vegetation and Tree Clearing

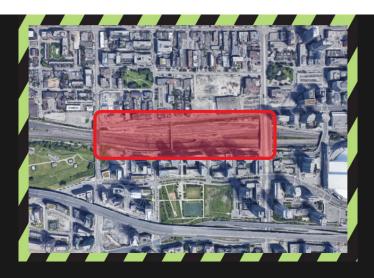
Ongoing vegetation control inside rail corridors is essential to operating safe and reliable GO train service. GO Expansion requires an enhanced approach. To create room for and protect the new infrastructure, and to optimize corridor safety trees and vegetation must be removed to establish a Vegetation Clearing Zone within rail corridors.

Ongoing until late September, crews will clear and remove some of the trees and vegetation located within the Barrie rail corridor between Eglinton Avenue and Steeles Avenue West.

Work hours will be from 7 a.m. to 7 p.m. on weekdays, and possibly on weekends.



Union Station Rail Corridor



Bungalow Foundation Work Between Bathurst Street and Strachan Avenue

As a part of the ongoing USRC Signalling System Project, we will be conducting bungalow foundation work (a 'bungalow' is a shelter for rail controls, and helps relay information and instructions).

Work hours

September 6 - September 9 from 8 p.m. to 6 a.m. September 13 - September 16 from 8 p.m. to 6 a.m.

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

Overnight Work

As part of ongoing corridor maintenance, various tie replacements will take place during the following days and times.

September 7: **Bathurst to Fort York**, 9:30pm to 5:30am September 7-10: **Bathurst and Strachan Avenue**, 9:30pm to 5:30am

*Please note these dates and times are approximate, and work could be rescheduled.

Why Overnight?

Overnight work is necessary for this maintenance, as it cannot be completed safely for construction crews while trains are active and running during the day.

What to expect

- Some level of disturbance and movement of equipment and workers
- Crews employ noise monitoring equipment to ensure that the level of noise is not excessive and is within guidelines.

Why it is important?

This work will improve reliability and maintain critical infrastructure, which is essential in creating a more effective and efficient service for customers.

More Improvements and Changes Coming to Union Station!

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service. This will mean some changes to the way you make your way around the station. The doors between the south side of York Concourse and the stairs to platforms 24-27 will be blocked for construction.

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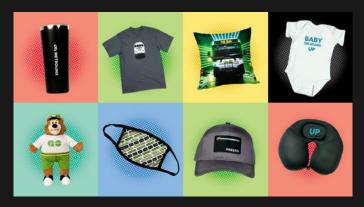
Community Features Call Out

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Latest Metrolinx News Posts

First look at mighty tunnel boring machine used on Scarborough Subway Extension

September 2, 2021

<u>See new images as Metrolinx prepares to open parking garage and station building at Bramalea GO Station</u>

September 2, 2021

New buses added to the GO Transit fleet this September to include seatbelts

September 2, 2021

Contact Us

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











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IT'S HAPPENING.

△ METROLINX

Toronto West

April 16, 2021

Davenport Community Live Town Hall

GO Expansion - Kitchener 4th Track

Join us for a Virtual Open House.





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

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

Highway 401 and 409 Tunnel Progress



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

Davenport Diamond Guideway Progress



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

Davenport Diamond Guideway

UPDATE: Mitigating Overnight Construction

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

REMINDER: Bloor Street West Rail Bridge - Shoring and Excavation

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

More information is available here.

UPDATE: Ground Improvement and Shoring Wall Construction (Day)

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

More information is available here.

UPDATE: Caisson Drilling (Day)

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

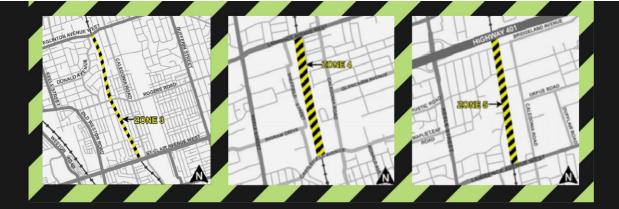
Follow us <u>@GOExpansion</u> for regular updates and visit our website: <u>www.metrolinx.com/davenport.</u>

Davenport Diamond Greenway

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

Read more here.





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

More information is available here.

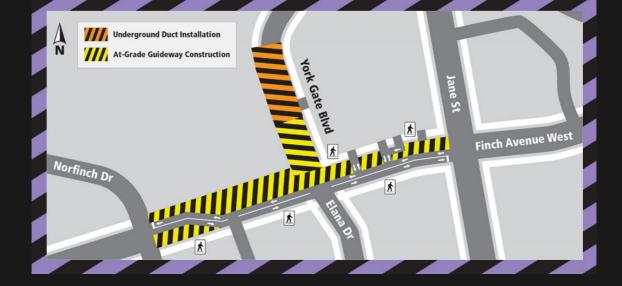
Kitchener Corridor Maintenance

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

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

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

Finch West LRT Construction



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

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

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

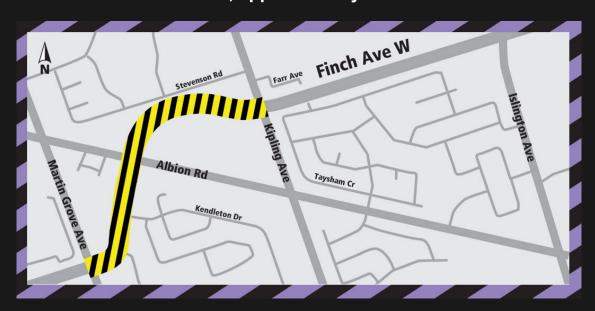


UPCOMING: Traffic Changes at Driftwood Avenue and Finch Avenue West

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

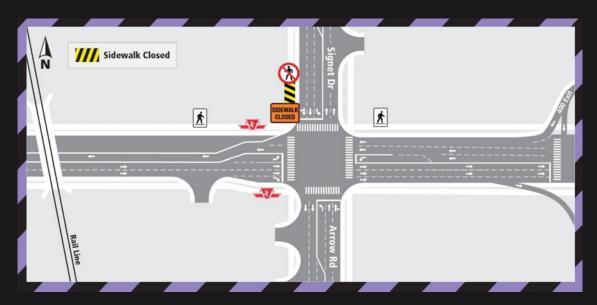
During the work, access at Driftwood Avenue and Finch Avenue West

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



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

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



Sidewalk Closure at Signet Drive

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

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

REMINDERS:

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

Follow us <u>@FinchWestLRT</u> for regular updates and visit our website: <u>www.metrolinx.com/finchwestlrt</u>.

Eglinton West LRT Construction

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

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

Dundas Bus Rapid Transit Extension

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

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

- Environmental studies
- · Preliminary design
- Community engagement opportunities

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

Weston GO Station Construction



REMINDER: Weston GO Overnight Work

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

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

There will be overnight noise impacts to the surrounding neighbourhood.

Union Station Rail Corridor



UPCOMING: Bungalow Foundation Work between Bathurst and Spadina Avenue

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



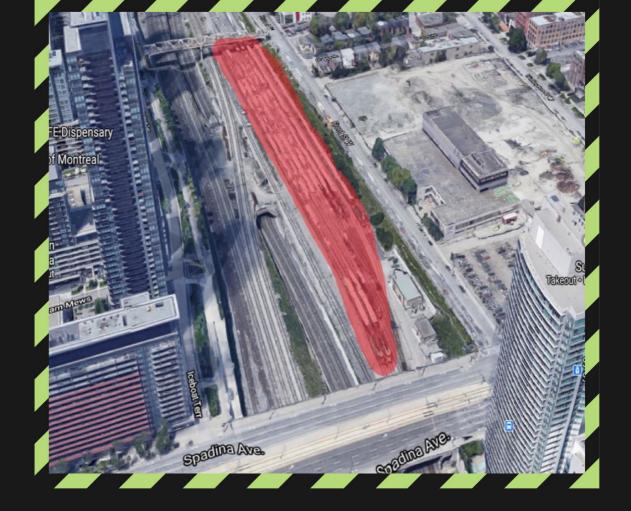
UPCOMING: Cable Installation Work Between York Street and Peter Street

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

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

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

More information available here.



UPDATE: Spare Train in the Bathurst North Yard

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

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

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

Train time is any time, in any direction.

Your safety is our top priority.

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

Visit gotransit.com/safety for safety tips.

Community Features Call Out

We are looking to spotlight local groups, clubs or organizations that are making a positive impact in the Toronto West Region. <u>Contact</u> <u>us</u> for a chance to be featured in upcoming editions of our newsletter.

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<u>A first step for new stations at Kipling and Martin Grove</u>

APRIL 13, 2021

<u>Directional drilling along the Eglinton Crosstown West Extension:</u>

<u>A first step for new stations at Kipling and Martin Grove</u>

APRIL 13, 2021

Contact Us

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











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IT'S HAPPENING.

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Toronto West

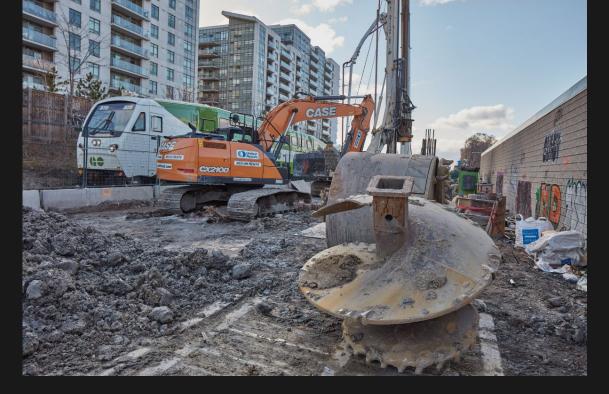
April 23, 2021

Highway 401 and 409 Tunnel Progress



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

Davenport Diamond Guideway Progress



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

Davenport Community Live Town Hall

GO Expansion - Kitchener 4th Track

Join us for a Virtual Open House.



⇒ METROLINX

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

You can register for the live town hall and post questions in advance here.

Dundas Bus Rapid Transit Virtual Open House



Join us for a Virtual Open House until April 30!

Learn about:

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

You can provide your feedback directly on the Metrolinx Engage website <u>here</u> by completing a feedback form, submitting a question, or sending the project team an email.

Davenport Diamond Guideway

REMINDER: Bloor Street West Rail Bridge - Shoring and Excavation

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

More information is available here.

UPDATE: Ground Improvement and Shoring Wall Construction (Day)

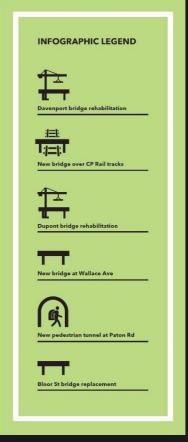
Ground improvement just north of the CP Diamond continues for approximately one more week. Work hours are approximately 7 a.m. to 5 p.m.

More information is available here.

UPDATE: Caisson Drilling

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

Follow us <u>@GOExpansion</u> for regular updates and visit our website: <u>www.metrolinx.com/davenport</u>.

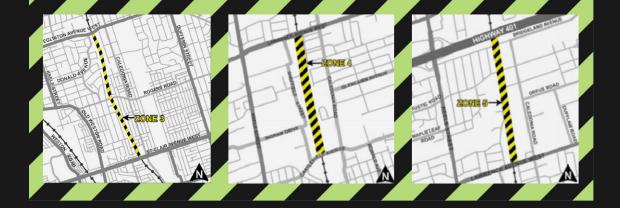


Davenport Diamond Greenway

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

Read more <u>here</u>.

Barrie Corridor Double Track Enabling Works



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

More information is available here.

Kitchener Corridor Maintenance

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

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

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

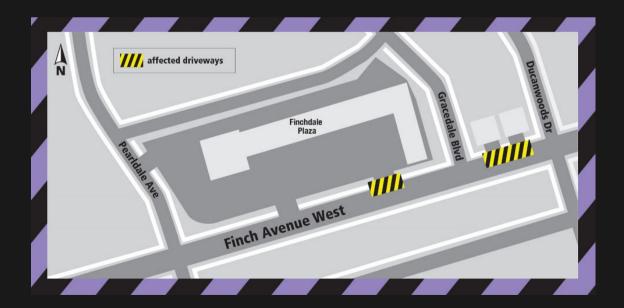
Finch West LRT Construction



Permanent Traffic Changes from Pelican Gate to Sentinel Road

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

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



Driveway Impacts between Pearldale Avenue and Duncanwoods Drive

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

driveways will be impacted (see map above):

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

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

REMINDERS:

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

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Eglinton West LRT Construction

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

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Weston GO Station Construction



REMINDER: Weston GO Overnight Work

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

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

There will be overnight noise impacts to the surrounding neighbourhood.





UPCOMING: Bungalow Foundation Work Between Bathurst and Blue Jays Way

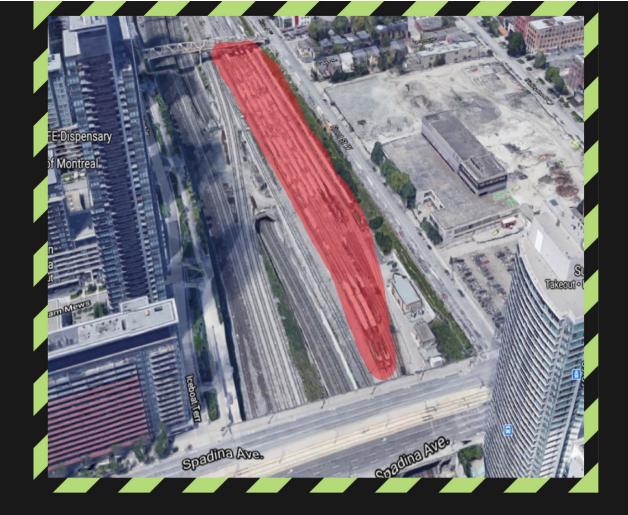
The USRC Signalling System Project is part of Metrolinx Signalling and Train Control Improvement Program designed to improve reliability of our signalling and train control systems. As a part of this ongoing project, we will be conducting bungalow foundation work. The work is scheduled to be conducted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



UPCOMING: Signal Project Cable Installation Between Simcoe and John Street

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

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



UPDATE: Spare Train in the Bathurst North Yard

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

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

April 19, 2021

Contact Us

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











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News release

MiWay Ridership Recovery Strategy Focuses on Delivering Service Across the Transit Network

City services | September 22, 2021

Today, General Committee received a report on MiWay's COVID-19 Ridership Recovery Strategy, which outlines the City's plans to continue investing in and delivering safe transit service across Mississauga as it recovers from the long-term impacts of the pandemic.

"I want to thank our transit drivers who have consistently worked throughout the pandemic to provide service to customers, getting people where they need to be safely," said Mayor Bonnie Crombie. "Last year, we implemented several safety measures to our buses, including plexiglass barriers that enabled us to resume fare collection and front door boarding to ensure the safety of riders. We continue to take a thoughtful approach to recovery that prioritizes health and safety, which includes making adjustments to our transit system and continuing to mandate masks while riding MiWay in accordance with the City's by-law."

According to the <u>corporate report</u>, MiWay has faced ridership decline since March 2020 due to the various COVID-19 waves, stages of recovery and stay-at-home orders. At the onset of the pandemic, MiWay implemented rear door boarding, loading restrictions and free transit. Over this past year, ridership has been recovering, but varied depending on the type of route, time of day and day of the week. By the end of August, MiWay had carried 49 per cent of pre-COVID-19 ridership in 2021.

Share









"We know these past 16 months have been challenging for many. MiWay is committed to monitoring all routes in the transit system network so that service levels are responsive to customers' needs and can change with shifts in demand as travel patterns continue to evolve," said Geoff Marinoff, Director, Transit. "MiWay will continue to deliver quality, customer-first service while building future transit capacity through strategic projects and initiatives. Fluctuation in ridership demand is expected to continue into the fall as we continue to navigate recovery from the pandemic. We must continue to invest in the transit service to remain a viable transportation option for those who live, work and visit Mississauga."

MiWay's COVID-19 Ridership Recovery Strategy will focus on the following five key areas:

1. Responsive service planning and delivery

- Responsive service planning to balance on-street service and manage operational efficiencies
- Active route management to ensure service reliability and on-time performance
- Agile workforce management to minimize impacts on daily service delivery

2. Investing in transit infrastructure

- · Capitalize on existing funding opportunities offered through the provincial and federal governments
- Plan for and implement change through strategic plans
- Leverage multimodal transit hubs
- Build technology capabilities through the **Smart City Master Plan**

3. Customer-first service

- Understand the customer experience through continued market research of both current riders, non-riders and lapsed riders
- Keep MiWay relevant through audience specific campaigns and programs to engage employees and inspire and attract riders back to transit
- · Support customer needs through enhanced customer feedback and information line support
- Adopt new technology to provide timely and relevant service information through key online and social channels, and third-party trip planning applications
- · Invest in staff through new, enhanced training and development opportunities
- · Launch the MiWay Customer Charter to share its commitments

4. Planning and adapting to the future

- Prepare to implement MiWay Five 2.0 The Next Five Service Plan as ridership returns to pre-COVID-19 levels and when service growth warrants
- Investigate the benefits and costs of on-demand service options to meet service needs in specific areas
- Build and service a higher order transit integrated transit network; Hurontario LRT, Lakeshore and **Dundas** BRT and neighbouring city's higher order transit expansion
- Focus on sustainability to meet the City's <u>Climate Change Action Plan</u> goals by adopting new hybrid bus and fleet technology, and participating in green facility study and hydrogen pilot projects
- Manage future fleet requirements with the Bus Replacement Management Plan, while alleviating existing operating expense on buses not required to fulfill daily service

5. Revenue and fares management

- o Apply for and leverage available Transit Relief Funding available through the provincial and federal governments
- o Review MiWay's transit fees and fare strategy
- o Participate in both fares and local service integration discussions with 416 and 905 transit service providers
- Review future fare payment options through PRESTO open payment and third party e-ticketing solutions

To learn more about MiWay and the Ridership Recovery Strategy, visit miway.ca/recovery.



Mississauga transit

MiWay

Public transit

Transit

Media Contact

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905-615-3200, ext. 4839
amy.camara@mississauga.ca

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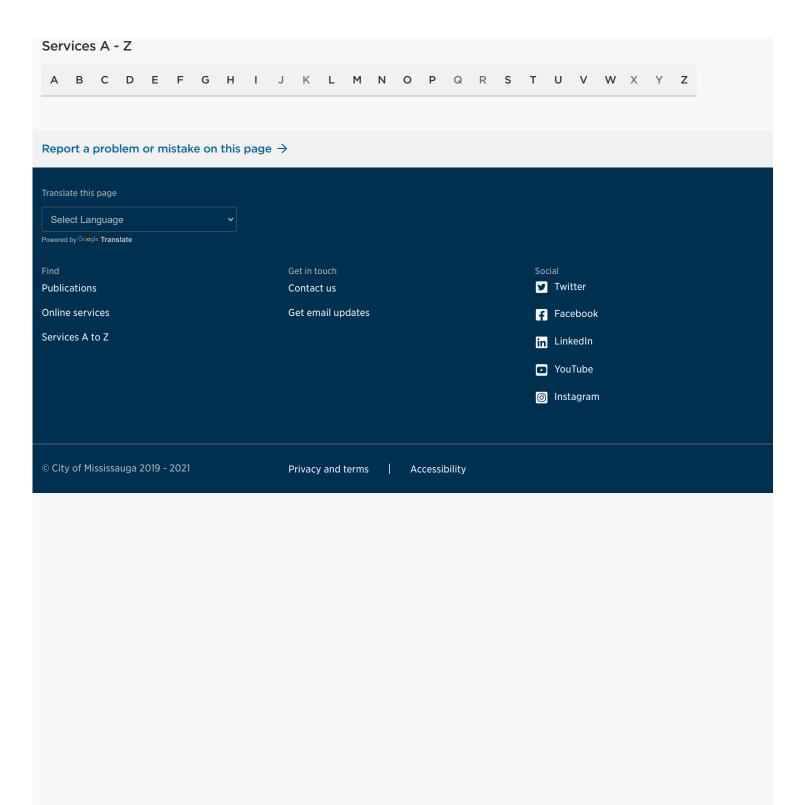
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MiWay Ridership Recovery Strategy Focuses on Delivering Service Across the Transit Network



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News release



Mississauga Council Identifies Six Priority Transit Projects



Local government | September 15, 2021



Today, City Council endorsed the top six priority transit projects for the City of Mississauga that will break gridlock, ease congestion, and ensure residents, visitors and commuters can access improved local and regionally connected public transit. All levels of government have a role to play in making these projects a reality.

"Our goal is to get Mississauga moving and to give people an option other than the car. The priority transit projects we have identified will connect our communities from the Airport Corporate Centre to our downtown core to the City's waterfront, and to our neighbours to the east and west," said Mayor Bonnie Crombie. "These rapid transit lines will spur growth and development in our city, create jobs and service essential businesses, and allow us to achieve our goal of building complete, healthy communities where people can live, work and play. The job of building a great City is a shared responsibility, which is why we are calling on the federal and provincial levels of government to work together to build these critical projects."

• Lakeshore Bus Rapid Transit (BRT): (and additional transit improvements along Lakeshore corridor) The Lakeshore corridor is experiencing significant growth and development and is a regional tourism and culture destination. There is a great need for transit solutions that will allow people to move quickly to and along this important corridor in our City.

The Lakeshore BRT project looks at how to connect the communities of Lakeview, Port Credit and Clarkson communities over the next 25 years, as well as the mobility needs of those living and working on the Lakeshore Corridor. The City is conducting environmental assessments studies for a two-kilometre stretch of centre-running bus rapid transit lanes on Lakeshore Road between Etobicoke Creek and East Avenue; a new active transportation bridge crossing the Credit River north of Lakeshore Road and exploring options to improve the experience for people travelling along Lakeshore Road and Royal Windsor Drive from East Avenue to Oakville.

Funding: Both federal and provincial governments have announced funding for the construction of the first section of the Lakeshore BRT through the Investing in Canada Infrastructure Plan (ICIP) - Public Transit stream.

• Dundas Bus Rapid Transit:

The Dundas corridor is important to the redevelopment and growth of the City as a whole and is an important east-west connection. When complete, the Dundas BRT will form a critical portion of the regional transit network, connecting to the Hurontario Light Rail Transit (HuLRT) and the Milton GO line.

The City and Metrolinx are working together to obtain environmental assessment approvals through the Transit Project Assessment Process (TPAP) for the <u>Dundas Bus Rapid Transit (BRT) Project</u>. The Dundas BRT is planned to run for 48 kilometres along Dundas Street from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto. This includes approximately 17 kilometres in Mississauga.

Funding: Metrolinx is in the process of securing funding to move to the next phase of study which is the preparation of a Preliminary Design Business Case. City staff will continue to work with Metrolinx on this significant project, emphasizing the importance of its location and function for Mississauga. The City has also applied for funding under the Investing in Canada Infrastructure Program (ICIP) -Public Transit stream for the design and construction of a 7 km priority segment of the Dundas BRT from the Toronto border to Confederation Parkway. The City is eagerly awaiting a decision from the federal and provincial governments on this application.

<u>Downtown Mississauga Terminal and Transitway Connection:</u> The Downtown Mississauga Terminal and Transitway Connection (DMTTC) connects the existing Mississauga Transitway along Rathburn Road/Centre View Drive through the City's downtown core, with a terminal that serves both MiWay and GO Transit. When complete, the terminal will serve four modes of transit.

The terminal is a critical element for the HuLRT and supports future growth in the downtown. The City and Metrolinx have been working together to come to an understanding on a vision for the terminal that would integrate with the HuLRT, and commercial development

directly above and/or adjacent to the proposed terminal site. City staff will continue to work with Metrolinx on this significant project, emphasizing the importance of its location and function for Mississauga's downtown.

Funding: Metrolinx is in the process of securing funding to move to the next phase of study, preparation of a Preliminary Design Business Case.

• Extension of the Eglinton Crosstown West (ECWE) Light Rail Transit (LRT):

The Eglinton Crosstown West Extension is a key priority for the City as it will serve the Airport Corporate Centre, the second largest cluster of employment in the Greater Toronto Area, and connect to Toronto Pearson Airport, a global hub of travel and commerce.

Metrolinx is undertaking the ECWE project to extend the Eglinton Crosstown Light Rail Transit corridor from Mount Dennis Station in Toronto to the Renforth Transitway Station in Mississauga, with a planned connection to Toronto Pearson Airport and proposed station in the Airport Corporate Centre. With connections to the Renforth Transitway Station, the ECWE is a key connection to the Mississauga Transitway and provides LRT service for employees in Toronto working in Mississauga. The City is working with Metrolinx to identify permits and approvals required for the tunnel work and respond to application submissions in a timely manner.

Funding: This project is being delivered through Infrastructure Ontario's Public-Private Partnership (P3) model.

• Milton GO Rail Corridor:

The Milton Corridor is the third busiest in the GO network, serving over 7 million passengers per year. Travel patterns have changed and Mississauga is now a net-importer of jobs. All-day, two-way service on the Milton Corridor is critical to unlocking Mississauga's future potential.

The Milton GO line is a key local and regional rapid transit corridor that, with increased two-way all-day service, will help respond to growing traffic congestion, meet the demand for inter-regional transit service and support economic development. Council and staff will continue to advocate for increased service along the Milton GO line and provide Council with updates. The revised business case is available. Investing in the Milton GO Line Bringing All-Day, Two-Way GO Service

Funding: In August 2021, the federal government committed to funding for expanding the Milton GO service to all day, two way. There has been no commitment from the provincial government to date.

• <u>Hurontario LRT Downtown LRT Loop</u>: In March 2019, the Ontario government announced scope changes to the Hurontario Light Rail Transit (HuLRT) project that removed a key component – the Downtown loop. The Downtown LRT loop was proposed to circle around the downtown core, to support projected residential and employment growth forecasted over the next 30 years such as <u>M City</u> (currently under construction) and proposed infill development on Oxford lands located on the north side of Rathburn Road and Square One Shopping Centre. Higher order transit in Downtown Mississauga is critical to providing multi-modal transportation options to, from and around the area, in supporting growth and addressing traffic congestion.

Funding: The City is advocating to the federal and provincial governments for funding for the Downtown LRT loop.

"Transit is an important component of our <u>Transportation Master Plan</u> that helps shape Mississauga's transportation system. We are being strategic, moving forward with the right projects for growing a multi-modal transportation system that offers safe and efficient ways to move around the City and connect with other destinations," said Geoff Wright, Commissioner, Transportation and Works.

As programs develop for transit initiatives, funding requests will be included through the <u>City's Business Plan and Capital Budget process</u> and presented to Council for consideration.

"With our transit priorities identified, we can focus on our financial planning and readiness should programs, resources or funding become available from other levels of government," said Shari Lichterman, Commissioner of Corporate Services and Chief Financial Officer. "Understanding, identifying and confirming our transit-related priorities allows us the insight we need when reviewing our capital budget where there are many competing priorities and limited municipal resources to fund them."

For more information: 2021 Update Transit Initiatives and Priorities

Media Contact:

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Senior Advisor Media and Public Information

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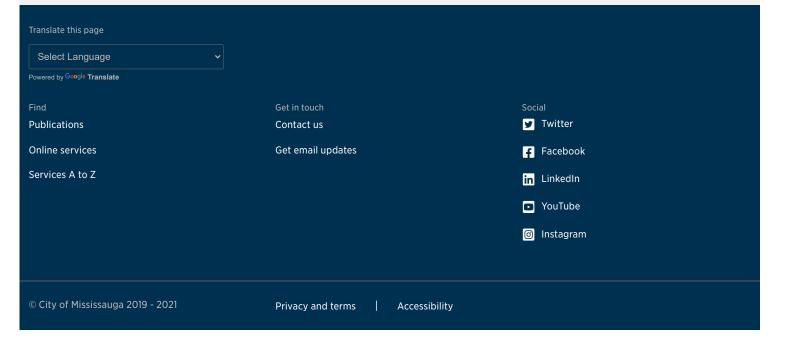
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News release

Council Outcomes September 15, 2021: Transit Priorities Identified, Mandatory Face Mask By-law Extended and Rail Safety Week

Local government | September 15, 2021

This <u>week</u>, Council identified six priority transit projects, extended the Mandatory Face Mask By-law to March 31, 2022 and approved a motion to support Rail Safety Week.

"In our first Council meeting of the season, we moved forward with identifying our transit priorities for funding from other levels of government. Having the projects identified offers clarity and direction for when funding opportunities arise. Transit is part of our Mississauga Matters campaign as we look for senior levels of government to make significant investments in our local and regional transit systems – such as all-day two-way service on Mississauga's GO transit lines, restoring the downtown LRT loop, and rapid transit along the **Dundas** corridor – to allow us to break gridlock and congestion and get people and businesses moving," said Mayor Bonnie Crombie. "We also extended our Mandatory Face Mask By-law into March 2022. We are still seeing cases of COVID-19 in Mississauga and need to be vigilant to protect the health and safety of everyone. This measure is an important step and goes a long way to prevent community spread."

Transit Initiatives and Priorities Identified

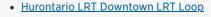
City Council endorsed the top six priority transit projects in Mississauga for senior levels of government and funding. These projects will break gridlock, ease congestion and ensure residents, visitors and commuters can access improved local and regionally connected public transit.

- Lakeshore Bus Rapid Transit (BRT) (and additional transit improvements along Lakeshore corridor)
- Dundas Bus Rapid Transit
- Downtown Mississauga Terminal and Transitway Connection
- Extension of the Eglinton Crosstown West (ECWE) Light Rail Transit (LRT)

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Milton GO Rail Corridor



For more information view the report: <u>Transit Initiatives and Priorities in the City of Mississauga</u>



City's Mandatory Face Mask By-law extended to March 31, 2022

Council approved an extension to the City's Mandatory Face Mask By-Law to March 31, 2022, as well as other amendments. The Mandatory Face Mask By-Law, previously named the Mandatory Face Covering By-Law, requires everyone (subject to some exceptions) to wear a medical or non-medical mask inside buildings where the public is ordinarily invited or permitted access including onboard MiWay buses and inside terminal buildings.

For more information on the Mandatory Face Mask By-Law, visit https://www.mississauga.ca/city-of-mississauga-news/covid-19-recovery/mandatory-mask-by-law/

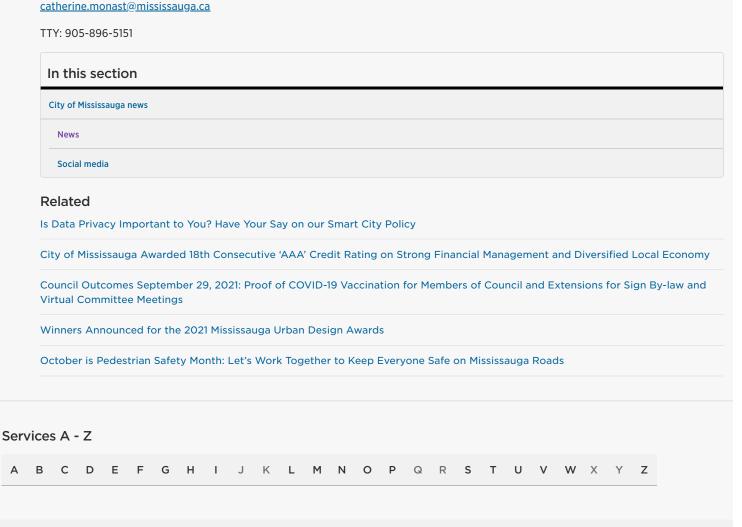
Rail Safety Week

Rail Safety Week will be recognized across Canada from September 20 to 26, 2021. Rail Safety Week promotes safety at level crossings and the highlights the dangers of trespassing on rail property to reduce avoidable deaths, injuries and damage.

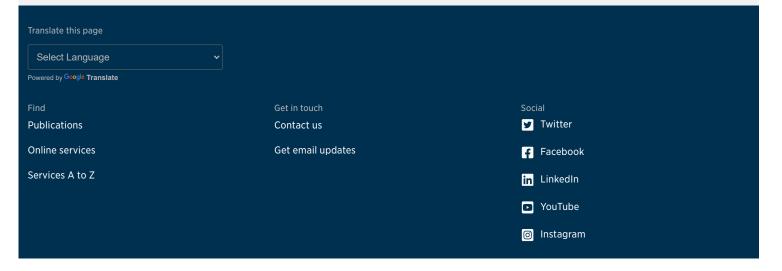
The motion was raised by Ward 1 Councillor Stephen Dasko.

Media Contact:

Catherine Monast Senior Advisor, Media and Public Information City of Mississauga 905-615-3200, ext. 5046



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Have Your Say on Two Important Mississauga Transportation **Projects**



City services | September 2, 2021



The City of Mississauga is moving forward with two transportation projects that will create stronger connections and support reliable transit throughout Mississauga. Environmental assessments are currently underway for the Lakeshore Transportation Studies (a set of interconnected infrastructure projects along Lakeshore Road) and the <u>Dundas Bus Rapid Transit Project</u>.

From Thursday, September 2 to Thursday, September 23, residents and stakeholders are invited to learn more about each project and provide feedback. There are two ways to participate: attend a live virtual community meeting or visit each project's on-demand virtual open house.

Have Your Say: Lakeshore Transportation Studies

The Lakeshore Transportation Studies include three infrastructure projects, which build from the 2019 Lakeshore Connecting Communities Transportation Master Plan. Environmental assessments are moving forward for each of the three projects:

- · Lakeshore Bus Rapid Transit centre-running bus rapid transit lanes along a two-kilometre stretch of Lakeshore Road from the Etobicoke Creek to East Avenue
- · Lakeshore Complete Street options to improve the experience for people travelling along Lakeshore Road and Royal Windsor Drive from East Avenue to the Oakville border
- New Credit River Active Transportation Bridge active transportation (walking, rolling, cycling) bridge crossing the Credit River north of Lakeshore Road

What and When:

There are two ways to participate in the Lakeshore Transportation Studies:

1. Attend the live virtual community meeting on Thursday, September 16, 7 to 8:30 p.m. The meeting will include a presentation and question and answer session with the project team.

Register here to attend the virtual community meeting. Participants will receive meeting instructions once they have registered.

2. Visit the virtual open house available on-demand from Thursday, September 2 through Thursday, September 23. An opportunity to provide feedback will be available through the virtual open house.

Click here to visit the virtual open house and provide feedback - registration is not required.

Have Your Say: Dundas Bus Rapid Transit

The City of Mississauga and Metrolinx are working together to obtain environmental assessment approvals through the Transit Project Assessment Process for the **Dundas** Bus Rapid Transit (BRT) Project.

The Dundas BRT is planned to run for 48 kilometres along Dundas Street from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto. This includes approximately 17 kilometres in Mississauga. One focus of this virtual open house is to advance the design of the Mississauga East segment of the Dundas BRT (from Confederation Parkway to the Etobicoke Creek).

What and When:

There are two ways to participate in the **Dundas** BRT engagement:

1. Attend the live virtual community meeting on Wednesday, September 22, 6:30 to 7:30 p.m. The meeting will include a presentation and question and answer session with the project team.

Visit MetrolinxEngage.com/DundasBRT to attend the virtual community meeting.

2. Visit the <u>virtual open house</u> available on-demand from Thursday, September 2 through Thursday, September 23. An opportunity to provide feedback will be available through the virtual open house.

Click here to visit the virtual open house and provide feedback - registration is not required.

Ideas and public comments are important and will help inform the environmental studies and preliminary design work currently underway for both projects.

Public consultation Public transit Transportation

Media Contact:

Lakeshore Transportation Studies:

Samantha Gileno Senior Communications Advisor City of Mississauga 905-615-3200, ext. 3278 Samantha.Gileno@mississauga.ca

TTY: 905-896-5151

Dundas BRT:

Irene McCutcheon Senior Communications Advisor City of Mississauga 905-615-3200, ext. 8907

Irene.McCutcheon@mississauga.ca

TTY: 905-896-5151

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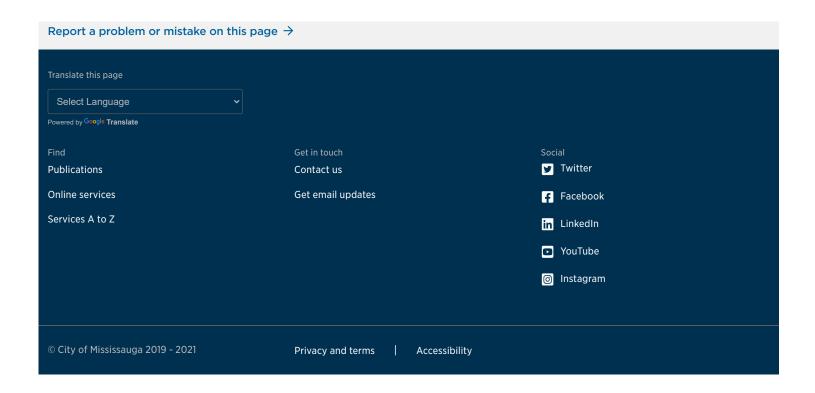
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News release



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



City building | April 19, 2021



The City of Mississauga and Metrolinx are working together to complete environmental assessment approvals through the Transit Project Assessment Process (TPAP) for the <u>Dundas Bus Rapid Transit (BRT)</u>

<u>Project</u>.

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

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

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Engagement Details:

What:

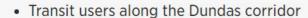
Metrolinx and the City of Mississauga are looking for residents' ideas, suggestions and feedback to help inform the technical work, environmental studies and preliminary design work for the Dundas BRT.

Who:

Share

F

in



 Residents who live and work along Dundas (Property owners and renters)

- Business owners with businesses along the corridor
- Community groups
- Schools/Students who use transit along the Dundas corridor

Where:

Online at Metrolinx Engage

Metrolinx voicemail: 416-202-0884

When:

Monday, April 19 to Friday, April 30, 2021

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

Media Contact:

You

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

New Session Added on May 11 – Virtual Community Workshops for Lakeshore East Corridor Study Irene McCutcheon
Senior Communications Advisor
City of Mississauga
905-615-3200, ext. 8907
irene.mccutcheon@mississauga.ca
TTY: 905-896-5151

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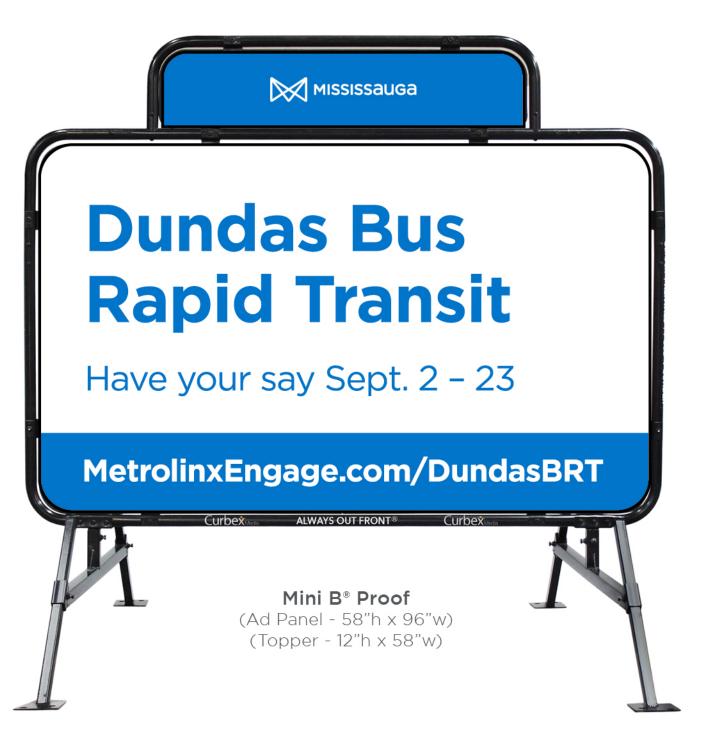
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Public Meeting Materials

- Public Engagement #1 Main Presentation Boards
- Public Engagement #2 Main Presentation Boards
- Public Engagement #2 Main Presentation Boards (French)
- Public Engagement #1 Fact Sheet
- Public Engagement #2 Fact
 Sheet
- Live Meeting #1
 Presentation Boards
- Live Meeting #1 Ask-A-Question Webpage
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Public Meeting Materials

 Public Engagement #1 Main Presentation Boards

Welcome to the Dundas Bus Rapid Transit



Virtual Open House

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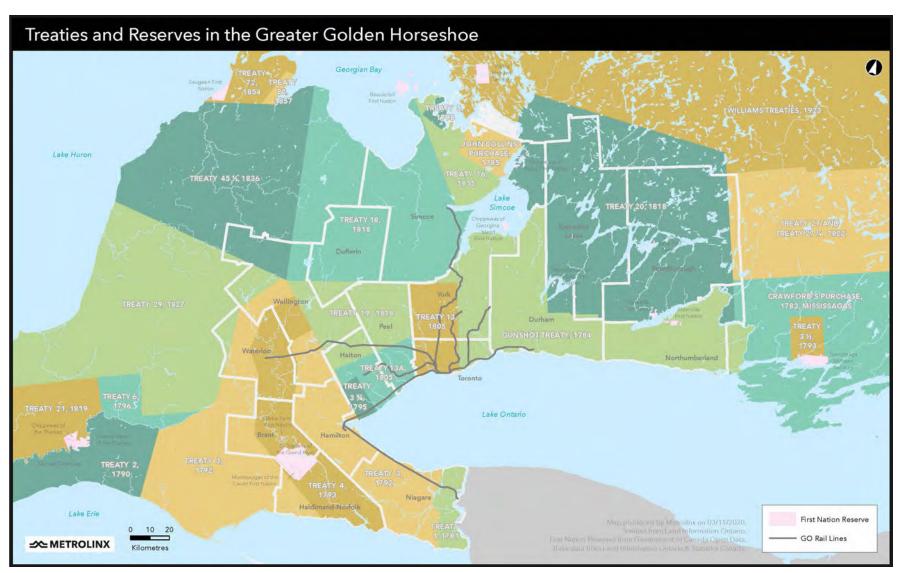
Indigenous Relations at Metrolinx

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

Did you know?

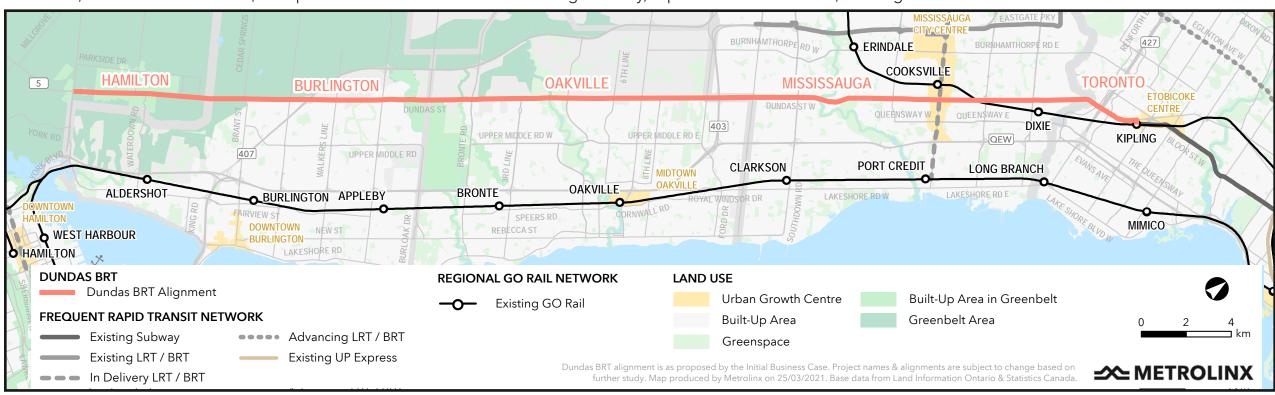
Metrolinx regularly engages with 13 Indigenous Nations:

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



Why are we here?

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



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

We want to hear from you.

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



Who is Metrolinx?

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

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



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



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



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

Who is Metrolinx?

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

GO Rail Expansion



- Lakeshore West Line
- Lakeshore East Line
- Milton Line
- Stouffville Line
- Richmond Hill Line
- Kitchener Line
- Barrie Line

Subway Program



- Ontario Line
- Scarborough Subway Extension
- Eglinton Crosstown West Extension
- Yonge North Subway Extension

Regional Hubs



- Union Station
- Union Station Bus Terminal
- Highway 407 Bus Terminal
- Kipling Transit Hub
- Mount Dennis Mobility Hub
- Caledonia Station
- Kennedy Station

Rapid Transit



- Dundas BRT
- Hurontario Light Rail Transit (LRT)
- Finch West LRT
- Eglinton Crosstown LRT
- Mississauga Transitway
- Viva Rapidway
- Union Pearson Express
- Durham-Scarborough BRT

Whether it's trains, buses, stations, or stops, everything we are building adds up to one purpose - bringing together the entire region, getting you there better, faster and easier than ever before.

What is BRT?

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

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

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

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







Why is Dundas BRT needed?

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

Problem and Opportunity

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









Provide faster, more reliable public transit

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

Reduce greenhouse gas emissions

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

Improve connectivity

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

Align investment to support growth

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

Initial Business Case

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

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

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

+30,000
NET DAILY RIDERS

Accommodate more than 30,000 new net daily riders



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



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



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



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



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

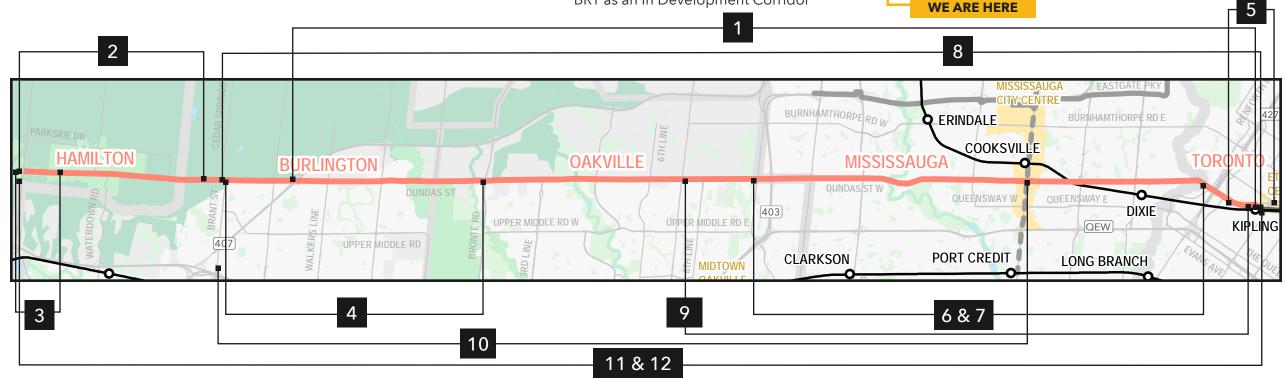
Background - Project History

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

- 1 2010 Metrolinx Dundas Street Rapid Transit Benefits Case Analysis
- 2012 City of Hamilton New East-West Road Corridor Class EA (Highway 6 to Brant Street)
- 2013 Ministry of Transportation (MTO) Class Environmental Assessment (EA) future Highway 5/6 Interchange, Associated Municipal Roads and Commuter Parking Lot at Clappison's Corners
- 2015 Halton Region Class EA for Dundas Street Improvements
 Brant Street to Bronte Road

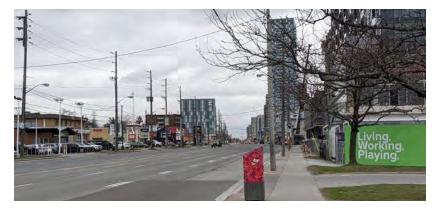
- 5 2015 Metrolinx Kipling Bus Terminal Feasibility Study
- 6 2016 City of Mississauga Dundas Connects Master Plan Study
- 7 2018 Dundas Connects Master Plan endorsed by Mississauga City Council
- 2018 Metrolinx's 2041 Regional Transportation Plan recognizes Dundas BRT as an In Development Corridor

- 2019 Metrolinx's Frequent Rapid Transit Network Prioritization recognizes Dundas BRT as a priority
- 2020 MTO 407 Transitway Transit Project Assessment Process Study
- 11 2020 Metrolinx Dundas BRT Initial Business Case
- 2021 Dundas BRT Transit Project Assessment Process and Preliminary Design Business Case Commences



What does Dundas look like today?

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













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

How will the work be divided?

This project has been divided based on jurisdictional boundaries and to recognize differences in planning studies completed along the corridor:

- Toronto
- Mississauga
- Halton and Hamilton

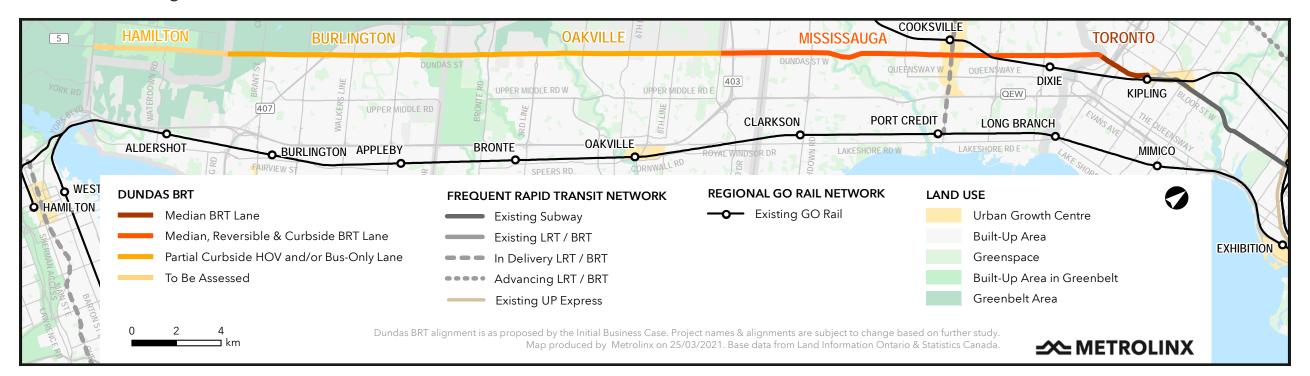


Dundas BRT Infrastructure Alignment as Proposed by the IBC

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

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

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



What Formal Process will be Followed?

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

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

What is the Transit Project Assessment Process (TPAP)?

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

What is Preliminary Design (PD)?

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



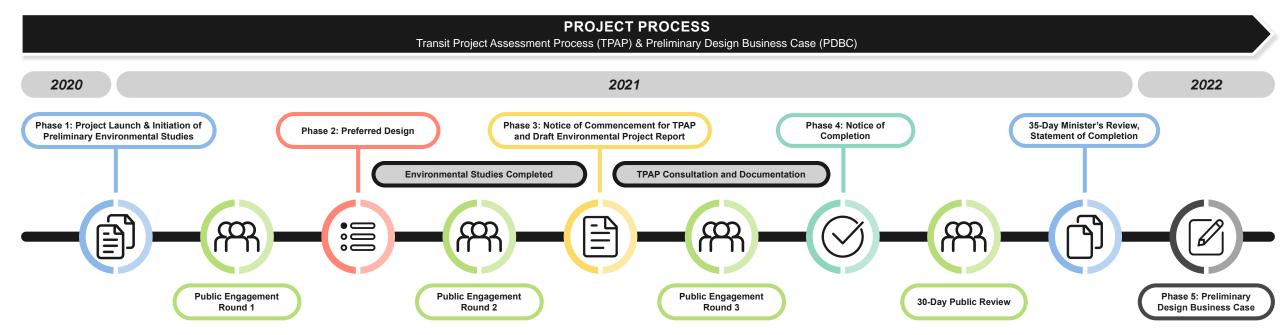
What is the Preliminary Design Business Case (PDBC)?

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



Project Process

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



How is the community involved?

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

Round 1 Engagement

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

Round 2 Engagement

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

Round 3 Engagement

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



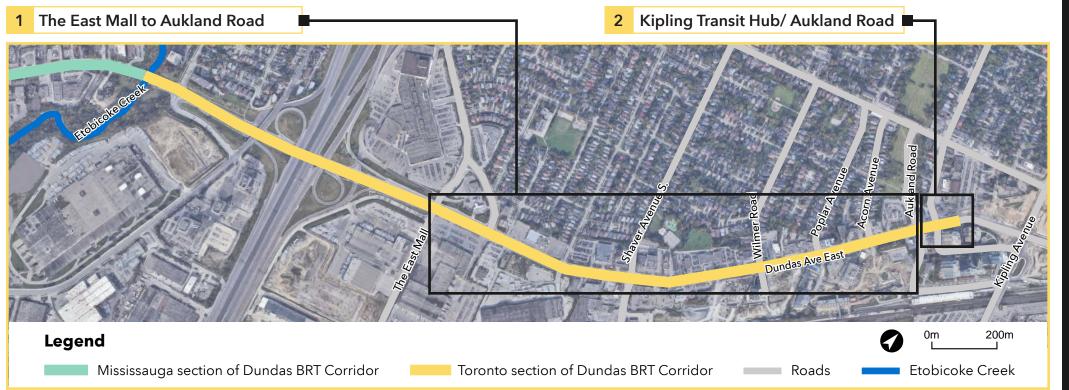
Dundas Street in Toronto (Kipling Transit Hub to Etobicoke Creek)

The Toronto section runs from the Kipling Transit Hub in the east to Etobicoke Creek in the west. The Kipling Transit Hub is the BRT route's eastern terminus.

Key Growth Insights: Population & Employment

- Population and employment growth are steady and expected to continue in areas around the Kipling Transit Hub
- 5% of the total population growth and 2% of total employment growth in Toronto is expected to occur on the corridor

Identified Pinch Points* and East Terminus



What is a pinch point?*

Pinch points are areas of special interest where necessary road widening is constrained by the existing environment or where other design challenges are present (e.g., integrating BRT service into and gaining access to an existing transit station). The study of each portion of the route will include an analysis of identified pinch points. This will consider and assess a variety of environmental factors in order to identify an optimum plan balancing impacts and project needs.

Toronto Section

The East Mall to Aukland Road Pinch Point

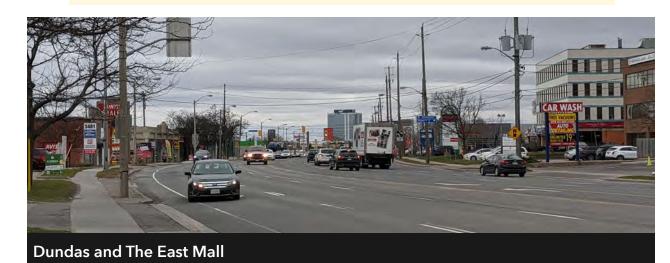
This area is constrained due to the narrow right-of-way (ROW) and numerous approved development applications in the area. The project team will consider:

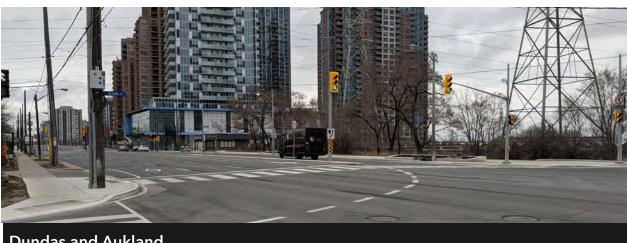
- Integration of Toronto Council approved urban space to be implemented from six points interchange to Highway 427
- Consideration, impacts and integration to existing approved development applications e.g. streetscaping, pedestrian clearways
- Consideration for bus bypass lanes, local transit integration and additional stop location

Kipling Transit Hub/ Aukland Road East Terminus 2

This area is constrained by the narrow ROW and numerous approved developments in the area. The project team will consider:

- Analysis of existing capacity at the newly constructed Miway/ GO Bus terminal at Aukland Road to accommodate new BRT buses within the terminal
- Assessment of how buses will move from the newly constructed station to the BRT facility. Potential options include:
 - Weave across general traffic to the Aukland Road intersection
 - End at bus-only signalized intersection at Aukland Road
 - Some other variation/ hybrid





Dundas and Aukland

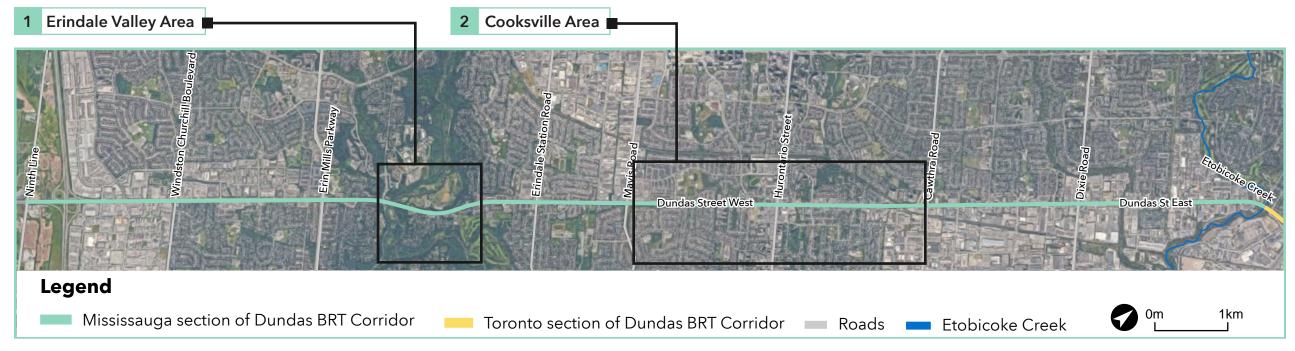
Dundas Street in Mississauga (Etobicoke Creek to Ninth Line)

The Mississauga section runs from Etobicoke Creek in the east to Ninth Line in the west.

Key Growth Insights: Population & Employment

- Employment growth on the corridor will be significant and expected to occur in areas within and around the Dixie Employment Lands Area (expected to grow 61% by 2041)
- 48% of total population growth and 25% of total employment growth in Mississauga will occur on the Dundas Corridor

Identified Pinch Points



Metrolinx and the City of Mississauga are co-proponents under the Transit Project Assessment Process for the Mississauga section of the Dundas BRT corridor.

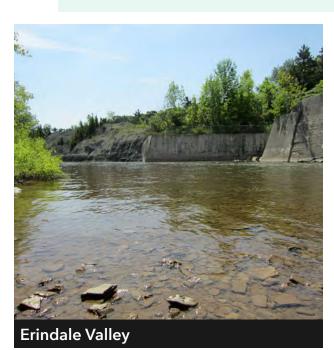


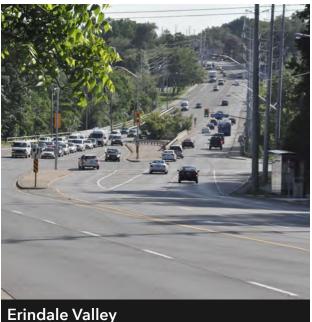
Mississauga Section

- 1 Erindale Valley Area Pinch Point
- The Erindale Valley Area is constrained due to the need to protect the natural environment of the Credit River Valley and Erindale Park. There are also several heritage sites that need to be considered between Mississauga Road and The Credit Woodlands:
 - Potential options to be considered include a single reversible BRT lane or two BRT lanes, and widening along Dundas Street (that is, to the north or about the centreline)

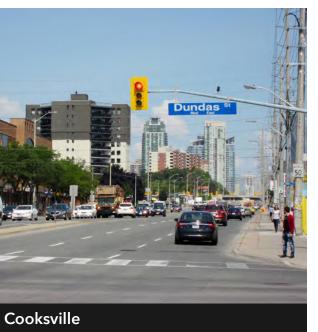
2 Cooksville Area Pinch Point

- A median BRT route in the Cooksville area is in a constrained rightof-way from Confederation Parkway to Jaguar Valley Drive, with many existing structures with shallow setbacks from the street, heritage properties, and congested traffic operations:
 - Potential options to be considered include stop locations, reduced number of lanes, and targeted widening along Dundas Street (that is, to the north, to the south, or about the centreline)



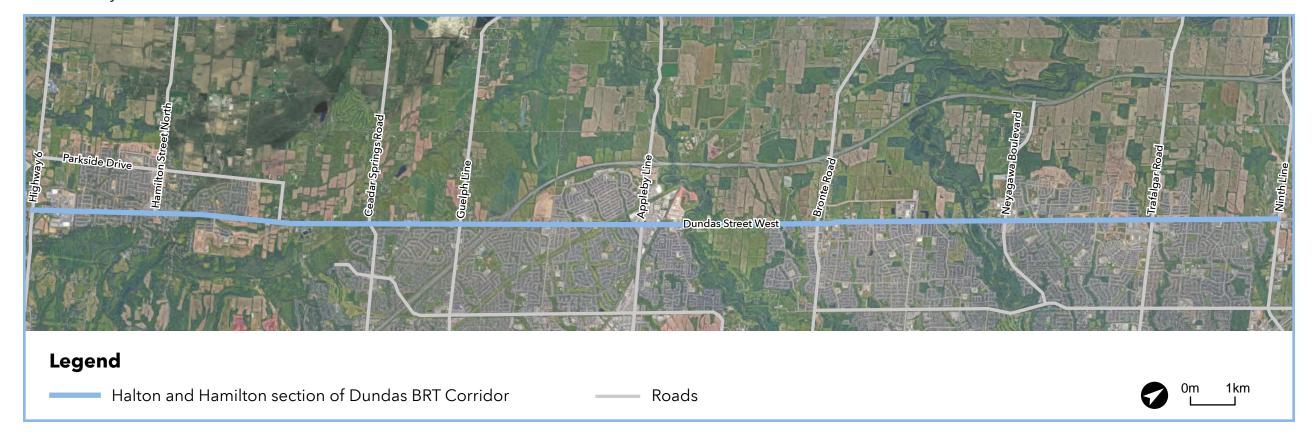






Dundas Street in Halton & Hamilton (Ninth Line to Highway 6)

The Halton and Hamilton section runs from the Ninth Line in the east to Highway 6 in the west. The BRT was identified as a priority for regional transportation expansion within Metrolinx's 2041 Regional Transportation Plan, Halton Region's Mobility Management Strategy and the Defining Major Transit Requirements in Halton Region Study. Several Municipal Class Environmental Assessments have been completed in Halton and Hamilton. This includes various road widening projects where, in Halton Region, the curb lanes include provision to accommodate potential high occupancy vehicle or bus-only lanes in the future.



Dundas Street in Halton & Hamilton (Ninth Line to Highway 6)

Key Growth Insights: Population & Employment

Oakville

- Population growth is planned for areas north of the Dundas Corridor which is currently underdeveloped
- Demand for housing will be significant in North Oakville (north of the Dundas Corridor)
- Employment growth along the Dundas Corridor will be modest in comparison to population growth
- 71% of Oakville's total population growth and 49% of total employment growth will occur within the Dundas Corridor*

Burlington

- City-wide population growth is lower (approximately 10%) compared to other areas along the Dundas Corridor*
- Employment will be expected to grow by approximately 60% (primarily east of the 407)*

Hamilton

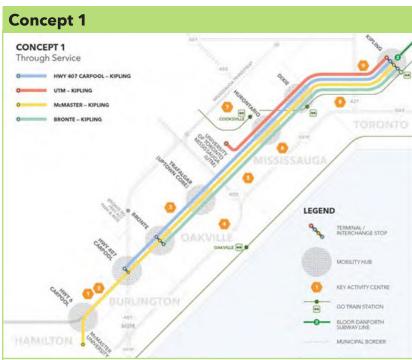
 Will consider bus routing, stop placement, and transfer opportunities

The general approach being considered through to the preliminary design business case will be to utilize the existing/ planned cross-section, provide transit priority and bus service in high occupancy vehicle lanes and/or convert the curbside lane into a dedicated BRT lane. The Dundas BRT project will consider curbside bus stop locations and designs, and also consider requirements for buses turning on and off the corridor to select destinations, queue jump lanes, and transit signal priority.

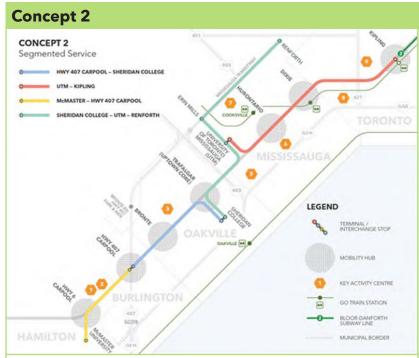
^{*}Key insights from the Dundas BRT Initial Business Case, September 2020.

Service Options Analyzed in the Initial Business Case

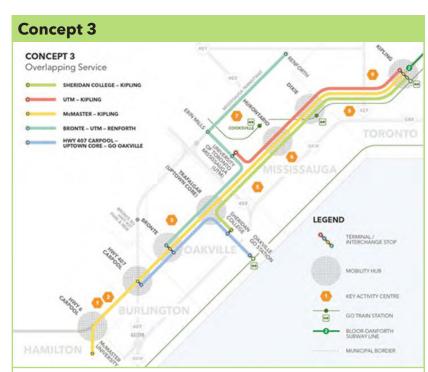
The Dundas BRT Initial Business Case considered the following three service options. All of the options perform well and show a robust case for investment, demonstrating the benefits of service integration on the Dundas corridor to support BRT infrastructure investment.



Through running service - A set of east-west running BRT services along the corridor to the Kipling Transit Hub, with multiple starting points (e.g., McMaster University, University of Toronto - Mississauga, Bronte Road) all terminating at the new Kipling Transit Hub.



Segmented service - A set of east-west running BRT services that typically originate north or south of the corridor, with only some services terminating at the Kipling Transit Hub.



Overlapping services - A combination of Concepts 1 and 2, with some services running the entire length of the corridor and other services connecting the corridor to locations north or south of Dundas Street.

Pinch Point Screening Considerations

Pinch point locations will undergo a technical screening to consider impacts end evaluate alternatives. This process will consist of a desktop overview utilizing existing available information such as mapping and aerial photography, traffic data, and available technical reports. This evaluation will consider the technical categories below pertaining to the natural, cultural and built environment in each pinch point location.

For this round of engagement, we want to know which of these screening considerations are most important to you.









Traffic Considerations

- BRT travel times
- Auto travel times/ operations
- Queue lengths
- Level of service

Geometrics/Infrastructure Considerations

- Minor vertical and horizontal alignment adjustments
- Multi-modal cross-section (transit lanes, general purpose lanes and active transportation facilities)
- Continuity of infrastructure (transit lanes, active transportation facilities and utilities)
- Capital cost

Property Considerations

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

Environmental Considerations

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

Transit Project Assessment Process (TPAP) Studies Underway - Existing Conditions

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



Natural Environment



Socio-Economic & Land Use Characteristics



Cultural Heritage



Noise & Vibration



Archaeology



Climate Change & Sustainability



Traffic & Transportation



Air Quality

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

Transit Project Assessment Process (TPAP) Studies Underway - Existing Conditions

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

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



Natural Environment

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



Archaeology

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



Socio-Economic & Land Use Characteristics

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



Cultural Heritage

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

TPAP Studies Underway - Existing Conditions



Noise & Vibration

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



Air Quality

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



Climate Change & Sustainability

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



Traffic & Transportation

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

What is a Preliminary Design Business Case (PDBC)?

A Business Case

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







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

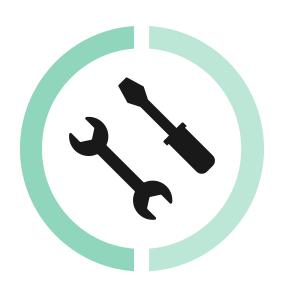
What is a Preliminary Design Business Case (PDBC)?

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









Strategic Case

How does the investment achieve strategic goals and objectives?

Economic Case

What is the investment's overall value to society?

Financial Case

What are the financial implications of delivering the investment?

Deliverability and Operations Case

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

Next Steps

Thank you for participating!

The next round is planned for summer 2021

Next steps:

Transit Project Assessment Process (TPAP)

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

Preliminary Design

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

Preliminary Design Business Case (PDBC)

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

We want to hear from you!

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

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

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

Stay involved with the Dundas BRT.

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

Email us at:

- TorontoWest@metrolinx.com
- <u>Peel@metrolinx.com</u>
- <u>HaltonRegion@metrolinx.com</u>
- Hamilton@metrolinx.com

Participate online: Metrolinxengage.com/DundasBRT

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Public Meeting Materials

Public Engagement #2
 Main Presentation Boards

Welcome to the Dundas Bus Rapid Transit



Virtual Public Engagement 2

Land acknowledgement

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

Did you know?

Metrolinx regularly engages with 13 Indigenous Nations:

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



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







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:



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



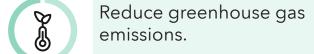
Unlock economic and regional development along the corridor with 230,000 jobs within a 2 km radius.



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



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

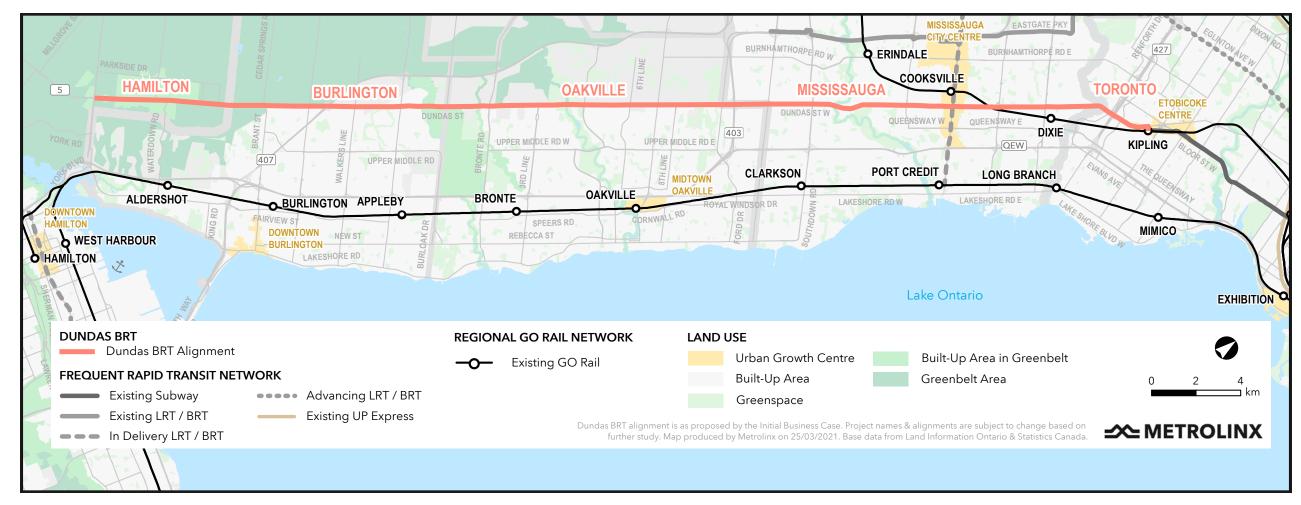




(~31,000 new riders per day).



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)

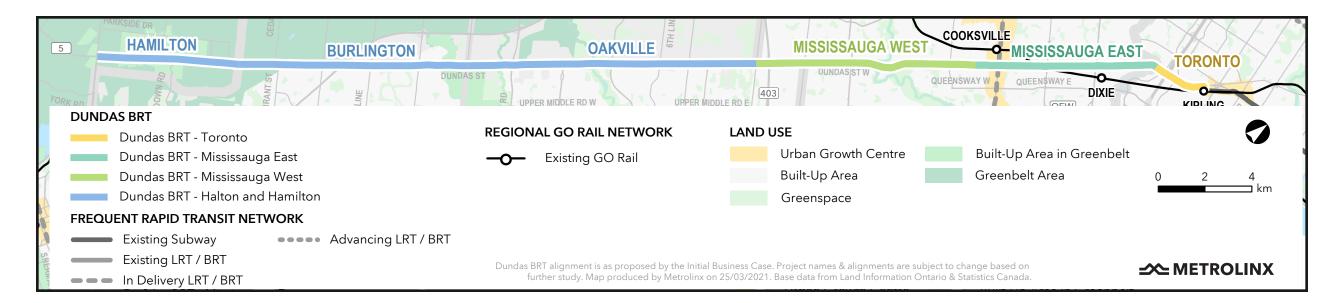
Dundas BRT study areas

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?

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. 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 Businss Case (PDBC), which will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.

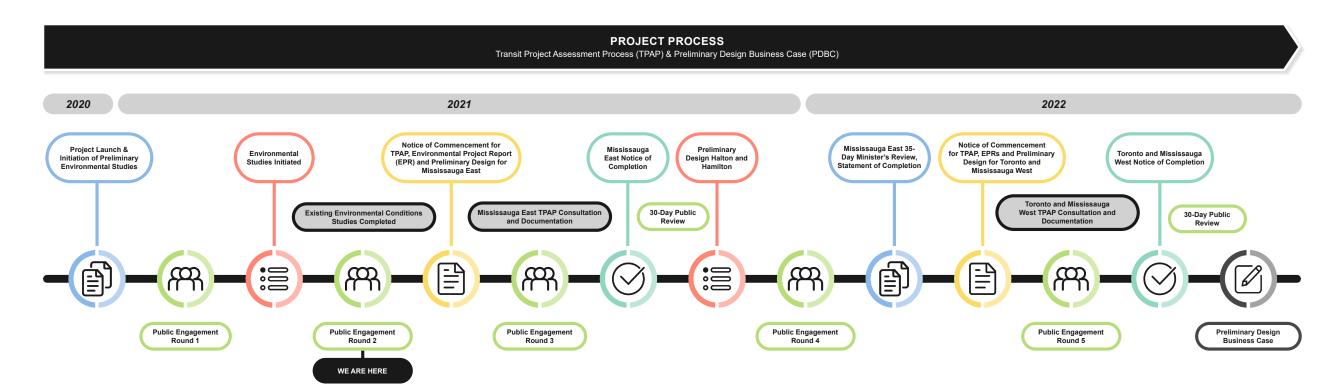
What is the Preliminary Design Business Case (PDBC)?

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)

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

Round 2 engagement (We are here)

- 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

Round 3 engagement (Fall 2021)

- 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)

Round 4 engagement

(Winter 2021-2022)

- 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

Round 5 engagement

(Spring 2022)

- 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!

<u>Public feedback</u> 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: Use Existing Traffic Spaces Improve Cycling Infrastructure Connect to Future Projects 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.

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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+ (preapproved) 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.

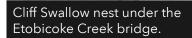
Cultural Heritage

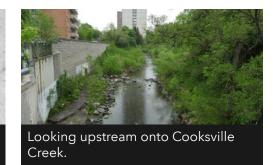
- Historical research.
- Review heritage registers and inventories.
- Identify cultural heritage resources.
- Identify potential adverse impacts and appropriate mitigation measures.

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.

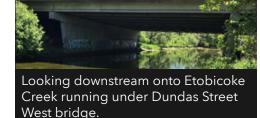








Looking downstream onto Etobicoke Creek south of Dundas Street West bridge.



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.

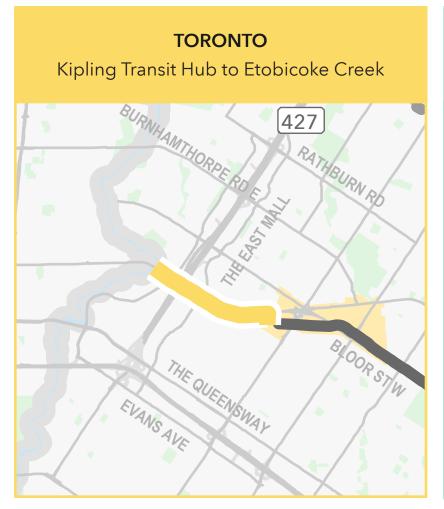


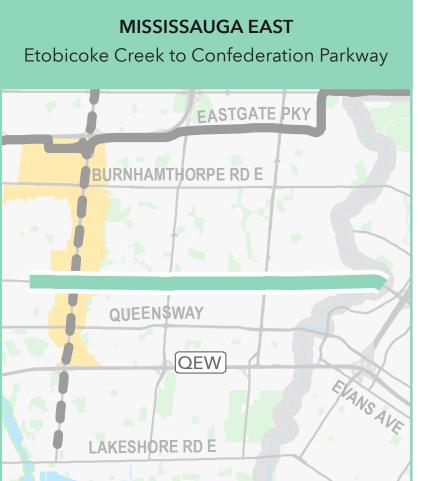


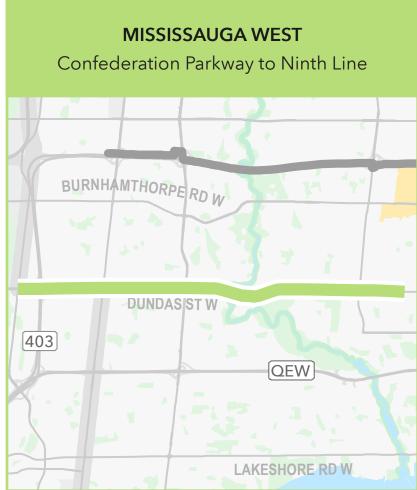


Existing environmental conditions - key findings

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:







Existing environmental conditions - Toronto

Air Quality

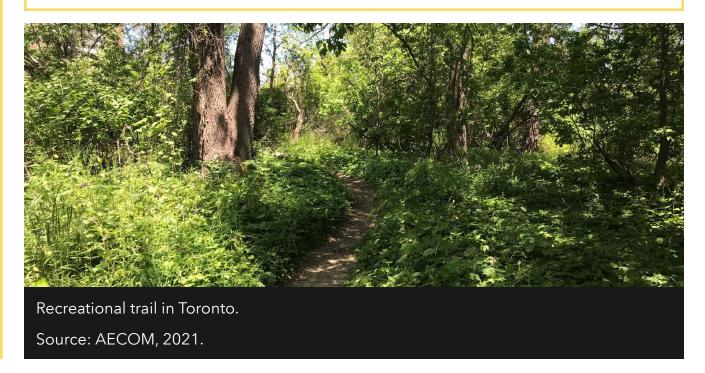
- Background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards; however, some levels show significant exceedances, including:
 - Benzo(a)pyrene;
 - Benzene; and
 - Nitrogen dioxide.
- Contaminants showing higher levels of background 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.

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 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.

Natural Environment

- 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.



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.



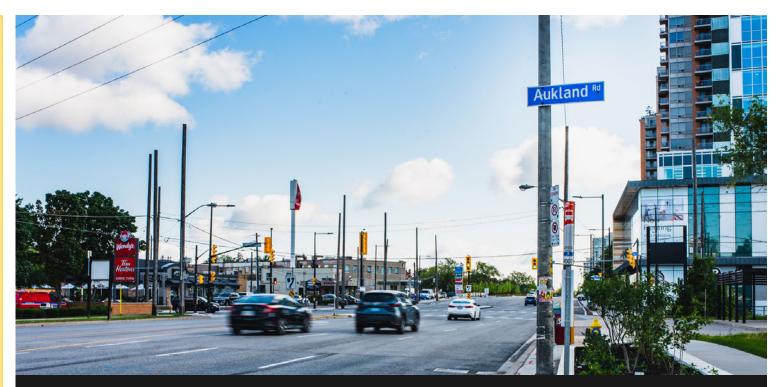
Condominium construction on south side of Dundas Street West at Wilmar Road.

Source: AECOM, 2021.

Existing environmental conditions - Toronto

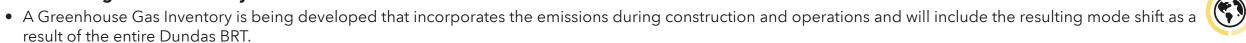
Traffic & Transportation

- 9-9 • Within Toronto, Dundas Street has a six-lane crosssection 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





- 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.

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.



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

Source: AECOM, 2020.



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





- 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

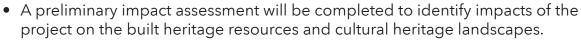
- Within the Mississauga East corridor, Dundas Street varies between six-lane and four-lane cross-sections, and in many locations a centre two-way left-turn lane is present. A curbside high occupancy vehicle traffic lane is provided between Dixie Road and the Etobicoke Creek.
- Continuous sidewalks are 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





 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





- 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.



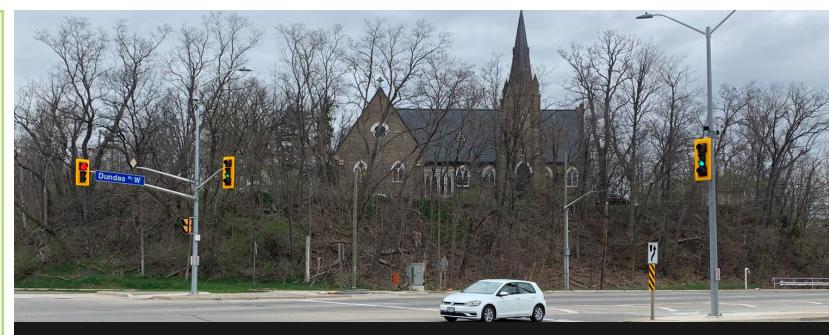
View of the Credit River flowing through Erindale Valley.

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





- 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.

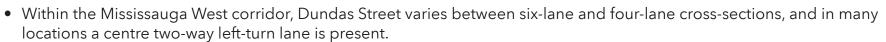
Source: AECOM, 2021.

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





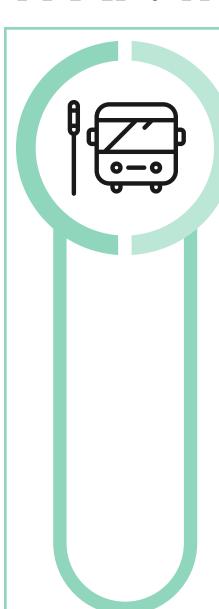
- Continuous sidewalks are provided on both sides of Dundas Street within Mississauga West, with no dedicated cycling facilities provided.
- The largest directional traffic volumes along Dundas Street are 3,000 vehicles in the morning peak hour and 2,100 vehicles in the afternoon peak hour.
- Most intersections 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.

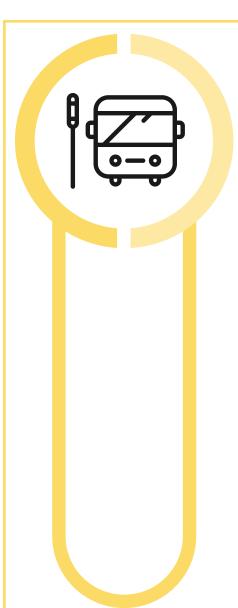
TPAP: next steps



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.

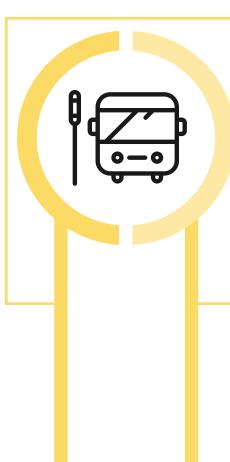


Toronto and Mississauga West

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

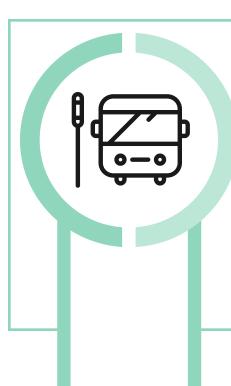


Toronto and Mississauga West

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



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.

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.

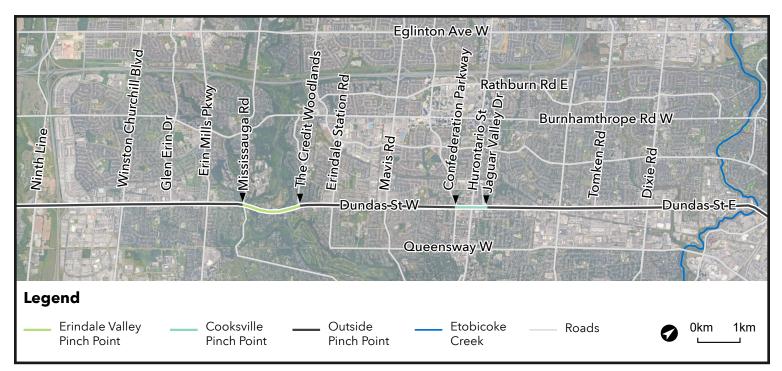
Preliminary design - design progressed for the Mississauga BRT corridor

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



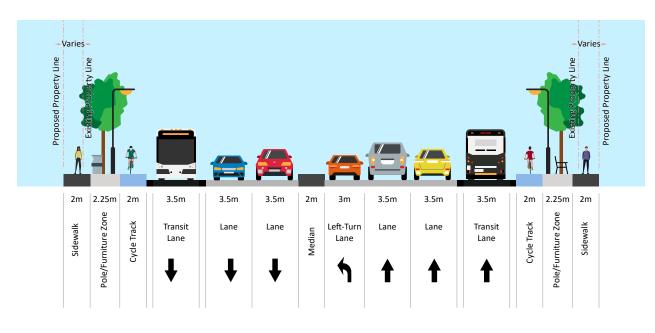
Special Policy Area (SPA) Studies

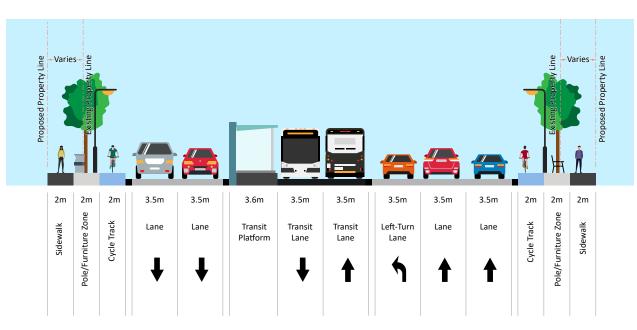
Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

- 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.

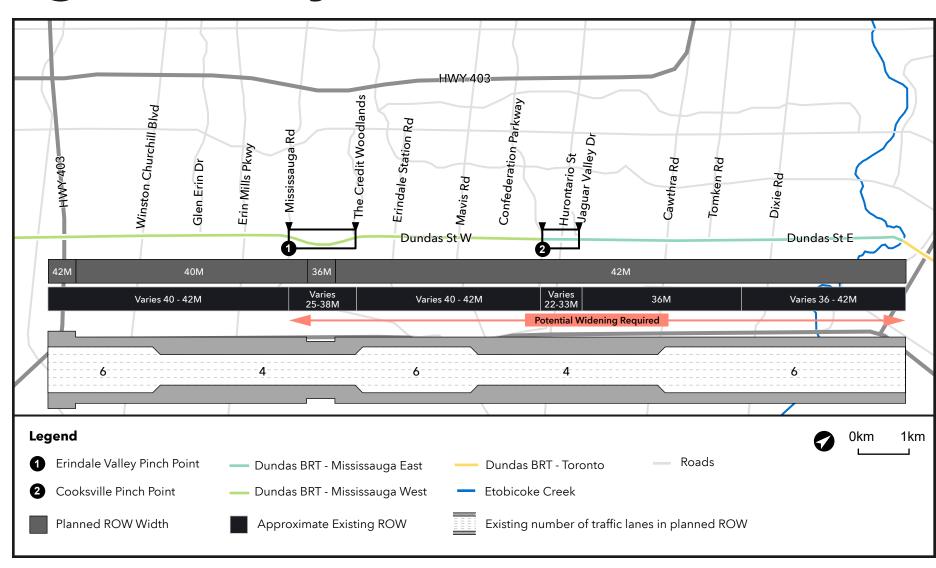
Preliminary design - proposed changes to the Mississauga right-of-way

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.

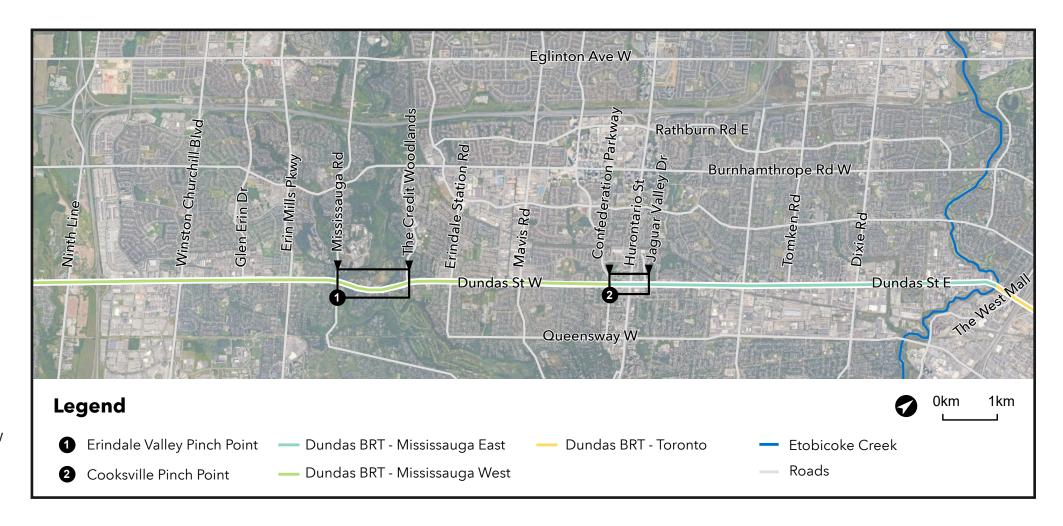


Preliminary design - pinch points

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

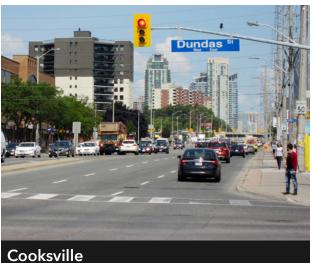
*New considerations from the first round of public engagement.

Pinch points: Mississauga East and Mississauga West

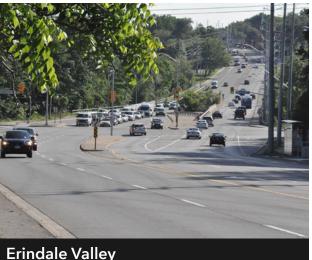
- 1 Cooksville area pinch point
- A median BRT route in the Cooksville area is in a constrained rightof-way from Confederation Parkway to Jaguar Valley Drive, with many existing structures with shallow setbacks from the street, heritage properties, and congested traffic operations:
 - Potential alternatives 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)

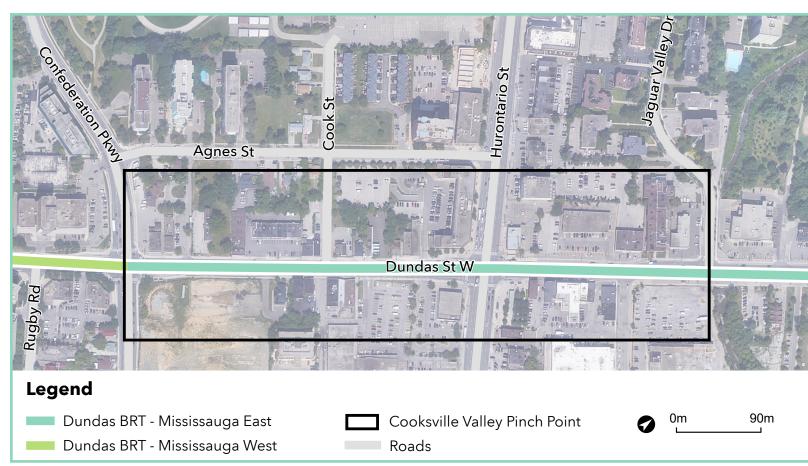




Mississauga East: key pinch point considerations

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:

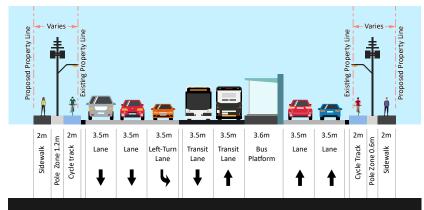
- Implement the Dundas BRT Project as part of the City of Mississauga's Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

Concerns about:

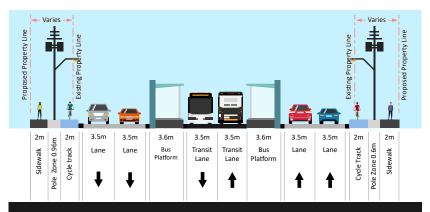
- Cycling infrastructure and safety
- Pedestrian infrastructure and safety
- Widening Dundas Street with additional lanes
- Landscaping (aesthetics)

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

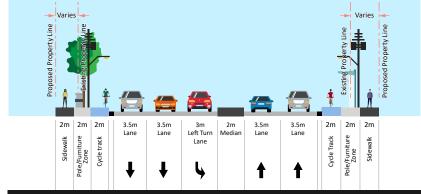
The project team analyzed six alternatives for the Cooksville pinch point, reviewing each for potential benefits and drawbacks. Following this analysis, the below short list of alternatives was determined to be considered for further evaluation:



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.



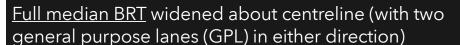
*This icon indicates best performing alternative

**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



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

Drawbacks:

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

Alternative 2

<u>Full median BRT</u> (with one GPL in either direction)

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

Alternative 3

Full median BRT with no lefts at Hurontario

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:

- 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

Alternative 4

Curbside buses in mixed traffic

Benefits:

- 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

Drawbacks:

- 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)

Alternative 5

Full median BRT with widening to the South

Benefits:

- 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

Drawbacks:

- 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

Alternative 6

Portal (BRT tunnel under Dundas Street)

Benefits:

- 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

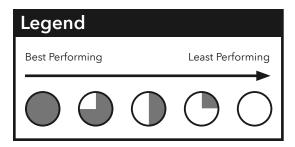
Drawbacks:

- 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

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



Evaluation Results			
Screening Criteria	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 shortlist 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 LRT 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.

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

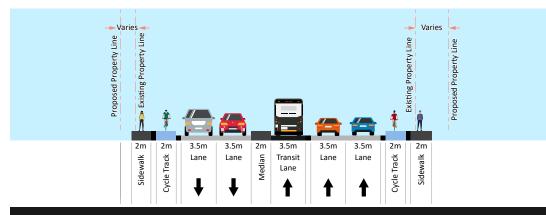
Alternative 2: Full Median BRT (to the North)

Benefits:

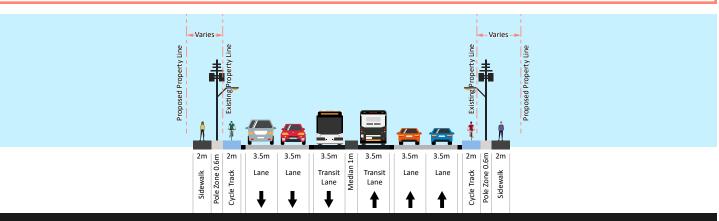
- Maintains continuity of median BRT
- Provides a full multi-modal cross section, including buses, auto traffic, pedestrians and cyclists
- Provides transit service reliability with less potential for service interruptions or delays

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 1 Cross Section.



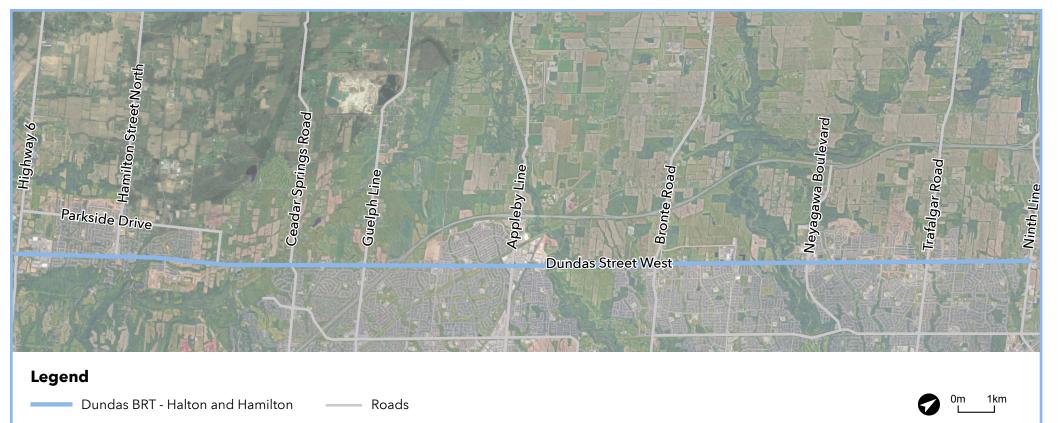
Alternative 2 Cross Section.

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:

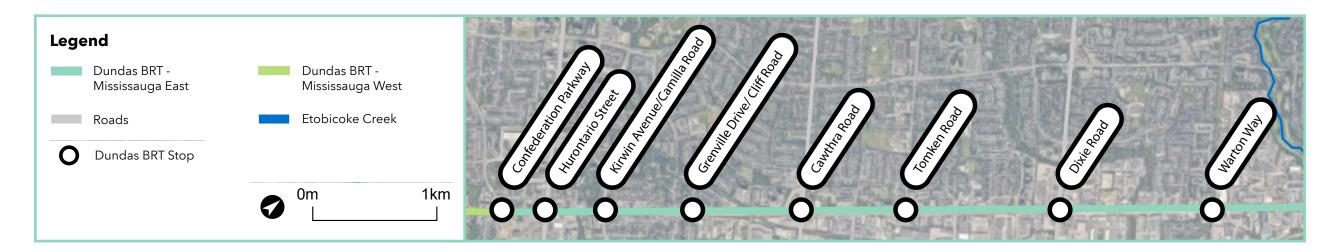
- Locations identified as part of the <u>Dundas Connects Study</u> and the <u>Initial Business Case (IBC)</u>;
- Current transit facilities and intersecting bus routes that form the basis of a feeder network;
- Distance between stops; and
- Land use and major trip generators.

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 amentities. 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.





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

- 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)

Mississauga East

- TPAP:
 - Prepare and distribute Notice of Commencement
 - Commence TPAP consultation and documentation period
- Prepare draft EPR and 10% Preliminary Design
 - Refinements to Preferred Design
- PDBC
 - Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC

Mississauga West

- 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

Halton and Hamilton

 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

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.

★ METROLINX

Public Meeting Materials

Public Engagement #2
 Main Presentation Boards
 (French)

Bienvenue sur le service rapide par bus Dundas



Participation virtuelle du public 2

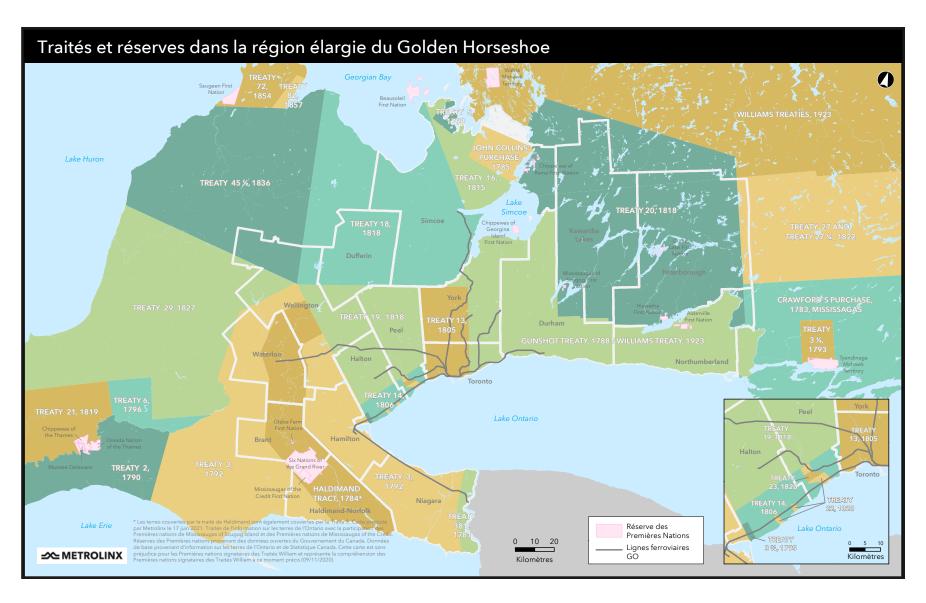
Reconnaissance du territoire

En 2018, Metrolinx s'est engagé à établir des relations positives et significatives avec les Premières Nations, les communautés et les clients, alignées sur ses objectifs stratégiques. La zone d'opération de Metrolinx traverse trois territoires traditionnels concernant 19 traités.

Le saviez-vous?

Metrolinx dialogue régulièrement avec 13 Premières Nations :

- les Premières Nations visées par les Traités Williams
- les Six Nations de la rivière Grand
- la Nation Huron-Wendat
- la Première Nation Kawartha Nishnawbe
- la Première Nation des Mississauga de la rivière Credit
- la Nation Métis de l'Ontario
- le Grand Conseil des Chefs Haudenosaunee



Qu'est-ce que le service rapide par bus (SRB) Dundas?

Le SRB fournit un système différent au niveau du sol de transports en commun rapide et efficace dans un certain nombre de zones locales (Transitway Mississauga, VIVA de la région de York) et en Amérique du Nord (voir les exemples ci-dessous), ayant les caractéristiques suivantes :

- des voies consacrées aux autobus : (si possible) ce qui réduit les durées de trajets et augmente la fiabilité des services de transports en commun
- un service fréquent : un autobus toutes les 5 minutes ou moins pendant les heures de pointe
- des signaux intelligents : ils améliorent la circulation pour tous les voyageurs (passagers, automobilistes et cyclistes)
- de meilleures liaisons : avec les trajets de la TTC, les transports en commun rapides Viva, MiWay, les services de transport en commun d'Oakville et de Burlington, le Hamilton Street Railway (HSR) et le GO Transit pour utiliser les voies réservées et partager les mêmes arrêts, ce qui facilite les déplacements dans toute la région
- un service fiable avec des autobus séparés de la circulation générale dans la plupart des zones, et un espacement plus important des arrêts pour permettre un service rapide, efficace et fiable
- amélioration potentielle des commodités telles que les cartes de service, l'information sur le prochain bus, les paiements, les bacs à ordures, l'information sur l'orientation et la protection contre les intempéries

Lorsqu'il n'existe pas de voies consacrées, certaines mesures de priorité du transport en commun, y compris l'infrastructure et la signalisation, peuvent être considérées afin d'optimiser les conditions et contribuer à des trajets plus courts et plus efficaces. Notamment :

- Les voies de contournement de files sont de courtes voies consacrées aux transports en commun permettant aux véhicules de contourner les files aux intersections et, en combinaison avec une priorité de signalisation routière, permettent aux autobus d'avoir facilement entrée prioritaire dans la circulation
- La signalisation routière pour les transports en commun utilise la technologie des signaux pour donner une longueur d'avance aux véhicules de transport en commun aux intersections signalisées et peut également fournir un temps de feu vert supplémentaire aux autobus qui s'approchent.







Pourquoi sommes-nous ici?

Metrolinx continue de faire progresser la planification du corridor de service rapide par bus (SRB) Dundas, en se fondant sur les principales conclusions du plan directeur de Dundas Connects et de l'analyse de rentabilisation initiale de Metrolinx. L'objectif du projet SRB Dundas est d'évaluer le corridor de transit proposé le long d'une section de 48 kilomètres (km) de la Dundas Street depuis l'autoroute 6 dans la Ville de Hamilton jusqu'au Centre de transport en commun Kipling dans la Ville de Toronto, reliant les centres-villes des villes d'Etobicoke et de Mississauga. Plus de 20 des 48 km du SRB consisteront en des artères ou des voies réservées aux autobus, séparés du reste de la circulation, ce qui permettra des correspondances de transport en commun plus rapides et plus fiables.

Le SRB Dundas vise à :



Permettre un service de transport en commun plus rapide, plus fiable et plus fréquent le long de la rue Dundas.



Offrir des déplacements quotidiens plus courts, conduisant à une productivité accrue, avec un gain de temps moyen d'environ 14 minutes.



Améliorer la connectivité en fournissant des correspondances avec d'autres services de transport en commun qui sont exploités le long du corridor de la rue Dundas.



Fournir des correspondances clés au centre de transport en commun Kipling et aux centres-villes d'Etobicoke et de Mississauga, permettant l'accès aux destinations clés le long de la rue Dundas telles que :

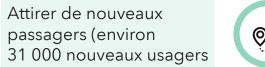
- les zones résidentielles et commerciales;
- les établissements d'enseignement;
- les lieux de culte:
- les établissements médicaux;
- les parcs et les lieux de loisirs en plein air;
- les restaurants, les lieux de divertissements et les magasins.



Contribuer à fidéliser et à attirer les résidents, les touristes et les entreprises le long du corridor.



Débloquer le développement économique et régional le long du corridor avec 230 000 emplois dans un rayon de 2 km.





Améliorer la qualité de vie en permettant à 660 000 personnes vivant dans un rayon de 2 km de se rendre là où elles le souhaitent.

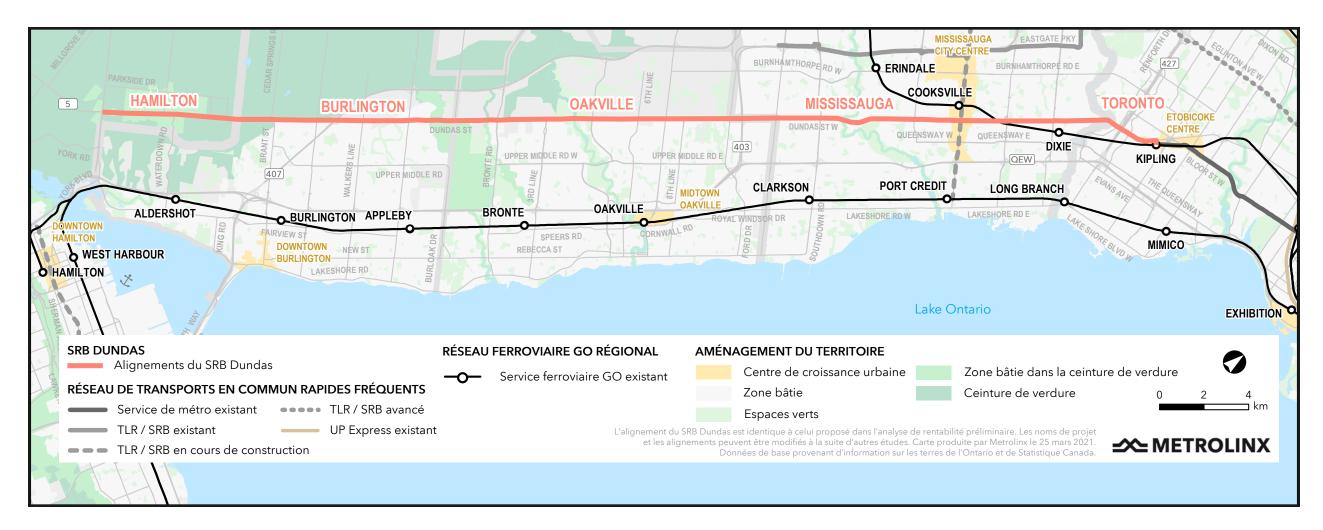


Réduire les émissions de gaz à effet de serre.



par jour).

Couloir d'étude SRB Dundas



Comment l'étude est-elle structurée?

L'étude est structurée selon les quatre zones le long de Dundas : trois processus d'évaluation des projets de transport en commun (PEPTC), pour Toronto, Mississauga-Est et Mississauga-Ouest, et une analyse de rentabilité de la conception préliminaire (ARCP).

- Toronto du Centre de transport en commun Kipling à Etobicoke Creek
- Mississauga-Est d'Etobicoke Creek à Confederation Parkway
- Mississauga-Ouest de Confederation Parkway à la Ligne Ninth
- Halton et Hamilton de la Ligne Ninth à l'autoroute 6 (aucun PEPTC prévu)

Zones d'étude SRB Dundas

La zone du projet comprend l'alignement proposé pour le projet et des zones supplémentaires pour des améliorations potentielles à mesure que la conception progresse. Une fois établies, les disciplines environnementales ont appliqué des tampons pour tenir compte des exigences législatives applicables, ce qui a donné lieu à des zones d'étude individuelles pour chacune des études environnementales.

Quelle procédure formelle sera suivie?

Metrolinx collabore avec diverses municipalités pour faire progresser la planification et la conception du SRB Dundas :

- PEPTC
- Conception préliminaire (CP)
- ARCP



Comment l'étude est-elle structurée?

Qu'est-ce que le processus d'évaluation des projets de transport en commun (PEPTC)?

Un Processus d'évaluation des projets de transport en commun (PEPTC) est une étude d'impact sur l'environnement créée spécifiquement pour les projets de transports en commun. Le processus comprend une phase de planification préalable suivie d'une période réglementée (jusqu'à 120 jours) de consultation et de documentation. Ces phases comprennent la consultation, l'évaluation des impacts, l'élaboration de mesures visant à atténuer les impacts négatifs et la documentation. La consultation implique le public, les parties prenantes et les Premières Nations tout au long de la procédure. Ces phases sont suivies d'une période pour l'examen par le public de 30 jours au cours de laquelle le public a la possibilité d'examiner le rapport environnemental sur le projet (REP) et de formuler des commentaires supplémentaires, puis d'une période d'examen de 35 jours par le ministre.

Un PEPTC assure que les environnements naturels, sociaux, culturels et économiques sont évalués et que tous les effets potentiellement négatifs dus au projet proposé sont évités, atténués ou réduits dans la mesure du possible. Les PEPTC sont réglementés par la *Loi sur les évaluations environnementales* de l'Ontario et sont soumis à l'examen du Ministère de l'Environnement, de la Protection de la nature et des Parcs avant de poursuivre le projet de transports en commun.

Trois PEPTC seront effectués pour :

- Toronto
- Mississauga-Est (ce PEPTC sera réalisé en premier pour répondre aux exigences du financement fédéral)
- Mississauga-Ouest

Qu'est-ce que la conception préliminaire (CP)?

La phase de conception préliminaire est constituée du plan directeur de connexion à Dundas et de l'analyse de rentabilité préliminaire du SRB Dundas de Metrolinx et s'appuiera sur la planification préalable réalisée dans le cadre du PEPTC de Toronto et de Mississauga. Au cours de cette phase, l'équipe de projet utilisera l'analyse des études techniques et environnementales et la participation du public afin d'affiner la conception du SRB à un niveau de conception à 30 %. La conception à 30 % cherchera à affiner les largeurs de l'infrastructure du corridor telles que les voies, les zones tampons, les boulevards, les installations actives de transports en commun et les limites de nivellement afin de réduire les impacts spécifiques au site identifiés dans le PEPTC. Les résultats de cette conception préliminaire influenceront l'analyse de rentabilité de la conception préliminaire (ARCP) qui sera réalisée par l'équipe de projet afin de permettre à Metrolinx de prendre des décisions en matière d'investissements basées sur des preuves.

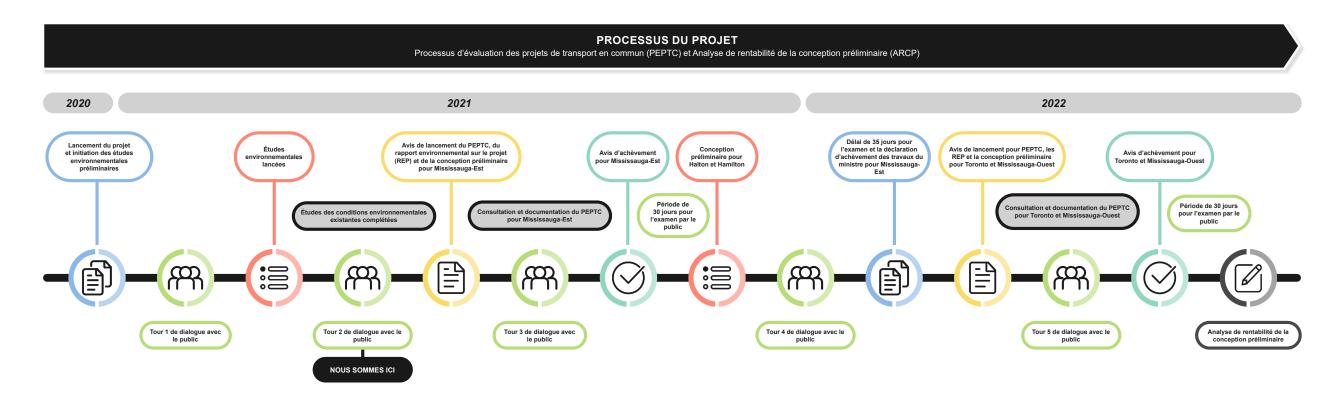
Qu'est-ce que l'Analyse de rentabilité de la conception préliminaire (ARCP)?

L'ARCP évalue le projet SRB Dundas sur la base de critères stratégiques, économiques, financiers, opérationnels et de faisabilité. Il présente également les coûts, les avantages, les risques et les obstacles du projet, ce qui aidera Metrolinx et ses partenaires à élaborer les phases futures des travaux sur le corridor. Les résultats de l'analyse de rentabilité de la conception préliminaire (ARCP) permettront d'affiner la conception préliminaire à 30 %.

Calendrier du projet :

La représentation graphique montre la procédure du projet et indique où le public participera. Le calendrier du projet a été mis à jour depuis le dernier cycle d'engagement afin de :

- Prévoir plus de temps pour réaliser l'analyse de rentabilité de la conception préliminaire (ARCP) à l'extérieur de Mississauga-Est;
- Faire avancer les travaux pour Mississauga-Est afin de répondre aux exigences de financement du Programme d'infrastructure Investir dans le Canada (PIIC);
- Tirer parti des résultats de l'étude Dundas Connects pour faire progresser la conception préliminaire et les études environnementales à Mississauga-Est.



Possibilités de participation

Comment la communauté est-elle impliquée?

Metrolinx pense que votre mot à dire renforce notre système de transport en commun. Nous sommes engagés à vous maintenir informés, à établir une compréhension mutuelle et à collecter vos opinions. Le dialogue vous donne la possibilité de donner votre point de vue sur les aspects suivants :

Dialogue du Tour 1

(Terminé en avril 2021)

- SRB Dundas dans votre communauté
- Qu'est-ce qui est important pour vous dans ce projet
- Les facteurs que vous considérez comme importants pour évaluer les points de congestion (zones de contraintes)

Dialogue du Tour 2 (Nous sommes ici)

- Organisation du projet
- Commentaires reçus lors du premier tour de dialogue
- Conditions environnementales existantes pour Toronto et Mississauga
- Conception du corridor de SRB pour Mississauga
- Conceptions de rechange envisagées pour le point de congestion dans la vallée d'Erindale
- Conception la plus performante et autres conceptions évaluées pour le point de congestion à Cooksville
- Emplacements proposés pour les arrêts et aménagements potentiels à Mississauga-Est

Dialogue du Tour 3 (Automne 2021)

- Rapports sommaires environnementaux pour Mississauga-Est, dont les impacts potentiels et les mesures d'atténuation proposées
- Liste de présélection de solutions de conception des infrastructures pour Toronto et évaluation des solutions pour le point de congestion de la vallée d'Erindale (Mississauga-Ouest)

Dialogue du Tour 4 (Hiver 2021-2022)

- Conception préliminaire pour Halton et Hamilton
- Emplacement des arrêts et aménagements pour Halton et Hamilton
- Évaluation de l'itinéraire du SRB intégré et du niveau de service sur l'ensemble du corridor

Dialogue du Tour 5 (Printemps 2022)

- Rapports environnementaux de synthèse pour Toronto et Mississauga-Ouest, dont les impacts potentiels et les mesures
- Conception du corridor préliminaire pour Mississauga-Quest

d'atténuation proposées

- Résultats de l'analyse de rentabilité de la conception préliminaire avec les options d'infrastructure et de service privilégiées pour l'ensemble du corridor, dont les points de congestion de Mississauga-Ouest et de Toronto
- État d'avancement du processus d'évaluation des projets de transport en commun (PEPTC) pour Mississauga-Est



Votre opinion est importante!

<u>L'opinion et les commentaires du public</u> sont importants pour cette procédure. Au cours de ce deuxième tour de dialogue, nous démontrerons l'avancement des études environnementales et de la conception préliminaire. Plus précisément, nous ferons le point sur :

- Organisation du projet;
- Commentaires reçus lors du premier tour de dialogue;
- Conditions environnementales existantes pour Toronto et Mississauga;
- Conception du corridor de SRB pour Mississauga;
- Conceptions de rechange envisagées pour la zone de contrainte dans la vallée d'Erindale;
- Conception la plus performante et autres conceptions évaluées pour la zone de contrainte à Cooksville;
- Emplacements des arrêts proposés à Mississauga-Est;
- Prochaines étapes.



Votre contribution nous aidera à affiner nos rapports environnementaux, à fournir des considérations supplémentaires pour la conception des points de congestion* (zones de contraintes) et à revoir la conception du corridor avant le début du processus d'évaluation des projets de transport en commun.

Qu'est-ce qu'un point de congestion?*

Les points de congestion sont des zones d'intérêt spécial où l'élargissement proposé de la route peut être limité par l'environnement existant ou où il existe d'autres défis à la conception (par ex., intégration du SRB dans une station existante de transports en commun ou obtention de l'accès). L'étude de chaque portion de la route comprend une analyse des points de congestion identifiés. Ceci tiendra compte et évaluera divers facteurs environnementaux afin d'identifier un plan optimal équilibrant les impacts et les besoins du projet.



Ce que nous avons entendu lors de la participation virtuelle du public n°1

La participation virtuelle du public n°1 s'est tenue en avril 2021. Les personnes intéressées ont eu la possibilité de donner leur avis en remplissant un formulaire de rétroaction, en soumettant des questions au moyen de la page web du projet ou en envoyant un courriel directement à l'équipe du projet. La rétroaction recueillie a démontré le soutien général du public au projet, ainsi qu'un fort intérêt pour en savoir plus sur les impacts potentiels au fur et à mesure de l'avancement du projet. Le public a identifié :

Occasions:



Utiliser les espaces de circulation existants



Améliorer l'infrastructure pour cyclistes



Se connecter aux futurs projets

Préoccupations:





Sécurité des cyclistes

Les commentaires fournis au cours de l'engagement public virtuel n° 1 ont été et continueront d'être pris en compte pour éclairer les principales décisions relatives au projet. L'incidence des commentaires du public au cours du premier cycle d'engagement peut être directement observée dans l'élaboration des critères d'évaluation révisés des <u>points de congestion</u>. Les critères ont été révisés pour inclure les domaines d'importance soulevés par le public, notamment la sécurité routière, l'accessibilité et la connectivité pour les piétons et les cyclistes, la fiabilité des services de transport en commun et le coût des investissements.

Comité consultatif technique et groupes consultatifs des parties prenantes

En plus des engagements publics virtuels, l'équipe du projet s'engage auprès du public, des parties prenantes et des experts en la matière par le biais d'un comité consultatif technique (CCT) et de groupes consultatifs des parties prenantes (GCP) Metrolinx continuera de collaborer avec le CCT et les GCP tout au long du projet afin de s'assurer que les membres de la communauté le long du corridor de SRB Dundas restent engagés et informés.

Réunions du CCT:

- Donner aux parties prenantes et aux experts techniques l'occasion de s'informer sur le projet et d'y contribuer afin d'éclairer la prise de décision.
- Permettre aux membres d'aborder les questions et de fournir des conseils sur le développement du projet.
- Offrir à l'équipe de projet une nouvelle perspective.

Réunions du GCP:

- Donner aux dirigeants communautaires, aux défenseurs et aux experts de chaque section du corridor l'occasion de se renseigner sur l'étude et d'y contribuer.
- Permettre aux membres de s'informer sur le projet, de poser des questions aux experts en la matière au sein de l'équipe du projet et de discuter du projet et de ses impacts potentiels avec d'autres leaders de la collectivité.

Études environnementales

À Toronto, Mississauga-Est et Mississauga-Ouest, nous sommes en train de réaliser des études afin d'identifier les conditions de base, déterminer toutes les possibilités d'impact et proposer des mesures pour atténuer les impacts potentiellement négatifs. Les études effectuées par l'équipe de projet sont identifiées ci-dessous.



Environnement naturel



Caractéristiques socioéconomiques et de l'aménagement du territoire



Patrimoine culturel



Bruit et vibrations



Archéologie



Changements climatiques et développement durable



Circulation et transport



Qualité de l'air

Halton et Hamilton:

Dans la région de Halton, une grande partie du corridor a été étudiée dans le cadre de diverses études de l'évaluation environnementale municipale et a déjà été élargie à six voies. De plus, l'analyse de rentabilité préliminaire (ARP) du SRB Dundas prévoit l'utilisation des voies de trottoir existantes au lieu du SRB médian (ce qui signifie qu'aucune construction importante ne serait nécessaire).

Dans la région de Hamilton, on prévoit que seuls des changements opérationnels se produiront. Toutes les modifications opérationnelles ou de conception localisées seraient considérées comme exemptées du processus d'évaluation des projets de transport en commun (PEPTC) (aucune autre exigence de la *Loi sur les évaluations environnementales*) et pourraient s'inscrire dans le cadre du programme A et A+ (préapprouvé) d'évaluation de classe environnementale.

Les modifications d'infrastructure proposées pour le projet de SRB Dundas dans les régions de Halton et Hamilton sont exemptées des exigences de la Loi sur les évaluations environnementales. Ainsi, les approbations du PEPTC ne sont pas demandées par Halton et Hamilton, et les études environnementales associées ne sont pas réalisées dans le cadre de ce projet.

Études environnementales - méthodes de l'étude

Les études environnementales ont pour but de :

- Établir les conditions existantes (de référence);
- Identifier et caractériser les caractéristiques existantes;
- Réaliser des analyses d'impact;
- Élaborer des mesures pour éviter, minimiser ou atténuer les effets négatifs potentiels.

Les méthodes utilisées pour réaliser ces études sont les suivantes :

Bruit et vibrations





- Évaluer le bruit et les vibrations de la construction et de l'exploitation au niveau des récepteurs.
- Identifier les impacts négatifs potentiels, déterminer le besoin d'atténuation et fournir une stratégie ou une liste de mesures d'atténuation potentielles basées sur les plans de construction et d'exploitation.

Circulation et transport

- • Passer en revue toutes les infrastructures et tous les services de transport dans la zone d'étude, y compris les routes, les intersections, les échangeurs d'autoroute, les voies de transport en commun, les pistes cyclables, les trottoirs et les chemins à usages multiples.
- Évaluer les données disponibles sur la circulation, les cyclistes et les piétons.
- Modélisation par simulation du corridor pour évaluer les conditions d'exploitation des intersections et les temps de déplacement des voitures et des autobus de transport en commun.
- Identifier les goulets d'étranglement, les mauvaises performances des intersections, les points de retard des transports en commun et les autres impacts sur les opérations de transport et de circulation.
- Essais, modélisation et recommandation de mesures d'atténuation pour améliorer les performances.

Qualité de l'air



- Examiner les gaz d'échappement des véhicules et les émissions de gaz à effet de serre (GES).
 - L'évaluation était basée sur les données historiques accessibles au public captées dans les stations de surveillance de la qualité atmosphérique à proximité de la zone d'étude.
 - La moyenne des données sur cing ans a été calculée afin de saisir les données existantes sur la qualité de l'air provenant des stations de surveillance. Les émissions capturées comprennent :
 - Les émissions des automobiles;
 - Les émissions ferroviaires diesel:
 - Les émissions industrielles.
- Identifier les impacts négatifs potentiels, déterminer le besoin d'atténuation et fournir une stratégie ou une liste de mesures d'atténuation potentielles basées sur les plans de construction et d'exploitation.

Changements climatiques et développement durable

- Réviser les renseignements généraux fournis.
- Déterminer les effets du projet sur le changement climatique en réalisant un inventaire des gaz à effet de serre des conditions existantes et du résultat de la mise en œuvre du projet (y compris la construction, l'exploitation et l'entretien).
- Déterminer les effets du changement climatique sur le projet en réalisant une évaluation des risques liés au changement climatique basée sur la norme de gestion des risques 31000 de l'Organisation internationale de normalisation.
- Résumé des initiatives durables, actuelles et planifiées, de Metrolinx en relation avec la construction et l'exploitation du projet, dans le but d'améliorer les résultats environnementaux et sociaux.
- Préparer un rapport sur le changement climatique et développement durable.

Études environnementales - méthodes de l'étude

Environnement naturel

- Examen des zones naturelles désignées et zones de politiques d'aménagement.
- Flore et inventaire des plantes.
- Relevés des poissons et de l'habitat du poisson.
- Relevés de la faune sauvage et de l'habitat faunique.
- Dépistage de l'habitat faunique important et des espèces en péril
- Identifier les effets négatifs potentiels et les mesures d'atténuation appropriées.

Patrimoine culturel

- Recherche historiaue.
- Examiner les registres et inventaires du patrimoine.
- Identifier les ressources du patrimoine culturel.
- Identifier les impacts négatifs potentiels et les mesures d'atténuation appropriées.



le pont du ruisseau Etobicoke.





Vue en aval sur le ruisseau Etobicoke, qui coule sous le pont de la rue Dundas Ouest.

Aspects socioéconomiques et aménagement du territoire

 Étude documentaire des politiques et dossiers municipaux, y compris des sources de données en ligne comme le catalogue de données ouvertes de City of Mississauga et les bases de données et outils de mappage associés.



- Visites de sites pour compléter la recherche de base. Les caractéristiques examinées sont notamment :
 - La composition physique des quartiers motifs d'aménagement du territoire et des bâtiments, réseau de transport et caractéristiques du domaine public;
 - Les installations communautaires usages institutionnels, usages récréatifs et parcs, groupes communautaires et ressources;
 - Données démographiques du quartier;
 - Développements futurs.
- Identifier les impacts négatifs potentiels et les perspectives pour les caractéristiques socioéconomiques et l'utilisation des terres.
- Identifier les mesures d'atténuation appropriées et les exigences de surveillance pour les impacts négatifs potentiels.

Archéologie

Dundas Ouest.

• Inspection visuelle.

Vue en aval sur le ruisseau

Etobicoke, au sud du pont de la rue

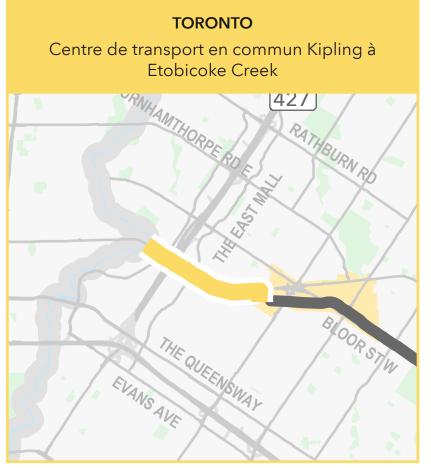
- Examiner les données historiques et archéologiques, notamment :
 - Cartes récentes et historiques de la zone d'étude;
 - Évaluations archéologiques précédentes dans un rayon de 50 mètres de la zone d'étude;
 - Base de données des sites archéologiques du ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture (MIPSTC);
 - Plans de gestion archéologique ou autres cartes du potentiel archéologique, le cas échéant.
- Identifier les impacts négatifs potentiels et les mesures d'atténuation appropriées.



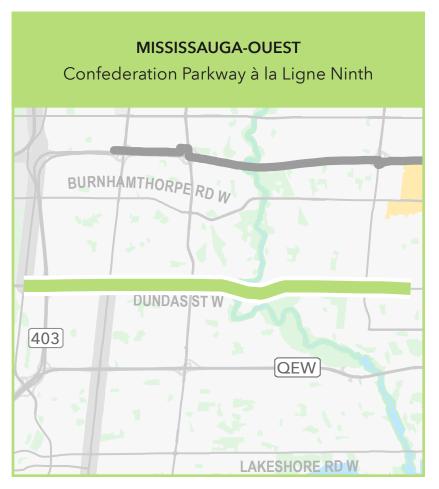
Conditions environnementales existantes - principales conclusions

Les principales conclusions présentées dans les diapositives ci-dessous ont été déterminées sur la base des études des conditions environnementales existantes réalisées à ce jour. Ces résultats seront utilisés pour contribuer au développement de la conception préférée et à l'achèvement de l'évaluation de l'impact environnemental.

Des PEPTC distincts seront réalisés pour les zones d'étude suivantes :







Conditions environnementales existantes - Toronto

Qualité de l'air

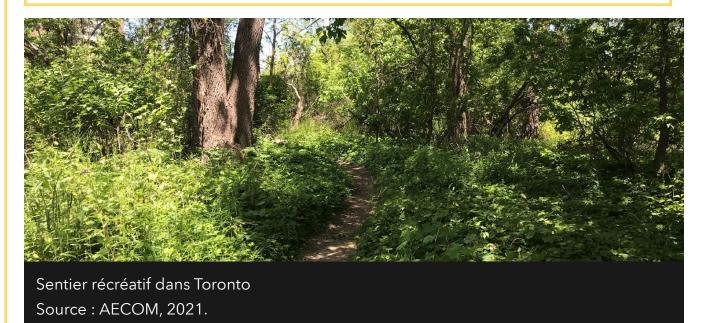
- Les niveaux de qualité de l'air ambiant sont majoritairement inférieurs aux critères et aux normes de qualité de l'air ambiant provinciaux et fédéraux respectifs; toutefois, certains niveaux présentent des dépassements importants, notamment :
 - Benzo[a]pyrène;
 - Benzène;
 - Dioxyde d'azote.
- Les contaminants présentant des niveaux de concentration de fond plus élevés, supérieurs à 80 % des normes fédérales, comprennent le dioxyde d'azote et les particules fines (PM2.5).
- Les données météorologiques de l'aéroport Pearson de Toronto sur une période de cinq ans (2016 à 2020) montrent une direction prédominante du vent soufflant du nord-ouest, de l'ouest et du sud-ouest, et une prédominance du vent à faible vitesse du sud-est.

Archéologie

- Trois sites archéologiques enregistrés ont été identifiés dans un rayon d'un kilomètre des limites actuelles de la zone du projet.
- Une inspection visuelle visant à confirmer les zones de potentiel archéologique par rapport aux zones de perturbation urbaine a permis de constater que la zone du projet consiste principalement en un développement résidentiel et commercial le long de la rue Dundas Ouest, de la frontière entre Toronto et Mississauga, au ruisseau Etobicoke, jusqu'à l'ouest de l'autoroute 427. L'inspection a également révélé que certaines zones peuvent conserver un potentiel archéologique, nécessitant une évaluation archéologique de phase 2 pour confirmer la perturbation ou la recherche de matériaux archéologiques.
- Les résultats de la recherche de base et de l'examen sur le terrain de la phase 1, y compris la cartographie et la détermination du potentiel archéologique, seront résumés dans le rapport d'évaluation archéologique de la phase 1.

Environnement naturel

- La seule flore naturelle de la zone d'étude a été identifiée le long des berges boisées du ruisseau Etobicoke. Les ravins boisés du ruisseau Etobicoke agissent probablement comme d'importants corridors pour la faune, permettant aux animaux sauvages de se déplacer d'une zone à l'autre pour chercher de la nourriture, un abri et des compagnons dans le système du patrimoine naturel de la ville de Toronto.
- Aucune flore n'a été identifiée comme étant d'importance provinciale ou prévue l'être.
- La communauté de poissons qui habite le ruisseau Etobicoke est principalement composée d'espèces d'eau froide et chaude qui sont tolérantes aux perturbations.
- La majorité de la faune est commune dans la ville de Toronto et tolère les perturbations, tandis qu'une petite proportion est constituée d'espèces sensibles ou rares.



Conditions environnementales existantes - Toronto

Aspects socioéconomiques et aménagement du territoire

- Le corridor de Toronto est conforme aux plans et politiques provinciaux et municipaux, car il devrait améliorer les liaisons de transport en commun et soutenir les objectifs de développement économique.
- Directement en face de la rue Dundas à Toronto, une grande partie de la zone d'étude est constituée d'immeubles commerciaux et résidentiels de faible à forte hauteur, avec des immeubles résidentiels et commerciaux de faible hauteur derrière. Les immeubles de grande hauteur situés à l'extrémité est de la zone d'étude sont regroupés près du centre de transport en commun Kipling.
- Une gamme d'installations communautaires (y compris des utilisations institutionnelles et récréatives, et des ressources communautaires) est présente dans la zone d'étude. La plupart des installations communautaires sont regroupées dans l'extrémité est de la zone d'étude.
- Un certain nombre de demandes de développement sont soit en cours, soit récemment approuvées dans la zone d'étude. Ils consistent principalement en de nouveaux ensembles résidentiels.
- Le profil démographique de la zone d'étude est relativement conforme à la moyenne de la ville de Toronto.





Gare GO de Kipling et station de métro.

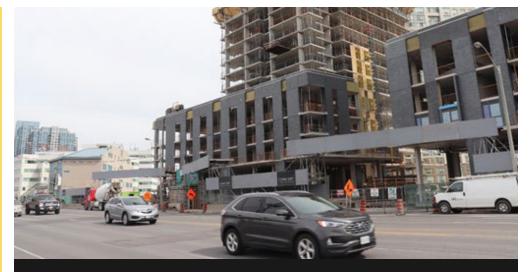
Source: AECOM, 2021.

Bruit et vibrations

- Le segment de Toronto est généralement un mélange d'utilisations commerciales et résidentielles dans un environnement suburbain achalandé.
- La rue Dundas est une artère qui est coupée par d'autres corridors importants (par exemple, l'avenue Kipling et l'autoroute 427) et par des voies d'accès mineures à caractère résidentiel ou commercial.
- Les niveaux sonores ambiants aux emplacements sensibles au bruit les plus touchés (p. ex., les habitations) sont dominés par une combinaison de la rue Dundas existante et des routes d'intersection.
- La gare de Kipling et la ligne ferroviaire existante se trouvent à environ 300 m des emplacements sensibles, mais le blindage important des bâtiments existants réduit la contribution du bruit au niveau sonore ambiant des emplacements sensibles.
- Il n'y a pas, à l'heure actuelle, de problème connu de vibrations dues au trafic routier.

Patrimoine culturel

Il n'y a pas
 de ressources du
 patrimoine bâti ou
 de paysages du
 patrimoine culturel
 à l'intérieur ou à
 proximité de la
 zone d'étude et,
 par conséquent, le
 projet ne devrait
 avoir aucune
 incidence négative
 sur les ressources du
 patrimoine culturel.



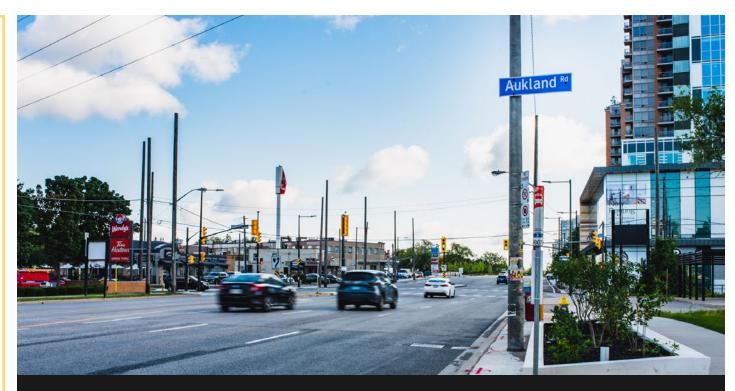
Construction de condominiums sur le côté sud de la rue Dundas Ouest à l'intersection du chemin Wilmar.

Source: AECOM, 2021.

Conditions environnementales existantes - Toronto

Circulation et transport

- À Toronto, la rue Dundas a une section transversale de six voies avec une voie centrale de virage à gauche à double sens qui donne accès à de nombreuses rues secondaires et à des entrées privées. La voie de circulation extérieure est désignée comme une voie réservée aux véhicules à occupation multiple dans les deux sens, où seuls les véhicules de transport en commun, les taxis et les véhicules personnels pouvant accueillir trois personnes ou plus sont autorisés à circuler pendant des périodes déterminées.
- Des trottoirs sont prévus d'un côté ou l'autre de la rue Dundas, mais aucun aménagement cyclable n'est prévu.
- Il y a généralement des volumes plus importants pendant les heures de pointe de l'après-midi par rapport à ceux des heures de pointe du matin. Les volumes de trafic directionnel les plus importants le long de la rue Dundas sont de 1 900 véhicules à l'heure de pointe du matin et de 2 100 véhicules à l'heure de pointe de l'après-midi.
- Toutes les intersections avec les grandes artères fonctionnent à des niveaux de service acceptables aux heures de pointe du matin et de l'après-midi.
- Aux heures de pointe du matin et de l'après-midi, la congestion la plus importante se produit aux intersections situées près de l'échangeur de l'autoroute 427 et près du Kipling Transit Hub, en raison des volumes élevés d'autobus locaux accédant au terminal.



Circulation automobile se dirigeant vers l'est sur la rue Dundas à l'intersection de Aukland Road à Toronto.

Source: AECOM, 2021.

Changements climatiques et développement durable





- À Toronto, la rue Dundas est à la merci d'une inondation fluviale au niveau du ruisseau Etobicoke, qui sera incluse dans l'évaluation des risques.
- L'application des initiatives de durabilité plus larges de Metrolinx en cours sera incluse dans la conception, la construction et l'exploitation du SRB Dundas dans le but d'améliorer les résultats environnementaux et sociaux. De plus, des recommandations seront faites pour réduire les émissions de gaz à effet de serre le long du corridor.

Qualité de l'air

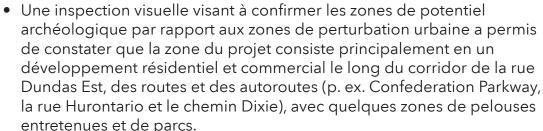
- Les niveaux de qualité de l'air ambiant sont majoritairement inférieurs aux critères et aux normes de qualité de l'air ambiant provinciaux et fédéraux respectifs; toutefois, certains niveaux présentent des dépassements existants, notamment :
 - Benzo[a]pyrène;
 - Benzène;
 - Dioxyde d'azote.
- Les contaminants présentant des niveaux de concentration de fond plus élevés, supérieurs à 80 % des normes fédérales, comprennent le dioxyde d'azote et les particules fines (PM2.5).
- Les données météorologiques de l'aéroport Pearson de Toronto sur une période de cinq ans (2016 à 2020) montrent une direction prédominante du vent soufflant du nord-ouest, de l'ouest et du sud-ouest, et une prédominance du vent à faible vitesse du sudest.

Environnement naturel

- La zone d'étude comprend une variété de zones urbaines, résidentielles et industrielles qui sont divisées par plusieurs caractéristiques naturelles, notamment des cours d'eau, des zones riveraines et des couloirs végétalisés.
- Plusieurs cours d'eau traversent la zone d'étude et fournissent un habitat à une variété d'espèces de poissons, y compris le ruisseau Sawmill, le ruisseau Glen Erin (systèmes d'eau froide) et le ruisseau Etobicoke, le ruisseau Little Etobicoke et le ruisseau Cooksville (systèmes d'eau chaude).
- Une grande variété d'oiseaux migrateurs nichent dans la zone d'étude et des hirondelles à front blanc, des hirondelles rustiques, des moucherolles phébis et des merles d'Amérique ont été identifiés sous le pont du ruisseau Etobicoke.
- Les espèces en péril sont connues pour être présentes dans la zone d'étude, notamment : Hirondelles rustiques, martinets ramoneurs et tortues serpentines.
- Des couloirs pour la faune locale existent dans plusieurs zones, principalement associés aux cours d'eau, aux zones riveraines et aux terres de la vallée pour les petits, moyens et grands mammifères ainsi que les tortues.

Archéologie

• Trois sites archéologiques enregistrés ont été identifiés dans un rayon d'un kilomètre des limites actuelles de la zone du projet.



• Les résultats de la recherche de base et de l'examen sur le terrain de la phase 1, y compris la cartographie et la détermination du potentiel archéologique, seront résumés dans le rapport d'évaluation archéologique de la phase 1.



Vue du ruisseau Etobicoke en regardant vers l'aval (sud) de la structure du pont. Un rapide existe en aval de la structure.

Source: AECOM, 2020.



Conditions autour du ruisseau Little Etobicoke : les berges sont fortement inclinées et renforcées pour prévenir l'érosion, face au sud.

Source: AECOM, 2021.

Changements climatiques et développement durable

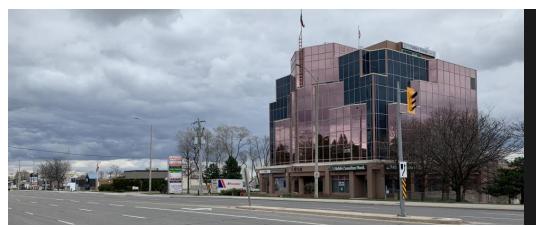
- Un inventaire des gaz
 à effet de serre est en cours
 d'élaboration. Il tiendra compte
 des émissions pendant la
 construction et l'exploitation
 et inclura tout changement
 résultant du SRB Dundas.
- La rue Dundas est à la merci d'une inondation fluviale, qui sera incluse dans l'évaluation des risques. À Mississauga-Est, la principale zone d'inondation fluviale se situe au niveau du ruisseau Etobicoke.
- L'application des initiatives de durabilité plus larges de Metrolinx en cours sera incluse dans la conception, la construction et l'exploitation du SRB Dundas dans le but d'améliorer les résultats environnementaux et sociaux. De plus, des recommandations seront faites pour réduire les émissions de gaz à effet de serre le long du corridor.

Bruit et vibrations

- Le segment de Mississauga-Est est généralement un mélange d'utilisations commerciales et résidentielles dans un environnement urbain achalandé.
- La rue Dundas est considérée une artère qui est coupée par d'autres artères (par exemple, le chemin Dixie) et par des voies d'accès mineures à caractère résidentiel ou commercial.
- Les niveaux sonores ambiants aux emplacements sensibles au bruit les plus touchés (p. ex., les habitations) sont dominés par une combinaison de la rue Dundas existante et des routes d'intersection.
- Le service ferroviaire GO existant qui croise la rue Dundas près de Cawthra contribue aux niveaux sonores ambiants existants aux endroits sensibles.
- Il n'y a pas, à l'heure actuelle, de problème connu de vibrations dues au trafic routier. Des bâtiments patrimoniaux ont toutefois été identifiés à proximité de la rue Dundas.

Aspects socioéconomiques et aménagement du territoire

- Mississauga-Est est conforme aux plans et politiques provinciaux et municipaux, car il devrait améliorer les liaisons de transport en commun aux diverses collectivités et soutenir les objectifs de développement économique.
- L'utilisation des terres sur la rue Dundas dans Mississauga-Est est constituée d'immeubles commerciaux et résidentiels de faible à moyenne hauteur, avec des immeubles résidentiels et commerciaux de faible hauteur derrière.
- Le profil démographique de la zone d'étude varie, certaines collectivités étant relativement conformes à la moyenne de la ville de Mississauga, tandis que d'autres s'en écartent.
- Une gamme d'installations communautaires (y compris des utilisations institutionnelles et récréatives, et des ressources communautaires) est présente dans la zone d'étude. Un grand nombre de ressources communautaires sont regroupées autour du centre-ville de Cooksville.
- Un certain nombre de demandes de développement pour divers types d'utilisation des terres sont soit en cours, soit récemment approuvées dans la zone d'étude.



Développement commercial à Mississauga, en regardant vers le sud sur la rue Dundas Est.

Source : AECOM, 2021.

Circulation et transport

- Dans le corridor Mississauga-Est, la rue Dundas présente des sections transversales à six ou quatre voies et, à de nombreux endroits, une voie centrale de virage à gauche à double sens. Une voie de circulation pour les véhicules à occupation multiple est prévue entre le chemin Dixie et le ruisseau Etobicoke.
- Des trottoirs continus sont prévus des deux côtés de la rue Dundas, à Mississauga-Est, mais aucun aménagement cyclable n'est prévu.
- Il y a généralement des volumes plus importants pendant les heures de pointe de l'après-midi par rapport à ceux des heures de pointe du matin. Les volumes de trafic directionnel les plus importants le long de la rue Dundas sont de 1 800 véhicules à l'heure de pointe du matin et de 2 200 véhicules à l'heure de pointe de l'après-midi.
- La plupart des intersections fonctionnent à des niveaux de service acceptables aux heures de pointe du matin et de l'après-midi.
- Cependant, aux heures de pointe du matin et de l'après-midi, la congestion se produit à Cooksville, près de l'intersection de la rue Hurontario. D'autres intersections avec de grandes artères, comme celle du chemin Dixie, fonctionnent avec des niveaux de service médiocres aux heures de pointe.

Circulation automobile se dirigeant vers l'est sur la rue Dundas à l'intersection du chemin Dixie à Mississauga.

Source : AECOM, 2021.



Patrimoine culturel

- Dix-sept ressources du patrimoine bâti et paysages du patrimoine culturel ont été reconnus dans les limites de la zone du projet.
- Une étude d'impact préliminaire sera réalisée pour identifier les incidences du projet sur les ressources du patrimoine bâti et les paysages du patrimoine culturel.
- Les mesures d'atténuation et les activités de surveillance seront développées dans le rapport sur le patrimoine culturel : Conditions existantes et étude d'impact préliminaire.



Développement commercial au centreville de Cooksville, en regardant vers l'ouest sur la rue Dundas Est depuis le chemin Camilla.

Source: AECOM, 2021.

Qualité de l'air

- Les niveaux de qualité de l'air ambiant sont majoritairement inférieurs aux critères et aux normes de qualité de l'air ambiant provinciaux et fédéraux respectifs; toutefois, certains contaminants présentent des dépassements, notamment :
 - Benzo[a]pyrène;
 - Benzène;
 - Dioxyde d'azote.
- Les contaminants présentant des niveaux de concentration de fond plus élevés, supérieurs à 80 % des normes fédérales, comprennent des particules fines (PM2.5).
- Les données météorologiques de l'aéroport Pearson de Toronto sur une période de cinq ans (2016 à 2020) montrent une direction prédominante du vent soufflant du nord-ouest, de l'ouest et du sud-ouest, et une prédominance du vent à faible vitesse du sud-est.

Environnement naturel

- La zone d'étude comprend une variété de zones urbaines, résidentielles et industrielles qui sont divisées par plusieurs caractéristiques naturelles, notamment des cours d'eau, des zones riveraines et des couloirs végétalisés.
- Le ruisseau Mary Fix et la rivière Credit, qui traversent la zone d'étude, fournissent un habitat à une variété d'espèces de poissons. La rivière Credit fournit également des couloirs de migration pour les populations de saumons et de truites.
- Plusieurs éléments du patrimoine naturel se trouvent dans la zone d'étude, notamment la rivière Credit à Erindale, les zones d'intérêt naturel et scientifique (ZINC), et le parc Erindale près de la rivière Credit.
- Une grande variété d'oiseaux migrateurs nichent dans la zone d'étude.
- Des espèces en péril sont connues dans la zone d'étude, notamment l'hirondelle rustique, le martinet ramoneur et la tortue serpentine.
- Des couloirs pour la faune locale existent dans plusieurs zones, principalement associés aux cours d'eau, aux zones riveraines et aux terres de la vallée pour les petits, moyens et grands mammifères ainsi que les tortues. Plusieurs autres zones boisées de la zone d'étude constituent également des couloirs pour les chauves-souris, notamment la grande chauve-souris brune.



Vue de la rivière Credit qui traverse la vallée d'Erindale.

Source : AECOM, 2021.

Aspects socioéconomiques et aménagement du territoire

- Mississauga-Ouest est conforme aux plans et politiques provinciaux et municipaux, car il devrait améliorer les liaisons de transport en commun aux zones et soutenir les objectifs de développement économique.
- Directement en face de la rue Dundas, l'utilisation des terres est constituée d'immeubles commerciaux et résidentiels de faible à moyenne hauteur, avec des immeubles résidentiels et commerciaux de faible hauteur derrière.
- Une gamme d'installations communautaires (y compris des utilisations institutionnelles et récréatives, et des ressources communautaires) est présente dans la zone d'étude. Le parc Erindale est une destination clé pour les résidents de Mississauga.
- Bon nombre de demandes de développement pour divers types d'utilisation des terres sont soit en cours, soit récemment approuvées dans la zone d'étude.
- Le profil démographique de la zone d'étude est relativement conforme à la moyenne de la ville de Mississauga.



L'église anglicane St. Peter à Erindale, du côté nord de la rue Dundas Ouest à l'angle de Mississauga Road.

Source : AECOM, 2021.

Bruit et vibrations

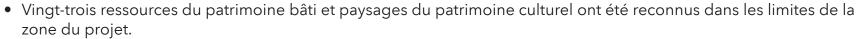
- Le segment de Mississauga-Ouest est généralement un mélange d'utilisations commerciales et résidentielles dans un environnement urbain achalandé.
- La rue Dundas est considérée une artère qui est coupée par d'autres artères (par exemple, le chemin Mavis) et par des voies d'accès mineures à caractère résidentiel ou commercial.
- Les niveaux sonores ambiants aux emplacements sensibles au bruit les plus touchés (p. ex., les habitations) sont dominés par une combinaison de la rue Dundas existante et des routes d'intersection.
- Il n'y a pas, à l'heure actuelle, de problème connu de vibrations dues au trafic routier. Des bâtiments patrimoniaux ont toutefois été identifiés à proximité de la rue Dundas.



Archéologie

- Onze sites archéologiques enregistrés ont été identifiés dans un rayon d'un kilomètre des limites actuelles de la zone du projet.
- Une inspection visuelle visant à confirmer les zones de potentiel archéologique par rapport aux zones de perturbation urbaine a permis de constater que la zone du projet consiste principalement en un développement résidentiel et commercial le long du corridor de la rue Dundas Est, des routes et des autoroutes (p. ex. l'autoroute 403, l'Erin Mills Parkway, le boulevard Winston Churchill et le chemin Mavis), avec quelques zones de pelouses entretenues et de parcs.
- Les résultats de la recherche de base et de l'examen sur le terrain de la phase 1, y compris la cartographie et la détermination du potentiel archéologique, seront résumés dans le rapport d'évaluation archéologique de la phase 1.

Patrimoine culturel





- Une étude d'impact préliminaire sera réalisée pour identifier les incidences du projet sur les ressources du patrimoine bâti et les paysages du patrimoine culturel.
- Les mesures d'atténuation et les activités de surveillance seront développées dans le rapport sur le patrimoine culturel : Conditions existantes et étude d'impact préliminaire.



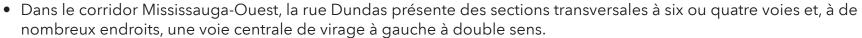
Vue de la salle communautaire d'Erindale située au 1620, rue Dundas Ouest, dans le paysage du patrimoine culturel du village d'Erindale.

Source : AECOM, 2021.

Changements climatiques et développement durable

- Un inventaire des gaz
 à effet de serre est en cours
 d'élaboration. Il tiendra compte
 des émissions pendant la
 construction et l'exploitation et
 inclura tout changement résultant
 du SRB Dundas.
- La rue Dundas est à la merci d'une inondation fluviale, qui sera incluse dans l'évaluation des risques. Pour Mississauga-Ouest, les principales zones d'inondation fluviale se situent au niveau de la rivière Credit.
- L'application des initiatives de durabilité plus larges de Metrolinx en cours sera incluse dans la conception, la construction et l'exploitation du SRB Dundas dans le but d'améliorer les résultats environnementaux et sociaux. De plus, des recommandations seront faites pour réduire les émissions de gaz à effet de serre le long du corridor.

Circulation et transport





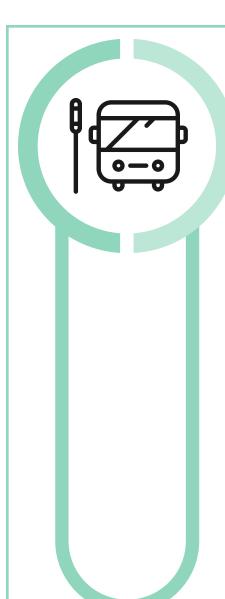
- Des trottoirs continus sont prévus des deux côtés de la rue Dundas, à Mississauga-Ouest, mais aucun aménagement cyclable n'est prévu.
- Les volumes de trafic directionnel les plus importants le long de la rue Dundas sont de 3 000 véhicules à l'heure de pointe du matin et de 2 100 véhicules à l'heure de pointe de l'après-midi.
- La plupart des intersections fonctionnent à des niveaux de service acceptables aux heures de pointe du matin et de l'aprèsmidi.
- Aux heures de pointe du matin et de l'après-midi, la congestion la plus importante se produit à l'ouest du boulevard Winston Churchill. D'autres intersections avec de grandes artères (chemin Mavis, boulevard Winston Churchill et l'Erin Mills Parkway) fonctionnent avec des niveaux de service médiocres aux heures de pointe.



Circulation automobile se dirigeant vers l'est sur la rue Dundas à l'intersection du chemin The Credit Woodlands à Mississauga.

Source : AECOM, 2021.

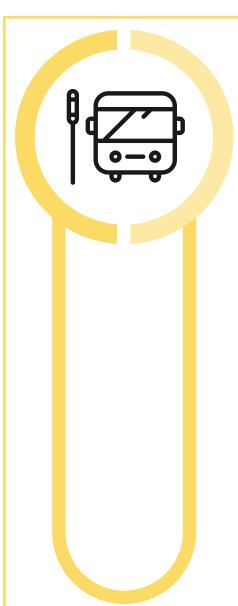
PEPTC: étapes à venir



Mississauga-Est

À la suite de ce tour de dialogue, Metrolinx va :

- Utiliser les commentaires du public pour affiner la conception préférée;
- Utiliser les renseignements recueillis dans le cadre des études des conditions environnementales existantes pour identifier les impacts potentiels du projet;
- Proposer des mesures d'atténuation afin de réduire tout impact négatif identifié;
- Présenter les incidences potentielles et les mesures d'atténuation proposées dans l'ébauche du rapport environnemental sur le projet (REP) qui sera communiquée au public aux fins d'examen et de rétroaction au cours du prochain tour de dialogue; conformément au début du PEPTC de Mississauga-Est;
- Faire progresser le PEPTC jusqu'à son achèvement, en intégrant les commentaires reçus au cours de la période de 30 jours pour l'examen par le public;
- Partager le REP final pour Mississauga-Est au début de 2022.



Toronto et Mississauga-Ouest

À la suite de ce tour de dialogue, Metrolinx va :

- Utiliser la rétroaction du public et les renseignements recueillis dans le cadre des études sur les conditions environnementales existantes pour poursuivre l'analyse détaillée nécessaire à la détermination de la conception préférée et des emplacements d'arrêt proposés à Toronto et à Mississauga-Ouest;
- Présenter l'analyse des options pour les points de congestion et les options préférées lors d'un prochain tour de dialogue en 2022;
- Commencer les PEPTC pour Toronto et Mississauga-Ouest;
- Déterminer les incidences potentielles du projet et les mesures d'atténuation proposées à présenter dans les ébauches de REP pour Toronto et Mississauga-Ouest, à partager avec le public en 2022.

PEPTC: étapes à venir

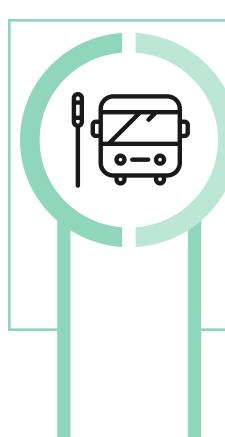


Toronto et Mississauga-Ouest

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PEPTC: étapes à venir



Mississauga-Est

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- Faire progresser le PEPTC jusqu'à son achèvement, en intégrant les commentaires reçus au cours de la période de 30 jours pour l'examen par le public;
- Partager le REP final pour Mississauga-Est au début de 2022.

En quoi consiste le processus de conception préliminaire?

Le processus de conception préliminaire permet de combler le fossé entre le concept de conception et la conception détaillée d'un projet.

Au cours de cette période, l'équipe du projet réalise des études et des analyses pour comparer et déterminer les options techniquement préférées, ce qui aboutit à la conception préliminaire (10 %) du projet.

Ces options préférées sont ensuite analysées dans le cadre de l'analyse de rentabilité de la conception préliminaire (ARP), qui identifie les risques et les obstacles susceptibles d'avoir une incidence sur le projet, aide à affiner le plan de service pour le corridor et établit l'option préférée qui est ensuite développée jusqu'à un niveau de conception préliminaire de 30 %.





La conception préliminaire du projet SRB Dundas est décrite en détail dans les diapositives suivantes, y compris :

- La conception du corridor en dehors des points de congestion;
- L'évaluation et l'identification des options préférées pour le point de congestion de Mississauga-Est;
- Début de l'évaluation de la conversion des voies réservées aux véhicules à occupation multiple (VOM) en voies SRB consacrées dans Halton et Hamilton;
- Évaluation des options pour le point de congestion de Mississauga-Ouest;
- Progression des conceptions pour les arrêts types sur l'axe médian et en bordure de trottoir, y compris les installations;
- Identification des emplacements d'arrêt dans Mississauga-Est.

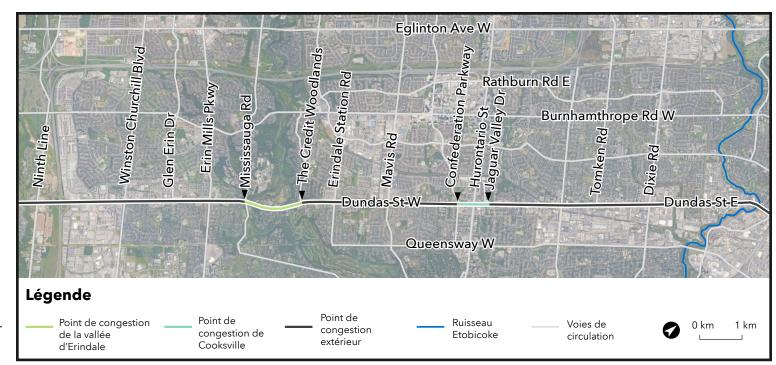
Conception préliminaire - la conception progresse pour le corridor SRB Mississauga

Les zones de contraintes extérieures du corridor SRB, ou points de congestion, des emplacements de Mississauga sont identifiés comme suit :

- Ruisseau Etobicoke à Jaguar Valley Drive Mississauga-Est
- Confederation Parkway à The Credit Woodlands -Mississauga-Ouest
- Mississauga Road à ligne Ninth Mississauga-Ouest

Depuis le dernier tour de dialogue, les zones susmentionnées ont été développées jusqu'à un niveau de conception préliminaire de 10 %, en fonction des conceptions présentées dans le plan directeur de Dundas Connects et l'analyse de rentabilisation initiale. Les résultats de cette conception sont :

- Élargissement de l'emprise jusqu'à 42 m (à partir de l'emprise existante d'environ 22 à 40 m au point de congestion de Cooksville, et d'environ 36 à 40 m à l'extérieur du point de congestion), ce qui nécessite l'acquisition de propriétés et peut avoir des répercussions sur l'aménagement paysager, les entrées et le stationnement, les bâtiments et les structures.
- Voies SRB sur l'axe médian pour améliorer la vitesse et la fiabilité du transport en commun.
- Maintien de deux voies de circulation à usage général dans chaque direction
- Amélioration du transport actif
- Amélioration du domaine publique, si possible



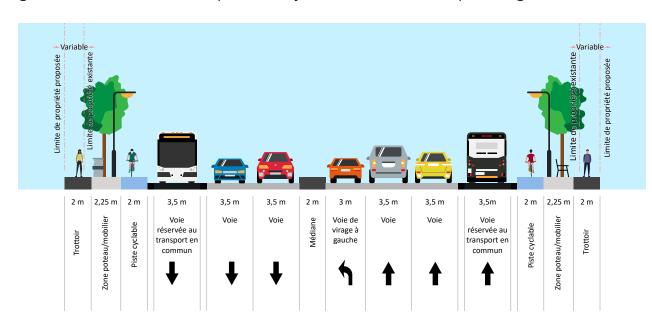
Études sur les zones de politique spéciale (SPA)

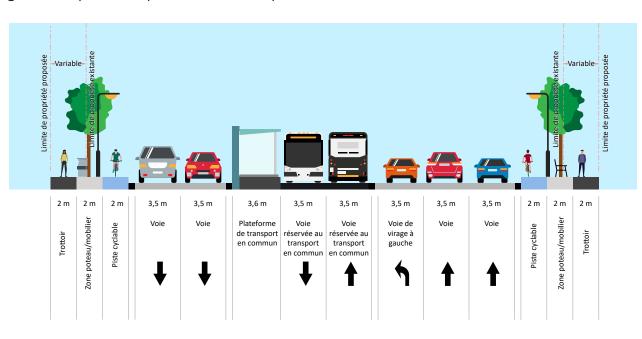
La coordination avec les études suivantes de la SPA de la ville de Mississauga est en cours afin de s'assurer que les traversées du ruisseau Etobicoke et du ruisseau Little Etobicoke sont optimisées pour répondre aux buts et objectifs des études du SRB et de la SPA de Dundas :

- Étude d'évaluation environnementale sur l'atténuation des inondations de Dixie-Dundas (SPA du ruisseau Little Etobicoke)
- Étude de faisabilité de la SPA du ruisseau Etobicoke

Conception préliminaire - la conception progresse pour le corridor SRB Mississauga

La rue Dundas sera élargie dans certains secteurs pour accueillir les voies et les installations SRB proposées, y compris quatre voies de circulation à usage général, des installations pour les cyclistes, des trottoirs plus larges et une aire d'agrément pour les poteaux électriques, les arbres et le mobilier urbain.





Section transversale:

Un exemple de SRB extérieur avec des voies réservées aux autobus sur la rue Dundas.

Section transversale:

Un exemple de SRB sur l'axe médian dans la rue Dundas.

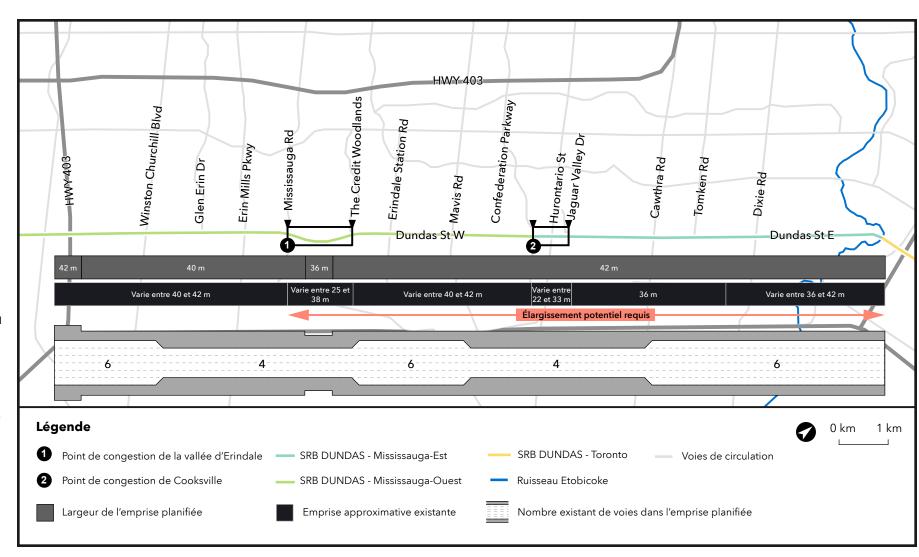
Conception préliminaire - changements proposés à l'emprise de Mississauga

L'élargissement de l'emprise est nécessaire pour permettre l'ajout de voies SRB consacrées dans le corridor, ce qui améliorera les opérations et l'efficacité du service de transport par autobus dans la région.

Étant donné que l'emprise routière existante est inférieure à l'emprise prévue, qui peut atteindre 42 m, des terrains supplémentaires seront nécessaires dans certains secteurs de la rue Dundas pour accueillir le corridor élargi. Cela peut avoir une incidence sur les structures, le stationnement, les entrées, l'aménagement paysager ou d'autres caractéristiques.

Les possibilités d'atténuer les incidences potentielles sur les propriétés, dans la mesure du possible, seront explorées au moyen de ce qui suit :

- Optimisation du tracé du corridor (par exemple, élargissement vers le nord ou le sud, ou autour de la ligne médiane existante);
- L'application de normes minimales pour les éléments de conception tels que la largeur des voies et la largeur des plateformes;
- Réduire l'espace du boulevard qui peut être élargi et amélioré grâce à de futurs réaménagements de terrain.

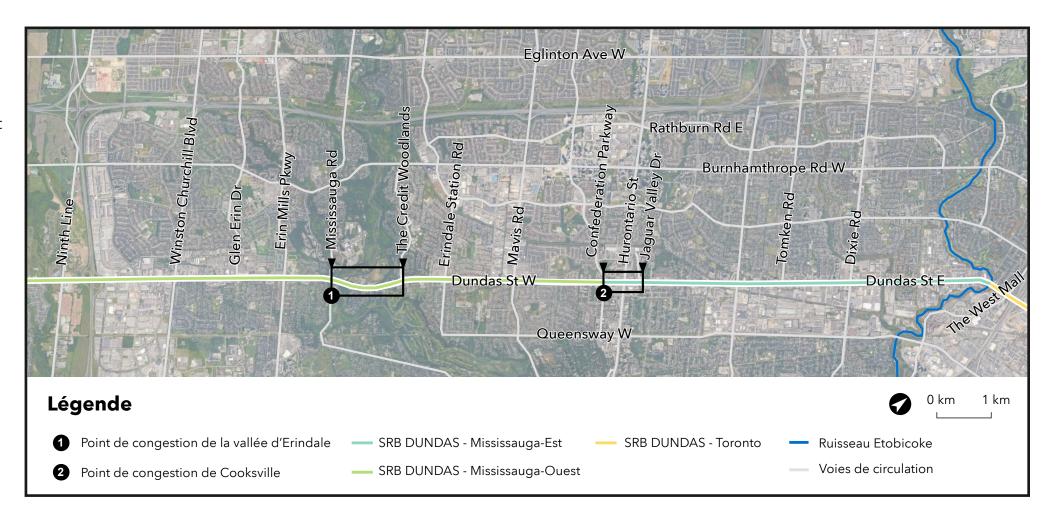


Conception préliminaire - points de congestion

Deux points de congestion à Mississauga ont été identifiés lors du dernier tour de dialogue :

- Cooksville Mississauga-Est
- Vallée d'Erindale -Mississauga-Ouest

Depuis le dernier tour de dialogue, ces points de congestion ont fait l'objet d'analyses pour comprendre les solutions potentielles aux défis identifiés. Les analyses ont également pris en compte les commentaires du public recueillis lors du dernier tour de dialogue concernant la manière de traiter les points de congestion et d'évaluer les solutions de conception de rechange.



Conception préliminaire - points de congestion

Comme les travaux de Mississauga-Est avancent plus vite que les autres secteurs du corridor SRB Dundas, un processus d'évaluation supplémentaire a été appliqué au point de congestion de Cooksville afin de répondre aux exigences du Programme d'infrastructure Investir dans le Canada (PIIC). Tous les points de congestion le long du corridor seront évalués dans le cadre de l'ARCP décrit ci-dessous.



Aspect stratégique

Comment l'investissement parvientil à atteindre les objectifs et buts stratégiques?



Aspect économique

Quelle est la valeur d'ensemble de l'investissement pour la société?



Aspect financier

Quelles sont les implications financières de la provision de l'investissement?



Aspect livrable et opérationnel

Quels risques et exigences doivent être pris en compte pour livrer et exploiter l'investissement?

Les diapositives suivantes documentent les commentaires entendus et les mesures prises par l'équipe de projet pour concevoir une solution privilégiée pour le corridor SRB Dundas.

Au cours du dernier tour de dialogue, un point de congestion a également été identifié à Toronto, sur la rue Dundas entre le East Mall et Aukland Road. Le travail technique sur ce point sensible est en cours et sera présenté lors du prochain tour de dialogue plus tard cette année.

Comment les points de congestion sont-ils évalués?

En plus des critères d'évaluation identifiés dans le cadre de la conception préliminaire, l'évaluation des points de congestion tient compte des catégories techniques ci-dessous relatives à l'environnement naturel, culturel et bâti de chaque site. Dans la foulée du premier tour de dialogue, les considérations relatives aux points de congestion ci-dessous ont été mises à jour à la suite des commentaires fournis par le public. Les commentaires fournis ont permis de déterminer les considérations environnementales comme étant les plus importantes, suivies par les considérations de géométrie/infrastructure, de trafic et de propriété. Ils ont également contribué à l'élaboration de critères d'évaluation supplémentaires, notamment le coût d'investissement, la fiabilité du service de transport en commun, l'accessibilité et la connectivité pour les cyclistes et les piétons, ainsi que la sécurité routière.



Considérations en matière d'environnement

- Caractéristiques naturelles (arbres, végétation, cours d'eau)
- Ressources du patrimoine bâti / culturel connu
- Utilisations des terres
- Caractère de la communauté



Considérations en matière de géométrie / d'infrastructure

- Ajustements mineurs des alignements verticaux et horizontaux
- Section transversale à utilisations multiples (voies pour les transports en commun, voies à utilisation générale et installations actives de transports)
- Continuité de l'infrastructure (voies pour les transports en commun, installations actives de transports et services publics)
- Coût d'investissement, y compris les défis et la complexité techniques, ainsi que la capacité à organiser la construction avec des impacts gérés sur la circulation et la collectivité*



Considérations en matière de mobilité et de circulation

- Durées des trajets SRB
- Durées / opérations des trajets en voiture
- Longueur de files
- Niveau de service
- Fiabilité du service de transport en commun*
- Accessibilité et connectivité des cyclistes*
- Accessibilité et connectivité des piétons*
- Sécurité routière*



Considérations en matière de propriétés

- Acquisition foncière et déplacement de bâtiments
- Demandes de développement approuvées
- Planification et politique de développement de projets municipaux

*Nouvelles considérations tirées du premier tour de dialogue.

Points de congestion : Mississauga-Est et Mississauga-Ouest

- 1 Point de congestion de la région de Cooksville
- Une route SRB médiane dans la région de Cooksville se trouve dans une emprise limitée de Confederation Parkway à Jaguar Valley Drive, avec de nombreuses structures existantes et peu de retrait de la rue, des propriétés appartenant au patrimoine et des opérations de circulations embouteillées :
 - Les options possibles à prendre en compte comprennent les différents emplacements des arrêts, le nombre réduit de voies et l'élargissement cible le long de Dundas Street (au nord, sud et vers la ligne centrale)

- Point de congestion de la région de la vallée d'Erindale
- La région de la vallée d'Erindale est limitée en raison du besoin de protéger l'environnement naturel de la vallée de la rivière Credit et du parc d'Erindale. Il existe aussi plusieurs sites patrimoniaux qui doivent être pris en compte entre Mississauga Road et The Credit Woodlands:
 - les options possibles à prendre en compte comprennent une voie unique SRB réversible ou deux voies SRB et l'élargissement le long de Dundas Street (c.-à-d. au nord ou vers la ligne centrale)









Points de congestion : Mississauga-Est

- 1 Point de congestion de la région de Cooksville
- Une route SRB médiane dans la région de Cooksville se trouve dans une emprise limitée de Confederation Parkway à Jaguar Valley Drive, avec de nombreuses structures existantes et peu de retrait de la rue, des propriétés appartenant au patrimoine et des opérations de circulations embouteillées :
 - Les options possibles à prendre en compte comprennent les différents emplacements des arrêts, le nombre réduit de voies et l'élargissement cible le long de Dundas Street (au nord, sud et vers la ligne centrale)

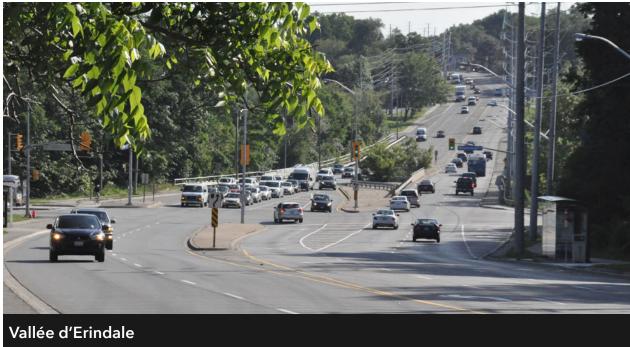




Points de congestion : Mississauga-Ouest

- 1 Point de congestion de la région de la vallée d'Erindale
- La région de la vallée d'Erindale est limitée en raison du besoin de protéger l'environnement naturel de la vallée de la rivière Credit et du parc d'Erindale. Il existe aussi plusieurs sites patrimoniaux qui doivent être pris en compte entre Mississauga Road et The Credit Woodlands :
 - les options possibles à prendre en compte comprennent une voie unique SRB réversible ou deux voies SRB et l'élargissement le long de Dundas Street (c.-à-d. au nord ou vers la ligne centrale)

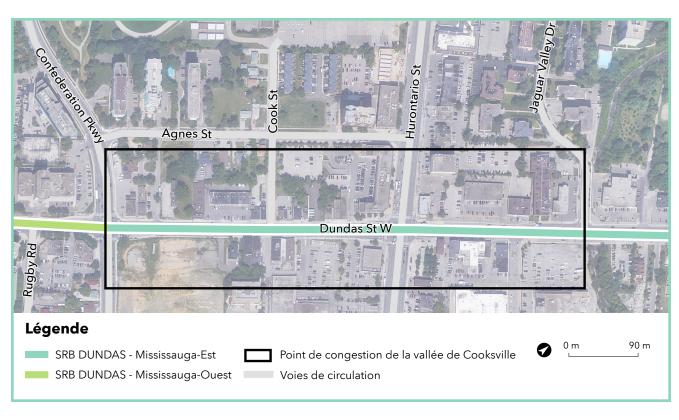




Mississauga-Est: considérations sur les points de congestion clés

Les considérations clés pour le point de congestion de Cooksville sont les suivantes :

- L'étroitesse de l'emprise existante à de nombreux endroits.
- Acquisition des propriétés nécessaires pour obtenir l'emprise prévue dans le plan officiel afin de répondre à tous les besoins d'infrastructure envisagés (voie réservée au SRB, quatre voies à usage général, pistes cyclables, trottoirs et espace pour les installations et les services)
- Certains bâtiments sont situés à proximité de la limite de la propriété/ de l'emprise de l'autoroute.
- Intensification significative du développement
- Voie ferrée et arrêt du LRT Hurontario
- Caractéristiques minimales du patrimoine naturel
- Quelques-unes des ressources du patrimoine culturel
- Chaque option de conception a un impact variable sur le caractère communautaire du village de Cooksville, la protection ou l'amélioration de cette zone est une priorité.



Au cours du dialogue du Tour 1, les membres du public ont identifié :

Occasions:

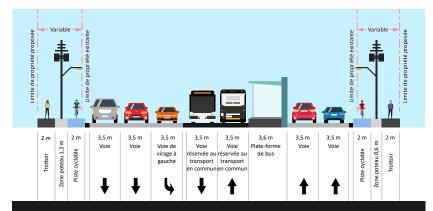
- Mettre en œuvre le projet SRB Dundas dans le cadre du plan directeur Dundas Connects de la ville de Mississauga.
- Mettre en place un arrêt pour se connecter à la ligne LRT Hurontario

Préoccupations:

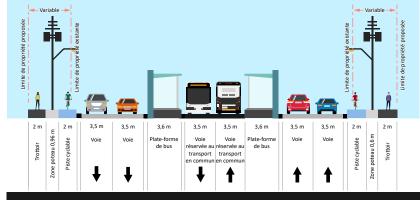
- Infrastructure et sécurité des cyclistes
- Infrastructure et sécurité des piétons
- Élargissement de la rue Dundas avec des voies supplémentaires
- Aménagement du paysage (esthétique)

Courte liste des options : Rue Dundas à Mississauga - point de congestion de Cooksville

L'équipe du projet a analysé six options pour le point de congestion de Cooksville, en examinant chacune d'entre elles sous l'angle des avantages et des inconvénients potentiels. À la suite de cette analyse, la courte liste d'options ci-dessous a été déterminée en vue d'être considérée pour une évaluation plus approfondie :



Option 1 - SRB entièrement sur l'axe médian élargi autour de la ligne centrale (avec deux voies à usage général dans chaque direction).



Option 3 - SRB entièrement sur l'axe médian avec interdiction de tourner à gauche à l'intersection de Dundas et Hurontario.



Option 4 - autobus extérieurs dans la circulation mixte.



*Cette icône indique l'option la plus performante

**Cette icône indique une option présélectionnée

Longue liste des options : Rue Dundas à Mississauga - point de congestion de Cooksville

Les six options suivantes ont été examinées en fonction de leurs avantages et inconvénients potentiels :

Option 1

<u>SRB entièrement sur l'axe médian</u> élargi autour de la ligne centrale (avec deux voies à usage général dans chaque direction).

Avantages:

- Exploitation et fiabilité du SRB
- Maintien de la continuité du SRB sur l'axe médian et du transport actif
- Offre des temps de déplacement en voiture acceptables par rapport aux autres solutions
- Maintien de la station SRB à Hurontario avec des impacts limités ou nuls sur le LRT de Hurontario
- Fonctionne à plein rendement avec des temps de déplacement en voiture acceptables
- Améliorera le caractère communautaire global du village de Cooksville grâce au développement orienté vers le transport en commun qu'un SRB apportera à la région

Inconvénients:

- Possibilité d'impacts et de déplacements de biens patrimoniaux et d'autres biens.
- Coût d'investissement modéré pour la mise en œuvre et l'achat de propriétés

Option 2

SRB entièrement sur l'axe médian (avec une voie à usage général dans une direction ou l'autre).

Avantages:

- Exploitation et fiabilité du SRB
- Maintien de la continuité du SRB sur l'axe médian et du transport actif
- Possibilité d'éviter le déplacement de deux bâtiments patrimoniaux grâce à un rétrécissement localisé du trottoir et de la piste cyclable
- Incidences potentielles mineures sur les utilisations actuelles et futures des terres
- Améliorera le caractère communautaire global du village de Cooksville grâce au développement orienté vers le transport en commun qu'un SRB apportera à la région

Inconvénients:

- La gestion de la circulation existante échoue à travers Cooksville. Les files d'attente s'étendent jusqu'à Mavis et Cawthra
- Possibilité de déplacement d'une structure patrimoniale et d'autres biens

Option 3

SRB entièrement sur l'axe médian avec interdiction de tourner à gauche sur Hurontario

Avantages:

- Exploitation et fiabilité du SRB
- Maintien de la continuité du SRB sur l'axe médian et du transport actif
- Maintien de la station SRB à Hurontario avec des impacts limités ou nuls sur le LRT de Hurontario
- Améliorera le caractère communautaire global du village de Cooksville grâce au développement orienté vers le transport en commun qu'un SRB apportera à la région

Inconvénients:

- Possibilité d'impacts et de déplacements de biens patrimoniaux et d'autres biens
- Entraîne des retards dans la circulation automobile en direction de l'ouest, y compris une augmentation de la longueur des files d'attente sur Confederation Parkway



Longue liste des options : Rue Dundas à Mississauga - point de congestion de Cooksville

Option 4

<u>Autobus extérieurs</u> dans la circulation mixte.

Avantages:

- Maintien de la continuité du transport actif
- Évite les impacts sur les propriétés dans Cooksville si le transport actif est reporté
- Il s'agit de la mise en œuvre la plus facile et la moins coûteuse, par rapport aux autres options
- Impacts limités sur les biens patrimoniaux existants et les aménagements prévus

Inconvénients:

- N'assure pas la continuité du SRB ou du transport actif (si le transport actif est mis en œuvre ultérieurement)
- Entraîne une réduction de deux minutes du service SRB dans la zone
- Pas de continuité et moins fiable que les autres options
- N'améliore pas le caractère communautaire global du village de Cooksville au moyen d'un développement axé sur le transport en commun, étant donné qu'aucun nouveau changement d'infrastructure de transport en commun ne sera apporté au secteur (audelà du LRT Hurontario)

Option 5

SRB entièrement sur l'axe médian avec élargissement au sud.

Avantages:

- Exploitation et fiabilité du SRB
- Maintien de la continuité du SRB et du transport actif
- Fonctionne à plein rendement avec des temps de déplacement en voiture acceptables
- Améliorera le caractère communautaire global du village de Cooksville grâce au développement orienté vers le transport en commun qu'un SRB apportera à la région

Inconvénients:

- Coût d'investissement extrêmement élevé en raison des acquisitions immobilières nécessaires
- Réaménagement et construction du LRT de Hurontario requis
- Possibilité d'impacts et de déplacements d'un bien patrimonial et d'autres biens

Option 6

Tête de tunnel (tunnel SRB sous la rue Dundas)

Avantages:

- Exploitation et fiabilité du SRB
- Maintien de la section transversale existante de Cooksville et du caractère de la collectivité
- Fonctionne à plein rendement avec des temps de déplacement en voiture acceptables
- Les impacts sur les biens pourraient être atténués par des révisions du transport actif
- Améliorera le caractère communautaire global du village de Cooksville grâce au développement orienté vers le transport en commun qu'un SRB apportera à la région, toutefois, une option sous le niveau du sol est moins compatible avec une collectivité axée sur le transport en commun

Inconvénients:

- Des implications significatives en termes de coûts et de construction
- Complexité technique et conception technique maximales en raison du tunnel, du déplacement des services publics et de l'accès vertical
- Le profil du SRB sous le niveau du sol présente des niveaux de 6 %
- Incidences sur la circulation et le service du LRT Hurontario pendant la construction
- Possibilité d'impacts et de déplacements de biens patrimoniaux et d'autres biens.
- Impacts et déplacements supplémentaires sur l'emprise et la propriété pour le déplacement des services publics et les exigences des stations souterraines, les autres accès verticaux, la ventilation et les stations de pompage
- Incidences potentielles sur le ruisseau de Cooksville

Courte liste des options : Rue Dundas à Mississauga - point de congestion de Cooksville

La courte liste d'options les plus performantes a été évaluée en fonction des critères suivants :

- Alignement sur les buts et objectifs du plan régional de transport en commun 2041
- Alignement sur l'objectif du SRB Dundas de fournir un corridor de transport régional de haute qualité
- L'expérience client du transport en commun
- Durées des trajets du transport en commun
- Montant des investissements
- Considérations en matière d'environnement
- Considérations en matière de géométrie / d'infrastructure
- Considérations en matière de mobilité et de circulation
- Considérations en matière de propriétés

Légende					
Plus performante			Moins performante		
				\bigcirc	

Résultats de l'évaluation						
Critères de sélection	Option 1 (SRB entièrement sur l'axe médian élargi autour de la ligne centrale)	Option 3 (SRB entièrement sur l'axe médian avec interdiction de tourner à gauche sur Hurontario)	Option 4 (Autobus extérieurs avec une voie à usage général dans la circulation mixte)			
Considérations en matière de mobilité et de circulation						
Considérations en matière de géométrie / d'infrastructure						
Considérations en matière de propriétés						
Considérations en matière d'environnement						
Résumé						

Option la plus performante : Rue Dundas à Mississauga - point de congestion de Cooksville

Option la plus performante

L'évaluation de la courte liste a permis de déterminer que l'option 1 - un SRB à médiane complète élargi autour de la ligne centrale - est actuellement l'option la plus performante. L'option 1 s'est avérée la plus performante en termes de géométrie/infrastructure, de mobilité, de trafic et de propriétés. Elle permettrait également d'offrir une station SRB à Hurontario avec des impacts limités ou nuls sur la future ligne de LRT Hurontario et permettrait une exploitation et une fiabilité optimales du SRB.



Le rapport environnemental sur le projet identifiera les impacts potentiels et les mesures d'atténuation appropriées associés à l'option choisie.

Options : Rue Dundas à Mississauga - point de congestion de la vallée d'Erindale

Les considérations clés pour le point de congestion de la vallée d'Erindale sont les suivantes :

- Acquisition des propriétés nécessaires au-delà de l'emprise prévue dans le plan officiel afin de répondre à tous les besoins d'infrastructure envisagés (voie réservée au SRB, quatre voies à usage général, pistes cyclables, trottoirs et espace pour les installations et les services)
- Plusieurs bâtiments sont situés à proximité de la limite de la propriété/de l'emprise de l'autoroute.
- Caractéristiques importantes du patrimoine naturel
- Divers paysages et ressources du patrimoine culturel

Au cours du dialogue du Tour 1, les membres du public ont identifié :

Occasions:

• Mettre en œuvre le projet SRB Dundas dans le cadre du plan directeur Dundas Connects de la ville de Mississauga.

Préoccupations:

- Infrastructure et sécurité des cyclistes
- Infrastructure et sécurité des piétons
- Zones écologiquement vulnérables
- Voies réservées au transport en commun
- Aménagement du paysage (esthétique)



Options : Rue Dundas à Mississauga - point de congestion de la vallée d'Erindale

L'équipe du projet envisage deux options et examine chacune d'entre elles pour en déterminer les avantages et les inconvénients potentiels. Les deux options seront également analysées en fonction des mêmes critères que ceux utilisés pour déterminer l'option la plus performante pour le point de congestion de Cooksville :

Option 1 : Voie SRB réversible

Avantages:

- Coût d'investissement plus faible avec une seule voie réservée au transport en commun
- Moins d'impacts sur les propriétés et les déplacements de bâtiments
- Incidences mineures sur les caractéristiques naturelles

Inconvénients:

- Ne permet pas de maintenir la continuité des voies SRB complètes dans le corridor
- Moins fiable en raison d'une entrave générale à la circulation et de retards notables dans les transports en commun
- Potentiel de déplacement des ressources résidentielles et du patrimoine bâti

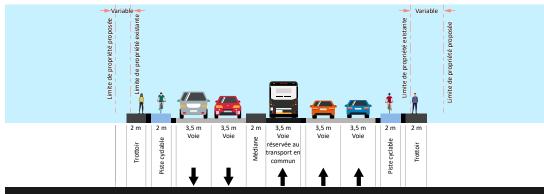
Option 2 : SRB entièrement sur l'axe médian (vers le nord)

Avantages:

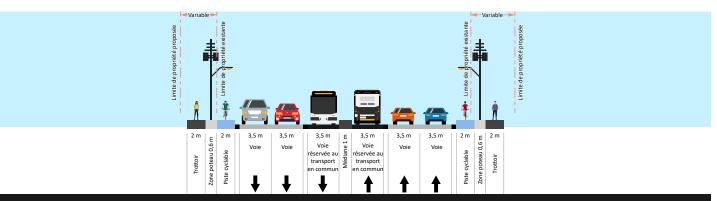
- Maintien de la continuité du SRB sur l'axe médian
- Offre une section transversale à utilisations multiples complète, incluant les autobus, la circulation automobile, les piétons et les cyclistes
- Assure la fiabilité du service de transport en commun en réduisant les risques d'interruption ou de retard du service

Inconvénients:

- Coût d'investissement plus élevé pour la mise en œuvre
- Possibilité d'impact sur les propriétés le long des côtés sud et nord de la rue Dundas
- Possibilité de déplacement de propriétés commerciales, résidentielles et de ressources du patrimoine
- Augmentations des impacts sur les caractéristiques naturelles



Section transversale de l'option 1.



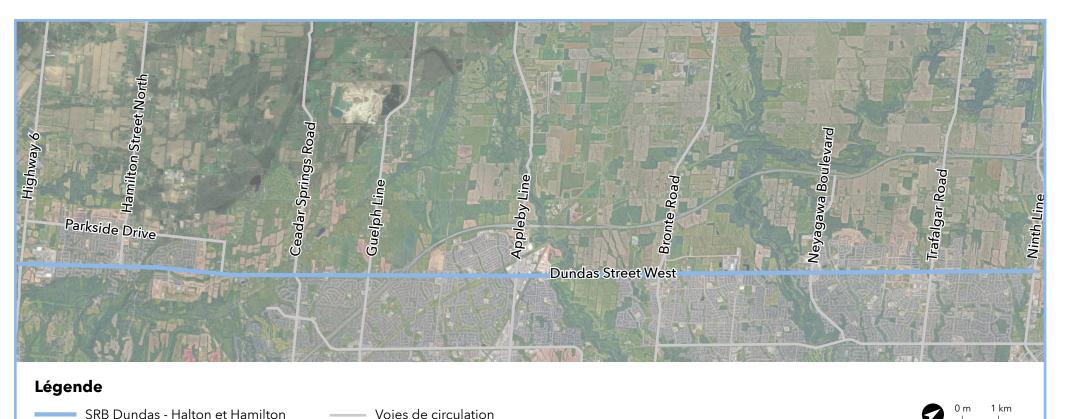
Section transversale de l'option 2.

Halton et Hamilton

Plusieurs évaluations environnementales municipales ont été réalisées à Halton et Hamilton. Il s'agit notamment de divers projets d'élargissement de routes où, dans la région de Halton, les voies en bordure de trottoir comprennent des dispositions pour accueillir d'éventuelles voies réservées aux VOM ou aux autobus.

Depuis le dernier tour de dialogue, une évaluation de la conversion des futures voies réservées aux VOM en voies SRB extérieures réservées est en cours et sera présentée lors d'un prochain tour de dialogue. Outre la conversion des voies réservées aux VOM en voies SRB réservées, les stratégies suivantes d'amélioration du transport en commun sont à l'étude :

- Voies de contournement de files
- Feux de circulation prioritaires



À la suite de ce tour de dialogue, l'équipe du projet continuera à évaluer les options d'amélioration du transport en commun et à déterminer les emplacements des arrêts pour Halton et Hamilton. Ces résultats seront partagés lors du prochain tour de dialogue afin de contribuer à la conception préférée.

Arrêt SRB Dundas

Qu'est-ce qu'un arrêt?

Un arrêt est une zone désignée où le SRB Dundas s'arrêtera pour prendre et déposer des passagers. La portée et les installations de chaque arrêt refléteront le niveau d'utilisation prévu ou l'infrastructure existante dans la zone.

Les installations potentielles des arrêts SRB Dundas incluent :



Rampe d'accès et garde-corps



Éléments du patrimoine artistique et culturel



Bandes d'avertissement tactiles (par exemple, des surfaces de sol texturées pour les personnes ayant une déficience visuelle)



Bancs et sièges



Emplacement du nom de l'arrêt et de la signalisation



Cartes de service



Information sur le prochain autobus



Protection contre les intempéries



Paiements



Bac à ordures

Représentation:

Exemple d'un arrêt SRB sur l'axe médian typique.*



Représentation :

Exemple d'un arrêt SRB extérieur typique.*



*La représentation conceptuelle est fournie à titre d'illustration et est susceptible d'être modifiée au cours de la conception et de l'engagement des parties prenantes.

Arrêt SRB Dundas

Quelle est la distance entre chaque arrêt?

Lors du choix de l'emplacement des arrêts SRB, l'accès doit être mis en balance avec le temps de trajet. Les emplacements d'arrêt sont fondés sur les facteurs suivants :

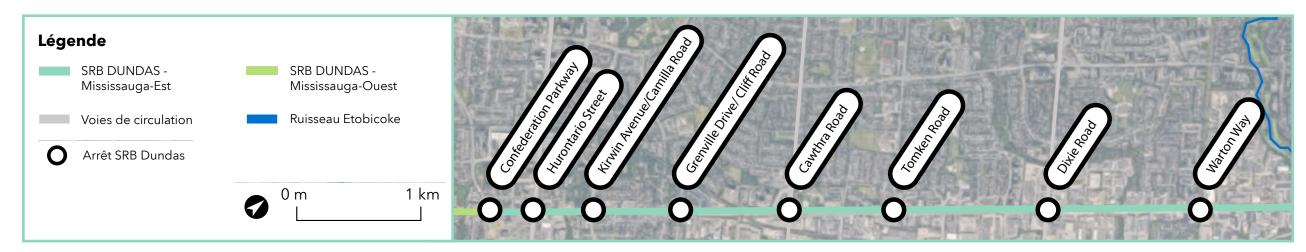
- Emplacements identifiés dans le cadre de l'étude <u>Dundas Connects</u> et de <u>l'analyse de rentabilité préliminaire</u>;
- Les installations de transport en commun actuelles et les lignes d'autobus qui se croisent et qui constituent la base d'un réseau d'alimentation;
- Distance entre les arrêts:
- Utilisation des terres et grands générateurs de déplacements.

La distance entre chaque arrêt du SRB Dundas varie en fonction de la ville traversée L'espacement accru entre les arrêts du SRB Dundas permettra un service rapide et fiable dans le corridor.

Arrêts SRB Dundas dans Mississauga-Est

Depuis le dernier tour de dialogue public, le travail a avancé sur l'établissement des emplacements proposés pour les arrêts et les installations potentielles. Huit emplacements d'arrêt dans Mississauga-Est ont été identifiés, chacun d'entre eux repose sur les critères mentionnés ci-dessus.





Puisque les travaux de conception préliminaire pour Toronto, Mississauga-Ouest, Halton et Hamilton sont toujours en cours, de plus amples renseignements sur les emplacements d'arrêt proposés et les installations potentielles dans ces zones seront présentés lors d'un prochain centre d'information du public.

Une planification qui résistera au passage du temps

On examine, dans la planification du corridor, des dispositions pour les futures technologies d'électrification. Cela peut être envisagé, car la technologie d'électrification existante permet aux véhicules de transport en commun de fonctionner sans utiliser de combustible fossile, ce qui constitue un mode de transport écologique.

Au lieu de faire le plein chaque matin et chaque soir, les autobus électriques se rechargent pendant la nuit dans les dépôts d'autobus et, si nécessaire, prévoient des arrêts de recharge à la mi-journée dans des garages ou passent par des stations de recharge discrètes à des endroits où ils pourraient faire escale pendant la journée, afin d'assurer un trajet fluide dans le couloir de la rue Dundas.

Pourquoi l'électrification?

Par rapport au diesel ou au gaz naturel comprimé, les autobus électriques :

- Offrir une conduite plus douce et plus silencieuse
- Émettent un minimum de carbone ou de gaz à effet de serre (GES), voire aucun, ce qui aidera à atteindre les objectifs fixés dans le Plan d'action contre le changement climatique (PACC) de l'Ontario, à savoir réduire les émissions globales de GES de 40 % d'ici 2030, et l'objectif de la ville de Toronto de faire en sorte que 100 % des véhicules de transport en commun passent à une énergie à faible teneur en carbone d'ici 2050.

À quoi pourrait ressembler l'électrification?

L'électrification peut ressembler au SRB Le Corbusier ou au SRB Laker Line illustré à droite.

Projet pilote d'électrification MiWay

Le saviez-vous?

- MiWay mène actuellement des études et participe à un projet pilote d'autobus électriques à pile à hydrogène* pour comprendre comment la technologie hydrogène-électrique peut contribuer à faire progresser l'engagement de Mississauga en faveur d'un parc d'autobus à émissions nulles.
- MiWay ajoutera de nouvelles technologies d'autobus, qui comprennent déjà 11 nouveaux autobus articulés hybrides-électriques de deuxième génération, d'autres devant être livrés en 2021, afin de rester à jour avec les tendances du secteur, tout en ajustant le plan de remplacement des autobus à long terme pour gérer efficacement l'intégration des nouvelles technologies à mesure que les autobus de modèles plus anciens terminent leur cycle de vie.
- * La technologie des piles à hydrogène exige des coûts initiaux considérables et des coûts d'exploitation accrus par rapport à la technologie électrique. Cependant, les coûts associés à la technologie des piles à hydrogène diminuent rapidement.





SRB Laker Line - Michigan, États-Unis

Merci pour votre participation!

La prochaine série de participation du public est prévue pour la fin de 2021, lorsque le processus d'évaluation des projets de transport en commun de Mississauga-Est (PEPTC) devrait commencer.

Prochaines étapes

L'équipe du projet continuera à réaliser toutes les études nécessaires et à procéder à la conception du corridor SRB. L'équipe utilisera les commentaires reçus lors de ce tour de dialogue pour influencer les améliorations apportées aux conceptions des points de congestion et des couloirs. Les travaux continueront à progresser pour les quatre segments du projet, comme indiqué ci-dessous :

Toronto

- Évaluer les options au point de congestion afin de déterminer la conception techniquement préférée à mettre à l'essai dans le cadre de l'analyse de rentabilité de la conception préliminaire (ARCP).
- Poursuite des études environnementales en vue du lancement du PEPTC et du rapport environnemental sur le projet (REP)

Mississauga-Est

- PEPTC:
 - Rédiger et distribuer l'avis de lancement
 - Entreprendre la période de consultation et documentation du PEPTC
- Préparer l'ébauche de REP et la conception préliminaire à 10 %
 - Améliorations à la conception préférée
- ARCP
 - Les travaux en cours réalisés pour le PEPTC et la conception préliminaire serviront à l'élaboration éventuelle de l'ARCP

Mississauga-Ouest

- Évaluer les options au point de congestion afin de déterminer la conception techniquement préférée à mettre à l'essai dans le cadre de l'ARCP
- Poursuite des études environnementales en vue du lancement du PEPTC et du REP

Halton et Hamilton

 Préparer la conception préférée et élaborer les emplacements d'arrêt proposés

Votre opinion est importante!

Nous vous remercions d'avoir pris le temps d'en apprendre davantage sur le service rapide par bus (SRB) Dundas proposé et accordons une grande importance à votre opinion sur les points suivants :

- Conditions environnementales existantes
- Options de points de congestion et de conception préférée
- Conception du corridor en dehors des points de congestion
- Emplacements des arrêts

Veuillez répondre au formulaire de commentaires en ligne.

Nous nous engageons à poursuivre notre engagement afin de faire évoluer la conception du SRB Dundas en fonction des résultats des discussions avec vos collectivités.

Restez informés sur les dernières nouvelles concernant le projet SRB Dundas. Nous disposons d'une équipe des relations communautaires pour chaque région, qui est disponible pour répondre à vos questions et accueillir vos commentaires en tout temps.

Envoyez-nous un courriel à :

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

Participez en ligne: Metrolinxengage.com/DundasBRT

Notre équipe des relations communautaires accepte également les candidatures pour le groupe consultatif des parties prenantes (SAG) de Mississauga. Si votre entreprise, organisation communautaire ou association de résidents de Mississauga souhaite se joindre au SAG pour en savoir davantage et apporter sa contribution à l'étude, veuillez envoyer un courriel à <u>Peel@metrolinx.com</u>.

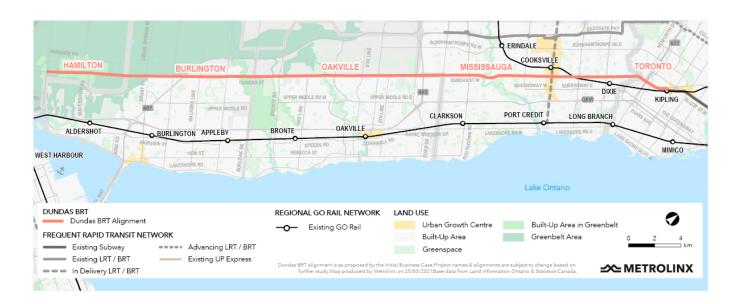


★ METROLINX

Public Meeting Materials

• Public Engagement #1 Fact Sheet

Introducing the Dundas BRT



Project Overview

The purpose of the Dundas BRT project is to evaluate the proposed transit corridor along a 48 kilometre stretch of Dundas Street from Highway 6 in the City of Hamilton through to the Kipling Transit Hub in the City of Toronto, linking Etobicoke and Mississauga City Centres.

Connecting the GTHA

- The corridor would provide connections through major municipalities including Toronto, Mississauga, Oakville, Burlington and Hamilton.
- More than 20 kilometres, of the 48 kilometre corridor, will operate in bus lanes or a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.
- The BRT could serve as an east-west public transportation alternative for one of Canada's fastest growing regions.

Who Is leading the project?

Metrolinx, an agency of the Government of Ontario, is leading the project, working closely with municipalities. Metrolinx was created in 2006 under the Metrolinx Act to improve the coordination and integration of transportation modes in the Greater Toronto and Hamilton Area.

Who do I contact for more information?

- Regional Emails:
 - o TorontoWest@metrolinx.com
 - o Peel@metrolinx.com
 - o <u>HaltonRegion@Metrolinx.com</u>
 - o Hamilton@Metrolinx.com



What is a BRT?

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

Technical & Environmental Studies

- Transit Project Assessment Process (TPAP) is a focused impact assessment created specifically for transit projects. The process involves a pre-planning phase followed by a regulated timeline (up to 120 days) and includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process.
- **Preliminary design** will build upon the pre-planning completed as part of the TPAP for Toronto and Mississauga. In this phase, the project team will utilize the environmental impact assessment from the TPAP to refine the BRT design to a 30% design level. The 30% design will seek to further refine corridor infrastructure widths such as lanes, buffers, boulevards, active transportation facilities, and grading limits in order to reduce the site-specific impacts identified in the TPAP.
- **Preliminary Design Business Case (PDBC)** analyzes the Dundas BRT against strategic objectives, financial and economic impacts and operations considerations. The PDBC builds upon the work done in the Dundas BRT Initial Business Case and will compare the BRT against a business-as-usual scenario (i.e., without the project).

How to Get Involved

- Public input is an important component of this project. The project team is committed to keeping the community informed, building understanding and collecting feedback.
- The first round of engagement will be available online from April 19-30, 2021 at https://www.metrolinxengage.com/DundasBRT. Participants can read more about the project and complete a feedback form.

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Public Meeting Materials

• Public Engagement #2 Fact Sheet

Dundas BRT Fact Sheet

Dundas Bus Rapid Transit Project



Project Overview

The purpose of the Dundas Bus Rapid Transit (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.

Connecting the GTHA

- The bus rapid transit corridor will provide connections through major municipalities including Toronto, Mississauga, Oakville, Burlington and Hamilton.
- 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.

Who Is leading the project?

Metrolinx, an agency of the Government of Ontario, is leading the project, working closely with municipalities. Metrolinx was created in 2006 under the Metrolinx Act to improve the coordination and integration of transportation modes in the Greater Toronto and Hamilton Area. Metrolinx and the City of Mississauga are co-proponents on the Transit Project Assessment Processes (TPAPs) for Mississauga East (Etobicoke Creek to Confederation Parkway) and Mississauga West (Confederation Parkway to Ninth Line).

Who do I contact for more information?

- Phone: (416) 202-7500
- Regional Emails:
 - o <u>TorontoWest@metrolinx.com</u>
 - o <u>Peel@metrolinx.com</u>
 - o HaltonRegion@Metrolinx.com
 - o <u>Hamilton@Metrolinx.com</u>



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, 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 five 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
 - Connections to local and regional transit such as TTC, Viva Rapid Transit, MiWay, Oakville Transit,
 Burlington Transit, Hamilton Street Rail (HSR) and GO Transit routes through the use of dedicated lanes
 and shared stops, making it easier to travel through the region
 - Reliable service with buses that are separated from general traffic in most areas, and greater stop spacing to allow for fast and reliable service
 - Potential amenities such as service maps, next bus information, fare collection, garbage bins, wayfinding information and weather protection

Technical & Environmental Studies

- 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.
- **Preliminary design** 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 negative site-specific impacts identified in the TPAP. Outcomes from the preliminary design will inform the PDBC, which will be completed by the project team to allow Metrolinx to make evidence-based investment decisions.
- **Preliminary Design Business Case (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.

What we heard at the first public engagement (April 2021)

Feedback gathered during the first public engagement 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:

- Use existing traffic spaces rather than adding traffic lanes;
- Provide cycling infrastructure along the entire corridor; and
- Connect to future rapid transit projects.

Concerns about:

- Environmentally sensitive areas in Erindale Valley; and
- Cycling safety along Dundas Street.

Feedback provided during the first public engagement has been and will continue to be considered to inform key project decision-making.

Public feedback is important to this process. During the second round of engagement, we will demonstrate the progress that has been made on the environmental studies and preliminary design. Specifically, we will provide updates on:

- Existing environmental conditions for Toronto and Mississauga
- BRT corridor design for Mississauga
- Alternative designs being considered for the pinch point (constrained area) in Erindale Valley
- Best performing design and other assessed designs for the pinch point in Cooksville
- Proposed stop locations in Mississauga East
- Next steps

Why are environmental studies being conducted?

Environmental studies are being conducted in Toronto and Mississauga to identify the existing (or baseline) environmental conditions, determine any potential impacts as a result of this project, and propose mitigation measures to mitigate potential negative impacts. The identification of existing environmental conditions is now complete. Next steps involve identifying potential impacts and developing proposed mitigation measures.

Halton and Hamilton have existing environmental assessment approvals in place, and only operational changes are anticipated for this area to complete this project. As such, environmental studies for Halton and Hamilton are not required as part of this project.

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 factors in order to identify an optimal plan balancing impacts and project needs.

Following the evaluation of six alternative options, the best performing alternative for the Cooksville pinch point in Mississauga East (Etobicoke Creek to Confederation Parkway) is a full median BRT about the centreline of Dundas Street, meaning the BRT would run in dedicated lanes along a wide median, separate from general traffic, with stops placed on either side of the intersection.

Two alternatives are being considered for detailed analysis for the Erindale pinch point in Mississauga West (Confederation Parkway to Ninth Line), including a reversible BRT lane (e.g., where the BRT would be able to travel in either direction in a dedicated lane(s)) and a full median BRT to the north, meaning the BRT would run in dedicated lanes along a wide median, separate from general traffic, and the corridor between Confederation Parkway and Ninth Line (including BRT lanes) would shift to the north of the existing centreline of Dundas Street.

What is a stop?

A stop is a designated area where buses operating on the Dundas BRT route may stop to pick up and/or drop off passengers. The scale and amenities of each stop will reflect the level of predicated usage or existing infrastructure in the area.



An example of a typical median BRT stop.



An example of a typical curbside BRT stop.

Planning for the future

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, electrified buses charge overnight at bus depots and, if required, schedule midday recharging layovers at garages or pass through discrete charging stations at one or more strategic layover locations during the day to ensure a smooth ride through the Dundas Street corridor.

We want to hear from you

Stakeholder and public input will help us to refine our environmental reporting, understand any additional considerations related to pinch point assessment and design, and evaluate the design of the corridor in advance of TPAP commencement.

How to get involved

- Public input is an important component of this project. The project team is committed to keeping the community informed, building understanding and collecting feedback.
- The second round of engagement will be available online from September 2 to September 23, 2021, at MetrolinxEngage.com/DundasBRT. Participants can read more about the project and complete a feedback form, submit a question, or contact the team via email or telephone. Participants can also attend 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.

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Public Meeting Materials

• Live Meeting #1 Presentation Boards

Welcome to the Dundas Bus Rapid Transit



Live Session (September 22, 2021)

Land acknowledgement

Metrolinx acknowledges that it operates on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples.

In fact, the Dundas Bus Rapid Transit project is proposed on lands covered by Treaty 3, 1792, the Head of the Lake Purchase 1806, and the Brant Tract, 1795, Treaty 22 & 23, 1820 and Treaty 13, 1805 with the Mississaugas of the Credit First Nation as well as the Fort Albany/Nanfan Treaty of 1701 with the Haudenosaunee.

Metrolinx is committed to building meaningful relationships with Indigenous Peoples, and to working towards meaningful reconciliation with the original caretakers of this land.

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.



What is Dundas Bus Rapid Transit (BRT)?

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. 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 with the following features:



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:



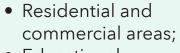
Help retain and attract residents, tourists and businesses.



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.



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

Reduce greenhouse gas emissions.



Attract new ridership

(~31,000 new riders per day).

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 and transit signal priority.

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)

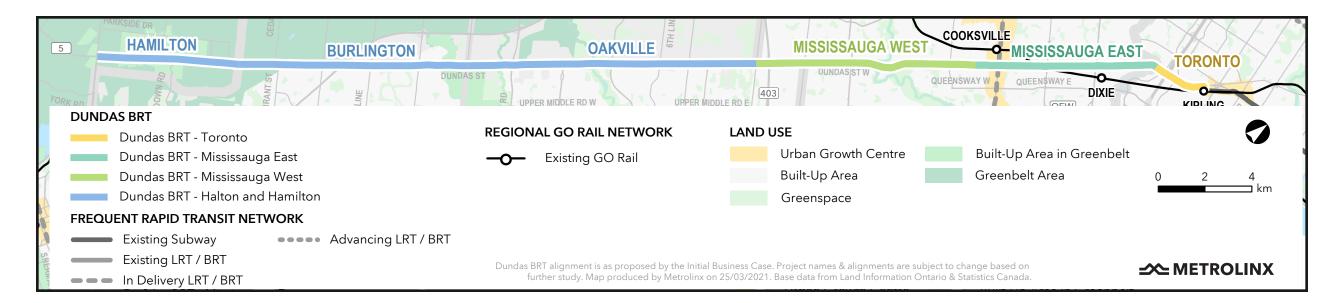
Dundas BRT study areas

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:

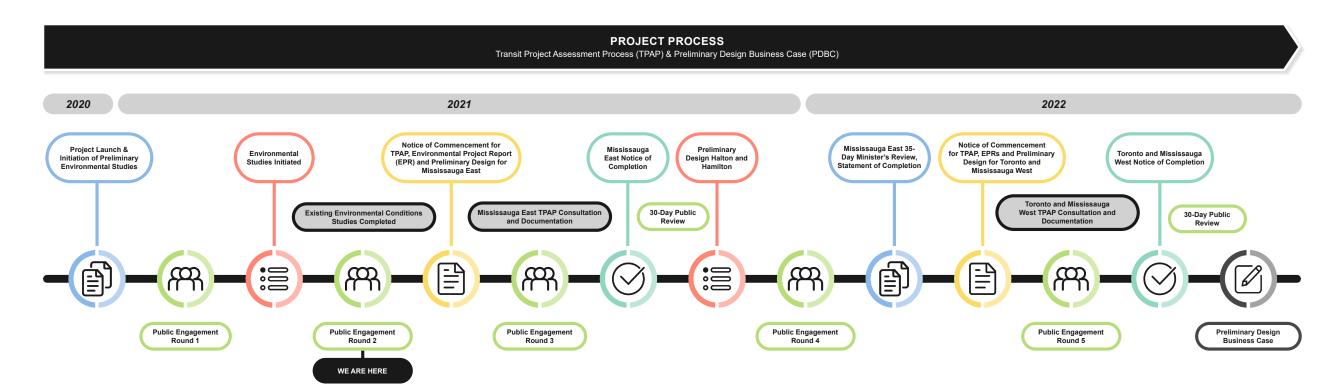
- TPAP
- Preliminary Design (PD)
- PDBC



Project timeline

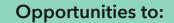
This graphic shows the project process and demonstrates where public engagement will take place. The project timeline has been updated since the last round of engagement to:

- 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.



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:



Concerns about:





Improve Cycling Infrastructure



Connect to Future Projects





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.

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



Archaeology



Socio-Economic & Land Use Characteristics



Climate Change & Sustainability



Cultural Heritage



Traffic & Transportation



Noise & Vibration



Air Quality

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 determined 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 progression for the Mississauga BRT corridor

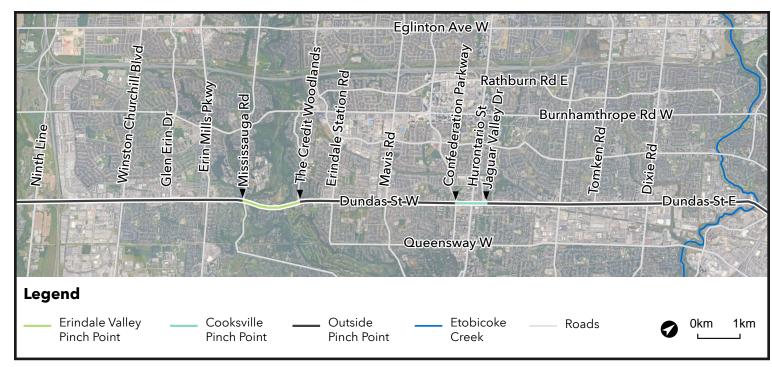
The BRT Corridor outside constrained areas, or pinch points, of the Mississauga locations are identified as:

- 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

Metrolinx and the City of Mississauga are co-proponents under the Transit Project Assessment Process for the Mississauga section of the Dundas BRT corridor.



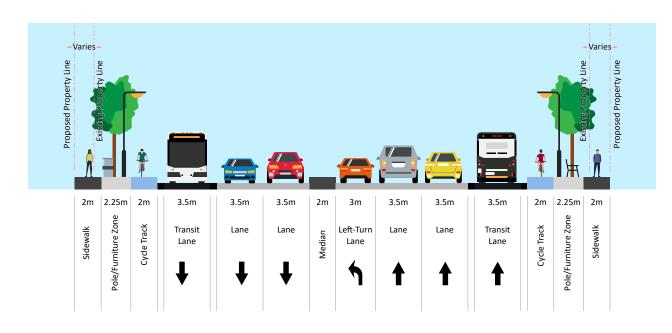
Special Policy Area (SPA) Studies

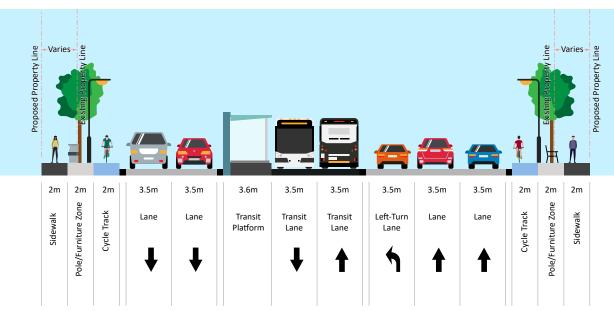
Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

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

Preliminary design - design progression 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:

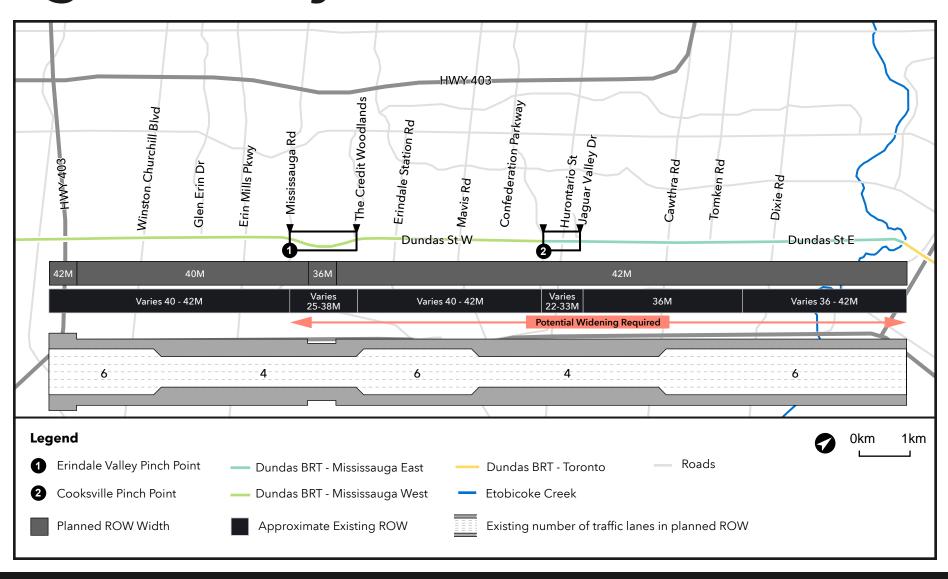
An example of median BRT on Dundas Street.

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



Pinch points: Mississauga East and Mississauga West

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

- 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









How are pinch points evaluated?

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. 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

- 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*



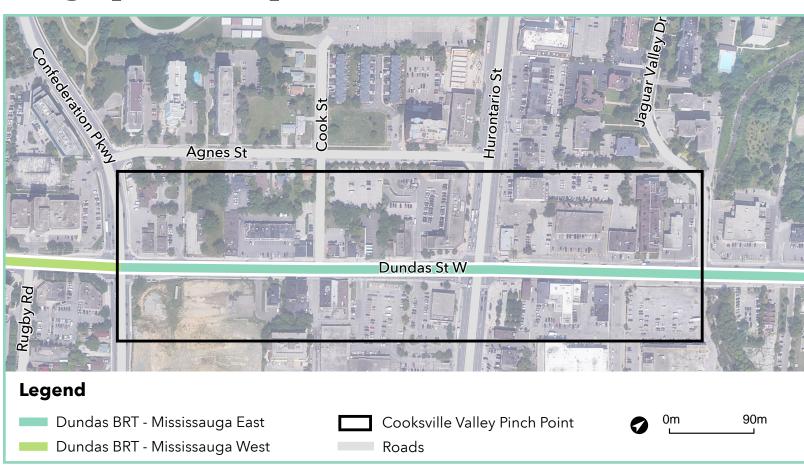
Property Considerations

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

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:

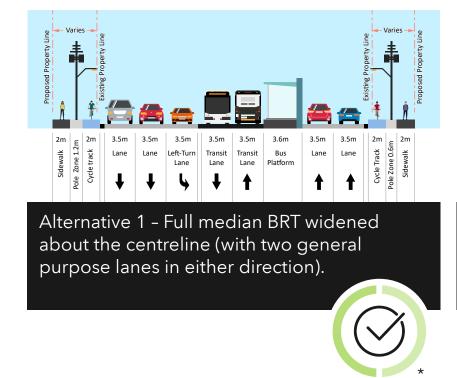
- Implement the Dundas BRT Project as part of the City of Mississauga's Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

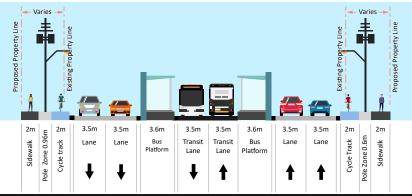
Concerns about:

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

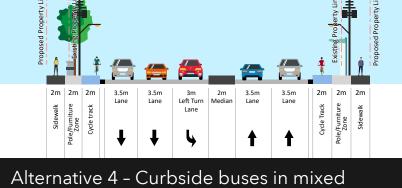
Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

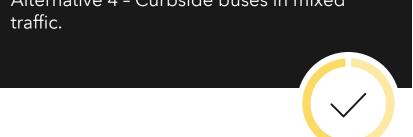
Six alternatives were reviewed for potential benefits and drawbacks, leading to the below short list to be considered for further evaluation:





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





*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

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

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

Alternative 2

<u>Full median BRT</u> (with one GPL in either direction)

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

Alternative 3

Full median BRT with no lefts at Hurontario

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

Alternative 4

Curbside buses in mixed traffic

Benefits:

- 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

Alternative 5

Full median BRT with widening to the South

Benefits:

- 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

Alternative 6

Portal (BRT tunnel under Dundas Street)

Benefits:

- 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

Drawbacks:

- 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

Drawbacks:

- 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

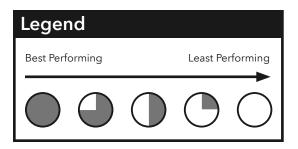
Drawbacks:

- 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

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



Evaluation Results			
Screening Criteria	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.



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

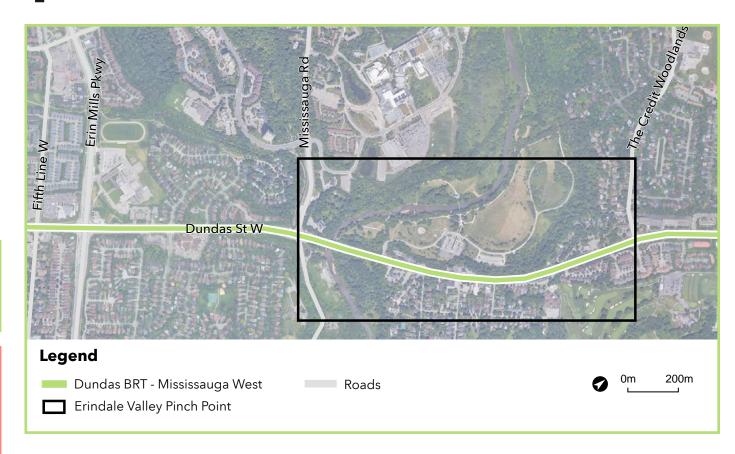
During Round 1 engagement, members of the public identified:

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

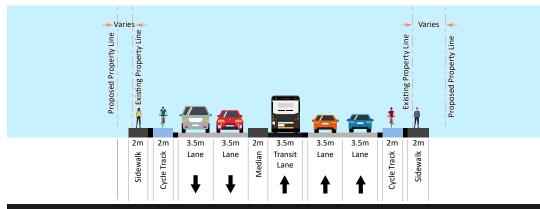
Alternative 2: Full Median BRT (to the North)

Benefits:

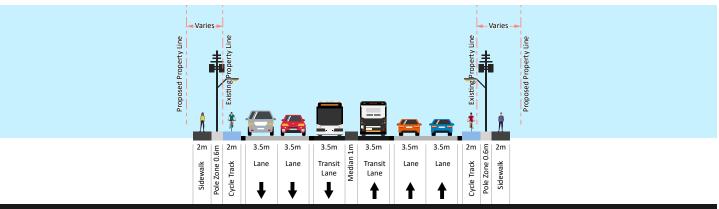
- Maintains continuity of median BRT
- Provides a full multi-modal cross section
- Provides transit service reliability

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 1 Cross Section. Alternative 2



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?

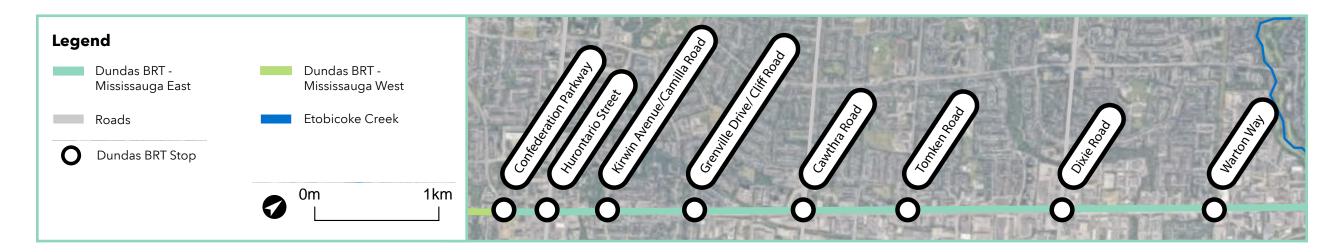
When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

- Locations identified as part of the <u>Dundas Connects Study</u> and the <u>Initial Business Case (IBC)</u>;
- 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.

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.





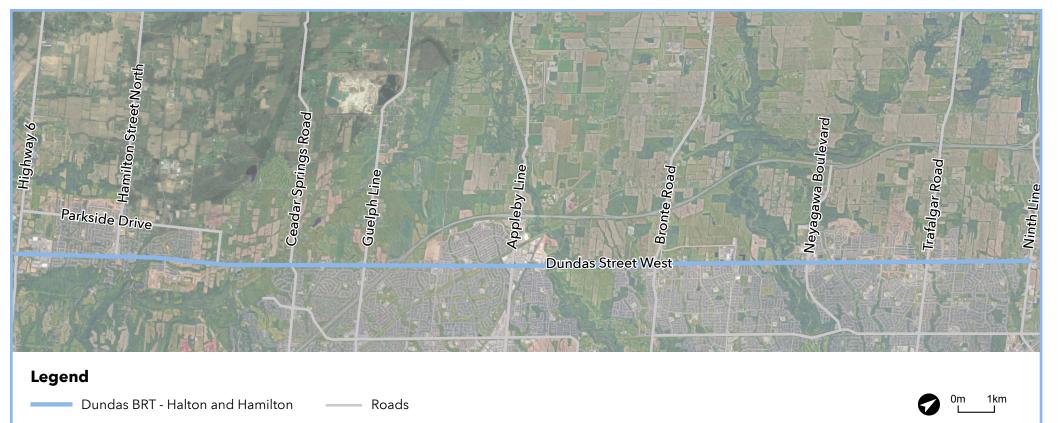


Halton & Hamilton

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.

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

- 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)
- Host Public Information Centre (PIC) to present the design alternatives, the evaluation of alternatives and the technically preferred design evaluation

Mississauga East

- TPAP:
 - Use feedback from the public to refine the preferred design
 - Prepare and distribute Notice of Commencement
 - Commence TPAP consultation and documentation period
- Prepare draft EPR and 10% Preliminary Design
 - Refinements to Preferred Design
- PDBC
 - Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC

Mississauga West

- 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 FPR
- Host PIC to present the design alternatives, the evaluation of alternatives and the technically preferred design

Halton and Hamilton

 Prepare preferred design and develop proposed stop locations and transit priority measures

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

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

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.

★ METROLINX

Public Meeting Materials

Live Meeting #1
 Ask-A-Question
 Webpage

ENGAGE

Projects & Programs - Participate Now

Dundas BRT About the Project

Мар

Neighbourhoods

Design

Environment

Metrollnx.com

Contact Us

Dundas Bus Rapid Transit Project Live Meeting -September 22, 2021

Join the Dundas BRT project team LIVE to have your questions answered.

Please join us on September 22, 2021 at 6:30pm for a presentation and question-and-answer session about the Dundas Bus Rapid Transit (BRT) project. The panel will include experts from our project team. Live captioning will be provided.

Our virtual platform allows you to vote on the questions you would most like answered, and the order our experts take them in will be based on popularity (total votes). We encourage you to submit and vote on questions now. You may also submit questions during the meeting.

If you cannot attend, the video recording will be available on this page after the event, and future events will be announced in our e-newsletter, which you can sign up for here.

If you are interested in learning more about the Dundas BRT project, visit Metrolinx Engage.

Ask a Question



Open Engagement Opportunities

Live Meeting →

Please join us on Wednesday, September 22 at 6:30 for a live update and a Q&A session for the Dundas BRT project. Submit your questions now.

Feedback Form →

Complete the feedback form by September 23, 2021 to provide your input on a variety of topics, including the preliminary design and environmental studies.

Interactive Map →

Use the interactive map to learn more about the corridor and provide your input by September 23, 2021 on the pinch points and proposed stop locations in Mississauga East.

Contact Us →

Fill out the contact form to get in touch with the project team.

Agenda

6:30PM - 7:00PM: Project Update

7:00PM - 7:30PM: Questions and Answers

Presentation Materials

The Dundas BRT - Presentation PDF \rightarrow

Meet the Speakers



Maria G. Doyle Manager (A), Transportation Policy



Darcy Wiltshire Environmental Project Manager – Metrolinx



Greg Medulun Director Community Engagement – Metrolinx



Matthew Williams Project Leader - City of Mississauga



Kevin Phillips Project Manager, AECOM

Format & Accessibility Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our policies will result in removal.

Need Help?

Video streaming issues →



The downtown stretch of Waterdown is extremely tight and always backed up with cars and construction

How will the buses negotiate this area? BTW, LOVE this bus idea!!!!! Kudos to all involve





Oct 7, 2021 - 11:27

The Project Team recognizes that Waterdown is a constrained area. With that said, this area is not identified as a pinch point. In terms of existing traffic and improving buses moving through the corridor, the Project Team would consider implementing transit signal so buses can advance through intersections quicker.

Additionally, the City of Hamilton as gone through a planning process as well, the City's Waterdown/Aldershot Transportation Master Plan identifies a number of improver traffic flow in this area. The City of Hamilton has started the planning for these improvements the next several years they will begin implementing segments of the improvements.



Kipling

Sep 9, 2021 - 00:10

how will this BRT line connect to Kipling station?
Will it connect within the existing regional bus terminal or will it connect to the station below-grade





Oct 7, 2021 - 11:32

The Dundas BRT will connect to the existing Kipling Transit Hub which services multiple tra providers (i.e., MiWay, TTC Subway). Details on how the BRT service will interface with the Kipling Transit Hub have yet to be identified but will be confirmed through future design development and the development of a routing and service strategy. It is not envisioned that the BRT service will connect to the hub below grade.







Sep 9, 2021 - 00:04

How many stops will this BRT line service ?







Oct 7, 2021 - 11:30

Eight proposed stops within the Mississauga East segment have been identified. Dundas BRT Station Stops within the Toronto, Mississauga West and Halton/Hamilton segments have not yet been finalized. Stops will be confirmed through development of the design, which in part will be based on the locations identified within the Dundas Connects Master Plan Study and the Initial Business Case (IBC), current transit facilities and intersecting bus routes, the distance between stops, and land use and major trip generators in the area. Local transit services currently operating within the project study area will be integrated with the Dundas BRT service. During future public and stakeholder engagement, more specific details will be shared for review and comme





Can the route be extended into downtown Hamilton?

Sep 22, 2021 - 16:53

Currently the planned route comes to a dead end in the Clappison's Corners area. In order for residents of Waterdown which is part of the City of Hamilton to get to downtown Hamilton or McMaster University they must take HSR to Aldershot, then either GO Transit or Burlington Transit into Hamilton. Can extending the route to include Clappison's to McMaster to Hamilton GO be incorporated in the planning? This would not only benefit people from the Waterdown area but also those living in northern Oakville and Burlington that may want to commute to university or work.





Oct 7, 2021 - 11:35

The Dundas BRT project limits end at Highway 6 in Hamilton; however, buses (i.e., local buses) mo beyond the corridor. The Project Team is looking at various transit routing and service options along the corridor and how they would link with the various existing transit services in the area (including Hamilton Street Railway (HSR)). The transit service routing study will identify the preferred transit



Mhat sustainability features are being considered?

Look to best practices abroad (not just in Europe and North America - there are other countries, tool):

-All-electric transit (modern battery tech, rapid-charge at stations, or by overhead wire)
-Covered transit lanes with solar shaders (at a minimum at station stops)
-Protected cycle-tracks for full length with metal/concrete LED bollards powered by solar mentioned

-Permeable and ground-source heated pavement (no issues of salt, sand, rain or snowl)
-Generous urban tree canopy with proper water capture and irrigation systems to ensure long-term health
-Wiffi on all buses with TOA linked to buses at every stop on digital signage

-Digital interactive maps highlighting local transit connections, shops, trails and destinations





Oct 7, 2021 - 11:36

In recent years, Metrolinx has invested significant energy in planning for climate adaptation, resiliency and sustainability, which has most recently included the refreshing of the Sustainability Strategy in 2021 along with revised goals and actions which are more specific, and the release of Sustainable Design Standards. The application of the Sustainable Design Standards will be mandatory for the design of all new, expanded and reconstructed Metrolinx buildings and facilities in the future

As part of this Project, a Climate Change and Sustainability Report has been prepared, which reviews the effects the Project has on climate change (greenhouse gas) and the effects of climate change on the Project (climate change resilience). It also highlights some of the broader sustainability initiatives that Metrolinx is currently undertaking or has planned in relation to the construction and operation of the Project, with the goal of improving environmental and social outcomes. More details will be made available in the Climate Change and Sustainability Report in late-2021.







Sep 17, 2021 - 16:05

What impacts to the lands within the Southeast quadrant of Dixie Road and Dundas Street are anticipated if a physical service line connection is proposed?







Metrolinx Oct 7, 2021 - 11:38

The Project Team is currently developing the routing and service strategy, which will assess service options for the entire corridor, including the connections to municipal service providers and existing and future transit facilities. A link to the Dixie GO Station was contained in the Dundas Connects Master Plan. At this time, a direct off-corridor connection to the Dixie GO Station will likely not be considered; however, as the routing and service strategy is not yet final, additional opportunities for direct off-corridor connection to service the Dixie GO Station may be explored and a Dundas BRT stop is proposed along Dundas Street at Dixie Road.



Service Options Anonymous

Sep 22, 2021 - 17:34

What kind of service can operate on the BRT corridor?

Can GO bus operate on it?

Can local route get in/out of the corridor to service local stops/Go train stations?

Will there be an airport route that use Hwy 427 to Pearson airport?









Answer

Metrolinx Oct 7, 2021 - 11:52

There are two types of bus services to keep in mind. There are BRT-type express buses and local buses. Part of the Dundas BRT project is to determine an operator of service, which could be GO Transit, or a combination of a variety of transit service providers in area. If the

operator of Dundas BRT is a local transit provider, then yes, the BRT guideway could be shared with other express services. There will also be a local service overlay where riders can connect to local bus services, which will travel along general traffic lanes.



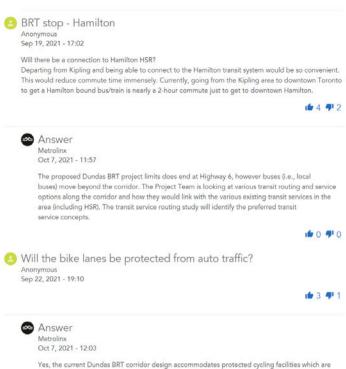


Bus Services Connections in and between Municipalities Sep 9, 2021 - 15:02 Have the operations of the BRT been considered or will this be considered as the design is advanced? Will the majority of trunk services be provided by Metrolinx and feeder services provided by the municipalities, since it now runs between numerous municipalities? Will a special fare program be maintained/introduced along the corridor to reduce double (or even triple) fares from transferring from the BRT to municipal transit services? Will the design allow for feeder buses to access the BRT at key intersections to provide easy access to the BRT and flexibility for the municipalities to also use the BRT for portions of local routes? 6 9 2 Answer Metrolinx Oct 7, 2021 - 11:54 In late 2021, during the third round of public engagement, preliminary information related to servicing concepts will be shared for public feedback. Regarding the fare system, currently there is a co-fare system between GO Transit and some 905 transit operators in the Region. The Project Team is working with partners to better integrate transit fares across the Region to make it easier to take transit in this area. The goal is to create a comprehensive package for service and fares in the area. At this point, this initiative is with the Ministry of Transportation (MTO) separate from the Dundas BRT project. 6 0 FO When can we expect more information about BRT stop selection? Sep 20, 2021 - 03:03 Currently, stops have been identified for the eastern Mississauga section (greatl). When can we expect stop sites to be identified in western Mississauga or other sections? 16 6 912 Answer Metrolinx Oct 7, 2021 - 11:55 Eight proposed stops within the Mississauga East segment have been identified. Dundas BRT Station Stops within the Toronto, Mississauga West and Halton/Hamilton segments have not yet been finalized. Stops will be confirmed through development of the design, which in part will be based on the locations identified within the Dundas Connects Master Plan Study and the Initial Business Case (IBC), current transit facilities and intersecting bus routes, the distance between stops, and land use and major trip generators in the area. Local transit services currently operating within the project study area will be integrated with the Dundas BRT service. During future public and stakeholder engagement, more specific details will be shared for review and comment. 10 TO Future cycling infrastructure Anonymous Sep 22, 2021 - 18:51 Despite pinch points and other planning irregularities in the ROW, along with differing municipal considerations, is there absolute commitment to providing cycling facilities the entire length of the corridor, at least through Mississauga? 16 4 91 1 Answer Metroliny Oct 7, 2021 - 11:56 This project is about more than just transit; the Project Team is aiming to provide a multi-modal

Inis project is about more than just transit, the Project learn is aiming to provide a multi-modal corridor that accommodates all users, including cyclists. The Project Team is looking at cycle tracks as well as multi-use paths/trails. The Dundas Connects Master Plan included a commitment to provide safe cycling infrastructure along the length of the Dundas Street corridor in Mississauga.

The City of Mississauga also has a Cycling Master Plan which is an important part of our overall strategy and includes cycle infrastructure as well (Cycling Master Plan – City of Mississauga).





located within the boulevard space either adjacent to the curb line (separated by the barrier curb) or adjacent to the edge of the right-of-way (property), separated by the barrier curb.





How will the BRT connect with Dixie GO Station?

Sep 22, 2021 - 19:13

How might this impact landowners between Dixie BRT at the intersection of Dixie/Dundas and the Go Station lands?







Metrolinx

Oct 7, 2021 - 12:04

The Project Team is currently developing the routing and service strategy, which will assess service options for the entire corridor, including the connections to municipal service providers and existing and future transit facilities. A link to the Dixie GO Station was contained in the Dundas Connects Master Plan. At this time, a direct off-corridor connection to the Dixie GO Station will likely not be considered; however, as the routing and service strategy is not yet final, additional opportunities for direct off-corridor connection to service the Dixie GO Station may be explored and a Dundas BRT stop is proposed along Dundas Street at Dixie Road.





BRT stops question #2

Sep 9, 2021 - 00:06

will some of the BRT stops be elevated like the Mississauga Transitway





Answer Metrolinx Oct 7, 2021 - 12:05

> Elevated BRT transitway and stops, similar to the Mississauga Transitway, were considered but screened out as part of the Dundas Connects Master Plan Study.













Answer

Metrolinx Oct 7, 2021 - 12:16

Property may need to be acquired temporarily or permanently to support the construction and operation of this transit project. The Project Team is making every effort to minimize project impacts on the community. Once the Project Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. At this point in the planning process, it is too early to comment on exact property impacts. It is important to understand that for this project to be successful, effective community engagement between the Project Team and the public must take place - we are dedicated to working with the community every step of the way. To learn more about Metrolinx's property acquisition process, visit: https://www.metrolinx.com/en/greaterregion/projects/propertyacquisition...





Land Allocation

Anonymous Sep 22, 2021 - 18:35

Will additional land be required along the Dundas ROW or is the current width of the ROW sufficient for the BRT? Have municipal governments or Metrolinx already begun any expropriation or is there any land already along the corridor designated for this project?





Answer

Metrolinx

Oct 7, 2021 - 12:13

This project is still in the early 'preliminary' design phase. As part of the Transit Project Assessment Process (TPAP) or Environmental Assessment process, the Project Team develops a high-level conceptual plan in order to identify any potential impacts to properties and related mitigations including minimizing property impacts, wherever possible.

With regards to the Cooksville pinch point, the Project Team is exploring opportunities to mitigate potential impacts to properties where possible, including optimization of the corridor alignment, application of minimum design standards and a reduction in the boulevard space that could be widened through future redevelopment.

This ongoing TPAP stage for the pinch point will identify the maximum level of property impacts. Further reduction in property impacts is expected as we progress through the detailed design phase

As the property requirements have not yet been finalized, discussions on land acquisition have not yet taken place.







How are you going to ensure the safety of pedestrians?

Sep 22, 2021 - 18:44

In the Burlington BRT corridor there is a high school, library, community centre, park and dog park. How you going to ensure the safety of students and pedestrians, of all abilities, to cross Dundas Street/Hwy 5. Will you be providing underground tunnels under Dundas Street/Hwy 5 so that ALL pedestrians can cross safely?







Oct 7, 2021 - 12:17

Pedestrian and cyclist safety is a key consideration being addressed as part of the Dundas BRT corridor design. Stop platform designs will feature numerous proposed pedestrian safety and accessibility related elements, such as tactile warning strips, access ramps and railings and cross walks that tie into the median BRT stop platforms. With respect to cyclists, the current corridor design includes dedicated cycling facilities which are located within the boulevard space separated from the adjacent roadway by a barrier curb.







Is there future planning for LRT as part of this. Sep 22, 2021 - 18:44 Is there future planning for LRT as part of this, at least at start between Kipling and end of Mississauga. m 2 41 1 Answer Metrolinx Oct 7, 2021 - 12:17 The current corridor design, with respect to the alignment geometry and the stop geometry, protects for possibility of the corridor being converted to an LRT system in the future. However, LRT design/planning is not included within the scope of the Dundas BRT project. · 0 9 0 Does widening have the potential to delay the project? Sep 22, 2021 - 18:50 Does widening have the potential to delay the project? If so then why would we want to spend the extra time and money on that? 6 3 41 2 Answer Metrolinx Oct 7, 2021 - 12:18 Dundas BRT project-related widening is being considered for constrained traffic right-of-way sections along the corridor, such as the Cooksville pinchpoint section, which would otherwise see significant traffic impacts if the existing traffic lanes are reduced. The Project Team is working closely with municipalities, stakeholders, agencies, and local communities to fully assess the right balance between benefits and costs as works on the preliminary design, including road widening, progresses. DO 910 Mississauga West section...could it be in median? Sep 22, 2021 - 19:06 I have heard that residents and businesses may prefer the Mississauga West section to be in the median west of Mississauga Road. Would that be something that the planners consider? 1 2 4 1 Answer Metrolinx Oct 7, 2021 - 12:19 The City of Mississauga's Dundas Connects Corridor Master Plan reviewed various high-order transit technologies and BRT concepts, and based on the corridor needs, anticipated ridership and transition to the potential curbside operations in Oakville, it was recommended that curbside BRT be implemented along Dundas Street from Mississauga Road westerly. The Dundas BRT Project Team will be incorporating the findings of the Dundas Connects Master Plan (including technical studies and public feedback) into the ongoing Dundas BRT Transit Project Assessment Process (TPAP). 1 0 PO 🔼 Waterdown / Flamborough Anonymous Sep 15, 2021 - 14:26

How many stops and where are they planned for the Waterdown area along Dundas. I see the 'end' of the BRT is at the corner of Hwy 5 & 6. Is there a plan for the route to end at CoreSlab or

in the Hamilton Technology Centre? How will this link / connect with existing bus routes / Hamilton's HSR?

Metrolinx Oct 7, 2021 - 12:24

Answer

The proposed Dundas BRT project limits does end at Highway 6, however buses (i.e., local buses) move beyond the corridor. The Project Team is looking at various transit routing and service options along the corridor and how they would link with the various existing transit services in the area (including HSR). The transit service routing study will identify the preferred transit service concepts.





Will part of our back yards be re-possessed at credit woodlands Anonymous Sep 17, 2021 - 18:33









Metrolinx

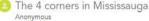
Oct 7, 2021 - 12:26 Property may need to be acquired temporarily or permanently to support the construction and operation of this transit project. The Project Team is making every effort to minimize project impacts



on the community. Once the Project Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. At this point in the planning process, it is too early to comment on exact property impacts. It is important to understand that for this project to be successful, effective community engagement between the Project Team and the public must take place - we are dedicated to working with the

community every step of the way. To learn more about Metrolinx's property acquisition process, visit: https://www.metrolinx.com/en/greaterregion/projects/propertyacquisition...





Sep 22, 2021 - 18:36

Answer

How will the BRT navigate through the intersection of Dundas St W and Hurontario Rd in Mississauga?



Metrolinx Oct 7, 2021 - 12:27

The best performing design alternative for the Cooksville pinch point (constrained area), which includes the intersection of Dundas Street West and Hurontario Street, proposes a median BRT facility. This intersection would operate similar to any of the other intersections within the Mississauga East segment. The Dundas BRT service would operate within the median BRT facilities and would advance through the intersection either utilizing a standard traffic signalling system or a transit priority traffic signalling system. The Dundas BRT service would also be coordinated with the future Hurontario Light Rail Transit (LRT) project in order to minimize Hurontario LRT impacts and provide for connection between these services.



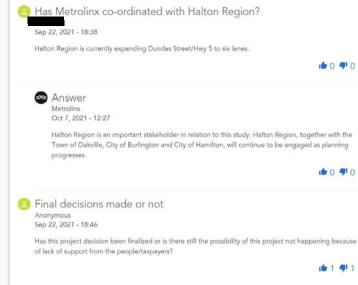














Oct 7, 2021 - 12:30

The proposed Dundas BRT project will go through several stages before construction. At this point, the Dundas BRT project is in an early design phase. Until the Project Team advances the project to detailed design, the outcome of the project and what it will look like is unknown.

1 0 TO



Do Metrolinx & Mississauga plan to evolve the design of the BRT Anonymous

Sep 22, 2021 - 18:46

Do Metrolinx and Mississauga plan to evolve the design of the BRT beyond the recommendations of Dundas Connects? Would you be considering additional stations (e.g. Erindale Park)? Or a different design for the segment west of The Credit Woodlands?



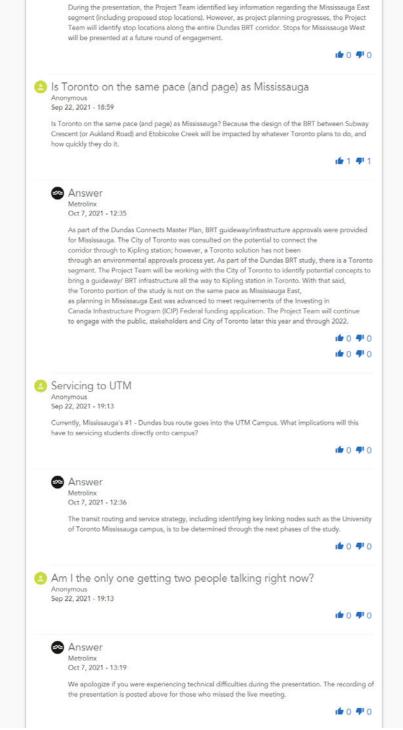


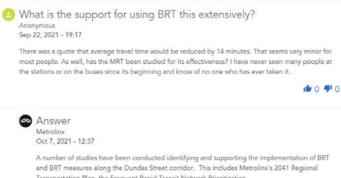




Oct 7, 2021 - 12:34

The Dundas Connects Master Plan received a lot of public feedback which helped shape the proposed Dundas BRT concept. This phase of engagement is to collect feedback regarding this proposed design and we welcome all comments and feedback.







Transportation Plan, the Frequent Rapid Transit Network Prioritization study (2019), and the Dundas BRT Initial Business Case (2020), as well as the City of Mississauga's Dundas Connects Corridor Master Plan (2018). Implementation of BRT has many benefits to support the project, it will: allow for faster, more reliable and more frequent transit service along Dundas Street; shorten commute times, with an ~14 minutes reduction in the average trip time; attract new ridership (~31,000 new riders per day); reduce greenhouse gas emissions; and improve connections for jobs, residents, and to other transit services that operate along the Dundas Street corridor.



Cooksville construction schedule for the BRT Sep 22, 2021 - 19:19

Will construction for Cooksville section of the BRT be scheduled to coincide with LRT construction work? (That is - please don't dig up the intersection twice)





Typically, Metrolinx works with municipalities to identify parallel projects so work can be coordinated. Unfortunately, it is not a possibility in this case as construction for the Hurontario LRT has already begun and Dundas BRT is a few years away from construction. However, future construction projects in the area will be coordinated with Dundas BRT construction, where possible





Will there be coordination between local transit stops and BRT stops?





It is envisioned that the Dundas BRT will still be complemented with the existing local transit services in the area. Generally, existing local transit stops will remain in their current locations; however, this is being reviewed as part of the development of the routing and service strategy.



Property Appropriation

Sep 22, 2021 - 19:42

How will property owners be compensated for property appropriated for the construction of the BRT?







Property may need to be acquired temporarily or permanently to support the construction and operation of this transit project. The Project Team is making every effort to minimize project impacts on the community. Once the Project Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. To learn more about Metrolinx's property acquisition process, including compensation, visit: https://www.metrolinx.com/en/greaterregion/projects/propertyacquisitions.aspx



I would like to bring to your awareness that the foundations Sep 17, 2021 - 18:29

The foundations of the houses in the credit woodland area nest to Dundas poor and that the houses shake and crack when a bus or heavy trucks pass it will become worse as you move it closer to the houses. I am not certain that these house could withstand so mush heavy traffic.





The Project Team is looking at two design alternatives in this area, both of which stay within the existing road allowance. For both alternatives, the vast majority of buses would be operating within median BRT lanes in the centre of the road corridor – which increases the separation distance between the buses and the Credit Woodlands Court properties. Increased distance between buses and properties reduces the magnitude and frequency of vibration at the properties

Another significant factor in the generation of vibrations is the road surface condition (for example, potholes). The repaving associated with this project would prevent vibrations caused by uneven ro surface conditions. A Noise and Vibration Report is being completed as part of this project which will discuss noise and vibration assessment for both operations of the BRT as well as the construction phase. This report will be available for public review as part of the Environmental Project Report (EPR).





Sep 22, 2021 - 18:45

I am a graduate level urban planning student with a focus on transportation infrastructure, as well as a resident of Mississauga living right on the Dundas St corridor. Will there be any student job or co-op opportunities available over the course of the project, or any other way to get more involved in the development of the project?





Oct 7, 2021 - 12:41

Community involvement and feedback through each stage of the project is important. As project planning progresses, there will be more opportunities to get involved. To learn how to get involved. visit metrolinxengage.com/DundasBRT. If you would like to sign up for project updates, please let us

To learn more about employment opportunities with Metrolinx, please visit our careers webpage: https://www.metrollinx.com/en/aboutus/careers/careers.aspx. Here you will find information about capital projects, opportunities for corporate, operations and student/graduate positions, a list of current employment opportunities, guidance on how to apply and frequently asked questions.



Ooes the West pinch point include the area around Robinson Rd Sep 22, 2021 - 19:11

between the old Girl Guide Hall and the Erindale Presbyterian Church?





Oct 7, 2021 - 12:41

The Erindale Valley Pinch Point (constrained area) runs along Dundas Street, from The Credit Woodlands to Mississauga Road, and contains the intersection of Dundas Street West and Robinson



🙆 Dundas bridge over railway corridor at Cawthra

Sep 22, 2021 - 19:31

Will this bridge over the Milton GO rail corridor be replaced as part of the BRT project? If so will the design of the bridge ensure that there is room on the railway corridor below to add more tracks so Milton GO Line trains can run two way all day and frequent service?







The recommendations for the Dundas Street East over Hensall Circle and CP Bridge have yet to be finalized, however, one potential alternative is the replacement of the structure. Under this alternative the replacement bridge would span the existing rail corridor right-of-way (property). There are no plans that the Project Team is aware of to widen the rail corridor right-of-way in this area, so any new track infrastructure, i.e., additional tracks, would need to fit within the existing right-ofway. Infrastructure improvements for this bridge will also be coordinated with CP Rail

Having said that, Metrolinx does not own the CP corridor and must work with our rail partners in order to operate our services in parallel. Metrolinx has been continuing negotiations with CP as we work together towards improved two-way service on the Milton corridor.

In addition to continued collaboration with CP, Metrolinx has other projects underway on the Milton corridor that will help plan for future increased service levels, including accessibility impro Streetsville, Lisgar and Erindale and the recently completed redevelopment of Cooksville GO.







Sep 21, 2021 - 19:07

As these busses would have to obey all the signal lights they would be barely faster in a dedicated lane than they would be if the busses are mixed in with normal traffic on Dundas within the Halton region. Given the impact of losing 2 lanes why not let the busses mix with the traffic which would save a lot of money on creating new infrastructure

An alternative if speed is a priority to get the ridership up would have been an elevated structure, but that seems to not be an option at the moment. Which reinforces the first point that speed is not the priority.





Oct 7, 2021 - 12:58

Dundas BRT vehicles would need to obey traffic signals; however, dedicated BRT systems include priority signals within the BRT guideway. This allows higher travel speeds for buse within dedicated lanes - they will receive priority at some intersections and are able to pass through the traffic signal quicker.

As part of this project, the Project Team is planning with climate change and sustainability goals built into the study. The solution to increasing treffic flow is not to keep widening, but to move more people, more efficiently, within the project footprint. This is why the project would see some existing es converted to dedicated transit lanes.

The Dundas Connects Master Plan study considered a variety of technologies (LRT, BRT, elevated structures, etc.). These services and technologies were reviewed via transit ridership versus impacts and cost. It was determined that projected ridership did not warrant the high cost of an elevated structure.





Where are the links to the traffic projections before and after? Anonymous

Sep 22, 2021 - 11:08

*** This is the most important consideration for the people of East Mississauga *** 50 Years ago Dundas St. from Etobicoke to Cawthra Rd. was 2 lanes each way. It was expanded to 3 lanes each way to accommodate population & vehicular growth both consumer and business travel. The current BRT proposal ELIMINATES 2 LANES OF DEDICATED VEHICULAR TRAVEL back to 2 LANES EACH WAY!! In the meantime, Mississauga has grown, on average, way over 100,000 people per decade... and the fact is... THERE IS NO WAY THAT *ALL* THAT POPULATION IS GOING TO GET ON THE BUS BRTI (to validate eliminating 2 vehicular lanes). Locally, Dundas St., east of the #427 Highway, is the *Eastern Gateway* to Mississauga. The current BRT plan will need to rename this part of Dundas St. the GRIDLOCK GATEWAY of MISSISSAUGA! People need to get engaged, or be 'caged'. IMO.







Answer

Metrolinx Oct 7, 2021 - 13:12

As part of the Dundas BRT project, the Project Team is planning for a corridor approximately 20 years from now. Mississauga is growing by leaps and bounds (population and employment), especially in the Dundas Street area; this growth must be accommodated within the vicinity of Dundas Street. As part of the Dundas Connects Master Plan, rigorous traffic studies took place to analyze how traffic will flow in the future. The Dundas BRT Project Team is also conducting traffic modeling and simulation exercises to ensure efficient traffic flow in this area. Some areas within the corridor are currently four lanes and will require widening for this project. The sixlane segment east of Dixie was widened to provide priority/capacity through high occupancy vehicle (HOV) lanes, and the Project Team is looking to increase this priority and capacity by reallocating lanes for transit-only and shifting these allocated lanes to the median.







★ METROLINX

Public Meeting Materials

• Live Meeting #1 Minutes



Date of Meeting September 22, 2021 Time 6:30 p.m. - 7:45 p.m.

Project Name Dundas Bus Rapid Transit (BRT)

Location Virtual Meeting

Regarding Dundas BRT – Metrolinx LIVE Meeting

Time	Agenda Items & Minutes			
6:30-	Welcome, Introductions and Land acknowledgment			
6:35 pm	Joseph Thornley (76Engage) kicked-off the event (and thanked attendees for coming),			
	introduced the Project Team and the purpose of the meeting.			
	Joseph Thornley (76Engage) provided an acknowledgement of the traditional territories and			
	lands that Metrolinx operates on and that relate to the Dundas BRT corridor.			
6:35-	Preamble			
6:40 pm	Kristin Olson (Metrolinx) provided an update on the work that has been done to date and set			
	the tone prior to the presentation.			
0.40	·			
6:40- 7:00 pm	Dundas BRT Presentation			
7.00 piii	Kevin Phillips (AECOM) provided a presentation demonstrating project timelines, the work			
	completed to date across the corridor, work in progress and information to be presented at			
	the second round of public engagement, with a focus on Mississauga, specifically			
	Mississauga East.			
7:00 pm	Discussion			
	 Question 1: Despite pinch points and other planning irregularities in the right-of-way (ROW), along with differing municipal considerations, is there absolute commitment to providing cycling facilities the entire length of the corridor, at least through Mississauga? Response: Kevin Phillips (AECOM) - This project is about more than just transit; the Project Team is aiming to provide a multi-modal corridor that accommodates all users, including cyclists. The Project Team is looking at cycle tracks as well as multi-use paths/trails. The Dundas Connects Master Plan included a commitment to provide safe cycling infrastructure along the length of the Dundas Street corridor in Mississauga. Matthew Williams (City of Mississauga) - The City of Mississauga also has a Cycling Master 			
	Plan which is an important part of our overall strategy and includes cycle infrastructure as well (Cycling Master Plan – City of Mississauga).			
	 Question 2: Do Metrolinx and the City of Mississauga plan to evolve the design of the BRT beyond the recommendations of Dundas Connects? Would additional stations (e.g. Erindale Park) be considered? Would a different design for the segment west of The Credit Woodlands be considered? Response: Matthew Williams (City of Mississauga) – The Dundas Connects Master Plan received a lot of public feedback which helped shape the proposed Dundas BRT concept. 			



Time	Agenda Items & Minutes
	This phase of engagement is to collect feedback regarding this proposed design and we
	welcome all comments and feedback.
	Kevin Phillips (AECOM) – During the presentation, the Project Team identified key
	information regarding the Mississauga East segment (including proposed stop locations).
	However, as project planning progresses, the Project Team will identify stop locations along
	the entire Dundas BRT corridor. Stops for Mississauga West will be presented at a future
	round of engagement.
	Overtion 2: In planning for the Toronto comment on the comment of the
	Question 3: Is planning for the Toronto segment on the same page/pace as planning for the Missinguage aggregat?
	Mississauga segment? Response: Kevin Phillips (AECOM) – As part of the Dundas Connects Master Plan, BRT
	guideway/infrastructure approvals were provided for Mississauga. The City of Toronto was
	consulted on the potential to connect the corridor through to Kipling station; however, a
	Toronto solution has not been through an environmental approvals process yet. As part of
	the Dundas BRT study, there is a Toronto segment. The Project Team will be working with
	the City of Toronto to identify potential concepts to bring a guideway/ BRT infrastructure all
	the way to Kipling station in Toronto. With that said, the Toronto portion of the study is not on
	the same pace as Mississauga East, as planning in Mississauga East was advanced to meet
	requirements of the Investing in Canada Infrastructure Program (ICIP) Federal funding
	application. The Project Team will continue to engage with the public, stakeholders and City
	of Toronto later this year and through 2022.
	Question 4. Use the decision to preced with the Dunder DDT preject been finalized or in
	 Question 4: Has the decision to proceed with the Dundas BRT project been finalized or is there still the possibility of this project not happening, due to lack of support from the
	public/taxpayers?
	Response: Maria Doyle (Metrolinx) – The proposed Dundas BRT project will go through
	several stages before construction. At this point, the Dundas BRT project is in an early
	design phase. Until the Project Team advances the project to detailed design, the outcome
	of the project and what it will look like is unknown.
	Matthew Williams (City of Mississauga) – There is no committed funding at this time,
	although the City of Mississauga has submitted an application for federal funding. The
	corridor is identified in the Mississauga Official Plan, the timing of this project depends on
	growth and the need to move people along the corridor. As long as growth occurs, the City
	and area municipalities, including their transit partners, will have to find a way to efficiently
	move people.
	 Question 5: The downtown stretch of Waterdown is extremely tight and always backed up
	with cars and construction vehicles. How will the buses negotiate this area?
	Response: Kevin Phillips (AECOM) – The Project Team recognizes that Waterdown is a
	constrained area. With that said, this area is not identified as a pinch point. In terms of
	Some a and a trial that data, the area to het admined do a piner point. In terms of



Time	Agenda Items & Minutes
	existing traffic and improving buses moving through the corridor, the Project Team would consider implementing transit signal priority measures so buses can advance through intersections quicker.
	Additionally, the City of Hamilton has gone through a planning process as well, the City's Waterdown/Aldershot Transportation Master Plan identifies a number of improvements to traffic flow in this area. The City of Hamilton has started the planning for these improvements and in the next several years they will begin implementing segments of the improvements.
	Question 6: How many stops and where are they planned for the Waterdown area along Dundas? I see the 'end' of the BRT is at the corner of Highway 5 and 6. Is there a plan for the route to end at CoreSlab or in the Hamilton Technology Centre? How will this link/connect with existing bus routes/Hamilton's HSR?
	Response: Kevin Phillips (AECOM) – The proposed Dundas BRT project limits does end at Highway 6, however buses (i.e., local buses) move beyond the corridor. The Project Team is looking at various transit routing and service options along the corridor and how they would link with the various existing transit services in the area (including HSR). The transit service routing study will identify the preferred transit service concepts.
	Question 7: Have the operations of the BRT been considered or will they be considered as the design is advanced? Will a special fare program be maintained/introduced along the corridor to reduce double (or even triple) fares from transferring from the BRT to municipal transit services?
	Response: Kevin Phillips (AECOM) – In late 2021, during the third round of public engagement, preliminary information related to servicing concepts will be shared for public feedback.
	Maria Doyle (Metrolinx) – Regarding the fare system, currently there is a co-fare system between GO Transit and some 905 transit operators in the Region. The Project Team is working with partners to better integrate transit fares across the Region to make it easier to take transit in this area. The goal is to create a comprehensive package for service and fares in the area. At this point, this initiative is with the Ministry of Transportation (MTO) separate from the Dundas BRT project.
	Question 8: Will you need to expropriate any properties for widening or other work? Will backyards be repossessed at Credit Woodlands?
	Response : Greg Medulun (Metrolinx) – Property may need to be acquired temporarily or permanently to support the construction and operation of this transit project. The Project Team is making every effort to minimize project impacts on the community. Once the Project
	Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. At this point in the planning
	process, it is too early to comment on exact property impacts. It is important to understand



Time		A manufa Manag Q Minutas
Time		Agenda Items & Minutes
		that for this project to be successful, effective community engagement between the Project
		Team and the public must take place – we are dedicated to working with the community
		every step of the way.
	•	Question 9: If I want more information on the project, where can I go?
		Response: Greg Medulun (Metrolinx) – Metrolinx has a community storefront on Hurontario
		where people from the community are welcome to visit and connect with a member of the
		Metrolinx Community Relations team. Metrolinx also has many social channels where the
		public can reach out. Additionally, the public can visit the Metrolinx Engage website to
		submit questions, and each question will receive a response. The Community Relations
		team is robust and ready to answer all inquiries.
		Question 10: Departing from Kipling and being able to connect to the Hamilton transit
		system would be so convenient. This would reduce commute time immensely. Currently,
		going from the Kipling area to downtown Toronto to get a Hamilton-bound bus/train is nearly
		a two-hour commute just to get to downtown Hamilton. Will the Dundas BRT connect to the
		Hamilton HSR?
		Response: Maria Doyle (Metrolinx) – One of the main objectives of the Dundas BRT project
		is to be able to connect riders from Kipling Station in Toronto straight across to Hamilton
		(and ultimately connect with local transit services). A main goal is to connect the Dundas
		BRT with the Hamilton transit system; these details will be confirmed as project planning
		progresses.
		Overtice 44. Assuming house house to always impelled lights house on they featen in
	•	Question 11: Assuming buses have to obey signalled lights, how are they faster in
		dedicated lanes as opposed to normal traffic? Given the impact of losing two lanes, why not let buses mix with traffic to save on infrastructure costs? If speed is a priority, has an
		elevated structure been considered for the Dundas BRT project?
		Response: Kevin Philips (AECOM) – Dundas BRT vehicles would need to obey traffic
		signals; however, dedicated BRT systems include priority signals within the BRT guideway.
		This allows higher travel speeds for buses within dedicated lanes – they will receive priority
		at some intersections and are able to pass through the traffic signal quicker.
		at some intersections and are able to pass through the traine signal quicker.
		Second, as part of this project, the Project Team is planning with climate change and
		sustainability goals built into the study. The solution to increasing traffic flow is not to keep
		widening, but to move more people, more efficiently, within the project footprint. This is why
		the project would see some existing lanes converted to dedicated transit lanes.
		Last the Dunder Comparts Master Diametricky and a secretaristic of the back of
		Last, the Dundas Connects Master Plan study considered a variety of technologies (LRT,
		BRT, elevated structures, etc.). These services and technologies were reviewed via transit
		ridership versus impacts and cost. It was determined that projected ridership did not warrant
		the high cost of an elevated structure.



Time Agenda Items & Minutes

- Question 12: 50 Years ago, Dundas Street from Etobicoke to Cawthra Road was two lanes each way. It was expanded to three lanes each way to accommodate population and vehicular growth, for both consumer and business travel. The current Dundas BRT proposal eliminates the two additional lanes of dedicated vehicular travel back to two lanes each way. In the meantime, Mississauga has grown, on average, over 100,000 people per decade. Will everyone be expected to travel on the Dundas BRT?
 - Response: Kevin Philips (AECOM) As part of the Dundas BRT project, the Project Team is planning for a corridor approximately 20 years from now. Mississauga is growing by leaps and bounds (population and employment), especially in the Dundas Street area; this growth must be accommodated within the vicinity of Dundas Street. As part of the Dundas Connects Master Plan, rigorous traffic studies took place to analyze how traffic will flow in the future. The Dundas BRT Project Team is also conducting traffic modeling and simulation exercises to ensure efficient traffic flow in this area. Some areas within the corridor are currently four lanes and will require widening for this project. The six-lane segment east of Dixie was widened to provide priority/capacity through high occupancy vehicle (HOV) lanes, and the Project Team is looking to increase this priority and capacity by reallocating lanes for transit-only and shifting these allocated lanes to the median.
- Question 13: Will other transit services be able to use Dundas BRT lanes (e.g., GO transit)? Response: Kevin Philips (AECOM) There are two types of bus services to keep in mind. There are BRT-type express buses and local buses. Part of the Dundas BRT project is to determine an operator of service, which could be GO Transit, or a combination of a variety of transit service providers in area. If the operator of Dundas BRT is a local transit provider, then yes, the BRT guideway could be shared with other express services. There will also be a local service overlay where riders can connect to local bus services, which will travel along general traffic lanes.
- Question 14: Will construction in Cooksville be scheduled to coincide with other construction work? Is there opportunity for coordination with Hurontario LRT construction?
 Response: Maria Doyle (Metrolinx) Typically, Metrolinx works with municipalities to identify parallel projects so work can be coordinated. Unfortunately, it is not a possibility in this case as construction for the Hurontario LRT has already begun and Dundas BRT is a few years away from construction. However, future construction projects in the area will be coordinated with Dundas BRT construction, where possible.
- Question 15: The foundations of the houses in the Credit Woodland area next to Dundas are poor and the houses shake and crack when a bus or heavy truck passes. Will it become worse with the Dundas BRT?
 - **Response:** Darcy Wiltshire (Metrolinx) The Project Team is looking at two design alternatives in this area, both of which stay within the existing road allowance. For both alternatives, the vast majority of buses would be operating within median BRT lanes in the centre of the road corridor which increases the separation distance between the buses and



Time	Agenda Items & Minutes
	the Credit Woodlands Court properties. Increased distance between buses and properties reduces the magnitude and frequency of vibration at the properties. Another significant factor in the generation of vibrations is the road surface condition (for example, potholes). The repaving associated with this project would prevent vibrations caused by uneven road surface conditions. A Noise and Vibration Report is being completed as part of this project which will discuss noise and vibration assessment for both operations of the BRT as well as the construction phase. This report will be available for public review as part of the Environmental Project Report (EPR).
7:45 pm	Meeting Adjournment

Additional questions submitted during / following the LIVE (to be responded to via Metrolinx Engage):

1. **Question:** How will this BRT line connect to Kipling station? Will it connect within the existing regional bus terminal or will it connect to the station below-grade?

Response: The Dundas BRT will connect to the existing Kipling Transit Hub which services multiple transit providers (i.e., MiWay, TTC Subway). Details on how the BRT service will interface with the Kipling Transit Hub have yet to be identified but will be confirmed through future design development and the development of a routing and service strategy. It is not envisioned that the BRT service will connect to the hub below grade.

2. **Question:** Can the route be extended into downtown Hamilton?

Response: The Dundas BRT project limits end at Highway 6 in Hamilton; however, buses (i.e., local buses) move beyond the corridor. The Project Team is looking at various transit routing and service options along the corridor and how they would link with the various existing transit services in the area (including Hamilton Street Railway (HSR)). The transit service routing study will identify the preferred transit service concepts.

3. Question: What sustainability features are being considered?

Response: In recent years, Metrolinx has invested significant energy in planning for climate adaptation, resiliency and sustainability, which has most recently included the refreshing of the Sustainability Strategy in 2021 along with revised goals and actions which are more specific, and the release of Sustainable Design Standards. The application of the Sustainable Design Standards will be mandatory for the design of all new, expanded and reconstructed Metrolinx buildings and facilities in the future.

As part of this Project, a Climate Change and Sustainability Report has been prepared, which reviews the effects the Project has on climate change (greenhouse gas) and the effects of climate change on the Project (climate change resilience). It also highlights some of the broader sustainability initiatives that Metrolinx is currently undertaking or has planned in relation to the construction and operation of the Project, with the goal of improving environmental and social outcomes. More details will be made available in the Climate Change and Sustainability Report in late-2021.



4. **Question:** How many stops will this BRT line service? When can we expect more information about BRT stop selection?

Response: Eight proposed stops within the Mississauga East segment have been identified. Dundas BRT Station Stops within the Toronto, Mississauga West and Halton/Hamilton segments have not yet been finalized. Stops will be confirmed through development of the design, which in part will be based on the locations identified within the Dundas Connects Master Plan Study and the Initial Business Case (IBC), current transit facilities and intersecting bus routes, the distance between stops, and land use and major trip generators in the area. Local transit services currently operating within the project study area will be integrated with the Dundas BRT service. During future public and stakeholder engagement, more specific details will be shared for review and comment.

5. Question: How will BRT service connect with Dixie GO Station?

Response: The Project Team is currently developing the routing and service strategy, which will assess service options for the entire corridor, including the connections to municipal service providers and existing and future transit facilities. A link to the Dixie GO Station was contained in the Dundas Connects Master Plan. At this time, a direct off-corridor connection to the Dixie GO Station will likely not be considered; however, as the routing and service strategy is not yet final, additional opportunities for direct off-corridor connection to service the Dixie GO Station may be explored and a Dundas BRT stop is proposed along Dundas Street at Dixie Road.

6. Question: How are you going to ensure the safety of pedestrians?

Response: Pedestrian and cyclist safety is a key consideration being addressed as part of the Dundas BRT corridor design. Stop platform designs will feature numerous proposed pedestrian safety and accessibility related elements, such as tactile warning strips, access ramps and railings and cross walks that tie into the median BRT stop platforms. With respect to cyclists, the current corridor design includes dedicated cycling facilities which are located within the boulevard space separated from the adjacent roadway by a barrier curb.

7. Question: Is there future planning for LRT as part of this?

Response: The current corridor design, with respect to the alignment geometry and the stop geometry, protects for possibility of the corridor being converted to an LRT system in the future. However, LRT design/planning is not included within the scope of the Dundas BRT project.

8. **Question:** Will there be any student job or co-op opportunities available over the course of the project, or any other way to get more involved in the development of the project?

Response: Community involvement and feedback through each stage of the project is important. As project planning progresses, there will be more opportunities to get involved. To learn how to get involved, visit metrolinxengage.com/DundasBRT. If you would like to sign up for project updates, please let us know.

To learn more about employment opportunities with Metrolinx, please visit our careers webpage: https://www.metrolinx.com/en/aboutus/careers/careers.aspx. Here you will find information about capital projects, opportunities for corporate, operations and student/graduate positions, a list of current employment opportunities, guidance on how to apply and frequently asked questions.



9. **Question:** Will additional land be required along the Dundas ROW or is the current width of the ROW sufficient for the BRT? Have municipal governments or Metrolinx already begun any expropriation or is there any land already along the corridor designated for this project?

Response: This project is still in the early 'preliminary' design phase. As part of the Transit Project Assessment Process (TPAP) or Environmental Assessment process, the Project Team develops a high-level conceptual plan in order to identify any potential impacts to properties and related mitigations including minimizing property impacts, wherever possible.

With regards to the Cooksville pinch point, the Project Team is exploring opportunities to mitigate potential impacts to properties where possible, including optimization of the corridor alignment, application of minimum design standards and a reduction in the boulevard space that could be widened through future redevelopment.

This ongoing TPAP stage for the pinch point will identify the maximum level of property impacts. Further reduction in property impacts is expected as we progress through the detailed design phase of the project.

As the property requirements have not yet been finalized, discussions on land acquisition have not yet taken place.

10. **Question:** Does widening have the potential to delay the project? If so then why would we want to spend the extra time and money on that?

Response: The need for the Dundas BRT project is due to significant population and employment growth in the corridor, and the desire to move more people through more efficient and sustainable methods of transportation such as high-order transit (e.g., bus rapid transit). A conversion of existing traffic lanes to BRT lanes is being considered in some areas. For example, planning approvals are in place for widening Dundas Street to six lanes in Halton Region; our study will review converting the two curbside lanes of the widened road to high occupancy vehicle (HOV) or BRT lanes. Likewise, in the City of Mississauga, west of Mississauga Road, we are also considering converting the existing curbside lanes to BRT lanes. In other areas of the City of Mississauga where there are only four existing traffic lanes, it is not feasible to convert two lanes to dedicated BRT lanes due to significant impacts to traffic operations. Therefore, for Dundas Street east of Mississauga Road in Mississauga, we are assessing the benefits of widening Dundas Street to provide for six lanes including dedicated BRT lanes. Although a road and right-of-way (ROW) widening is a complex task, our Project Team is working with municipalities, stakeholders, agencies, and local communities to discuss the project needs and timing.

11. Question: I have heard that residents and businesses may prefer the Mississauga West section to be in the median west of Mississauga Road. Would that be something that the planners consider? Response: The City of Mississauga's Dundas Connects Corridor Master Plan reviewed various high-order transit technologies and BRT concepts, and based on the corridor needs, anticipated ridership and transition to the potential curbside operations in Oakville, it was recommended that curbside BRT be implemented along Dundas Street from Mississauga Road westerly. The Dundas BRT Project Team will be incorporating



the findings of the Dundas Connects Master Plan (including technical studies and public feedback) into the ongoing Dundas BRT Transit Project Assessment Process (TPAP).

12. Question: Will the bike lanes be protected from auto traffic?

Response: Yes, the current Dundas BRT corridor design accommodates protected cycling facilities which are located within the boulevard space either adjacent to the curb line (separated by the barrier curb) or adjacent to the edge of the right-of-way (property), separated by the barrier curb.

- 13. **Question:** Will some of the BRT stops be elevated like the Mississauga Transitway? **Response:** Elevated BRT transitway and stops, similar to the Mississauga Transitway, were considered but screened out as part of the Dundas Connects Master Plan Study.
- 14. **Question:** How will the BRT navigate through the intersection of Dundas Street West and Hurontario Road in Mississauga?

Response: The best performing design alternative for the Cooksville pinch point (constrained area), which includes the intersection of Dundas Street West and Hurontario Street, proposes a median BRT facility. This intersection would operate similar to any of the other intersections within the Mississauga East segment. The Dundas BRT service would operate within the median BRT facilities and would advance through the intersection either utilizing a standard traffic signalling system or a transit priority traffic signalling system. The Dundas BRT service would also be coordinated with the future Hurontario Light Rail Transit (LRT) project in order to minimize Hurontario LRT impacts and provide for connection between these services.

15. **Question:** Has Metrolinx co-ordinated with Halton Region?

Response: Halton Region is an important stakeholder in relation to this study. Halton Region, together with the Town of Oakville, City of Burlington and City of Hamilton, will continue to be engaged as planning progresses.

- 16. **Question:** Does the West pinch point include the area around Robinson Road?
 - **Response:** The Erindale Valley Pinch Point (constrained area) runs along Dundas Street, from The Credit Woodlands to Mississauga Road, and contains the intersection of Dundas Street West and Robinson Street.
- 17. **Question:** Currently, Mississauga's #1 Dundas bus route goes into the UTM Campus. What implications will this have to servicing students directly onto campus?
 - **Response:** The transit routing and service strategy, including identifying key linking nodes such as the University of Toronto Mississauga campus, is to be determined through the next phases of the study.
- 18. **Question:** What is the support for using BRT this extensively? There was a quote in the project materials that average travel time would be reduced by 14 minutes. That seems very minor for most people. As well, has the BRT been studied for its effectiveness? I have never seen many people at the stations or on the buses since its beginning and know of no one who has ever taken it.

Response: A number of studies have been conducted identifying and supporting the implementation of BRT and BRT measures along the Dundas Street corridor. This includes Metrolinx's 2041 Regional Transportation Plan, the Frequent Rapid Transit Network Prioritization study (2019), and the Dundas BRT



Initial Business Case (2020), as well as the City of Mississauga's Dundas Connects Corridor Master Plan (2018). Implementation of BRT has many benefits to support the project, it will: allow for faster, more reliable and more frequent transit service along Dundas Street; shorten commute times, with an ~14 minutes reduction in the average trip time; attract new ridership (~31,000 new riders per day); reduce greenhouse gas emissions; and improve connections for jobs, residents, and to other transit services that operate along the Dundas Street corridor.

- 19. Question: Will the bridge over the Milton GO rail corridor (at Cawthra) be replaced as part of the BRT project? If so will the design of the bridge ensure that there is room on the railway corridor below to add more tracks so Milton GO Line trains can run two way all day and frequent service? Response: The recommendations for the Dundas Street East over Hensall Circle and CP Bridge have yet to be finalized, however, one potential alternative is the replacement of the structure. Under this alternative the replacement bridge would span the existing rail corridor right-of-way (property). There are no plans that the Project Team is aware of to widen the rail corridor right-of-way in this area, so any new track infrastructure, i.e., additional tracks, would need to fit within the existing right-of-way. Infrastructure improvements for this bridge will also be coordinated with CP Rail.
- 20. <u>Question</u>: Will there be coordination between local transit stops and BRT stops? <u>Response</u>: It is envisioned that the Dundas BRT will still be complemented with the existing local transit services in the area. Generally, existing local transit stops will remain in their current locations; however, this is being reviewed as part of the development of the routing and service strategy.
- 21. Question: How will property owners be compensated for property expropriated for the construction of the BRT?

Response: Property may need to be acquired temporarily or permanently to support the construction and operation of this transit project. The Project Team is making every effort to minimize project impacts on the community. Once the Project Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. To learn more about Metrolinx's property acquisition process, including compensation, visit: https://www.metrolinx.com/en/greaterregion/projects/property-acquisitions.aspx

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Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

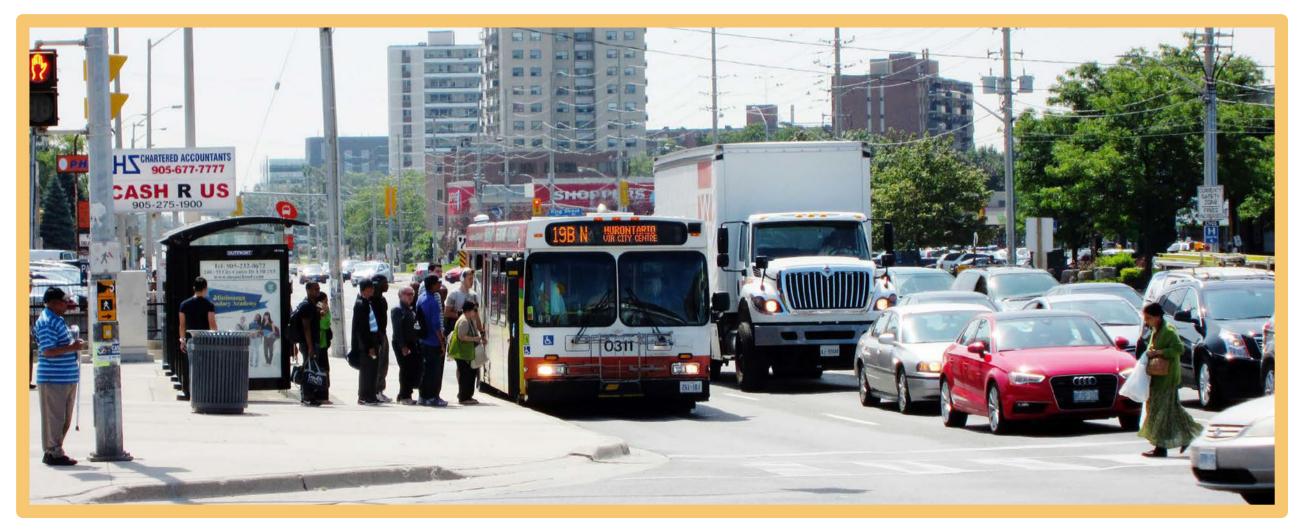
- Technical Advisory Committee Meeting #1 Boards
- Technical Advisory Committee Meeting #1 Minutes
- Technical Advisory Committee Meeting #2 Boards
- Technical Advisory
 Committee Meeting #2
 Minutes
- Stakeholder Advisory Group Meeting #1 Boards
- Stakeholder Advisory Group Meeting #1 Minutes

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Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

> Technical Advisory Committee Meeting #1 Boards

Welcome to the Dundas Bus Rapid Transit



Virtual Open House

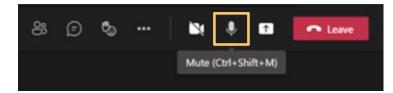
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Technical Housekeeping

1

Please mute your microphone if you are not speaking

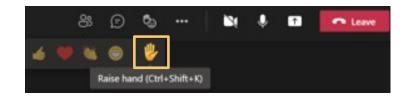
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4

Have a question?

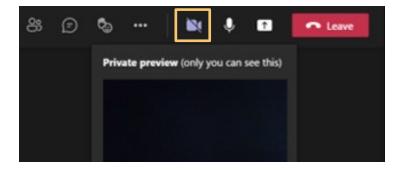
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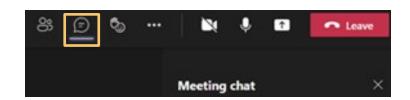
Using your camera is optional

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You can submit a question, comment or link anytime by using the chat function

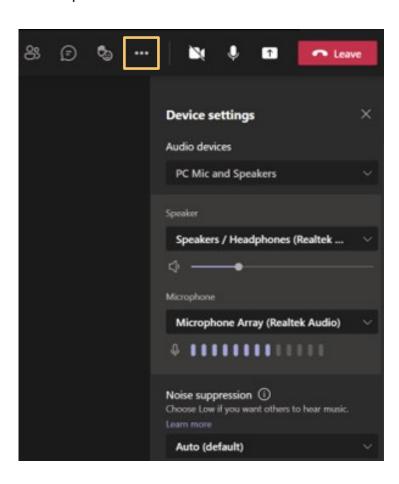
• Click on the conversation bubble and type in your text. Press send when complete



3

Technical issues?

Check your settings by clicking the ellipses



Meeting Agenda

Time	Item
3:00 PM	Welcome & Introductions
3:10 PM	Dundas BRT Presentation
3:25 PM	Discussion
3:55 PM	Wrap Up & Next Steps
4:00 PM	Meeting Adjournment



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 Treaty13 (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.



Indigenous Relations at Metrolinx

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

Did you know?

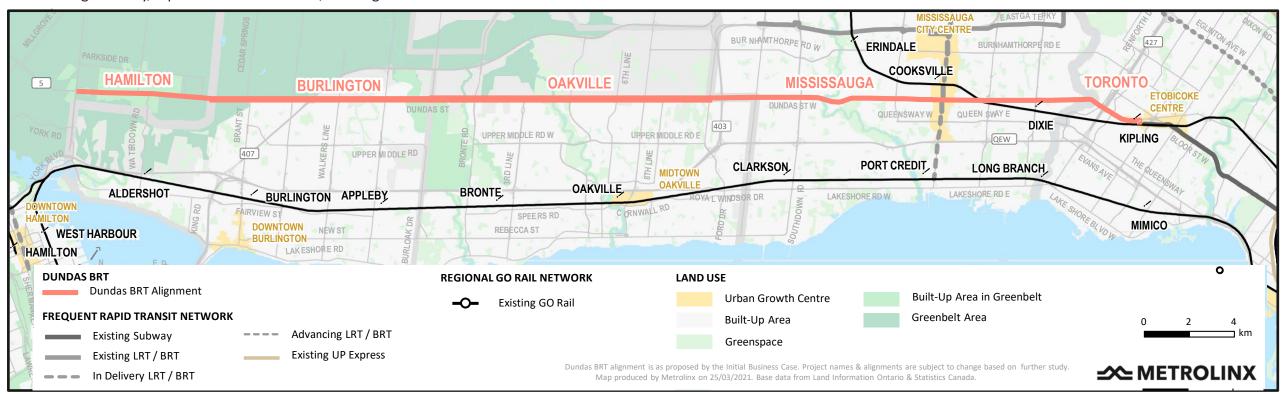
Metrolinx regularly engages with 13 Indigenous Nations:

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



Why are we here?

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



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

We want to hear from you.

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



Who is Metrolinx?

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

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



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



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



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

Who is Metrolinx?

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

GO Rail Expansion



- Lakeshore West Line
- Lakeshore East Line
- Milton Line
- Stouffville Line
- Richmond Hill Line
- Kitchener Line
- Barrie Line

Subway Program



- Ontario Line
- Scarborough Subway Extension
- Eglinton Crosstown West Extension
- Yonge North Subway Extension

Regional Hubs



- Union Station
- Union Station Bus Terminal
- Highway 407 Bus Terminal
- Kipling Transit Hub
- Mount Dennis Mobility Hub
- Caledonia Station
- Kennedy Station

Rapid Transit



- Dundas BRT
- Hurontario Light Rail Transit (LRT)
- Finch West LRT
- Eglinton Crosstown LRT
- Mississauga Transitway
- Viva Rapidway
- Union Pearson Express
- Durham-Scarborough BRT

Whether it's trains, buses, stations, or stops, everything we are building adds up to one purpose - bringing together the entire region, getting you there better, faster and easier than ever before.

What is BRT?

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

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

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

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







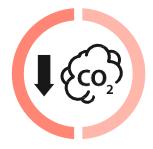
Why is Dundas BRT needed?

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

Problem and Opportunity

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









Provide faster, more reliable public transit

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

Reduce greenhouse gas emissions

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

Improve connectivity

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

Align investment to support growth

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

Initial Business Case

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

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

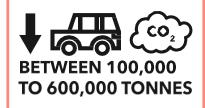
The IBC evaluated the early-stage feasibility of the Dundas BRT by examining the strategic, economic, financial and deliverability and operations cases. The IBC found that the BRT could:



Accommodate more than 30,000 new net daily riders



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



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



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



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



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

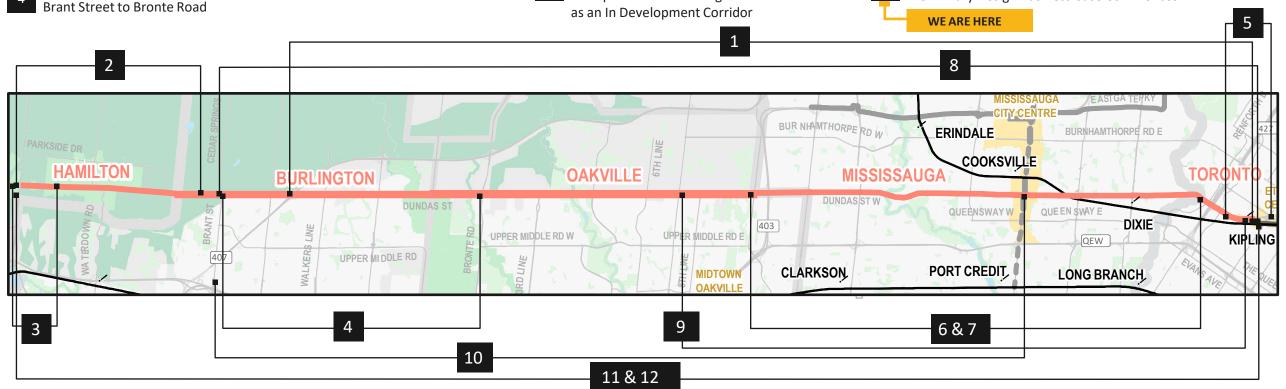
Background – Project History

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

- 2010 Metrolinx Dundas Street Rapid Transit Benefits Case Analysis
- 2012 City of Hamilton New East-West Road Corridor Class EA (Highway 6 to Brant Street)
- 2013 Ministry of Transportation (MTO) Class Environmental Assessment (EA) future Highway 5/6 Interchange, Associated Municipal Roads and Commuter Parking Lot at Clappison's Corners
- 2015 Halton Region Class EA for Dundas Street Improvements
 Brant Street to Bronte Road

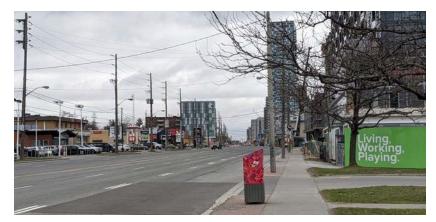
- 2015 Metrolinx Kipling Bus Terminal Feasibility Study
- 2016 City of Mississauga Dundas Connects Master Plan Study
- 7 2018 Dundas Connects Master Plan endorsed by Mississauga City Council
- 2018 Metrolinx's 2041 Regional
 Transportation Plan recognizes Dundas BRT

- 2019 Metrolinx's Frequent Rapid Transit Network Prioritization recognizes Dundas BRT as a priority
- 2020 MTO 407 Transitway Transit Project Assessment Process Study
- 11 2020 Metrolinx Dundas BRT Initial Business Case
- 2021 Dundas BRT Transit Project Assessment Process and Preliminary Design Business Case Commences



What does Dundas look like today?

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













The corridor ranges from three to seven lanes and changes in character from mainly commercial and mixed-use land uses in Toronto and Mississauga, to primarily residential land uses as it stretches out of Mississauga, through Halton Region and to Waterdown in Hamilton. Halton Region has commenced and/or completed several environmental assessments and construction projects aiming to enable BRT to run smoothly along the Dundas Corridor in the region. Many of these projects include road widenings along Dundas Street and intersecting north-south streets such as Ninth Line and Trafalgar Road.

How will the work be divided?

This project has been divided based on jurisdictional boundaries and to recognize differences in planning studies completed along the corridor:

- Toronto
- Mississauga
- Halton and Hamilton

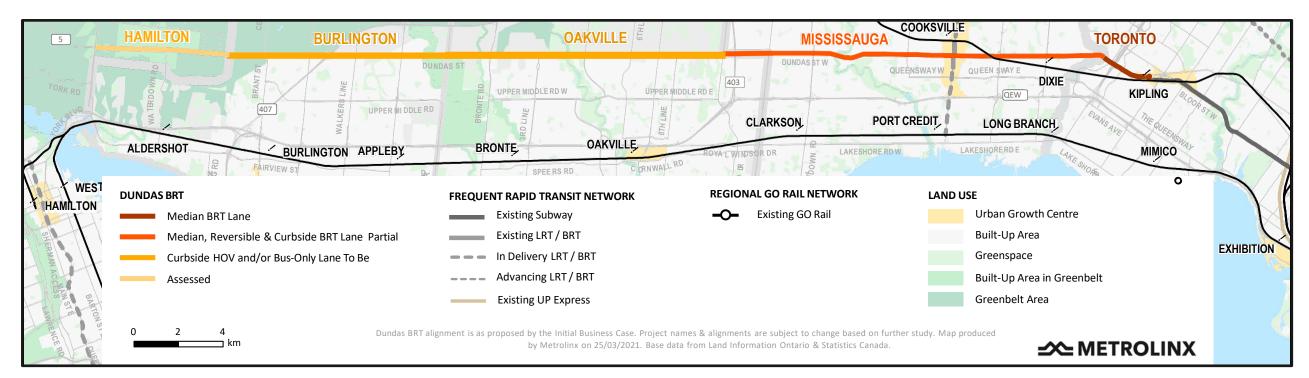


Dundas BRT Infrastructure Alignment as Proposed by the IBC

Previous work studying the Dundas Corridor will be incorporated into this project. The Initial Business Case is foundational since it defines the preferred Bus Rapid Transit strategy and will guide the preliminary designs to address identified challenges (pinch points) along the route.

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

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



What Formal Process will be Followed?

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

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

What is the Transit Project Assessment Process (TPAP)?

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



or minimized. TPAPs are regulated under Ontario's Environmental Assessment Act, and are submitted for the Minister of the Environment, Conservation and Parks' review prior to proceeding with the transit project.

What is Preliminary Design (PD)?

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



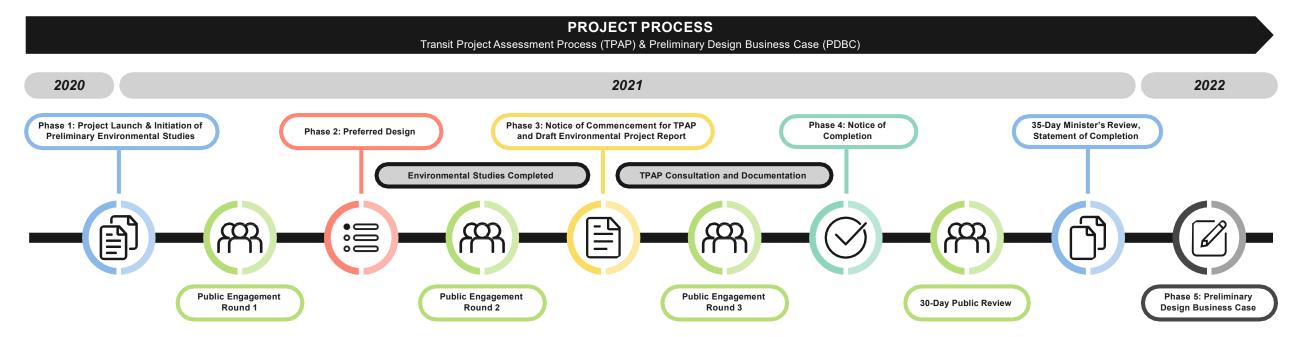
What is the Preliminary Design Business Case (PDBC)?

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



Project Process

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



How is the community involved?

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

Round 1 Engagement

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

Round 2 Engagement

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

Round 3 Engagement

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



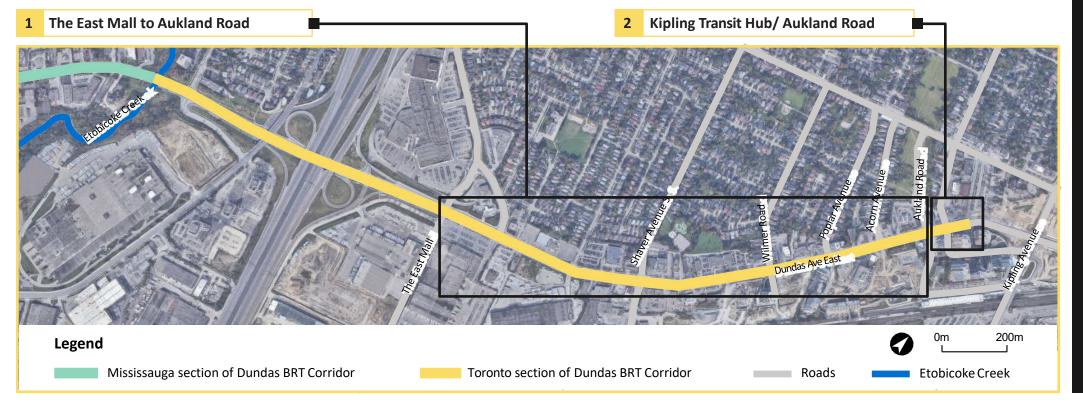
Dundas Street in Toronto (Kipling Transit Hub to Etobicoke Creek)

The Toronto section runs from the Kipling Transit Hub in the east to Etobicoke Creek in the west. The Kipling Transit Hub is the BRT route's eastern terminus.

Key Growth Insights: Population & Employment

- Population and employment growth are steady and expected to continue in areas around the Kipling Transit Hub
- 5% of the total population growth and 2% of total employment growth in Toronto is expected to occur on the corridor

Identified Pinch Points* and East Terminus



What is a pinch point?*

Pinch points are areas of special interest where necessary road widening is constrained by the existing environment or where other design challenges are present (e.g., integrating BRT service into and gaining access to an existing transit station). The study of each portion of the route will include an analysis of identified pinch points. This will consider and assess a variety of environmental factors in order to identify an optimum plan balancing impacts and project needs.

Toronto Section

The East Mall to Aukland Road Pinch Point

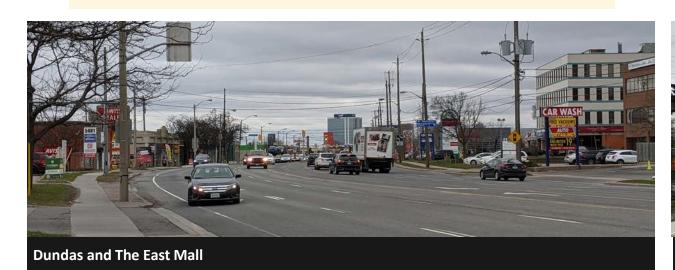
This area is constrained due to the narrow right-of-way (ROW) and numerous approved development applications in the area. The project team will consider:

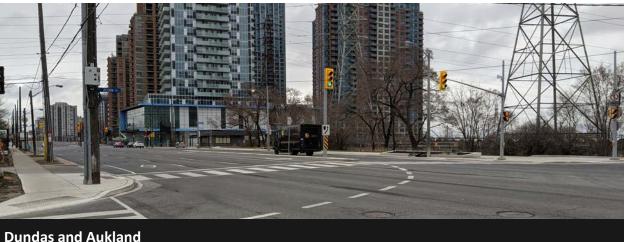
- Integration of Toronto Council approved urban space to be implemented from six points interchange to Highway 427
- Consideration, impacts and integration to existing approved development applications e.g. streetscaping, pedestrian clearways
- Consideration for bus bypass lanes, local transit integration and additional stop location

Kipling Transit Hub/ Aukland Road East Terminus 2

This area is constrained by the narrow ROW and numerous approved developments in the area. The project team will consider:

- Analysis of existing capacity at the newly constructed Miway/ GO Bus terminal at Aukland Road to accommodate new BRT buses within the terminal
- Assessment of how buses will move from the newly constructed station to the BRT facility. Potential options include:
 - Weave across general traffic to the Aukland Road intersection
 - End at bus-only signalized intersection at Aukland Road
 - Some other variation/ hybrid





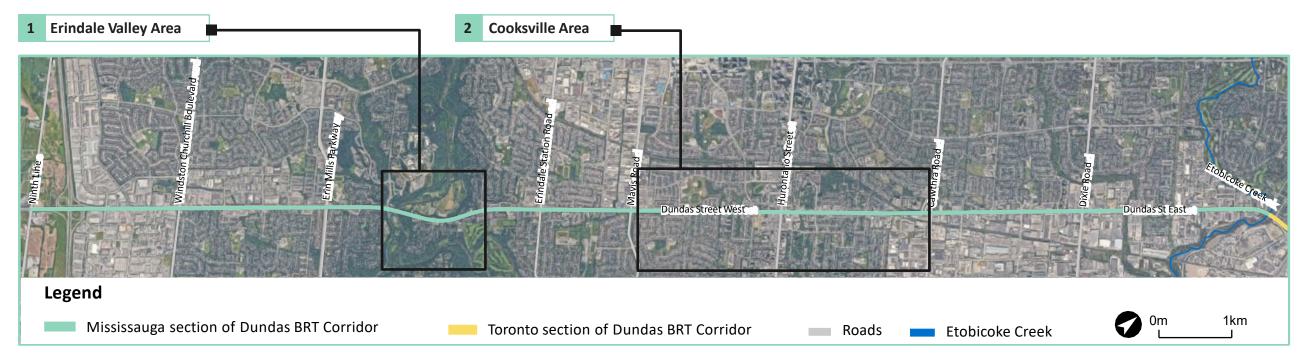
Dundas Street in Mississauga (Etobicoke Creek to Ninth Line)

The Mississauga section runs from Etobicoke Creek in the east to Ninth Line in the west.

Key Growth Insights: Population & Employment

- Employment growth on the corridor will be significant and expected to occur in areas within and around the Dixie Employment Lands Area (expected to grow 61% by 2041)
- 48% of total population growth and 25% of total employment growth in Mississauga will occur on the Dundas Corridor

Identified Pinch Points



Metrolinx and the City of Mississauga are co-proponents under the Transit Project Assessment Process for the Mississauga section of the Dundas BRT corridor.



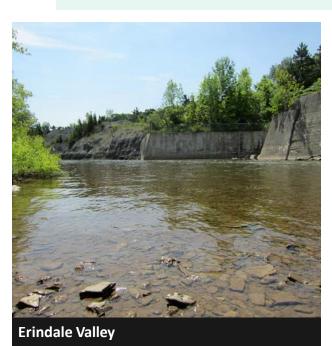
Mississauga Section

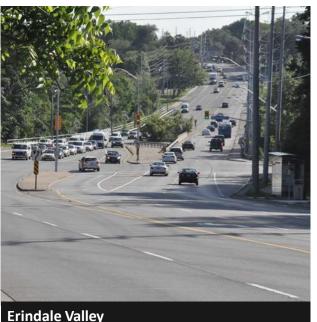
Erindale Valley Area Pinch Point

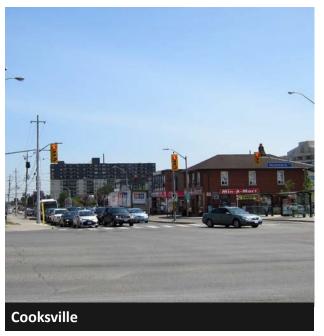
- The Erindale Valley Area is constrained due to the need to protect the natural environment of the Credit River Valley and Erindale Park. There are also several heritage sites that need to be considered between Mississauga Road and The Credit Woodlands:
 - Potential options to be considered include a single reversible BRT lane or two BRT lanes, and widening along Dundas Street (that is, to the north or about the centreline)

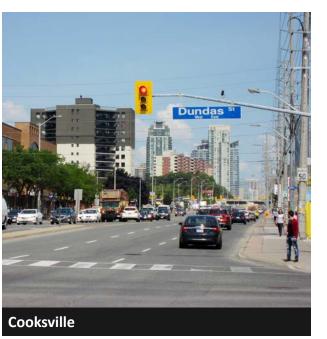
2 Cooksville Area Pinch Point

- A median BRT route in the Cooksville area is in a constrained rightof-way from Confederation Parkway to Jaguar Valley Drive, with many existing structures with shallow setbacks from the street, heritage properties, and congested traffic operations:
 - Potential options to be considered include stop locations, reduced number of lanes, and targeted widening along Dundas Street (that is, to the north, to the south, or about the centreline)









Dundas Street in Halton & Hamilton (Ninth Line to Highway 6)

The Halton and Hamilton section runs from the Ninth Line in the east to Highway 6 in the west. The BRT was identified as a priority for regional transportation expansion within Metrolinx's 2041 Regional Transportation Plan and Halton Region's Mobility Management Strategy. 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 high occupancy vehicle or bus-only lane.



Dundas Street in Halton & Hamilton (Ninth Line to Highway 6)

Key Growth Insights: Population & Employment

Oakville

- Population growth is planned for areas north of the Dundas Corridor which is currently underdeveloped
- Demand for housing will be significant in North Oakville (north of the Dundas Corridor)
- Employment growth along the Dundas Corridor will be modest in comparison to population growth
- 71% of Oakville's total population growth and 49% of total employment growth will occur within the Dundas Corridor*

Burlington

- City-wide population growth is lower (approximately 10%) compared to other areas along the Dundas Corridor*
- Employment will be expected to grow by approximately 60% (primarily east of the 407)*

Hamilton

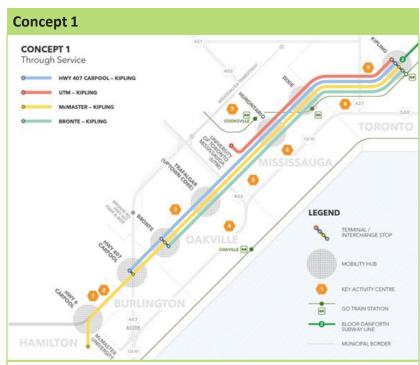
 Will consider bus routing, stop placement, and transfer opportunities

The general approach will be to utilize the existing/ planned cross-section, provide transit priority and bus service in High Occupancy Vehicle lanes or convert the curbside lane into a dedicated BRT lane. The Dundas BRT project will consider curbside bus stop locations and designs, and also consider requirements for buses turning on and off the corridor to select destinations, queue jump lanes, and transit signal priority.

^{*}Key insights from the Dundas BRT Initial Business Case, September 2020.

Service Options Analyzed in the Initial Business Case

The Dundas BRT Initial Business Case considered the following three service options. All of the options perform well and show a robust case for investment, demonstrating the benefits of service integration on the Dundas corridor to support BRT infrastructure investment.



Through running service – A set of east-west running BRT services along the corridor to the Kipling Transit Hub, with multiple starting points (e.g., McMaster University, University of Toronto – Mississauga, Bronte Road) all terminating at the new Kipling Transit Hub.



Segmented service - A set of east-west running BRT services that typically originate north or south of the corridor, with only some services terminating at the Kipling Transit Hub.



Overlapping services – A combination of Concepts 1 and 2, with some services running the entire length of the corridor and other services connecting the corridor to locations north or south of Dundas Street.

Pinch Point Screening Considerations

Pinch point locations will undergo a technical screening to consider impacts end evaluate alternatives. This process will consist of a desktop overview utilizing existing available information such as mapping and aerial photography, traffic data, and available technical reports. This evaluation will consider the technical categories below pertaining to the natural, cultural and built environment in each pinch point location.

For this round of engagement, we want to know which of these screening considerations are most important to you.









Traffic Considerations

- BRT travel times
- Auto travel times/ operations
- Queue lengths
- Level of service

Geometrics/Infrastructure Considerations

- Minor vertical and horizontal alignment adjustments
- Multi-modal cross-section (transit lanes, general purpose lanes and active transportation facilities)
- Continuity of infrastructure (transit lanes, active transportation facilities and utilities)
- Capital cost

Property Considerations

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

Environmental Considerations

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

Transit Project Assessment Process (TPAP) Studies Underway – Existing Conditions

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



Natural Environment



Socio-Economic & Land Use Characteristics



Cultural Heritage



Noise & Vibration





Climate Change & Sustainability







Air Quality

Much of the corridor in Halton and Hamilton was previously studied through various Municipal Class Environmental Assessment Studies. The corridor in this area has already been widened or has Environmental Assessment (EA) approval in place for the widening and operation of priority transit.

Transit Project Assessment Process (TPAP) Studies Underway – Existing Conditions

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

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



Natural Environment

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



Archaeology

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



Socio-Economic & Land Use Characteristics

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



Cultural Heritage

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

TPAP Studies Underway – Existing Conditions



Noise & Vibration

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



Air Quality

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



Climate Change & Sustainability

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



Traffic & Transportation

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

What is a Preliminary Design Business Case (PDBC)?

A Business Case

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



PDBC

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



What is a Preliminary Design Business Case (PDBC)?

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









Strategic Case

How does the investment achieve strategic goals and objectives?

Economic Case

What is the investment's overall value to society?

Financial Case

What are the financial implications of delivering the investment?

Deliverability and Operations Case

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

Next Steps

Thank you for participating!

The next round is planned for summer 2021

Next steps:

Transit Project Assessment Process (TPAP)

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

Preliminary Design

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

Preliminary Design Business Case (PDBC)

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



We want to hear from you!

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

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

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

Stay involved with the Dundas BRT.

Project Email for internal Communications/Questions:

DundasBRT@metrolinx.com

Questions from the public on this or any other Metrolinx project should be directed to the dedicated Community Relations team for the appropriate area:

- TorontoWest@metrolinx.com (residents of west Don River)
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

Participate online: Metrolinxengage.com/DundasBRT

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Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

> Technical Advisory Committee Meeting #1 Minutes



TAC Meeting #1 - Minutes

Date of Meeting	April 15, 2021	Time	3:00 p.m. – 4:00 p.m.	
Project Name	Dundas Bus Rapid Tran	sit (BRT)		
Location	Virtual Meeting			
Regarding	Dundas BRT – Technica	al Advisor	y Committee (TAC) Meeting #1	

Discussion Items

Time	Agenda Item & Minutes
3:00 pm	Welcome & Introductions
	Metrolinx opened the meeting and provided an acknowledgement of the traditional territories and lands that Metrolinx operates on and that relate to the Dundas BRT corridor
	It was noted that the TAC meeting invite was sent to various Ontario Ministries, municipalities within the study area, rail agencies, and major utility companies that may be affected, as well as the co-proponents of the project, Metrolinx and the City of Mississauga
	 It was noted that this presentation comprises the draft materials that will be available from April 19 to 30, 2021 for the first round of Public Engagement. The team is inviting comments from TAC members and the public during the engagement period
	The purpose of this stage of engagement is introductory in nature; introducing the project, the preliminary route for the BRT, the identification of pinch point areas (areas that are constrained by the built or natural environment), providing background information, summarizing the study process and the decision-making process that will be followed
3:10 pm	Dundas BRT Presentation
	The purpose of this Dundas BRT project is to evaluate the corridor for various transit provisions such as bus priority measures, curbside lanes, and a dedicated bus right-of-way
	 Various previously completed studies such as Metrolinx's 2041 Regional Transportation Plan (2018) and Initial Business Case (2020), as well as the City of Mississauga's Dundas Connects Corridor Plan (2018) all provide support for improved bus transit service throughout the corridor
	The segment in Halton Region and the City of Hamilton has gone through its own planning process and Municipal Class Environmental Assessments already, and identified Priority Bus measures in many locations. Since these planning approvals are already in place, and in fact some infrastructure has been constructed, an Environmental Assessment process through Halton and Hamilton is not anticipated to be required for this study
	 The team has identified three constrained areas (pinch points) that may require different design approaches such as reduced number of lanes, or reductions in the provided amenities in the boulevard space. The identified pinch points include:
	 The East Mall to Aukland Road in the City of Toronto due to the constrained right-of- way and significant infill development in the area
	 The Cooksville area in the City of Mississauga is constrained due to the right-of-way which features numerous structures with shallow setbacks from the street-line. Some of these properties with shallow setbacks are identified as heritage properties
	 The Erindale Valley area east of the Credit River is constrained due to the significant natural heritage north of Dundas Street (Erindale Valley Park), as well as the numerous heritage properties in the area



Time Agenda Item & Minutes 3:25 pm Discussion Question 1:): In Hamilton, the Grindstone Creek to Hamilton Street section should be considered to be a pinch point. Answer: Major road improvements such as a road widening in the Waterdown area are not being contemplated, thus it is not necessary to explore pinch point alternatives. Post Meeting Note: Improvements arising from this transit study in the City of Hamilton will generally be limited to bus priority measures (i.e. queue jumps, TSPs, traffic restrictions) and bus stops. • Question 2: What's the vision behind terminating the BRT at Highway 6? Has consideration been given to connecting with the Lakeshore West Line, for example at Aldershot Station? **Answer:** This has yet to be determined, with work still required on the Transit Service Plan and additional coordination with municipal transit service providers. It is envisioned that service would likely extend beyond Waterdown, however this is to be confirmed. • Question 3: Is the project fully funded? And are there any ideas to run a consolidated service run by Metrolinx or will the lanes be used by individual operators by jurisdiction? Answer: Funding has been provided for the Transit Project Assessment Process (TPAP)/ Preliminary Design (PD)/ Preliminary Design Business Case (PDBC) phase of the project. Conversations are to be conducted in the future with key municipal transit service providers to discuss a transit service plan. Business case will explore different service concepts. Will the TPAP address the full 48 kilometre corridor. Question 4: understanding that some areas have already received planning approval? Answer: The TPAP process is focused on the Mississauga and Toronto segments. The segment through Halton Region and the City of Hamilton has gone through a planning process and Municipal Class Environmental Assessments already, and identified Priority Bus measures in many locations. Since these planning approvals are in place, and in fact some infrastructure has been constructed, an Environmental Assessment (EA) process through Halton and Hamilton is not anticipated to be required for this study. Potential additional transit improvements (e.g. bus bays, shelters, designate curb lanes as Reserved Bus Lanes) are exempt from the TPAP process; thus, there are no further EA Act requirements in this westerly segment. MTO is planning an interchange at Highway 6 and Dundas Street/Highway 5 intersection. Construction of the interchange has not been decided yet. Coordination with the new interchange project is recommended. Answer: The project team is aware that the Highway 6 interchange is undergoing detailed design, we have engaged MTO regarding the interchange and coordination efforts will continue. Could we understand when the next TAC is Question 6: scheduled for? How will Metrolinx be consulting with municipalities prior to the next round of Public Engagement in the summer of 2021? Answer: The next TAC meeting is planned for the Summer of 2021, and ongoing discussions will be conducted between the project team and municipalities as the design of the corridor progresses. • Question 7: Will Metrolinx be asking municipalities for GIS geodatabase/as-builts for the study area? Answer: AECOM has been conducting background information gathering with various municipalities. The portion of the transit corridor between Highway 427 and the • Question 8: Kipling Transit Hub will be the busiest portion of the corridor, with buses also coming off Highway 427. Please keep this in mind when designing the Toronto portion, and look to



Time	Agenda Item & Minutes
	accommodate all services feeding onto Dundas Street to give transit riders fast travel to the Kipling Transit Hub.
	Answer: Noted and agreed, engagement with various groups of Toronto and TTC will be conducted through design workshops to address these issues.
	Question 9: The slides are very content heavy, is there an opportunity to break up some of the content?
	Answer: The content in this presentation will be provided as it is on to the public website, however separated into various webpages. Video summarizing the content in this presentation has been prepared to present the information in a simplified manner. A feedback portal will be available for participants to submit comments or questions on content.
	Question 10 What are the timelines for utility conflict review with utility companies, construction, operation of the Dundas BRT?
	Answer: Utility investigations are currently underway, and early utility conflicts will be identified in line with the 30% preliminary design, however it is noted that comprehensive utility conflicts are not identified until the 60% design phase. The schedule for utility relocation is not yet determined. Given the aggressive construction schedule of the eastern Mississauga section utility relocations could occur within the next few years, however there is no specific timeline yet. Construction of the easterly Mississauga segment is linked to a Federal Investing in Canada Infrastructure Program funding application which requires substantial completion by 2027. To meet this schedule, construction would likely need to be started by 2024, and utility works will need to be engaged before that. A specific timeline will be determined as the project progresses.
	Question 11: Would Metrolinx be able to comment on what the preliminary design status is for the Lakeshore West Rail enhancements?
	Answer: Metrolinx will follow up on this item following the meeting.
	Post Meeting Note: Metrolinx has built major rail infrastructure to allow for more train movements on Lakeshore West and beyond. All this work was done through collaboration and partnership with the Rail Corridor owner (CN) and we continue to work with them to enable more service to Hamilton in the future. More details will be shared as plans are confirmed.
	• Question 12: Can you say again what the timing is for Halton? Starting with an HOV and what schedule is for implementation? Also, will utilities be buried through Halton?
	Answer: Major road improvements in Halton Region will be per the approved EAs, of which some widenings have already occurred and more occurring in the near term. Since improvements arising from this transit study in Halton Region will be limited to bus stops and lane changes to facilitate high occupancy vehicle (HOV) or reserved bus lanes (RBL), burying utilities is not proposed as part of this project. Timing for implementation of the HOV and RBL is not determined through this project.
3:55 pm	Wrap Up & Next Steps
	The project team reviewed next steps and timelines:
	o Virtual engagement beginning April 19 and will conclude on April 30, 2021
	 Documentation of existing conditions in various specialist studies
	 Development and assessment of pinch point alternative designs
	 Next round of engagement in Summer 2021, including another TAC meeting
	Any more feedback is welcomed through <u>DundasBRT@metrolinx.com</u>
	 Public inquiries can be redirected to the to the dedicated Metrolinx Community Relations team for the area
4:00 pm	Meeting Adjournment

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Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

> Technical Advisory Committee Meeting #2 Boards

Welcome to the Dundas Bus Rapid Transit



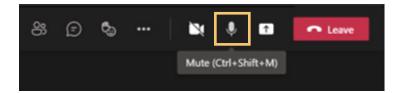
Technical Advisory Committee Meeting 2

Technical Housekeeping

1

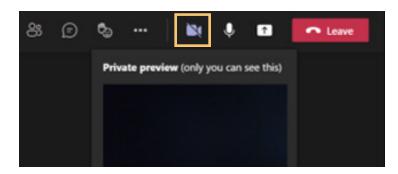
Please mute your microphone if you are not speaking

 Click on the microphone icon or type Ctrl+Shift+M.



Using your camera is optional

 Click on the camera icon or by typing Ctrl+Shift+O.



4

Have a question?

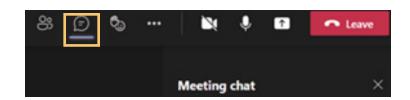
 Click on the hand icon to raise your hand. Click it again to put your hand down



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You can submit a question, comment or link anytime by using the chat function

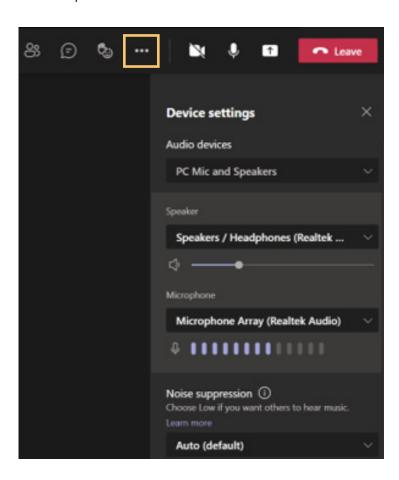
 Click on the conversation bubble and type in your text. Press send when complete



3

Technical issues?

Check your settings by clicking the ellipses



Meeting Agenda

Time	Item
10:00 AM	Welcome & Introductions
10:10 AM	Technical Housekeeping and Agenda
10:15 AM	Land Acknowledgement
10:20 AM	Dundas BRT Presentation
10:50 AM	Discussion
11:20 AM	Wrap Up & Next Steps
11:30 AM	Meeting Adjournment

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.



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)

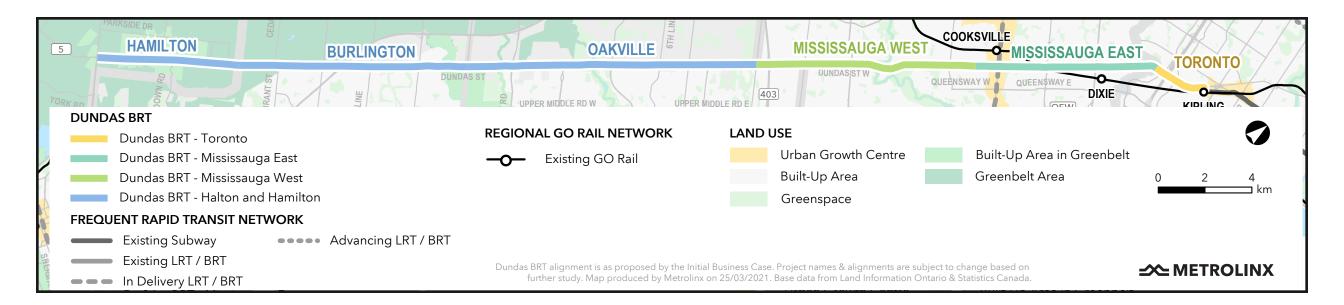
Dundas BRT study areas

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 Businss Case (PDBC).

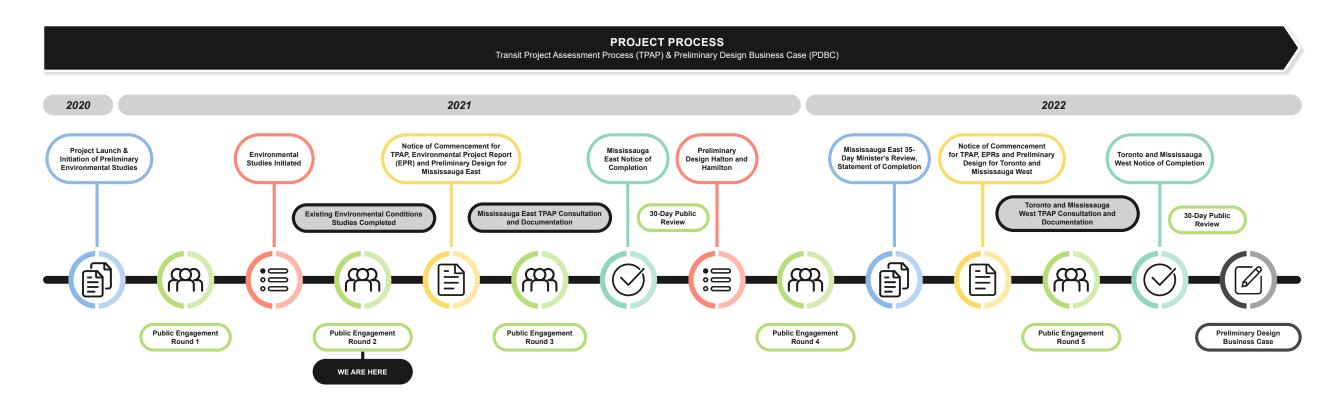
What is the Preliminary Design Business Case (PDBC)?

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)

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

Round 2 engagement (We are here)

- 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

Round 3 engagement (Fall 2021)

- 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)

Round 4 engagement

(Winter 2021-2022)

- 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

Round 5 engagement

(Spring 2022)

- 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



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:



The impact of public feedback during the first round of engagement can be directly observed in the development of the revised <u>Pinch Point Evaluation Criteria</u>. 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

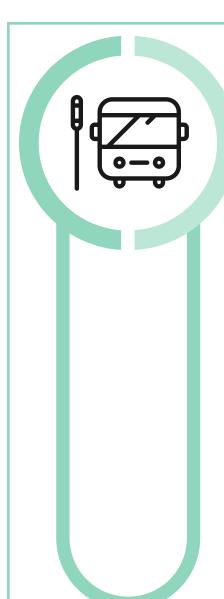
Halton and Hamilton:

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+ (preapproved) 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.

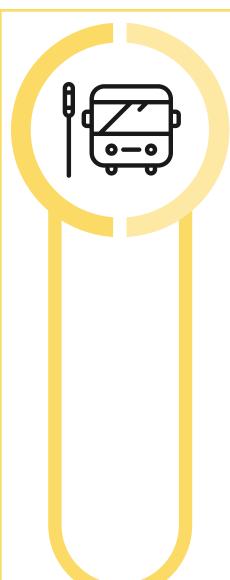
TPAP: next steps



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:

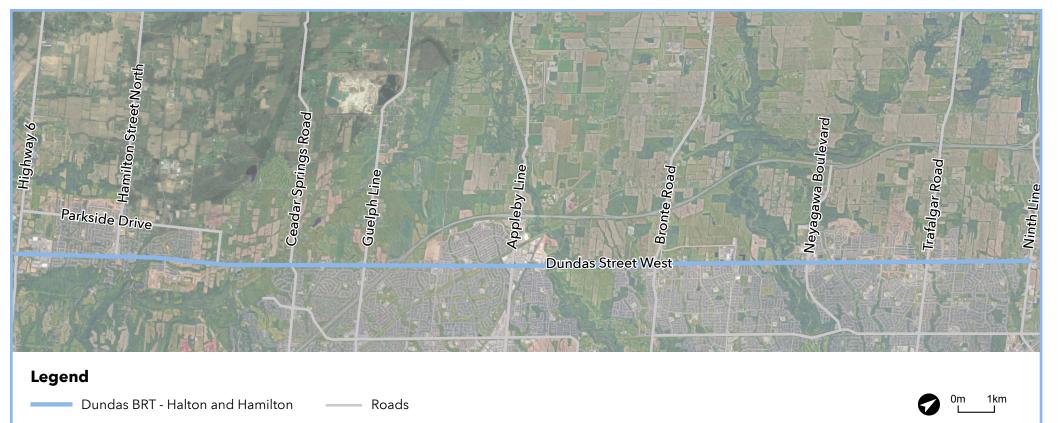
- Use feedback from the public and existing environmental conditions studies to continue detailed analysis required to identify the preferred design and proposed stop locations in Toronto and Mississauga West;
- Present the analysis of pinch point alternatives and preferred options during a future round 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.

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 predicted 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?

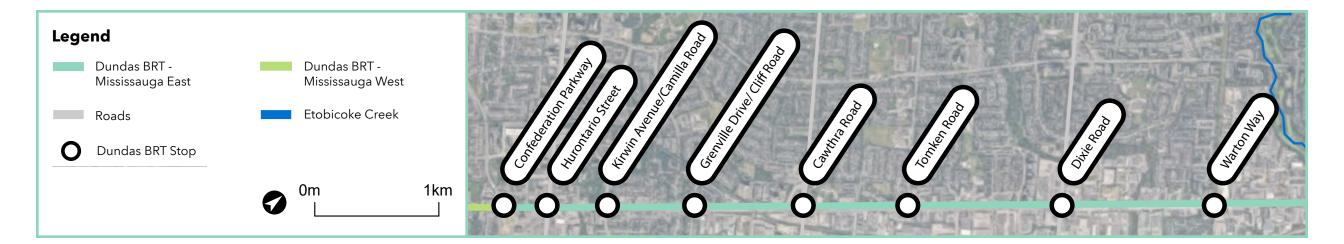
When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

- Locations identified as part of the <u>Dundas Connects Study</u> and the <u>Initial Business Case (IBC)</u>;
- 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.

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.





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 determined 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.

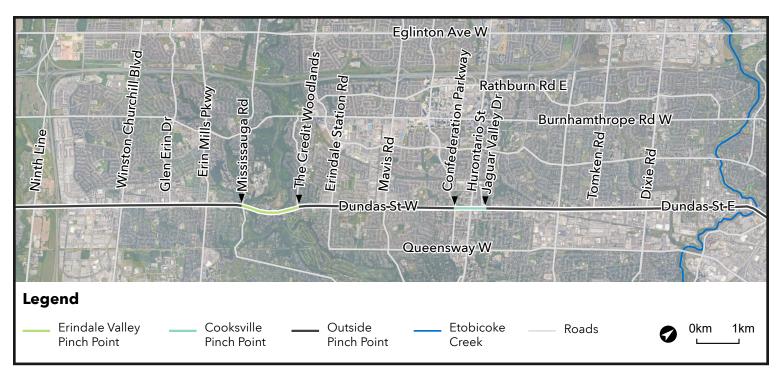
Preliminary design - design progressed for the Mississauga BRT corridor

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



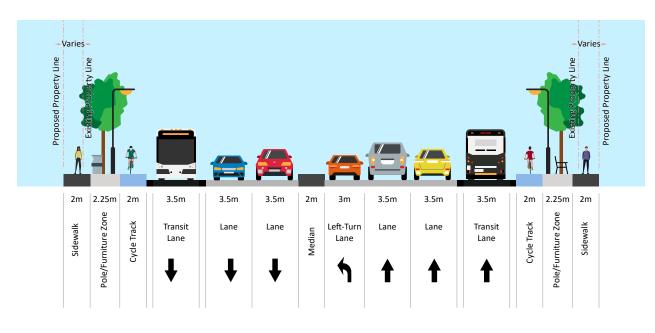
Special Policy Area (SPA) Studies

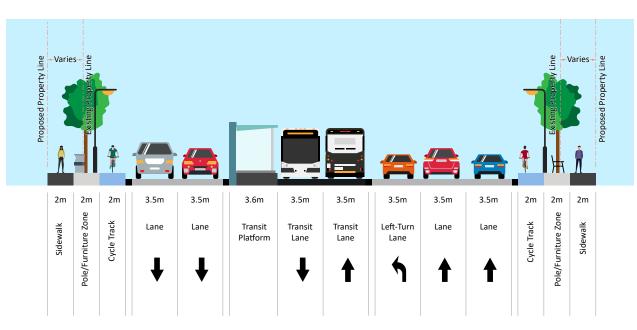
Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

- 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:

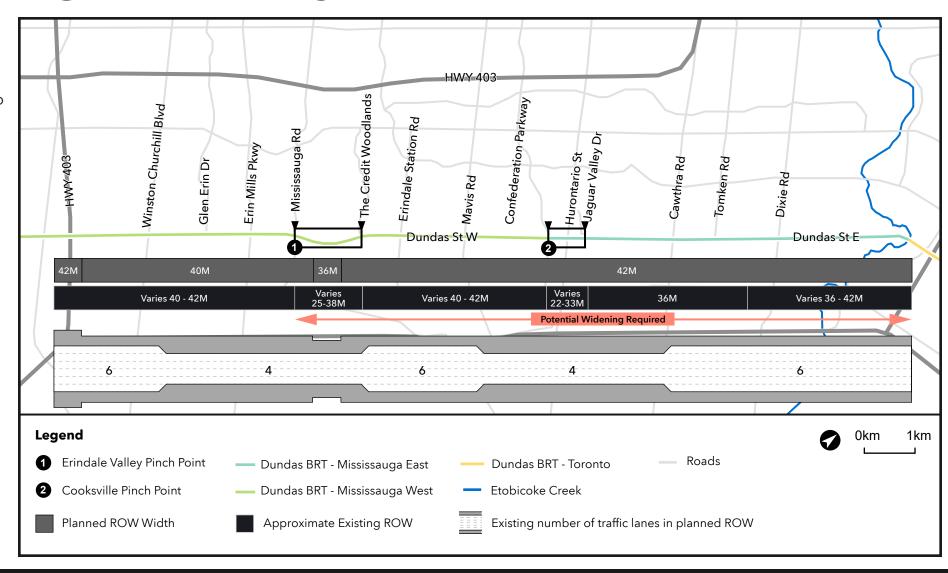
An example of median BRT on Dundas Street.

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

Widening of the right-of-way 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:

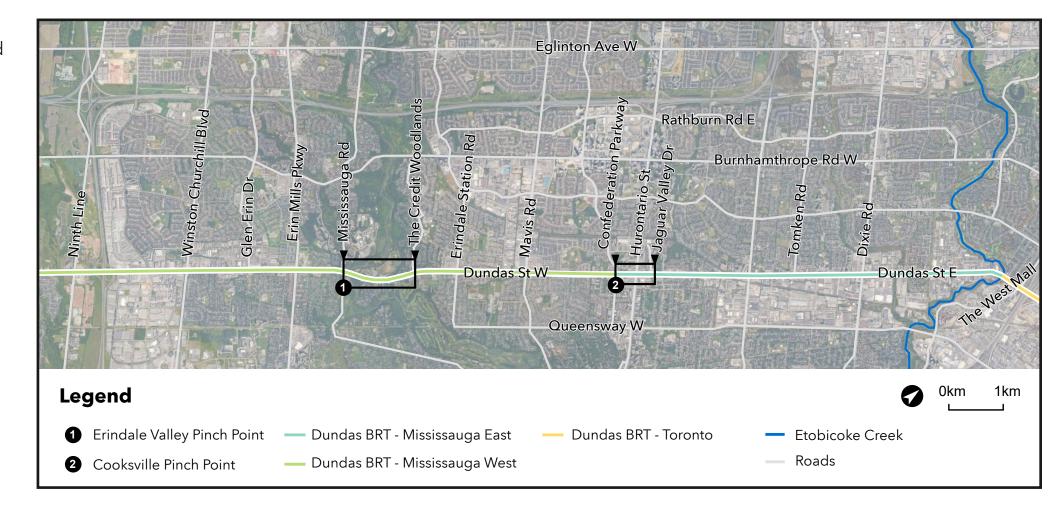
- Optimization of the corridor alignment
- Applying minimum standards for design elements
- Reducing boulevard space



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 Preliminary Design Business Case (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.



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

Pinch points: Mississauga East and Mississauga West

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

- 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





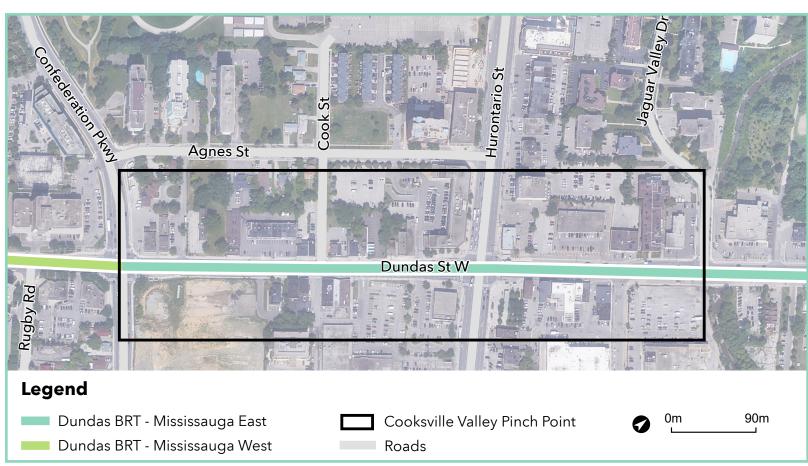




Mississauga East: key pinch point considerations

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:

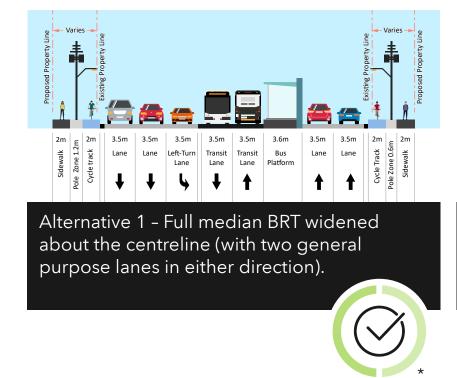
- Implement the Dundas BRT Project as part of the City of Mississauga's Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

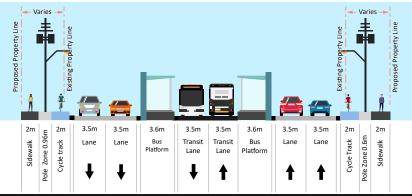
Concerns about:

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

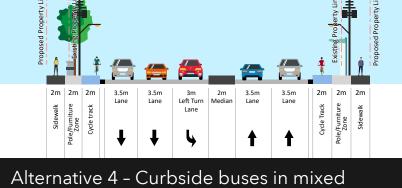
Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

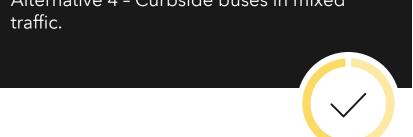
Six alternatives were reviewed for potential benefits and drawbacks, leading to the below short list to be considered for further evaluation:





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





*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

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

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

Alternative 2

<u>Full median BRT</u> (with one GPL in either direction)

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

Alternative 3

Full median BRT with no lefts at Hurontario

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

Alternative 4

Curbside buses in mixed traffic

Benefits:

- 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

Alternative 5

Full median BRT with widening to the South

Benefits:

- 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

Alternative 6

Portal (BRT tunnel under Dundas Street)

Benefits:

- 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

Drawbacks:

- 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

Drawbacks:

- 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

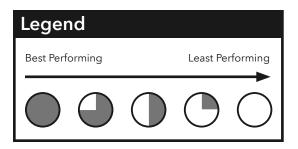
Drawbacks:

- 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

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



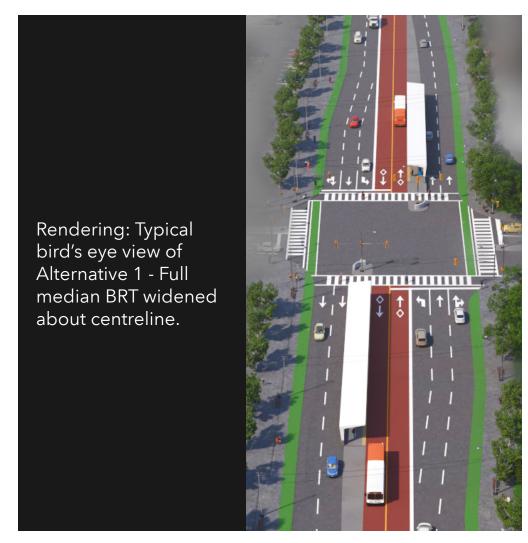
Evaluation Results					
Screening Criteria	Alternative 1 (full median BRT widened about centreline)	Alternative 3 (full median BRT with no lefts at Hurontario)	Alternative 4 (buses in curbside mixed traffic GPL)		
Mobility and traffic considerations					
Geometric/Infrastructure Considerations					
Property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



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

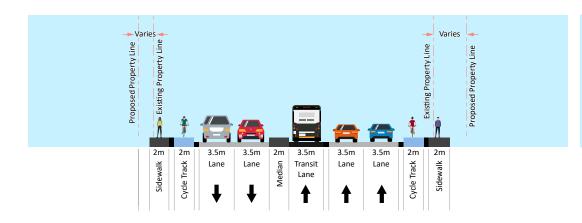
Alternative 2: Full Median BRT (to the North)

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



Varies Va

Alternative 1 Cross Section.

Alternative 2 Cross Section.

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 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)

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.





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

- 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)

Mississauga East

- TPAP:
 - Prepare and distribute Notice of Commencement
 - Commence TPAP consultation and documentation period
- Prepare draft EPR and 10% Preliminary Design
 - Refinements to Preferred Design
- PDBC
 - Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC

Mississauga West

- 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

Halton and Hamilton

 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 BRT project.

Project email for internal communications/questions:

• <u>DundasBRT@metrolinx.com</u>

Questions from the public on this or any other Metrolinx project should be directed to the dedicated Community Relations team for the appropriate area:

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

Participate online: Metrolinxengage.com/DundasBRT

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Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

> Technical Advisory Committee Meeting #2 Minutes



TAC Meeting #2 – Minutes

Date of Meeting	August 23, 2021	Time	10:00 a.m. – 11:30 a.m.	
Project Name	Dundas Bus Rapid Transit (BRT)			
Location	Virtual Meeting			
Regarding	Dundas BRT – Technica	l Advisory	Committee (TAC) Meeting #2	2

Discussion Items

Time	Agenda Items & Minutes
	Welcome, Introductions and Safety Moment
10.00 dill	 Kristin Olson (Metrolinx) introduced the groups that were invited (and thanked attendees for coming), the Project Team and the purpose of the meeting. Kevin Phillips (AECOM) shared a transit/transportation-related safety moment. It was noted that the focus of this presentation would be on the Mississauga Segment, with a priority segment within Mississauga undergoing a separate TPAP study at an accelerated schedule ahead of the other sections of the corridor. This presentation was a tailored and scoped version of the presentation for PIC #2 which is scheduled to go live on September 3. PIC #2 will be live for 3 weeks, inviting comments from the public within that window. In addition, the Project Team will also be hosting a live event on the evening of September 22.
10:10 am	Technical Housekeeping and Agenda
	Lauren Reaman (AECOM) reviewed technical aspects of Microsoft Team's platform, the
	agenda and mentioned internal questions after the meeting can be sent to
	dundasbrt@metrolinx.com
10:15 am	Land Acknowledgement
	Darcy Wiltshire (Metrolinx) provided an acknowledgement of the traditional territories and
	lands that Metrolinx operates on and that relate to the Dundas BRT corridor.
10:20 am	Dundas BRT Presentation
	Kevin Phillips (AECOM) provided a presentation demonstrating project timelines, the work
	completed to date across the corridor, work in progress and information to be presented at
	the second round of public engagement.
	It was noted that in addition to the Toronto, Mississauga, and Hamilton/Halton segments of
	the corridor, the Mississauga segment had been further sub-divided by the Project Team to
	reflect the updated project scheduling. Specifically, this allowed for the Mississauga East
	Segment from Confederation Parkway to Etobicoke Creek to advance at an accelerated
	schedule, aligning with the Federal Investing in Canada Infrastructure Program (ICIP) funding
	application for construction of this segment.
	In line with the updated project scheduling, three TPAP studies would be conducted, in line
	with the Mississauga East, West, and Toronto corridor division. It was noted that a TPAP



Time		Agenda Items & Minutes
		study is not needed for the Hamilton/Halton Segment, and no new environmental work is to
		be completed for the scope of this project.
	•	It is anticipated that the TPAP Study for the Mississauga East TPAP will be completed in
		Winter 2021/2022.
	•	It is expected that the TPAP Studies for the Mississauga West and City of Toronto Segments
		will be completed in 2022.
	•	Future engagement opportunities will continue in the fall and winter 2021/2022, with future
		engagement opportunities tailored to specific segments of the corridor.
	•	It was noted that feedback received from PIC #1 was generally positive in nature, with a noted desire to avoid widening beyond six lanes and instead convert to BRT operation. A strong
		emphasis was placed on physically separated active transportation facilities throughout the
		corridor, incorporating connections to other future transit projects, and considering the
		environmentally sensitive areas along Dundas Street.
	•	The Project Team has identified three constrained areas (pinch points) that may require
		different design approaches such as reduced number of lanes, or reductions in the provided
		amenities in the boulevard space. The identified pinch points include:
		The East Mall to Aukland Road in the City of Toronto due to the constrained right-of-
		way and significant infill development in the area;
		The Cooksville area in the City of Mississauga is constrained due to the narrow
		existing right-of-way which features numerous structures with shallow setbacks from
		the street-line. Some of these properties with shallow setbacks are identified as
		heritage properties; and
		The Erindale Valley area east of the Credit River is constrained due to the significant
		natural heritage north of Dundas Street (Erindale Valley Park), as well as the
		numerous heritage properties in the area.
	•	It was noted that this corridor enhancement is about achieving a balanced vision of Dundas
		Street, and accommodating all modes of transportation, especially sustainable travel modes.
10:50 am	Discus	sion
	•	Question 1: : Has there been consideration so far for
		the provision of dual left turn lanes at major intersections to address capacity requirements and turning movements?
		Answer: AECOM will be reviewing additional auxiliary lane requirements as part of the ongoing traffic work that will be completed in conjunction with ongoing design progression.
		ggggggg
	•	Question 2: Has the Project Team considered minimum platform
		BRT platform widths, given the tight right-of-way (ROW) constraints that exist within the
		corridor?
		Answer: AECOM has reviewed various municipal requirements and are currently working with
		Metrolinx's standard width, which is 3.6 metres (m).
	_	Outside 2.
	•	Question 3: What Metrolinx Standards are being referenced by AECOM in the BRT platform design?
		Answer: The Project Team will provide the specific design guidelines that are being
		referenced for BRT platform width, to ensure consistent guideline reference.
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Time Agenda Items & Minutes : When is it expected that utility relocation Question discussions will commence? Answer: For Mississauga East, a high-level utility conflict matrix will be developed along with the final 10% Preliminary Design. During the 30% Phase, a comprehensive utility conflict matrix will be developed, and engagement with utility companies will occur at that time. Question 5: : Will Regional water and wastewater shape files be referenced into the 30% Preliminary Design Drawings for review purposes? Answer: Yes, in addition to the Composite Utility Plan, which will have the proposed design overlaid onto the existing utilities. Question 6: : Has Mississauga Transit provided any indication on how the level of service for the Dundas Street local bus that would evolve with this project? Answer: MiWay is an ongoing participant of this study. They are currently involved with servicing planning work and will be involved with local service development. Question 7: : Given that there are several design standards across the various municipalities and service providers, is there an analysis being carried out to establish a consistent approach for the entire length of the corridor? **Answer:** This approach will be contingent on the outcome of the routing and service strategy that is currently under development. The Service Concept will look at options for the entire corridor, plus the overlay of local service. With the selection of a preferred service concept, the Project Team can determine the implementation of consistent design standards for the BRT infrastructure. Question 8: : What is the BRT route west of Highway 6, and when will the preferred alternative cross section for Halton be available? Answer: It is not envisioned that a widening or major reconstruction would be required for the segment west of Highway 6, with the addition of new BRT stops/platforms being the only planned physical change. Cross-sections will be developed at these locations with new bus stops. Routing beyond Highway 6 is to be confirmed once the routing and service strategy has been confirmed. Question 9: : New BRT stops may impact Highway 6 bridge structure; when will these impacts be known? Answer: The Dundas BRT Project Team will ensure coordination with this MTO project to consider BRT needs and potential impacts to the new bridge structure. 11:20 am Wrap Up & Next Steps The Project Team reviewed next steps and timelines and noted feedback on the following would be greatly appreciated: Existing environmental conditions; Pinch point alternative designs and preferred designs; Corridor design outside pinch points; and Stop locations.



Time	Agenda Items & Minutes				
	 The Project Team thanked TAC members for participating and noted the ability to ask internal questions via dundasbrt@metrolinx.com The Project Team noted that TAC members can direct members of the public to MetrolinxEngage.com/Dundasbrt and to the community email addresses for more information. 				
11:30 am	Meeting Adjournment				

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Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

> Stakeholder Advisory Group Meeting #1 Boards

Welcome to the Dundas Bus Rapid Transit



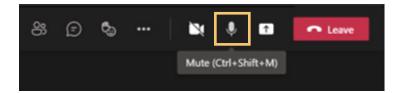
Stakeholder Advisory Committee Meeting

Technical Housekeeping

1

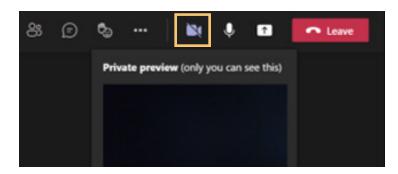
Please mute your microphone if you are not speaking

 Click on the microphone icon or type Ctrl+Shift+M.



Using your camera is optional

 Click on the camera icon or by typing Ctrl+Shift+O.



4

Have a question?

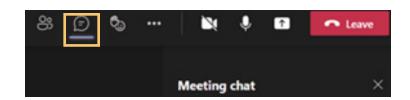
 Click on the hand icon to raise your hand. Click it again to put your hand down



5

You can submit a question, comment or link anytime by using the chat function

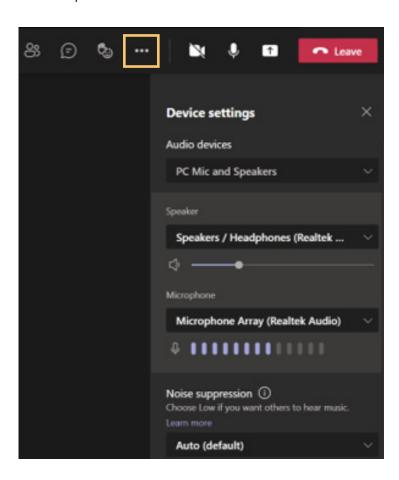
 Click on the conversation bubble and type in your text. Press send when complete



3

Technical issues?

Check your settings by clicking the ellipses



Meeting Agenda

Time	Item
11:00 AM	Welcome & Introductions
11:10 AM	Technical House Keeping and Agenda
11:15 AM	Land Acknowledgement
11:20 AM	Safety Moment and Dundas BRT Presentation
11:40 AM	Discussion
11:55 AM	Wrap Up & Next Steps
12:00 PM	Meeting Adjournment
11:20 AM 11:40 AM 11:55 AM	Safety Moment and Dundas BRT Presentation Discussion

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.



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







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:



Help retain and attract residents, tourists and businesses.



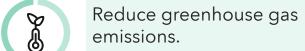
Unlock economic and regional development along the corridor with 230,000 jobs within a 2 km radius.



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

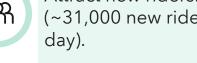


- Educational institutions;
- Places of worship;
- Medical institutions;
- Parks and outdoor recreation; and
- Dining, entertainment and shopping destinations.





Attract new ridership (~31,000 new riders per



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)

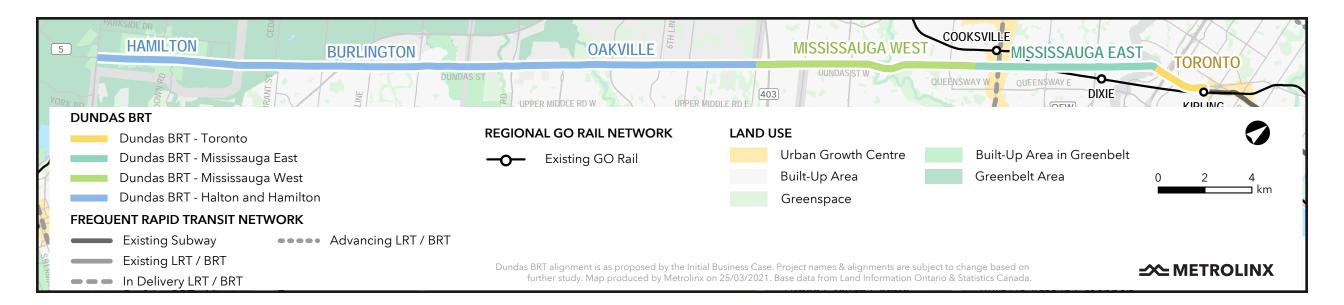
Dundas BRT study areas

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 Businss Case (PDBC).

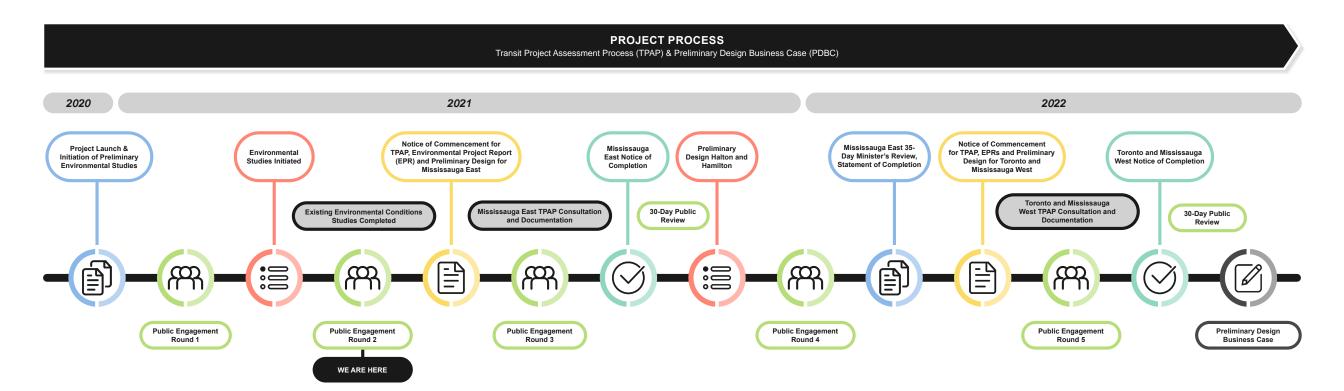
What is the Preliminary Design Business Case (PDBC)?

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)

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

Round 2 engagement (We are here)

- 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

Round 3 engagement (Fall 2021)

- 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)

Round 4 engagement

(Winter 2021-2022)

- 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

Round 5 engagement (Spring 2022)

- Toronto and Mississauga West environmental summary reports, including potential impacts and proposed
- Preliminary corridor design for Mississauga West

mitigation measures

- 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:



The impact of public feedback during the first round of engagement can be directly observed in the development of the revised <u>Pinch Point Evaluation Criteria</u>. 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



Archaeology



Socio-Economic & Land Use Characteristics



Climate Change & Sustainability



Cultural Heritage



Traffic & Transportation

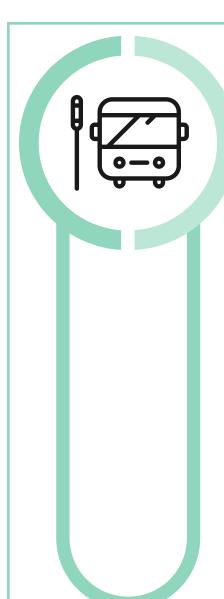


Noise & Vibration



Air Quality

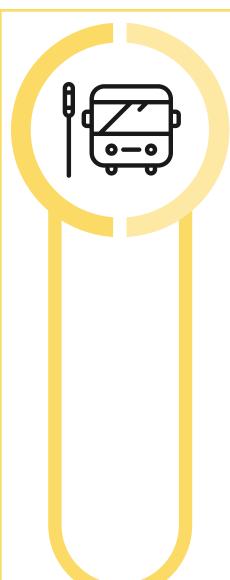
TPAP: next steps



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 determined 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.

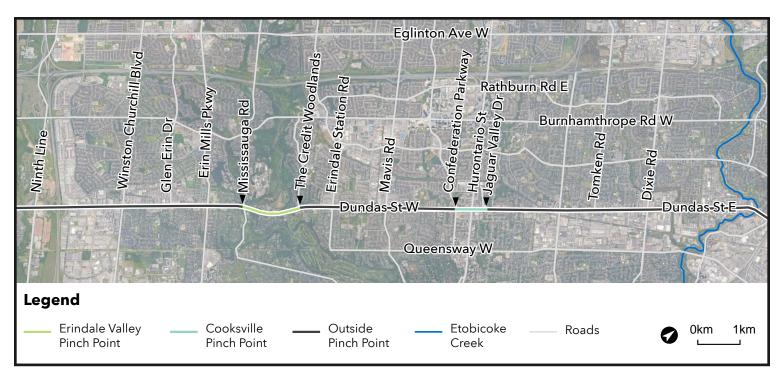
Preliminary design - design progressed for the Mississauga BRT corridor

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



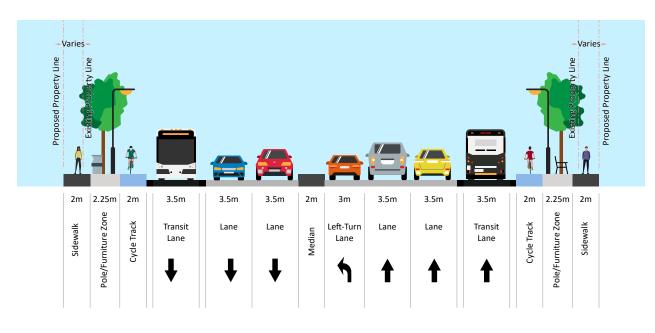
Special Policy Area (SPA) Studies

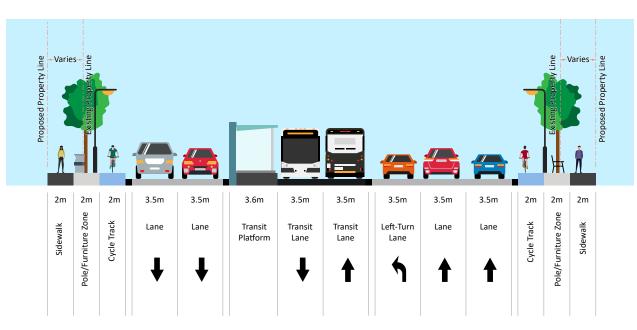
Coordination with the following City of Mississauga SPA studies is ongoing to ensure that the Etobicoke Creek and Little Etobicoke Creek crossings are optimized to meet the goals and objectives of both the Dundas BRT and SPA studies:

- 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:

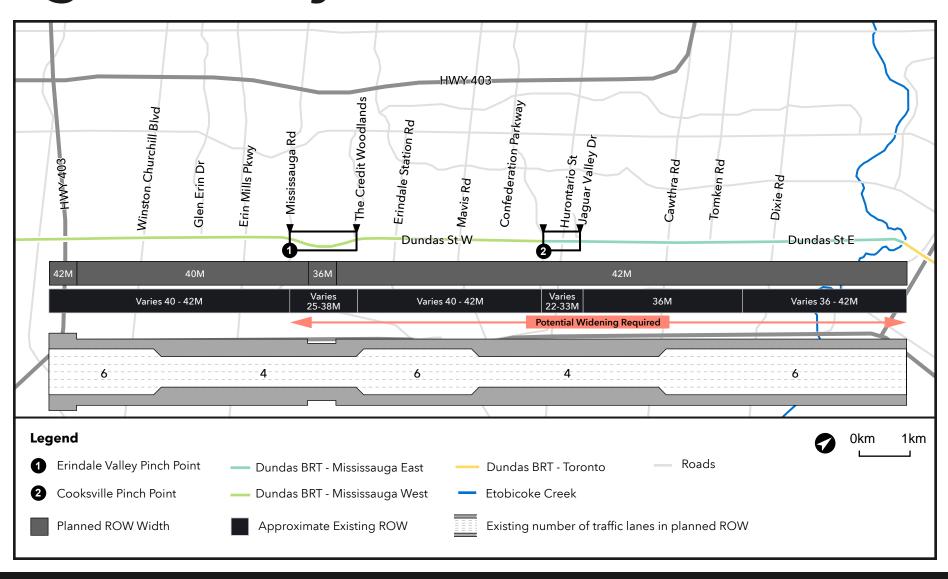
An example of median BRT on Dundas Street.

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:

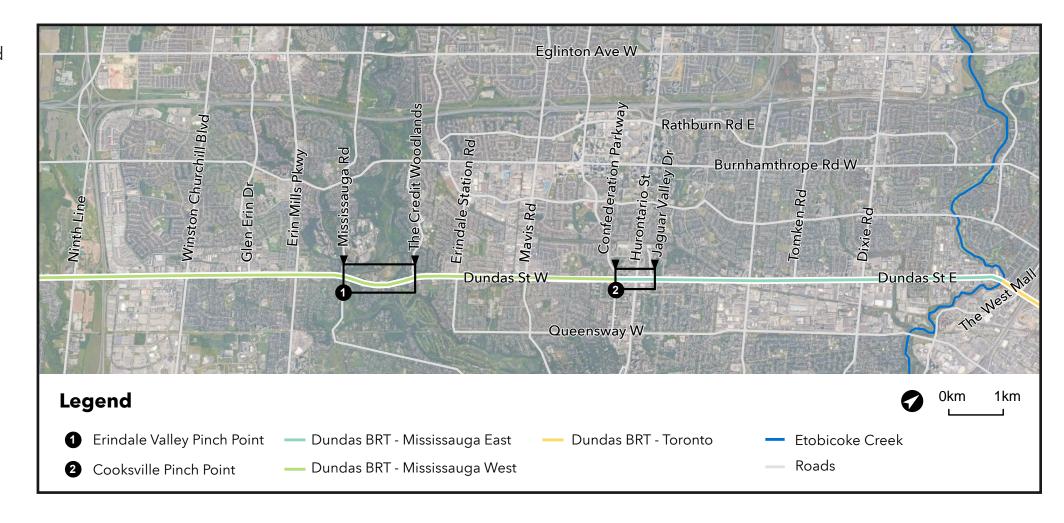
- Optimization of the corridor alignment
- Applying minimum standards for design elements
- Reducing boulevard space



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

- 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

Pinch points: Mississauga East and Mississauga West

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

- 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





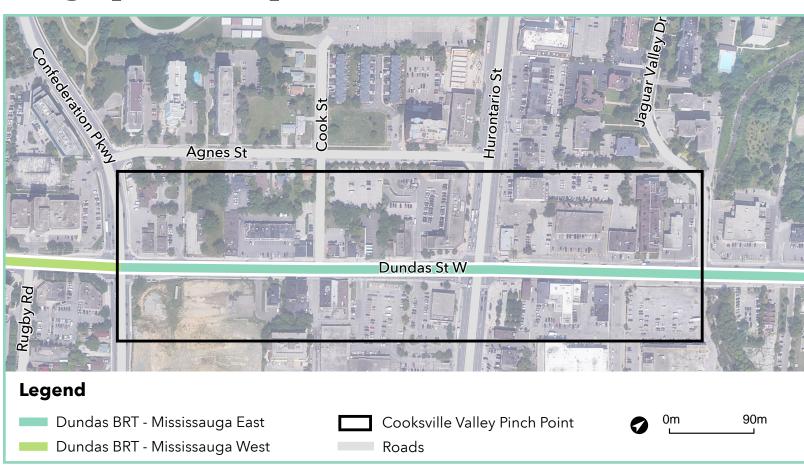




Mississauga East: key pinch point considerations

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:

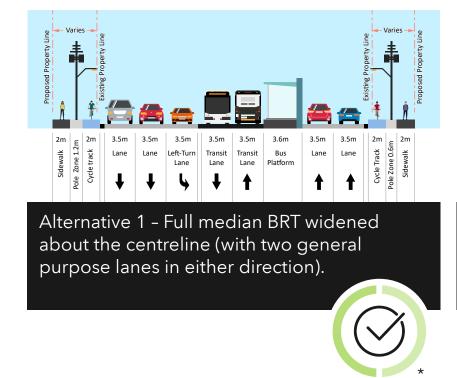
- Implement the Dundas BRT Project as part of the City of Mississauga's Dundas Connects Master Plan
- Implement a station stop to connect to the Hurontario LRT line

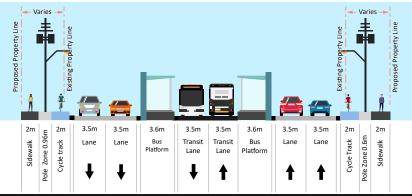
Concerns about:

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

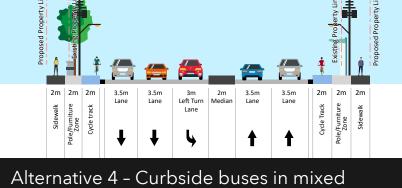
Short list of alternatives: Dundas Street in Mississauga - Cooksville pinch point

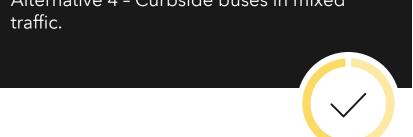
Six alternatives were reviewed for potential benefits and drawbacks, leading to the below short list to be considered for further evaluation:





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





*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

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

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

Alternative 2

<u>Full median BRT</u> (with one GPL in either direction)

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

Alternative 3

Full median BRT with no lefts at Hurontario

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

Alternative 4

Curbside buses in mixed traffic

Benefits:

- 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

Alternative 5

Full median BRT with widening to the South

Benefits:

- 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

Alternative 6

Portal (BRT tunnel under Dundas Street)

Benefits:

- 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

Drawbacks:

- 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

Drawbacks:

- 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

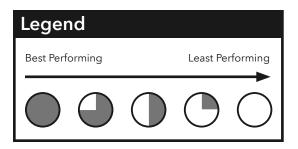
Drawbacks:

- 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

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



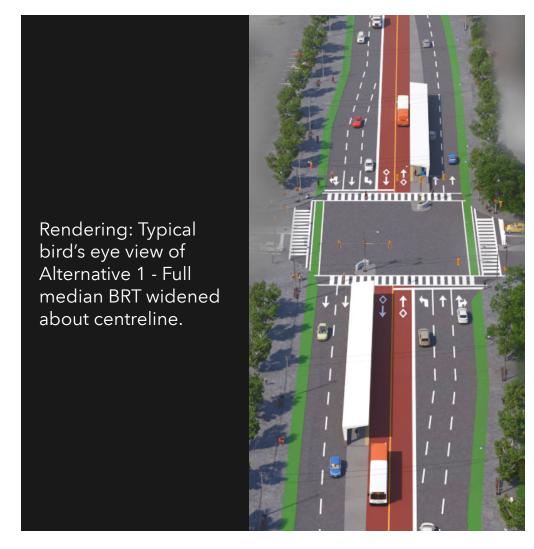
Evaluation Results						
Screening Criteria	Alternative 1 (full median BRT widened about centreline)	Alternative 3 (full median BRT with no lefts at Hurontario)	Alternative 4 (buses in curbside mixed traffic GPL)			
Mobility and traffic considerations						
Geometric/Infrastructure Considerations			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



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

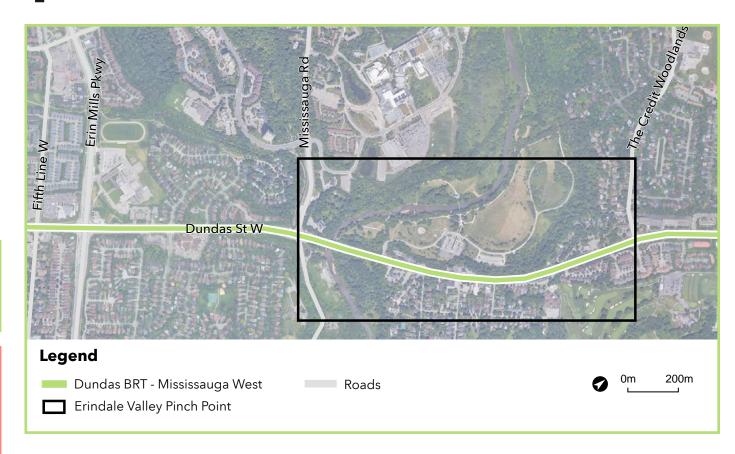
During Round 1 engagement, members of the public identified:

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

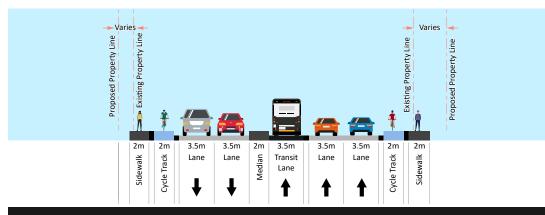
Alternative 2: Full Median BRT (to the North)

Benefits:

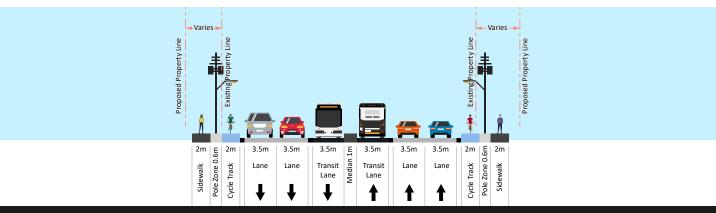
- Maintains continuity of median BRT
- Provides a full multi-modal cross section
- Provides transit service reliability

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 1 Cross Section.



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?

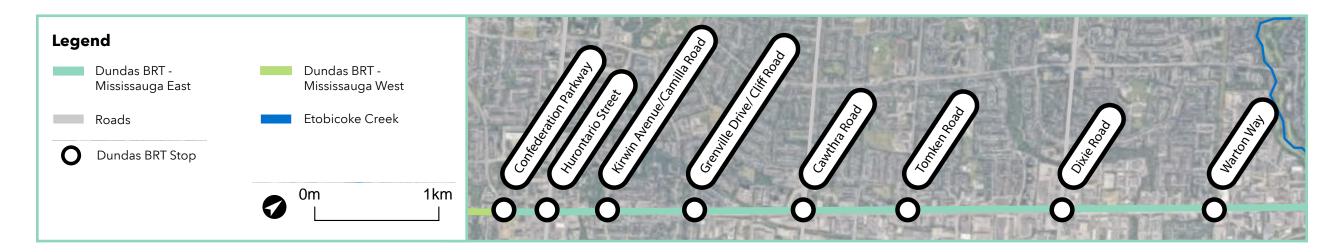
When selecting BRT stop locations, access must be balanced with travel time. Stop locations are based on factors as follows:

- Locations identified as part of the <u>Dundas Connects Study</u> and the <u>Initial Business Case (IBC)</u>;
- 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.

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.







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

- 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)

Mississauga East

- TPAP:
 - Prepare and distribute Notice of Commencement
 - Commence TPAP consultation and documentation period
- Prepare draft EPR and 10% Preliminary Design
 - Refinements to Preferred Design
- PDBC
 - Ongoing work completed for the TPAP and Preliminary Design will inform the eventual development of the PDBC

Mississauga West

- 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

Halton and Hamilton

 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

∠ METROLINX

Technical Advisory Committee and Stakeholder Advisory Group Meeting Materials

> Stakeholder Advisory Group Meeting #1 Minutes



SAG Meeting #1 - Mississauga – Minutes

Date of Meeting	August 24, 2021	Time	11:00 a.m. – 12:00 p.m.	
Project Name	Dundas Bus Rapid Tı	ransit (BRT		
Location	Virtual Meeting			
Regarding	Dundas BRT – Stake	holder Advi	sory Group Meeting #1 – Mississauga	3

Discussion Items

Time	Agenda Items & Minutes
	Welcome, Introductions and Safety Moment
	 Jessica Singh (Metrolinx) introduced the groups that were invited (and thanked attendees for coming), the Project Team and the purpose of the meeting. Jessica Singh (Metrolinx) shared a safety moment.
11:10 am	Technical Housekeeping and Agenda
	Lauren Reaman (AECOM) reviewed technical aspects of the Microsoft Team's platform, the agenda and mentioned internal questions after the meeting can be sent to Peel@metrolinx.com
11:15 am	Land Acknowledgement
	Piruthuvi Thurairajah (Metrolinx) provided an acknowledgement of the traditional territories and lands that Metrolinx operates on and that relate to the Dundas BRT corridor.
11:20 am	Dundas BRT Presentation
	 Kevin Phillips (AECOM) provided a presentation demonstrating project timelines, the work completed to date across the corridor, work in progress and information to be presented at the second round of public engagement, with a focus on Mississauga, specifically Mississauga East.
11:40 am	Discussion
	 Question 1: Will the SAG presentation be posted? Can the SAG use these slides now? Answer: Yes, the presentation will be distributed to SAG members closer to the launch of Public Engagement #2.
	 Question 2: The presentation noted a two-kilometre (km) radius in terms of project impacts, shouldn't it be 500 metres (m)? How has this expanded? Answer: The Project Team is conducing several environmental studies (e.g., traffic, heritage) these are generally 500 m.
	 Question 3: Is the proposed Dundas BRT curbside configuration the same as elsewhere in Toronto? Does the Project Team have any analysis of whether this format is best for timing? Answer: The proposed Dundas BRT configuration is not going to be exactly like what you see elsewhere in Toronto. Dundas BRT will include dedicated bus lanes and additional



Time Agenda Items & Minutes

features such as smart signals that delay/extend a green display to let a BRT bus travel through the intersection, which will help with travel times.

• Question 4: The Cooksville pinch point area contains many businesses frequented by low-income individuals; it also contains many culturally specific stores. How will this area be impacted and how will it be protected?

Answer: The Project Team is aware of the potential property impacts to this area and are trying to collect as much feedback about this area and the potential impacts as possible, in order to minimize impacts. The Project Team is trying to balance protecting this area while implementing the vision of the Dundas BRT project.

The Project Team is still assessing data. Impacting property is important to the Project Team as they understand and recognize the community character of this area. The Project Team is reviewing a variety of potential improvements to trees, cycling infrastructure and sidewalk design to accommodate diverse needs. There is also opportunity to create a *main street* ambience in Cooksville with the opportunity to enhance the community character of the village. Impacts of the Dundas BRT project will be mitigated where possible.

• Question 5: Regarding express versus local, how will it work with Mi-Way? For example, Route 101?

Answer: The Dundas BRT will not replace local bus stops; a local bus route overlay will remain. The Dundas BRT will complement existing local transit routes.

- Question 6: Has the Project Team taken the impact of the pandemic into the planning of Dundas BRT? During the pandemic, ridership has dropped. As the pandemic may not be going away anytime soon, how does it factor into your operation and planning of this project?
 Answer: Traffic volumes and ridership have bounced back as much as approximately 85% compared to pre-pandemic statistics. The Project Team is planning for the long-term future and currently, the long-term trends of the pandemic have not been determined. The Project Team is advancing the design of the project based on future projections, while monitoring the potential pandemic impacts.
- Question 7: Will bike parking be included as part of the station amenities planned for the Dundas BRT? Will bikes be allowed on the bus? There needs to be a merger of these two modes of travel to help reduce the number of cars on the road.

Answer: The Project Team agrees that a link between transportation modes is necessary. As we are still in the early stages of the project, bike parking is still to be determined, however it will likely be included. As work with the architecture team and Metrolinx continues, amenities will be determined.

Question 8: In the presentation, a footnote stated cycling infrastructure along the BRT route
would be considered during the next round of public engagement. Does this mean that
cycling infrastructure would be negotiable through the pinch sections?

Answer: The Project Team would like to include protected cycling facilities along the corridor. Multi-use paths will be considered for pinch point locations and other constrained areas to bring sidewalk and the cycletrack together with less property impacts.



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• Question 9: What will be the effects on vehicular traffic on the eastern leg when removing two vehicle lanes? Taking into consideration the high-density plans for this area and the growing industrial base of the area.

Answer: It is envisioned that the Dundas BRT corridor will comprise four general purpose traffic lanes. The traffic volumes in the west end are not as significant as in the east end. The Project Team is conducting traffic modelling to review traffic volumes in the area and the projections up to 2041, which will help determine the design.

 Question 10: How will the project transition to Halton over Highway 403? There are currently no sidewalks or active infrastructure here.

Answer: The Project Team is working with the Ministry of Transportation (MTO) for concept plans for bridge reconfiguration – these concepts will be reviewed with MTO. The Project Team would like the Dundas BRT design to be consistent with what Halton has proposed on the west side. The preferred option at the moment is to widen the bridge to accommodate a multi-use path, however this is to be confirmed through discussions with MTO.

• Question 11: Has there been consideration of an elevated busway through the Erindale Valley constrained area/pinch point?

Answer: Due to time constraints, the Project Team committed to providing a post-meeting response.

Post-meeting response: An elevated transit facility, similar to Vancouver's SkyTrain system, was considered in the prior Dundas Connects Corridor Master Plan study (2018). It was noted that an elevated transit facility provides similar transportation functionality as at-grade facility and may potentially lessen impacts at the surface, but in a much more costly and less flexible package, and potentially worsened views along the corridor. Since an elevated alternative would not be markedly better than a surface option, it was not considered a reasonable option for delivering transit improvements in the corridor.

Question 12: The north side of Erindale Valley seems to be failing and the sidewalks are closed. Is rebuilding/reinforcing the north side of the valley part of this project?
 Answer: Due to time constraints, the Project Team committed to providing a post-meeting response.

Post-meeting response: The sidewalk in the vicinity has been closed due to safety concerns and City of Mississauga has initiated a project to address this issue by way of introducing a new retaining wall to replace the failing wall. The design for this work has been in coordination with the Dundas BRT Project and it is currently anticipated that work will occur in summer of 2022.

Question 13: Has Metrolinx considered a transit node at Highway 403 and Dundas Street?
 There is an opportunity to extend the existing Highway 403 Mi-Way west to connect with Dundas.

Answer: Due to time constraints, the Project Team committed to providing a post-meeting response.



Time	Agenda Items & Minutes
	Post-meeting response: The Project Team is considering a western terminus loop for
	Mississauga oriented transit service in the Vega Boulevard, Laird Drive, and Ridgeway Drive
	area.
12:00 pm	Meeting Adjournment

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Public Feedback

- Public Engagement #1
 Feedback Table
- Public Engagement #2
 Feedback Table
- Pinch Points -Cooksville Area (Public Engagement #2)
- Pinch Points Erindale
 Valley Area
 (Public Engagement #2)
- Mississauga East Proposed Stop Locations - Cawthra (Public Engagement #2)

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Public Feedback

- Mississauga East
 Proposed Stop
 Locations Hurontario
 Street
 (Public Engagement #2)
- Mississauga East
 Proposed Stop
 Locations Warton Way
 (Public Engagement #2)

★ METROLINX

Public Feedback

• Public Engagement #1 Feedback Table

Source	Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	h Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area		Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Email	22-Apr-21	No	Not for this one	2. How will the traffic be handled during the work? Will the property owners be compensated at real sale value?	1. Are there any unique species of flora and fauna here that need to be protected? If yes, how will they be?		Geometrics/ Infrastructure Considerations - 2 Property Considerations - 1 Environmental Considerations - 1	I find that any work here in the GTHA (I have been living in Mississauga since early 2000) takes forever to start and then, even more, to be finished. The political cycle is not helping. I think some of these projects should get buy-in from all political leaders, so that a change in leadership does not throw a wrench into the spokes at every stage of the project.	Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Climate Change and Sustainability Report Noise and Vibration Impact Assessment	Public/ Virtual Events Email Newsletters
Engage	26-Apr-21					schedule/noise and vibration come into effect? What are the scheduling operational times being taken	Geometrics/ Infrastructure Considerations: 4 Property Considerations: 1 Environmental Considerations: 3	The homes that reside along Dundas for a lot of Oakville/halton/Hamilton. How will the buses schedule/noise and vibration come into effect? What are the scheduling operational times being taken into consideration? How do you consider where bus stops are? For some areas there is not a lot of space from the sidewalk to a home and having a shelter or a stop on their front lawn will need to be considered.	Natural Environment Report Stage 1 Archeology Assessment Report Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment	Email Newsletters
Engage	26-Apr-21	No insights or concerns	No insights or concerns	No insights or concerns	No insights or concerns	Burlington and Waterdown.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2		Transportation and Traffic Impact Analysis Preliminary Design	Email
Engage	26-Apr-21			A future stop for the Dundas BRT should include an easy, accessible and convenient transfer to the Hurontario LRT stop at Dundas and Hurontario.			Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3		Socio-Economic and Land Use Study Transportation and Traffic Impact Analysis Preliminary Design Business Case	Public/ Virtual Events Social media

Source	Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	h Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area		Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	26-Apr-21	no comment	no comment	no comment			Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 2 Environmental Considerations: 1 - Most Important	In the above question what is traffic considerations? Like how much this is going to up current traffic or how much more traffic this is going to bring. If it is how much it's going to screw things up for Waterdown; then Environmental, Property and Traffic are all equally important. Why would anyone design a survey that asks you to rank stuff and allow you to pick all of them as most important. So I've said i want to know more and be contacted by email, yet you're not collecting email addresses? Who designed this survey?	Socio-Economic and Land Use Study	Email
Engage	26-Apr-21					1. Introducing a new transportation route is definitely a positive move as it will increase transit coverage and cohesiveness. However, as a regular public transit user I can attest that only a handful of people use bus transit for distant commutes. Successful transit models should not rely on bus service as a backbone of the system. With the planned growth, it is unclear how bus system is going to handle it. We do have backbone - go trains. Buses should serve "the last mile". 2. It is unrealistic to believe anyone will be taking a bus to get to Kipling to go to downtown (which is where the VAST majority of commuters are headed). Medium and wealthy households dominate in residential areas along Dundas - you do not expect these individuals to trade BMW for a bus. Train, yes, but not the bus I wonder where capacity assessment was unbiased and used realistic modelling. 3. Dundas is an arterial road which means commuters have to walk to a bus stop. People can go as far as 500-700m from place of residence. If a bus stop is beyond that, commuters will ignore it. Dundas is already approx 200m from housing in most cases which can steer people away from using buses. If a bus service is chosen nevertheless, it should be implemented between city "cores" and provided with connecting routes, as opposed to multi-stop bus service (like #5 in Oakville).	Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3		Socio-Economic and Land Use Study	Public/ Virtual Events Email Newsletters

Source	Date	points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations			How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	27-Apr-21	None at this time	None at this time	The stretch of Dundas from Confederation to Mavis has a significant slope. I am wondering about how to ensure the south side of this slope does not erode/deteriorate should construction be required.	None at this time	None at this time	Traffic Considerations : 3 Geometrics/ Infrastructure Considerations: 4 - Least Important Property Considerations: 2 Environmental Considerations: 1 - Most Important	I am not clear about whether the BRT will be available to people along the route, or just to those at the ends of the route. This would be helpful to know if/where stops will be built in. - once completed, what will be the overall impact to noise in those neighbourhoods that sit next to the BRT line? What will be the air quality impact? Is there a commitment to using electric bus vehicles? I apologize if this information is already on the website. I could not find it. There is much about this plan that I support. I greatly appreciate the opportunity now and in the future to provide feedback. I would also appreciate an opportunity for a virtual meeting with the planners so we an ask questions directly.	Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design	Public/ Virtual Events Newsletters
Engage	27-Apr-21	Need for dedicated and separated bike lanes	Include priority signaling	Implement the Dundas Connects plan now! Need for dedicated and separated directional bike lanes	Need for dedicated and	Implement the Dundas Connects plan now, from Winston Churchill to 403 need dedicated and separated directional bike lanes, instead of bidirectional Multi Use Trail as proposed. Dedicated bike lanes to be continued over to 403 bridge to Ninth line where the would connect with the Oakville MUT's.	Considerations: 3		Preliminary Design	Public/ Virtual Events

Source	Date		points in Mississauga, do	h Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	28-Apr-21	Pedestrian connection to Cloverdale Mall	More pedestrian-friendly around the Transit Hub (i.e. A moving sidewalk between the Transit Hub and Subway Station)	New/improved Bus Stops near Dundas/Hurontario. The current bus stops at Four Corners and in front of Kusina aren't large enough and located poorly. ZUM stops in Brampton would be a good starting pointDesperately needs a few trees(Landscaping)Due to future densification and wide adjacent roads (Queensway/Burnhamthorpe), likely no need to widen Dundas in the areaTrucks should not be able to travel through this corridor. There are lots of pedestrians and with more buses the corridor would be too busy/noisy and likely dangerous. There are alternate routes (Queensway/Burnhamtorpe to Cawthra/Mavis).	along Mississauga Rd Southbound and Dundas Eastbound to allow buses coming/going from the University to get on Dundas easily.		Traffic Considerations: 3 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 2	N/A	TPAP Socio-Economic and Land Use Study Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events
Engage	28-Apr-21						Traffic Considerations: 1 - Most Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 2 Environmental Considerations: 4 - Least Important		Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design	Public/ Virtual Events

Source	Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area		Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	28-Apr-21	Protected bike lanes need to become part of the Dundas BRT design from Aukland Road to The East Mall. It was included as part of Toronto's ten-year Cycling Network Plan approved by City Counci in June 2016, as well as in Metrolinx's Initial Business Case document from Fall 2020. Combined with an eventual extension of the Bloor bike lanes from Runnymede to the Six Points intersection, this will help establish a continuous eastwest bikeway from the Mississauga border to Victoria Park (and eventually into Scarborough). The Highway 427 interchange juswest of The East Mall also needs to be carefully designed to take into accounthe safety of people walking and biking.	dedicated transit signals to accommodate buses entering and exiting the Kipling transit hub. Not unlike the transit signals il used for Toronto's streetcars.	As with the rest of the Dundas BRT corridor, protected bike lanes need to be included in this area. Since Dundas would intersect with the Hurontario LRT currently under construction which also calls for protected bike lanes, a Dutch style protected intersection is recommended at Dundas and Hurontario.	concerned about the use of a reversible bus lane in this stretch.	The dedicated bus lane (and protected bike lane) treatment proposed for Dundas Connects should also be used within Halton and Hamilton.	Traffic Considerations: 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important		TPAP Climate Change and Sustainability Report Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Active Transportation (e.g. walking, cycling)	Public/ Virtual Events Email Newsletters
Contact Us	28-Apr-21							Hi,y question is: Will there be extra road lanes for this project? Or is this project proposing reducing already congested road lanes by blocking off one lane for buses? If there is no additional lanes being built this is a colossally short sighted proposal. I live on Dundas and we need more traffic lanes not less. An underground Subway would be a better option.		

Source	Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	h Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (mos important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	29-Apr-21						Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2		TPAP Natural Environment Report Climate Change and Sustainability Report Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email
Engage	29-Apr-21									Public/ Virtual Events Email Newsletters Mail
Engage	29-Apr-21			I'm aware of the Dundas Connects plan that Mississauga has and believe it has the best option for the area		In Burlington space is being provided for cycling on Dundas through the road widening, unfortunately, it's un-protected cycling facilities that are being added. As the Dundas BRT project is implemented, these facilities should be fully protected.	Traffic Considerations: 3 Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 1 - Most Important	I'm looking forward to this being implemented. Reading some of the documentation for the project, it was noted that Halton would need to be moved on quickly while there's political will. As a Burlington resident who lives on Dundas St that concerns me; please do so before it isn't possible to bring such an important project to its full potential.	TPAP Stage 1 Archeology Assessment Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email Newsletters
Engage	29-Apr-21					Having a BRT, or something comparable, between Burlington and the Kipling Hub would be tremendously helpful for people who work in Toronto. GO Transit of course exist, but buses are limited and the trains are helpful primarily only if one is heading directly downtown (Union Station or Exhibition).	Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations			Public/ Virtual Events Email Newsletters
Engage	29-Apr-21					I think this project is well overdue and well planned along Dundas. Great way to capitalize on existing infrastructure.	Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3	I love the way Ontario allows for greenspace in their planning - this is important both for our health and our environment. Hopefully the plan for the hubs / links will incorporate some larger safe spaces. Putting the Dundas BRT in place is a great initiative and I would encourage Metrolinx to move along quickly and focused. Too often politics get into the way of what is right for the community and what the larger goal of the project is. Keep going!	Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email

Source	Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21					Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations			
Contact Us	30-Apr-21						Active Transportation (protected & connected bikeways) must be a key element of your design & installation. Thank you.		
Engage	30-Apr-21	Pinching is fine. Use Dutch style protected intersections and take advantage of narrowing your intersections to make them safer for pedestrians and cyclists. Narrow roads mean slower traffic and decreased speed deltas between vehicles. It makes traveling along them safer. This is a good thing. Install protected bike lanes.	Pinching is fine. Use Dutch style protected intersections and take advantage of narrowing your intersections to make them safer for pedestrians and cyclists. Narrow roads mean slower traffic and decreased speed deltas between vehicles. It makes traveling along them safer. This is a good thing. Install protected bike lanes.	I look forward to being able to safely ride on a bicycle with a partner in a protected bike lane along this corridor. Stopping at coffee shops/restaurants as we go. Maybe Trigo bakery or Tokyo cheesecake cafe. Later maybe Las Delicias.	nice to be able to cycle along the bridges without worrying about being	Traffic Considerations: 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2	There should be bike lanes along the entire Dundas corridor.	Bike lanes along the entire Dundas corridor	Email

Source	Date		points in Mississauga, do you have any specific insights or concerns?	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Region or Hamilton? Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	N/A	protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy - with many transit users cycling to or from transit	This stretch needs to have protected bike lanes (with either cycle tracks or a raised curb) along with curb extensions along the way for pedestrians. Cycling and transit have demonstrated synergy with many transit users cycling to or from transit spots. Given this, we need to ensure people can safely travel to and along this corridor.	Cycling and transit have demonstrated synergy - with many transit users this corridor.			Climate Change and Sustainability Report	Email
Engage	30-Apr-21	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here.	There should be a dedicated and protected bike lane all the way along here. There should be a dedicated and protected bike lane all the way along here.		There should be a dedicated and protected bike lane all the way along here.	Natural Environment Report Climate Change and Sustainability Report Preliminary Design	Email
Engage	30-Apr-21	Protected bike lanes here please	Protected bike lanes here please	Protected bike lanes here please	Protected bike lanes here please please	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	Protected bike lanes the whole way through please.		
Engage	30-Apr-21	Protected cycle tracks add a great option.	Protected cycle tracks add a great option.	Protected cycle tracks add a great option.	Protected cycle tracks add a great option. a great option.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 2 Environmental Considerations: 1 - Most Important	Protected cycle tracks add a great option		Newsletters

Source	Date		points in Mississauga, do you have any specific insights or concerns?	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	Just curious how this is a pinch point. Isn't the road a total of 6 lanes wide here?	Good luck with this one. Dedicated signals for buses is the best I can suggest for the intersection Possibly also have buses use Subway Crescent instead and dedicated lanes through the parking lot siding the train tracks? (Then again, I say this having not actually been in the area for at least a year. I don't know what the current parking lot looks like)	Put in the BRT. Cars be damned. I don't care about them	Can't speak to traffic normally in this area but reduce speed limits to 40kph. Bike and pedestrian infrastructure can be mixed-use over the bridge if build points are tight.		Traffic Considerations: 3 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 2	PLEASE PUT SEPERATED BIKE LANES ON THE ENTIRE THING! THANKS. It would make Dundas a much easier route to leave Toronto en route to Brant region for overnight stays (pre and post Covid) and correct a huge safety failing on Dundas over the Erindale Valley which is at present, terrible to ride on.		
Engage	30-Apr-21						Traffic Considerations: 3 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 2	Please prioritize active transportation infrastructure (including CONTINUOUS protected cycling infrastructure) along the corridor. Transit and AT should always take priority over personal SOV traffic. Please refer to the 2041 RTP's cycling network plan.		
Engage	30-Apr-21	This should not be considered a pinch point. The existing roadway is 6 general purpose lanes plus 1 or 2 auxiliary lanes; these should be used for bus lanes.	considered a pinch point.	Bus and safe pedestrian/cyclist infrastructure should not be sacrificed at the expense of vehicle traffic.	pedestrian/cyclist infrastructure should not be sacrificed at the	Protected bicycle infrastructure (physical, concrete separators, not paint!) should be provided along this section of the corridor as well as the rest of the corridor. Bicycle parking should be available at stops in this section to encourage non-car access in the absence of high frequency local transit.	-	Protected bicycle infrastructure must be provided along the entire corridor. Protected infrastructure means real physical protection like a concrete barrier, not a small curbs or just a line of paint. Cyclists do not feel safe next to multiple lanes of traffic with no protection. Infrastructure should not be discontinuous, stopping at, for example, intersections or pinch points. Painted lanes on Highway 7 are an example of how NOT do provide bicycle infrastructure that people will actually use and should not be replicated on Dundas.	TPAP Natural Environment Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	

Source	Date	•	you have any specific insights or concerns?	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	Number of motor vehicle lanes can be reduced to accommodate other road users with BRT AND protected bike lanes.	lanes can be reduced to	Parking lanes and sidewalk bigger can be reduced to accommodate BRT AND protected bike lanes.	Parking lanes and sidewalk bigger can be reduced to accommodate BRT AND protected bike lanes.	This is a critical piece of fully connected BRT and protected bike lanes between Toronto and Hamilton	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 3 Environmental Considerations: 2	Motor vehicles have been prioritized above all other modes of transportation for nearly a century. It's time to prioritize transit and bicycles. This project is critical, but might have to sacrifice motor vehicle space for BRT and protected bike lanes. That is ok. This is how the region will grow to accommodate increased transportation demand.	1	Public/ Virtual Events Newsletters
Engage	30-Apr-21	Shouldn't the BRT when properly implemented reduce the numbers of personal vehicles on the road? With 6+ lanes already available here, I think there's an opportunity to properly implement BRT and enhance the safety of that pained bike lane with some physical separation from the cars without needing to significantly widen the ROW.	they would work best here. And once again, that bike and pedestrian infrastructure needs to be rethought as part of this redesign as well.	Once again, BRT is intended to	Protecting the natural environment is important, and two dedicated BRT lanes is important as well. Taking into account he median/turn areas, there looks like there's enough space for Buses, Bikes, and Pedestrians. It would be helpful to have a cross-section drawing of the street so we can understand the relative dimensions.	The continuity of BRT and bike and pedestrian paths and infrastructure along the length of this corridor.	Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	Main consideration should be given to people and their future activities rather than what they're currently doing because of the constraints of past and present infrastructural deficiencies. Continuity of year-round public transit and active transport infrastructure should be prioritised here, rather than continuing to prioritise personal motor vehicles. We see both social and economic benefits from this, and so it would make the most sense to take his human-centered approach to the redesign.		
Engage	30-Apr-21			and delivines.			Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:			
Engage	30-Apr-21	Ensure protected bike lanes so that motor traffic is reduced and there are good options for cycling.	Ensure protected bike lanes so that motor traffic is reduced and there are good options for cycling.				Traffic Considerations : 4 - Least Important Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations: 1 - Most Important		Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment	Email

Source	Date	points in Mississauga, do you have any specific insights or concerns? Pinch point:	points in Mississauga, do	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	30-Apr-21	for the entire route, vs a patchwork bike lane (prioritizing cars at pinch points where road cannot be expanded), in order to	infrastructure alongside BRT for the entire route, vs a patchwork bike lane (prioritizing cars at pinch	expanded), in order to maximize demand reduction from single occupancy vehicles. We are not Texas, and cannot	BRT for the entire route, vs a patchwork bike lane	Traffic Considerations : Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:	It is critical to have protected bike lanes along the entire corridor from Kipling Station to Waterdown, per the initial business case released last fall.		
Engage	30-Apr-21					Traffic Considerations: 3 Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 1 - Most Important	from reducing space on Dundas for cars. If a central purpose of the Dundas BRT project is to reduce congestion and GHG emissions by reducing car use, then its design should	Air Quality Impact Assessment	Email

Source Date	Having reviewed the pinch points in Mississauga, do yo have any specific insights or concerns? Pinch point: East Mall to Aukland Road	u points in Mississauga, do	th Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations		Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage 30-Ap	r-21				Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:	Dundas Street needs bike lanes. If you come up from the Waterfront trail north across the Ogden Bridge to cross the QEW and up the Stanfield bike lanes, the most natural area to head east is Dundas. Bike lanes in this area couldn't come soon enough, particularly under/around highway 427 where drivers lose visibility with the shadows of the overpass, and the cyclist is forced to move over 2 lanes of traffic because the lanes exit to the freeway (drivers speeding up), so you have cars on both sides of you going 80KM/H with the shadows of the 427 from above. Most dangerous place to cycle in Toronto. Also, on Dundas in Mississauga/Etobicoke, the further most right lane is a 3+ HOV lane, and I can't really find anything online whether Mississauga (and Toronto) actually allow cyclists to be in that lane on Dundas, but it's definitely not safe to be in the middle lane. The bus drivers always give me a look for being in that lane, though. Please include a bike lane in your design.		Email

Source Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area		Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage 30-Apr-:			Hurontario and Dundas is already a busy intersection with work underway for the Hurontario LRT and a number of multi story developments underway. In my opinion, there isn't much room to make the road wider for the BRT. The LRT will already be reducing traffic, so additionally reducing lanes of traffic on Dundas poses challenges for those driving and living in the area. Some local business may also be affected. Wonder if this would also impact the cooksville 15min city plan. The MiWay 1 bus goes along Dundas and takes quite some time to go from Cawthra/Dundas to Kipling, please confirm the ride time for the BRT in comparison. It may be valuable to do a survey to get rider feedback on the appropriateness in the time difference.		and confirm that ppl are willing. Might be helpful to see the BRT overplayed with a map of anticipated housing/ population density	Traffic Considerations: 1 - Most Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 4 - Least Important Environmental Considerations: 3	TPAP Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case	Public/ Virtual Events Email Newsletters

S	ource	Date	have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area		Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	What would you like to hear more about? Please select all that apply: TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report Socio-Economic and Land Use Study Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment Transportation and Traffic Impact Analysis Preliminary Design Preliminary Design Business Case Other	hear from us? Public/ Virtual Events Email Newsletters Mail Other
E	ngage	1-May-21	Median BRT is an unnecessary splurge. The existing HOV lanes should just be designated bus-only and enforced as such. The problem of slower traffic using these lanes is already mostly solved, since most of Dundas from the 427 to Kipling now has a standard-width bike lane (in all but name technically I guess it's a shoulder) separate from the HOV lane.	See answer to a). If the existing HOV lanes are used as bus lanes, buses have their own space right up to Subway Crescent.	throttled by dynamically shortening green lights at both	should be enough here. If needed, the counter-peak direction can be throttled before the pinch point, as described above for	Existing three-lane sections should have 24/7 HOV lanes designated immediately, and the same should be done for newly widened sections as they open. The longer we wait, the more difficult it will be to give buses space here.	Traffic Considerations: 2 Geometrics/ Infrastructure Considerations: 3 Property Considerations: 1 - Most Important Environmental Considerations: 4 - Least Important	I prefer curbside bus lanes whenever feasible, as they make post-construction adjustments to stop locations much, much easier than median lanes. If the split between local and express routes is to be maintained after BRT is implemented, curbside lanes would also allow all buses to benefit from faster travel times. With curbside lanes, letting expresses pass locals is as simple as building a standard bus bay, while with median lanes, the entire street would have to be dug up at each passing location and about twice as much land would be required. Also, though not related to the Dundas family of bus routes, this project is a great opportunity to finally give southbound route 110 buses a dedicated left-turn phase from Dundas westbound to Erin Mills southbound so that they can take the same direct routing as northbound buses. It's a huge civic embarrassment how this route has been avoiding this intersection by taking a time-consuming detour for over a decade.		

Sourc	ce Date	Having reviewed the pinch	Having reviewed the pinch	Having reviewed the pinch	Having reviewed the	Do you have any specific insights or concerns in Halton	Please rank the following pinch point	Do you have any other feedback or	What would you like to hear more about?	How would you like to
		points in Mississauga, do you	points in Mississauga, do	points in Mississauga, do you	pinch points in	Region or Hamilton?	screening considerations from 1 (most	comments? If so, please explain.	Please select all that apply:	hear from us?
		have any specific insights or	you have any specific	have any specific insights or	Mississauga, do you have		important) to 4 (least important) in		TPAP	Public/ Virtual Events
		concerns?	insights or concerns?	concerns?	any specific insights or		your perspective:		Natural Environment Report	Email
		Pinch point:	Pinch point:	Pinch point: Cooksville Area	concerns?		Traffic Considerations		Stage 1 Archeology Assessment Report	Newsletters
		East Mall to Aukland Road	Kipling Transit		Pinch point: Erindale		Geometrics/Infrastructure		Cultural Heritage Report	Mail
			Hub/Aukland Road		Valley Area		Considerations		Socio-Economic and Land Use Study	Other
							Property Considerations		Climate Change and Sustainability Report	
							Environmental Considerations		Air Quality Impact Assessment	
									Noise and Vibration Impact Assessment	
									Transportation and Traffic Impact Analysis	
									Preliminary Design	
									Preliminary Design Business Case	
									Other	
Enga	ge 1-Ma	-21 Traffic volumes must be	Traffic volumes must be	Traffic volumes must be	Traffic volumes must be	Roadway should not need to be excessively widened,	Traffic Considerations : 4 - Least	I strongly support the proposed BRT		Public/ Virtual Events
		reduced via this transit	reduced via this transit	reduced via this transit service,	reduced via this transit	preferably one lane for cars in either direction,	1 ·	0 , 0, 11	Socio-Economic and Land Use Study	Email
		service, dedicated cycle	service, dedicated cycle	dedicated cycle tracks and	service, dedicated cycle	dedicated BRT/ mergency vehicle lanes, cycle tracks	1	3 in regards to proposed model/level of	Climate Change and Sustainability Report	
		tracks and wider sidewalks, ir		wider sidewalks, in addition to	tracks and wider	and sidewalks. Culverts and bridge improvements/		service. It is essential we develop a network		
		•	sidewalks, in addition to	improved transit and active	sidewalks, in addition to	widening should be considered for safe movement of	1 -1 - 1		Preliminary Design	
		and active transport	improved transit and	transport infrastructure in	improved transit and	wildlife and connectivity of natural areas, of which a			Preliminary Design Business Case	
		infrastructure in parallel	active transport	parallel major roads in order to		substantial number intersect this road. Consideration	· '	model and centralized model (with most		
		major roads in order to	infrastructure in	replace two car lanes here with		for construction of walk/bike bridges or undersides to		buses going into Toronto) proposed. I also		
		replace two car lanes here	parallel major roads in	dedicated BRT.	parallel major roads in	improve connectivity for active mode should also be		urge this team to assess how the BRT can		
		with dedicated BRT.	order to replace two car	Landscaping to provide	order to replace two car	considered within the timelines of implementing this	1	be a dedicated corridor for its full length,		
		Perhaps consider a raised or				project.		with traffic signal priority and quality		
		underground dedicated BRT		with structures and street trees	BRT.			walking and seperate protected cycling		
		tunnel?	1 '	should also be considered.			1	infrastructure (ideally heated, requiring no		
			or underground dedicated					winter maintenance) along the full length.		
			BRT tunnel?				1	Let's make this a sustainable and innovative		
							1	corridor which plans for future growth,		
							1	density, technology and our ability to		
							1	prepare for it and the necessity of the		
								climate emergency, Vision Zero, and our		
								corresponding targets.		

Source	Date	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	n Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Do you have any specific insights or concerns in Halton Region or Hamilton?	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Engage	1-May-21					Lumping Halton and Hamilton sections together is misguided. The sections are very different. Highway 6 to the 407 is much more constricted and should be evaluated separately. In addition, design option 1 or 3 is preferred. design option 2 with segmented service does not really seem like BRT to me. That just makes it a regular bus routes requiring the commuter to transfer at several points along the route and I think makes it more complicated in terms of aligning service between the segments.	Traffic Considerations : 2 Geometrics/ Infrastructure Considerations: 1 - Most Important Property Considerations: 4 - Least Important Environmental Considerations: 3	I am excited to see this project go ahead. I have been commuting west on Dundas Street to Mississauga for 20 years. If I were to take transit to work (at ErinMills Pkwy & Dundas) it would currently take me 3 transfers and 90 minutes - 2 hours to get there which makes that option not really feasible. Toronto needs have always been put at the forefront in everything that Metrolinx has done since the beginning. It would be good to see this project start in the West at Highway 6 in terms of priority since there is a HUGE influx of people from Toronto into the housing market in Hamilton (Waterdown) who are now adding to the congestion of commuter traffic. The segmented service option is the least desirable from my standpoint. I assume that means it would still require several transfers to get to my destination which does not make it BRT. If the commuter has to wait at several transfers then what is the point? If it is not a comparable option to driving yourself you will not get people out of their cars.		Public/ Virtual Events Mail
Engage	2-May-21	4 no	1 yes Will these buses be the existing MiWay routes 101?		3 no		Traffic Considerations : 1 - Most Important Geometrics/ Infrastructure Considerations: 3 Property Considerations: 4 - Least Important Environmental Considerations: 2		TPAP Natural Environment Report Climate Change and Sustainability Report Air Quality Impact Assessment Noise and Vibration Impact Assessment	Email
Engage	2-May-21						Traffic Considerations: Geometrics/ Infrastructure Considerations: Property Considerations: Environmental Considerations:	Attention to #ActiveTransportation is a key tool to build healthy, sustainable communities & reduce emissions in this Climate Emergency. "Traffic" includes active transportation and is supported with funding at the federal level led by @AndyFillmoreHFX The DUNDAS BRT must include protected and connected bikeways to ensure transportation equity.		

Sour	rce Date	Having reviewed the pinch points in Mississauga, do yo have any specific insights or concerns? Pinch point: East Mall to Aukland Road	points in Mississauga, do	n Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Cooksville Area	Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns? Pinch point: Erindale Valley Area	Please rank the following pinch point screening considerations from 1 (most important) to 4 (least important) in your perspective: Traffic Considerations Geometrics/ Infrastructure Considerations Property Considerations Environmental Considerations	comments? If so, please explain.	TPAP Natural Environment Report Stage 1 Archeology Assessment Report Cultural Heritage Report	How would you like to hear from us? Public/ Virtual Events Email Newsletters Mail Other
Enga	age 2-Ma	y-21				Important Geometrics/ Infrastructure Considerations: 2 Property Considerations: 3 Environmental Considerations: 1 - Most Important	lanes and channelizations. Only provide left	Climate Change and Sustainability Report Air Quality Impact Assessment Preliminary Design	Social Media

★ METROLINX

Public Feedback

• Public Engagement #2 Feedback Table

So		findings related to the existing conditions for each of the	existing conditions for each of the environmental studies listed above for Mississauga East (Etobicoke Creek to Confederation Parkway), do you have any specific insights or concerns?	Parkway to Ninth Line), do you have any specific insights or concerns?	concerns regarding the areas within the BRT Corridor outside of Mississauga pinch points (e.g.,	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern.	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or concerns?			11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
Er	2-Sep-21										While I am happy to hear that we might have yet another option, I wonder why Mississauga transit can't partner with Halton/Hamilton transit agencies to use their current transit systems. The Mississauga system already goes to Kipling, Would it be too crowded on the roads? Would Mississauga reduce the amount of regular buses on the road to reduce stop and go in the lanes to the right of the BRT?	Public/ Virtual Events
Er	2-Sep-21										It is borderline criminal that there is zero cycling infrastructure on a street with major transit, shopping, residential and business destinations as Dundas Street. Given the volume and speed of automobile traffic, Dundas Street is an inhospitable place to walk to, cycle to, or wait for a bus on. It appears that Metrolinx has ignored the needs of people who will be walking, wheeling and/or cycling to access the BRT in these proposals. This represents a major deficiency in thinking. The car-centric nature of this entire corridor must be addressed in the plan to be inclusive of all.	Email
Er	gage 2-Sep-21										I don't know why you peetend like we have a say in this. You are going to push it through even though its going to tie up a lane and increase congestion.	
Er	gage 2-Sep-21					I own the townhouse at 1486 Credit Woodlands Court. I would like to know the potential impact to my property.						Email
		cycling facilities" are provided is technically true, but false in	The area around the Dixie Road intersection is especially susceptible to flooding and Mississauga is doing a study on it which should be taken into account.	No comments here.		plan, as a requirement for *future* development, is good, but expropriation should be kept to a bare minimum. If at all possible, only front yards and parking lots, not buildings, should be expropriated. Where there is no space for 3.5 m lanes, prefer narrowing the lanes to 3.0 m instead of razing buildings.	pinch point form. A short summary: * The preferred alternative is impossible without demolishing a whole host of buildings. We shouldn't demolish them. * Left turns at Hurontario should be banned	pinch point form. A short summary: * The preferred alternative is impossible without demolishing a whole host of buildings. We shouldn't demolish them. * Left turns at Hurontario should be banned to improve transit operations on	Bus lanes both ways are feasible if lane widths are reduced. To minimize impacts to Erindale Park, consider routing south-side pedestrians and eastbound bicycles along the practically traffic-free southern leg of Dundas Crescent instead of building a dedicated bike lane and sidewalk on that short stretch.	The BRT should be built to replace the current local and express buses. Keeping local buses running in the general traffic lanes would be a waste of time and money as they would be slowed down by traffic much more severely than today. I think the proposed stops are well placed, but to properly replace the local bus, some more stops would be needed. I would add stops at: * Queen Frederica Drive (row of 8 apartment buildings) * either Mattawa Avenue or Jarrow Avenue (big box stores, possible future north-south bike route) * either Southcreek Road or Summerville Court (big box stores, access to Etobicoke Valley Park)	Please implement two-stage crossings of Dundas where possible, especially at stations. Two-stage crossings, if programmed properly, allow many more opportunities for passengers to cross between the curb and the platform, as they can be shown a walk signal in the shadow of an opposing left-turn green.	
Er	3-Sep-21					Will all minimum parking requirements along, and maybe 1+km beyond, the BRT be moved? Will FREE parking come to an end, to better encourage use of the BRT? Will medium and high density developments be encouraged, replacing the wasteful parking lots there now?						Public/ Virtual Events Other - Internet
Er	gage 3-Sep-21							Alt. 1 is alright. I would like to see more discussion about the merits of the removal of the left turn lanes (alt. 3), which I think is worthwhile to reduce the width of the intersection.				

		findings related to the existing conditions for each of the	studies listed above for Mississauga East (Etobicoke Parkway to Ninth Line), do you have any specific insights or concerns? Creek to Confederation Parkway), do you have any specific insights or concerns?	concerns regarding the areas within the BRT Corridor outside of Mississauga pinch points (e.g.,	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern.	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or concerns?		11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
Engage	4-Sep-21		Will there be a transit stop at Mississayga Road? Dundas Express bus currently runs from Islington Subwat to UTM.							
Engage	6-Sep-21							Reversible one lane BRT will create delays that could echo throughout the entire route. It is preferable to have completely dedicated lanes the entire way through.	I think there should be specific attention paid to the continuity of the cycle tracks and safety at intersections. Protected intersections need to be an integral part of the project as speeds on Dundas are fast. There is more than enough space for protection at intersections.	Email
Engage*	8-Sep-21								This is a glorious, once-in-a-lifetime opportunity to integrate bike infrastructure into regional transit; it's well worthwhile to spend a little extra to get the returns: active transportation for better health and environment, reduced crowding of traffic and transit, etc.	Email
Engage*	8-Sep-21								When you study projects like this to you look at the total capacity of the ROW to move people, or are you focused on maintaining single occupant vehicle capacity? If you are add a ton of additional capacity via bus and bike lanes, eliminating traffic lanes should be feasible to adress pinch point issues although I suppose this is not politically palatable. I'm specifically thinking of the BRT in york region Why are there places than need six lanes for cars, 2 for brt and (poorly protected IMO) bike lanes? If a road has three lanes in one direction, convert one to BRT/HOV - don't widen the road please!	Email
Engage*	8-Sep-21								The only comment I have is that Metrolinx should include a bike lane in both directions for the entirety of the route!	
Engage*	8-Sep-21								Thank you very much for considering the addition of a separated, protected bicycle lane as part of this project. As an avid cyclist, Dundas Street would be ideal for navigating through the different cities. A protected bike lane would also support attitudinal changes towards cycling as a mode of transportation in the suburbs.	
Engage*	8-Sep-21								Please ensure that an unbroken, protected bike lane is part of the entire route.	
Engage*	8-Sep-21	1								Email

^{*}Submitted during Public Engagement #2 (between September 2 - September 30, 2021) via Public Engagement #1 feedback form

S	urce	Date 1. Having reviewed the key findings related to the findings related to the existing conditions for each of the environmental studies listed above for Mississauga East (Etobicoke Parkway to Ninth Line), do you have any specific insights or concerns? Etobicoke Creek, do you have any specific insights or concerns?	Mississauga West (Confederation concerns regarding the areas within	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern. e d	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or			11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
E	gage*	8-Sep-21							I have cycled from Toronto to Niagara Falls, mostly on Dundas to get out of the city. It is an utterly BRUTAL urban route that is both deafeningly noisy and extremely hazardous for cyclists. Compared to a route along Lake Ontario, which would at least provide some pleasant (except in winter) breezes and a good view, the proposed route has little to offer that would encourage cyclists, until the plague of motor vehicles is past us. The only good thing about the proposed cycling right of way is that it is better than the nothing that we have now. Sadly the nothing is, I suspect, the likely alternative.	
E	igage*	8-Sep-21							Important to offer protected facilities for people cycling. 70km bikeway from Toronto to Hamilton would be revolutionary and support a short distance commuting option as well as offering considerable tourism opportunities to Waterdown and Halton Region which are very attractive destinations for recreational cycling.	
E	igage*	8-Sep-21								Public/ Virtual Events Regional Newsletters
E	gage*	8-Sep-21							The best mode of transportation is a bicycle, and it's great that they can go on the BRT. Making it so people can be multimodal makes for a better place to live.	Public/ Virtual Events Regional Newsletters
E	egage*	8-Sep-21							Any transit needs to be combined with bike lanes and proper bike lanes that have a physical barrier to protect the riders. Combining bike lines with transit will have the greatest impact on reducing car traffic and supporting the drastic climate change improvement measures that we need to do.	
E	gage*	8-Sep-21							Priority should always be given first to public transit, then to active transportation like pedestrians and cyclists and lastly to motor vehicles. Faster transit means less cars on the road and less congestion.	Email
E	igage*	8-Sep-21							Please ensure that bicycle infrastructure is part of the plan from the start so it doesn't have to be retrofitted afterwards.	Regional Newsletters
E	ngage*	8-Sep-21							Please find ways to make the street more bike accessibility while doing this project.	
Е	igage*	8-Sep-21								Email
E	igage*									Email
E		8-Sep-21							Cyclist safety is my first priority. Continuous protected and seperated bike lanes are needed on the route	
E	igage*	8-Sep-21								Public/ Virtual Events
ட	-		I.	1	1	1		1	1	

Source	Date	findings related to the existing conditions for each of the		concerns regarding the areas within the BRT Corridor outside of Mississauga pinch points (e.g.,	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern.	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing be used to assess alternative (Alternative 1 – full median in Mississauga W	the options for the Erindale Valley pinch point	please explain.	11. How would you like to hear from us? Public/Virtual Events Email Regional Newsletters Mail Other
Engage	8-Sep-21	Having bike lanes separated from traffic as per the cross sections would be highly desirable. Also have appropriate connections for pedestrians and cyclists to the Etobicoke Creek trail would be important.	In terms of this section, having separate BRT lanes along the median would seem to be the best option. Having buses mix with car traffic would be the worst.	Having a continuous series of bike lanes along the entire route would serve all of the communities. Existing bike infrastructure such as the lanes along the Queensway are not very long and end rather abruptly at Etobicoke Creek on the east end, and just short of Hurontario on the west end.			Alternative 1 is the best.			Public/ Virtual Events Email
Engage*	9-Sep-21									Public/ Virtual Events
Engage*	9-Sep-21									Email
Engage*	9-Sep-21								prioritize protected bicycle lanes	Public/ Virtual Events
										Email
Engage*	9-Sep-21									Public/ Virtual Events
0.0										Email
Engage*	9-Sep-21									Public/ Virtual Events Email
Engage*	9-Sep-21								Multi-modal includes bicycles. Making bicycle access safe and easy will encourage more users.	Email
Engage*	9-Sep-21								need a continuous separated bikeway to make this feasible	
Engage*	9-Sep-21								Totally support public transit. Also, need to support cyclists with a physically separated bikeway.	Public/ Virtual Events Email
Engage*	9-Sep-21								I really want to emphasize my support for continuous protected bike lane that has been proposed, and I hope that they'll be a way to make both the bus lanes and a filly protected bike lanes work together even in the pinch points.	
Engage*	10-Sep-21								I would use this for tourism and sport on a road bike in a group or on our family's e-bike with children. This is a great opportunity.	Email
Engage*	10-Sep-21									Email
Engage*	10-Sep-21								Please accommodate bicycle infrastructure into this once	- Email
									in-a-lifetime opportunity to connect communities with active transportation.	
Engage*	10-Sep-21								Getting folks out of single occupancy vehicles, and into public transit, walking and cycling is crucially important for our physical and mental health as well as the health of the planet.	Email Regional Newsletters
Engage	10-Sep-21		I don't see a single mention of the University of Toronto Mississauga Campus (UTM) are you considering the transportation impact on students paying \$15k for a education that use Dundas to commute during the building of this??	UTM needs to be a top consideration in terms of impacts to students — before, during and after construction. I hope they have been identified as key stakeholders.					Covid has changed everything about the future of commuting — there is no way an investment of this magitude should be made when any forecast of future traffic volume is UNKNOWN.	

3	ource Date	findings related to the existing conditions for each of the	existing conditions for each of the environmental studies listed above for Mississauga East (Etobicoke Creek to Confederation Parkway), do you have any specific Insights or concerns?		concerns regarding the areas within the BRT Corridor outside of Mississauga pinch points (e.g.,	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern.	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or concerns?	locations for Mississauga East (Etobicoke	please explain.	11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
E	ngage 10-Sep-21					My home backs on to Dundas Street. Please advise as to whether the city will be taking some of my property to widen the corrido? I would hope the additional property would be taken from the north side of Dundas which is more commercial/industrial.						
E	ngage 10-Sep-21	No	No	No	Is public transit being given priority?	Expect it will increase property values.	No	No	No	No	Build it!	
E	ngage 10-Sep-21										Will the Dundas BRT provide seamless transportation to McMaster University campus (the final destination for the majority of west bound commuters) unlike the disjointed and very inconvenient (unless you have a car) system that is currently in place?	Email
E	ngage* 11-5ep-21										Please ensure continuity of transit ROW and cycle track. It isn't a real BRT if it operates in mixed traffic along the route, and off-and-on cycle lanes put vulnerable road users at risk. Consider one-laning or restricting automobile traffic to one direction where necessary.	Public/ Virtual Events Email Regional Newsletters
E	ngage* 11-Sep-21											Email
E	ngage* 11-Sep-21										investing in Dundas BRT should include improvements for cyclists. Dundas S is many times the only option to get from one part of Mississauga to another, and it's a very dangerous road to cycle on. If we are going to make expansions for dedicated busses, we should consider bike lanes or mixed-use pedestrian/cyclist options.	Email
E	ngage 12-Sep-21										This feedback form is very frustrating as it seems that your only concern is Mississauga And etobicoke as there is not a spot regarding halton. Dundas has gone through a lot of construction and that has been a big inconvience and now it seems yiu want more. Buildings are being built close to the road that there will not be room to expand and hence this project will have to take over current lanes of traffic which will only increase traffic. It seems that the focus is for people to get to Toronto but Toronto is not the most important place and you are then sacrificing people's time and increasing traffic for those driving within halton.	Email Mail

^{*}Submitted during Public Engagement #2 (between September 2 - September 30, 2021) via Public Engagement #1 feedback form

Source	Date		2. Having reviewed the key findings related to the 3. Having reviewed the key findings related to the existing conditions for each of							
		findings related to the existing conditions for each of the	existing conditions for each of the environmental the environmental studies listed above for Mississauga West (Confederation studies listed above for Mississauga East (Etobicoke Parkway to Ninth Line), do you have any specific insights or concerns?				to determine the best performing be used to assess the options for the Erindale Valley pinch p alternative (Alternative 1 – full median in Mississauga West, do you have any specific insights or		please explain.	like to hear from us? Public/ Virtual Events
		environmental studies listed above	creek to Confederation Parkway), do you have any	Mississauga pinch points (e.g.,	potential impacts to properties? If so,	point (Cooksville), do you have any specific	BRT about the centreline) for the concerns?	have any specific insights or concerns?		Email
		for Toronto (Kipling Transit Hub to					Cooksville pinch point in Mississauga East,			Regional Newsletters
		Etobicoke Creek), do you have any specific insights or concerns?		Drive, Confederation Parkway to The Credit Woodlands, Mississauga Road			do you have any specific insights or concerns? Do you agree with the selection			Mail Other
		specific margins of concerns:		to Ninth Line) that are not related to			of Alternative 1? Is there anything we			Other
				environmental studies, pinch point			missed?			
				alternatives or proposed stop						
				locations?						
	42.524								Market State of the Control of the C	E
Engage	12-Sep-21								My question is regarding the proposed Halton corridor. I live at Bronte and Dundas in Oakville and would like to	Email
									understand whether Dundas will be widened east of my	
									location. If so, I am struggling to understand where the	
									space required will come from given that townhouses	
									are currently built right to the edge of Dundas. If no	
									widening is considered for this area, I have concerns about the adequacy of the lanes remaining for car traffic	
									on Dundas. At rush hour, Dundas becomes congested as	
									is, without a lane being dedicated exclusively for transit.	
									Also, the current buses running in the area operate	
									almost empty, so I query whether dedicating one lane on	
									an already busy road to transit is wise given the low usage of transit in the area. In addition, I have concerns	
									about the noise and vibration that will result from the	
									BRT to the adjoining residential communities. Please	
									advise on how you plan to approach these issues and	
									whether alternative routes for the BRT on the lands	
									North of Dundas which are currently not developed have	
									been considered. Thank you.	
Engage	13-Sep-21								I noticed there are no TPAP's anticipated for Halton /	Email
									Oakville? We live south of Dundas, west of Ninth line. It	
									is already very noisy now with considerable pollution.	
									Why would a TPAP not be undertaken? How will lanes be	!
									widened, specifically south of Dundas and it will encroach further on existing properties?	
									encrose interest on existing properties.	
	<u> </u>			<u> </u>						
Engage	13-Sep-21		Adding physically separated bike lanes will support Adding physically separated bike lanes will support environmental sustainability				I prefer Alternative 3, because it prioritizes I prefer Alternative 2, because it maintains continuity of med	an		Email
	1		environmental sustainability goals. goals.	physically separated bike lanes.		separated bike lanes.	bus platforms over lanes for cars. BRT.		bike lanes.	
	1	sustainability goals.		1						
				ļ						
Engage*	13-Sep-21			1						Email
	1			1					bike lanes.	
	1				1					- 10 / 10 1
Engage*	14-Sep-21			1					The protected bike lanes need robust physical	Public/ Virtual Events
	1			1					separation. This new infrastructure needs to be accessible to new riders and the average person cycling.	Regional Newsletters
	1			1					and the diverse person cycling.	
	1			1						
	1			1						
Engage	14-Sep-21						I don't agree with the selection of			Public/ Virtual Events
	1			1			Alternative 1 as the cost will be very high			
	1			1			and the construction will be extremely			
	1			1			disruptive. I prefer Alternative 4			
	1			1						
	1			1						
				1						

^{*}Submitted during Public Engagement #2 (between September 2 - September 30, 2021) via Public Engagement #1 feedback form

Source		findings related to the existing conditions for each of the	studies listed above for Missisauga East (Etobicoke Parkway to Ninth Line), do you have any specific insights or concerns? Creek to Confederation Parkway), do you have any specific insights or concerns? specific insights or concerns?	concerns regarding the areas within the BRT Corridor outside of Mississauga pinch points (e.g.,	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern.	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or concerns?		please explain.	11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
Engage		the Highway 427 on-ramps as similar works done for the Highway 7 BRT in York Region saw the bike lanes placed between the on-ramp and thru traffic lane. Something which would be a scary experience for many people who bike. I would suggest designing the	I would like to flag the use of slip lanes at Dixie and Cawthra which lead to motorists turning right onto these streets at relatively high speeds. These ideally should be removed as part of the Dundas BRT should be removed as part of the Dundas BRT side in improve the safety of people walking and biking along the corridor. I also believe there should not be shared lanes within the Cooksville area at Hurontario to ensure the most efficient BRT service possible, while a Dunds and Hurontario to improve safety of people walking and biking in the area.	None at this time.			l agree with selecting Alternative 1 as the preferred alternative.	As mentioned in #3, please do not adopt the reversible BRT lane option to ensure optimal BRT efficiency. If needed be, motor vehicle traffic should be reduced to one lane per direction to accommodate two BRT lanes along with active transportation.	I am concerned with the distance between the Tomken and Dixie stops, as well as between the Dixie and Warton Way stops. At 1.3 km and 1.4 km apart, they are considerably farther apart than other stops proposed along the route. It may be worth adding stops midway between each of the two segments.	As mentioned in the first round of consultations, I fully support the need to include protected bike lanes along the entire corridor.	
Engage*	17-Sep-21									A continuous, physically separated bikeway needs to be an essential part of this BRT project. Connected and combined with Bloor and Danforth Avenue this could become a 70 km urban bikeway, once the City of Toronto completes the planned extension of the Bloor Street protected bike lane from Runnymede to Kipling Six Points.	Public/ Virtual Events Email Regional Newsletters
Engage*	17-Sep-21									Please make sure to provide safe, physically, separated, bike lanes along this route in all places.	Regional Newsletters
Engage	17-Sep-21		How will BRT service physically connect to Dixie Go Station. How would this potential connection impact those lands located at the SW quadrant of Dixie Road and Dundas Street? How will existing driveway movements be restricted during construction and following BRT implementation. What is the physical location of the Dixie Station stop?		How will BRT service physically connect to Dixie Go Station. How would this potential connection impact those lands located at the SW quadrant of Dixie Road and Dundas Street? How will existing driveway movements be restricted during construction and following BRT implementation. What is the physical location of the Dixie Station stop?				How will BRT service physically connect to Dixie Go Station. How would this potential connection impact those lands located at the SW quadrant of Dixie Road and Dundas Street? How will existing driveway movements be restricted during construction and following BRT implementation. What is the physical location of the Dixie Station stop?		Email
Engage	20-Sep-21	No.	No. No.	Yes see question 10 response.		Yes but Don't fully understand.	No middle lane access preferred. Need centre turn lanes for vehicles.			Having read all the info on the BRT I can say I find it totally confusing I will just ask my question. Dundas St W Mississauga between Cawthra (Dundas connector) east to Dixie and west to Hurontario will the BRT be in the middle lane and only two lanes left for cars on each side east and west? If yes, This will increase the traffic Volume. Why not widen Dundas to keep the three lanes for vehicles going east and west? Currently centre turn lane will disappear or stay? Will drivers have to drive to the nearest intersection if the business they want to access is in between streets or will driver still be able to turn in the centre lane? If the centre turn lane is disappearing this will be a traffic nightnare not to mention frustrating to get around mississauga. Finally, is there plans in the future to remove the BRT and replace it with an LRT or streetcar like service like Toronto has? If yes, time to move out of Mississauga. We moved here to get away from Toronto's Traffic congestion and Now Mississauga is making creating the same mess.	Email

Source		findings related to the existing conditions for each of the			to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so, please specify the area of concern.	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or concerns?		please explain.	11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
Engage	20-Sep-21				Yes. We want to ensure that the existing right of access that property owners enjoy to Dundas Street will be respected and preserved in the future through this process. The area of our concern is just west of Mississauga Road at Dundas Street W. The City of Mississauga Engineering Staff are mistakenly impeding the legal access of the property owner of 1812 Dundas Street W citing reasons of the future BRT implementation, while failing to recognize the extensive road widenings that have taken place in this immediate area and curb cuts that have been made to facilitate the use of this access to Dundas Street W by the property owner.						Public/ Virtual Events Email Regional Newsletters Mail
Engage	21-Sep-21			Concern about increased level of noise from traffic flow. Please erect sound barriers in front of all residential locations, including condominiums.							Email
Engage	22-Sep-21	No	No I live just south of Dundas, east of Mason Heights, and the noise levels are alrea at an unbearable range. Including vibrations felt in my home from large vehicles most likely buses and trucks. What is going to be done about the increasing nois and vibrations from Dundas?		is any widening required between Confederation and Clayhill? This is a reduced lane area which seems to be a pinch point however it's not identified as one. What is this going to look like and will it impact the areas north and south of Dundas?	Agree with Alternative 1.	Agree with Alternative 1.	Prefer Alternative 2. This will provide continuity on the BRT line. It's best to incur the add'l cost and potential community impacts now as it will only be more costly and difficult in future. The importance of this line to help create a complete connected community outweighs the add'l upfront cost.	No	No	Public/ Virtual Events Email Regional Newsletters
Engage	22-Sep-21		Thank you for responding to my question regarding the impact of the reduction of vehicular roadway from 3 lanes to 2 lanes in each direction in the Mississauga East section. I would like the question answered as to how the proposed roadway use has been presented with this vehicular lane reduction yet there is no report data available to validate the impact of this proposed reduction in vehicular lane use. In tonight's presentation it was stated that this 'modeling data' would be undertaken soon and the information made publicly available. How is it that a proposed roadway use plan has been presented before this data was even available? Thank you for your specific response.							This is the most important consideration for the people of East Mississauga *** 50 Years ago Dundas St. from Etobicoke to Cawthra Rd. was 2 lanes each way. It was expanded to 3 lanes each way to accommodate population & Samp; vehicular growth both consumer and business travel. The current BRT proposal ELIMINATES 2 LANES OF DEDICATED VEHICULAR TRAVEL back to 2 LANES EACH WAY!! In the meantime, Mississauga has grown, on average, way over 100,000 people per decade and the fact is THERE IS NO WAY THAT *ALL* THAT POPULATION IS GOING TO GET ON THE BUS BRT! (to validate eliminating 2 vehicular lanes). Locally, Dundas St., east of the #427 Highway, is the "Eastern Gateway" to Mississauga. The current BRT plan will need to rename this part of Dundas St. *** the GRIDLOCK GATEWAY of MISSISSAUGA! People need to get engaged, or be 'caged'.	Email
Engage	22-Sep-21							I feel that preserving existing cultural and historical buildings is paramount for protecting the unique character of this area. We need our links to the past so that we can have an identity in the present.			
Engage	22-Sep-21						If eel like there needs to be consistency in the format/style of the road through the whole stretched, because if the structure varies, people of all ages and background will be confused.				Public/ Virtual Events Email Regional Newsletters Other - Email

Si	ource Date	fi co e fc E SI	indings related to the existing onditions for each of the environmental studies listed above or Toronto (Kipling Transit Hub to itobicoke Creek), do you have any pecific insights or concerns?	existing conditions for each of the environmental studies listed above for Missisauga East (Etobicoke Creek to Confederation Parkway), do you have any specific insights or concerns?	Parkway to Ninth Line), do you have any specific insights or concerns?	concerns regarding the areas within the BRT Corridor outside of Mississauga pinch points (e.g., Etobicoke Creek to Jaguar Valley Drive, Confederation Parkway to The Credit Woodlands, Mississauga Road to Ninth Line) that are not related to environmental studies, pinch point alternatives or proposed stop locations?	to the Mississauga right-of-way, do you have any questions or concerns related to potential impacts to properties? If so,	related to each of the six alternatives considered for the Mississauga East pinch point (Cooksville), do you have any specific insights or concerns?	to determine the best performing alternative (Alternative 1 – full median BRT about the centreline) for the Cooksville pinch point in Mississauga East, do you have any specific insights or concerns? Do you agree with the selection of Alternative 1? Is there anything we missed?	be used to assess the options for the Erindale Valley pinch point in Mississauga West, do you have any specific insights or concerns?	locations for Mississauga East (Etobicoke Creek to Confederation Parkway), do you have any specific insights or concerns?		11. How would you like to hear from us? Public/ Virtual Events Email Regional Newsletters Mail Other
ΙE	ngage 23-S	Sep-21 N	v/A	The existing creeks and waterways need to be protected as much as possible.	The local environment needs to be balanced against the serious costs of the pinch point restricting the ability to take cars off the road.	N/A	INCA	Two full BRT lanes are required to be useful, the left turn lanes are optional	needed.	A full Zlane BRT is useful, better to cut the active driving lanes. Space can be found by removing the median, squeezing the lanes, and widening the BRT-single lane to allow buses to pass by at low speeds.	ц у д	Full BRT continuity is very valuable for the long term impacts of the project.	
E	23-S	Sep-21										Never will you need more bike lanes. Ridiculous! It caters to very few. Get rid for the bike lanes! You should be catering to the drivers and the transit riders. Thousands compared to not even 100 cyclists. New immigrants will also be riding transit. Motor vehicle traffic will increase significantly however cyclist traffic MAY increase in a minor way. This is CANADA the land of snow. Going underground makes more sense. Or I suggest going up over the roadway. Centered pillars with two BRT above. Keep it narrow between stops. The roadway itself is already congested with cars and you want to take away two lanes? Senseless.	Public/ Virtual Events Email Regional Newsletters
E	gage 24-5	d T d ci (T tt m E T a h sr	lesign of the BRT segment in or onto and whether it would be lesigned as an open system or closed system, and whether local TTC and MiWay) buses would use his section, or if it would be estricted to express/regional (TTC Express, MiExpress and GO ransit) buses. I am also curious bout the number of stations and now buses would enter/exit this section of the BRT to link to other oads like Shorncliffe, East Mall ress, West Mall Cres. and Hwy 127.	to allow frequent 2 way all-day GO service. My concerns about the construction of the BRT also extend to protecting Little Etoloicke Creek, Cooksville Creek and the watersheds of bothI haven't seen much about how sediment and runoff will be prevented, or if there is any vision to reduce salt use on the BRT corridor/right-of-way and BRT platforms (through a platform heating system such as those used at GO stations). These watersheds are heavily stressed by salt use and according to Credit Valley Conservation they do not return to normal non-saline composition at any time during the year. I am also curious about plans to preserve the safety	As mentioned previously I am very concerned about the watersheds, in this area Credit River and Sheridan Creek. Sheridan Creek is already stressed by the concrete of the channel around Woodchester and the Erin Mills Auto Mall and runoff from the mall. A BRT station near Erindale Park should be built. This should be done because the park is a natural amenity for the City of Mississauga, it is an important green space and crucial river valley, and it is a more efficient transfer and branching point for buses heading to the UTM campus and buses heading further west on Dundas Street. This is a more efficient place for riders to transfer than at The Credit Woodlands. Furthermore, a BRT stop in the village would also help reduce vehicle speeds and improve transit access for residents. Finally, the section west of Mississauga Road should be in the median all the way out to Ninth Line. The current layout of much of the area west of Mississauga Road (and especially west of Erin Mills Parkway) is full of plazas and turning vehicles and drivers who would interfere with the movement of the buses (many of these vehicles also interfere with general traffic movement while waiting to turn left). A complete median BRT through Mississauga is the best solution to address these issues and to promote sustainable growth and development along the corridor, especially of the commercial plazas closer to Winston Churchill Blvd., which have a surplus of parking. In addition, this prevents interaction between vehicles bound for Highway 403, and buses using the BRT corridor.	consider the value of a station near 403 and Dundas. One reason is to provide better links at Ninth Line where there will be future development. Another is that there should be 60 bus services along the 403 which could connect the existing Transitway (and the future Missisauga section of the 407 Transitway) to the jobs and employment areas in east Oakville (the Ford Plant, the Joshua Creek employment area) and the Oakville GO area. The new design of the 403 and Dundas interchange may present an opportunity for direct bus access to		With respect to the Cooksville Pinch Point, I believe that Alternative 1 will be very costly and unnecessary. Alternative 3 with no left turns at Hurontario is a reasonable approach. However, if there is a demonstrated need for widening I propose alternative 7, widening to the south on the west side of Hurontario and widening to the north on the east side of Hurontario, to add auxiliary lanes that will allow plaza access and function as right turn only lanes at Hurontario.		am concerned about the design of the BRT through the Woodlands area, especially in the sections leading to the Erindale Valley. The Woodlands area (from Erindale Station Road/Glengarry Road to The Credit Woodlands) is a higher density node within the city and also within Dundas Connects, with 12 stories now permitted as of right. However, it is also a 6 lane high speed traffic corridor with median 2-way centre turn lane. The project should consider the larger number of collisions at the Erindale Station Road and Dundas intersection, as well as turning movements into and out of Westdale Mall, and look at storieting blocks and reducing speeds through design where possible to improve public safety and reduce the number of wehicle collisions. A BRT station at The Credit Woodlands is necessary. With respect to the Erindale Valley itself, the project will one way or another, have to address the hill slope issues on the north side of Dundas Street which have caused the north side sidewalk to be closed. It may be logical to consider a small widening of Dundas through this section to allow of lanes (2 GT plus 1 median BRT each way) but these lanes would need to be narrow as compared to other lanes. This widening should be mostly to the north but also allow for a slight widening to the south to help accommodate the travel lanes.	vision for connecting to the Dixie and	This is an exciting project that has great potential to transform a major corridor in Mississauga, encourage more mixed use development and make the corridor more accessible to a greater number and diversity of people and jobs and services. This BRT should be designed in the interest of the Mississauga of the future rather than that of the past, and as such should be designed as median BRT and high frequency throughout the city. Any situations of value engineering the project to reduce costs should be designed discouraged as they will detract from that important future.	Email

Submitted during Public Engagement #2 (between September 2 - September 30, 2021) via Public Engagement #1 feedback form

Public Feedback

Pinch Points Cooksville Area
 (Public Engagement #2)

	Date 3-Sep-21	Please share your comments or concerns about the Cooksville Area.
LIIBUBE	3-7HH-71	I don't think the preferred alternative is actually possible, without demolishing most of the buildings fronting Dundas.
	2 2Ch-71	The reason is the 23 metre wide bottleneck (from one building facade to another) around the Cook Street intersection. Let's try to put together a minimal full-BRT cross-section for that stretch:
		* 1.8 m sidewalk
		* 1.5 m bike lane
		* two 3 m car lanes
		* two 3 m bus lanes
		* two 3 m car lanes
		* 1.5 m bike lane
		* 1.8 m sidewalk
		Total 24.6 m. It doesn't fit.
		To me, it's unacceptable to demolish any of the buildings for the BRT. Cooksville is the closest thing to a functioning downtown in Mississauga that poor people aren't priced out of. The BRT itself is bound to cause some
		gentrification, but it would be almost criminal to force the area's poor residents and business owners out before the BRT is even operating.
		Sacrificing bike lanes for the BRT is also a no-go. The BRT will inevitably make general traffic slower and drivers more impatient. Cyclists deserve to be free from those effects.
		Have you studied the possibility of throttling car traffic through the pinch point, as I suggested in the last round? If examples from outside the GTA are taboo, you could at least ask Toronto's transportation division about
		their experience managing traffic entering downtown from the DVP and Gardiner.
		See this conceptual street layout between Confederation and Hurontario that fits between the existing buildings, but has a short gap in the westbound bus lane:
		https://s9.gifyu.com/images/dundas-brt-cooksville-pretty.png
		Note that only a 200-metre stretch, only westbound, would have to be kept clear of queues. Note that if left turns are prohibited at Hurontario, westbound cars can immediately be given a red, independently of the
		eastbound green, when a westbound bus is ready to leave the station. Together, these two measures would ensure that no buses are delayed at the pinch point.
		I very much support removing all left turns at Hurontario, not just for this reason. Frequent Hurontario streetcars and frequent Dundas buses will be competing for green time no matter what. It makes sense to forbid all
		movements that would conflict with both transit lines at the same time. Left turns between the two streets are already served indirectly by the existing Cooksville ring road (Hillcrest/Kirwin/Camilla/King/Confederation).
Engage 1	10-Sep-21	I would love to see the project live. I suggest that city of Mississauga changes description of some properties around Dundas st., within Cooksville pinch point. To pave the way to remove part of properties and create more spaces. This will improve the area and leave some space to solve part of Cookville pinch point problem. New design may have modern retail spaces around Dundas and Hurontario st
Engage 1	17-Sep-21	Would you have the nerve to restrict local car access to the lanes the buses intend to use in our own neighbourhoods that you intend to invade. Look, you make a grand "land acknowledgement" statement to work with
	·	and respect and accomdate Native Indians who we bought the land from legally hundreds of years ago but you want to destroy our local neighbourhoods with a constant flow of non tax paying travellers who don't care
		about the health land they are criss crossinging and polluting thousands of times a day. And without our permission and acknowledging our land claims to local neighbourhood streets.
		At least the Indians got paid something for the land .That is the way this seems to be shaping up in the eyes of the people in our neighbourhood. You paid the Indians but we are to be not only a conquered people who you
		additionally insult by having us pay through our taxes for somebody else's highway.
		How about building a second level above the QEW highway instead of through our city streets that way it's being built on land intended for high levels of traffic while not affecting quiet and clean residential
		neighbourhoods we enjoy and use for our daily needs.
		Under what legal or other authority do you think you can do this?
Engage 2	21-Sep-21	Dedicated bus lanes must be maintained throughout. Since this is an area that experiences more congestion and is therefore where bus priority is needed most. Do not revert buses to mixed traffic in these areas where
	'	buses are most delayed.

Public Feedback

 Pinch Points - Erindale Valley Area (Public Engagement #2)

Source	Date	Please share your comments or concerns about the Erindale Valley Area.
Engage	3-Sep-21	The priority should be to minimize impacts to the natural features of the Erindale Valley. Consider reducing the cycling infrastructure to sharrows which will reduce the required width of the right of way.
Engage	21-Sep-21	Hello. I am greatly disheartened by this proposal overall. First and foremost crossing the Credit River is imposing infrastructure on an environmentally sensitive area. What is most frustrating is that in the recent past the bridge was reconstructed and widened. Now it is going to be widened yet again as per the design pinch points below. Why wasn't it done once? Why couldn't MetroLinx coordinate with Mississauga to think into the future? MetroLinx may care about the environment but from my experience those doing the actual construction rarely do. If the bridge is widened yet again then more concrete footings are going to be needed and that work will be done in the flood plain. What if there is a flood? We have had several this year already. Will the construction materials be washed into the river and carried downstream? I see no assurances anywhere in that respect. Secondly, I must have concern for my neighbourhood. I live on Credit Heights Drive which runs off of The Credit Woodlands. While the Credit River Bridge was being reconstructed the traffic was restricted to one lane in each direction as the project was done 1/2 bridge at a time. During rush hour it was typical for traffic to be backed up from the Credit River to Old Carriage Road (3 lanes to 2 at Credit Woodlands and then 1 at the Credit River). Due to frustration, motorists looked for an outlet. That outlet was The Credit Woodlands was filled, our street, Credit Heights was seen as a possible escape route. We had many vehicles speeding up our street (ditches, no centre line) as frustrated motorists looked for some way out. No where in this whole process did anyone bother to put up a detour sign directing motorists north on Erindale Station Road, which is the most appropriate access road north (4 lanes, traffic lights). To be blunt, how many years are we going to have to put up with living near a construction zone, and having traffic blast through our streets? Why wasn't this considered when the bridge was rebuilt in recent years? The job is being
Engage	21-Sep-21	Dedicated bus lanes must be maintained through pinch point since it is where more traffic occurs and slows buses. Do not revert buses to mixed traffic through pinch points. Areas where there is more traffic which slows down buses is where bus priority is needed most.
Engage	23-Sep-21	I'm concerned about natural environment (Credit River and surrounding area) and development scale of infrastructure that will impact the environment. Second, I'm concerned about increase in noise along Dundas with additional Bus dedicated infrastructure. I noticed overall in the last 6 years that traffic noise increased. That might be to the increase in overall house development and number of people living in Mississauga, thus traveling along Dundas street. However, buses have the unique sound when breaking or starting to increase speed after the bus stop. In general, buses are much louder than cars. Unless the new type of super quiet buses will be used, I feel that more roaring will be the constant thing through the day and night, especially the way sound moves from lower points of Dundas towards houses that sit slightly higher than Erindale Valley area.

Public Feedback

Mississauga East
 Proposed Stop
 Locations - Cawthra
 (Public Engagement #2)

Source	Date	Please share your comments or concerns about the proposed Cawthra station.	
Engage	14-Sep-21	ST. John's Dixie Cemetery & Crematorium is close to Cawtra. Will the two entrance to the cemetery be affected by construction?	

Public Feedback

Mississauga East
 Proposed Stop
 Locations - Hurontario
 Street
 (Public Engagement #2)

Source	Date	Please share your comments or concerns about the proposed Hurontario Street station.	
Engage	21-Sep-21	The station should be located near the Hurontario Street intersection and have a clear, easy transfer to LRT/buses on	
		Hurontario Street. Consider prohibiting left turns from Dundas to accommodate a station right at Hurontario Street.	

Public Feedback

Mississauga East
 Proposed Stop
 Locations - Warton Way
 (Public Engagement #2)

Source	Date	Please share your comments or concerns about the proposed Warton Way station.			
Engage		Do you expect changes to Coram Crescent Will you need land south of Dundas extending into the north side of Coram Crescent. I believe that any widening of Dundas would likely occur to the south as there are more large buildings on the north			
Engage	13-Sep-21	could comment about the effects of this stop on the north east portion of Coram Crescent regarding noise and air pollution			

Public Engagement Record

- Public Email Correspondence Table
- Public Email Correspondence Record

Public Engagement Record

• Public Email Correspondence Table

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
February 28, 2021	 Expressed support for the Dundas Bus Rapid Transit Project and the potential for the development of a cycling corridor after reviewing the Initial Business Case Requested clarification regarding the Project timeline Expressed their desire for advancing development of the Project between Aukland Road and the East Mall to support the cycling corridor 	March 4, 2021	 Metrolinx thanked respondent for providing feedback to the Dundas Bus Rapid Transit Project Initial Business Case Metrolinx noted that is the Project Team is working to advance the preliminary design phase and the Transit Project Assessment Process and environmental studies Metrolinx confirmed that public engagement will commence in April 2021 Metrolinx noted that at the individual's request, they will be signed up to the Metrolinx e-newsletter to be kept informed on Metrolinx Projects
April 21, 2021	Requested information regarding the Dundas Bus Rapid Transit Project	April 26, 2021	Metrolinx provided a link to the Dundas Bus Rapid Transit Project website
April 21, 2021	 Expressed concern regarding the widening or addition of lanes to Dundas Street due to the residential nature of the area Expressed support for a previously viewed Project design of rapid transit lanes alongside Highway 407 Requested information regarding potential impact of the Dundas Bus Rapid Transit Project on homes close to Dundas Street 	April 27, 2021	 Metrolinx confirmed that the Dundas Bus Rapid Transit is being proposed in response to the findings in multiple municipal planning studies and the Dundas Bus Rapid Transit Initial Business case, which indicates the need for improved bus transit infrastructure along Dundas Street Metrolinx confirmed that issues relating to public safety are being evaluated through the Transit Project Assessment Process in which Metrolinx is completing studies to identify baseline conditions, determine any potential for impacts and propose measures to mitigate potential impacts Metrolinx noted that while input is being sought during this round of engagement regarding land acquisition and building displacement, property impacts in Halton and Hamilton are currently not expected Metrolinx noted that any potential property impacts will be confirmed as the study and design progresses Metrolinx noted that the Public Engagement #1 display boards are available for review on the Project webpage and the opportunity to submit feedback on the Preliminary Design by filling out the Metrolinx Engage feedback form before April 30, 2021
April 21, 2021	Requested information regarding the Dundas Bus Rapid Transit Project and potential impact to neighbourhoods between Appleby Line and Walkers Line	April 30, 2021	 Metrolinx confirmed that specific details relating to the area between Appleby Line and Walkers Line are not yet finalized Metrolinx noted that the general approach being considered for Dundas Street in Halton and Hamilton through the Preliminary Design Business Case will be to utilize the existing / planned cross-section, provide transit priority and bus service in high occupancy vehicle lanes and / or convert the curbside lane into a dedicated Bus Rapid Transit lane Metrolinx noted that the Public Engagement #1 display boards are available for review on the Project webpage and the opportunity to submit feedback on the Preliminary Design by filling out the Metrolinx Engage feedback form before April 30, 2021
April 22, 2021	 Informed Metrolinx about technical issues experienced with the online feedback form on Metrolinx Engage and provided comments to Public Engagement #1 materials in an email attachment 	April 22, 2021	Metrolinx thanked respondent for providing feedback to the Dundas Bus Rapid Transit Project virtual Open House
April 22, 2021	 Expressed support for the Dundas Bus Rapid Transit Project Requested information regarding the potential inclusion of separated cycling lanes along the Project corridor 	April 26, 2021	Metrolinx confirmed that dedicated cycling facilities and multi-use pathways are being considered and will be confirmed as the study and design progresses

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
April 22, 2021	 Expressed concerns regarding the economic rationale for construction of the Dundas Bus Rapid Transit Project and requested information on the current utilization of existing bus lanes and their connection to rail lines 	April 26, 2021	 Metrolinx confirmed that the Dundas Bus Rapid Transit is being proposed in response to the findings in multiple municipal planning studies and the Dundas Bus Rapid Transit Initial Business Case, which indicates the need for improved bus transit infrastructure along Dundas Street
			 Metrolinx noted that the East-West transit service expansion on Dundas Street would allow for more frequent and reliable services between key existing and planned centres, and offer more attractive travel times to the Toronto Transit Commission's Line 2 subway, the Hurontario Light Rail Transit and the frequent GO Bus services on Highway 407
April 23, 2021	 Noted that they were unable to locate proposed stops for the Dundas Bus Rapid Transit Project Requested a stop near the intersection of Hamilton Street and Dundas 	April 27, 2021	 Metrolinx confirmed that transit stop locations for the Dundas Bus Rapid Transit Project have not yet been identified and will be confirmed in the forthcoming Preliminary Design
	Street or a stop within the Waterdown Area Core be considered		Metrolinx noted that the transit stop suggestion near the Hamilton Street and Dundas Street intersection has been provided to the Project Team for consideration
April 23, 2021	 Requested information regarding potential noise mitigation for the Dundas Bus Rapid Transit Project 	April 28, 2021	Metrolinx acknowledged that the concerns regarding noise will be reviewed by the Project Team
			Metrolinx confirmed that impacts to the existing right-of-way are expected to be minimal as a number of environmental assessments and studies have been completed along this segment and the degree of transit priority is not anticipated to be as significant as in Toronto and Mississauga
			 Metrolinx noted that two areas in which the Dundas Bus Rapid Transit Project will potentially reduce noise along the Project corridor are the level of traffic and the types of vehicles being used
April 23 & April 29, 2021	 Requested clarification on whether the Dundas Bus Rapid Transit Project will provide an additional lane to the existing roads to be used as the dedicated bus lane or alternately use tunnels or overhead overpasses to expand available lanes 	April 30, 2021	Metrolinx acknowledged that the feedback has been received and recorded and a detailed response with the most relevant and accurate information will be provided
April 23, 2021	 Requested clarification on whether the Dundas Bus Rapid Transit Project will provide an additional lane to the existing roads to be used as the dedicated bus lane or alternately use tunnels or overhead overpasses to 	May 6, 2021	Metrolinx noted that design alternatives throughout the entire Dundas Bus Rapid Transit corridor are currently under development and Cooksville has been identified as a pinch point
	expand available lanes		 Metrolinx note that a pinch point is an area of special interest where the ability to widen the road may be constrained by the existing environment or where other design challenges are present
			 Metrolinx confirmed that a tunnel arrangement is being considered as a design alternative and pinch point locations will undergo technical screening to consider impacts, evaluate design alternatives and assess a variety of factors to identify an optimum plan balancing impacts and Project needs
			Metrolinx provided a link to the Dundas Bus Rapid Transit proposed screening criteria presented at the Public Engagement #1
April 27, 2021	Expressed concerns regarding the impact of telecommuting (due to the Covid-19 pandemic) on previous studies used to justify the recommendation	April 30, 2021	Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project and stated that all feedback received will be recorded
	of the Dundas Bus Rapid Transit Project	May 6, 2021	 Metrolinx noted that in the Dundas Bus Rapid Transit Initial Business Case, the Dundas corridor was identified as a key trip destination and 25% of total employment

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
April 28, 2021	 Expressed that it is unreasonable to consider using Dundas Bus Rapid Transit as a means to connect with Kipling Station and continue a journey to downtown Toronto Noted that Mississauga Transit already provides a route similar to the proposed Dundas Bus Rapid Transit route Expressed concerns with Toronto Transit Commission's ability to handle an increase in riders coming from the Dundas Bus Rapid Transit system Requested information regarding the addition or reduction of traffic lanes for the Dundas Bus Rapid Transit Project 	April 30, 2021	 growth in Mississauga and 49-60% of total employment growth in Oakville and Burlington will occur within the corridor Metrolinx provided a link to the Dundas Bus Rapid Transit Initial Business Case and encouraged participation at the upcoming round of engagement where there will be the opportunity to view and comment on more specific design details Metrolinx noted that the input provided will be documented and considered as planning for the Dundas Bus Rapid Transit Project progresses Metrolinx acknowledged that the feedback has been received and recorded and a detailed response with the most relevant and accurate information will be provided
	 Expressed concerns regarding the need for additional traffic lanes Expressed their preference for an underground subway if additional traffic lanes are not incorporated within the Dundas Bus Rapid Transit Project 		
April 28, 2021	 Requested information regarding the projected service launch date for the Dundas Bus Rapid Transit Project Requested information regarding employment with the Dundas Bus Rapid Transit Project 	May 3, 2021	 Metrolinx noted that a launch date for the Dundas Bus Rapid Transit Project is yet to be determined as the Project is still in the pre-planning phase Metrolinx noted that information regarding employment opportunities with Metrolinx can be found via the Metrolinx Careers webpage
April 29, 2021	 Noted that they were awaiting a reply regarding their initial request for information regarding the addition or reduction of traffic lanes along Dundas Street to implement the Dundas Bus Rapid Transit Project Expressed concerns regarding the need for additional traffic lanes Expressed their preference for a subway in place of a bus if additional traffic lanes are not incorporated into the design of the Dundas Bus Rapid Transit Project 	May 6, 2021	 Metrolinx confirmed that the Dundas Bus Rapid Transit Project is being proposed in response to the findings in multiple municipal planning studies and the Dundas Bus Rapid Transit Initial Business Case, which indicates the need for improved bus transit infrastructure along Dundas Street Metrolinx confirmed that design alternatives throughout the entire Dundas Bus Rapid Transit corridor are currently under development, including through Cooksville, which has been identified as a pinch point (constrained area) Metrolinx confirmed that a tunnel / portal arrangement is one design alternative that will be considered and design alternatives will be evaluated based on screening criteria such as traffic, infrastructure, property, and environmental considerations pertaining to the natural, cultural and built conditions in Cooksville Metrolinx provided a link to the proposed screening criteria Metrolinx confirmed that following the evaluation of the design alternatives in Cooksville, the best performing design alternative will be presented to the public in Summer 2021 for review
April 29, 2021	Expressed interest in participating in the Stakeholder Advisory Group for the Project and requested more details on how to get involved	May 5, 2021	Metrolinx thanked the respondent for their interest in the Dundas Bus Rapid Transit Project and noted that once the engagement process is defined, they would circle back to provide more details as to how the respondent could get involved
April 30, 2021	 Noted that there was a website error that prevented their submission of a feedback form and noted that transportation (protected and connected bike lanes) must be a key element of the design and implementation of the Dundas Bus Rapid Transit Project 	May 11, 201	 Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project and noted that their feedback has been received and will be recorded Metrolinx confirmed that while plans are still in the preliminary stages, protected and dedicated cycling infrastructure is part of the scope of the Project and Metrolinx will be working with all nearby municipalities to ensure that the Dundas Bus Rapid Transit design is integrated into current and future active transportation plans

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			Metrolinx noted that through the Toronto and Mississauga segments the Project will aim to provide and support the appropriate cycling networks, pedestrian infrastructure and transit routes where possible
			Metrolinx noted that the individual should reach out to their local Councillor for more information related to cycling infrastructure in their neighbourhood
			Metrolinx apologized for the technical issues the user encountered on the website and provided additional email contacts for the Community Relations team
April 30, 2021	 Requested clarification on whether the Dundas Bus Rapid Transit Stakeholder Advisory Group is looking for organizational or personal representation 	May 3, 2021	Metrolinx thanked the respondent for their interest in the Dundas Bus Rapid Transit Stakeholder Advisory Group and requested additional contact information
May 7, 2021	 Expressed appreciation for the response received on earlier comment regarding road capacity and suggested that the Hurontario Light Rail Transit Project connect to Dundas Bus Rapid Transit via an underground bus stop at Hurontario Street 	May 14, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project and noted that a connection between the Dundas Bus Rapid Transit and the Hurontario Light Rail Transit is being considered
May 11, 2021	 Acknowledged Metrolinx's response and clarifications regarding protected and dedicated cycling infrastructure as being part of the Project scope 	N/A	• N/A
June 24, 2021	Requested an update regarding the current status, process and timeline of the Dundas Bus Rapid Transit Project	July 6, 2021	 Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project and stated that all feedback received will be recorded Metrolinx confirmed that the Dundas Bus Rapid Transit Project is currently in the preliminary design phase, and the entire study is scheduled to be completed at the end of 2022
			Metrolinx provided a link to the Metrolinx Engage Project webpage and encouraged participation at the upcoming round of engagement where more information will be provided
July 15, 2021	Requested an invitation to the Dundas Bus Rapid Transit Stakeholder Advisory Group	July 15, 2021	Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Stakeholder Advisory Group and requested additional contact information
July 15, 2021	 Requested invitation to the Dundas Bus Rapid Transit Stakeholder Advisory Group Noted involvement in several ethnic associations and ability to liaise with several groups on behalf of the Project 	July 16, 2021	Metrolinx noted that an invitation to join the Dundas Bus Rapid Transit Stakeholder Advisory Group had been forwarded
August 28, 2021	 Requested information about ongoing engagement related to the Dundas Bus Rapid Transit Project 	September 3, 2021	Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project and stated that all feedback received will be recorded
			Metrolinx noted that Public Engagement #2 would be live on Metrolinx Engage until September 23, 2021 and encouraged participation to learn more about the Dundas Bus Rapid Transit Project
			Metrolinx provided an overview of the Metrolinx Live meeting and a link to the Dundas Bus Rapid Transit Metrolinx Engage Project webpage and confirmed that the Metrolinx Live meeting will be held on September 22, 2021
			Metrolinx encouraged participants of the Metrolinx Live meeting to submit and vote on questions using the virtual Metrolinx Engage platform

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
September 2, 2021	 Provided feedback, input and suggestions regarding the alignment and route of the Dundas Bus Rapid Transit Project 	September 10, 2021	Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project and stated that all feedback received will be recorded
			Metrolinx clarified that this study is focused on improving the bus transit service directly along Dundas Street through Highway 6 and is expected to include potential improvements to bus stops and traffic signals (to facilitate transit priority), and noted that significant infrastructure improvements in this area are not included as part of this study
			Metrolinx noted that additional information can be viewed on the City of Hamilton's website and provided a link to the Master Plan for more information
September 2, 2021	Requested information related to property impacts	October 22, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project
			Metrolinx noted that the Project Team is working to minimize project impacts on the community
			Metrolinx noted that at this stage of the project, no impacts to the property of concern are anticipated and confirmed that all potentially impacted property owners would be contacted directly
September 10, 2021	Expressed concerns regarding naming the Project after Henry Dundas	October 5, 2021	Metrolinx confirmed that a final Project name has not been determined
			Metrolinx confirmed that inclusion and reconciliation with marginalized communities is of great value to the organization
			Metrolinx noted that the City of Toronto's progress on renaming of Dundas Street is being followed closely
			Metrolinx confirmed best practices for advancing plans to rename the Dundas Bus Rapid Transit Project is currently under review, along with affected municipalities formally renaming the street within their jurisdictions
			Metrolinx provided instruction for how to sign up to the Metrolinx e-newsletter to be kept informed of Project updates
September 10, 2021	Suggested the City of Mississauga update descriptions of properties around	October 22, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit study
	Dundas to remove part of properties and create more space		Metrolinx noted that the current design of the Cooksville area would allow for improved transit and encourage growth
			Metrolinx noted that policies for the area would improve the pedestrian experience
			Metrolinx advised the respondent to visit the City of Mississauga's website regarding work underway around the Cooksville area
September 13, 2021	Requested clarification on potential land changes south of Dundas,	October 22, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit study
	including road widening		Metrolinx noted that they are working to minimize project impact to communities
	Commented that stop would impact noise and air pollution		Metrolinx noted that there were no impacts for properties in the Coram Crescent area
			Metrolinx noted that an Air Quality and Noise and Vibration report was prepared and would be available as part of the Environmental Project Report (EPR) public review.
September 14, 2021	Noted that St. John's Dixie Cemetery & Crematorium is in close proximity to	October 22, 2021	Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project
	 Cawthra Road Requested to know if the entrances to the cemetery will be affected by construction related to the Dundas Bus Rapid Transit project 		Metrolinx confirmed that the Dundas Bus Rapid Transit Project is currently in the planning phase and details surrounding the implementation of the project are typically dealt with during the detailed design phase of the project.

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			 Metrolinx confirmed that traffic and access management requirements will be included in the construction documents which the constructor must adhere to Metrolinx noted that, typically, entrances are protected and maintained during construction, with the occasional temporary closure to facilitate construction in that localized area Metrolinx confirmed that any temporary impact would typically be communicated well in advance Metrolinx noted that it is too early to confirm the impacts to properties either as a result of the design or construction of the Dundas Bus Rapid Transit Project
September 14, 2021	Requested clarification on Dundas Bus Rapid Transit Project's study area and whether there would be stops on Dundas Street, west of Confederation Parkway	September 23, 2021	 Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project and stated that all feedback received will be recorded Metrolinx confirmed that there will be more proposed stops west of Confederation Parkway. As work for Mississauga East (Etobicoke Creek to Confederation Parkway) is further advanced than the rest of the corridor, only proposed stop locations in Mississauga East are being presented for feedback at this time Metrolinx noted that the proposed stop locations for Mississauga West, Halton and Hamilton, and Toronto will be presented for feedback at a future round of public engagement
September 17, 2021	Requested information on how to register and participate in Dundas Bus Rapid Transit Metrolinx Live meeting	September 21, 2021	 Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project and stated that all feedback received will be recorded Metrolinx provided a link to the Dundas Bus Rapid Transit Project webpage and noted that the form, located below the "Ask A Question" button, must be filled in to register for the Metrolinx Live meeting Metrolinx confirmed that the live meeting includes a brief presentation and a question and answers session with a panel of experts Metrolinx encouraged participants of the Metrolinx Live meeting to submit and vote on questions using the virtual Metrolinx Engage platform
N/A	• N/A	September 21, 2021	 Metrolinx thanked respondent for interest in the Dundas Bus Rapid Transit Project Metrolinx provided a link to the Metrolinx Engage Project webpage and requested that feedback be submitted by September 23, 2021
September 21, 2021	Requested to know if the Dundas Bus Rapid Transit Metrolinx Live meeting would be recorded and how to access it	September 21, 2021	 Metrolinx provided a link to the Metrolinx Engage Project webpage and confirmed that a video recording will be available following the event Metrolinx confirmed that the Metrolinx Live meeting includes a brief presentation and a live question and answer session with a panel of experts from the Project Team Metrolinx noted that all questions and answers will be posted a few days following the Metrolinx Live meeting
September 21, 2021	 Expressed concern on behalf of their client regarding access to private property on Dundas Street Requested existing access be respected and preserved in the future as access was established in 1952 	September 29, 2021	 Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project Metrolinx noted the Dundas Bus Rapid Transit Project is currently in the preliminary design phase, with the entire corridor design and study scheduled to be completed by the end of 2022

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	 Requested assurance that the Dundas Bus Rapid Transit Project would not interfere with the access Noted that consulting firms have provided studies that confirm access can merge with the existing roadway as described in Dundas Connects Master Plan 		 Metrolinx noted that as part of the Environmental Assessment process, a high-level conceptual plan meant to identify all potential impacts to properties and related mitigations, including minimizing property impacts wherever possible, will be developed Metrolinx noted that only properties that are deemed absolutely necessary would be considered for acquisition and that every effort to minimize property impacts and the footprint of land required through careful planning and design work will take place Metrolinx noted that not all properties identified at the Environmental Assessment phase are acquired Metrolinx noted that although the design plan has not been finalized in this area, it is not envisioned that the access in question would be removed as part of the Dundas Bus Rapid Transit Project Metrolinx noted that in addition to the Dundas Bus Rapid Transit Project requirements, Dundas Street West remains a City of Mississauga roadway and future access provisions would be subject to their municipal review processes Metrolinx noted that Public Engagement #2 took place from September 2 to September 23, 2021 and that there will be three more rounds of public engagement before the end of 2022 Metrolinx advised the respondent to sign up to the Peel e-newsletter at
September 22, 2021	Requested that they be kept informed about the progress of the Dundas Rapid Bus Transit Project Requested access to the September 22 Dundas Bust Rapid Transit Live Meeting	September 28, 2021	 Metrolinx.com/peel to stay informed of Project updates Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project and provided a link to the Public Engagement #2 materials Metrolinx confirmed that the Dundas Bus Rapid Transit Project Live Meeting took place on September 22 at 6:30 Metrolinx noted that if the respondent missed the meeting a video and PDF presentation can be viewed online PDF presentation at https://www.metrolinxengage.com/en/dbrtLIVEsept22 Metrolinx noted that the Dundas Bus Rapid Transit Project Team is currently in the process of preparing responses for the questions submitted during the Live Meeting which they were not able to answer during the event and they will be posted to the project website Metrolinx advised the respondent to subscribe to the Metrolinx monthly e-newsletter for progress updates and provided additional email contacts for the Community Relations team
September 22, 2021	 Expressed concern regarding traffic lanes being converted to dedicated lanes for Dundas Bus Rapid Transit Project Suggested using Highway 407 or Highway 401 for the Bus Rapid Transit Project Suggested that elevated roads are needed for Bus Rapid Transit to occur on Dundas Street 	October 1, 2021	 Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit project Metrolinx noted that the request had been sent to relevant Project Team members to be addressed
September 29, 2021	Requested a copy of the presentation materials from the September 22, 2021 Metrolinx Live meeting	September 29, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project and provided a link to the Public Engagement #2 materials

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
N/A	Letter in response to phone call	September 29, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project
			Metrolinx noted that the Erindale Valley pinch point alternatives were prepared at a conceptual design level and would be refined to incorporate feedback later in the process
			Metrolinx noted that the Erindale Presbyterian Church is deemed a heritage resource and that special consideration would be granted the property
			Metrolinx noted that an Air Quality and a Noise and Vibration Report were prepared to assess the environmental impact of the Dundas Bus Rapid Transit, and advised that other noted air quality studies noted in the respondent's email were not within the scope of the project
			Metrolinx addressed the measures taken to monitor and mitigate the accumulated population in Erindale Valley
			 Metrolinx thanked the respondent for their suggestion regarding the Erindale pinch point and noted that the Bus Rapid Transit reversible lane was featured in Alternative 1
			Metrolinx noted that the building of housing at major intersections was beyond the scope of the project
			Metrolinx noted that all Bus Rapid Transit and local stops would be Accessibility for Ontarians with Disabilities Act (AODA) Compliant
October 15, 2021	Requested clarification for cycling path which routes from Sutton to Oakville	November 11, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit project
	 Expressed concern for the safety of cyclist using paths and proposed alternatives connecting Oakville and Burlington 		Metrolinx noted that the request had been sent to relevant Project Team members to be addressed
			Metrolinx noted that cycling lanes were among their considerations moving forward
October 15, 2021	 Requested information regarding the Dundas Bus Rapid Transits plans to connect to local transit lines 	October 15, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit project
	Requested clarification for the Dixie Bus Rapid Transit station placement		Metrolinx noted that the request had been sent to relevant Project Team members to be addressed
	Requested information regarding the designs of the route	October 27, 2021	Metrolinx noted that the exact stop locations would be confirmed during the development of the design phase of planning
			Metrolinx noted that they are currently developing the routing and servicing paths for the area
			 Metrolinx confirmed that a stop is planned for the intersection of Dixie Road and Dundas Street, and referred the respondent to a rendering of what the station would look like once developed
			Metrolinx advised the respondent to subscribe to the Metrolinx monthly e-newsletter for progress updates
N/A	Followed up from previous email	October 19, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit project
			Metrolinx noted that the Dundas Bus Rapid Transit project was being proposed as a result of municipal planning which indicated a need for additional transit
			Metrolinx noted that designs are under development, however that tunneling in the Erindale Valley area was rejected as an option due to costs and amount of impact that would be reduced

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
			 Metrolinx noted that a skyrail option was also considered, but was ruled out due to cost and minimal impact improvement over at-grade development
			 Metrolinx addressed the servicing scheduling anticipated for the Dundas Bus Rapid Transit, and noted that their intent was to include adjustments to facility transit priority and to improve bus stops
			 Metrolinx noted that the goal is to provide reliable service, improve traffic flow and provide reliable connections to local transit lines
			Metrolinx advised that additional information would be available on the project website
October 21, 2021	Reiterated the need for elevated roads	November 10, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit project
	 Noted that bus speeds would not impact efficiency as much as anticipated 		 Metrolinx reiterated that the Project would improve transit from Toronto to Hamilton
	Requested clarification on the need for dedicated bus lanes		 Metrolinx noted the features being considered as part of the Dundas Bus Rapid Transit Project, including dedicated lanes for buses and Smart signals
			 Metrolinx noted that modelling and development was still being conducted
			 Metrolinx clarified that the Dundas Bus Rapid Transit study is building off of previous Environmental Assessments which recommended adding additional dedicated lanes for buses
			 Metrolinx noted that further evaluation regarding High Occupancy Vehicle lanes and dedicated curbside lanes was underway
			 Metrolinx advised the respondent to subscribe to the monthly newsletter for Project progress updates
November 5, 2021	Requested clarification for why a Bus Rapid Transit system was chosen for	November 12, 2021	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project
	the Dundas Street corridor instead of Light Rail Transit or a track-based system Requested to know if Bus Rapid Transit was selected as the transit option due to funding or based on expected/ desired ridership numbers		 Metrolinx confirmed that the selection of the Bus Rapid Transit system is based on analysis through the Dundas Connects Master Plan and Dundas Bus Rapid Transit Initial Business Case which indicates that expected growth and demand is best met through Bus Rapid Transit and priority bus initiatives
			 Metrolinx noted that Bus Rapid Transit offers the most competitive solution to deliver high-quality, high-frequency services along the Dundas Street Corridor for a number of reasons including but not limited to cost efficiency, flexibility in routing and level of services, and passenger capacity
			 Metrolinx noted that the current corridor design, with respect to the alignment geometry and the stop geometry, protects for the possibility of the corridor being converted to an at-grade Light Rail Transit system in the future
			 Metrolinx advised the respondent to subscribe to the Metrolinx monthly e-newsletter for progress updates
November 12, 2021	 Noted that they had viewed the Dundas Connects Master Plan and Dundas Bus Rapid Transit Initial Business Case analysis and observed that the Bus Rapid Transit option had been compared to subways and Light Rail Transit options Requested to know if the Bus Rapid Transit system would be implemented with clean energy or electric / hydrogen buses 	November 19	Metrolinx thanked the respondent for interest in the Dundas Bus Rapid Transit Project
			 Metrolinx confirmed that the Preliminary Design Business Case will consider the provision of electric buses and fleet in the future project lifecycle development
			 Metrolinx noted that it is yet to be determined what vehicles will operate within the Dundas BRT infrastructure
			 Metrolinx noted that vehicle selection will depend on factors such as routing, fleet requirements and service provider(s)

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
	 Noted that fuel sources are an issue with long-distance transit modes such as the proposed Dundas Bus Rapid Transit, where having zero emissions vehicles may present a significant challenge 		 Metrolinx noted that there are on-going future technology pilot projects to test and evaluate the benefits, including MiWay (the City of Mississauga transit service) participating in a hydrogen fuel cell electric bus pilot project
			 Metrolinx noted that the scope of the Dundas Bus Rapid Transit study is to consider provisions for these future technologies to ensure that the infrastructure can accommodate these technologies in the future

Public Engagement Record

• Public Email Correspondence Record

To:
Subject: RE: Re: BRT System EML

Date: November 19, 2021 3:30:35 PM

Hi

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

The Preliminary Design Business Case will consider the provision of electric buses and fleet in the future project lifecycle development. However, it is yet to be determined what vehicles will operate within the Dundas BRT infrastructure. This will depend on factors such as routing, fleet requirements and service provider(s). There are on-going future technology pilot projects to test and evaluate the benefits, including MiWay (the City of Mississauga transit service) participating in a hydrogen fuel cell electric bus pilot project. The scope of this study is to consider provisions for these future technologies to ensure that the infrastructure can accommodate these technologies in the future.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

------ Original Message ------

From:

Received: 11/12/2021 4:01 PM **To:** <Peel>; Peel@metrolinx.com

Subject: Re: BRT System EML:

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Good afternoon,

Thank you for your quick response! I did go through the analysis linked earlier and see that the BRT was compared to subways and LRT options. I do have another question, will the BRT system be implemented with "clean energy" or electric/ hydrogen buses in mind? This is one of the issues I see with our transit modes that extend a long route, such as the Dundas BRT, where having zero emissions vehicles may present a significant challenge.

Regards,

----- Original Message -----

On Friday, November 12th, 2021 at 3:51 PM, Peel <Peel@metrolinx.com> wrote:

Hi ,

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

Regarding your inquiry on the selection of the BRT system, the analysis through the

<u>Dundas Connects Master Plan</u> and <u>Dundas BRT Initial Business Case</u> indicates that the expected growth and demand is best met through BRT and priority bus initiatives. BRT offers the most competitive solution to deliver high-quality, high-frequency services along the Dundas Corridor for a number of reasons including but not limited to cost efficiency, flexibility in routing and level of services, and passenger capacity (as it can be operated closer to its theoretical capacity given the flexibility of service levels). However, the current corridor design, with respect to the alignment geometry and the stop geometry, protects for the possibility of the corridor being converted to an at-grade LRT system in the future, where appropriate (notably the centre running section) and when demand warrants it.

If you're interested in keeping updated on the proposed project you may <u>subscribe to the Metrolinx e-newsletter</u> to stay up to date with the latest news, progress announcements and construction updates from Metrolinx.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

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.

From: Metrolinx Engage via Metrolinx Engage

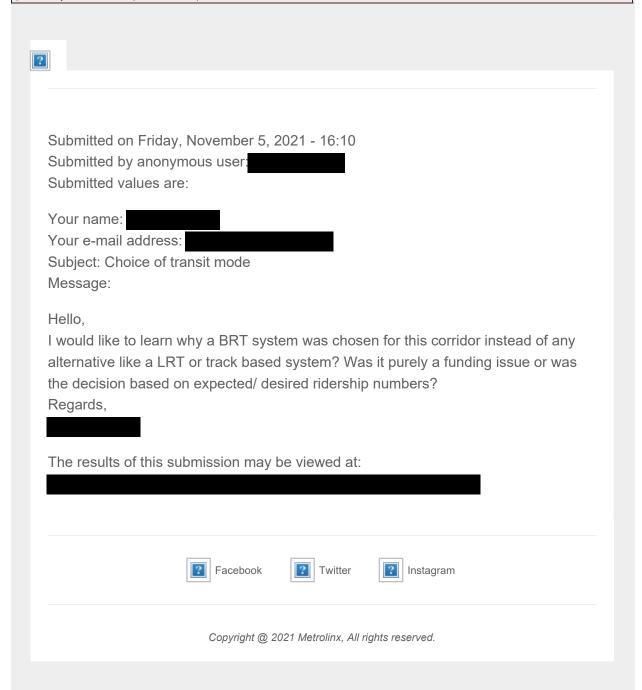
To: Dundas BRT

Subject: Form submission from: Contact the Dundas BRT Team

Date: November 5, 2021 4:11:34 PM

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To:

Subject: Re: Dundas BRT inquiry regarding St. John"s Dixie Cemetery & Crematorium EML

Date: October 22, 2021 3:22:37 PM

Hello,

Thank you for your interest in the Dundas BRT study and for you inquiry. The project is currently in the planning phase and details surrounding the implementation of the project (i.e., construction staging and traffic management during construction) are typically dealt with during the detailed design phase of the project. Traffic and access management requirements will be included in the construction documents which the constructor must adhere to. Typically, entrances are protected and maintained during construction, with the occasional temporary closure to facilitate construction in that localized area. Any temporary impact would typically be communicated well in advance. With that being said, it is too early to confirm the impacts to properties either as a result of the design or construction.

Please let us know if you have any additional comments or questions.

Thank you,

To:

Subject: Re: Dundas BRT Inquiry regarding Coram Cres EML:

Date: October 22, 2021 3:28:26 PM

Hello,

Thank you for your interest in the Dundas BRT study and for your inquiry. The Project Team is making every effort to minimize project impacts on the community. Once the Project Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. At this point in the planning process, it is too early to comment on exact property impacts. However, there are no changes envisioned to Coram Crescent, with only minor adjustments anticipated to the curbs at the intersection between Dundas Street East and Coram Avenue. There are no impacts to the properties on Coram Crescent as they are well set back from Dundas Street East and do not front onto Dundas Street East.

Regarding noise and air pollution, we have prepared an Air Quality Report and a Noise and Vibration Report that assesses potential impacts to the environment from the proposed Dundas BRT project and recommends mitigation measures related to both the construction and operations phases of the proposed Dundas BRT project. This report will be available for public review as part of the Environmental Project Report (EPR).

Please let us know if you have any additional comments or questions.

Thank you,

From: Peel To:

Subject: Re: Dundas BRT Cooksville Inquiry EML

Date: October 22, 2021 3:45:31 PM

Hello,

Thank you for your interest in the Dundas BRT study and for your inquiry. The City of Mississauga is currently working on updating its Official Plan policies for Downtown Fairview, Cooksville and Hospital. This area includes the lands surrounding the intersection of Hurontario and Dundas Streets, which are located in Downtown Cooksville. With improved transit on the way in the form of the Hurontario Light Rail Transit and a future Dundas Bus Rapid Transit, Downtown Cooksville is expected to grow.

New Official Plan policies are proposed to manage that growth and achieve vibrant, walkable, transitsupportive communities. These policies will play a role in creating new spaces for shops, restaurants and services along Hurontario and Dundas Streets. This includes requiring developments to integrate commercial uses on the ground floor of new buildings and provide an active frontage along those corridors.

In addition, policies will seek to improve the pedestrian experience in Downtown Cooksville with wide sidewalks; a connected, permeable grid of streets and pedestrian connections; and opportunities for improved landscaping and street activation including sidewalk patios.

For more information on the work being done around the Cooksville area please visit the City's main portal for that project at https://yoursay.mississauga.ca/downtown-fairview-cooksville-and-hospital-policy-review.

Please let us know if you have any additional comments or questions.

Thank you,

To:

Subject: Re: Inquiry regarding

Date: October 22, 2021 2:46:56 PM

Hello,

Thank you for your interest in the Dundas BRT study and for your inquiry regarding potential impacts to . The Project Team is making every effort to minimize project impacts on the community. Once the Project Team determines which sections of work may impact private properties, the team will reach out to all potentially impacted residents/property owners. Although the Project Team has not yet finalized the Erindale pinch point Design Alternatives and the evaluation of these alternatives, there are currently no impacts anticipated to the property at

Please let us know if you have any additional comments or questions.

Thank you,

 From:
 Peel

 To:
 Cc:

 Subject:
 RE: Dixie Dundas BRT Station EML

 Date:
 October 27, 2021 12:11:13 PM

Hi ,

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

Regarding your inquiry about Dundas BRT stop locations, proposed Dundas BRT stops will be confirmed through development of the design and the routing and service strategy, which will be partially based on public feedback, the locations identified within the <u>Dundas Connects Master Plan Study</u> and the Initial Business Case (IBC). Additionally, the locations will depend on current transit facilities and intersection bus routes, the distance between stops and land use and major trip generators in those various areas.

The project team is currently developing the routing and service strategy, which will assess service options for the entire corridor. A future direct link to the Dixie GO Station was contained in the Dundas Connects Master Plan. At this time, a direct off-corridor connection to the Dixie GO Station will likely not be considered; however, as the routing and service strategy is not yet final, additional opportunities for direct off-corridor connection to service the Dixie GO Station may be explored.

Currently, a Dundas BRT stop is proposed at the intersection of Dundas Street and Dixie Road. The platform stop arrangement at the Dundas Street and Dixie Road intersection would be similar to that shown in the rendering at the bottom of this webpage:

https://www.metrolinxengage.com/en/content/dundas-brt-pinch-points-cooksville-area, entitled Rendering: Typical bird's eye view of Alternative 1 - Full median BRT widened about centreline. The westbound stop is proposed to be located on Dundas Street on the west side of the intersection with the eastbound stop on the east side of the intersection (far side stop). Please visit this webpage for more information about the proposed Dundas BRT stops: https://www.metrolinxengage.com/en/content/dundas-brt-neighbourhoods#map.

If you're interested in keeping updated on the proposed project, you may <u>subscribe to the Metrolinx enewsletter</u> (metrolinx.com/subscribe) to stay up to date with the latest news, progress announcements and construction updates.

Please let us know if you have any additional comments or questions.

Dear ,

Thank you for your inquiry regarding the proposed Dundas Bus Rapid Transit (BRT) Project. It has been forwarded to the relevant Project Team members and will be responded to as soon as possible.

Thank you for your patience in this matter.

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:

Received: 10/15/2021 2:02 PM **To:** <Peel>; Peel@metrolinx.com

Cc:

Subject: Dixie Dundas BRT Station

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Hi Jessica, I hope all is well,

I am a landowner at Dundas and Dixie and I had a couple of questions regarding the BRT plans.

My property is located at and is contiguous with

I am wondering whether there is a plan in place at the current design stage to connect the BRT line with Dixie GO station. I am also wondering where the Dixie BRT station will be placed on Dundas Street.

Do you have any schematic designs I can see at this time?



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From: Halton Region
To:

Subject: RE: Form submission from: Contact the Dundas BRT Team

Date: November 11, 2021 11:20:37 AM

Hi ,

Your message has been received successfully. Thank you for your inquiry regarding cycling lanes for the proposed Dundas Bus Rapid Transit (BRT) Project, it has been forwarded to the relevant Project Team members. These lanes are an element to be considered as the project moves forward. We will work with stakeholders to develop the best approach towards improving cycling and pedestrian infrastructure along the corridor, which may include provision of dedicated cycle tracks.

Thank you,

Dundas BRT Project Team

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: October 15, 2021 12:09 PM

To: Dundas BRT < Dundas BRT @metrolinx.com>

Subject: Form submission from: Contact the Dundas BRT Team

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Submitted on Friday, October 15, 2021 - 12:09

Submitted by anonymous user:

Submitted values are:

Your name:

Your e-mail address:

Subject: cycling lanes/paths on dundas

Message:

Path(s) exist on Dundas across most of Oakville and some of Burlington. What is the plan for the area east of Appleby (path from west ends at Sutton) all the way over to where it begins again in Oakville (Bronte road - I think?).

In particular, the area around Tremaine west to Sutton and east to Colonel Williams is dangerous, and the alternatives now are to go north to Lower Base Line or south to Rebecca to safely move between Oakville and Burlington by bike across Bronte

Creek thanks
The results of this submission may be viewed at:
Facebook
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Metrolinx 3024 Hurontario Street Unit G12 Mississauga, ON L5B 4M4

September 29, 2021



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

As mentioned within the public engagement materials, the Erindale Valley pinch point alternatives and the remainder of the Mississauga West segment have been prepared at a conceptual design level and are still subject to refinement based on feedback received through public engagement as well as other design refinements in order to balance transit priority interests with impacts to the natural and built environment and property. As such, it is too early in the planning process to provide details on specific potential property impacts. With respect to the Erindale Presbyterian Church, what we can confirm at this time is that given that the church is deemed a heritage resource, special consideration is being given to either eliminate or minimize any potential negative impacts to that property. Upon receipt of the public engagement feedback, the design alternatives through Erindale Valley will be further refined and will be further analyzed through the Preliminary Design Business Case (PDBC) to establish a preferred alternative, leading to commencement of the 30% Preliminary Design.

We have prepared an Air Quality Report and a Noise and Vibration Report that assesses potential impacts to the environment from the proposed Dundas BRT project and recommends mitigation measures related to both the construction and operations phases of the proposed Dundas BRT project. Regarding accumulation of pollution in the dip in the Erindale Valley, which falls within the Mississauga West study area, we have several receptors, both sensitive and gridded which cover this area. However, the specific meteorological features which combine to create a low-lying accumulation of air contaminants is too specific and complex for the level of modelling performed. Geographic layout and relative source/receptor positioning

are captured within the modelling (i.e., the model does take into consideration the relative heights of receptors and sources when calculating dispersion at a given coordinate).

Regarding the previous air quality studies which you commented on, the implementation of recommendations from other reports is not within the scope of this project. Additionally, due to the distance between the Dundas BRT and Clarkson Airshed Study areas, it is not within the scope of the project. Generally, improving public transit has many benefits due to reduced passenger vehicle traffic. It is yet to be determined what vehicles will operate within the Dundas BRT infrastructure. This will depend on a few factors including the routing, fleet requirements and service provider(s). There are on-going future technology pilot projects within the region to test and evaluate the benefits, including MiWay participating in a hydrogen fuel cell electric bus pilot project. The scope of this study is to consider provisions for these future technologies to ensure that the infrastructure can accommodate these technologies in the future.

We greatly appreciate your suggestion for the Erindale pinch point. Traffic signal priority (i.e., smart signals to prioritize bus flow) is being considered throughout the entire corridor. As noted on the Erindale Valley Area Pinch Points public engagement materials, Alternative 1 includes a consideration for a reversible BRT Lane.

Your question regarding the building of housing at major intersections is beyond the scope of this work. Overall, the Dundas BRT project is expected to have a positive effect on the Dundas Street corridor and encourage transit-oriented community building. The City of Mississauga's Dundas Connects Master Plan, which was endorsed in 2018, included a comprehensive examination of future development opportunities along the Dundas Street corridor and the required supporting infrastructure. The Dundas Connects Master Plan led to this study which details and assesses the impacts of implementing the Dundas BRT project.

All BRT and local stops are proposed to be Accessibility for Ontarians with Disabilities Act (AODA) compliant, including the median BRT stops. In addition, all sidewalks leading to and from the BRT and local stops will be AODA compliant.

Please don't hesitate to reach out to us via phone at 416 202 7500 if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

То:

Subject: Re: Dundas BRT Presentation EML:025400597

Date: Wednesday, September 29, 2021 5:27:43 PM

Hi

Thank you for your interest in the proposed Dundas Bus Rapid Transit (BRT) project. The Dundas BRT live meeting took place on September 22 at 630pm. You can find the video of the presentation as well as the PDF presentation at: https://www.metrolinxengage.com/en/dbrtLIVEsept22. The Dundas BRT Project Team is currently in the process of preparing responses for the questions submitted during the Live Meeting which they were not able to answer during the event. These will be posted on the same page.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team



From:

Sent: Wednesday, September 29, 2021 1:40 PM

To: Matthew Williams < <u>Matthew.Williams@mississauga.ca</u>>

Subject: Dundas BRT Presentation

Hi Matthew,

Are you able to share the presentation materials from last Wednesday's Public Meeting? Thanks,

From: Halton Region

Cc: Pee

Subject: RE: Concerns about proposed route on Dundas

Date: November 10, 2021 12:07:53 PM

Hi

To:

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

As previously noted, the Dundas BRT study is focused on improving bus transit service directly along Dundas Street from Kipling Station in Toronto through to Highway 6 in Hamilton.

Features that are being considered as part of this project that will aim to improve traffic flow (including automobiles and taxis) on Dundas are:

- 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**. Smart signals, through their installation at traffic lights, will improve traffic flow for buses, taxis, personal vehicles, and bicycles with priority given to buses in some circumstances
- 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

All of the above improvements will help facilitate more efficiency when traveling by bus, automobile and taxi. The Dundas BRT system will help to create a community less dependant on personal automobiles. This will ultimately provide more options for getting around for work, leisure or to healthcare appointments.

However, further traffic modelling and the development of a routing and service strategy are still to be undertaken to confirm the suitability and impacts of the proposed shortlist of transit improvement measures. Further details will be provided during future public engagement opportunities.

Your original inquiry was regarding the design of the Dundas BRT corridor in Burlington and Oakville (the Halton and Hamilton segment of this Project). Please note that 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.

The Dundas BRT study is not proposing to remove two existing traffic lanes - the study is building off of previous Environmental Assessments that were conducted outside the scope of this Project that included adding additional lanes for the purpose of converting

those lanes to 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.

If you're interested in keeping updated on the proposed project you may <u>subscribe to</u> <u>the Metrolinx e-newsletter</u> to stay up to date with the latest news, progress announcements and construction updates from Metrolinx.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From:

Sent: October 21, 2021 5:09 PM **To:** Peel < <u>Peel@metrolinx.com</u>>

Subject: Re: Concerns about proposed route on Dundas EML

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As I mentioned before, the correct long-term solution is the elevated road for buses but also the most expensive and time intensive. However, since the report has avoided mentioning that solution, I will confine my feedback to the bus option (pre-selecting solution ???) In the report there are only 3 options mentioned, and a dedicated bus route is not one of them. That means that **bus speed** is not a requirement! Since busses, even on dedicated lanes will still have to stop at traffic lights (NO MATTER HOW SMART THE LIGHTS ARE) like all cars and traffic, they will not be much faster in their dedicated lines than they would be if mixed into the rest of the traffic. **Translation**: the present solutions suggested are NOT optimal.

In that case why remove 2 lanes for cars and increase the time for commuting and visiting doctor's office for the aging population? Save the tax payer expense and just use the existing lanes and add additional busesOn 2021-10-19 3:14 p.m., Peel wrote:

Hi ,

Thank you for allowing our Project Team the time to gather information for your inquiry regarding the design of the proposed Dundas Bus Rapid Transit (BRT) Project.

The Dundas BRT project is being proposed in response to the findings of previous municipal planning studies and the Dundas BRT Initial Business Case, which indicated the need for improved bus transit infrastructure along Dundas Street. As noted in the Initial Business Case:

- 71% of Oakville's total population growth and 49% of total employment growth will occur within two kilometres of the Dundas Corridor
- 48% of total population growth and 25% of total employment growth in

Mississauga will occur on the Dundas Corridor

Without improved transport alternatives, the overall livability and economic development potential of the Dundas Corridor, including future developments, will be constrained. More information about the project scope and origins can be found in the Initial Business

<u>Case</u> (https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020 -08-17-Dundas-BRT-IBC-Final-Draft.pdf) document.

Design alternatives throughout the entire Dundas BRT corridor are currently under development, including through the Halton and Hamilton segment. A tunnel/ portal arrangement is one such design alternative that was considered specifically through the Erindale Valley within the City of Mississauga. This design alternative was screened out due to the capital costs and that it did not substantially minimize impacts.

Similarly, an elevated facility, similar to Vancouver's SkyTrain system, was considered in the prior Dundas Connects Corridor Master Plan

Study (https://www.mississauga.ca/projects-and-strategies/city-projects/dundas-connects/) (2018). It was noted that an elevated transit facility provides similar transportation functionality as an at-grade facility and may potentially lessen impacts at the surface, but in a much more costly and less flexible package, and potentially worsened views along with the corridor. Since an elevated alternative would not be markedly better than a surface option, it was not considered a reasonable option for delivering transit improvements in the corridor. The study will consider and assess a variety of factors to identify an optimum plan, balancing impacts and project needs for the entire community. Further details will be provided during future public engagement.

Our Bus Rapid Transit study is focused on improving bus transit service directly along Dundas Street through to Highway 6 and is expected to include potential improvements to bus stops and at traffic signals (to facilitate transit priority). Features that are being considered as part of this project that will aim to improve traffic flow (including automobiles and taxis) on Dundas are:

- \cdot 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. Smart signals, through their installation at traffic lights, will improve traffic flow for buses, taxis, personal vehicles, and bicycles with priority given to buses in some circumstances
- · 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

You can find more information about the project on our website: https://www.metrolinxengage.com/en/engagement-initiatives/dundasbrt. More information about design details will be available over the next few months and will be included in future public consultations where you will have the opportunity to provide your feedback to help evolve the design of the Dundas BRT.

Р	lease	le ⁱ	tus	know i	t you	have any	additiona	comment	s or	questions.
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Original Message -	
Dundas BRT Project Team	
Thank you,	

Received: 10/1/2021 4:55 PM

To:

Subject: Re: Concerns about proposed route on Dundas EML



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

Thank you for expressing your concerns and suggestions regarding traffic and the alignment of the proposed Dundas BRT project. Your message has been forwarded to the relevant Project Team members and a detailed response will be issued as soon as possible.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

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to increase frequency and convenience and make the cost to use them low. Simple and fast!

On 2021-10-19 3:14 p.m., Peel wrote:



Thank you for allowing our Project Team the time to gather information for your inquiry regarding the design of the proposed Dundas Bus Rapid Transit (BRT) Project.

The Dundas BRT project is being proposed in response to the findings of previous municipal planning studies and the Dundas BRT Initial Business Case, which indicated the need for improved bus transit infrastructure along Dundas Street. As noted in the Initial Business Case:

- 71% of Oakville's total population growth and 49% of total employment growth will occur within two kilometres of the Dundas Corridor
- 48% of total population growth and 25% of total employment growth in Mississauga will occur on the Dundas Corridor

Without improved transport alternatives, the overall livability and economic development potential of the Dundas Corridor, including future developments, will be constrained. More information about the project scope and origins can be found in the Initial Business

<u>Case</u> (https://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020 -08-17-Dundas-BRT-IBC-Final-Draft.pdf) document.

Design alternatives throughout the entire Dundas BRT corridor are currently under development, including through the Halton and Hamilton segment. A tunnel/ portal arrangement is one such design alternative that was considered specifically through the Erindale Valley within the City of Mississauga. This design alternative was screened out due to the capital costs and that it did not substantially minimize impacts.

Similarly, an elevated facility, similar to Vancouver's SkyTrain system, was considered in the prior <u>Dundas Connects Corridor Master Plan</u>

Study (https://www.mississauga.ca/projects-and-strategies/city-projects/dundas-connects/) (2018). It was noted that an elevated transit facility provides similar transportation functionality as an at-grade facility and may potentially lessen impacts at the surface, but in a much more costly and less flexible package, and potentially worsened views along with the corridor. Since an elevated alternative would not be markedly better than a surface option, it was not considered a reasonable option for delivering transit improvements in the corridor. The study will consider and assess a variety of factors to identify an optimum plan, balancing impacts and project needs for the entire community. Further details will be provided during future public engagement.

Our Bus Rapid Transit study is focused on improving bus transit service directly along Dundas Street through to Highway 6 and is expected to include potential improvements to bus stops and at traffic signals (to facilitate transit priority). Features that are being considered as part of this project that will aim to improve traffic flow (including automobiles and taxis) on Dundas are:

- · 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. Smart signals, through their installation at traffic lights, will improve traffic flow for buses, taxis, personal vehicles, and bicycles with priority given to buses in some circumstances
- 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

You information can find more about the project our on website: https://www.metrolinxengage.com/en/engagement-initiatives/dundasbrt. More information about design details will be available over the next few months and will be included in future public consultations where you will have the opportunity to provide your feedback to help evolve the design of the Dundas BRT.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

------ Original Message ----
From: <Peel>
Received: 10/1/2021 4:55 PM
To:

Subject: Re: Concerns about proposed route on Dundas EML

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

Thank you for expressing your concerns and suggestions regarding traffic and the alignment of the proposed Dundas BRT project. Your message has been forwarded to the relevant Project Team members and a detailed response will be issued as soon as possible.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

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.



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From: Metrolinx Engage via Metrolinx Engage

To: <u>Dundas BRT</u>

Subject: Form submission from: Contact the Dundas BRT Team **Date:** Wednesday, September 22, 2021 11:49:41 AM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.



Submitted on Wednesday, September 22, 2021 - 11:49

Submitted by anonymous user:

Submitted values are:

Your name:

Your e-mail address:

Subject: CONCERNS ABOUT PROPOSED ROUTE ON DUNDAS

Message:

I am a strong supporter of environmental issues and I generally believe in mass transit. I have gone thru your web site and also discussed it with my professional friends.

However, the proposed plan to usurp 2 lanes of Dundas St in Burlington/Oakville for dedicated bus lane sucks up a large percentage of traffic usage.

One does NOT have to be a civil engineer to know that we have increased the population density in either side of Dundas street and there plans to add more high rises and other residential places ie read that as additional traffic.

To add insult to injury, the population is aging thus people will be making more visits to doctors, hospitals and specialized medical offices like Xray clinics, physio etc. In addition, we are a northern country with winter snow and ice. Mass transit WILL NOT NECCESSARILY HELP HERE. Cars, Uber and taxi may work better here.

To summarize, a bus rapid transit is a good idea but the LOCATION FOR IT IS NOT DUNDAS. Maybe it should follow highway 407 or 401.

I know it is expensive but if Dundas is chosen, then the dedicated road should be ELEVATED like Montreal is presently building and other cities like Sao Paulo in Brazil have successfully done.

If one has to do it, it should be done correctly THE FIRST TIME.

The results of this submission may be viewed at:

To:
Subject: Re:

Subject: Re: Halton Region BRT EML

Date: Tuesday, September 28, 2021 4:59:12 PM



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

The Dundas BRT Live Meeting took place on September 22 at 6:30. If you missed the meeting, you can find the video of the presentation as well as the PDF presentation at https://www.metrolinxengage.com/en/dbrtLIVEsept22. The Dundas BRT Project Team is currently in the process of preparing responses for the questions submitted during the Live Meeting which they were not able to answer during the event. These will be posted on the same page.

Regarding your interest in the Dundas BRT project, you may subscribe to the Metrolinx e-newsletter at metrolinx.com/subscribe to stay up to date with the latest news, progress announcements and construction updates from Metrolinx.

If you need assistance accessing project information and/ or have questions about this consultation, please reach out to our dedicated Community Relations teams for each region at any time via email:

- <u>TorontoWest@metrolinx.com</u>
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- · Hamilton@metrolinx.com

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

McKenna, Tracey

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

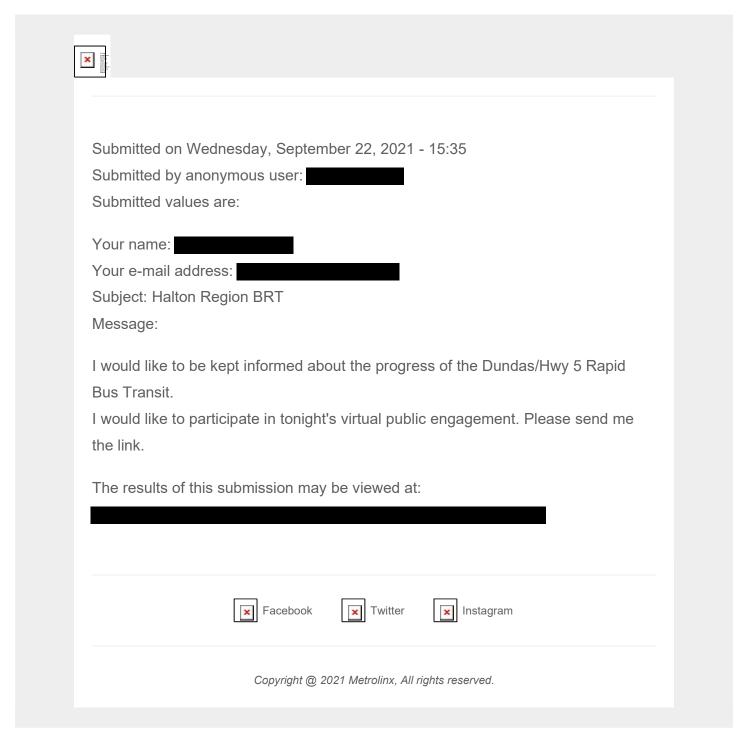
Sent: September 22, 2021 3:36 PM

To: Dundas BRT

Subject: Form submission from: Contact the Dundas BRT Team

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Subject: RE: Dundas Bus Rapid Transit Engage EML:025400594

Date: Wednesday, September 29, 2021 12:08:04 PM

Dear

Thank you for your question and your interest in the proposed Dundas Bus Rapid Transit (BRT) project. The Dundas BRT project is currently in the preliminary design phase, with the entire corridor design and the entire study scheduled to be completed by the end of 2022.

As part of the Environmental Assessment process, we develop a high-level conceptual plan meant to identify all potential impacts to properties and related mitigations including minimizing property impacts, wherever possible. We only acquire properties that are absolutely necessary for projects, and we take every effort to minimize property impacts and the footprint of land required through careful planning and design work. Not all properties identified at the Environmental Assessment stage are necessarily acquired.

Our project team is currently developing the preliminary design in this area along Dundas Street based on the recommendations in the prior Dundas Connects Corridor Master Plan study, our review of area impacts, as well as the ongoing transit servicing strategy for the corridor. Although the design plan has not been finalized in this area, it is not envisioned that the access for the subject lands would be removed as part of the Dundas BRT study. Please note, in addition to the Dundas BRT Study requirements, Dundas Street West remains a City of Mississauga roadway and future access provisions would be subject to their municipal review processes.

Your comments have been received and will be recorded in this round of engagement. Our recent Public Information Session began on September 2 and ended September 23, however there will be an additional three rounds of public engagement scheduled to take place before the end of 2022. To stay informed on when the next public engagement will begin, please sign up to our Peel e-newsletter at Metrolinx.com/peel.

The Dundas BRT Project Team

Original Message
From:
Received: 9/21/2021 11:21 AM
To: <peel>; Peel@metrolinx.com</peel>

Subject: Dundas Bus Rapid Transit Engage

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Attn: Ms. Jessica Singh

Community Relations and Issues Specialist (Peel)

Dear Ms. Singh:

We are the solicitors for the owners of the property formerly known as at the intersection of Dundas Street West and Mississauga Road in the City of Mississauga.

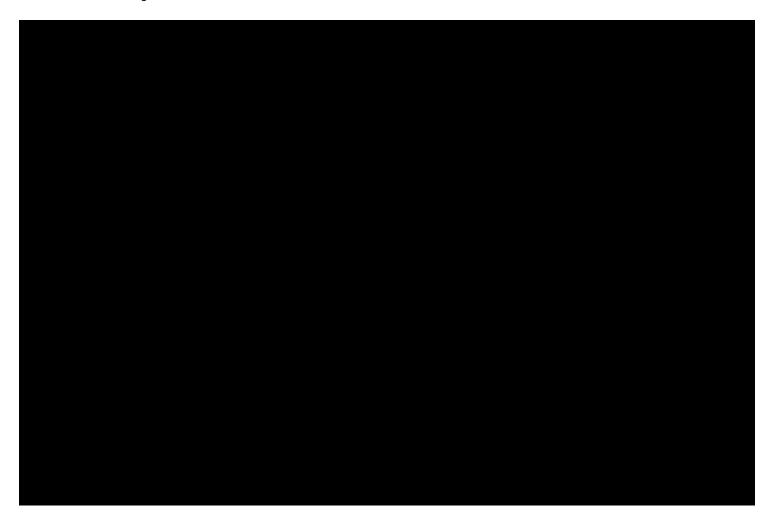
We wish to advise you of our client's concerns that their existing right of access to Dundas Street will be respected and preserved in the future through the implementation of the Dundas BRT system. Our client's right of access to Dundas Street W has existed since prior to when the property was purchased by the current owners.

In discussions with the Traffic/Transportation Staff of the City of Mississauga, we are advised that in the event of a future re-development of the property at right of access to Dundas Street West may be terminated due to the Dundas BRT.

Our client wants to be assured that the introduction of the Dundas BRT will benefit them and not hinder their and their successors' rights to access Dundas Street as we have described to you above and that the Municipality is advised of these circumstances.

We have a Traffic Impact Study prepared by a leading traffic consulting firm, and the planned Dundas Connects. We would be pleased to share these studies with you should you request them.

We wish to be included in this public engagement process with respect to the Dundas BRT and it's impact on land owners along the Dundas corridor.



 From:
 Peel

 To:
 Virtual Live Session EML:025400562

 Date:
 Tuesday, September 21, 2021 3:30:23 PM

Hi

If you cannot attend the meeting, the video recording will be available on this webpage after the event https://www.metrolinxengage.com/en/dbrtLIVEsept22. Future events will be announced in our enewsletter, which you can sign up for here (https://metrolinx.us4.list-manage.com/subscribe/post? u=e3e2dcbefa63d1ca424de38bb&id=d003ab5b57).

Our virtual platform allows you to submit and vote on questions you would most like answered. After a brief presentation, our panel of experts will make sure as many questions are answered as possible, starting with the most voted questions. We encourage you to <u>submit and vote on questions now</u>. Answers to all questions will be posted a few days following the Live meeting.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

------ Original Message ------

From:

Received: 9/21/2021 3:08 PM **To:** <Peel>; Peel@metrolinx.com

Subject: Dundas Bus Rapid Transit Virtual Live Session

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Hello,

Would the virtual live session on the Dundas Bus Rapit Transit scheduled for Wed, 2021-Sep-22 from 6:30PM to 7:30PM be recorded? If so, would I be able to access the recording as I have a previous engagement on the timeslot for the virtual session.

Regards,



To:
Subject: Re: Dundas BRT Inquiry EML:

Date: Tuesday, September 21, 2021 9:43:24 AM

Attachments:

Good Morning,

Thank you for reaching out regarding your Dundas BRT question. Our virtual engagement is live at metrolinxengage.com/dundasbrt (https://www.metrolinxengage.com/en/engagement-initiatives/dundasbrt) where you can provide your feedback on the proposed Dundas BRT project. At the top of the page there is a map tab that may be of interest to you.

Please let me know if you have any questions.

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

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.

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

Get Involved

Visit:

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 reseignements, veuillez composer le 1-888-438-6446

To:

Subject: Re: September 22, 2021 - Online Consultation Meeting Registation EML

Date: Tuesday, September 21, 2021 1:39:12 PM



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

To register for the Dundas BRT - Live Meeting on September 22, 2021, please fill out the form near the top of this webpage: https://www.metrolinxengage.com/en/dbrtLIVEsept22. The form, which is located below the "Ask A Question" button, will ask for your name, email address and the first three characters in your postal code.

Our virtual platform allows you to submit and vote on questions you would most like answered. After a brief presentation, our panel of experts will make sure as many questions are answered as possible, starting with the most voted questions. We encourage you to <u>submit and vote on questions now</u>. You may also submit questions during the meeting. Answers to all questions will be posted a few days following the Live meeting.

If you cannot attend the meeting, the video recording will be available on this webpage after the event https://www.metrolinxengage.com/en/dbrtLIVEsept22. Future events will be announced in our enewsletter, which you can sign up for here (https://metrolinx.us4.list-manage.com/subscribe/post? u=e3e2dcbefa63d1ca424de38bb&id=d003ab5b57)

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

<u>Metrolinx Engage via Metrolinx Engage</u> <u>Dundas BRT</u> From:

To:

Form submission from: Contact the Dundas BRT Team Friday, September 17, 2021 4:08:45 PM Subject:

Date:

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Submitted of Submitted by Submitted va	/ anonymo	·	7, 2021 - 16:08	3	
Your name: Your e-mail Subject: Sep Message:		, 2021 - Onl	ine Consultati	on Meeting Regi	stration
How do I reg 6:30pm?	ister/partio	cipate in the	virtual PIC to	oe held on Septe	ember 22, 2021 at
The results o	of this subr	nission may	be viewed at:		
	Ī	Facebook	Twitter	Instagram	
		Convright @ 1	2021 Metrolinx, All	rights reserved	

To:
Subject: Re: Stop locations EML:

Date: Thursday, September 23, 2021 1:51:33 PM

Hi

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

Yes, there will be more proposed stops west of Confederation Parkway. As work for Mississauga East (Etobicoke Creek to Confederation Parkway) is further advanced than the rest of the corridor, proposed stop locations in Mississauga East are being presented for feedback at this time. Proposed stop locations for Mississauga West, Halton/Hamilton, and Toronto will be presented for feedback at a future engagement session. The design in these areas is still being developed based on the Dundas Connects Master Plan Study, the Initial Business Case (ICB), and current design work being completed by AECOM. Stop locations will be proposed based on the location of current transit facilities and intersection bus routes, the distance between stops, and the location of different land uses and major trip generators in those areas. These locations may be refined based on public feedback received during the future engagement. Please visit this webpage for more information about the proposed Dundas BRT stops: https://www.metrolinxengage.com/en/content/dundas-brt-neighbourhoods#map.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

<u>Metrolinx Engage via Metrolinx Engage</u> <u>Dundas BRT</u> From:

To:

Form submission from: Contact the Dundas BRT Team Tuesday, September 14, 2021 5:14:59 PM Subject:

Date:

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Submitted by Submi	y anonymou		14, 2021 - 1	7:14		
Your name Your e-mail Subject: Sto Message:						
plan to have Thank you, Anna	e more stops	west of Co	nfederation?		nfederation. Is	there a
The results	of this submi	ssion may	be viewed a			
		Facebook	Twitter	Instag	am	

To:

Subject: RE: Dundas BRT Project - Please change the project name EML:

Date: Tuesday, October 5, 2021 2:22:21 PM

Dear

Thank you for your interest in the naming of the proposed Dundas Bus Rapid Transit (BRT) project. We appreciate hearing from community members with important feedback like yours.

I would like to assure you that the official name of the Dundas BRT has not yet been decided. As a project name, Dundas BRT was initially named to represent the corridor along which the proposed project would run. This is not the final name – it is the current, temporary working name for the project.

Metrolinx places great importance on inclusion and reconciliation with marginalized communities. As such, we are following the progress of the renaming of Dundas Street closely. As you may know, the City of Toronto voted in favour of changing the name of Dundas Street in July 2021. The City will provide a report with recommendations for potential new names to Toronto City Council's Executive Committee in 2022. The renaming process will be led by a Community Advisory Committee including leaders and representatives from the diverse communities along Dundas Street.

Metrolinx is currently reviewing how to best approach advancing plans for renaming the Dundas BRT project along with affected municipalities formally renaming the street within their jurisdictions. The feedback that you have shared with us is valuable and an important piece for us to consider as this process moves forward.

We welcome you to <u>subscribe to the Metrolinx e-newsletter</u> (metrolinx.com/subscribe) to stay up to date with the latest news, progress announcements and construction updates from Metrolinx. If you need assistance accessing project information and/ or have questions about this consultation, please reach out to our dedicated Community Relations teams for each region at any time via email:

TorontoWest@metrolinx.com

Peel@metrolinx.com

HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

Thank you again for taking the time to share your comments with us.

Sincerely,

The Dundas BRT Project Team

----- Original Message

From:

Received: 9/10/2021 2:16 PM

To: <Hamilton>; <Peel>; <Toronto West>; halton@metrolinx.com; Hamilton@metrolinx.com;

Peel@metrolinx.com; Toronto West; Toronto We

Subject: Dundas BRT Project - Please change the project name

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Is there a better name to rename the project than on Henry Dundas.

I am requesting the project to be renamed because it is named after Scottish politician Henry Dundas, who is accused of being instrumental in delaying the abolition of the Trans-Atlantic slave trade, causing more than half a million more Black people to be enslaved in the British Empire.

Please change if you don't believe in Henry Dundas values.



From: <u>Hamilton</u>

To:

Subject: Subject: Dundas BRT: suggestions for the section near Highway 6. i.e., in Waterdown

Date: Friday, September 10, 2021 2:23:18 PM

Hi

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

Regarding your suggestion, the Dundas BRT study is focused on improving bus transit service directly along Dundas Street through to Highway 6 and is expected to include potential improvements to bus stops and traffic signals (to facilitate transit priority). Significant infrastructure improvements in this area are not included as part of this study.

However, additional information related to your suggestion can be viewed on the City of Hamilton's website at https://www.hamilton.ca/city-planning/master-plans-class-eas/waterdownaldershot-transportation-master-plan.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

<u>Metrolinx Engage via Metrolinx Engage</u> <u>Dundas BRT</u> From:

To:

Form submission from: Contact the Dundas BRT Team Thursday, September 2, 2021 1:43:18 PM Subject:

Date:

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Submitted on Thu Submitted by ano Submitted values	•
Your name: Your e-mail addre Subject: Dundas I Waterdown Message:	ess: BRT: suggestions for the section near Highway 6. i.e., in
center, and it make to have only 1 land So, that section is build there and mall. Given that, I'd sug	bould end at Waterdown, and Dundas St is the major biz/population ites sense for BRT to stay in Dundas St, even the street is narrowed to (while Dundas is being widened to 3 lanes in Halton region). Is busy and slowing already, and will only get worse as more houses ore people moving there, and BRT running on it won't be rapid at aggest building a Dundas Street (Highway 5) bypass, likely along wert by-passing traffic there, which will allow BRT running along by fast.
The results of this	submission may be viewed at:
	Facebook Twitter Instagram
	Copyright @ 2021 Metrolinx, All rights reserved.

From: Peel To:

Subject: Dundas BRT EML

Date: Friday, September 3, 2021 1:38:44 PM

Hi

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

Regarding your inquiry relating to ongoing engagement and the Dundas BRT project, there are several ways in which you can connect with the Project Team.

From now until September 23, 2021 our second round of engagement is live on Metrolinx Engage. You are invited to provide your feedback on the proposed Dundas BRT project and learn more about:

- The organization of the project
- What we heard during the first round of engagement
- Existing environmental conditions for Toronto and Mississauga
- Bus Rapid Transit 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

The Project Team will also be hosting 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 for you to share any questions or comments you may have.

If you need assistance accessing project information and/or have questions about this consultation, please reach out to our dedicated Community Relations teams for each region at any time via email:

TorontoWest@metrolinx.com

Peel@metrolinx.com

HaltonRegion@metrolinx.com

Hamilton@metrolinx.com

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: August 28, 2021 11:08 AM

To: Dundas BRT < Dundas BRT @metrolinx.com>

Subject: Form submission from: Contact the Dundas BRT Team

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.

	aturday, August 28, 2 nonymous user: es are:	2021 - 11:07		
Your name: Your e-mail add Subject: Ongoir Message: Hello	ig engagement			
The results of the	nis submission may b	e viewed at:		
	Facebook	Twitter	Instagram	

To: Subject:

Re: Current Status EML

Date: Tuesday, July 6, 2021 3:26:47 PM



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

Regarding your inquiry, the Dundas BRT project is currently in the preliminary design phase, and the entire study is scheduled to be completed at the end of 2022. More information will be presented at the next round of Public Consultation scheduled for later this summer. We welcome you to take part in our next round of engagement via the project web page https://www.metrolinxengage.com/dundasbrt.

Please let us know if you have any additional comments or questions.

Thank you, Dundas BRT Project Team

<u>Metrolinx Engage via Metrolinx Engage</u> <u>Dundas BRT</u> From:

To:

Form submission from: Contact the Dundas BRT Team Thursday, June 24, 2021 9:34:16 AM Subject:

Date:

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are in 2 le it Dhas			
	se 2: Preferred Desi		
			Instagram
	is submission may b	be viewed at:	

To:

Subject: RE: Re: Dundas BRT Mississauga Stakeholder Advisory Group Invitation EML

Date: Friday, July 16, 2021 8:43:07 AM

Morning

I agree, I have forwarded the invitation to you. Please let me know if you are having any issues accessing it.

Looking forward to having you join us! Jessica

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

From:

Sent: July 15, 2021 4:26 PM **To:** Peel < Peel@metrolinx.com>

Subject: RE: Re: Dundas BRT Mississauga Stakeholder Advisory Group Invitation EML:025400255

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Hi Jessica,

I am involved with several ethnic associations as a volunteer/ member but do not represent any of them. If you are able to add me to the SAG as an interested party in my individual capacity, that would be great — I will be able to liaise with the various associations and perhaps encourage participation. Based on what I know of the groups that make up the SAG, I believe you would benefit by having me on the SAG.

If that is not possible, please let me know.

Sincerely,

From: Peel < <u>Peel@metrolinx.com</u>>

Sent: July 15, 2021 2:18 PM

To:

Subject: RE: Re: Dundas BRT Mississauga Stakeholder Advisory Group Invitation EML:025400255

Hi

Could you please confirm the organization you'll be representing and I can forward you the invitation. 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

From:

Sent: July 15, 2021 1:55 PM **To:** Peel < Peel@metrolinx.com>

Subject: RE: Re: Dundas BRT Mississauga Stakeholder Advisory Group Invitation

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Hello Jessica,

Can I please sign up for the Dundas BRT Stakeholder Advisory Committee Meeting on July 29? I am not sure if the other groups will be able to attend, but I would like to be present if possible.

Thanks,



From: Peel < Peel@metrolinx.com>

Sent: May 3, 2021 4:38 PM

To:

Subject: RE: Re: Dundas BRT Mississauga Stakeholder Advisory Group Invitation EML:025400255

Hi

Thank you for your interest in joining the Dundas Bus Rapid Transit (BRT) Stakeholder Advisory Group (SAG) through your community groups. Could you please confirm the organization name and contact

information of the representative and I can send a confirmation. Thank you.

Regards,

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

------ Original Message ------

Received: 4/30/2021 8:48 AM

To: <Peel>; Peel@metrolinx.com

Subject: Re: Dundas BRT Mississauga Stakeholder Advisory Group Invitation EML:025400255

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Good morning Jessica,

I volunteer for MIRANET and handle their email accounts, website, and, My name is social media accounts.

I am emailing to ask - in my personal capacity - if you are only looking for representatives from MIRANET, or are you looking for members from various ethnic associations as well?



On 2021-04-29 12:31 p.m., Peel wrote:

Hello,

This email is to invite you to the Dundas Bus Rapid Transit (BRT) Stakeholder Advisory **Group (SAG) for Mississauga.** This group is being created to give community leaders, advocates and experts the chance to learn about and provide input into the study.

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

Participating in the SAG will allow you to have an impact on this important project. You will

have the opportunity to learn more about the project, ask questions of experts and discuss the project with other community leaders. If you are interested in becoming a member of the SAG, please respond to this email by indicating the member of your organization who will act as the primary contact. Due to the size of the study area, we request that only one member of each organization participate. Note that alternates may be appointed if your primary contact is unable to attend a meeting.

We request that you RSVP by **May 14, 2021** to express your interest.

First SAG Meeting Details

We will host separate meetings for each region of the study area. We'd like you to join the Mississauga SAG which will focus on the section of the corridor that is proposed to run from the Etobicoke Creek in the east to Ninth Line in the west. The first meetings are anticipated to be scheduled in early summer 2021. Meetings will be held virtually and include a brief presentation with ample time for questions and discussion.

In the meantime, we invite you to learn more about the project and provide your feedback through an online virtual open house between Monday, April 19th, 2021 to Friday, April 30th, 2021.

http://www.metrolinxengage.com/dundasbrt

For more information, please reach out to our dedicated Community Relations team for each region. Our team is available to answer any questions you may have.

Sincerely,

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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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 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. From: Toronto West

Cc: <u>Metrolinx Engage</u>; <u>Dundas BRT</u>;

Subject: Re: Form submission from: Contact the Dundas BRT Team

Date: Tuesday, May 11, 2021 1:38:19 PM

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Thank you for your email Colin.

I appreciate knowing that protected and dedicated cycling infrastructure is a part of the scope of the project.

Confirmation that through the City of Toronto and City of Mississauga segments, the project will aim to provide, where possible, connections to north and south bicycle routes, transit routes, pedestrian movements and facilities at the appropriate intersections, to support a cycling network. Given the federal government's New Active Transportation Strategy and Funding in Canada to Support Shared Micromobility, connectivity is key for equity, transportation, health, and climate action.

We at <u>Toronto Community Bikeways Coalition</u> will keep in touch with our local Councillors for information related to cycling infrastructure in our neighbourhood.

Sincerely,

On Tue, May 11, 2021 at 1:25 PM Toronto West < TorontoWest@metrolinx.com> wrote:

Hi

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

Plans are still very preliminary, but protected and dedicated cycling infrastructure is a part of the scope of the project, and we will be working with all municipalities to ensure that the BRT design is integrated into their current and future active transportation plans.

Through the City of Toronto and City of Mississauga Segments, the project will

aim to provide, where possible, connections to north and south bicycle routes, transit routes, pedestrian movements and facilities at the appropriate intersections, to support a cycling network. Please reach out to your local Councillor for information related to cycling infrastructure in your neighbourhood.

We apologize for the technical issues that you've encountered while trying to submit your feedback. If you have any additional comments or questions, please contact the Community Relations team for your area:

- <u>TorontoWest@metrolinx.com</u> (residents west of Don River)
- Peel@metrolinx.com
- HaltonRegion@metrolinx.com
- Hamilton@metrolinx.com

Thank you,

COLIN BURNS

Community Relations & Issues Specialist

Toronto West Office I Metrolinx

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

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

Kindly subscribe to our regional Toronto West e-newsletter here

From: Metrolinx Engage via Metrolinx Engage

<<u>default@metrolinxengage.com</u>> **Sent:** April 30, 2021 9:34 AM

To: Dundas BRT < <u>DundasBRT@metrolinx.com</u>>

Subject: Form submission from: Contact the Dundas BRT Team

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From: Halton Region
Cc: Dundas BRT

Subject: RE: Dundas BRT Stakeholder Advisory Group **Date:** Wednesday, May 5, 2021 10:57:31 AM



Thank you for your interest in the project. We are currently defining our stakeholder engagement process/mandate and will circle back with you in the next few weeks to let you know how best to get involved and share your feedback throughout the planning process.

Please let us know if you have any additional comments or questions.

Thank you,

Mandeep Jassal Metrolinx Community Relations 416-938-9930

From:

Sent: April 29, 2021 7:33 PM

To: Halton Region < <u>HaltonRegion@metrolinx.com</u>> **Subject:** Dundas BRT Stakeholder Advisory Group

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Hi there,

I was told that Metrolinx is beginning to look for people to join a stakeholder advisory group for the Dundas BRT. As someone who lives on Dundas St (in Burlington) and would get great use out of the BRT I am interested to know what being a member entails and if you are still searching.

Sincerely,

<u>Metrolinx Engage via Metrolinx Engage</u> <u>Dundas BRT</u> From:

To:

Form submission from: Contact the Dundas BRT Team Thursday, April 29, 2021 7:29:20 PM Subject:

Date:

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Submitted on Th Submitted by us Submitted value		2021 - 19:29		
Your name: Your e-mail add	ress: older Advisory Gro	oup	1	
The results of th	is submission may	be viewed at:		
	Facebook	Twitter	Instagram	
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From: **Hamilton**

To: Subject:

RE: Dundas BRT

Date: Monday, May 3, 2021 10:23:12 AM



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

Timing for implementation throughout the entire corridor depends on a variety of factors such as permits, approvals and funding commitments, and is still to be determined.

For information regarding employment opportunities with Metrolinx, please visit the Metrolinx Careers web page.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From:

Sent: April 28, 2021 2:22 PM

To: Hamilton < Hamilton@metrolinx.com>

Subject: Dundas BRT

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Hello!

I am very interested in the Dundas BRT and had some questions.

- What is the projected date for the launch of this service?
- Where would I apply to be hired as a driver/operator for the Dundas BRT?

I live in Waterdown right near the west end of the route and have four and a half years of driving experience operating a city bus in a major metropolitan area.

Thanks for your help.

From: Hamilton
To: Hamilton
Cc: Hamilton

Subject: RE: DundasBRT Preliminary Design Comments

Date: Tuesday, April 27, 2021 1:07:38 PM

Hi

Thank you for sharing your comments regarding the Dundas Bus Rapid Transit (BRT) project with us. We appreciate your time and input. Your comments have been received and will be recorded.

We appreciate your suggestions for potential station stops for the Dundas BRT. Regarding your inquiry, transit stop locations for the Dundas BRT have not yet been identified; they will be confirmed in the forthcoming Preliminary Design where you will have the opportunity to provide further input. However, your stop suggestion (near Hamilton Street/Dundas Street intersection) has been provided to the Project Team for consideration.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From:

Sent: April 23, 2021 8:36 AM

To: Hamilton < Hamilton@metrolinx.com>

Subject: DundasBRT Preliminary Design Comments

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Hello.

I was looking at the preliminary design for the DundasBRT project. I did not see the proposed station stops. Please consider a station stop near the Hamilton Street/Dundas Street intersection (or something along dundas st. In the Waterdown Area Core)

Thanks. Looking forward to the development of this project.



Get Outlook for Android

From: Hamilton
To:

Subject: RE: Dundas BRT

Date: Wednesday, April 28, 2021 11:55:52 AM

Hi

Thank you for sharing your concerns regarding the Dundas Bus Rapid Transit (BRT) project with us. We appreciate your time and input. Your comments have been received and will be recorded.

Your concerns regarding noise within your section of the project corridor will be reviewed by the Project Team. However, it is anticipated that impacts to the existing right-of-way will be minimal as a number of environmental assessments and studies have been completed along this segment and the degree of transit priority is not anticipated to be as significant as in Toronto and Mississauga. These environmental assessments include the City of Hamilton New East-West Road Corridor Class EA (Highway 6 to Brant Street) in 2012, which found noise level increases are within applicable Ministry of the Environment standards and that no net adverse effects were expected.

Two areas in which the Dundas BRT will potentially reduce noise along the project corridor are the level of traffic and the types of vehicles being used. The <u>Initial Business Case</u> found that the Dundas BRT could benefit traffic flow, resulting in between 345,000 and 555,000 hours of decongestion benefits per year. Meanwhile, the Preliminary Design Business Case will consider the provision of electric buses and fleet in the future project lifecycle development, which may reduce the level of noise generated by the Dundas BRT.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From:

Sent: April 22, 2021 4:27 PM

To: Hamilton < Hamilton@metrolinx.com>

Subject: Dundas BRT

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Hi,

I received an information card regarding the proposed Dundas Bus Rapid Transit. My backyard backs

on to Dundas so this project will directly affect me and my family.

Currently there is a lot of traffic on Dundas, however cars contribute very little to the noise we experience in our backyard. Large trucks and buses on the other hand are quite loud, and already constitute an annoyance to our property. I want to know what you plan to do about the fact that the new service will increase the frequency and volume of large vehicles and the noise they create.

Thank you,

From: Peel

To:

Subject: RE: Dundas Bus Rapid Transit Question EML:

Date: Friday, May 14, 2021 2:29:49 PM

Hi

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

A Dundas BRT transit stop at Hurontario Street is an element for our study planning of which ease of transfer between the Dundas BRT and the Hurontario LRT will be considered.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

------ Original Message ------

From:

Received: 5///2021 4:30 PM **To:** <Peel>; Peel@metrolinx.com

Subject: RE: Dundas Bus Rapid Transit Question EML:025400270

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Hi

Thank you for your reply.

I do live in the Cooksville area and so I appreciate that you are planning tunnels and some sort of expansion of road capacity. Maybe they could even build the LRT on Hurontario to connect to the underground bus station somehow to avoid having people wait in the rain/ snow? Your reply was surprisingly logical! Lets hope the final project ends up that way! Kind regards



From: Peel <Peel@metrolinx.com>
Sent: Thursday, May 6, 2021 3:29 PM

To:

Subject: RE: Dundas Bus Rapid Transit Question EML:

Hi

Thank you for your questions and your interest in the Dundas Bus Rapid Transit (BRT) project. We appreciate your patience while waiting for this response to your inquiry.

The City of Mississauga's Dundas Connects Master Plan, which was endorsed in 2018, recommended BRT as the preferred transit technology through two thorough shortlisting phases that include ridership demand, community impacts, engineering and cost considerations as part of the screening criteria. The Master Plan's findings were further adopted in Metrolinx's Dundas BRT Initial Business Case (IBC), which was published in 2020. The current Dundas BRT Preliminary Design/Preliminary Design Business Case/TPAP Study, which Metrolinx and the City of Mississauga are co-proponents of, builds upon the IBC's findings, particularly for the Mississauga portion of the Dundas BRT corridor.

Design alternatives throughout the entire Dundas BRT corridor are currently under development, including through Cooksville, which has been identified as a Pinch Point. A Pinch Point is an area of special interest where the ability to widen the road may be constrained by the existing environment or where other design challenges are present. A tunnel/portal arrangement is one such design alternative that will be considered. The study will consider and assess a variety of factors to identify an optimum plan balancing impacts and project needs.

Pinch point locations will undergo technical screening to consider impacts and evaluate design alternatives. This technical screening process will review information such as mapping, traffic data and available technical studies. The design alternatives will be evaluated based on screening criteria such as traffic, infrastructure, property, and environmental considerations pertaining to the natural, cultural and built conditions in Cooksville. The proposed screening criteria have been presented in Public Information Centre No. 1 (presentation.pdf) for review and comment.

After the design alternatives in Cooksville are evaluated, the preferred design alternative will be presented at Public Information Centre No. 2, currently planned for this summer, for review and comment. Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

----- Original Message -----

From: <Peel>

Received: 4/30/2021 9:22 AM

To:
Subject: RE: Dundas Bus Rapid Transit Question EML:

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

Your inquiries have been shared with members of the Dundas BRT Project Team and are currently being reviewed to provide you with the most relevant and accurate information. We will provide you with a response to your questions as soon as details have been confirmed and are available to share.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

----- Original Message

From:

Received: 4/29/2021 2:2/ PM **To:** <Peel>; Peel@metrolinx.com

Subject: RE: Dundas Bus Rapid Transit Question

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Hi

I am waiting on a reply.

Please advise whether this project can ADD extra lanes to existing roads or alternately use tunnels or overhead overpasses to expand available lanes?

An alternate (and in my opinion better) option would be to bite the bullet of cost and build a subway.

Again , as someone actually living off Dundas rd, we do not have space for a bus lane with current lanes, and we should think about ADDING more lanes rather than making one lane bus only to annoy drivers and residents.

Kind regards





From:

Sent: Friday, April 23, 2021 12:03 PM

To: peel@metrolinx.com

Subject: Dundas Bus Rapid Transit Question

Hi

I live off of Dundas st in Mississauga.

Currently I depend on having access to 3 lanes of traffic to facilitate daily life.

I am concerned that this plan will not add a much needed 4th lane of traffic but rather propose to TAKE AWAY one lane of traffic serving an already busy route.

Please confirm that this plan involves an underground tunnel for buses / subway and not a dedicated Bus lane (which is a horrible idea for those who actually live in the area)
Kind regards



From: Peel

То:

Subject: RE: Re: Dundas BRT EML:

Date: Friday, April 30, 2021 10:20:13 AM

Hi ,

Our project team has received and noted your comments and will get back to you shortly. Please let us know if you have any additional questions or comments.

Dundas BRT Project Team

------<u>------</u>Original Message ------

From:

Received: 4/27/2021 8:57 AM **To:** <Peel>; Peel@metrolinx.com

Subject: Re: Dundas BRT EML

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Hello,

Thank you for your response.

I don't believe your studies incorporate the new reality of work from home and the impact it will have on travel.

In addition, it is unreasonable to consider using Dundas to get to the TTC. It takes 45 minutes to get to downtown Toronto from the Kipling subway station. To commute along Dundas and add that additional time makes the trip improbable. In any event, Mississauga transit already provides such a route and to expect riders from beyond Mississauga to travel to Kipling to get downtown is unrealistic. In addition, the TTC is already maxed out and throwing more riders onto the TTC is not feasible.

Sincerely,

----Original Message-----

From: Peel <Peel@metrolinx.com>

To:

Sent: Mon, Apr 26, 2021 2:34 pm Subject: RE: Dundas BRT EML

Hi

Thank you for your comment and opinion regarding the Dundas Bus Rapid Transit (BRT) project. We appreciate your thoughts, but also would like to share with you that the Dundas BRT is being proposed for the Dundas Corridor in response to the findings of previous municipal planning studies and the <u>Dundas BRT Initial Business Case</u>, which indicated the need for improved bus transit infrastructure along Dundas Street. East-west transit service expansion on Dundas would allow for more frequent and reliable services between key existing and planned centres, and offer more attractive travel times to the TTC's Line 2 subway, the Hurontario LRT and the frequent GO Bus services on Highway 407.

The Dundas BRT project is part of an ongoing effort by Metrolinx to improve transit across the GTHA.

The <u>GO Expansion program</u> will offer more service with faster trains, more stations and seamless connections to a regional rapid transit network. By 2055, annual ridership will exceed 200 million, compared to 105 million without GO Expansion.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

----- Original Message

From:

Received: 4/22/2021 2:37 PM **To:** <Peel>; Peel@metrolinx.com

Subject: Dundas BRT

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This is a complete waste of money. Existing bus lines are already grossly underutilized. Money would be better spent providing faster connections to the rail lines.



From: **Peel**

To:

RE: Re: Dundas BRT EML:

Subject: Thursday, May 6, 2021 3:24:06 PM Date:

Hi

Thank you for sharing your concerns and opinions regarding the Dundas BRT project with us. We appreciate your time and input. Your comments have been received and will be recorded.

As part of the public engagement process, we welcome your opinions on the Dundas BRT in your community and the issues you have raised which are important to you. Our Initial Business Case (http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-08-17-<u>Dundas-BRT-IBC-Final-Draft.pdf</u>) found that:

- The BRT could offer a more sustainable option for travelers heading to various key destinations along the Dundas corridor, as 25% of total employment growth in Mississauga and 49-60% of total employment growth in Oakville and Burlington will occur within the corridor,
- The BRT could offer frequent rapid transit service to 600,000 to 1,000,000 people living within 2 kilometres of the corridor, and that.
- The BRT could benefit traffic flow resulting in 345,000 to 555,000 hours of decongestion benefits per year.

It is vital that the public is fully engaged in the development of the Dundas BRT. Your input will be documented and considered as the Dundas BRT project progresses. There will be another round of consultation this summer where you will have the opportunity to view and comment on more specific design details.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From: Peel

То:

Subject: RE: Dundas BRT EML

Date: Monday, April 26, 2021 2:34:58 PM

Hi

Thank you for your comment and opinion regarding the Dundas Bus Rapid Transit (BRT) project. We appreciate your thoughts, but also would like to share with you that the Dundas BRT is being proposed for the Dundas Corridor in response to the findings of previous municipal planning studies and the <u>Dundas BRT Initial Business Case</u>, which indicated the need for improved bus transit infrastructure along Dundas Street. East-west transit service expansion on Dundas would allow for more frequent and reliable services between key existing and planned centres, and offer more attractive travel times to the TTC's Line 2 subway, the Hurontario LRT and the frequent GO Bus services on Highway 407.

The Dundas BRT project is part of an ongoing effort by Metrolinx to improve transit across the GTHA. The GO Expansion program will offer more service with faster trains, more stations and seamless connections to a regional rapid transit network. By 2055, annual ridership will exceed 200 million, compared to 105 million without GO Expansion.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

------ Original Message -----

From:

Received: 4/22/2021 2:37 PM **To:** <Peel>; Peel@metrolinx.com

Subject: Dundas BRT

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This is a complete waste of money. Existing bus lines are already grossly underutilized. Money would be better spent providing faster connections to the rail lines.



From: <u>Hamilton</u>

To:

Cc: <u>Halton Region</u>; <u>Hamilton</u>

Subject: RE: Community Engagement - Dundas BRT Date: Monday, April 26, 2021 3:27:23 PM

Hi

Thank you for your question and your interest in the Dundas Bus Rapid Transit (BRT) project. We appreciate you taking the time to share your excitement and your comments on the project.

Regarding your inquiry, dedicated cycling facilities and multi-use paths are being considered; this will be confirmed as the study and design progresses.

Please let us know if you have any additional comments or questions.

Thank you,

Dundas BRT Project Team

From:

Sent: April 22, 2021 3:24 PM

To: Halton Region < HaltonRegion@metrolinx.com>; Hamilton < Hamilton@metrolinx.com>

Subject: Community Engagement - Dundas BRT

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Hi There,

I am writing to you regarding the virtual open house for the Dundas Bus Rapid Transit. I went through the information provided online and I am very happy to learn about this! I think this will be a great option for commuters and will provide some relief for those looking to get out of the rush hour congestion. I live in Waterdown and this certainly looks like a good option for getting into mississauga and the City without having to get down to the train line or take a long winding two hour bus ride.

I was wondering if there are any plans to incorporate separated bike routes along this corridor? This is something I would love to see implemented in the future. I also know there is a large cycling community in Halton and Hamilton and many people (including myself) use bikes to commute, as well as to get to bus stops. Having separated designated bike lanes will make this corridor safer for cars and cyclists.

Thank you for this opportunity to provide feedback. I look forward to hearing from you.

Kind regards,



From: Peel

To:

Subject: RE: Feedback EML:025400222

Date: Thursday, April 22, 2021 12:49:07 PM



Thank you for reaching out with your feedback from the Dundas BRT Virtual Open House. We appreciate the time you have taken to learn more about our plans and we value your opinions.

Jessica

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

------- Original Message -----

From:

Received: 4/22/2021 10:17 AM **To:** <Peel>; Peel@metrolinx.com

Subject: Feedback

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Hello,

For some reason, the feedback form keeps telling me that I missed something. I don't think I did, see attached.

Best,

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

Neighbours & Engagement (/en/dundasbrt/content/neighboursengagement)

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

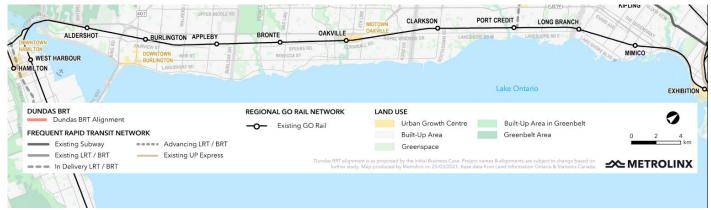
Contact Us (/en/dundasbrt/content/contact)

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

Provide Your Feedback

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





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

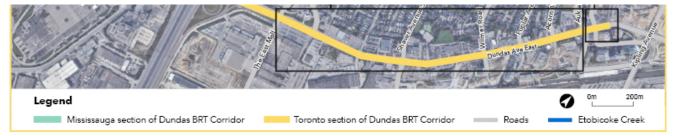
The Dundas BRT is part of a bigger picture for an integrated, multi-modal regional transportation system that will serve the needs of residents, businesses and institutions. It supports Ontario's Growth Plan for the Greater Golden Horseshoe, 2017, which sets out a broad vision for where and how our region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

Preliminary Design Feedback

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

• Pinch points are areas of special interest where necessary road widening is constrained by the existing environment or where other design challenges are present (e.g., integrating BRT service into and gaining access to an existing transit station). The study of each portion of the route will include a thorough analysis of identified pinch points. Pinch Point Analysis is a systematic process for engineering design which involves considering several concepts to identify the optional use of resources.

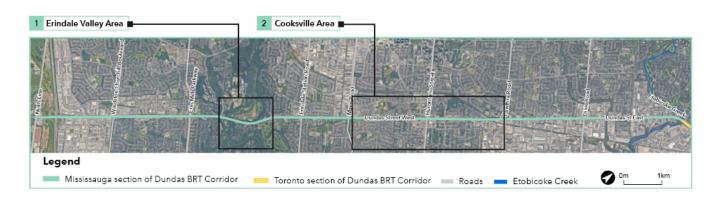




(/sites/default/files/3._dundas_street_in_toronto.jpg)

- 1. Having reviewed the pinch points in Toronto, do you have any specific insights or concerns?
- a) Pinch point: East Mall to Aukland Road
 - 4 No

- b) Pinch point: Kipling Transit Hub/Aukland Road
 - 3 Not for this one



- 2. Having reviewed the pinch points in Mississauga, do you have any specific insights or concerns?
- a) Pinch point: Cooksville Area
 - 2. How will the traffic be handled during the work? Will the property owners be compensated at real sale value?

- b) Pinch point: Erindale Valley Area
 - 1. Are there any unique species of flora and fauna here that need to be protected? If yes, how will they be?



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

3. Do you have any specific insights or concerns in Halton Region or Hamilton?	
5 No, again.	
	,

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

Traffic Considerations			
1 - Most Important			
2			
3			
4 - Least Important			
Geometrics/ Infrastructure Considerations			
1 - Most Important			
2			
3			
4 - Least Important			
Property Considerations			
1 - Most Important			
2			
_	\sim		

Cultural Heritage Report

Socio-Fconomic and Land Use Study
https://www.metrolinxengage.com/en/dundasbrt/content/your-feedback

Stage 1 Archeology Assessment Report

Stay Involved

Other...

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

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

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

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Engaging with Us (/en/content/engaging-us)

From: Halton Region
To:
Subject: RE: Dundas BRT

Date: Friday, April 30, 2021 5:02:20 PM



Thank you for your question and your interest in the Dundas Bus Rapid Transit (BRT) project. At this time, specific details on that section of road (between Appleby Line and Walkers Line) are not yet finalized. However, as noted on MetrolinxEngage.com, for Dundas Street in Halton & Hamilton (Ninth Line to Highway 6), the general approach being considered through the preliminary design business case will be to utilize the existing/planned cross-section, provide transit priority and bus service in high occupancy vehicle lanes and/or convert the curbside lane into a dedicated BRT lane.

The Dundas BRT project will feature transit priority measures such as transit signal priority, propose bus stop locations and designs, as well as consider requirements for buses turning on and off the corridor to select destinations. During future consultations, more specific details will be shared for you to review and comment on as the study and design progresses.

If you haven't already, we encourage you to review the Public Information Centre display boards and submit feedback on the Preliminary Design by filling out the <u>Metrolinx Engage</u> feedback form.

Thank you,

Mandeep Jassal Metrolinx Community Relations 416-938-9930

From:

Sent: April 21, 2021 6:56 PM

To: Halton Region < Halton Region@metrolinx.com>

Subject: Dundas BRT

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Hi, I live close to Dundas in Millcroft are for this section of Dundas (between Appleby and Walkers).

Thanks.

From: Halton Region
To:
Subject: RE: Dundas BRT

Date: Monday, April 26, 2021 10:21:00 AM

Good Morning

Thank you for your interest in the Dundas Bus Rapid Transit (BRT) project. Please find materials relating to Dundas BRT on the project page on MetrolinxEngage.com, where you can learn more the project and share your questions, comments and concerns.

Thank you,

Mandeep Jassal Metrolinx Community Relations 416-938-9930

From:

Sent: April 21, 2021 12:36 PM

To: Halton Region < Halton Region@metrolinx.com>

Subject: Dundas BRT

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Is there a link with more info on this?

From: Halton Region
To:

Subject: RE: Dundas Bus Rapid Transit

Date: Tuesday, April 27, 2021 4:22:42 PM

Hi

Thank you for sharing your concerns regarding the Dundas BRT project with us. We appreciate your time and input. Your comments have been received and will be recorded.

The Dundas Bus Rapid Transit (BRT) project is being proposed for the Dundas Corridor in response to the findings of previous municipal planning studies and the <u>Dundas BRT Initial Business Case</u>, which indicated the need for improved bus transit infrastructure along Dundas Street. As noted in the Initial Business Case, 71% of Oakville's total population growth and 49% of total employment growth will occur within 2 kilometres of the Dundas Corridor. In terms of safety, as noted on <u>MetrolinxEngage.com</u>, through the Transit Project Assessment Process (TPAP) we are completing studies to identify the baseline conditions, determine any potential for impacts and propose measures to mitigate potential impacts.

Prior to the initiation of the Dundas BRT project, several studies and Municipal Class Environmental Assessments were completed along the corridor, including the Halton Region Class EA for Dundas Street Improvements for Brant Street to Bronte Road in 2015. In some areas, road widening already occurred, including curb lanes that can accommodate potential high occupancy vehicle (HOV) or bus-only lanes in the future. While the <u>screening considerations</u> for which input is being sought during this round of engagement include land acquisition and building displacement, property impacts in Halton and Hamilton are currently not expected. However, any potential impacts will be confirmed as the study and design progresses.

Additionally, the Dundas BRT <u>Initial Business Case</u> determined the Greater Toronto and Hamilton Area (GTHA) transportation network is a major source of greenhouse gas (GHG) emissions and is a key contributor to the region's carbon footprint. Dundas BRT will contribute to a more sustainable environment through reduced auto emissions. Dundas BRT has the potential to decrease GHG Emissions on the corridor by up to 600 kilo tonnes, which supports GTHA policies to mitigate climate change caused by transportation.

We want to know which screening considerations are important to the public and we appreciate you letting us know that land acquisition and building displacement is of particular importance to you. Pinch point locations will undergo a technical screening to consider impacts and evaluate alternatives. You will also be able to provide input on pinch point alternatives and preferred design in the next round of engagement.

If you haven't already, we encourage you to review the Public Information Centre display boards and submit feedback on the Preliminary Design by filling out the <u>Metrolinx Engage feedback form</u> before April 30.

Thank you,

Mandeep Jassal Metrolinx Community Relations 416-938-9930

From: Halton Region

Sent: April 23, 2021 10:47 AM

To: '

Subject: RE: Dundas Bus Rapid Transit

Hi

Thanks for getting in touch.

I will get back to you when I have more information about this.

Thanks,

Mandeep Jassal Metrolinx Community Relations 416-938-9930

From:

Sent: April 21, 2021 8:05 PM

To: Halton Region < <u>HaltonRegion@metrolinx.com</u>>

Subject: Dundas Bus Rapid Transit

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Hi -I just received the notice in my mailbox for the proposed Dundas Bus Rapid Transit.

I am very very concerned about any expansion to widen or add lanes to Dundas. This is a residential area with many small children, parks and playgrounds. The last thing we need is more lanes for more traffic.

I thought I saw a notice sometime back about possible rapid transit lanes to run from highway 6 to Mississauga which would run alongside the 407 Highway and not on Dundas. Is this not a better option for safety in a residential area with lots of small children. This would add transit where there already is traffic and away from homes and children. Also, Dundas has a number of houses or townhouse units quite close to the street. What will happen with these homes?

Thank you for you time and allowing my input.

Best Regards

From: Toronto West < Toronto West@metrolinx.com >

Sent: March-04-21 3:25 PM

To:

Subject: RE: Dundas BRT

Hello

Anne Marie Aikins forwarded me your email about the Dundas BRT.

Thank you for taking the time to review the Initial Business Case (IBC) and share your thoughtful feedback and questions.

We're also excited about supporting community integration for people living and working along the corridor and continue to advance the project. Page six of this document outlines our business case lifecycle – you'll notice that the IBC is just the first step. We're currently working to advance the preliminary design phase and the Transit Project Assessment Process (TPAP) and environmental studies.

Public engagement on the project will begin in April.

If you like, I can add your email address to the Toronto West e-newsletter if you want to remain informed of the upcoming community engagement sessions and receive revised project plans. I can also make sure you receive a notification once the public engagement has been scheduled.

We value the input of stakeholders like you. We've logged your feedback and it'll be included in the Environmental Project Report. We welcome more of your thoughts as a cyclist and community member once more project plans are released.

I hope this information is helpful. Don't hesitate to reach out with any other questions.

Thanks again,

Stefany Stadnyk Community Relations & Issues Specialist, GO Expansion

O: 416-202-1510

Kindly subscribe to our regional Toronto West e-newsletter here

From:

Sent: February 28, 2021 1:57 PM

To: Anne Marie Aikins < Anne Marie. Aikins @metrolinx.com >

Subject: Dundas BRT

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Good afternoon, Ms. Aikins.

I am a long time road safety advocate in Toronto.

Earlier this year, I had the chance to review the initial business case for the Dundas BRT and feel this could be a good opportunity to not only improve transit service, but also create a significant east-west cycling corridor from the recently completed Six Points intersection (Kipling station) to Waterdown in Hamilton. The materials did provide clarification that the Dundas Connects complete street proposal - which I heard previously - would potentially apply to the Toronto stretch from Etobicoke Creek to Aukland Road.

However, I haven't heard of any proposed construction timelines for this project or plans for public consultations. Do you know if Metrolinx has a rough timeframe in mind for these two items? I feel every opportunity should be taken to accelerate construction of the Toronto stretch from Aukland to The East Mall until MTO can address crossing Highway 427. I recall this approach was done with parts of the Durham - Scarborough BRT route in Ajax and Pickering to deliver short term transit improvements - which also included bike lanes - until the centre running BRT lanes can be put in along the entire corridor.

If construction along the Toronto part of the Dundas BRT can be accelerated, it can help build the case to close the bike lane gap on Bloor Street from Six Points to Runnymede and create a continuous GTA-wide east-west cycling route.

Several road safety advocates and I are working on a campaign regarding the Bloor bike lanes which is currently in its early stages and we would like to focus on Dundas (instead fo Bloor) to complete the link from Kipling to the Mississauga border.

I wrote some initial observations about the Dundas BRT and extending the Bloor bike lanes in to help build the case for both projects.

Please let me know regarding Metrolinx's plans for public consultations and construction for the Dundas BRT as soon as possible.

Sincerely yours,

